

16 June 2020

UMW (UMWH MK)

All Segments Hit By The Pandemic

Malaysia Results Review

Consumer Cyclical | Auto & Autoparts

Neutral (Maintained)

 Target Price (Return):
 MYR2.65 (0%)

 Price:
 MYR2.65

 Market Cap:
 USD726m

 Avg Daily Turnover (MYR/USD)
 6.68m/1.54m

Analyst

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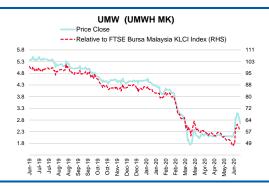
Keep NEUTRAL, MYR2.65 TP and c.2.3% yield. UMW's 1Q20 core earnings of MYR48.8m were within expectations. The weaker net profit was expected, as most of its businesses were hit by COVID-19. 2Q20 earnings are expected to be weaker, as the shift to the conditional Movement Control

expected, as most of its businesses were hit by COVID-19. 2Q20 earnings are expected to be weaker, as the shift to the conditional Movement Control Order (MCO) only started in mid-May. There may be a 2H20 recovery, aided by the Government's sales tax exemption and its cost-cutting measures.

- UMWH's 1Q20 core earnings of MYR48.8m (-43% YoY, +144% QoQ) were within our and Street's expectations at 27% and 24% of full-year estimates. The weaker earnings were attributed to the MCO's impact, whereby operations were forced to shut down from mid-March. 2Q20 earnings should still be impacted, as the shift to conditional MCO only took effect in mid-May.
- Sales dragged down by the MCO. Toyota/Lexus recorded sales of only 10,583 units (-24% YoY, -52% QoQ). Also affected, Perodua sales declined 26% YoY and 27% QoQ to 44,977 units during the quarter. However, sales may improve from 2H20, bolstered by the proposed sales tax exemption on passenger car purchases. Toyota and Perodua car prices declined 1-6% and 3-6% due to the exemption (Figures 6 and 7). UMWH's FY20 sales target of 45,000 units has yet to consider the tax exemption.
- Equipment and manufacturing & engineering (M&E) earnings were also affected by the MCO. Equipment orders may gain traction once mega projects start picking up, but the timeline is uncertain - it may take time before construction operations fully normalise. The M&E wing was allowed to reopen slightly earlier in mid-April, as it caters to the export market. We understand UMW Aerospace's orders remain intact, but there could be a downside risk from COVID-19's longer-term impact on the airline industry.
- Toyota's B-segment SUV, the Yaris Cross, just made its world debut and could be one of four SUVs UMW Toyota (UMWT) brings in after the RAV4 and Lexus' UX 200. While this model may plug UMWT's product offerings gap, the timeline and pricing will play a significant role in its success. With several B-segment models set to be introduced over the next 6-9 months, eg Proton, Honda, and Perodua's X50, City, and D55L, competition is expected to be stiff. UMWH expects to introduce two new locally assembled SUVs in 2H20 models in contention for this: Toyota's Raize and C-HR.
- Key risks. Consumers staying cautious despite the tax exemption being
 implemented could pose downside risk to our earnings, while stronger-thanexpected sales recovery is the key upside risk. We stay keep our call and
 TP, which is based on an unchanged 13x FY21F P/E. Stock sentiment was
 boosted by the sales tax exemption, but intense competition in the local
 market is likely to limit earnings growth. Its share price looks fairly valued,
 trading close to the sector average: 12-13x P/E. No change to our forecasts.

