Singapore Company Guide SATS

Version 16 | Bloomberg: SATS SP | Reuters: SIAT.SI

Refer to important disclosures at the end of this report

DBS Group Research . Equity

1 Jun 2020

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HOLD (Upgrade from FULLY VALUED)

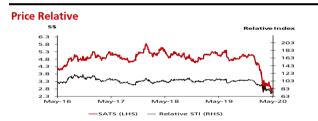
Last Traded Price (29 May 2020): S\$2.66 (**STI :** 2,510.75) **Price Target 12-mth :** S\$2.64 (-1% downside)

Analyst

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What's New

- Stock has corrected c.11% since our last downgrade
- We believe stock price fully reflects weak earnings outlook in FY21
- On track for recovery in FY22F with Changi opening up
- Upgrade to HOLD, TP S\$2.64



Forecasts and Valuation				
FY Mar (S\$m)	2019A	2020F	2021F	2022F
Revenue	1,828	1,696	758	1,169
EBITDA	332	292	(18.6)	215
Pre-tax Profit	308	251	(109)	95.5
Net Profit	248	194	(89.7)	76.4
Net Pft (Pre Ex.)	250	194	(89.7)	76.4
Net Pft Gth (Pre-ex) (%)	3.8	(22.3)	nm	nm
EPS (S cts)	22.3	17.4	(8.0)	6.85
EPS Pre Ex. (S cts)	22.4	17.4	(8.0)	6.85
EPS Gth Pre Ex (%)	4	(22)	nm	nm
Diluted EPS (S cts)	22.3	17.4	(8.0)	6.85
Net DPS (S cts)	19.0	18.0	6.50	7.00
BV Per Share (S cts)	148	146	120	120
PE (X)	11.9	15.3	nm	38.8
PE Pre Ex. (X)	11.9	15.3	nm	38.8
P/Cash Flow (X)	10.0	13.1	nm	21.9
EV/EBITDA (X)	8.7	10.2	nm	14.8
Net Div Yield (%)	7.1	6.8	2.4	2.6
P/Book Value (X)	1.8	1.8	2.2	2.2
Net Debt/Equity (X)	CASH	CASH	0.0	0.0
ROAE (%)	15.1	11.8	(6.0)	5.7
Earnings Rev (%):		0	0	0
Consensus EPS (S cts):		16.5	0.0	11.3
Other Broker Recs:		B: 4	S: 6	H: 3

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

On track for long recovery

Upgrade to HOLD, TP unchanged at S\$2.64. We upgrade our view on SATS from negative to neutral as we do not see further downside on the stock on the back of Singapore coming out of the Circuit Breaker and allowing passengers to transit through Changi from 2 June. This is positive for SATS, and barring another widespread outbreak, places SATS on the path to earnings recovery in FY22F. However, the outlook for regional aviation remains muted as regional travelers remain cautious. Hence, we are now neutral but not positive. No change to our earnings forecasts and TP. Risks would be a second wave of COVID-19 infections regionally which would prevent regional travel from recovering and derail our earnings forecast.

Where we differ. Our estimates are below consensus as we factor in slower recovery of the aviation sector from the COVID-19 outbreak.

Potential catalysts. Catalysts would be faster-than-expected recovery of the aviation sector from the COVID-19 situation.

Valuation:

Blended DCF and PE valuation methodology. Our TP of S\$ 2.64 is based on the average of: (i) discounted cash flow (DCF) valuation (5.7% weighted average cost of capital (WACC) and 3% terminal growth (TG) assumption), and (ii) price-to-earnings (PE) valuation pegged to peers at 25x PE.

Key Risks to Our View:

Our earnings forecast assumes that the aviation sector will start to recover from FY22F. A faster than expected recovery from the COVID-19 outbreak will pose upside risk while a prolonged COVID-19 situation would hurt travel demand in FY22F and pose downside risks to our earnings forecast and TP.

At A Glance

Issued Capital (m shrs)	1,118
Mkt. Cap (S\$m/US\$m)	2,973 / 2,103
Major Shareholders (%)	
Temasek Holdings Pte Ltd	41.7
BlackRock Inc	5.0
Free Float (%)	55.3
3m Avg. Daily Val (US\$m)	18.8
GIC Industry: Industrials / Transportation	





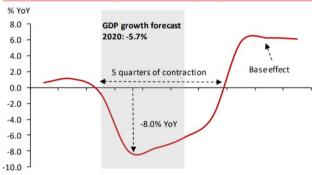


WHAT'S NEW

Recovery on the cards

Singapore is coming out of Circuit Breaker, recovery anticipated to be slow: Singapore will come out of its Circuit Breaker on 2 June, with businesses gradually easing their way back into operations. While precautionary measures will still be in place, we expect a slow recovery of economic activities. According to economics desk, Singapore's GDP recovery will be long and protracted, with a return to pre-COVID levels anticipated only at the end of 2021, in line with many other trade dependent, industrial economies.

