Regional Morning Notes

Tuesday, 17 September 2024

COMPANY UPDATE

Singapore Airlines (SIA SP)

Weaker-than-expected Pax Load Factor A Sign Of Increased Competition

SIA's pax load factor remained below pre-pandemic levels for the second consecutive month in Aug 24, although pax capacity supply was still marginally below pre-pandemic levels. This is a confirmative sign that SIA is facing increased competition, in our view. We estimate SIA's upcoming 2QFY25 earnings at \$\$360m-460m, a sizeable yoy decline from 2QFY24's \$\$707m and also likely a qoq fall from 1QFY25's \$\$452m. Maintain SELL with a slightly higher target price of \$\$5.83.

WHAT'S NEW

• Singapore Airlines (SIA) released its Aug 24 operation data on 16 Aug 24.

AUG 24 OPERATION DATA

	Monthly comparison					
	Aug-24	Jul-24	Chg mom	Aug-23	Chg yoy	
Pax operation						
Pax capacity (m seat-km)	15,051	14,812	+1.6%	13,587	+10.8%	
as % of same period in 2019	99.3%	97.5%	+1.8ppt	89.6%	+9.7ppt	
Pax load (m pax-km)	12,904	12,681	+1.8%	11,981	+7.7%	
as % of same period in 2019	98.5%	97.3%	+1.1ppt	91.4%	+7ppt	
Pax load Factor	85.7%	85.6%	+0.1ppt	88.2%	-2.5ppt	
vs same period in 2019	-0.7ppt	-0.2ppt		+1.8ppt		
Cargo operation						
Cargo capacity (m tonne-km)	920	906	+1.6%	834	+10.4%	
as % of same period in 2019	98.1%	96.1%	+2ppt	88.9%	+9.2ppt	
Cargo load (m tonne-km)	516	520	-0.7%	427	+20.9%	
as % of same period in 2019	96.5%	95.0%	+1.5ppt	79.7%	+16.7ppt	
Cargo load factor	56.1%	57.4%	-1.3ppt	51.2%	+4.9ppt	
vs same period in 2019	-1.0ppt	-0.7ppt		-5.9ppt		

Source: SIA, UOB Kay Hian

STOCK IMPACT

- Key highlights for Aug 24 operation data:
 - Pax load factor below pre-pandemic levels for a second straight month, a sign of competition catching up. Though we have trimmed lower our pax load factor projection following its miss last month, the Aug 24 reading of pax load factor was still slightly below our expectation, standing below pre-pandemic (Aug 19) levels for a second straight month, with a 0.7ppt shortfall (Jul 24: 0.2ppt shortfall). This was despite that SIA's pax capacity supply was still marginally lower than pre-pandemic levels in Aug 24. On a yoy basis, pax load factor dipped 2.5ppt, as pax capacity supply growth outpaced pax load recovery. We believe the weaker-than-expected pax load factor in Aug 24 is a confirmative sign that competition is catching up faster than our previous expectation.

KEY FINANCIALS

Year to 31 Mar (S\$m)	2023	2024	2025F	2026F	2027F
Net turnover	17,775	19,013	19,326	18,428	19,291
EBITDA	4,773	4,913	4,421	3,648	3,830
Operating profit	2,692	2,728	2,085	1,267	1,358
Net profit (rep./act.)	2,157	2,675	2,991	1,021	1,056
Net profit (adj.)	1,722	2,124	1,784	1,033	1,056
EPS (S\$ cent)	58.0	71.5	60.0	34.7	35.5
PE (x)	11.2	9.1	10.8	18.7	18.3
P/B (x)	1.5	1.3	1.2	1.2	1.2
EV/EBITDA (x)	4.8	4.7	5.2	6.3	6.0
Dividend yield (%)	5.8	7.4	5.7	3.7	3.7
Net margin (%)	9.7	11.2	9.2	5.6	5.5
Net debt/(cash) to equity (%)	7.9	(2.7)	10.3	31.6	45.0
ROE (%)	10.2	14.8	18.5	6.4	6.6
Source: Singapore Airlines Limited , Bloomberg,	UOB Kay Hian				

SELL

(Maintained)

 Share Price
 \$\$6.50

 Target Price
 \$\$5.83

 Upside
 -10.3%

 (Previous TP:
 \$\$5.71)

COMPANY DESCRIPTION

Singapore Airlines Limited provides air transportation, engineering, pilot training, air charter, and tour wholesaling services. The Company's airline operation covers Asia, Europe, the Americas, South West Pacific, and Africa.

