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COMPANY UPDATE

Malaysia Marine and Heavy Engineering Holdings (MMHE MK)

Building Track Record On Decarbonisation/Green Projects

Although share price surged by around 30% after securing the mega CCS project, we still see further upside thereafter, as MMHE is well-positioned to capture more green projects including offshore wind structures (50% of its bidbook), onshore projects related to circular economy, and demand for green shipping retrofits. We upgrade forecasts and valuation, premised on our assumption that marine repair will continue to show recurring profits. Upgrade to BUY. Target price: RM0.75.

WHAT'S NEW

- Big Kasawari carbon capture and storage (CCS) win lifts orderbook to RM6.6b. The RM4.5b CCS project will fabricate a carbon sequestration (CO2 seq) fixed platform of 14,000-MT topside and 15,000-MT jacket. To meet the ready-for-startup (RSFU) target of end-25, the first steel cut is targeted for 2Q23. The platform will be bridged-linked to the main 47,000-MT Central Processing Platform (CPP), of which the RSFU target is 2023. The CPP is also being built by Malaysia Marine and Heavy Engineering Holdings (MMHE), and the RM2.1b project is now at 73% completion, with first jacket loadout in early-23. Kasawari is set to be the world's largest CCS project. About 71m-76m tonnes of CO2 (averagely 3.3MTPA) will be reinjected into the M1 field for storage, via a pipeline about 138km away.
- "Alliance" contract structure with Petronas reduces project risk. The scale of the CCS (need to hire more manpower), and being a new technology worldwide (the industry has no prior established track record) will lead to investor concerns over project execution. This is especially given MMHE's past track record of volatile offshore losses, for projects that were the "first of their kind" in that era, like the Malikai and Gumusut-Kakap floating platforms. However, the CCS is an "Alliance" EPCC contract with Petronas, which means the client will share 50% of the project risk. This is a new contract structure and is more favourable vs the standard EPCC contract, although it does not fully insulate MMHE from delays and cost overruns.
- Marine repair preparing to capture decarbonisation opportunities. MMHE's recent strategic partnerships with providers of green shipping technology (like Air Lubrication System) and consultancy services, are in anticipation of the Jan 23 enforcement of Energy Efficiency eXisting ship (EEXI) and Carbon Intensity Indicator (CII) compliance for ships worldwide. These technologies can help save fuel by 5-17%. On top of the normal marine repair demand, we expect higher dry-docking demand from shipowners after deciding the portion of their fleet (usually aged vessels) to be retrofitted to meet green compliance. Having said that, the current geopolitical events and uncertainties on shipping costs vs charter rates are not pushing for such retrofit demand yet at this juncture.

KEY FINANCIALS

| Year to 31 Dec (RMm) | 2020 | 2021 | 2022F | 2023F | 2024F |
|-------------------------------|--------|--------|--------|--------|--------|
| Net turnover | 1,567 | 1,467 | 1,601 | 2,440 | 2,875 |
| EBITDA | (18) | (178) | 105 | 147 | 127 |
| Operating profit | (93) | (266) | 21 | 66 | 47 |
| Net profit (rep./act.) | (389) | (270) | 9 | 55 | 37 |
| Net profit (adj.) | (34) | (279) | 9 | 55 | 37 |
| EPS (sen) | (2.1) | (17.4) | 0.6 | 3.4 | 2.3 |
| PE (x) | n.m. | n.m. | 101.6 | 17.4 | 26.2 |
| P/B (x) | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 |
| EV/EBITDA (x) | n.m. | n.m. | 2.9 | 2.1 | 2.4 |
| Dividend yield (%) | 0.0 | 0.0 | 0.0 | 3.3 | 3.3 |
| Net margin (%) | (24.9) | (18.4) | 0.6 | 2.3 | 1.3 |
| Net debt/(cash) to equity (%) | (20.1) | (19.9) | (38.3) | (37.4) | (35.2) |
| Interest cover (x) | (19.6) | (13.8) | 6.8 | 9.5 | 8.1 |
| ROE (%) | n.a. | n.a. | 0.6 | 3.2 | 2.1 |
| Consensus net profit | - | - | 27 | 53 | 67 |
| UOBKH/Consensus (x) | - | - | 0.35 | 1.04 | 0.55 |

Source: Malaysia Marine and Heavy Engineering Holdings, Bloomberg, UOB Kay Hian

n.m. : not meaningful; negative P/E, EV/EBITDA reflected as "n.m.

