Singapore Company Guide Yangzijiang Shipbuilding

Version 14 | Bloomberg: YZJSGD SP | Reuters: YAZG.SI

Refer to important disclosures at the end of this report

DBS Group Research . Equity

BUY

Last Traded Price (8 Aug 2018): S\$0.99 (STI : 3,326.74) Price Target 12-mth: S\$1.82 (83% upside)

Analyst

Pei Hwa HO +65 6682 3714 peihwa@dbs.com What's New

- 2Q18 figures beat expectations on strong shipbuilding earnings
- Core shipbuilding margins expanded 4.2ppts q-o-q to 21.5% aided by deliveries of 10 higher-margin, large vessels
- Order wins could exceed target; raise FY18/19 profits to Rmb2.8bn
- Reiterate BUY; undervalued at trading near net cash levels; TP S\$1.82



Forecasts and Valuation				
FY Dec (RMBm)	2016A	2017A	2018F	2019F
Revenue	15,089	19,206	20,289	19,968
EBITDA	4,122	3,655	3,987	4,252
Pre-tax Profit	2,773	3,487	3,808	3,834
Net Profit	1,752	2,931	2,792	2,829
Net Pft (Pre Ex.)	2,284	2,642	2,544	2,829
Net Pft Gth (Pre-ex) (%)	20.0	15.7	(3.7)	11.2
EPS (S cts)	9.17	14.8	14.2	14.4
EPS Pre Ex. (S cts)	12.0	13.3	12.9	14.4
EPS Gth Pre Ex (%)	20	12	(3)	11
Diluted EPS (S cts)	9.17	14.8	14.2	14.4
Net DPS (S cts)	4.04	4.55	4.55	4.55
BV Per Share (S cts)	119	131	141	151
PE (X)	10.9	6.7	7.0	6.9
PE Pre Ex. (X)	8.3	7.5	7.7	6.9
P/Cash Flow (X)	4.7	13.6	25.1	9.4
EV/EBITDA (X)	2.9	2.6	2.5	2.3
Net Div Yield (%)	4.1	4.6	4.6	4.6
P/Book Value (X)	0.8	0.8	0.7	0.7
Net Debt/Equity (X)	CASH	CASH	CASH	CASH
ROAE (%)	7.9	12.1	10.4	9.8
Earnings Rev (%):			18	19
Consensus EPS (S cts):			12.2	11.3
Other Broker Recs:		B: 10	S: 1	H: 1

Source of all data on this page: Company, DBS Bank, Bloomberg Finance L.P

10 Aug 2018

Raising the bar

Reiterate BUY; TP unchanged at S\$1.82. Yangzijiang is a steal, trading near net cash (including HTM investments) of 91 Scts, undervalued at 0.7x P/BV, a c.20% discount to global peers, notwithstanding its more attractive 10% ROE and 5% yield. The astounding 2Q profit soaring 67% q-o-q serves as a confidence booster on Yangzijiang's shipbuilding profitability. It is a prime beneficiary of stronger USD and among the best proxies for shipping and shipbuilding recovery.

One of the world's best-managed and profitable shipyards. Core shipbuilding revenue is backed by its healthy order backlog of US\$4bn (~2x revenue coverage) as at end-June 2018. Better returns from the investment segment provides a cushion to its recurring income stream. It is the largest and most cost-efficient private shipbuilder in China, Yangzijiang is well positioned to ride sector consolidation and shipbuilding recovery. Its strategy to move up into the LNG/LPG vessel segment with a Japanese partner strengthens the longer-term prospects of the company.

Where we differ: We have been more bullish on the sector's recovery and believe Yangzijiang deserves to re-rate, catalysed by order wins and newbuild price increases eventually. The shipping demand growth could outstrip supply growth in 2018-2019. Profitability improvement of shipping companies should drive demand for newbuild vessels and higher newbuild prices.

Valuation:

We value Yangzijiang based on sum-of-parts (SOP) methodology. We arrive at a target price of S\$1.82, after applying 12x FY18F PE on shipbuilding earnings, 1.5x P/BV for bulk carriers and 1.1x P/BV for investments. Our TP translates into 1.3x P/BV, which is approximately 0.4SD below historical mean (2.0x) since listing.