DBS GDP growth forecast trajectory



3Q19 4Q19 1Q20 2Q20 3Q20 4Q20 1Q21 2Q21 3Q21 4Q21 Source: DBS Bank

Passengers allowed to transit through Changi from 2 June: As part of the Circuit Breaker easing measures, travelers will be gradually allowed to transit through Changi from 2 June. Although this is not expected to cause a sharp spike in Changi's throughput for now, it at least kickstarts passenger arrivals on the path to recovery.

Singapore's tourist arrivals have dived



Source: Singapore Tourism Analytics Network, DBS Bank

Recovery in Changi and regional aviation expected to be slow: Singapore's tourists and Changi's arrivals have been

bad and will be poor till June. The question now is the pace of recovery of passenger arrivals after crashing by 70% or more from March till May. Although the gradual opening of Changi will help to improve Changi's throughput from here, we expect safeguards to still be in place, with many travelers still taking a cautious stance and will only undertake essential travel. Hence, we expect regional aviation recovery to be muted and Changi to recover gradually, in line with the slow GDP recovery scenario forecast by our economics desk.

Changi's arrivals have slumped



Source: CEIC, DBS Bank

Upgrade to HOLD, maintain S\$2.64 TP: We upgrade our view on SATS to neutral post share price correcting by c.11% and do not see further downside for the stock. With Singapore coming out of the Circuit Breaker, we see recovery on the cards. However, we are yet to turn positive since demand for regional aviation will take time to pick up. No change to our earnings and TP. Upgrade SATS to HOLD. Risks would be a second wave of infections regionally which will prevent regional travel from recovering and derail our earnings forecast.



CRITICAL DATA POINTS TO WATCH

Critical Factors

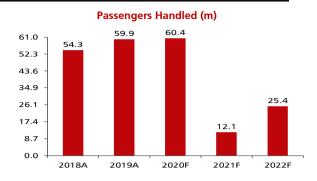
Positive on longer term outlook with opening of Terminal 5 on the horizon. Aviation-related activities contributed c.80% of group revenue, comprising 50% Aviation Gateway Services and 50% Aviation Food Solutions. The Aviation Gateway business is mainly driven by passenger volume, flights handled, and to a smaller extent cargo-handling at Changi. Despite the current COVID-19 situation, the longer-term traffic outlook at Changi is expected to be positive with the recent completion of Terminal 4, opening of Jewel last year and Terminal 5 (by 2030). We believe SATS is well positioned to benefit from higher air traffic as the increased handling capacity (i) will be able to meet higher demand from more landing slots for airlines and 2) to cater to more tourist arrivals and passengers using Changi as a choice destination for transit.

Changi passenger throughput badly affected by COVID-19.

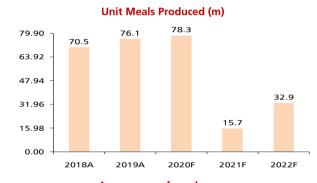
Passenger throughput at Changi was positive in 2019, registering 4.1% growth to 68.3m passengers on a 1% y-o-y decline in aircraft movements to 382,000. Cargo volumes were down by 6.5% y-o-y to 2.01m tonnes, affected by weaker international trade. Aviation traffic at Changi has fallen significantly from February 2020 due to global air travel restrictions led by COVID-19.

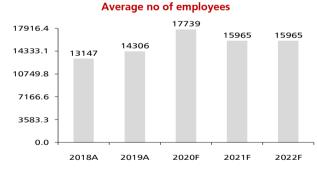
Diversifying non-aviation revenue streams. Non-aviation revenues made up 14% of group revenues in FY19. SATS continues to leverage on its kitchens to provide more institutional catering through supply contracts with corporate clients and events. It has a 21-year catering and food and beverage (F&B) services contract with the Singapore Sports Hub from 2014, through a 70/30 JV with global hospitality company Delaware North Companies. SATS also has a Kunshan central kitchen which supplies food products to customers in fast casual restaurants as well as the aviation sector. In addition, Gateway revenue traction that is building up led by the Marina Bay Cruise Centre will also help to diversify revenue streams from the aviation sector.

