

HOLD

TP: Rs 1,210 | ▲ 14%

MAHANAGAR GAS

| Oil & Gas

| 07 August 2023

Walking a tightrope; retain HOLD

- Q1 ahead of consensus on margin surprise but soft CNG volumes for the third straight quarter worrying
- Management needs to demonstrate a better balance between pricing and volumes to deliver sustainable EBITDA growth, in our view
- Maintain HOLD with a TP of Rs 1,210 (vs. Rs 1,200) on soft long-term prospects

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Q1 a beat but soft volumes a concern: MAHGL's Q1FY24 EBITDA at Rs 5.2bn was 26% ahead of consensus due to a sharp QoQ uptick of Rs 4/scm in EBITDA margin to Rs 16.8/scm. While the higher margin came as a positive surprise, the 1% YoY decline in volumes (in SCM terms) was negative. Management attributes the softness to higher prices as well as the loss of volumes to adjoining states where rates are lower and the reduction in CNG buses by state transport provider BEST.

Volumes and margins out of balance: We believe that softer CNG volumes for the past three quarters stem from sharp price increases by the company in FY23 to reduce the impact of higher gas cost on margins. In our view, the situation warrants a rethink on the balance between margins and volumes needed to sustain positive consumer sentiment. With a sufficient discount to petrol/diesel currently, MHAGL is planning targeted incentives in specific segments, such as commercial vehicles.

Volumes likely to rebound, margins to come off Q1 levels: With a pickup in vehicle sales following price cuts in April and the addition of 500-600 Maharashtra state transport buses by MSRTC through November, we expect MAHGL's volume growth to rebound from Q1 lows to 5.9% in FY24 (7.4% estimated earlier). We also believe the full-year EBITDA margin will trend down from Q1 levels to Rs 11.2/scm (Rs 10/scm estimated earlier) as petrol/diesel prices are aligned with crude in H2FY24.

Slower long-term growth relative to peers a constraint...: We raise our FY24/FY25/FY26 EBITDA forecasts by 11%/3%/4% as we assume higher margins but marginally lower volume growth post Q1. We now pencil in a 5% volume CAGR (5.5% earlier) and average EBITDA margin of Rs 9.5/scm (Rs 9.2/scm earlier) for MAHGL's core business over FY24-FY33. We assume CoE of 11% and terminal growth of 2.5%.

...maintain HOLD: We move our TP to Rs 1,210 from Rs 1,200 based on estimate revision. The stock has run up 21% since the end of February and offers only 14% upside, leading us to maintain HOLD. Our TP implies an FY24E/FY25E P/E of 12.1x/12.9x, a discount to peers. We believe further rerating could be constrained by relatively slower long-term volume growth of 5-6% (vs. 8% expected for IGL).

Key changes

| Target | Rating |
|--------|--------|
| ▲ | ◀ ▶ |

| | |
|------------------|-------------------|
| Ticker/Price | MAHGL IN/Rs 1,064 |
| Market cap | US\$ 1.3bn |
| Free float | 58% |
| 3M ADV | US\$ 7.2mn |
| 52wk high/low | Rs 1,144/Rs 771 |
| Promoter/FPI/DII | 43%/32%/15% |

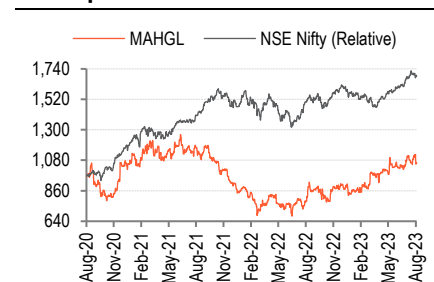
Source: NSE | Price as of 7 Aug 2023

Key financials

| Y/E 31 Mar | FY23P | FY24E | FY25E |
|-------------------------|--------|--------|--------|
| Total revenue (Rs mn) | 62,993 | 59,591 | 62,862 |
| EBITDA (Rs mn) | 11,842 | 14,861 | 14,297 |
| Adj. net profit (Rs mn) | 7,901 | 9,857 | 9,237 |
| Adj. EPS (Rs) | 80.0 | 99.8 | 93.5 |
| Consensus EPS (Rs) | 80.0 | 92.6 | 96.7 |
| Adj. ROAE (%) | 20.4 | 22.3 | 18.6 |
| Adj. P/E (x) | 13.3 | 10.7 | 11.4 |
| EV/EBITDA (x) | 8.5 | 6.9 | 7.3 |
| Adj. EPS growth (%) | 32.3 | 24.8 | (6.3) |

Source: Company, Bloomberg, BOBCAPS Research | P - Provisional

Stock performance



Source: NSE



Q1 a beat but soft volumes a negative surprise

MAHGL's Q1FY24 revenue/EBITDA/net income at Rs 15.4bn/Rs 5.2bn/Rs 3.7bn was -2%/+26%/+31% relative to Bloomberg consensus and +1%/+22%/+26% relative to our estimates. EBITDA increased 34% QoQ spurred by a positive surprise on margins. However, slow volume growth came as a negative surprise.