Key Risks to Our View:

USD depreciation and hike in steel cost. Revenue is denominated mainly in USD, and only half is naturally hedged. If the net exposure is unhedged, every 1% USD depreciation could lead to a 2% decline in earnings. Every 1% rise in steel costs, which accounts for about 20% of COGS, could result in 0.8% drop in earnings.

At A Glance

Issued Capital (m shrs)	3,946
Mkt. Cap (S\$m/US\$m)	3,906 / 2,873
Major Shareholders (%)	
Yangzi International	25.4
Lido Point Investments Ltd	10.0
Hongkong Hengyuan Investment Ltd	7.7
Free Float (%)	57.1
3m Avg. Daily Val (US\$m)	20.1
ICB Industry : Industrials / Industrial Engineering	

WHAT'S NEW

2Q18 beat expectations

2Q18 results exceed expectations. Yangzijiang's reported headline PATMI of Rmb995m (+38% y-o-y; +67%q-o-q) in 2Q18. This brings 1H18 net profit to Rmb1.6bn (+15% y-o-y; +3% h-o-h), making up ~67% of ours and consensus' full-year expectations. This is way above expectations of Rmb600m a quarter, driven by stronger-than-expected shipbuilding earnings.

Shipbuilding margin expanded to 21.5% from 17.3% in

1Q18. Core shipbuilding gross margin expanded 1.8ppts y-oy and 4.2ppts q-o-q to 21.5% in the quarter, boosted by the all-time high quarterly deliveries of 20 vessels, consisting of the higher margins contracts - 2 units of 400,000 DWT bulkers, 5 units of 10,000 TEU containerships and 3 units of 11,800 TEU containerships, which we believe command margins of ~25% on average.

Core shipbuilding revenue was also higher in the quarter, surging 78% q-o-q on the back of higher shipbuilding activity and disposal of the cancelled 10,000 TEU containerships (~Rmb550m). We expect margins to moderate to 15-17% going forward.

Write off prepayment to a supplier in financial difficulties. The

stellar performance was partially offset by a write-off for trade receivables amounting to Rmb229m, which we understand was relating to prepayment to one of their longterm copper cable suppliers which is undergoing financial restructuring.

Yangzijiang has also made provisions for HTM investments totalling Rmb133m out of prudence as pledged shares by two borrowers were suspended and triggered margin calls. This is a pre-emptive measure as borrowers are required to top up the collaterals. The provision was offset by forex gain of Rmb101m, and Rmb20m gain from acquisition of subsidiary (Huayuan Logistic Group).

Investment segment saw net interest income rising 27% q-o-

q to Rmb369m, achieving higher investment return of 13%, vs 10% a quarter ago. This was largely attributable to step-up of coupon for an USD140m investment (from 6% to 10%), which has been redeemed in 3Q18. The credit tightening in China has driven up the investment return from 8% to nearly 10% and could potentially rise to 12%. Investment segment remains a vital pillar for Yangzijiang, particularly during shipbuilding downturn. It generated >Rmb1bn interest income a year, offering stable recurring income and bolstering dividend payout.

Secured 13 new orders worth c.US\$710m in 2Q18.

Yangzijiang has secured 13 new orders worth c.US\$710m in 2Q, comprising:

- One unit of 180,000 DWT bulk carriers

- Three units of 82,000 DWT bulk carriers
 - Two units of 208,000 DWT bulk carriers
- Two units of 2,400 TEU containerships
- Five units of 12,690 TEU containerships

YTD wins amounted to ~US\$980m and appears to be on track to meet our full-year expectation of US\$2bn this year.

Order wins might surprise on the upside. We sense that management appears more upbeat on shipbuilding outlook. While competition remains keen, shipping companies are more eager to take deliveries now than before in anticipation of demand growth.

Recall that in 1Q18, there were four vessels terminated, including two units of 1,900 TEU containerships and two units of 36,500 DWT bulk carriers, which contract value totalled ~US\$88m, based on our estimates. All of the four terminated contracts have not started construction. Management do not foresee further cancellations in the near future.

Orderbook stood at US\$4.0bn, down from US\$4.5bn a

quarter ago given the strong revenue recognition in 2Q. This implies revenue coverage of c. 2-years. Yangzijiang is ranked no.1 in China and no.4 in the world based on outstanding order book.

