Monday, 10 June 2024

### **COMPANY UPDATE**

# Yangzijiang Shipbuilding (Holdings) (YZJSGD SP)

The Not-so-little S-chip That Could

YZJ's strong share price performance this year reflects its stellar operational and new order win performance by riding the shipbuilding upcycle, in our view. We have upgraded our earnings by 10-30% as well as our 2024 order win expectations from US\$5b to US\$7b despite the company maintaining its guidance of US\$4.5b. Maintain BUY with a higher target price of S\$2.86 (previously S\$2.19).

WHAT'S NEW

- Market giving due recognition to a solid business. Yangzijiang Shipbuilding's (YZJ) strong share price performance since its 1Q24 business update on 28 Mar 24 reflects, in our view, the market recognising YZJ's management which has driven its stellar operational and new order win performance in the past few years. YZJ's ability to execute well was demonstrated by its delivery of 28 vessels or 44% of its target of 63 vessels this year, despite the long Lunar New Year holidays in February. Ytd, the stock is the best performer on the STI, up 62.4% and handily beating the STI's 2.8% gain.
- Order wins continue to be robust. With US\$3.32b in new orders ytd, YZJ has achieved 74% of its 2024 target of US\$4.5b vs our higher expectation of US\$5.0b. Despite this outperformance, we note that management has remained particularly conservative and stuck to its original target while we have decided to upgrade our 2024 order win expectation to an admittedly high target of US\$7b. Note that its previous annual high was US\$7.41b in 2021. For 1Q24, the company won orders for 38 vessels comprising 14 oil/chemical tankers, 12 containerships, eight gas carriers and four bulk carriers.
- New order flows what's exciting? It was evident that management would continue to focus on oil tankers given that this segment is on an upswing globally and thus owners appear to be willing to put in orders. Additionally, the company believes that greener ships will be in greater demand (ie replacement of older vessels that have high emissions of sulfur, nitrous oxide and carbon dioxide) and it will be in a strong position to fill its yard slots with high-margin low-emission vessels that are dual-fueled with LNG.
- Steel costs unlikely to increase, in management's view. YZJ disclosed that it currently imputes a cost of Rmb4,000 per tonne for steel plates and does not believe that costs will increase in the near to medium term given that demand is weak from other sectors, particularly the property sector. In our view, stable steel costs should benefit YZJ and enable it to generate higher shipbuilding margins which the company has guided for in 2024.

## **KEY FINANCIALS**

2022	2023	2024F	2025F	2026F
20,705	24,112	31,097	39,421	42,427
3,166	5,274	5,925	7,100	7,485
2,708	4,779	5,429	6,605	6,989
2,613	4,102	4,989	5,935	6,250
2,613	4,102	4,989	5,935	6,250
67.0	104.7	127.3	151.4	159.5
19.5	12.5	10.2	8.6	8.2
2.9	2.5	2.0	1.6	1.3
12.0	7.2	6.4	5.3	5.1
1.3	2.1	2.9	3.4	3.6
12.6	17.0	16.0	15.1	14.7
(35.4)	(52.4)	(52.8)	(53.1)	(53.7)
29.6	54.9	155.6	272.0	529.7
9.8	21.3	21.2	20.3	17.6
-	-	4,803	5,304	5,516
-	-	1.04	1.12	1.13
	20,705 3,166 2,708 2,613 2,613 67.0 19.5 2.9 12.0 1.3 12.6 (35.4)	20,705 24,112 3,166 5,274 2,708 4,779 2,613 4,102 2,613 4,102 67.0 104.7 19.5 12.5 2.9 2.5 12.0 7.2 1.3 2.1 12.6 17.0 (35.4) (52.4) 29.6 54.9	20,705         24,112         31,097           3,166         5,274         5,925           2,708         4,779         5,429           2,613         4,102         4,989           2,613         4,102         4,989           67.0         104.7         127.3           19.5         12.5         10.2           2.9         2.5         2.0           12.0         7.2         6.4           1.3         2.1         2.9           12.6         17.0         16.0           (35.4)         (52.4)         (52.8)           29.6         54.9         155.6           9.8         21.3         21.2           -         4,803	20,705         24,112         31,097         39,421           3,166         5,274         5,925         7,100           2,708         4,779         5,429         6,605           2,613         4,102         4,989         5,935           2,613         4,102         4,989         5,935           67.0         104.7         127.3         151.4           19.5         12.5         10.2         8.6           2.9         2.5         2.0         1.6           12.0         7.2         6.4         5.3           1.3         2.1         2.9         3.4           12.6         17.0         16.0         15.1           (35.4)         (52.4)         (52.8)         (53.1)           29.6         54.9         155.6         272.0           9.8         21.3         21.2         20.3           -         -         4,803         5,304

Source: Yangzijiang Shipbuilding (Holdings), Bloomberg, UOB Kay Hian

### BUY

## (Maintained)

Share Price	S\$2.41
Target Price	S\$2.86
Upside	+18.7%
(Previous TP	S\$2.19)

#### **COMPANY DESCRIPTION**

Established in 1956, the company is based in Jiangsu, China, and is the country's largest private shipyard. It builds a broad range of ships including containerships, bulk carriers and LNG carriers, and its client network spans North America, Europe and Asia.

