

China Aviation (Singapore) Oil

Soar into the sky

SINGAPORE | OIL AND GAS | RESULTS

- Share of profit from associates and JVs met 75% of our full year expectations of US\$45.0mn
- US\$47.8mn net profit met 67.8% of our full year expectations of US\$70.5mn
- Switched valuation method from discounted FCFE to PE ratio. We upgrade to "Buy" . rating with a higher TP of S\$1.92, implying a 31.5% return from the last closed price of S\$1.46.

Results at a glance

(US\$ mn)	1H16	1H15	y-y (%)	Comments
Revenue	4,487.6	4,605.0	4 (2.5)	Due mainly to the decline in jet fuel prices averaged at US\$49.02/bbl in 1H16 (vs $% \mathcal{A}$
				US\$73.45/bbl in 1H15), but the price downturn was partially offset by the
				increase in revenue of other oil products
Gross profit	23.1	14.5	1 59.1	Due mainly to the increase in jet fuel volume imported to China and higher gains
				from trading and optimisation activities
Operating profit	16.1	10.6	1 51.5	Due mainly to higher administrative costs offset by the drop in other operating and
				interest expenses
Associates and JVs	33.5	22.8	47.0	Due mainly to higher profit contributions from Pudong (US\$29.61mn in 1H16 vs
				US\$20.9mn in 1H15) and 275.8%YoY growth in OKYC (US\$2.5mn in 1H16 vs
				US\$0.66mn in 1H15)
Net profit	47.8	32.1	48.6	Due to higher tax expenses resulting from the recognition of deferred tax liabilities
				and provision of income tax

Source: Company, Phillip Securities Research (Singapore)

CAO is expanding its business and improving profitability. In view of higher working capital (which could lead to declining or even negative CFOs), we think that PER is a more appropriate valuation method. Based on the average forward PER of 14.2x from its peers and an estimated FY16 EPS of US\$10.1 cents (S\$13.5 cents), we derived a higher TP of S\$1.92 and upgrade our rating to Buy.

Low oil price fueled aviation sector boom, benefiting aviation fueling business correspondingly

CAO performed outstandingly in 1H16 with mid double-digit growth in gross, operating, and net profit, albeit the top line dipped slightly. Riding on the growth of global civil aviation traffic, CAO's jet fuel supply has been experiencing strong demand, especially in China market. The jet fuel supply and trading volume increased by 11.77% yoy to 6.74mn tonnes in 1H16, which offset the 49.8% yoy decrease in jet fuel price. As a result, the revenue dropped moderately by 16.6% yoy to US\$3,247.3mn in 1H16.





Source: Company, PSR

2 August 2016

Buy (Upgraded)

CLOSING PRICE	SGD 1.460
FORECAST DIV	SGD 0.030
TARGET PRICE	SGD 1.920
TOTAL RETURN	33.6%

COMPANY DATA

O/S SHARES (MN) :	883
MARKET CAP (USD mn / SGD mn) :	619/892
52 - WK HI/LO (SGD) :	1.1/ 0.97
3M Average Daily T/O (mn) :	1.16

MAJOR SHAREHOLDERS (%)

CHINA NATIONAL AVIATION FUEL GRP	51.0%
BP PLC	20.1%

PRICE PERFORMANCE (%)

	1M T H	ЗМТН	1Y R
COMPANY	0.0	(2.9)	8.1
STIRETURN	(4.6)	(9.2)	(16.5)

PRICE VS. STI



Source: Bloomberg, PSR

KEY FINANCIALS

Y/E Dec, USD mn	F Y 15	FY 16 e	FY 17e	FY 18 e
Revenue	8977	8792	10277	12209
Net Profit	61.3	86.8	105.8	130.3
EPS (cents)	7.1	10.1	12.3	15.1
P/E (x)	7.4	14.2	11.7	9.5
P/B (x)	1.0	2.6	2.4	2.3
Dividend (Cents)	3.0	3.0	3.7	4.5
Dividend Yield, %	4.2	1.6	1.9	2.4

Source: Company Data, PSR est.