Share	Performance ((%)
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	YTD	1m	3m	6m	12m
Absolute	(41.0)	28.0	15.7	(41.0)	(50.8)
Relative	(35.3)	21.2	4.2	(36.4)	(42.3)
52-wk Price lo	w/high (MYR	2)		1.74	l – 5.51



Source: Bloomberg

Forecasts and Valuation	Dec-18	Dec-19	Dec-20F	Dec-21F	Dec-22F
Total turnover (MYRm)	11,304	11,739	9,366	10,321	10,759
Recurring net profit (MYRm)	308	259	180	233	268
Recurring net profit growth (%)	6.6	(16.0)	(30.4)	29.2	14.9
Recurring P/E (x)	10.04	11.95	17.18	13.29	11.57
P/B (x)	0.9	0.8	0.8	0.8	0.7
P/CF (x)	na	5.81	4.27	9.41	8.41
Dividend Yield (%)	2.8	2.3	2.3	2.3	2.3
EV/EBITDA (x)	71.33	5.14	4.67	4.37	4.36
Return on average equity (%)	10.7	9.3	6.7	7.8	8.3
Net debt to equity (%)	26.6	17.0	4.1	6.0	7.2

Source: Company data, RHB

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Financial Exhibits

Asia Malaysia Consumer Cyclical UMW

UMWH MK

Neutral

Valuation basis

Key drivers

- i. Introduction of attractive new car models; ii. Turnaround at various legacy non-core oil and
- gas businesses;
 iii. Long-term growth potential from aerospace business.

Key risks

- Weaker MYR;
- ii. Weaker-than-expected economic growth;
- iii. Higher start-up losses from the aerospace

Company Profile

UMWH is the largest company in the automotive sector. Its 51%-owned subsidiary UMWT imports, assembles, and distributes Toyota and Lexus vehicles in Malaysia.

Financial summary (MYR)	Dec-18	Dec-19	De c-20F	Dec-21F	Dec-22F
Recurring EPS	0.26	0.22	0.15	0.20	0.23
DPS	0.08	0.06	0.06	0.06	0.06
BVPS	2.86	3.16	3.27	3.41	3.58
Return on average equity (%)	10.7	9.3	6.7	7.8	8.3

Valuation metrics	Dec-18	Dec-19	Dec-20F	Dec-21F	Dec-22F
Recurring P/E (x)	10.04	11.95	17.18	13.29	11.57
P/B (x)	0.9	0.8	0.8	0.8	0.7
FCF Yield (%)	(76.7)	6.0	10.5	(2.3)	(1.0)
Dividend Yield (%)	2.8	2.3	2.3	2.3	2.3
EV/EBITDA (x)	71.33	5.14	4.67	4.37	4.36
EV/EBIT (x)	11.34	10.49	11.59	9.30	8.80

Income statement (MYRm)	Dec-18	Dec-19	Dec-20F	Dec-21F	Dec-22F
Total turnover	11,304	11,739	9,366	10,321	10,759
Gross profit	3,109	3,228	2,576	2,838	2,959
EBITDA	53	679	568	627	644
Depreciation and amortisation	282	(346)	(339)	(332)	(325)
Operating profit	335	333	229	295	319
Net interest	(13)	(58)	(44)	(71)	(72)
Pre-tax profit	593	567	406	489	537
Taxation	(124)	(109)	(81)	(98)	(107)
Reported net profit	344	329	250	303	338
Recurring net profit	308	259	180	233	268

Cash flow (MYRm)	Dec-18	Dec-19	Dec-20F	Dec-21F	Dec-22F
Change in working capital	(1,104)	(169)	350	(61)	(28)
Cash flow from operations	(1,460)	533	725	329	368
Capex	(915)	(346)	(400)	(400)	(400)
Cash flow from investing activities	(431)	394	(232)	(232)	(232)
Dividends paid	0	(88)	(70)	(70)	(70)
Cash flow from financing activities	(145)	(518)	1,281	(106)	(208)
Cash at beginning of period	1,163	1,312	1,472	3,731	3,693
Net change in cash	(2,036)	409	1,774	(9)	(72)
Ending balance cash	(1,187)	1,738	3,263	3,739	3,637

