

Company Results Review

20 May 2007 | 12 pages

Tata Motors (TAMO.BO)

Buy: 4QFY07 Results In-line With Expectations

- Earnings in-line** — 4Q recurring profits at Rs5.76bn (+32% yoy) were 6% above our estimates. The variance was due to lower depreciation charges, and higher than forecast forex gains. Adjusting for these, results were in-line with estimates.
- Operating profits disappoint** — EBITDA at Rs9.06bn was up a modest 8% yoy - below our expectations - as higher material costs (steel, aluminum, rubber) continue to bite. A positive trend is that management's cost-cutting initiatives are ahead of expectations – the stated Rs10bn cost-cutting plan (over FY06-08) has almost been fully achieved this fiscal.
- Product launch program** — Outlined at end FY05, remains on course. TTMT plans to capitalize on emerging growth opportunities in both local and international markets with new platforms for the Indica, the small car platform, as also global truck and pickup platforms among other initiatives. The initiatives with Fiat and Iveco should also provide TAMO with access to newer technologies.
- De-risking business model** — Targets outlined to de-risk the business from the local cycle include a) increasing the share of international business to 25% of sales by 2010 (currently 18%), b) increasing the share of captive financing of sales to 40% by 2008 from c32% currently, and c) increasing the revenue contribution of non cyclical businesses (currently 24% of consolidated revenues).
- Reiterate Buy (1L)** — Short-term weakness on margin decline and sedate sales over 1Q present an opportunity to buy. Key risks – rising interest rates, input cost pressures, accelerating capital costs (interest and depreciation).

Buy/Low Risk	1L
Price (18 May 07)	Rs742.75
Target price	Rs1,029.00
Expected share price return	38.5%
Expected dividend yield	2.0%
Expected total return	40.6%
Market Cap	Rs284,603M US\$7,062M

Price Performance (RIC: TAMO.BO, BB: TTMT IN)



Statistical Abstract

Year to	Net Profit	Diluted EPS	EPS growth	P/E	P/B	ROE	Yield
31 Mar	(RsM)	(Rs)	(%)	(x)	(x)	(%)	(%)
2005A	12,474	34.48	45.9	21.5	6.5	32.4	1.7
2006A	14,023	34.60	0.3	21.5	5.1	29.1	1.8
2007E	18,412	45.43	31.3	16.4	4.2	30.0	2.0
2008E	22,523	55.57	22.3	13.4	3.4	30.0	2.2
2009E	25,411	62.69	12.8	11.8	2.8	27.7	2.3

Source: Powered by dataCentral

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Fiscal year end 31-Mar	2005	2006	2007E	2008E	2009E
Valuation Ratios					
P/E adjusted (x)	21.5	21.5	16.4	13.4	11.8
EV/EBITDA adjusted (x)	17.3	17.0	13.2	11.0	9.7
P/BV (x)	6.5	5.1	4.2	3.4	2.8
Dividend yield (%)	1.7	1.8	2.0	2.2	2.3
Per Share Data (Rs)					
EPS adjusted	34.48	34.60	45.43	55.57	62.69
EPS reported	34.19	37.72	45.43	55.57	62.69
BVPS	113.64	144.62	175.61	216.20	263.19
DPS	12.50	13.00	15.00	16.00	17.00
Profit & Loss (RsM)					
Net sales	172,597	201,695	248,581	282,985	331,010
Operating expenses	-157,591	-185,686	-227,011	-256,594	-300,074
EBIT	15,006	16,009	21,570	26,390	30,936
Net interest expense	-1,542	-2,264	-2,800	-2,750	-3,800
Non-operating/exceptionals	3,055	6,788	5,977	6,390	6,746
Pre-tax profit	16,519	20,534	24,748	30,030	33,882
Tax	-4,150	-5,245	-6,335	-7,508	-8,470
Extraord./Min.Int./Pref.div.	0	0	0	0	0
Reported net income	12,370	15,289	18,412	22,523	25,411
Adjusted earnings	12,474	14,023	18,412	22,523	25,411
Adjusted EBITDA	15,006	16,009	21,570	26,390	30,936
Growth Rates (%)					
Sales	30.5	16.9	23.2	13.8	17.0
EBIT adjusted	3.7	6.7	34.7	22.3	17.2
EBITDA adjusted	3.7	6.7	34.7	22.3	17.2
EPS adjusted	45.9	0.3	31.3	22.3	12.8
Cash Flow (RsM)					
Operating cash flow	2,715	-14,463	20,085	22,322	14,007
Depreciation/amortization	0	0	0	0	0
Net working capital	-9,655	-29,752	1,673	-201	-11,404
Investing cash flow	-7,627	10,470	9,282	-5,596	-12,582
Capital expenditure	0	0	0	0	0
Acquisitions/disposals	1,447	8,969	1,756	0	0
Financing cash flow	8,521	2,495	-13,077	-751	5,799
Borrowings	12,357	4,414	-6,530	6,232	13,219
Dividends paid	-5,156	-5,678	-6,547	-6,984	-7,420
Change in cash	3,609	-1,498	16,291	15,975	7,224
Balance Sheet (RsM)					
Total assets	137,729	162,118	180,475	210,965	253,263
Cash & cash equivalent	20,050	11,194	2,800	2,925	2,916
Accounts receivable	8,113	7,158	9,354	10,626	12,414
Net fixed assets	36,965	45,212	63,368	85,449	105,901
Total liabilities	96,615	106,747	113,239	128,190	152,497
Accounts payable	22,697	28,385	33,876	38,243	44,607
Total Debt	24,954	29,368	22,839	29,071	42,290
Shareholders' funds	41,114	55,371	67,236	82,775	100,767
Profitability/Solvency Ratios (%)					
EBITDA margin adjusted	8.7	7.9	8.7	9.3	9.3
ROE adjusted	32.4	29.1	30.0	30.0	27.7
ROIC adjusted	57.2	26.2	22.6	22.0	20.0
Net debt to equity	11.9	32.8	29.8	31.6	39.1
Total debt to capital	37.8	34.7	25.4	26.0	29.6