Yard running at full steam; Tai Chang yard could be re-

activated. Management shared that their main facilities, New Yangzi and Xinfu yards, are operating at 110% utilisation. It plans to reactivate the smaller offshore Tai Chang yard, that had been shut down given the decision to stay away from offshore projects. The yard has the capacity to deliver 10-12 units of mid-sized bulk carriers p.a. when fully ramped up in two years. We believe the Tai Chang yard will eventually be focusing on building clean energy vessels.

Solid balance sheet. Including HTM investments, Yangzijiang is in net cash, equivalent to 91 Scts per share or 66% of its NTA. This bodes well for M&A activities.

Earnings revisions. We are raising our FY18/19 profit forecast from ~Rmb2.4bn to Rmb2.8bn, taking into account the outperformance in 2Q, higher-than-expected profit margins, and accelerated revenue recognition.

Our target price is largely unchanged at S\$1.82 as the higher shipbuilding valuation is offset by lower valuation multiple for investment (1.1x PBvs 1.3x PB previously) to reflect higher risk premium on the back of credit tightening in China.



FY Dec	2Q2017	1Q2018	2Q2018	% chg yoy	% chg qoq
Revenue	3,791	4,963	7,964	110.0	60.4
Cost of Goods Sold	(2,986)	(4,104)	(6,402)	114.4	56.0
Gross Profit	805	860	1,562	94.1	81.7
Other Oper. (Exp)/Inc	(29.7)	(55.0)	(204)	589.0	271.4
Operating Profit	775	805	1,357	75.1	68.7
Other Non Opg (Exp)/Inc	0.0	0.0	0.0	-	-
Associates & JV Inc	(25.9)	(5.5)	14.3	nm	nm
Net Interest (Exp)/Inc	19.4	14.7	4.92	(74.7)	(66.4)
Exceptional Gain/(Loss)	134	0.0	0.0	nm	-
Pre-tax Profit	902	814	1,377	52.6	69.2
Tax	(148)	(182)	(241)	62.6	32.0
Minority Interest	(34.2)	(36.2)	(141)	(311.7)	288.8
 Net Profit	720	595	995	38.2	67.2
Net profit bef Except.	586	595	995	69.7	67.2
EBITDA	887	943	1,521	71.5	61.3
Margins (%)					
Gross Margins	21.2	17.3	19.6		
Opg Profit Margins	20.4	16.2	17.0		
Net Profit Margins	19.0	12.0	12.5		

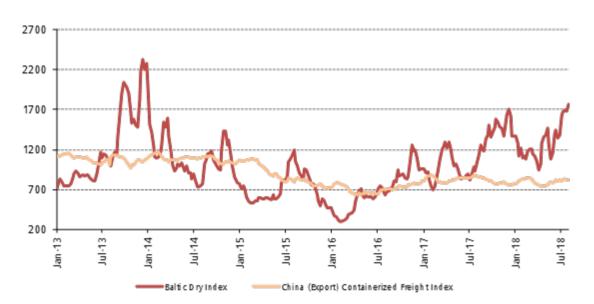
Quarterly / Interim Income Statement (RMBm)

Source of all data: Company, DBS Bank



Source of all data: Company, Bloomberg Finance L.P., DBS Bank





Baltic Dry Index has spiked up while Containerized Freight Index gradually inching up

Source of all data: Company, Bloomberg Finance L.P., DBS Bank





Source of all data: Company, Bloomberg Finance L.P., DBS Bank

Global shipyard peer comparison

	Last Px	Market	P/	E	P/B	ROE (%)	Net D/E
Company	(LC)	cap (US\$m)	FY18F	FY19F	Current	FY18F	FY19F	Current
Singapore								
Keppel Corp	6.92	9,198	12.7	11.7	1.08	8.7%	8.6%	0.44
Sembcorp Industries	2.77	3,630	14.5	10.7	0.82	5.0%	6.5%	0.86
Sembcorp Marine	1.75	2,680	nm	62.5	1.57	-0.7%	2.3%	1.11
Yangzijiang	0.99	2,865	8.2	8.8	0.74	9.2%	8.4%	CASH
China								
China Shipbuilding Industry Co (CSIC)	4.11	13,751	66.3	45.7	1.12	2.3%	3.3%	CASH
Shanghai Zhenhua Heavy Industries	4.28	2,505	34.8	26.8	1.25	3.2%	4.6%	1.81
China CSSC	10.26	2,068	47.3	32.3	0.96	1.9%	2.8%	0.27
Korea								
Hyundai Heavy Industries	112,500	6,949	nm	60.5	0.63	-1.7%	1.4%	0.09
Samsung Heavy Industies	6,620	3,725	nm	268.3	0.42	-3.6%	0.3%	0.52
Daewoo Shipbuilding	26,700	2,556	7.4	10.8	0.77	11.6%	7.2%	1.12
		Average:	20.8	54.7	0.9	3.7%	4.7%	0.78
		Median:	13.6	26.8	0.8	3.2%	4.6%	0.69

