



Company

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Tata Motors (TAMO.BO)

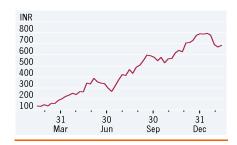
Equity 🗹

JLR: Lower Incentives = Higher Profits

- Premium car discounts have declined in the US almost 20% QoQ. The average incentives / vehicle for BMW, Mercedes and Porsche dipped to ~ \$4,444 / unit in 3QFY10, indicating that discounting pressure is easing within premium cars – this augurs well for JLR, where typically ~15-20% of volumes are from the US.
- Pre-owned car prices remain steady the UK after a slight slippage in Oct / Nov, the average transaction price of a pre-owned car has firmed up again – indicating fairly healthy demand in the UK in the pre-owned market. We infer that pricing trends should also be stable in the new car market.
- 3Q Results could surprise positively Our explicit forecasts for JLR 3QFY10 factor sales of 50,000 units and EBITDA of £111m. That said, JLR has sold >56,000 units, implying upward risks to our estimates. We note that sensitivity to incentives / ASPs is also extremely high – a c£500 / vehicle reduction in incentives could result in EBITDA increasing by £25m (on a base of 50,000 units).
- JLR Jan 10 sales at 16,269 units imply that JLR has to achieve ~11,000 units / month over Feb / Mar to achieve our full year forecast of 174,900 units. We think this target is easily achievable, given the current run rate of ~16,000 units / month in 4Q. Seasonality is fairly high given model year changes, hence QoQ comparisons are rendered invalid.
- New model launches XJ eagerly awaited Bookings had started in London (by early Dec) for March delivery, with an expected price of around UKP55,000 for the lower end up to ~UKP90,000 for the 5L XJR.
- Maintain Buy We caveat that global macro risks (and the knock-on impact on consumer confidence, auto sales, et al) is the key risk in the investment thesis for Tata Motors, given that JLR accounts of ~56% of consolidated revenue, and ~50%

Buy/Medium Risk	1 M
Price (11 Feb 10)	Rs687.75
Target price	Rs828.00
Expected share price return	20.4%
Expected dividend yield	1.0%
Expected total return	21.4%
Market Cap	Rs355,527M
	US\$7,658M

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)	(%)	(%)
2008A	15,561	36.53	-16.1	18.8	3.4	21.2	2.2
2009A	9,042	17.59	-51.8	39.1	2.9	9.0	0.9
2010E	12,841	23.61	34.2	29.1	2.7	9.9	1.0
2011E	12,285	22.59	-4.3	30.5	2.6	8.7	1.0
2012E	19,600	36.03	59.5	19.1	2.4	12.8	1.6

Source: Powered by dataCentral

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Fiscal year end 31-Mar	2008	2009	2010E	2011E	2012E
Valuation Ratios					
P/E adjusted (x)	18.8	39.1	29.1	30.5	19.1
EV/EBITDA adjusted (x)	12.8	20.2	9.6	8.8	7.1
P/BV (x)	3.4	2.9	2.7	2.6	2.4
Dividend yield (%)	2.2	0.9	1.0	1.0	1.6
Per Share Data (Rs)					
EPS adjusted	36.53	17.59	23.61	22.59	36.03
EPS reported	47.63	19.48	36.27	22.59	36.03
BVPS	203.34	237.92	253.56	268.62	292.66
DPS	15.00	6.06	7.08	6.78	10.81
Profit & Loss (RsM)					
Net sales	283,776	256,297	292,213	333,339	417,929
Operating expenses	-264,468	-248,030	-266,312	-306,243	-382,529
EBIT	19,308	8,267	25,901	27,096	35,400
Net interest expense	-2,824	-6,737	-10,780	-13,215	-13,266
Non-operating/exceptionals	9,281	8,607	8,888	2,500	4,000
Pre-tax profit	25,765	10,138	24,009	16,380	26,134
Tax	-5,476	-125	-4,280	-4,095	-6,533
Extraord./Min.Int./Pref.div.	0	0	0	0	0
Reported net income	20,289	10,013	19,729	12,285	19,600
Adjusted earnings	15,561	9,042	12,841	12,285	19,600
Adjusted EBITDA	26,475	17,013	36,401	39,695	49,410
Growth Rates (%)					
Sales	4.0	-9.7	14.0	14.1	25.4
EBIT adjusted	-21.6	-57.2	213.3	4.6	30.6
EBITDA adjusted	-15.6	-35.7	114.0	9.1	24.5
EPS adjusted	-16.1	-51.8	34.2	-4.3	59.5
Cash Flow (RsM)					
Operating cash flow	69,655	12,468	36,666	28,969	29,948
Depreciation/amortization	7,167	8,745	10,500	12,600	14,010
Net working capital	46,275	-3,844	11,983	4,084	-3,662
Investing cash flow	-72,076	-130,794	-129,405	-25,000	-25,000
Capital expenditure	-47,744	-50,216	-25,000	-25,000	-25,000
Acquisitions/disposals	0	104.200	04 422	0 000	4.040
Financing cash flow	12,122 22,714	104,386 68,850	84,433 88,540	-3,969 122	-4,948
Borrowings Dividends paid	-6,597	-3,457	-4,276	-4,091	1,579 -6,527
Change in cash	1 5,706	-1 2,555	-4,270 - 1,418	-4,031 0	-0,327
	10,700	12,000	1,710	•	
Balance Sheet (RsM)	257 524	272 612	486,296	497,983	515,592
Total assets Cash & cash equivalent	257,524 23,973	372,612 11,418	10,000	10,000	10,000
Accounts receivable	11,307	15,552	15,383	12,687	11,431
Net fixed assets	104,523	145,993	160,493	172,893	183,883
Total liabilities	179,129	250,310	348,372	351,865	356,401
Accounts payable	83,917	87,313	77,094	80,450	80,771
Total Debt	38,805	111,656	202,196	202,317	203,896
Shareholders' funds	78,395	122,302	137,923	146,117	159,191
Profitability/Solvency Ratios (%)					
EBITDA margin adjusted	9.3	6.6	12.5	11.9	11.8
ROE adjusted	21.2	9.0	9.9	8.7	12.8
ROIC adjusted	14.2	6.8	14.2	13.8	16.1
Net debt to equity	18.9	82.0	139.3	131.6	121.8
Total debt to capital	33.1	47.7	59.4	58.1	56.2
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Healthy Trends in Macro Indicators