- **Soft volumes worrying...:** Q1 volumes fell 1% YoY led by a 2% decline in CNG volumes in standard cubic meter (SCM) terms. Volumes were weaker than the historical trend in kilogram terms as well, at 1.84mn kg vs. 1.81mn a year ago.

Management attributed the softness to relatively higher CNG prices (Rs 79/kg vs. Rs 60/kg a year ago) and the impact of price differential with adjoining states.

Volumes were also affected by a reduction in CNG bus fleet by state-run BEST and a drop in conversions of medium & heavy vehicles (MH&CV: 1,200 in Q1 vs. 1,300 in Q4). In our view, the decline in CNG vehicle additions over the past 6-9 months has come in response to significantly higher CNG prices, pushing down volumes.

- **...but likely to pick up through the year:** We believe that volume growth will improve through the year as vehicle additions regain pace in response to fuel price cuts in April and as another 450-500 buses (on top of the 120 rolled out as of June) are inducted by MSRTC through November. Management is seeing initial signs of pickup with the addition of 14,750 CNG vehicles in Q1 vs. 13,500 in Q4FY23. Monthly CNG car addition also improved from 700 in May to 3,700 in June.
- **Targeted incentives planned to spur growth:** Management is open to price cuts but does not believe this is the best pathway to growth given the already-high CNG discount to current petrol prices and the reasonable 16% discount to diesel prices. MAHGL is considering targeted discounts to spur growth in diesel-based MH&CV conversions and is exploring alternatives for sharing upfront conversion costs and giving discounts on natural gas for a specific class of vehicles to reduce operating costs. The company further aims to incentivise bulk conversions by aggregators and fleet owners by offering lower rates.
- **Price cuts necessary to raise consumer sentiment, in our view:** As high margins have coincided with softer volumes over the past three quarters, this raises the question of whether deeper price cuts could be more successful in spurring growth. While management sees limited demand elasticity from such a move, we believe price cuts should be leveraged as a tool to improve consumer sentiment and return to a long-term growth trajectory.
- **Margin expansion a positive surprise...:** EBITDA margin improved by Rs 4/scm QoQ to Rs 16.8/scm in Q1 as MAHGL passed on only a Rs 3.5/scm cut in realisation against a Rs 7.2/scm reduction in gas purchase cost. Q1 margin benefitted from several positives culminating during the quarter – (a) the right timing on purchase of cheaper spot and HPHT gas to bridge the shortfall in APM gas, (b) deferring of volumes under long-term contracts so as to benefit from cheaper spot gas, and (c) doubling of margin in the industrial and commercial segment with the sharp pullback in LNG prices.

- **...but likely to trend down:** We expect MAHGL's operating margin to return to a more sustainable range of Rs 9-11/scm as petrol/diesel prices are aligned with crude price in the second half of the financial year.

Key initiatives to spur growth

- **MSRTC bus addition:** MAHGL has been successful in convincing MSRTC to add 1,000 long-haul CNG buses to the fleet, in turn adding 500-600 buses within the company's GAs. Bus additions have started at a pace of 50-60 buses a month and will likely be complete by November-December, per management. With each bus consuming 80kg/day of CNG on average, this could add 40,000kg per day (0.055mmscmd) or 2% of volumes for MAHGL. The company is currently setting up CNG stations at eight MSRTC depots and has identified private CNG stations in the vicinity of these bus depots for an interim period.
- **MoU for LNG stations with Baidyanath LNG:** MAHGL plans to explore usage of LNG in heavy vehicles by initially setting up 5-6 LNG stations over the next year. Each station will initially be able to serve 45-50 trucks per day at a requirement of 450kg per truck. Management aims to target both B2B and B2C customers and to target truck usage in the cement and steel industries for reduction of ESG footprint.

Management expects the 10-15% discount to diesel price to be a win-win situation and will explore a basket of LNG contracts to remain competitive vs. diesel through the cycle. The company estimates capex of Rs 50mn-60mn per LNG station, which excludes land and opex of Rs 10-12/kg including boil-off (gas purchase cost is separate).

