Logistics



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Exim trade continues to face increased volatility...

Q1FY22 saw a dip in logistics activity QoQ due to state-wide lockdowns (but unlike a pan-India lockdown in the YoY base quarter). Although on an MoM basis, domestic surface freight activity has largely normalised (95% in June), Exim container trade continues to face challenges with respect to backlog due to six day Suez blockage, rising manufacturing consumption in the West and container shortages in the east (container imbalance due to uneven macro trade) leading to higher export charges. Inventory delays for manufacturing companies are expected to benefit the air cargo segment, which has provided logistical flexibility during uncertain times.

Revival seen in surface players due to re-opening of economy

Post the exceptional E-Way bill volume growth seen in March (~75% YoY) compared to pre-Covid 5.5 crore levels, April saw the momentum slowing (7% growth) till it reached a nadir of 27% de-growth in May and then reviving to 96% of normalised levels in June. However, green shoots continue to be seen on the e-commerce front, which typically requires higher warehousing component (higher value added services) compared to retail trade via shops and is beneficial for 3PL companies, as existing companies re-organise their supply chains to align them to the evolved buying behaviour.

Rail, ports see weak performance in Q1

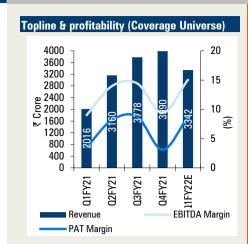
Overall container volumes in APSEZ, JNPT saw a QoQ dip in performance in Q1 (9%, 6% at 2.1 million TeUs, ~1.4 mil TeUs, respectively). Also, the greater trans-shipment volumes at Indian ports, may impact the container product mix for ports (due to congestion at major transhipment ports like Colombo and Singapore port). Rail CTOs are also expected to see 7-9% QoQ de-growth in Exim and domestic trade (based on two months data). On a positive note, higher crude oil prices typically help CTOs gain market share over road players (preference over longer distances). CFS, on the other hand, could see higher utilisation due to extended waiting period for exporters.

Financial performance expected to remain mixed

In our logistics coverage universe, we expect a QoQ dip in performance, mainly due to weak capacity utilisation in April and May. However, on the operational front, Concor is expected to report strong numbers (mainly due to higher employee and LLF provisioning in Q4FY21), leading to a favourable EBITDA growth for overall coverage. On a YoY basis, the entire logistics pack is expected to report a strong performance (mainly due to weak base and a partial lockdown in the current quarter). Higher crude oil prices are expected to be a drag on topline performance (volume hit due to passing of hikes to customers). However, warehousing is expected to continue its strong run due to higher underlying demand.

Exhibit 1: Log	jistics- Est	imates	for Q	1FY22E					(₹ cro	
Company	Revenue	Change (%)		EBITDA	Cha	nge (%)	PAT	Change (%)		
	Q1FY22E	YoY	QoQ	Q1FY22E	YoY	QoQ	Q1FY22E	YoY	QoQ	
Container Corp	1,760.6	48.1	-9.2	378.5	138.0	100.3	233.8	279.1	1,344.8	
TCI Express	229.4	158.5	-18.0	37.9	1,764.9	-30.4	28.2	2,965.3	-33.8	
Transport Corp	590.6	80.1	-25.9	53.7	93.0	-37.2	25.9	162.4	-51.1	
Mahindra Log	761.5	85.5	-21.8	32.7	LP	-29.1	2.5	LP	-79.5	
Total	3,342.0	65.7	-16.2	502.9	169.4	34.1	290.4	418.8	134.2	

Source: Company, ICICI Direct Research



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Exhibit 2: Liqu		(₹ crore)								
Company	Revenue	Change (%)		EBITDA	Chai	nge (%)	PAT	Change (%)		
	Q1FY22E	YoY	QoQ	Q1FY22E	YoY	QoQ	Q1FY22E	YoY	QoQ	
United Spirits	1,545.7	50.0	-30.5	162.3	LP	-60.6	71.6	LP	-57.2	
United Brewerie	1,330.6	162.5	-13.8	196.9	LP	-24.6	106.1	LP	-33.3	
Total	2,876.3	87.1	-23.7	359.2	LP	-46.6	177.7	LP	-45.5	