Figure 2. Trends in Incentives: Premium Cars (\$ / vehicle) Figure 1. Trends in Incentives: US Autos (\$ / vehicle) \$3,500 Industry Average (\$ / yehicle) Discounts have declined ~40% \$7,200 (average) from peak levels \$3,000 BMW \$6,200 \$2,500 \$5,200 \$4,200 \$2,000 \$3,200 Mercedes \$2,200 After July 05's industry clear out, industry averages have remained below trend \$1,200 \$1,000 Ort-08 Apr-08 Jul-08 .lan-09 Jul-09 Ort-09 .lan-10 Source: Autodata Source: Autodata

Figure 3. Trends in Pre-Owned Car Transactions (£ / vehicle) £6,500 £6,300 Average pre-owned car price is GBP 6,188. Prices today are higher than £6,100 Nov / Dec '07 levels £5,900 £5,700 £5,500 £5,300 £5,100 £4,900 £4,700 £4,500

Source: BCA

Figure 4. Jaguar Land Rover: Quarterly Profit and Loss Statement (GBP m; except per vehicle data) 1QFY10 2QFY10 3QFY10E INCOME Sale of products and other operating income 1,125 1,420 1,625 Per vehicle 31,337 32,054 32,500 **EXPENDITURE** 1,100 Raw materials and 814 987 components 22,000 Per vehicle 22,674 22,280 Employee cost 176 187 160 Per vehicle 4,903 4,221 3,200 Manufacturing cost and other expenses 170 205 254 Per vehicle 4,735 4,628 5,073 Total expenditure 1,160 1,379 1,514 Per vehicle 32,312 31,129 30,273 **EBITDA** (35) 41 111 EBITDA Margin (%) 2.89 3.11 6.85

Figure 5. JLR: Trends in Wholesale/retail sales	Figure 5.	JLR:	Trends in	ı Wholesale	/retail sales
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Source: Company data, Citi Investment Research and Analysis estimates

	June - Sept2008	3QFY09	4QFY09	FY09	1QFY10	2QFY10	3QFY10
Wholesale	85,451	49,186	32,663	167,300	35,947	44,305	56,778
Retail	51,206	47,702	46,992	145,900	47,146	46,793	NA
Re/(de)stocking	34,245	1,484	(14,329)	21,400	(11,199)	(2,488)	NA
Monthly average retail sales	12,802	15,901	15,664	14,590	15,715	15,598	NA
Source: Company data. Citi Investment Research and Analysis estimates							