- **MoU for biogas or CBG plant with BMC:** MAHGL has entered an MoU with BMC to install two 500tpd biogas plants in two phases. The company will now identify a partner and land for setting up the plant and expects to commission the first phase over the next couple of years. A 1,000tpd plant has the potential to add Rs 1bn of revenue and earn an EBITDA margin of 20-25%, per management.

Management guidance

- **Volumes:** Management is confident of delivering a 5-6% volume CAGR over the next five years.
- **Margin:** Management considers an average EBITDA margin of Rs 9-11/scm as sustainable.
- **Capex:** MAHGL is targeting minimum capex of Rs 6bn in FY24 and will try to accelerate spends to Rs 8bn contingent upon the availability of enough sites for construction of CNG stations and permissions for laying pipelines. Capex incurred in Q1 totalled Rs 1.5bn.

Other key developments

- The company added 41,580 domestic households and 76 industrial and commercial customers across its three GAs in Q1 while laying a further 77km of steel and PE pipelines.

- Within Raigarh GA, MAHGL has connected 69,106 domestic households and operationalised 29 CNG stations to date. It has added 6.5km of pipeline in Q1, completing 389km so far.
- The need for spot volumes has reduced with improved supply from long-term contracts and the recent addition of 0.2mmscmd of contracted volumes with RIL. Previously, MAHGL had contracted 0.2mmcmd with linkage to Brent and 0.5mmscmd with linkage to US HH.

Fig 1 – Quarterly performance: Q1 EBITDA strongly ahead of consensus on a positive surprise on EBITDA margin

| (Rs mn) | Q1FY24 | Q1FY23 | YoY (%) | Q4FY23 | QoQ (%) |
|--------------------------|---------------|---------------|-------------|----------------|--------------|
| Net sales | 15,378 | 14,548 | 5.7 | 16,105 | (4.5) |
| % of sales | 54.9 | 69.0 | - | 64.7 | - |
| Other expenditure | 1,724 | 1,653 | 4.3 | 1,780 | (3.2) |
| % of sales | 11.2 | 11.4 | - | 11.1 | - |
| EBITDA | 5,213 | 2,856 | 82.5 | 3,897 | 33.8 |
| EBITDA (Rs/scm) | 16.8 | 9.1 | 84.5 | 12.8 | 30.7 |
| EBITDA margin (%) | 33.9 | 19.6 | - | 24.2 | - |
| Depn and amortization | 620 | 537 | 15.6 | 638 | (2.8) |
| Interest | 25 | 23 | 9.6 | 22 | 13.6 |
| Other income | 390 | 200 | 94.7 | 336 | 15.8 |
| Profit Before Tax | 4,957 | 2,496 | 98.6 | 3,573 | 38.7 |
| Provision for tax | 1,273 | 644 | 97.7 | 885 | 43.8 |
| -effective tax rate (%) | 25.7 | 25.8 | - | 24.8 | - |
| PAT (reported) | 3,684 | 1,852 | 98.9 | 2,688.1 | 37.0 |
| Reported EPS (Rs) | 37.3 | 18.7 | 98.9 | 27.2 | 37.0 |

Source: Company, BOBCAPS Research

Fig 2 – Volumes: Softer volumes a negative surprise

| (mmscm) | Q1FY24 | Q1FY23 | YoY (%) | Q4FY23 | QoQ (%) |
|------------------------------|-------------|-------------|--------------|-------------|--------------|
| CNG | 226 | 231 | (2.3) | 217 | 4.1 |
| PNG | 85 | 83 | 2.4 | 87 | (2.2) |
| Industrial/Commercial | 40 | 40 | (0.9) | 41 | (2.6) |
| Domestic | 45 | 43 | 5.5 | 46 | (1.8) |
| Total volume (mmscm) | 310 | 314 | (1.0) | 303 | 2.3 |
| Total volume (mmscmd) | 3.41 | 3.45 | (1.0) | 3.37 | 1.2 |