BUY

(Upgraded)

Share Price RM0.60
Target Price RM0.75
Upside +24.6%
(Previous TP RM0.46)

COMPANY DESCRIPTION

Petronas-owned deepwater offshore oil and gas engineering, procurement, construction and commissioning (EPCC) fabricator.

STOCK DATA

| GICS sector | Energy | | |
|---|---------|--|--|
| Bloomberg ticker: | MMHE MK | | |
| Shares issued (m): | 1,600.0 | | |
| Market cap (RMm): | 960.0 | | |
| Market cap (US\$m): | 217.9 | | |
| 3-mth avg daily t'over (US\$m): Price Performance (%) | 0.2 | | |

RM0 655/RM0 370 52-week high/low 1mth 6mth YTD 3mth 1vr 39 5 50.0 51.9 51.9 51.9 **Major Shareholders** % MISC Bhd 66.5 Technip SA 8.5 FY22 NAV/Share (RM) 1.07 FY22 Net Cash/Share (RM) 0.41

PRICE CHART



Source: Bloomberg

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STOCK IMPACT

- We expect this ESG angle to be a mid-term catalyst (2Q23 onwards). Both MMHE and Sembcorp Marine (Sembcorp) reported improvements in 3Q22 marine repair earnings, but a milder-than-expected outlook. For MMHE, it expects lower dry-docking demand in 4Q22, especially from LNG carriers (3Q22: 4 LNG refits), given high winter demand for LNG transportation worldwide. Sembcorp saw higher shipping refits of 60 vessels (3Q22: 11 LNG refits) vs 96 vessels in 1H22 (10 LNG refits), but said the improving outlook will be lower than expected due to residual effects of COVID-19 measures, which may imply higher-than-expected costs. MMHE still expects a decent marine repair profit for 4Q22 (as the lower winter demand is an expected seasonal effect), but the group has yet to observe material spike in orders for green retrofits.
- RM11b bidbook is now heavily skewed to green projects, at 50% mix. MMHE still has a financial advantage to win future local CPPs vs Sapura Energy, but it may less likely secure future local wellhead platforms (WHP). This is in view of recent events whereby OceanMight, a Sarawakian yard under KKB Engineering, is chosen as Shell's primary contractor for all future WHPs in Sarawak for five years. MMHE had anticipated the competitive landscape changes, and is positioning itself to capture the rising interest of green projects.

MMHE's 2019 global collaboration agreement with Smulders, a renowned player in offshore wind structures, had helped MMHE gained from the Greater Changhua windfarm's learning curve in Taiwan. Allocating its East Yard for wind structures, It is bidding for nine wind projects, amounting to RM4b in value for substations and RM1b for jackets. Cumulatively they are now at 50% of bidbook mix (vs 20-30% mix a year ago).

- May also benefit from onshore projects due to ESG demand. The global chemicals
 industry is seeing an opportunity to support the energy transition, by providing low-carbon
 polymers and sustainable circular economy. Our channel checks indicate that big players
 like Petronas and Shell are in late stages of project planning to roll out plastic chemical
 recycling facilities, to convert into green feedstock for petrochemicals, in areas like
 Pengerang. We believe the likes of MMHE and Dialog are beneficiaries for onshore modules
 one processing plant may be around US\$100m.
- The revival of local floater projects. Upstream reported that the floating, production and offloading (FPSO) projects Limbayong (Sabah) and Kelidang (Brunei), which were shelved many times in the past, are now back in the radar for bidding. Any go-ahead will also be an added bonus for MMHE, which had not done any FPSO conversion jobs in the last few years since EA Technique's vessel. In the past, FPSO conversion carries a high margin that supports the RM15m-20m quarterly earnings for marine repair.

