PhillipCapital

長城汽車 (2333.HK)

短期增長料放緩,關注定增進展

香港 | 汽車製造 | 更新報告

七月總銷量按年微降 1.7%

長城汽車七月的總銷量按年減少 1.7%,轎車和皮卡同比分別大幅下降 52%和 37%。出口按年減少 47%至 2344 輛。主導產品 SUV 七月銷量按年增長 12.8%,增速低於行業平均(+34%)和長城以往的增速勢頭。具體分車型來看, H2,H1,H9,H8 分別貢獻了10024, 2544, 665, 1059 輛,但老款車型 H6,H5, M 系列的表現不容樂觀,分別同比下降了 13%, 49%, 77%至 23088, 1471, 1070 輛。

業績快報顯示: 半年多賺 24%

公司業績快報顯示:上半年營業總收入 371.45 億元,同比增長 30.21%;淨利潤 49.01 億元,同比增長 23.96%;基本每股收益 1.61 元。盈利大增主要來源於旗下 SUV 產品的接近五成的可觀銷量增幅。分季度看,一季度,二季度分別實現淨利潤 25.36,23.65 億元,分別較去年同期增長 26%,21%。受益於去年下半年以來多款新車型的推出,公司 SUV 車型單季的銷量分別同比升 54%和 43%。

多重原因掣肘增長勢頭

六月以來長城汽車的股價大幅跑輸大盤,我們認爲主要原因除了國內整體車市放緩倒逼 SUV 細分市場競爭白熱化之外,還有長城汽車旗下作爲銷售主力的 H6 在推出 CoupeC 車型後並未達到市場預期,以及其高端化戰略代表車型 H8,H9 遠低於初始目標。合資和其他自主品牌大量競品進入市場,令長城汽車的生存環境愈加嚴峻, H6 的單季增幅由 29%放緩至 12%。在國內整體車市未見轉暖的背景下,我們預計長城 SUV車型的銷量增速隨著基數增大而繼續放緩。六月中旬長城宣佈旗下多款車型進行官方降價,一旦後續銷量未因此受惠,價格端的壓力將會侵蝕公司的利潤率。不過借鑒國外同行的發展路徑,高端化品牌的培育任重道遠,遠非三五年的投入就能實現,應給予一定耐心。

定投募集 168 億謀求轉型

7 月 11 日公司公告將以不低於 43.41 人民幣元的價格,在 A 股定向增發募集不超過 168 億元,資金將投向新能源車及相關核心零部件,和智慧汽車領域。另外,控股股 東公告將擇機增持公司股票。我們認為,新能源化和智慧化是未來汽車行業發展的大勢所趨。如此大手筆的資金募集項目彰顯了管理層謀求戰略轉型的決心,將有助於填補公司在汽車技術創新領域的空白,為長遠發展打下基礎。當然短期業績或許會受到 攤薄及新項目進展不確定性的拖累影響。

估值

根據最新的盈利預測,我們調整公司 2015/2016 年每股盈利分別至 3.19,3.78 元人民幣,相應調整目標價至 27 港元,對應 2015/2016 年 7/5.9 倍預計市盈率, "買入"評級。(現價截至 8 月 25 日)

27 August 2015

買入 (上調)

現價: HKD 19.20 (現價截至 8 月 25 日) 目標價: HKD 27.00 (+41%)

公司資料

普通股股東(百萬股): 3043 市值(港幣百萬元): 19837 52周最高價/最低價(港幣元): 60.7/19.2

主要股東%

Baoding Innovation Great Wall Asset	56.04
Management	
JPMorgan Chase & Co.	13.96

股價表現%

	1個月	3個月	1年
長城汽車	-30.03	-61.44	-37.03
相對 HSI 指數	-14.61	-37.35	-21.47

股價 & HSI 指數



Source: aastock, Phillip Securities (HK) Research

財務資料

CNY mn	FY13	FY14	FY15E	FY16E
Net Sales	56,784	62,599	77,225	96,032
Net Profit	8,224	8,041	9,720	11,508
EPS, CNY	2.70	2.64	3.19	3.78
P/E, x	7.9	8.1	7.0	5.9
BVPS, CNY	9.25	10.99	13.21	15.83
P/BV, x	2.3	1.9	1.7	1.4
DPS (CNY)	0.82	0.80	0.98	1.16
Div. Yield (%)	3.9%	3.8%	4.4%	5.2%

Source: Company reports, Phillip Securities Est.