Source of all data: Company, DBS Bank

SOTP valuation

Components	% stake	FY18 PATMI (S\$ m)	Est. market value (S\$ m)	Value per share (S\$)	Basis	Remark
Shipbuilding	100%	313	3,759	0.95	12x FY18 PE	0.5SD above historical mean since listing
Shipping & related	100%	12	239	0.06	1.5x P/Bv	Book value of the 10 vessels has been marked down by 50%.
Investment	100%	180	2,894	0.73	1.1x P/Bv	15% discount to SG banks' mean of 1.3x
	-	505	6,892	1.75		
Add: Net Cash			265	0.07		
Target price (S\$)				1.82		
Implied FY18 P/B Implied FY18 PE				1.3 12.9		Implied 0.4SD below mean (2.1x) Implied 0.7SD above mean (9.2x)

Source of all data: Company, DBS Bank



CRITICAL DATA POINTS TO WATCH

Critical Factors

Healthy order backlog offers revenue visibility. Orderbook stood at US\$4.0bn as at end-June 2018, implying a healthy book-tobill ratio of c.2x, providing revenue visibility for the next two years. Yangzijiang is now ranked no.1 in China and no.4 in the world by orderbook. Contract wins grew 155% y-o-y to US\$2.1bn in 2017. Management targets to secure new orders of ~US\$1.8bn this year to maintain a revenue coverage of c.2x, a healthy level for orderbook replenishment and optimisation of operational activities. YTD, Yangzijiang has clinched US\$980m worth of new contracts.

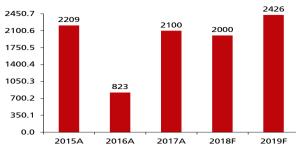
Shipping recovery. Global orderbook-to-fleet ratio has dropped to ~10% from the peak of ~55% in 2008, implying low-to-mid single-digit new supply these two years. On the scrapping side, the new Ballast Water Management Convention rule, that came into force in September 2017, would encourage the demolition of old vessels in the medium term as shipowners are granted a 2-year extension for compliance. This is expected to drive the recovery of shipping market, led by dry bulk segment, thus boosting newbuild demand.

Recognition of deferred income cushions downturn. Post financial crisis, Yangzijiang has adopted more prudent provision and accounting policies. For instance, it extended the warranty provision (2% of sales in 2012-2015; 1% from 2016 onwards) from one year to three. The <u>reversal of the warranty provision</u> will be captured under COGS and boost margins. We also expect the recognition of the remaining Rmb158m exceptional gains for the <u>old yard's relocation fee</u> in FY18 (in the form of government subsidies, Rmb557m out of total of Rmb715m was recognised in FY15). The remaining ~Rmb600m of <u>forfeited</u> <u>deposits</u> from terminated vessels would also be recognised in 2018-2020. In addition, given the improving secondhand prices, Yangzijiang could potentially dispose the 13 <u>terminated</u> <u>newbuild vessels at a gain</u>. It recorded Rmb61m profit for the disposal of two bulk carriers in 3Q17.

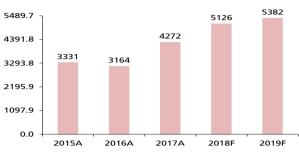
Exploring M&A opportunities for long-term growth. The Chinese shipbuilding industry has shrunk from over 3,000 yards to less than 100 currently. Further consolidation is underway, probably ending with 20-30 survivors, and Yangzijiang will surely make the list. It has emerged stronger in the past few cycles with Executive Chairman, Mr Ren Yuanlin at the helm. Mr Ren, ranked 82 in Lloyd's List of Top 100 most influential people in shipping, is highly respected for his great foresight, strategic sense, and cost and cash management.