EARNINGS REVISION/RISK

Upgrade 2022-24 earnings by 27%/79%/8x. We doubled marine repair earnings forecasts for 2023, assuming MMHE will see a sustained strength for ship repairs and potential green shipping retrofit demand after 2Q23. We also update offshore revenues after accounting for Kasawari CCS, but our 2024 earnings is below consensus' as we conservatively assume losses in the early stages of CCS' fabrication. We also now assume a RM0.02 DPS for 2023/24 forecasts, premised on a sustainable marine profit base. MMHE last paid RM0.05/RM0.03 DPS in 2014/2017.

VALUATION/RECOMMENDATION

• Upgrade to BUY (from HOLD), target price raised to RM0.75 (from RM0.46) on higher P/B valuation from 0.5x to 0.7x. Even though the share price surged by about 30% after the CCS project win, we still see further upside on more green project wins, potential dividends, and last but not least, the valuation re-rating to be justified by marine repair returning to recurring profits, like in pre-2018. At our target price, both P/B and PE (implied 23x) valuations reflect pre-2018 five-year mean average.

ENVIRONMENTAL, SOCIAL, GOVERNANCE (ESG)

Environmental

- Carbon (CO2) emission reduction. Since 2021, MMHE adopted the greenhouse gas (GHG) protocol, which covers a broader scope of assets within operational control. 8.3MWp Solar panel installation to generate RM30m savings over 21 years.
- Safety (HSE). 1.20 Lost Time Injury (LTI) Frequency in 2021 (2020: 0.00).

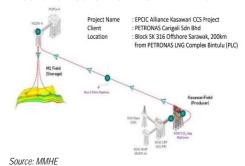
Social

- Diversity. 18% female representation amongst employees.
- Investments of RM97,000 contributed as COVID-19 assistance to communities.

• Governance

- 5 out of 9 board members are independent.

PROJECT STRUCTURE OF KASAWARI PHASE 2



MARINE DECARBONISATION PARTNERSHIPS

SILVERSTREAM

Products and Services: Air Lubrication System

Benefits:

5-10% Net Fuel Savings depending on the vessel's profile



Products and Services: Hull Performance Audit (including bulbous bow retrofit and vessel lengthening) and Technical Advisory

Benefits:

 Up to 17% Net Fuel Savings depending on the vessel's profile

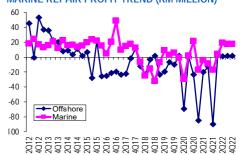
Source: MMHE

SEGMENTAL FORECASTS

| (RMm) | 2022F | 2023F | 2024F |
|------------------|---------|---------|---------|
| Revenue | 1,601.0 | 2,440.0 | 2,875.0 |
| Offshore | 1,201.0 | 1,910.0 | 2,365.0 |
| Marine repair | 400.0 | 530.0 | 510.0 |
| Operating profit | 20.7 | 66.1 | 47.4 |
| Offshore | (17.3) | (8.1) | (13.8) |
| Marine repair | 38.0 | 74.2 | 61.2 |
| Margins (%) | 1.3% | 2.7% | 1.6% |
| Offshore | -1.4% | -0.4% | -0.6% |
| Marine repair | 9.5% | 14.0% | 12.0% |

Source: UOB Kay Hian

MARINE REPAIR PROFIT TREND (RM MILLION)