Balance sheet (MYRm)	Dec-18	Dec-19	De c-20F	Dec-21F	Dec-22F
Total cash and equivalents	1,312	1,472	3,731	3,693	3,590
Tangible fixed assets	2,821	2,757	2,266	2,334	2,409
Total investments	2,069	2,130	2,350	2,616	2,907
Total assets	10,758	11,148	12,181	12,689	13,050
Short-term debt	534	386	386	386	386
Total long-term debt	2,298	2,123	3,600	3,700	3,700
Total liabilities	5,044	5,053	5,887	6,139	6,209
Total equity	5,714	6,094	6,294	6,550	6,841
Total liabilities & equity	10,758	11,148	12,181	12,689	13,050

Key metrics	Dec-18	Dec-19	De c-20F	Dec-21F	Dec-22F
Revenue growth (%)	2.1	3.9	(20.2)	10.2	4.2
Recurrent EPS growth (%)	6.6	(16.0)	(30.4)	29.2	14.9
Gross margin (%)	27.5	27.5	27.5	27.5	27.5
Operating EBITDA margin (%)	0.5	5.8	6.1	6.1	6.0
Net profit margin (%)	3.0	2.8	2.7	2.9	3.1
Dividend payout ratio (%)	25.5	21.3	28.0	23.1	20.8
Capex/sales (%)	8.1	2.9	4.3	3.9	3.7
Interest cover (x)	3.41	2.64	2.05	2.12	2.27

Source: Company data, RHB



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Figure	11:	⊏arn	ınas	review

FYE Dec	1Q19	4Q19	1Q20	QoQ	YoY	Comments
(MYRm)				(%)	(%)	
Revenue	2,774.8	3,115.7	2,119.2	(32.0)	(23.6)	Sales were affected by the implementation of MCO starting from mid-March
EBIT	76.5	75.1	50.2	(33.2)	(34.4)	
EBIT margin (%)	2.8	2.4	2.4	(44, 7)	(- ,	
Finance costs	(19.2)	(32.6)	(29.7)	(8.8)	54.7	
Associates	65.6	64.6	29.2	(54.8)	(55.5)	Perodua was forced to close its operation during the MCO period
Investment income	17.7	16.4	17.9	9.2	1.1	
Pretax Profit	140.7	123.5	67.5	(45.3)	(52.0)	
Pretax margin (%)	5.1	4.0	3.2			
Tax	(29.5)	(21.9)	(14.2)	(35.0)	(51.6)	
Eff tax rate (%)	(20.9)	(17.7)	(21.1)	, ,	,	
Core Net Profit	85.7	20.0	48.8	>100	(43.0)	Within our and consensus' expectations
Net Margin (%)	3.1	0.6	2.3		` ,	·

Source: Company data, RHB

Figure 2: Earnings review - segmental breakdown

FYE Dec	1Q19	4Q19	1Q20	QoQ	YoY	Comments
(MYRm)				(%)	(%)	
Automotive	2,162.5	2,450.0	1,585.9	(35.3)	(26.7)	In line with lower sales volume by Toyota/Lexus
Equipment	382.8	328.0	289.2	(11.9)	(24.5)	Affected by lower demand and operational restrictions
Mfg & Eng	237.1	328.5	248.5	(24.4)	4.8	
Others	(7.7)	9.1	(4.4)	<100	(42.9)	
Revenue	2,774.8	3,115.7	2,119.2	(32.0)	(23.6)	
Automotive	124.2	114.9	53.7	(53.3)	(56.8)	
Equipment	42.2	27.3	25.8	(5.5)	(38.9)	
Mfg & Eng	2.3	30.0	10.5	(65.1)	>100	
Others	(28.0)	(48.6)	(22.4)	53.9	20.1	
РВТ	140.7	123.5	67.5	(45.3)	(52.0)	
PBT Margins						
Automotive	5.7	4.7	3.4			
Equipment	11.0	8.3	8.9			Pricing competition persists
Mfg & Eng	1.0	9.1	4.2			
	5.1	4.0	3.2			Margin deteriorated due to lower operating leverage
Automotive	85.6	82.4	50.5	(38.8)	(41.0)	
Equipment	30.8	5.5	15.6	>100	(49.2)	
Mfg & Eng	(3.2)	17.9	6.5	(63.6)	<100	
Others	(27.5)	(51.1)	(23.8)	(53.4)	(13.4)	
Perpetual sukuk	0.0	(34.8)	0.0	na	na	
NP	85.7	20.0	48.8	<100	(43.0)	Core net profit exclude reversal of impairment on receivables MYR20m, loss on sale on investment MYR27.7m and gain on disposal of PPE not relating to business operations MYR3.2
NP Margins						
Automotive	4.0	3.4	3.2			
Equipment	8.0	1.7	5.4			
Mfg & Eng	(1.3)	5.5	2.6			
	3.1	1.8	2.3			