Improving productivity through cost reduction and automation. Staff and raw material costs make up the bulk of operating expenses at 73%. Initiatives have been implemented to improve productivity and optimise the use of human labour with automation, such as automated tray assembly line and Autonomous Guided Vehicles (AGVs) in food operations. There are also automated packing machines installed in overseas associates for the same purpose. Continued cost reduction through automation and staff productivity has helped to keep costs under control. Value added per employee improved from \$\$69,200 in FY11 to \$\$85,620 in FY19.





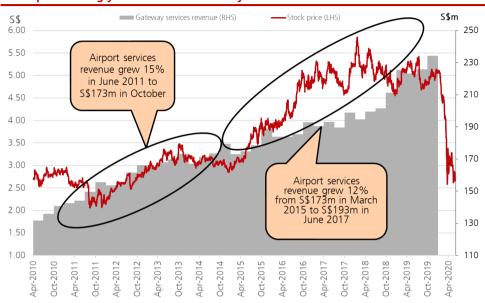






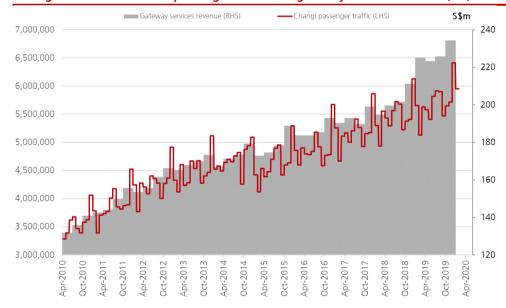
Appendix 1: A look at Company's listed history – what drives its share price?

Stock price strongly correlated to Gateway Services revenue at 0.83



Source: DBS Bank

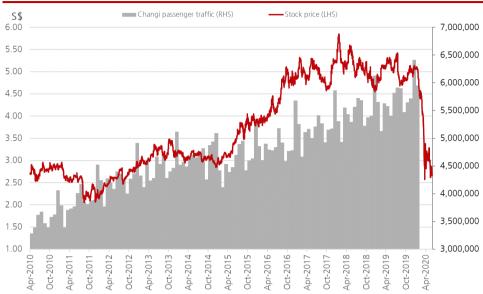
Strong correlation between passenger traffic and gateway services revenue (0.9)



Source: DBS Bank



Stock price less correlated to passenger traffic (0.74)



Source: DBS Bank



Balance Sheet:

Strong cash holding of about S\$500m for potential acquisitions. SATS' track record of acquisitions includes its 59% stake in

SATS' track record of acquisitions includes its 59% stake in Tokyo Flight Kitchen in Japan, 42% stake in Indonesian gateway, food service provider PT CAS, and a 34% a stake in Brahim's Airlines Catering Holdings which operates a flight kitchen at KLIA. More recently, it swapped 40% of its Terminal 4 ground handling business in exchange for a 49% stake AirAsia's regional ground handling business. SATS has plans to spend S\$1bn of capital expenditure (capex) and investments over the next three years till FY22F.



Recovery in aviation market. The longer-term development of Terminal 4 (opened in 2017) and 5 at Changi has been a key structural driver coupled with a faster-than-expected recovery in aviation demand from the COVID-19 pandemic could be a driver for share price. Higher dividends could also help lift the share price.

Key Risks:

Downturn in aviation volumes. SATS still derives 80% of its revenue from aviation related activities. A prolonged downturn in passenger travel and airline yields due to COVID-19 will impact passengers handled and in-flight meals served.

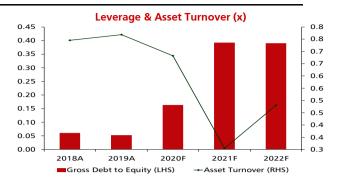
Cost pressure and currency risk. Increases in wages, raw materials, or energy prices could dampen margins. Staff and raw material costs make up over 70% of SATS' opex. SATS derived 14% of its revenue from Japan in FY19. A softening of the Japanese Yen will translate into lower reported Singapore Dollars (SGD) and vice versa.

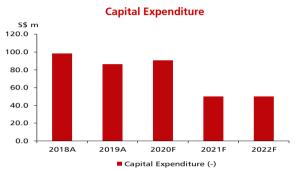
Environment, Social, Governance:

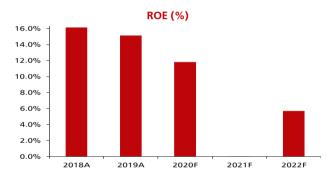
Three pillars. SATS' sustainability pillars can be summed up as: 1) Sustainable nutrition (which aims to make healthy food affordable, reduce food wastage, and to source food from sustainable sources), 2) Treasuring resources (which aims to shift towards renewable and sustainable energy, water and material sources, and people-friendly approach to automation and digitisation) and 3) Connecting people (through ensuring seamless connections and empowering communities to fulfil their full potential).