Production efficiency and cost control. Yangzijiang enjoys 5-ppt higher margins vis-à-vis peers. This is achievable through its premium newbuild prices and better payment terms among Chinese yards, as well as production efficiency and cost control.

Order wins (US\$ m)



Steel cost (RMB/t)







Balance Sheet:

Sound balance sheet. As at June 2018, including held-tomaturity (HTM) investments, Yangzijiang was in net cash, equivalent to 91 Scts per share or ~66% of its NTA. It is expected to churn positive free cash flow in the light of its minimal capex requirements.

Share Price Drivers:

Contract win is traditionally the leading indicator of shipbuilders' share price performance and earnings. In particular, Yangzijiang is gaining a good foothold in the "high-specs" vessel space, which has long been dominated by its Korean peers.

Key Risks:

Prolonged industry downturn. The shipping market of bulk carriers and containerships remains challenging in view of the influx of new capacity and slower-than-expected demand growth amid China's economic slowdown. The prolonged downturn could affect Yangzijiang's order wins and share price.

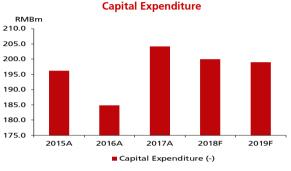
USD depreciation and hike in steel cost. Revenue is

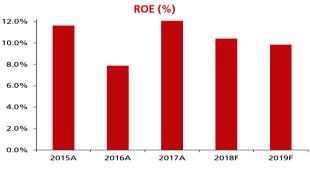
denominated mainly in USD, and only half is naturally hedged. Assuming the net exposure is unhedged, every 1% USD depreciation could lead to a 2% earnings decline. Every 1% rise in steel costs, which account for about 20% of COGS, could result in a 0.8% drop in bottom line.

Company Background

Yangzijiang is one of the largest, most efficient and most profitable shipbuilders in China. It has moved up the value chain to produce mega containerships and very large bulk carriers, as well as LNG vessels.

Leverage & Asset Turnover (x) 0.45 0.5 0.5 0.40 0.5 0.35 0.4 0.30 0.4 0.25 0.4 0.20 0.4 0.15 0.4 0.10 0.3 0.05 0.3 0.00 03 2017A 2018F 2015A 2016A 2019F Gross Debt to Equity (LHS) -Asset Turnover (RHS)













Company Guide

Yangzijiang Shipbuilding

FY Dec	2015A	2016A	2017A	2018F	2019F
Order wins (US\$ m)	2,209	823	2,100	2,000	2,426
Steel cost (RMB/t)	3,331	3,164	4,272	5,126	5,382
RMB / USD	6.10	6.50	6.30	6.60	6.80
Segmental Breakdown					
FY Dec	2015A	2016A	2017A	2018F	2019F
Revenues (RMBm)					
Shipbuilding	12,209	10,515	12,301	13,810	13,479
Investment	1,326	1,067	1,111	1,229	1,238
Others	2,480	3,507	5,794	5,250	5,250
Total	16,014	15,089	19,206	20,289	19,968
Gross profit (RMBm)					
Shipbuilding	2,375	2,594	2,100	2,281	2,301
Investment	1,253	1,002	1,056	1,167	1,176
Others	91.5	40.9	156	325	325
Total	3,719	3,637	3,312	3,774	3,802
Gross profit Margins (%)					
Shipbuilding	19.5	24.7	17.1	16.5	17.1
Investment	94.5	93.9	95.1	95.0	95.0
Others	3.7	1.2	2.7	6.2	6.2
Total	23.2	24.1	17.2	18.6	19.0
ncome Statement (RMBm)					
FY Dec	2015A	2016A	2017A	2018F	2019F
Revenue	16,014	15,089	19,206	20,289	19,968
Cost of Goods Sold	(12,295)	(11,453)	(15,894)	(16,515)	(16,166)
Gross Profit	3,719	3,637	3,312	3,774	3,802
Other Opng (Exp)/Inc	(757)	3.56	(139)	(216)	40.7
Operating Profit	2,963	3,640	3,173	3,558	3,843
Other Non Opg (Exp)/Inc	0.0	0.0	0.0	0.0	0.0
Associates & JV Inc	0.0	(59.7)	0.0	0.0	0.0
Net Interest (Exp)/Inc	(335)	(276)	25.2	2.23	(9.1)
Exceptional Gain/(Loss)	557	(531)	290	248	0.0
Pre-tax Profit	3,185	2,773	3,487	3,808	3,834
Тах	(731)	(927)	(395)	(783)	(843)
Minority Interest	5.36	(93.5)	(160)	(233)	(161)
Preference Dividend	0.0	0.0	0.0	0.0	0.0
Net Profit	2,460	1,752	2,931	2,792	2,829
Net Profit before Except.	1,903	2,284	2,642	2,544	2,829
EBITDA	3,506	4,122	3,655	3,987	4,252
Growth					
Revenue Gth (%)	4.3	(5.8)	27.3	5.6	(1.6)
EBITDA Gth (%)	(19.1)	17.6	(11.3)	9.1	6.6
Opg Profit Gth (%)	(24.1)	22.9	(12.8)	12.1	8.0
Net Profit Gth (Pre-ex) (%)	(45.3)	20.0	15.7	(3.7)	11.2
Margins & Ratio					
Gross Margins (%)	23.2	24.1	17.2	18.6	19.0
Opg Profit Margin (%)	18.5	24.1	16.5	17.5	19.2
Net Profit Margin (%)	15.4	11.6	15.3	13.8	14.2
5		7.9	12.1	10.4	9.8
ROAE (%)	11.6	1.5			
5	11.6 6.0	4.2	6.9	6.3	6.0
ROAE (%)				6.3 8.5	
ROAE (%) ROA (%)	6.0	4.2	6.9		6.0 8.5 31.6