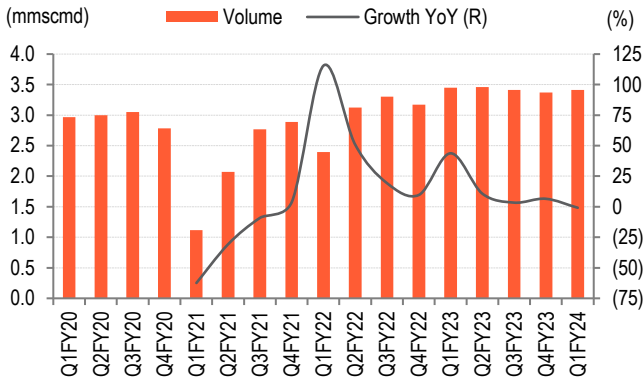
Source: Company, BOBCAPS Research

Fig 3 – Margins: Q1 margin at Rs 16.8/scm well ahead of Rs 9-11/scm guidance

| (Rs/scm) | Q1FY24 | Q1FY23 | YoY (%) | Q4FY23 | QoQ (%) |
|----------------------------|-------------|-------------|-------------|-------------|--------------|
| CNG realisation (Rs/kg) | 68.0 | 58.6 | 16.0 | 72.7 | (6.5) |
| PNG realisation | 50.0 | 57.0 | (12.3) | 53.5 | (6.5) |
| Average realisation | 49.5 | 46.4 | 6.8 | 53.1 | (6.7) |
| Gas purchase cost | 27.2 | 32.0 | (15.0) | 34.4 | (20.9) |
| Gross Spread | 22.3 | 14.4 | 55.5 | 18.7 | 19.4 |
| Other operating costs | 5.6 | 5.3 | 5.4 | 5.9 | (5.4) |
| EBITDA | 16.8 | 9.1 | 84.5 | 12.8 | 30.7 |

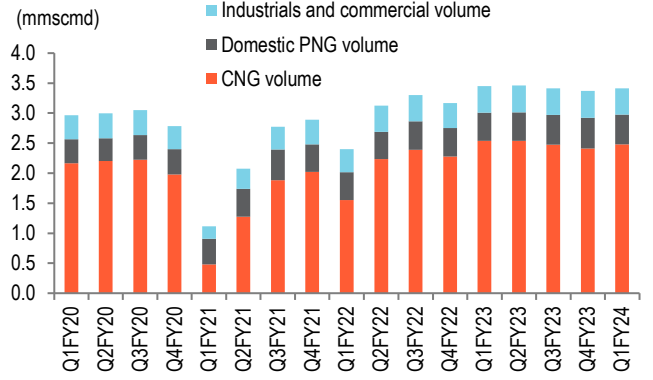
Source: Company, BOBCAPS Research

Fig 4 – Volumes declined on softness in CNG



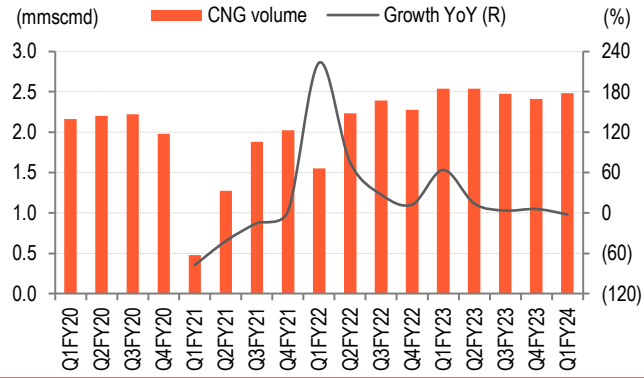
Source: Company, BOBCAPS Research

Fig 5 – Volume mix trends largely unchanged



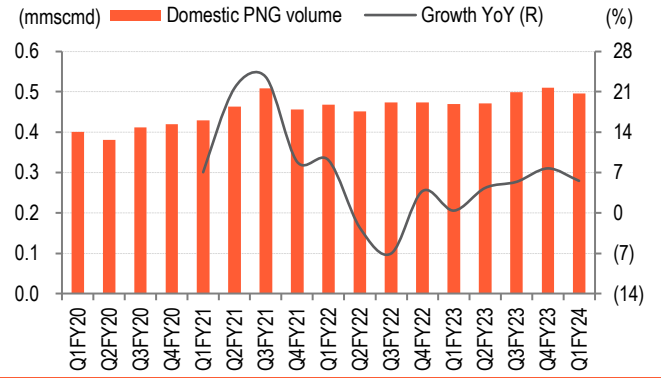
Source: Company, BOBCAPS Research

Fig 6 – CNG volume soft for three consecutive quarters despite continued vehicle additions