Source: Company data



Figure 3: UMWH's vehicle sales summary

FYE Dec	1Q19	4Q19	1Q20	QoQ	YoY
(units)				(%)	(%)
Toyota/Lexus	13,865	21,858	10,583	(51.6)	(23.7)
- Passenger	10,802	17,180	7,741	(54.9)	(28.3)
- Commercial	3,063	4,678	2,842	(39.2)	(7.2)
Perodua	60,659	61,587	44,977	(27.0)	(25.9)
- Passenger	60,659	61,587	44,977	(27.0)	(25.9)
- Commercial	0	0	0	0.0	0.0
Total	74,524	83,445	55,560	(33.4)	(25.4)

Source: The Malaysian Automotive Association

Figure 4: Forecast assumptions

FYE Dec	2018	2019	2020F	2021F	2022F
Toyota/Lexus (units)	66,562	70,009	50,000	57,000	60,000
Perodua (units)	227,243	240,341	192,000	214,000	225,000
FX (JPY/MYR)*	3.65	3.80	3.92	3.90	3.90
FX (USD/MYR)*	4.04	4.14	4.28	4.25	4.25
*average rate					

Source: RHB

Figure 5: Toyota recently debuted a new B-segment SUV - the Yaris Cross





Source: paultan.org

Figure 6: Toyota new pricing list after the tax exemption

Toyota Model	Variant	Price with SST	Price with 2020 SST Exemption (until December 31)	Price difference	Price difference in Percentage
	1.5J	RM70,888	RM69,576	-RM1,312	-1.85%
Yaris	1.5E	RM76,888	RM75,479	-RM1,409	-1.83%
	1.5G	RM83,888	RM82,475	-RM1,413	-1.68%
	1.5J	RM77,200	RM76,101	-RM1,099	-1.42%
Vios	1.5E	RM81,200	RM80,074	-RM1,126	-1.39%
	1.5G	RM87,300	RM86,132	-RM1,168	-1.34%
C	1.8E	RM128,888	RM123,972	-RM4,916	-3.81%
Corolla	1.8G	RM139,888	RM134,505	-RM5,383	-3.85%
Camry	2.5V	RM196,888	RM188,763	-RM8,125	-4.13%
n e	1.5G	RM93,000	RM88,314	-RM4,686	-5.04%
Rush	1.55	RM97,000	RM91,885	-RM5,115	-5.27%
C-HR	1.8L	RM150,000	RM144,336	-RM5,664	-3.78%
	2.0L	RM203,880	RM196,436	-RM7,444	-3.65%
RAV4	2.5L	RM223,880	RM215,665	-RM8,215	-3.67%
FEVE 0.000 6.000	2.0T Premium	RM243,000	RM234,510	-RM8,490	-3.49%
Harrier	2.0T Luxury	RM266,000	RM256,396	-RM9,604	-3.61%
	2.4 4x4	RM171,500	RM162,178	-RM9,322	-5.44%
Fortuner	2.4 VRZ 4x4	RM195,600	RM184,431	-RM11,169	-5.71%
	2.7 SRZ 4x4	RM181,200	RM172,523	-RM8,677	-4.79%
	S/Cab 2.4 MT 4x4	RM90,000	RM90,000	RM0	0.00%
	2.4 STD MT 4x4	RM100,000	RM100,000	RMO	0.00%
	2.4G MT 4x4	RM110,000	RM110,000	RM0	0.00%
Hilux	2.4G AT 4x4	RM118,100	RM118,100	RM0	0.00%
	2.4 L-Edition 4x4	RM124,888	RM124,888	RM0	0.00%
	2.8 Black Edition 4x4	RM139,888	RM139,888	RM0	0.00%
	1.5E	RM80,888	RM77,963	-RM2,925	-3.62%
Avanza	1.55	RM83,888	RM80,849	-RM3,039	-3.62%
	1.5S+	RM87,888	RM84,849	-RM3,039	-3.46%
	2.0E MT (Taxi)	RM84,325	RM84,325	RMO	0.00%
0400000000	2.0E	RM115,280	RM110,034	-RM5,246	-4.55%
Innova	2.0G	RM123,400	RM117,364	-RM6,036	-4.89%
	2.0X	RM132,400	RM127,126	-RM5,274	-3.98%
Vellfire	2.5L	RM382,300	RM367,881	-RM14,419	-3.77%
Alphard	3.5L	RM464,000	RM446,609	-RM17,391	-3.75%
Hiace	Panel Van 2.5TD	RM98,000	RM98,000	RM0	0.00%