Source: Company, DBS Bank



FY Dec	2Q2017	3Q2017	4Q2017	1Q2018	2Q2018
Revenue	3,791	4,378	6,355	4,963	7,964
Cost of Goods Sold	(2,986)	(3,705)	(5,410)	(4,104)	(6,402)
Gross Profit	805	<u>(3,, 63)</u> 674	944	860	1,562
Other Oper. (Exp)/Inc	(29.7)	75.3	(170)	(55.0)	(204)
Operating Profit	775	749	774	805	1,357
Other Non Opg (Exp)/Inc	0.0	0.0	0.0	0.0	0.0
Associates & JV Inc	(25.9)	31.3		(5.5)	14.3
			(4.5)		
Net Interest (Exp)/Inc	19.4	21.8	(9.6)	14.7	4.92
Exceptional Gain/(Loss)	134	156	0.0	0.0	0.0
Pre-tax Profit	902	958	760	814	1,377
Tax	(148)	(38.6)	(34.0)	(182)	(241)
Minority Interest	(34.2)	(53.3)	(48.0)	(36.2)	(141)
Net Profit	720	866	678	595	995
Net profit bef Except.	586	710	678	595	995
EBITDA	887	916	834	943	1,521
Growth					
Revenue Gth (%)	(19.0)	15.5	45.1	(21.9)	60.4
EBITDA Gth (%)	(12.9)	3.3	(9.0)	13.2	61.3
Opg Profit Gth (%)	(11.4)	(3.4)	3.4	4.0	68.7
Net Profit Gth (Pre-ex) (%)	(12.2)	21.1	(4.5)	(12.2)	67.2
Margins					
Gross Margins (%)	21.2	15.4	14.9	17.3	19.6
Opg Profit Margins (%)	20.4	17.1	12.2	16.2	17.0
Net Profit Margins (%)	19.0	19.8	10.7	12.0	12.5
Balance Sheet (RMBm)					
FY Dec	2015A	2016A	2017A	2018F	2019
Net Fixed Assets	6,402	5,477	4,821	4,592	4,382
Invts in Associates & JVs	1,423	887	1,395	1,395	1,395
Other LT Assets	7,614	8,668	7,704	7,745	8,229
Cash & ST Invts		-			
	12,241	14,856	15,574	15,043	15,750
Inventory	1,613	2,032	2,628	3,121	3,072
Debtors	6,197	5,347	5,290	6,763	6,656
Other Current Assets	5,756	3,966	5,960	7,152	8,583
Total Assets	41,246	41,234	43,373	45,811	48,066
ST Debt	2,209	2,579	2,532	1,772	1,241
Creditor	5,042	4,906	5,859	6,763	6,656
Other Current Liab	3,689	4,165	5,185	4,764	4,825
LT Debt	6,074	4,645	2,359	2,948	3,686
Other LT Liabilities	1,874	1,739	922	922	922
Shareholder's Equity	21,799	22,692	25,885	27,777	29,712
Minority Interests	560	507	632	865	1,026
Total Cap. & Liab.	41,246	41,234	43,373	45,811	48,066
Non-Cash Wkg. Capital	4,835	2,274	2,835	5,509	6,830
Net Cash/(Debt)	3,959	7,632	10,684	10,322	10,824
Debtors Turn (avg days)	, 147.2	, 139.6	, 101.1	108.4	, 122.6
Creditors Turn (avg days)	167.2	166.4	127.5	143.2	155.4
Inventory Turn (avg days)	56.3	61.0	55.2	65.2	71.7
Asset Turnover (x)	0.4	01.0	0.5	0.5	0.4
Current Ratio (x)	2.4	2.2	2.2	2.4	2.7
Quick Ratio (x)	1.7 CASU	1.7 CASU	1.5	1.6	1.8
Net Debt/Equity (X)	CASH	CASH	CASH	CASH	CASH
	CASH	CASH	CASH	CASH	CASH
Net Debt/Equity ex MI (X) Capex to Debt (%) Z-Score (X)	CASH 2.4 2.1	CASH 2.6 2.2	(4.2) 2.4	CASH 4.2 2.4	CASF 4.(2.4