VALUATION METHOD

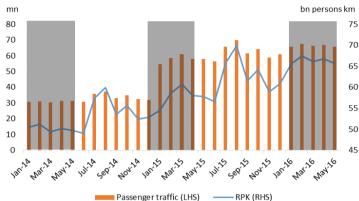
P/E Multiple (PER:14.2x)

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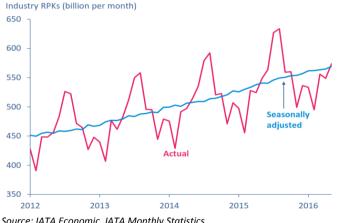
According to China Aviation Administration of China (CAAC), the revenue passenger kilometer (RPK) in China increased by 14.5% yoy to 331.5 bn persons kilometer from Jan-16 to May-16, together with 10.7% yoy increase in passenger during the same period. Referring to Figure 2 and 3, not only the China air traffic is trending up, but global air passenger volume is also on an upward trajectory. International Air Transport Association (IATA) reported a 6% yoy RPK growth in the first 5 months. Since China is still the biggest market for CAO, we expect that the jet fuel trading volume will grow by 13% in FY16.





Source: CAAC, PSR

Figure 3. Air passenger volumes



Source: IATA Economic, IATA Monthly Statistics

Gains from other oil products trading surged, proving the success of product mix diversification

In 1H16, the revenue contributed by the oil product trading segment amounted to US\$1,240.3mn with 74.1% yoy up. The high double-digit growth was attributable to the 154.2% yoy increase in trading volume which reach 6.89mn tonnes. The segment mainly engage in fuel oil and gas oil trading, with fuel oil being the major revenue generator. Referring to Figure 4 and 5, according to Joint Organizations Data Initiate, the import and export volumes of fuel oil in Singapore improved in the first 4 month this year, and are hovering above their 5-year averages. Riding on the upward momentum, we expect CAO to see stronger growth in fuel oil trading in Singapore in the foreseeable future.

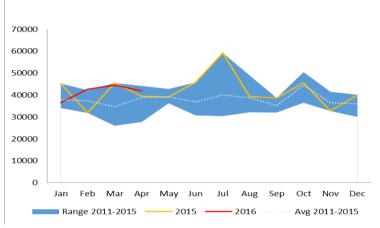




Figure 4. Revenue and volume of other oil products

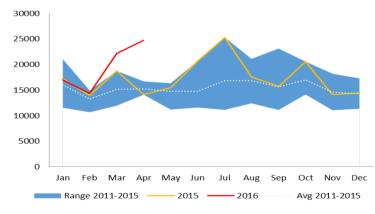
Source: Company, PSR

Figure 5. Singapore fuel oil import (kbbl)



Source: Jodi, PSR

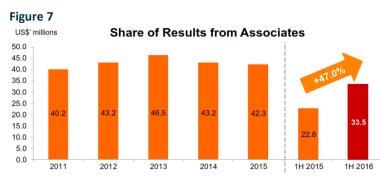
Figure 6. Singapore fuel oil export (kbbl)



Source: Jodi, PSR

Investments in associates and joint ventures enhance the profitability substantially

SPIA's shared profit boosted by 41.4% yoy, amounting to US\$29.6mn. The substantial increment was mainly due to higher refueling volume and profit margin which resulted from the oil price recovery in 1H16. Due to higher operating profit from storage leasing activities, profit from OKCY, with the largest growth of 275.8% yoy, amounted to US\$2.5mn during the same period. Though Xinyuan's profit declined, as well as CNAF HKR made further loss, the overall investment portfolio is still robust and should see higher growth in 2H16.



Source: Company

Medium-term catalyst: China government plans to build more than 500 airports by 2020

The State Council guided that China will have more than 500 general aviation airports in major agricultural areas, major forest regions, and over 50% of 5A tourist scenic spots by 2020. At the same time, it also further opens up lower altitude airspace for civilian use. Since CAO has been actively seeking expansionary deployment in oil-related fields, this could pose a good opportunity for the Group to widen its jet-fuel supply networks as well as to increase its equity investment. We think that its monopolistic position of CAO and its parent company CNAF could give it an edge in gaining market share.