STOCK DATA

GICS sector	Industrials
Bloomberg ticker:	SIA SP
Shares issued (m):	2,973.3
Market cap (S\$m):	19,326.3
Market cap (US\$m):	14,921.5
3-mth avg daily t'over (US\$m):	29.8

Price Performance (%)

52-week h	nigh/low	S\$7.38/S\$5.86		
1mth	3mth	6mth	1yr	YTD
6.4	(3.4)	1.9	(5.4)	(0.9)
Major SI	hareholders		%	
Temasek	Hldgs			53.6
FY25 NA\	//Share (S\$)		5.35	
FY25 Net	Debt/Share (S\$)		0.57

PRICE CHART



Source: Bloomberg

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- Cargo data recovery continued, but at a moderate pace. In Aug 24, cargo load stood at PAX LOAD FACTOR STOOD BELOW PRE-PANDEMIC 96.5% of pre-pandemic (Aug 19) levels, broadly in line with our projection. The cargo load recovery has continued in the past few months at a moderate pace, despite being supported by upbeat e-commerce flow as well as some demand spillover from disruptions to sea freight. We believe the still not-fully-recovered cargo load is due to: a) SIA's reduced network coverage post-pandemic vs pre-pandemic; and b) a different composition of SIA's fleet today vs pre-pandemic, with a number of B777 and A380 aircraft (of larger cargo capacity) being replaced by B787 and A350 aircraft (of smaller cargo capacity).
- Network recovery: As of end-Aug 24, SIA's pax network covered 125 destinations (no change in the past two months) in 36 countries and territories.
- Pax yield likely to remain under pressure in the medium term. Given the weaker-thanexpected pax load factors, we expect SIA's pax yield, which is the most important earnings driver, to remain under pressure in the medium term. According to an article from Nikkei Asia in mid-Aug 24, various airlines operating Asia-Europe routes have reported meaningful declines in airfare levels in the past few months, and attributed the declines in airfare to increasing competition from Chinese airlines, who have been aggressively ramping up their international capacity.
- Recent drop in jet fuel prices providing some near-term earnings support. Global jet fuel prices saw some sharp drop in recent weeks, and have cumulatively declined about 20% since end-Jun 24. We expect the recent drop in jet fuel cost to provide some support to SIA's 2Q-3QFY25 earnings. However, fuel cost savings beyond 3QFY25 are likely to be largely passed through to airlines' end customers, driven by competition.
- 2QFY25 earnings preview: Likely to post yoy and goq declines. Taking all the above factors into consideration, we estimate SIA's upcoming 2QFY25 earnings at S\$360m-460m, with the mid-point of S\$410m representing a 9% qoq decline from 1QFY25's S\$452m, and a 42% yoy decline from 2QFY24's S\$707m.
- Vistara-Air India deal on track to complete by end-24. SIA has recently received FDI approval for the deal from the India government, and guided for the deal to be completed by end-24. While we like SIA's strategic goals behind the Vistara-Air India merger, we note that both Air India and Vistara were both loss-making in FY24. Our best guess is that after the merger it may still take another 1-2 years for the enlarged Air India (in which SIA will own a 25.1% stake) to integrate the two sides and make a turnaround.

EARNINGS REVISION/RISK

- Raise FY25 earnings estimate on favourable fuel cost movement. We raise our FY25 earnings estimates for SIA by 13% to S\$2.99b, to reflect the recent decline in jet fuel prices. Excluding an accounting gain of S\$1.11b from the Vistara stake disposal related to the Vistara-Air India deal, our FY25 earnings forecast would have been S\$1.88b, a 30% yoy decline from SIA's FY24 headline net profit of S\$2.67b. Our FY26-27 earnings forecasts remain intact.
- Key risks: a) Weaker-than-expected macroeconomic environment dampening air travel and air cargo demand, and b) stiffer-than-expected competition driving faster pax yield moderation.

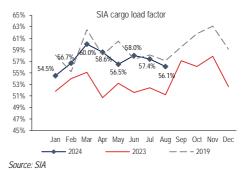
VALUATION/RECOMMENDATION

 Maintain SELL with a slightly higher target price of S\$5.83. Still based on 1.09x FY25F P/B (pegged to SIA's long-term historical mean), our target price for SIA is raised to S\$5.83, due to slightly higher end-FY25 book value per share estimate after our FY25 earnings forecast adjustment. SIA currently trades at 1.21x FY25F P/B, 0.6SD above the long-term historical mean. Though we like SIA for its outstanding management and operation track record, we think SIA lacks near-term re-rating catalysts given the expected declining earnings profile. We recommend investors to take profit on SIA for now and wait for more compelling valuation.

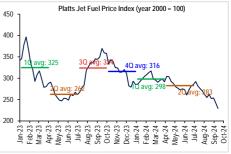
LEVELS FOR A SECOND CONSECUTIVE MONTH IN AUG 24



CARGO LOAD FACTOR ALSO BELOW PRE-PANDEMIC LEVELS IN AUG 24 DESPITE CARGO CAPACITY STILL NOT BEING FULLY RECOVERED



JET FUEL PRICES SAW SOME SHARP DROPS IN THE **PAST FEW WEEKS**



Source: S&P Global Platts

TARGET PRICE REFERENCE TABLE

		FY24	FY25F	FY26F
Adjus	ted BVPS	S\$4.93	S\$5.33	S\$5.29
P/	B peg		Target price	
+1.0SD	1.28x	S\$6.31	S\$6.81	S\$6.76
+0.5SD	1.19x	S\$5.85	S\$6.32	S\$6.28
Mean	1.09x	S\$5.40	S\$5.83	S\$5.79
-0.5SD	1.00x	S\$4.94	S\$5.34	S\$5.30
-1SD	0.91x	S\$4.49	S\$4.85	S\$4.82