Figure 6. Tata Motors: Consolidated Profit and Loss Statement (Rs m) FY09 FY12E FY08 FY10E FY11E Net sales & operational 356,515 709,389 778,203 901,858 1,030,987 income % change YoY 9.9 99.0 9.7 15.9 14.3 243,624 480,556 524,223 601,913 690,242 Raw material expenses % of net sales 68.3 67.7 67.4 66.7 66.9 Manpower costs 27,452 72,974 79,265 77,284 83,241 % of net sales 7.7 10.3 10.2 8.6 8.1 21,656 80,000 33,788 35,411 39,681 Other variable expenses % of net sales 6.1 11.3 4.3 3.9 3.8 Fixed expenses 34,658 100,591 134,390 139,623 151,286 % of net sales 9.7 14.2 17.3 15.5 14.7 **Expenses Capitalised** (13,607)(46,698)(49,800)(51,800)(49,800)Cost of sales 313,782 687,424 721,867 802,432 914,651 % of sales 88.0 96.9 92.8 89.0 88.7 **EBITDA** 42,732 21,965 56,336 99,426 116,336 **Product Development** 660 3,478 3,542 3,850 3,850 7,431 19,309 21,050 24,305 25,196 Interest Other income 2,675 7,990 3,220 3,975 5,701 **EBDT** 37,317 7,168 34,964 75,245 92,991 Depreciation 7,821 25,068 30,690 33,712 35,970 11,893 Exceptionals -1367.1 (3,393)PBT 16,167 41.534 57,021 30,864 (21,293)Tax 8,515 3,358 4,731 5,239 8,234 PAT 22,348 (24,650) 11,436 36,295 48,786 Adj of Misc Exp in (0.6)Subsidiaries -670.5 (403)196 752 1,123 Minority Interest and share of profits from associate cos 37,046 21,677 (25,053)11,632 49,910 PAT (reported) **Profit Margins** EBITDA (%) 12.0 3.1 7.2 11.0 11.3 EBDT (%) 10.5 4.5 8.3 9.0 1.0 5.5 Pre tax margins (%) 8.7 -3.0 2.1 4.6 Tax / PBT (%) 27.6 (15.8)29.3 12.6 14.4 Net profit margins (%) 4.8 6.1 -3.5 1.5 4.1 21.4 91.7 EPS (Rs) 56.2 -48.7 68.1 76.5 0.0 77.8 130.1 157.9

CEPS (Rs)

Tata Motors

Company description

Tata Motors is one of the main companies of the Tata Group, India's largest business conglomerate. It 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 too. The company has acquired a 100% stake in Jaguar and Land Rover.

Investment strategy

We rate Tata Motors Buy / Medium Risk. From a thematic stance, TAMO is a key beneficiary of a revival in the domestic investment cycle (the value ascribed to the domestic business exceeds the value ascribed to JLR). Our upgrade is predicated on: 1) a bottoming out of the global macro-economic environment which should result in premium car / SUV sales registering modest growth in FY11/12E; 2) stable liquidity and credit conditions should ensure that TTMT is able to secure funding for its businesses and refinancing of its debt (essential given its high level of indebtedness); 3) increasing clarity on JLR financials will remove the overhang on the share price and could even result in a further re-rating.

Valuation

Our Rs828 target price for Tata Motors is based on a sum-of-the-parts valuation. We value Tata Motors' core business at Rs730/share (on a diluted sharecount of 544m shares), based on 10x Mar11E EV/EBITDA. We value subsidiaries and investments at Rs77/share (incorporating a 20% holding company discount). We attribute Rs22/share to JLR - we value this at 5x Mar 11E EV/EBITDA, which equates to Rs471/share and then deduct the total net debt which amounts to Rs449/share. At our target price, TTMT would trade at a consolidated price / book value of 4.5 / 3.1 times (FY11/12E), which appears reasonable when juxtaposed against ROEs of 37.2%, 34.9 % in FY11/12 respectively. On a P/E basis, the stock would trade at ~12.2x and 9x FY11/12E P/E.

Risks

Our quantitative risk rating system, which tracks 260-day historical share price volatility, rates Tata Motors High Risk. We assign a Medium Risk flag, however, as a) the short-term debt raised to fund the JLR deal has been refinanced, and b) the core CV business has improved sequentially from 3QFY09 lows.

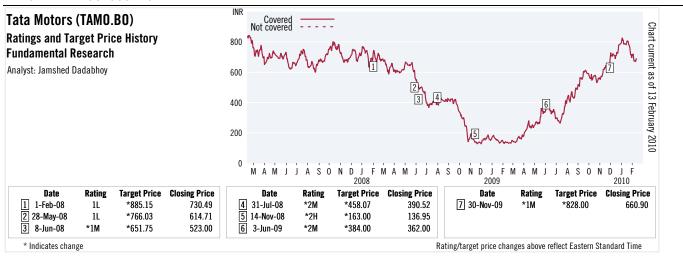
The key risks emanate from: a) Weaker than forecast demand conditions for luxury cars and SUVs in Europe and the US. Given the high leverage of this business to both volumes and EPS, the key risk is if JLR volumes are lower than anticipated; b) Our CV forecasts are predicated on our economist Rohini Malkani's view that industrial growth should remain fairly healthy (in the 8-9% range), in both FY11/12E. We have assumed that MHCV volume growth will be fairly tepid in FY11E (around 5%), given the emission change over and also the (expected) roll-back in excise incentives; c) We assume that the credit and liquidity environment will remain stable. A credit 'crunch' could impact consumer confidence and possibly JLR's sales (especially in developed markets). Given TTMT's highly leveraged balance sheet, this is a significant risk. We also implicitly assume that TTMT will raise equity over the next 1 year to rectify its balance sheet. A credit shock (followed by a dislocation in the equity markets) could delay the restructuring of the balance sheet.

Appendix A-1

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