Valuation

CAO will leverage on the low oil price period and lift the trading volume of both jet fuel and other transportation fuels, hence it is expected to increase its working capital expenditures. Therefore the discounted FCFE model applied previously was not suitable given the FCFE will decline or even be negative in the near future. Now we change to PE model which is more applicable.

We use World Fuel Services, Bangkok Aviation Fuel, and San-Ai Oil as peers. World fuel Services is a global transportation fuels provider, which is a goal CAO aims to achieve. The rest of the companies are single region fuel providers.

Based on our FY16e EPS of US\$10.1 cents (S\$13.5 cents) and the average forward PER of 14.2x, we derived a higher TP of **SG\$1.92** and upgrade to **Buy**.

Peer comparison

	Bloomberg	Mkt Cap (SGD	EV (SGD mn)	EV/EBITDA	P/E	P/B	FRW P/E	Net D/E	ROA	ROE
Company	Ticker	mn)		ттм				(%)	(%)	(%)
China Aviation Oil Singapore Corp Ltd	CAO SP	1,262.7	1,033.8	21.4	12.2	1.5	13.1	Net Cash	3.8	5.8
United States										
World Fuel Services Corp	INT US	4,502.7	4,606.7	10.9	17.6	1.7	14.5	9.9	3.7	9.6
Thailand										
Bangkok Aviation Fuel Services PCL	BAFS TB	953.2	934.1	10.3	24.4	4.1	19.7	0.4	11.5	18.1
Japan										
San-Ai Oil Co Ltd	8097 JP	644.3	504.6	CA	9.3	0.6	8.5	Net Cash	2.8	6.9
Average				10.6	17.1	2.2	14.2	5.1	6.0	11.5

Source: Bloomberg, Phillip Securities Research (Singapore) Estimates





Financials

Income Statement

Per share data (cents)

Y/E Dec

EPS, adj.

DPS

BVPS

EPS, reported

income statement					
Y/E Dec, USD mn	FY14	FY15	FY16e	FY17e	FY18e
Revenue	17,061	8,977	8,792	10,277	12,209
Cost of sales	(17,034)	(8,942)	(8 <i>,</i> 748)	(10,224)	(12,144)
Gross profit	27.4	35.4	43.9	52.8	64.8
Operating profit	10.9	22.3	32.0	39.1	48.4
Finance costs	(3.1)	(1.0)	(1.2)	(1.2)	(0.8)
Associates & JVs	43.2	42.3	58.6	71.1	86.7
Profit before tax	51.0	63.6	89.4	109.0	134.2
Tax expense	(1.9)	(2.3)	(2.6)	(3.2)	(3.9)
Net profit	49.2	61.3	86.8	105.8	130.3
Net profit, adj.	49.2	61.3	86.8	105.8	130.3

FY14

5.7

5.7

2.0

64.1

FY15

7.1

7.1

3.0

68.7

FY16e

10.1

10.1

3.0

78.0

FY17e

12.3

12.3

3.7

86.3

FY18e

15.1

15.1

4.5

96.5

Y/E Dec, USD mn	FY14	FY15	FY16e	FY17e	FY18e
ASSETS					
PP&E	6.8	6.2	5.6	5.1	4.5
Intangibles	2.4	1.8	1.3	0.8	0.3
Associates & JVs	270.1	265.6	294.5	294.5	294.5
Others	7.6	7.6	7.6	7.6	7.6
Total non-current assets	286.9	281.3	309.1	308.0	306.9
Inventories	38.1	56.8	61.8	90.2	119.1
Receivables	959.4	337.5	433.6	557.5	728.5
Cash	94.3	170.5	269.8	266.6	317.3
Total current assets	1,092	565	765	914	1,165
Total Assets	1,379	846	1,074	1,222	1,472
LIABILITIES					
Others	6.2	6.2	7.5	7.5	7.5
Total non-current liabilities	6.2	6.2	7.5	7.5	7.5
Payables	818.9	246.9	352.5	471.9	633.7
Loans and borrowings	-	-	41.7	-	-
Others	0.0	0.3	-	-	-
Total current liabilities	819.0	247.3	394.2	471.9	633.7
Total Liabilities	825.2	253.4	401.8	479.4	641.2
EQUITY					
Share capital	215.6	215.6	215.6	215.6	215.6
Reserves	337.9	377.1	456.9	527.4	615.1
Total equity	553.5	592.6	672.5	742.9	830.7
Valuation Ratios	F)/4.4		EV/4 C	51/4 7	EV/4 C
Y/E Dec	FY14	FY15	FY16e	FY17e	FY18e