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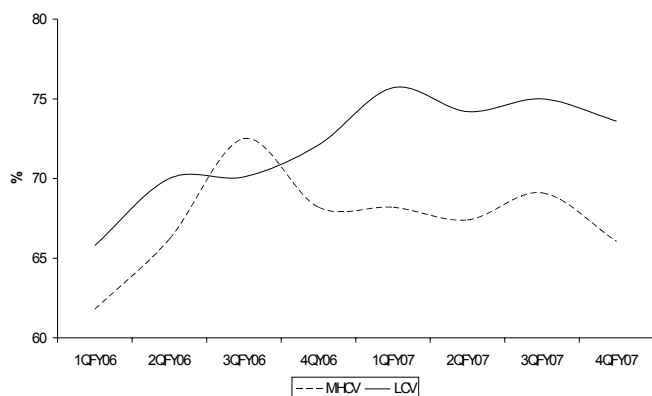


Figure 1. Tata Motors- 4QFY07 Operational Data

	4QFY06	4QFY07	% chg YoY	CIR Comments
Volumes (Nos.)				
H / MCVs	45,751	54,683	19.5	Strong growth on account of (a) Ban on overloading (b) Robust industrial growth Primarily driven by the ACE
LCVs	35,028	42,248	20.6	
Total CVs	80,779	96,931	20.0	
UVs	13,756	16,764	21.9	Price cuts drive sales of Safari, Sumo
Cars	53,590	58,231	8.7	Affected by increase in interest rates and new model launches by competitors
Total Passenger	67,346	74,995	11.4	
Total	148,125	171,926	16.1	
Product mix (%)				
H / MCVs	30.9	31.8		
LCVs	23.6	24.6		
UV s	9.3	9.8		
Cars	36.2	33.9		
Market share (%)				
H / MCVs	68.2	66.1		Marketshare dips 215 bps Y/Y basis as growth dips in 7-16MT categories
LCVs	72.1	73.6		Exaggerated due to the ACE
UV s	20.3	20.5		Gains due to price cuts
Cars	16.7	15.2		Market share ceded to MUL on back of its new model launches