Source: paultan.org

Figure 7: Toyota new pricing list after the tax exemption

Perodua model	Variant	Price with SST	Price with 2020 SST exemption (until December 31)	Price difference	Price difference is percentage
Axia	1.0 E (MT)	RM24,090	RM23,367	-RM723	-3.00%
	1.0 G (AT)	RM33,490	RM32,485	-RM1,005	-3,00%
	1.0 GXtra (AT)	RM34,990	RM33,940	-RM1,050	-3.00%
	1.0 Style (AT)	RM38,890	RM37,515	-RM1,375	-3.54%
	1.0 SE (AT)	RM38,890	RM37,515	-RM1,375	-3.54%
	1.0 Advance (AT)	RM43,190	RM41,427	-RM1,763	-4.08%
	1.0 G (MT)	RM34,580	RM33,456	-RM1,124	-3.25%
	1.0 G (AT)	RM36,580	RM35,391	-RM1,189	-3.25%
Bezza	1.3 X (AT)	RM43,980	RM42,551	-RM1,429	-3.25%
	1.3 Advance (AT)	RM49,980	RM48,356	-RM1,624	-3.25%
	1.3 G (MT)	RM42,790	RM41,292	-RM1,498	-3.50%
Myvi	1.3 G (AT)	RM44,590	RM43,029	-RM1,561	-3,50%
	1.3 Premium X (AT)	RM46,590	RM44,959	-RM1,631	-3.50%
	1.5 High (AT)	RM50,290	RM48,530	-RM1,760	-3.50%
	1.5 Advance (AT)	RM54,090	RM52,197	-RM1,893	-3.50%
	1.5 S (MT)	RM51,490	RM49,944	-RM1,546	-3.00%
Alex	1.5 S (AT)	RM54,290	RM52,661	-RM1,629	-3.00%
Alza	1.5 SE (AT)	RM56,890	RM55,186	-RM1,704	-3.00%
	1.5 Advance (AT)	RM62,690	RM60,525	-RM2,165	-3.45%
72.1.22	1.5 X (AT)	RM72,900	RM68,526	-RM4,374	-6.00%
Aruz	1.5 Advance (AT)	RM77,900	RM73,226	-RM4,674	-6.00%

Source: paultan.org





16 June 2020

Figure 8: Impact of COVID-19 to the automotive division's business operations



IMPACT

- All operations (sales and manufacturing) was halted since 18 March 2020 up until the CMCO
- · No sales were recorded in the second half of March 2020 and only minimal in the month of April.
- · Cautious consumer sentiment may affect sale of new vehicles in the near future.

LATEST UPDATES

- Re-opening of sales and service outlets since 4 May 2020 The majority of authorised Toyota, Lexus and Perodua Sales and Service Outlets have resumed operations.
- · Commencement of production on 12 May 2020 For both UMWT and Perodua's assembly plants, following approval given by the Selangor State Government.
- · Extension of warranty expiring during MCO Vehicles with warranties expiring during MCO are automatically extended for another 30 days, from the last day of the MCO.
- Rescheduling of service appointments for existing service appointments scheduled during the MCO period.