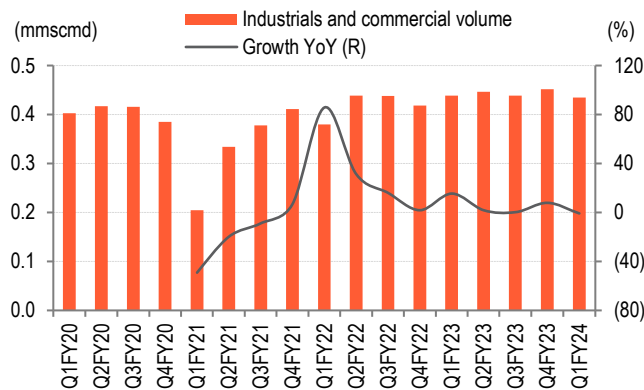
Source: Company, BOBCAPS Research

Fig 7 – Domestic PNG volumes declined QoQ after recovery in Q4FY23



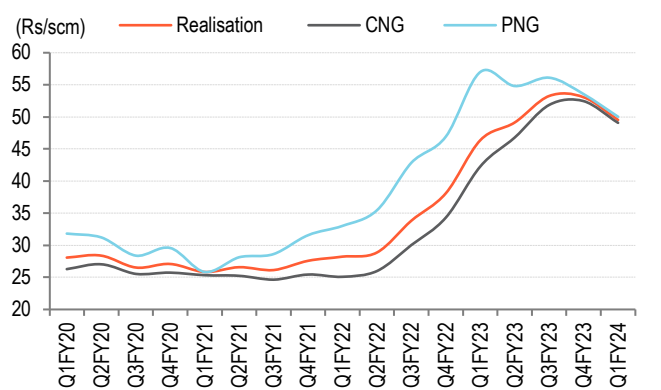
Source: Company, BOBCAPS Research

Fig 8 – Industrial and commercial volumes still weak



Source: Company, BOBCAPS Research

Fig 9 – MAHGL passed on benefit of lower APM price to CNG and domestic PNG customers



Source: Company, BOBCAPS Research

Valuation methodology

We raise our FY24/FY25/FY26 EBITDA forecasts by 11%/3%/4% as we now assume higher margins but marginally lower volume growth based on the Q1FY24 results. We expect MAHGL's EBITDA to grow from Rs 11.8bn in FY23 to Rs 15bn in FY26, an 8% CAGR, aided by a 6.5% CAGR in volumes over this period to 4.1mmscmd and modest margin recovery.

Growth assumptions

Factoring in softer volume growth in Q1, we lower our FY24 volume growth estimate to 5.9% (from 7.4%), albeit still higher YoY given increased vehicle additions, gradual induction of another 450-500 buses and targeted incentives for MH&CVs.

We believe MAHGL could deliver a 6.5% volume CAGR over FY23-FY26, up from the 5% CAGR reported over FY18-FY23. As highlighted in our note of 5 February, [Growth set to accelerate in medium term](#), momentum is likely to be driven by 10% growth in GA2 (Thane Urban) and 20% in GA3 (Raigarh) over the medium term.

- CNG growth is likely to accelerate once again. While Q1 has been slow, we expect CNG penetration in cars and commercial vehicles to gain pace and CNG vehicles to coexist with electric vehicles over the next 5-10 years.
- Commercial/domestic PNG growth is projected to continue in high single digits driven by deepening penetration in GA1 (Mumbai) and further expansion in GA2 (Thane Urban).
- Industrial PNG growth would be primarily driven by network expansion in Raigarh (GA3). MAHGL indicates that it has signed a contract for another 0.1mmscmd.

While we believe MAHGL could improve growth delivery in the medium term, we remain cautious over long-term prospects and hence use conservative volume growth assumptions of a 5% (reduced from 5.5%) CAGR over FY24-FY33, within the range of management's ambitions of a 5-6% CAGR.

We believe higher growth is contingent on resolving space constraints for gas stations in Mumbai which is hindering CNG uptake. There is a near-term setback on the use of compact dispensing units as these still require location-specific approvals. MAHGL is working on other initiatives such as off-peak price discounts on CNG, long-haul buses/trucks with type-4 cylinders to enable usage of the fuel, addition of LNG stations. However, we await concrete results before building in higher growth over the longer run.

Margin assumptions

With favourable policy support (allocation of HPHT gas, lower APM gas price and lower sales tax), MAHGL has delivered a significantly higher EBITDA margin of Rs 16.8/scm in Q1FY24. We increase our EBITDA margin assumptions to Rs 11.2/scm (from Rs 10/scm) for FY24 and to Rs 10/scm over FY25-FY26 (from ~Rs 9.5/scm). We remain conservative on the FY24 margin as we are cautious about potential cuts in petrol/diesel prices as well as the need for passing on the discount on CNG price to spur volume growth.