Source: Company, ICICI Direct Research

Exhibit 3: Co	mpany Specific view
Company	Remarks
Container Corporation	Core revenues are expected to de-grow 9% QoQ to ₹ 1761 crore due to 11% and 9% QoQ de-growth in Exim volumes and domestic volumes, respectively (cyclical component in April de-growth and impact of lockdown). However, EBITDA margins are expected to expand 1175 bps QoQ to 21.5% (due to presence of one-offs in the base quarter). Absolute EBITDA is expected to double to ₹ 379 crore. Subsequently, PAT is expected at ₹ 234 crore vs ₹ 16 crore in Q4FY21 (base impacted by one-offs)
Transport Corporation of India	Freight segment is expected to de-grow 25% QoQ in Q1FY22E amid lowered utilisation of trucking fleet and higher crude oil prices. Supply chain segment is expected to degrow 28% QoQ due to lower 2-W and 4-W sales. However, shipping segment revenues are expected to decline mere 15% QoQ. Resultant revenues are thereby expected to degrow 26% QoQ to ₹ 591 crore. Subsequently, EBITDA and PAT are expected to de-grow 37% and 51% to ₹ 54 crore and ₹ 26 crore, respectively (EBITDA margins expected at 9.1% vs. 10.7% in Q1FY22)
TCI Express	Revenue is expected to de-grow 18% QoQ to ₹ 229 crore amid brief slowdown in MSME activity. Subsequently, EBITDA is expected to de-grow 30% to ₹ 38 crore (EBITDA margins expected to contract 294 bps as lower volumes will lead to lower operating leverage). Further, PAT is expected to de-grow 34% QoQ to ₹ 28 crore
Mahindra Logistics	Revenue is expected to de-grow 22% QoQ to ₹ 762 crore, mainly due to negative impact on the auto sector due to partial lockdowns (\sim 60% of revenues) and continued weakness in the PTS/EM segment. Due to weak operating leverage, EBITDA is expected to de-grow 29% to ₹ 33 crore (EBITDA margins expected to contract 44 bps to 4.3%). Further, PAT is expected to de-grow 80% QoQ to ₹ 3 crore, as a weak operating performance is expected to be further impacted by depreciation and interest expense
United Spirits	Overall volumes are expected to grow 50% YoY (low base impact) to 14.7 million cases, leading to a similar growth in net revenues to ₹ 1546 crore, mainly due to presence of higher off-premise trade. Absolute EBITDA is expected at ₹ 162 crore (EBITDA margins at 10.5%) vs. a loss of ₹ 78 crore in the base quarter. Subsequently, PAT is expected at ₹ 72 crore vs. a loss of ₹ 215 crore in Q1FY21
United Breweries	Volumes are expected to grow 1.5x YoY to 34 million cases while net revenues are expected to grow 1.6x YoY to ₹ 1331 crore, due to better sales from off-trade channels. Absolute EBITDA is expected at ₹ 197 crore (14.8% EBITDA margins) vs. a loss of ₹ 96 crore in Q1FY21 (gross margins at 52% vs. 46.9% in Q1FY21). Subsequently, PAT is expected at ₹ 106 crore vs. a loss of ₹ 114 crore mainly due to a better operational performance

Source: Company, ICICI Direct Research

xhibit 3: Valuation Summary																			
Sector / Company	CMP	MP		M Cap		EPS (₹)			P/E (x)		EV/EBITDA (x)		RoCE (%)			RoE (%)			
	(₹)	TP(₹)	Rating	(₹ Cr)	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E	FY21E	FY22E	FY23E
Container Corporation	698	750	BUY	36,558	8.3	19.5	24.6	84.2	35.7	28.4	10.7	7.0	5.3	4.5	9.0	11.3	5.4	10.4	11.9
Transport Corp. of India	403	410	BUY	2,940	19.2	27.6	34.7	21.0	14.6	11.6	12.0	9.4	7.5	13.3	15.6	17.0	12.9	15.6	16.5
TCI Express	1,440	1,400	BUY	5,512	26.2	38.9	49.5	55.0	37.0	29.1	41.0	27.4	21.7	31.9	37.2	35.8	26.1	29.9	29.0
Mahindra Logistics	575	630	BUY	4,121	4.6	6.9	14.3	137.7	83.8	40.1	29.0	21.4	14.9	18.8	23.8	32.7	5.8	8.2	15.1
United Spirits	660	710	BUY	47,959	5.0	12.3	16.1	132.0	53.9	41.0	40.8	27.7	22.8	15.6	22.4	24.8	8.8	17.8	18.9
United Breweries	1,430	1,450	BUY	37,810	4.3	18.5	29.8	334.0	77.4	48.0	98.3	42.9	28.6	4.0	15.4	21.4	3.2	12.3	16.8

Source: Company, ICICI Direct Research

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