CMB International Global Markets | Equity Research | Sector Update

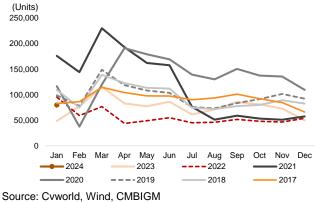
Capital Goods

HDT sales volume surged ~64% YoY in Jan on low base

According to preliminary data from Cvworld, China HDT sales volume (domestic sales + exports) surged 64% YoY to ~80k units in Jan 2024. The growth is stronger than our expectation as: (1) part of the sales in Dec 2023 were postponed to Jan 2024; (2) an early CNY in 2023 resulted in a low base effect. Smoothing out the CNY effect by comparing the average sales in 2M23 (63k units), the sales of 80k units in Jan 2024 represented 27% growth. We maintain our HDT industry sales volume growth forecast of 17% for the full year, driven by replacement demand and resilient exports. We continue to like **Weichai (2338 HK/000338 CH, BUY, sector top pick)** on market share gains driven by natural gas engines, and **Sinotruk (3808 HK)** on its export-driven growth potential.

Payback period for gas HDTs is estimated at 2.9 years, versus 3.4 years for diesel HDTs. The gas/diesel price ratio is currently at 0.73x, versus 0.96x in late Dec 2023, following a sharp decline of LNG price. Our payback period analysis suggests that gas HDTs have become more attractive than diesel HDTs again. Our key assumptions include: (1) purchase price (VAT-included) of RMB468k for a LNG HDT and RMB374k for a diesel HDT; and (2) average daily transportation distance of 500km. For truck buyers, based on the current price of LNG (RMB5.2/kg) and diesel (RMB7.1/litre), the annual net profit of RMB159k generated from a LNG truck is better than that of a diesel truck (RMB110k).

China HDT monthly sales volume



Note: Domestic sales + exports



OUTPERFORM

China Capital Goods Sector

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Related reports:

Weichai Power (2338 HK) – 4Q23E earnings surged 31-71%, above expectation – 24 Jan 2024 (<u>link</u>)

Sinotruk (3808 HK) – Big surprise on 2023E earnings; TP raised – 24 Jan 2024 (link)

China Heavy-duty Truck – Multicylinder diesel engine sales +29% YoY in Dec – 15 Jan 2024 (<u>link</u>)

China Construction Machinery / HDT – 2024 Outlook: Slowdown of overseas demand along with lack of growth in China; be selective – 30 Nov 2023 (link)



Figure 1: Comparison of investment return between diesel and LNG trucks

Diesel		LNG	
Operating assumptions			
Transport service income (RMB / tonne km)	0.27	Transport service income (RMB / tonne km)	0.27
Capacity (tonne)	30	Capacity (tonne)	30
Operating days / month	20	Operating days / month	20
Daily tranportation distance (km)	500	Daily tranportation distance (km)	500
Diesel consumption (litre / 100 km)	30	Gas consumption (kg / 100 km)	30
Diesel price (RMB /litre)	7.1	Gas price (RMB/kg)	5.2
Urea expense (RMB / 100 km)	11.25	Urea expense (RMB / 100 km)	0
Maintenance expense (RMB / 100 km)	60	Maintenance expense (RMB / 100 km)	60
Toll fee per vehicle (RMB/km)	2.2	Toll fee per vehicle (RMB/km)	2.2
Monthly wage of a driver (RMB)	9,000	Monthly wage of a driver (RMB)	9,000
Tax rate (%)	25%	Tax rate (%)	25%
<u>Capex</u>			
Truck purchase price (RMB)	320,000	Truck purchase price (RMB)	400,000
Years of depreciation	5	Years of depreciation	Ę
VAT rate	17%	VAT rate	17%
VAT (RMB)	54,400	VAT (RMB)	68,000
Total purchase price (RMB)	374,400	Total purchase price (RMB)	468,000
Profitability	(RMB)		(RMB
Revenue (annual)	931,500	Revenue (annual)	931,500
Expense:		Expense:	
Diesel	-254,160	Natural gas	-186,300
Urea	-13,500	Urea	(
Depreciation	-64,000	Depreciation	-80,000
Maintenance	-72,000	Maintenance	-72,000
Toll fee	-253,000	Toll fee	-253,000
Driver wage	-108,000	Driver wage	-108,000
Insurance and others	-20,000	Insurance and others	-20,000
Pre-tax profit	146,840	Pre-tax profit	212,200
Tax	-36,710	Tax	-53,050
Net profit	110,130	Net profit	159,150
Payback period (year)	3.4		2.9

Source: CMBIGM estimates

Figure 2: Sensitivity of payback period to diesel price Figure 3: Sensitivity of payback period to LNG price

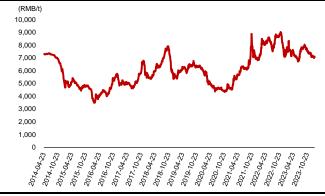
-		Transport service income (RMB / tonne km)				
		0.243	0.2565	0.27	0.2835	0.297
	5.6	4.8	3.3	2.5	2.0	1.7
	6.4	6.3	4.0	2.9	2.3	1.9
Diesel price	7.1	9.3	5.0	3.4	2.6	2.1
(RMB/litre)	7.8	17.7	6.7	4.1	3.0	2.3
	8.5	174.7	10.1	5.2	3.5	2.6

Source: CMBIGM estimates Note: For diesel truck

		Т	ransport serv	vice income	(RMB / ton	ne km)
		0.243	0.2565	0.27	0.2835	0.297
	4.1	4.0	3.1	2.5	2.1	1.8
	4.7	4.5	3.4	2.7	2.2	1.9
LNG price	5.2	5.2	3.8	2.9	2.4	2.0
(RMB/kg)	5.7	6.2	4.2	3.2	2.6	2.2
	6.2	7.6	4.9	3.6	2.8	2.3

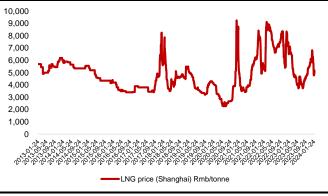
Source: CMBIGM estimates Note: For LNG truck

Figure 4: Diesel price in Shandong



Source: Wind, CMBIGM

Figure 5: LNG price in Shanghai



Source: Wind, CMBIGM



Figure 6: LNG/diesel price ratio

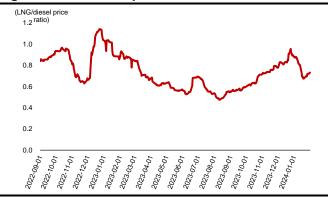
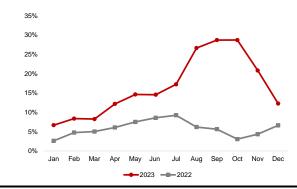
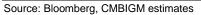
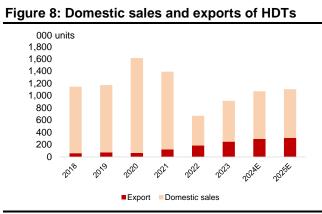


Figure 7: Natural gas HDTs as % of total HDTs sold



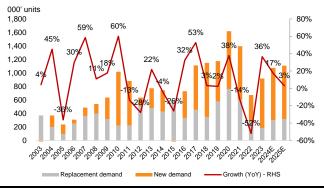


Source: Wind, Cvworld, CMBIGM



Source: Wind, CMBIGM estimates

Figure 9: CMBIGM HDT sales projection



Source: Cvworld, Wind, CMBIGM estimates Note: China's domestic sales + exports



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