Our margin assumptions are higher than the average of Rs 9.2/scm seen over FY18-FY23. We expect availability of APM gas for the priority sector to range from 85-90% over FY25-FY26 and the shortfall to be met by relatively lower cost HPHT gas that carries lower price volatility.

Fig 10 – Revised estimates

| (Rs bn) | Actual | New | | | Old | | | Change (%) | | |
|---------------|--------|--------|--------|--------|--------|--------|--------|------------|-------|-------|
| | FY23P | FY24E | FY25E | FY26E | FY24E | FY25E | FY26E | FY24E | FY25E | FY26E |
| Revenue | 62,718 | 59,591 | 62,862 | 69,646 | 59,142 | 62,670 | 68,673 | 0.8 | 0.3 | 1.4 |
| EBITDA | 11,842 | 14,861 | 14,297 | 14,962 | 13,396 | 13,824 | 14,454 | 10.9 | 3.4 | 3.5 |
| EBITDA growth | 28.1 | 25.5 | (3.8) | 4.6 | 13.1 | 3.2 | 4.6 | - | - | - |
| Net income | 7,900 | 9,857 | 9,237 | 9,623 | 8,750 | 8,853 | 9,194 | 12.6 | 4.3 | 4.7 |

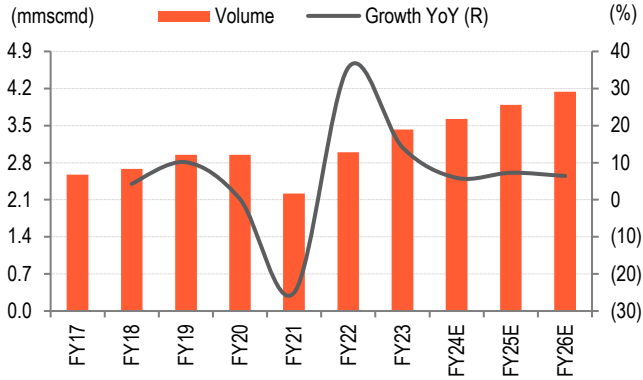
Source: Company, BOBCAPS Research

Fig 11 – Key business drivers and assumptions

| Parameter | FY23P | FY24E | FY25E | FY26E | FY23-26E CAGR (%) |
|---|--------------|--------------|--------------|--------------|-------------------|
| Volumes (mmscmd) | | | | | |
| CNG | 2.5 | 2.6 | 2.8 | 3.0 | - |
| D-PNG | 0.5 | 0.5 | 0.6 | 0.6 | - |
| I+C | 0.44 | 0.48 | 0.52 | 0.55 | - |
| Total | 3.4 | 3.6 | 3.9 | 4.1 | - |
| Volume growth (%) | | | | | |
| CNG | 17.8 | 5.5 | 7.0 | 6.2 | 6.2 |
| D-PNG | 4.5 | 5.4 | 8.6 | 6.9 | 7.0 |
| I+C | 6.0 | 8.3 | 7.5 | 6.5 | 7.4 |
| Total | 14.1 | 5.9 | 7.3 | 6.4 | 6.5 |
| Volume mix (%) | | | | | |
| CNG | 72.8 | 72.6 | 72.4 | 72.3 | - |
| D-PNG | 14.2 | 14.2 | 14.3 | 14.4 | - |
| I+C | 13.0 | 13.3 | 13.3 | 13.3 | - |
| Total | 100.0 | 100.0 | 100.0 | 100.0 | - |
| Profitability indicator (Rs/scm) | | | | | |
| Revenue | 50.4 | 44.9 | 44.3 | 46.2 | - |
| Gross spread | 14.9 | 17.8 | 17.0 | 17.2 | - |
| EBITDA | 9.5 | 11.2 | 10.1 | 9.9 | - |
| PAT | 6.3 | 7.4 | 6.5 | 6.4 | - |
| ROE | 20.4 | 22.3 | 18.6 | 17.5 | - |
| Key assumptions | | | | | |
| USD/INR exchange rate | 80.4 | 82.2 | 82.5 | 84.2 | - |
| APM gas price (US\$/MMbtu) | 7.3 | 6.5 | 6.5 | 6.8 | - |
| Gas price ceiling (US\$/MMbtu) | 11.2 | 11.1 | 10.4 | 10.1 | - |
| LNG contract price (US\$/MMbtu) | 18.2 | 13.4 | 12.1 | 12.1 | - |
| LNG spot price (US\$/MMbtu) | 30.9 | 14.0 | 15.0 | 15.0 | - |
| Priority sector gas bucket (US\$/MMbtu) | 9.5 | 7.0 | 7.1 | 7.5 | - |
| Industrials and commercials gas bucket (US\$/MMbtu) | 21.6 | 12.9 | 12.2 | 12.3 | - |