Source: MMHE, UOB Kay Hian



| PROFIT & LOSS | | | | | BALANCE SHEET | | | | |
|----------------------------------|-------|-------|-------|-------|----------------------------|--------|--------|--------|--------|
| Year to 31 Dec (RMm) | 2021 | 2022F | 2023F | 2024F | Year to 31 Dec (RMm) | 2021 | 2022F | 2023F | 2024F |
| Net turnover | 1,467 | 1,601 | 2,440 | 2,875 | Fixed assets | 1,525 | 1,444 | 1,422 | 1,401 |
| EBITDA | (178) | 105 | 147 | 127 | Other LT assets | 305 | 292 | 311 | 338 |
| Deprec. & amort. | 88 | 84 | 81 | 80 | Cash/ST investment | 710 | 998 | 997 | 964 |
| EBIT | (266) | 21 | 66 | 47 | Other current assets | 850 | 749 | 1,199 | 1,411 |
| Associate contributions | 0 | 0 | 0 | 0 | Total assets | 3,390 | 3,483 | 3,930 | 4,115 |
| Net interest income/(expense) | (13) | (15) | (16) | (16) | ST debt | 35 | 41 | 46 | 51 |
| Pre-tax profit | (274) | 5 | 51 | 32 | Other current liabilities | 1,312 | 1,425 | 1,844 | 2,020 |
| Tax | 0 | 0 | 0 | 0 | LT debt | 335 | 300 | 300 | 300 |
| Minorities | 4 | 4 | 5 | 5 | Other LT liabilities | 0 | 0 | 0 | 0 |
| Net profit | (270) | 9 | 55 | 37 | Shareholders' equity | 1,706 | 1,716 | 1,739 | 1,744 |
| Net profit (adj.) | (279) | 9 | 55 | 37 | Minority interest | 1 | 1 | 1 | 1 |
| | | | | | Total liabilities & equity | 3,390 | 3,483 | 3,930 | 4,115 |
| | | | | | | | | | |
| CASH FLOW | | | | | KEY METRICS | | | | |
| Year to 31 Dec (RMm) | 2021 | 2022F | 2023F | 2024F | Year to 31 Dec (%) | 2021 | 2022F | 2023F | 2024F |
| Operating | (14) | 293 | 105 | 75 | Profitability | | | | |
| Pre-tax profit | (274) | 5 | 51 | 32 | EBITDA margin | (12.1) | 6.5 | 6.0 | 4.4 |
| Tax | 0 | 0 | 0 | 0 | Pre-tax margin | (18.7) | 0.3 | 2.1 | 1.1 |
| Deprec. & amort. | 88 | 84 | 81 | 80 | Net margin | (18.4) | 0.6 | 2.3 | 1.3 |
| Associates | 0 | 0 | 0 | 0 | ROA | n.a. | 0.3 | 1.5 | 0.9 |
| Working capital changes | 164 | 204 | (27) | (36) | ROE | n.a. | 0.6 | 3.2 | 2.1 |
| Other operating cashflows | 8 | 0 | 0 | 0 | | | | | |
| Investing | (34) | (10) | (80) | (80) | Growth | | | | |
| Capex (growth) | (48) | (20) | (80) | (80) | Turnover | (6.3) | 9.1 | 52.4 | 17.8 |
| Investments | 0 | 0 | 0 | 0 | EBITDA | n.a. | n.a. | 40.7 | (13.5) |
| Others | 14 | 10 | 0 | 0 | Pre-tax profit | n.a. | n.a. | 847.4 | (37.4) |
| Financing | 106 | 5 | (26) | (28) | Net profit | n.a. | n.a. | 483.3 | (33.6) |
| Dividend payments | 0 | 0 | (32) | (32) | Net profit (adj.) | n.a. | n.a. | 483.3 | (33.6) |
| Issue of shares | 0 | 0 | 0 | 0 | EPS | n.a. | n.a. | 483.3 | (33.6) |
| Proceeds from borrowings | 150 | 14 | 16 | 16 | | | | | |
| Loan repayment | (43) | (9) | (10) | (12) | Leverage | | | | |
| Others/interest paid | 0 | 0 | 0 | 0 | Debt to total capital | 17.8 | 16.5 | 16.6 | 16.7 |
| Net cash inflow (outflow) | 59 | 288 | (1) | (32) | Debt to equity | 21.7 | 19.8 | 19.9 | 20.1 |
| Beginning cash & cash equivalent | 651 | 710 | 998 | 997 | Net debt/(cash) to equity | (19.9) | (38.3) | (37.4) | (35.2) |
| Changes due to forex impact | 0 | 0 | 0 | 0 | Interest cover (x) | (13.8) | 6.8 | 9.5 | 8.1 |
| Ending cash & cash equivalent | 710 | 998 | 997 | 964 | | | | | |

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