研究分析員

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七月總銷量按年微降 1.7%, SUV 增 12.8%

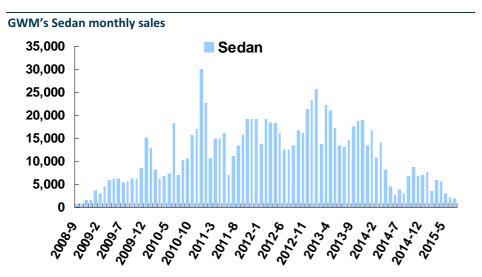
長城汽車七月的銷量數據顯示,當月總銷量按年減少 1.7%,轎車和皮卡同比分別大幅下降 52%和 37%,不過由於兩者在總銷量中比重進一步減少到低於 16%,對總銷量的影響力進一步減弱。出口未出現好轉,按年減少 47%至 2344 輛。

主導產品 SUV 七月銷量按年增長 12.8%,增速低於行業平均(+34%)和長城以往的增速勢頭。具體分車型來看,新車型 H2,H1,H9,H8 分別貢獻了 10024,2544,665,1059輛的銷量增量,但老款車型 H6,H5,M 系列的銷售表現卻不容樂觀,分別同比下降了 13%,49%,77%至 23088,1471,1070輛。



Source: Company, Phillip Securities Hong Kong Research

今年首七個月,長城共銷售 46.3 萬輛,同比增 17%,其中 SUV 累計銷售 37.5 萬輛。同比增長 43.8%。轎車和皮卡銷量同比下滑 51%和 21%至 3 萬輛和 5.8 萬輛。



Source: Company, Phillip Securities Hong Kong Research

業績快報顯示: 半年多賺 24%

公司近期發佈了業績快報:今年1至6月,長城汽車營業總收入371.45億元,同比增長30.21%;淨利潤49.01億元,同比增長23.96%;基本每股收益1.61



元。盈利大增主要來源於旗下 SUV 產品的接近五成的可觀銷量增幅。截至 6 月底,公司資產總計達 615.53 億元。

分季度看,一季度,二季度分別實現淨利潤 25.36,23.65 億元,分別較去年同期增長 26%,21%。受益於去年下半年以來多款新車型的推出,公司 SUV 車型單季的銷量分別同比升 54%和 43%。



Source: Company, Phillip Securities Hong Kong Research

多重原因掣肘增長勢頭

六月以來,長城汽車的股價(-62%)跑輸大盤(-23%),我們認爲主要原因除了國內整體車市放緩倒逼 SUV 細分市場競爭白熱化之外,還有長城汽車旗下作爲銷售主力的 H6 在推出 CoupeC 車型後並未達到市場預期,和其高端化戰略代表車型 H8, H9 遠低於初始目標。

雖然七月 H6 繼續蟬聯國內 SUV 銷量榜首位置,且與第二名差距拉大,但伴隨著國內整體車市遇冷,SUV 市場競爭趨於白熱化。合資和其他自主品牌大量競品進入市場,令長城汽車的生存環境愈加嚴峻,再加上公司在 SUV 領域領先多年,基數較大,導致在 SUV 細分市場的份額出現下滑。H6 的單季增幅也由 29% 放緩至 12%。

在國內整體車市未見轉暖的背景下,我們預計長城 SUV 車型的銷量增速隨著基數增大而繼續放緩。六月中旬長城宣佈旗下多款車型進行官方降價,一旦後續銷量未因此受惠,價格端的壓力將會侵蝕公司的利潤率。不過借鑒國外同行的發展路徑,高端化品牌的培育任重道遠,遠非三五年的投入就能實現,應給予一定耐心。