#### STOCK DATA

52-week high/low

GICS sector	Industrials
Bloomberg ticker:	YZJSGD SP
Shares issued (m):	3,950.6
Market cap (S\$m):	9,560.4
Market cap (US\$m):	7,109.7
3-mth avg daily t'over (US\$m): Price Performance (%)	37.8

02	9		,	
1mth	3mth	6mth	1yr	YTD
42.4	30.1	64.6	89.1	62.4
Major Sh	areholder	s		%
Ren Yuanl	in		21.6	
Lido Point	Investments		9.8	
T.Rowe Pr	ice		6.0	
FY24 NAV	/Share (Rml		6.59	
FY24 Net (	Cash/Share		3.48	

S\$2.42/S\$1.27

### PRICE CHART



Source: Bloomberg

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### Monday, 10 June 2024

#### STOCK IMPACT

- LNG-fuelled vessels. LNG remains the fuel of choice for lower-carbon shipping with dual-fuel methanol and ammonia engines coming in second. YZJ currently has orders for 35 LNG dual-fuel containerships (18% of its orderbook of 193 vessels) and 15 methanol dual-fuel containerships (8% of its orderbook). We believe that LNG's price competitiveness, abundant supply and well-developed infrastructure gives it an advantage over the alternatives. According to industry estimates, more than 2,400 vessels are equipped to operate on LNG globally, with another 1,000 vessels ordered that are yet to be delivered. In our view, YZJ is well placed to win more of such vessel orders with many of such new ships able to be adapted to use alternative clean fuels, such as ammonia or methanol.
- With so much cash on its balance sheet and nothing material in terms of capex, we see potential for higher dividends. As at end-23, YZJ had Rmb16.6b in cash (+54% yoy) and total borrowings of Rmb5.6b (+22% yoy), resulting in a net cash position of nearly Rmb11b, or over S\$2b. After payout of its 2023 dividends amounting to around S\$257m, this still leaves the company with over S\$1.74b in cash, or S\$0.44 per share in cash (ie 18% of current share price). Without any onerous spending on the horizon, we believe that the company could pay out more dividends.

#### **EARNINGS REVISION/RISK**

• Upgrading earnings by 10-30%. We have raised our earnings expectations for YZJ by 10-30% for the 2024-26E period due to a greater conviction that the company will be able to maintain its 20% shipbuilding margins in the medium to longer term. Our shipbuilding margins have been raised by 1.0ppt to 19% for 2024E, and by 1.5ppt to 18.5% for 2025-26E. We have left our gross margin assumptions for the shipping business at 42% for 2024, declining to 35% for 2025-26E.

### VALUATION/RECOMMENDATION

• We maintain BUY on the stock with a higher PE-based target price of \$\$2.86 as we roll forward our valuation year to 2025 coupled with the earnings changes outlined above. We use a target PE of 9.0x which is 2SD above the company's five-year average of 6.0x and believe that this premium to its average PE multiple is justified given its earnings visibility that now extends into 2028 as well as its strong track record of safe and efficient shipbuilding for its international customer base. At our new target price of \$\$2.86, we note that YZJ remains inexpensive relative to its regional peers, trading at 2025 P/B of 1.6x and generating an ROE of 20% while its Korean peers trade at 1.8x P/B with 9-14% ROE.

## SHARE PRICE CATALYSTS

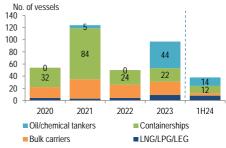
- · Better capital management.
- New orders in higher-margin shipbuilding segments, eg dual-fuel containerships, oil and/or LPG tankers.
- Safe and efficient execution of orderbook and evidence that the company can maintain its high shipbuilding margins of around 20%.