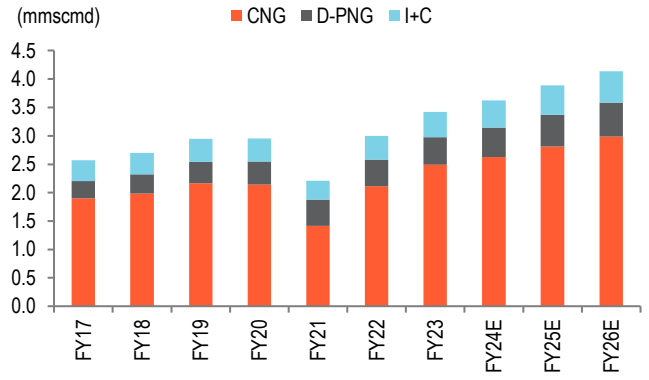
Source: Company, BOBCAPS Research

Fig 12 – Volume growth to pick up to 6.5% CAGR over FY23-FY26E from 5% CAGR over FY18-FY23



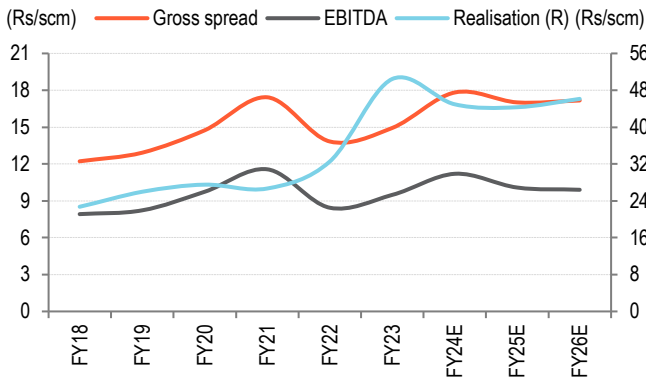
Source: Company, BOBCAPS Research

Fig 13 – Volume growth to be supported by regaining pace in CNG volumes



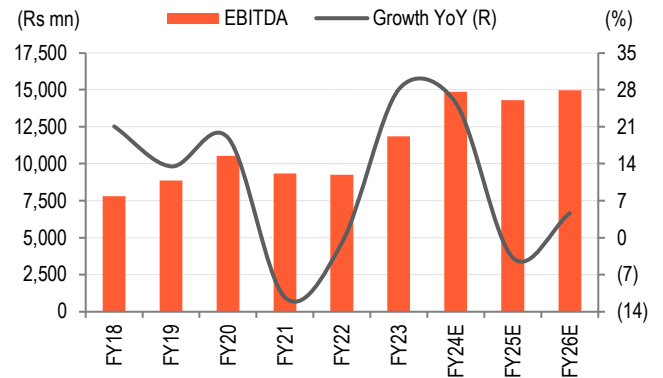
Source: Company, BOBCAPS Research | I+C: Industrial and Commercial segment

Fig 14 – Expect higher EBITDA margin of Rs 11.2/scm in FY24E and ~Rs 10/scm over FY25E-FY26E



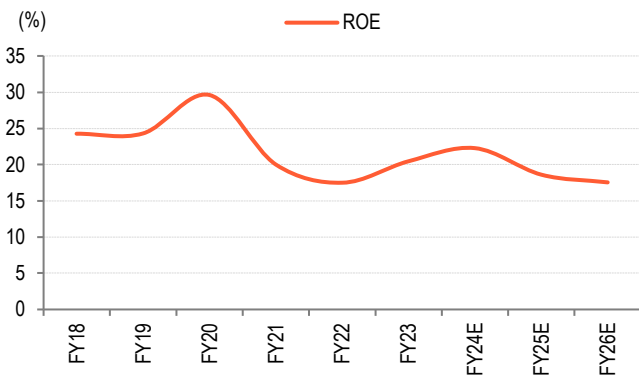
Source: Company, BOBCAPS Research

Fig 15 – Expect EBITDA CAGR of 8% (FY23-FY26E) led by 6.5% CAGR in volumes and modest margin recovery