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我們認為,新能源化和智慧化是未來汽車行業發展的大勢所趨。如此大手筆的 資金募集項目彰顯了管理層謀求戰略轉型的決心,將有助於填補公司在汽車技 術創新領域的空白,爲長遠發展打下基礎。當然短期業績或許會受到攤薄及新 項目進展不確定性的拖累影響。

盈利預期

根據最新的盈利預測,我們調整公司 2015/2016 年每股盈利分別至 3.19,3.78 元人民幣,相應調整目標價至 27 港元,對應 2015/2016 年 7/5.9 倍預計市盈率, "買入" 評級。



財務報告

FYE DEC	FY11	FY12	FY13	FY14	FY15F	FY16F
Valuation Ratios						
P/E (X), adj.	18.1	11.6	7.9	8.1	7.0	5.9
P/B (X)	4.0	3.1	2.3	1.9	1.7	1.4
Dividend Yield (%)	1.4%	2.6%	3.9%	3.8%	4.4%	5.2%
Dividend payout ratio (%)	24.6%	30.5%	30.3%	30.3%	30.7%	30.7%
Per share data (RMB)						
EPS, reported	1.22	1.87	2.70	2.64	3.19	3.78
EPS, adj.	1.22	1.87	2.70	2.64	3.19	3.78
DPS	0.30	0.57	0.82	0.80	0.98	1.16
BVPS	5.50	7.07	9.25	10.99	13.21	15.83
Growth & Margins (%)						
Growth						
Revenue	30.9%	43.4%	31.6%	10.2%	23.4%	24.4%
EBIT	8.5%	62.2%	46.0%	-3.3%	22.2%	18.4%
Net Income, adj.	26.8%	66.2%	44.5%	-2.2%	20.9%	18.4%
Margins						
Gross margin	24.9%	26.9%	28.6%	27.7%	27.8%	27.2%
EBIT margin	13.8%	15.6%	17.3%	15.2%	15.1%	14.3%
Net Profit Margin	11.4%	13.2%	14.5%	12.8%	12.6%	12.0%
Key Ratios						
ROE (%)	25.6%	29.8%	33.22%	26.17%	26.40%	26.05%
ROA (%)	12.1%	15.0%	17.28%	14.11%	15.37%	16.41%
Income Statement (RMB mn)						
Revenue	30,089	43,160	56,784	62,599	77,225	96,032
Gross profit	7,496	11,598	16,246	17,347	21,461	26,111
Operating profit	4,126	6,716	9,777	9,479	11,592	13,698
EBIT	4,153	6,736	9,836	9,511	11,625	13,761
Profit before tax	4,130	6,841	9,920	9,640	11,686	13,858
Tax	(620)	(1,119)	(1,688)	(1,599)	(1,963)	(2,342)
Profit for the period	3,511	5,722	8,232	8,041	9,723	11,516
Minority interests	(84)	(30)	(8)	(0)	(3)	(8)
Total capital share	3,042	3,042	3,042	3,042	3,042	3,042
Net profit	3,426	5,692	8,224	8,041	9,720	11,508

Source: PSR

(Financial figures as at 25 August 2015)



PHILLIP RESEARCH STOCK SELECTION SYSTEMS

Total Return	Recommendation	Rating	Remarks
>+20%	Buy	1	>20% upside from the current price
+5% to +20%	Accumulate	2	+5% to +20%upside from the current price
-5% to +5%	Neutral	3	Trade within ± 5% from the current price
-5% to -20%	Reduce	4	-5% to -20% downside from the current price
<-20%	Sell	5	>20%downside from the current price

We do not base our recommendations entirely on the above quantitative return bands. We consider qualitative factors like (but not limited to) a stock's risk reward profile, market sentiment, recent rate of share price appreciation, presence or absence of stock price catalysts, and speculative undertones surrounding the stock, before making our final recommendation

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