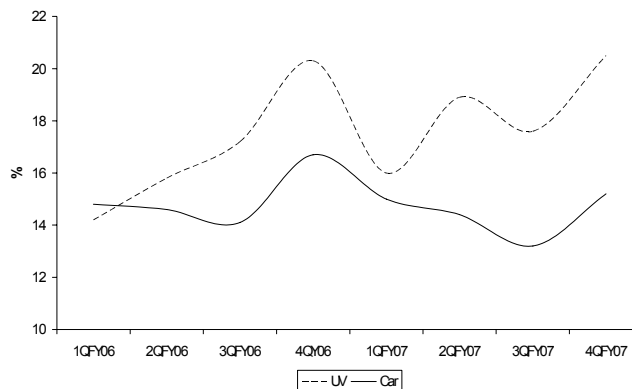
Source: Company

Figure 2. Market Share (%) - MHCV and LCV



Source: SIAM

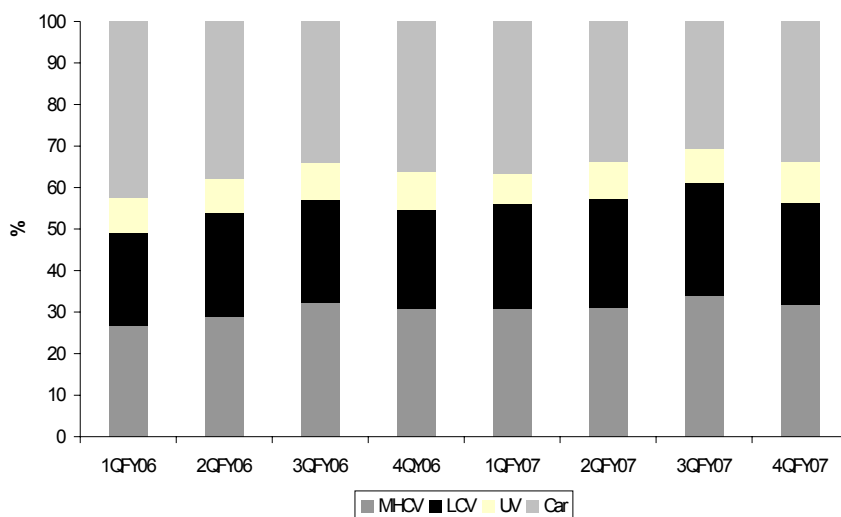
Figure 3. Market Share (%) - UV and Car



Source: SIAM

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Figure 4. Tata Motors- Product Mix (%)



Source: SIAM

Figure 5. 4QFY07 Financial Results

(INR m)	4Q FY06	4Q FY07	% chg YoY	CIR Comments
Gross Sales	79,499	95,408	20.0	
Less: Excise duty	10,965	13,340	21.7	
Net sales	68,534	82,068	19.7	Higher value product mix, due to higher sales of heavier tonnage trucks
Decrease/(Increase) in Stocks	4,137	2,936	-29.0	
Raw Materials	43,924	55,618	26.6	Rise in steel costs
Staff costs	3,141	3,647	16.1	
Other Expenses	8,918	10,807	21.2	
Total Expenditure	60,120	73,008	21.4	
EBITDA	8,414	9,060	7.7	EBITDA 13% below our estimates
Forex	294	602	104.9	Gains on account of a) forex denominated debt
Product Development Interest	529	285	-46.1	Lower than forecasts – interest on vehicle finance payables reflect in subsidiary
Other income	692	598	-13.6	
EBDT	44	604	1267.4	
Depreciation & Amortization	7,531	9,384	24.6	
PBT	1,363	1,583	16.1	
Exceptional income	6,169	7,801	26.5	
Exceptional expenses	308	(3)		
Tax	1,895	2,031	7.2	
PAT	4,581	5,767	25.9	
PAT (pre exceptionals)	4,364	5,765	32.1	6% above our estimates
Profit Margins				
EBITDA (%) net sales	12.3	11.0		Decline 100 bps QoQ, 130 bps YoY due to material cost pressures
Other income / PAT (%)	1.0	10.5		
Tax / PBT (%)	29.3	26.0		
Net profit margins (%)	5.5	6.0		
Cost ratios				
Raw materials / sales	70.1	71.3		
Staff costs / sales	4.6	4.4		
Other expenses / sales	13.0	13.2		

Source: Company, Citigroup Investment Research estimates

Consolidated FY07 Performance

FY07 consolidated profits (adjusted for minority interests) grew by 26% y/y to Rs 21.7 bn from Rs 17.3 bn. All subsidiaries registered strong growth and total PAT for all subsidiaries rose 71% y/y. Tata Telcon (the construction equipment business which is a partly owned by Hitachi) continues to exceed expectations. Tata Technologies remains an area of concern, with the integration of Incat taking longer than expected.