COUNTER-MEASURES

- Two-pronged cost reduction efforts
 - Variable cost effort on component cost, logistics cost and productivity improvement
 - · Fixed cost through the tackling of "non-strategic" spending on certain promotional expenses and operating expenses
- Aggressive targeted-marketing campaigns there may be an increase in demand for new vehicles as consumers may opt not to use public transport as social distancing will continue to be practiced.

 Work closely with Toyota Capital Malaysia and other financial institutions – to provide innovative financing packages.
- Ensure parts stock availability to cater to the demand post-MCO mainly for vehicle servicing as per maintenance schedule

Source: Company

Figure 9: Impact of COVID-19 to business operations – equipment division



IMPACT

- · Restricted operating capacities and supply-chain disruptions have caused a slowdown in the manufacturing and industrial sector.
- However, during the MCO period sectors such as F&B, healthcare- and pharmaceutical-related manufacturing, logistics and warehousing were still operating.
- · Stop-work order for construction projects during MCO has led to delays in machines and parts deliveries, thus reduction in Equipment segment's revenue.

All business operations in Malaysia have resumed since 4 May 2020.

COUNTER-MEASURES

- Extend promotional packages to assist customers in industrial sectors, especially small and medium enterprises
- Productivity and margin improvement efforts Address cash management and operational efficiencies.
- Work closely with principals and customers to mitigate the adverse impact from MCO.
- Ensure stock availability to support demand

Source: Company

Figure 10: Impact of COVID-19 to business operations - M&E division



IMPACT

- · Production halt affecting production for Aerospace, Auto-components and Lubricants
- · Sale of lubricants had resumed for customers under essential services and government agencies since phase 2 of MCO with orders fulfilled from existing inventories.
- While global air passenger traffic has seen a rapid decline, demand for aerospace components is likely to be sustainable in the near-term due to the backlog of orders for aircraft.

LATEST UPDATES

- Commencement of operations since 16 April 2020 for UMW Aerospace and KYB-UMW. The Group had managed to obtain approval from MITI to commence production, strictly subjected to SOPs set by MITI.
- Commencement of operations since 4 May 2020 For all other businesses under the M&E segment (autocomponents manufacturing and lubricants).

COUNTER-MEASURES

- UMW Aerospace has obtained approval for 24-hour operations at its facility from 4 May 2020 to mitigate the halt in production in the first two phases of MCO which caused disruption to Rolls-Royce's global supply-chain.
- Ensure inventory availability from all businesses to instantly fulfill demand once MCO is lifted.
- KYB-UMW's operations expected to be sustained with export sales.

Source: Company



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UMW

Recommendation Chart



Source: RHB, Bloomberg

Date	Recommendation	Target Price	Price
2020-06-08	Neutral	2.65	2.89
2020-03-27	Neutral	2.40	2.34
2020-02-28	Sell	2.90	3.16
2019-11-29	Neutral	4.45	4.37
2019-11-18	Neutral	4.60	4.47
2019-08-29	Neutral	5.30	5.01
2019-05-23	Neutral	5.75	5.28
2019-04-26	Neutral	6.20	5.48
2019-01-07	Neutral	5.85	5.45
2018-12-03	Buy	5.70	5.40
2018-10-30	Buy	5.59	4.69
2018-08-30	Neutral	5.59	5.94

Source: RHB, Bloomberg

RHB Guide to Investment Ratings

Buy: Share price may exceed 10% over the next 12 months

Trading Buy: Share price may exceed 15% over the next 3 months, however longer-

term outlook remains uncertain

Neutral: Share price may fall within the range of +/- 10% over the next

12 months

Take Profit: Target price has been attained. Look to accumulate at lower levels Sell: Share price may fall by more than 10% over the next 12 months

Not Rated: Stock is not within regular research coverage

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