*Adjusted BVPS has factored in full redemption of convertible bonds Source: UOB Kay Hian



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PROFIT & LOSS					BALANCE SHEET				
Year to 31 Mar (S\$m)	2024	2025F	2026F	2027F	Year to 31 Mar (S\$m)	2024	2025F	2026F	2027F
Net turnover	19,012.7	19,326.4	18,428.1	19,291.5	Fixed assets	26,806.8	28,093.0	30,834.3	33,184.3
EBITDA	4,913.3	4,421.2	3,647.5	3,829.7	Other LT assets	1,816.2	2,981.2	3,070.3	3,223.7
Deprec. & amort.	2,185.8	2,335.8	2,380.7	2,472.0	Cash/ST investment	11,788.5	6,916.8	5,357.5	4,518.1
EBIT	2,727.5	2,085.4	1,266.8	1,357.7	Other current assets	3,853.2	3,808.6	3,751.6	3,842.0
Total other non-operating income	28.7	1,112.0	0.0	0.0	Total assets	44,264.7	41,799.6	43,013.6	44,768.0
Associate contributions	73.7	53.0	89.1	153.4	ST debt	915.4	915.4	915.4	915.4
Net interest income/(expense)	207.2	86.5	(107.0)	(231.4)	Other current liabilities	11,756.3	10,795.6	10,179.0	10,079.6
Pre-tax profit	3,037.1	3,336.9	1,248.8	1,279.6	LT debt	8,737.4	7,684.6	9,584.6	11,084.6
Tax	(342.0)	(315.9)	(197.2)	(191.5)	Other LT liabilities	6,111.0	6,063.5	6,063.5	6,063.5
Minorities	(20.3)	(30.0)	(31.0)	(32.0)	Shareholders' equity	16,337.9	15,924.5	15,844.9	16,187.4
Net profit	2,674.8	2,991.0	1,020.7	1,056.2	Minority interest	406.7	416.0	426.3	437.6
Net profit (adj.)	2,124.3	1,783.9	1,033.4	1,056.2	Total liabilities & equity	44,264.7	41,799.6	43,013.6	44,768.0
CASH FLOW					KEY METRICS				
Year to 31 Mar (S\$m)	2024	2025F	2026F	2027F	Year to 31 Mar (%)	2024	2025F	2026F	2027F
Operating	5,054.9	2,909.4	2,890.7	3,448.4	Profitability				
Profit fo the year	3,037.1	3,336.9	1,248.8	1,279.6	EBITDA margin	25.8	22.9	19.8	19.9
Tax	(342.0)	(315.9)	(197.2)	(191.5)	Pre-tax margin	16.0	17.3	6.8	6.6
Deprec. & amort.	2,185.8	2,335.8	2,380.7	2,472.0	Net margin	14.1	15.5	5.5	5.5
Associates	(73.7)	(53.0)	(89.1)	(153.4)	ROA	5.7	7.0	2.4	2.4
Working capital changes	49.9	(1,195.8)	(559.6)	(189.8)	ROE	14.8	18.5	6.4	6.6
Non-cash items	127.8	(0.2)	0.0	0.0					
Other operating cashflows	70.0	(1,198.5)	107.0	231.4	Growth				
Investing	(1,436.2)	(2,572.0)	(4,252.0)	(4,022.0)	Turnover	7.0	1.6	(4.6)	4.7
Capex (growth)	468.0	(1,123.6)	(2,574.3)	(2,173.8)	EBITDA	2.9	(10.0)	(17.5)	5.0
Investment	38.9	38.9	38.9	38.9	Pre-tax profit	15.2	9.9	(62.6)	2.5
Others	(2,069.0)	(1,487.3)	(1,716.6)	(1,887.1)	Net profit	24.0	11.8	(65.9)	3.5
Financing	(8,779.1)	(5,209.0)	(198.1)	(265.9)	Net profit (adj.)	23.3	(16.0)	(42.1)	2.2
Dividend payments	(1,130.2)	(1,427.4)	(1,100.3)	(713.7)	EPS	23.3	(16.1)	(42.1)	2.2
Proceeds from borrowings	(1,531.6)	(1,052.8)	1,900.0	1,500.0					
Loan repayment	0.0	0.0	0.0	0.0	Leverage				
Others/interest paid	(6,117.3)	(2,728.8)	(997.7)	(1,052.1)	Debt to total capital	34.5	39.2	41.9	43.2
Net cash inflow (outflow)	(5,160.4)	(4,871.7)	(1,559.3)	(839.4)	Debt to equity	75.8	52.6	64.5	72.2
Beginning cash & cash equivalent	16,327.6	11,268.8	6,397.1	4,837.8	Net debt/(cash) to equity	(2.7)	10.3	31.6	45.0
Changes due to forex impact	101.6	0.0	0.0	0.0					
Ending cash & cash equivalent	11,268.8	6,397.1	4,837.8	3,998.4					



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