Figure 6. Key Subsidiaries – FY07 Financial Performance

Name	Turnover		% Change Y/Y	PBT (Rs mn)		% Change Y/Y	PAT (Rs mn)		% Change Y/Y
	FY06	FY07		FY06	FY07		FY06	FY07	
Tata Daewoo CV Ltd (Korea)	15,849	23,336	47%	777	1,133	46%	583	830	42%
Telcon Construction Equipment Co. Ltd (Telcon)	13,050	18,277	40%	1,368	2,804	105%	868	1,839	112%
TML Financial Services Ltd (TML FSL)		1,602			201			128	
Tata Technologies Ltd (TTL)	5,450	9,605	76%	194	247	27%	116	163	41%
HV Transmissions Ltd (HVTL)	1,277	1,756	38%	455	736	62%	301	450	50%
HV Axles Ltd (HVAL)	1,439	1,967	37%	693	963	39%	463	579	25%
Total	37,065	56,543	53%	3,487	6,084	74%	2,331	3,989	71%

Source: Citigroup Investment Research

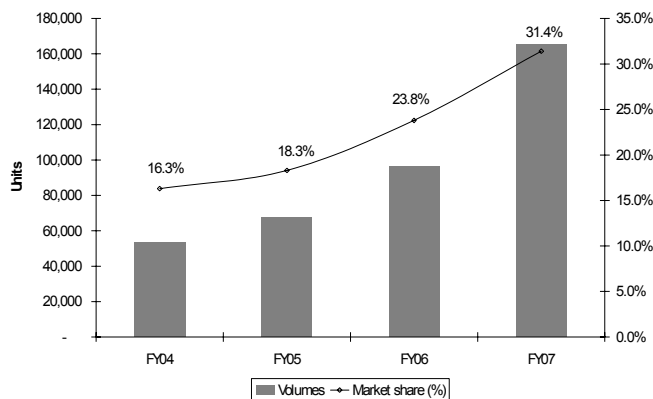
Financial Position

Working capital, although negative, has deteriorated vs. FY06's impressive performance. Net working capital at the end of FY07 was (9) days as compared to (23) days at the end of FY06. While key metrics (inventory days and receivables) continue to exhibit a favorable trend (both marginally lower to 29 and 9 days respectively), the overall deterioration implies that other heads have experienced significant deterioration – we await the balance sheet for more clarity. The overall balance sheet size increased to Rs 123.4 bn at end FY07 (from Rs 91 bn end FY06) largely due to the substantial increase in financing loans and receivables. Capital employed (net of vehicle financing) increased almost 75% to Rs80.5bn, implying capitalization of capex / increase in working capital of almost Rs34bn. Net Debt has also increased c50% to Rs33 bn at end FY07e, as cash surpluses have been used to fund the capex plans and vehicle financing business. Net debt / equity has also increased to 0.44x at end FY07 (vs 0.39x end FY06).

Financing Business

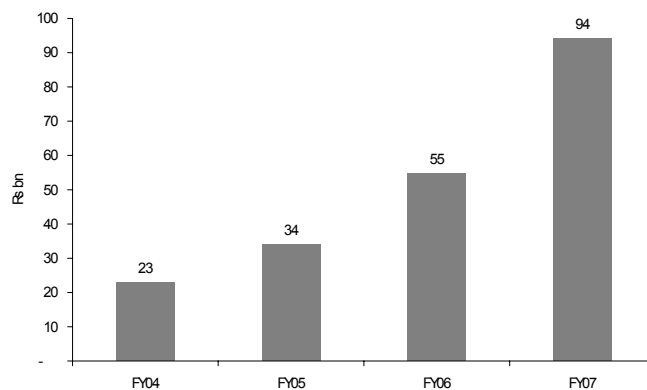
Market share for FY07 increased to 34.1% from 23.8% in FY06. Disbursals rose substantially by 72% to Rs 94.2 bn. We estimate that securitized loans (as a percentage of disbursals) have increased from 52% in FY06 to 57% in FY07 - an encouraging data point. But given the lack of data on income and expenses in the securitization process, the overall impact can only be ascertained after the annual accounts are released. We view the creation of a separate subsidiary as a vehicle to house the financing business as an intermediate process. We believe that over the longer term, Tata Motors might consider inducting a strategic partner into this business, to ensure that its (Tata Motors) consolidated balance sheet is not encumbered by this financing business.