#### HISTORICAL AND FORECAST ORDER WINS



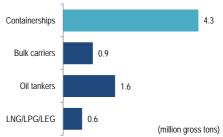
Source: YZJ

#### NO. OF VESSELS WON BY YEAR



Source: YZJ

### ORDERBOOK BY VESSEL TYPE (AS AT 24 MAY 24)



Source: YZJ

#### **CHANGES TO EARNINGS FORECASTS**

Rmb m	2024E	2025E	2026E
NPAT - was	4,541	4,953	4,793
NPAT - is	4,989	5,935	6,250
Change	9.9%	19.8%	30.4%

Source: UOB Kay Hian



Regional	M o r	nin	ı g l	N o t	e s	Monday, 10 Jun	e 2024		
PROFIT & LOSS	0000	22245	22255	222/5	BALANCE SHEET	2000	00045	00055	000/5
Year to 31 Dec (Rmbm)	2023	2024F	2025F	2026F	Year to 31 Dec (Rmbm)	2023	2024F	2025F	2026F
Net turnover	24,112	31,097	39,421	42,427	Fixed assets	7,219	7,518	7,817	8,116
EBITDA	5,274	5,925	7,100	7,485	Other LT assets	4,395	4,589	4,783	4,976
Deprec. & amort.	495	495	495	495	Cash/ST investment	16,561	19,293	22,620	26,321
EBIT	4,779	5,429	6,605	6,989	Other current assets	12,689	15,765	19,420	22,161
Total other non-operating income	250	676	677	677	Total assets	40,864	47,164	54,639	61,574
Associate contributions	198	198	198	198	ST debt	3,965	3,965	3,965	3,965
Net interest income/(expense)	(96)	(38)	(26)	(14)	Other current liabilities	13,611	14,838	16,213	16,694
Pre-tax profit	5,131	6,265	7,454	7,850	LT debt	1,630	1,500	1,500	1,500
Tax	(1,061)	(1,316)	(1,565)	(1,649)	Other LT liabilities	515	515	515	515
Minorities	32	39	46	49	Shareholders' equity	20,941	26,182	32,328	38,831
Net profit	4,102	4,989	5,935	6,250	Minority interest	202	163	117	68
Net profit (adj.)	4,102	4,989	5,935	6,250	Total liabilities & equity	40,864	47,164	54,639	61,574
CASH FLOW					KEY METRICS				
Year to 31 Dec (Rmbm)	2023	2024F	2025F	2026F	Year to 31 Dec (%)	2023	2024F	2025F	2026F
Operating	7,973	4,314	5,106	5,778	Profitability				
Pre-tax profit	4,069	4,950	5,889	6,202	EBITDA margin	21.9	19.1	18.0	17.6
Tax	0	0	0	0	Pre-tax margin	21.3	20.1	18.9	18.5
Deprec. & amort.	495	495	495	495	Net margin	17.0	16.0	15.1	14.7
Associates	(198)	(198)	(198)	(198)	ROA	11.1	11.3	11.7	10.8
Working capital changes	3,373	(433)	(581)	(222)	ROE	21.3	21.2	20.3	17.6
Non-cash items	0	0	0	0					
Other operating cashflows	233	(500)	(499)	(499)	Growth				
Investing	(2,290)	(790)	(790)	(790)	Turnover	16.5	29.0	26.8	7.6
Capex (growth)	(790)	(790)	(790)	(790)	EBITDA	66.6	12.3	19.8	5.4
Capex (maintenance)	0	0	0	0	Pre-tax profit	55.4	22.1	19.0	5.3
Investments	(2,142)	0	0	0	Net profit	57.0	21.6	19.0	5.3
Proceeds from sale of assets	617	0	0	0	Net profit (adj.)	57.0	21.6	19.0	5.3
Others	24	0	0	0	EPS	56.2	21.6	19.0	5.3
Financing	99	(792)	(989)	(1,287)					
Dividend payments	(1,053)	(1,292)	(1,491)	(1,789)	Leverage				
Issue of shares	0	0	0	0	Debt to total capital	20.9	17.2	14.4	12.3
Proceeds from borrowings	3,308	2,000	2,001	2,001	Debt to equity	26.7	20.9	16.9	14.1
Loan repayment	(2,280)	(1,500)	(1,499)	(1,499)	Net debt/(cash) to equity	(52.4)	(52.8)	(53.1)	(53.7)
Others/interest paid	124	(1,500)	0	0	Interest cover (x)	54.9	155.6	272.0	529.7
Net cash inflow (outflow)	5,782	2,732	3,327	3,701	into out cover (A)	JT.7	133.0	212.0	JL 1.1
odom minom (oddilow)	5,702	2,702	0,021	3,701					

10,778

16,561

0

16,561

19,293

0

19,293

22,620

0

22,620

26,321

0

Beginning cash & cash equivalent

Changes due to forex impact

Ending cash & cash equivalent



Monday, 10 June 2024

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Monday, 10 June 2024

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