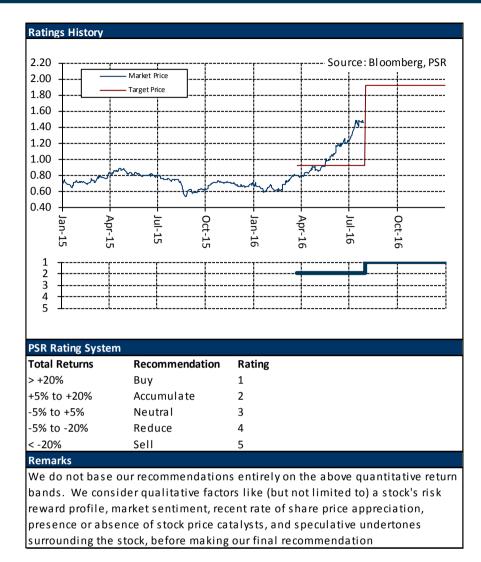
Cash Flow					
Y/E Dec, USD mn	FY14	FY15	FY16e	FY17e	FY18e
CFO					
Net profit	49.2	61.3	86.8	105.8	130.3
Adjustments	(35.5)	(40.1)	(55.9)	(66.6)	(81.4)
WC changes	36.1	32.8	4.6	(33.0)	(38.0)
Cash generated from ops	49.8	54.0	35.5	6.2	10.8
Others	(2.6)	(1.9)	(2.0)	(2.0)	(2.0)
Cashflow from ops	47.2	52.1	33.5	4.2	8.8
CFI					
CAPEX, net	(0.5)	(0.4)	(0.5)	(0.5)	(0.5)
Divd from associates & JVs	35.1	37.2	49.8	60.4	73.7
Others	0.3	0.4	0.5	0.5	0.5
Cashflow from investments	35.0	37.2	49.9	60.4	73.7
CFF					
Loans, net of repayments	(28.6)	-	41.7	(41.7)	-
Dividends	(13.7)	(12.8)	(25.8)	(26.0)	(31.7)
Others	(1.5)	(0.3)	-	-	-
Cashflow from financing	(43.9)	(13.0)	15.9	(67.8)	(31.7)
Net change in cash	38.3	76.3	99.3	(3.2)	50.8
Effects of exchange rate	(0.4)	(0.1)	-	-	-
Ending cash	94.3	170.5	269.8	266.6	317.3

Valuation Ratios					
Y/E Dec	FY14	FY15	FY16e	FY17e	FY18e
P/E (x)	8.7	7.4	14.2	11.7	9.5
P/B (x)	1.0	1.0	2.6	2.4	2.3
EV/EBITDA (x)	38.8	18.4	41.2	34.1	26.7
Dividend yield (%)	3%	4%	2%	2%	2%
Growth & Margins (%)					
Growth					
Revenue	9.6%	-47.4%	-2.1%	16.9%	18.8%
Gross profit	-47.8%	29.4%	23.8%	20.4%	22.7%
Operating profit	-65.1%	104.8%	43.2%	22.2%	23.7%
Net profit	-30.0%	24.7%	41.7%	21.8%	23.2%
Margins					
GP	0.2%	0.4%	0.5%	0.5%	0.5%
OP	0.1%	0.2%	0.4%	0.4%	0.4%
NP	0.3%	0.7%	1.0%	1.0%	1.1%
Key Ratios					
ROE (%)	8.9%	10.3%	12.9%	14.2%	15.7%
ROA (%)	3.6%	7.2%	8.1%	8.7%	8.9%
Net debt or (net cash)	(94)	(171)	(228)	(267)	(317)
Net gearing (x)	Net cash				

Source: Company, Phillip Securities Research (Singapore) Estimates

*Forward multiples & yields based on current market price; historical multiples & yields based on historical market price.







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