Figure 7. Units Financed (Nos) and Market Share (%)



Source: Citigroup Investment Research

Figure 8. Vehicle Financing Disbursals (Rs bn)



Source: Citigroup Investment Research

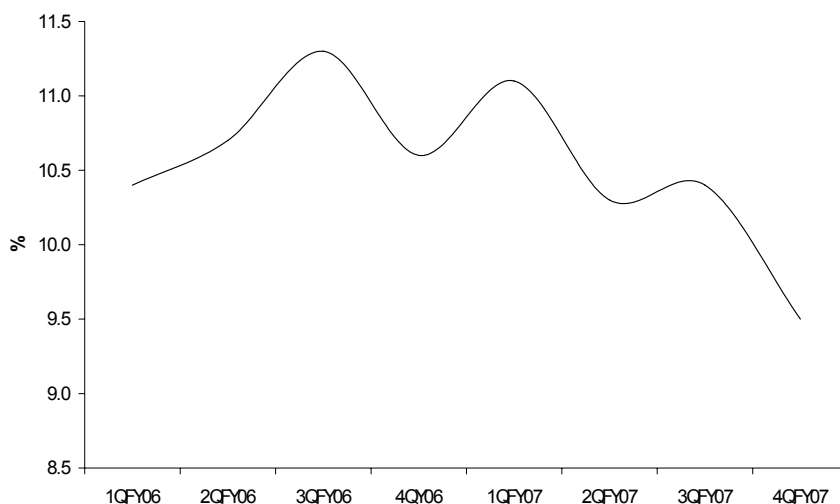
Capital Expenditure Plans

Tata Motors management has indicated that it will spend an aggregate Rs120bn over the next 4 years (FY07-11e) on new product development and capacity expansion. Rs 80bn will be utilized for new product development, with Rs40 bn utilized for capacity expansion plans.

Outlook and Guidance

Management did not comment on the volume growth over FY08e – stating that clarity will emerge over the next 2-3 months. Our volume forecasts (set in Aug 06) remain unchanged for both FY08/09E – implying 6% and 13% volume growth in FY08e and FY09e respectively. Management again declined from providing explicit margin guidance, but implied that they would remain range bound around 12%, and cautioned that material cost pressures will continue. Despite management's cost-cutting initiatives, margins continue to deteriorate, and this is our key medium term concern.

Figure 9. EBITDA Margins (%)



Source: Company, Citigroup Investment Research

Tata Motors

Company description

Tata Motors is the flagship company of the Tata Group, India's largest business conglomerate, and is among the country's largest manufacturers of automobiles with a dominant position in the commercial-vehicle business. It has a significant presence in the utility vehicle and passenger-car segments.

Investment thesis

We have a Buy / Low Risk rating on Tata Motors, with our positive view reflecting a) the impending spinning off of the auto finance business (which will release substantial funds locked into the business and positively impact TTMT's return / asset turnover ratios and b) stronger-than-expected growth in heavy trucks as the ban on overloading continues to be implemented (not as effectively as we would like, but far better than we had initially envisaged).

Key reasons for a strong growth outlook in commercial vehicles include a sustained pick-up in economic activity, a focus on infrastructure spending (expected to continue with funding in place) and a strong replacement cycle (27% of the existing fleet in India is more than 15 years old and needs to be replaced both for commercial and environmental reasons).

Tata Motors should also benefit from the launch of new products and international initiatives, given a competitive cost structure.

Valuation

Our 12-month target price of Rs1,029 is based on a sum-of-parts valuation methodology, which we believe captures the value embedded in subsidiaries

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and group holdings. Management has indicated its intent to unlock value, (to the benefit of Tamo's existing shareholders), for either / both HV Transmissions Ltd. and HV Axles Ltd., through an IPO or strategic sale to outside parties.

We value Tata Motors' core business at Rs 827 / share, which is based on 9.2x FY08E EBITDA, at the lower end of the recent trading band, and which should be comfortably supported by a 25% CAGR in EBITDA over FY06-08E. Over the past fiscal, the EV / EBITDA multiple has ranged between 6.2-11.4x. We value the subsidiaries at Rs201 / share.

Risks

We rate Tata Motors Low Risk based on our quantitative risk rating system, which tracks 260-day historical share price volatility. Key downside risks to our target price are movements in economic variables — particularly GDP growth, interest rates and fuel prices, to which sales of commercial and passenger vehicles are very sensitive. Competition in the passenger car business remains intense with the presence of most global majors in the Indian market. While the commercial vehicle business has been relatively less exposed to competition, the situation could change over the next three years with international companies eyeing the Indian market. Key upside risks to our target price include: a) Strategic sale/IPO of key subsidiaries; b) An indication that the Supreme Court ruling on overloading is being implemented over the longer term; and c) Reduction in input costs (notably steel).

Appendix A-1

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Tata Motors (TAMO.BO)

Ratings and Target Price History - Fundamental Research

Analyst: Jamshed Dadabhoy (covered since March 1 2006)



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Data current as of 31 March 2007

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