Source: Company, DBS Bank



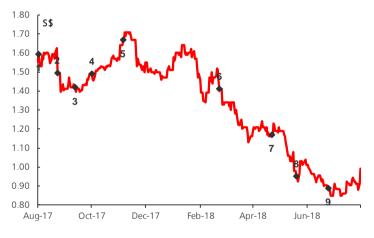
Yangzijiang Shipbuilding

Cash Flow Statement (RMBm)

FY Dec	2015A	2016A	2017A	2018F	2019F
Pre-Tax Profit	3,185	2,773	3,487	3,808	3,834
Dep. & Amort.	543	542	483	429	410
Tax Paid	(606)	(670)	(584)	(1,203)	(783)
Assoc. & JV Inc/(loss)	(000)	59.7	(400)	0.0	0.0
Chg in Wkg.Cap.	260	191	(1,131)		
			., ,	(2,254)	(1,381)
Other Operating CF	353	1,181	(811)	0.0	0.0
Net Operating CF	3,735	4,076	1,445	779	2,079
Capital Exp.(net)	(196)	(185)	204	(200)	(199)
Other Invts.(net)	0.0	0.0	0.0	0.0	0.0
Invts in Assoc. & JV	(554)	166	(545)	0.0	0.0
Div from Assoc & JV	28.7	341	71.5	0.0	0.0
Other Investing CF	784	(1,428)	(377)	894	(63.9)
Net Investing CF	63.3	(1,107)	(646)	694	(263)
Div Paid	(958)	(818)	(754)	(900)	(894)
Chg in Gross Debt	516	(1,058)	(1,943)	(170)	205
Capital Issues	0.0	0.0	1,008	0.0	0.0
Other Financing CF	(16.4)	0.0	0.0	0.0	0.0
Net Financing CF	(458)	(1,876)	(1,690)	(1,070)	(688)
Currency Adjustments	0.0	0.0	0.0	0.0	0.0
Chg in Cash	3,340	1,093	(890)	404	1,128
Opg CFPS (S cts)	, 18.2	, 20.3	13.0	15.4	, 17.6
Free CFPS (S cts)	18.5	20.4	8.33	2.95	9.57

Source: Company, DBS Bank

Target Price & Ratings History



Note : Share price and Target price are adjusted for corporate actions.

Source: DBS Bank Analyst: Pei Hwa HO

S.No.	Date of Report	Closing Price	12-mth Target Price	Rating
1:	10 Aug 17	1.60	1.70	BUY
2:	31 Aug 17	1.50	1.70	BUY
3:	20 Sep 17	1.42	1.70	BUY
4:	09 Oct 17	1.49	1.70	BUY
5:	13 Nov 17	1.67	1.82	BUY
6:	02 Mar 18	1.41	1.82	BUY
7:	30 Apr 18	1.17	1.82	BUY
8:	28 May 18	0.95	1.82	BUY
9:	03 Jul 18	0.89	1.82	BUY



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Share price appreciation + dividends

Completed Date: 10 Aug 2018 08:16:31 (SGT) Dissemination Date: 10 Aug 2018 09:27:18 (SGT)

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