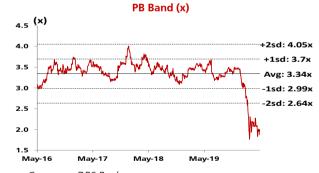
Company Background

SATS is a leading provider of gateway services and food solutions in the region with a leading market share in in-flight catering and ground-handling services at Singapore's Changi Airport. The company also provides aviation security, airline laundry, and airport cargo delivery management services. Additionally, it also offers catering services and food solutions to non-aviation sectors and manages a cruise centre.











/ Ass		

FY Mar	2018A	2019A	2020F	2021F	2022F
Passengers Handled (m)	54.3	59.9	60.4	12.1	25.4
Cargo ('000 tonnes)	1,829	1,858	1,738	348	730
Unit Meals Produced (m)	70.5	76.1	78.3	15.7	32.9
Average no of employees	13,147	14,306	17,739	15,965	15,965

Segmental Breakdown

FY Mar	2018A	2019A	2020F	2021F	2022F
Revenues (S\$m)					
Food solutions	947	988	921	476	578
Gateway services	777	838	774	282	592
Corporate	1.20	2.00	1.60	0.01	0.01
Total	1,725	1,828	1,696	758	1,169
Operating profit (S\$m)					_
Food solutions	150	153	127	(63.9)	49.8
Gateway services	78.3	95.0	78.1	(45.1)	35.5
Corporate	(1.9)	(0.6)	(0.6)	(0.6)	(0.6)
Total	226	247	205	(110)	84.7
Operating profit Margins					_
Food solutions	15.8	15.4	13.8	(13.4)	8.6
Gateway services	10.1	11.3	10.1	(16.0)	6.0
Corporate	(158.3)	(30.0)	(38.3)	(4,870.2)	(4,727.5)
Total	13.1	13.5	12.1	(14.5)	7.2

Income Statement (S\$m)

FY Mar	2018A	2019A	2020F	2021F	2022F
Revenue	1,725	1,828	1,696	758	1,169
Other Opng (Exp)/Inc	(1,498)	(1,581)	(1,492)	(867)	(1,085)
Operating Profit	226	247	205	(110)	84.7
Other Non Opg (Exp)/Inc	0.0	0.0	0.0	0.0	0.0
Associates & JV Inc	71.2	58.9	48.8	2.44	24.4
Net Interest (Exp)/Inc	3.30	3.30	(2.2)	(2.2)	(13.6)
Exceptional Gain/(Loss)	20.7	(1.5)	(0.4)	0.0	0.0
Pre-tax Profit	322	308	251	(109)	95.5
Tax	(56.1)	(51.5)	(46.2)	19.7	(16.2)
Minority Interest	(4.0)	(7.8)	(10.9)	0.0	(2.8)
Preference Dividend	0.0	0.0	0.0	0.0	0.0
Net Profit	262	248	194	(89.7)	76.4
Net Profit before Except.	241	250	194	(89.7)	76.4
EBITDA	305	332	292	(18.6)	215
Growth					
Revenue Gth (%)	(0.3)	6.0	(7.2)	(55.3)	54.3
EBITDA Gth (%)	0.3	8.9	(12.1)	nm	nm
Opg Profit Gth (%)	(1.8)	9.1	(17.2)	(153.6)	(177.2)
Net Profit Gth (Pre-ex) (%)	(2.9)	3.8	(22.3)	nm	nm
Margins & Ratio					
Opg Profit Margin (%)	13.1	13.5	12.1	(14.5)	7.2
Net Profit Margin (%)	15.2	13.6	11.4	(11.8)	6.5
ROAE (%)	16.2	15.1	11.8	(6.0)	5.7
ROA (%)	11.3	10.4	7.8	(3.6)	3.1
ROCE (%)	9.7	10.3	7.9	(4.9)	3.2
Div Payout Ratio (%)	76.8	85.4	103.7	N/A	102.2
Net Interest Cover (x)	NM	NM	93.0	(49.8)	6.2



Quarterl	y / Interim	Income Statement (S\$m)	
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3Q2019	4Q2019	1Q2020	2Q2020	3Q2020
464	472	465	497	546
(399)	(421)	(408)	(432)	(483)
65.3	50.8	56.8	65.0	62.9
0.0	0.0	0.0	0.0	0.0
20.7	8.90	14.6	13.7	14.7
0.60	1.20	0.0	(0.4)	(0.9)
(0.2)	(8.0)	(0.5)	0.10	0.0
86.4	60.1	70.9	78.4	76.7
(15.2)	(8.3)	(13.0)	(15.4)	(13.3)
(2.3)	(1.9)	(3.2)	(2.3)	(4.1)
68.9	49.9	54.7	60.7	59.3
69.1	50.7	55.2	60.6	59.3
107	83.6	97.8	107	108
2.4	1.6	(1.4)	6.9	9.7
				1.2
				(3.2)
				(2.1)
4.5	(20.0)	0.5	5.0	(2.1)
100.0	100.0	100.0	100.0	100.0
				11.5
14.8	10.6	11.8	12.2	10.9
2018A	2019A	2020F	2021F	2022F
560	579	593	562	492
				800
				365
				560
				15.5
22.5	2 1.5			13.3
299	301	279	125	192
299 40 7	301 35 1	279 35 1	125 35 1	
299 40.7 2,348	301 35.1 2,408	279 35.1 2,567	125 35.1 2,410	35.1
40.7 2,348	35.1 2,408	35.1 2,567	35.1 2,410	35.1 2,460
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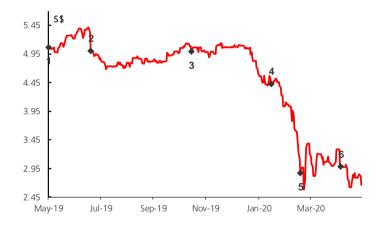


Cash Flow Statement (S\$m)

FY Mar	2018A	2019A	2020F	2021F	2022F
Dua Tau Duafit	222	200	251	(100)	٥٢٦
Pre-Tax Profit	322	308	251	(109)	95.5
Dep. & Amort.	78.5	84.9	87.2	91.0	130
Tax Paid	(51.3)	(51.5)	(57.3)	19.7	(46.2)
Assoc. & JV Inc/(loss)	(71.2)	(58.9)	(48.8)	(2.4)	(24.4)
Chg in Wkg.Cap.	(24.8)	7.90	0.19	1.33	(0.6)
Other Operating CF	(7.3)	5.60	(6.1)	(6.1)	(18.6)
Net Operating CF	246	296	226	(5.9)	136
Capital Exp.(net)	(98.3)	(86.4)	(90.7)	(50.0)	(50.0)
Other Invts.(net)	3.90	(16.1)	0.0	0.0	0.0
Invts in Assoc. & JV	(151)	(25.1)	0.0	0.0	0.0
Div from Assoc & JV	25.2	39.1	0.0	0.0	0.0
Other Investing CF	38.1	16.1	0.0	0.0	0.0
Net Investing CF	(182)	(72.4)	(90.7)	(50.0)	(50.0)
Div Paid	(190)	(201)	(212)	(201)	(72.5)
Chg in Gross Debt	(0.6)	(10.0)	200	300	0.0
Capital Issues	4.40	1.00	0.0	0.0	0.0
Other Financing CF	(10.3)	(35.0)	6.10	6.10	18.6
Net Financing CF	(197)	(245)	(5.9)	105	(54.0)
Currency Adjustments	(1.6)	(1.8)	0.0	0.0	0.0
Chg in Cash	(135)	(23.4)	129	49.4	31.7
Opg CFPS (S cts)	24.2	25.8	20.2	(0.6)	12.2
Free CFPS (S cts)	13.2	18.8	12.1	(5.0)	7.68

Source: Company, DBS Bank

Target Price & Ratings History



S.No.	Report	Price	Target Price	Rating
1:	31 May 19	5.07	5.44	BUY
2:	19 Jul 19	5.00	5.00	HOLD
3:	13 Nov 19	4.99	5.06	HOLD
4:	14 Feb 20	4.43	4.46	HOLD
5:	19 Mar 20	2.87	2.66	FULLY VALUED
6:	05 May 20	2.98	2.64	FULLY VALUED

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

Source: DBS Bank Analyst: Alfie YEO Andy SIM, CFA

SATS



DBS Bank recommendations are based on an Absolute Total Return* Rating system, defined as follows:

STRONG BUY (>20% total return over the next 3 months, with identifiable share price catalysts within this time frame)

BUY (>15% total return over the next 12 months for small caps, >10% for large caps)

HOLD (-10% to +15% total return over the next 12 months for small caps, -10% to +10% for large caps)

FULLY VALUED (negative total return, i.e., > -10% over the next 12 months)

SELL (negative total return of > -20% over the next 3 months, with identifiable share price catalysts within this time frame)

*Share price appreciation + dividends

Completed Date: 1 Jun 2020 12:15:53 (SGT) Dissemination Date: 1 Jun 2020 12:28:50 (SGT)

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