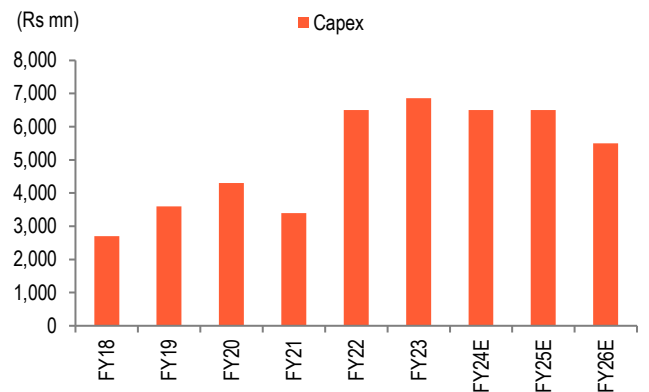
Source: Company, BOBCAPS Research

Fig 16 – ROE to settle at healthy range of 17-18% by FY26E



Source: Company, BOBCAPS Research

Fig 17 – Capex estimated at Rs 18.5bn through to FY26E, in line with our modest volume growth forecast



Source: Company, BOBCAPS Research

DCF-based TP tweaked to Rs 1,210; retain HOLD

We marginally raise our TP to Rs 1,210 (from Rs 1,200) for MAHGL, factoring in our DCF-based fair value for the core business post estimate revision and adding the net present value of Rs 5.2bn for the three GAs acquired from Union Environ – (i) Ratnagiri, (ii) Latur and Osmanabad, and (iii) Chitradurga and Davanagere.

Our TP implies an FY24E/FY25E P/E of 12.1x/12.9x, marginally higher than the three/five-year mean one-year forward P/E of 11.2x/12.3x on Bloomberg consensus estimates. Our target price implies 14% upside and hence we maintain our HOLD rating on MAHGL. We believe further rerating of the stock could be constrained by relatively slower long-term volume growth prospects of 5-6% vs. our 8% forecast for peers such as IGL.

- **Core business:** Key assumptions for our DCF-based fair value are cost of equity of 11%, terminal growth of 2.5%, volume CAGR of ~5% (from ~5.5%) and average EBITDA margin of Rs 9.5/scm (from Rs 9.2/scm) over our explicit and semi-explicit forecast period of FY24-FY33.
- **Acquired GAs:** Key assumptions for our DCF-based net present fair value for the three acquired GAs are cost of equity of 11%, terminal growth of 2.5%, volume CAGR of 28% and average EBITDA margin of ~Rs 7.5/scm over our explicit and semi-explicit forecast period of FY24-FY33.

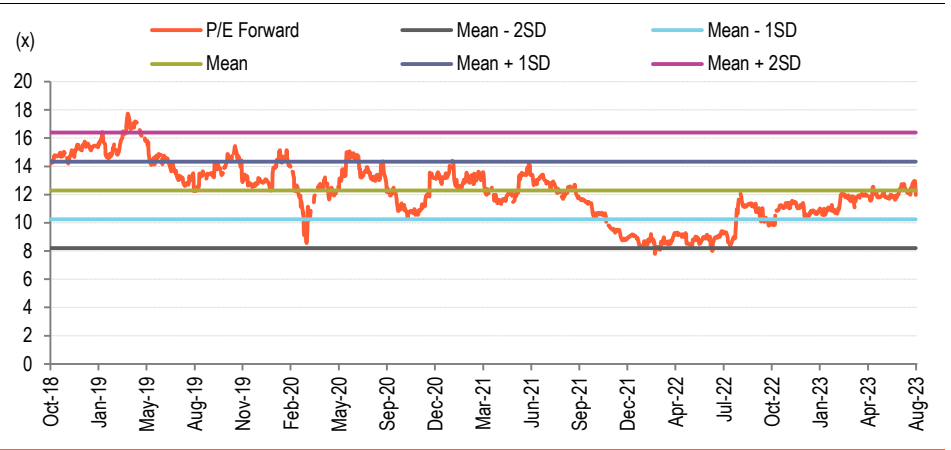
Fig 18 – DCF-based fair value

| Valuation parameters | Value (Rs mn) |
|---|-----------------|
| PV of FCF FY24-34 | 43,987 |
| PV of terminal value | 40,286 |
| Enterprise Value | 84,272 |
| Less: Net Debt FY23 | (14,439) |
| Equity value Mar'23 | 98,711 |
| Equity value of acquired GAs Mar'23 | 5,198 |
| Equity value of MAHGL Mar'23 | 1,03,909 |
| NPV Mar'23 (Rs) | 1,052 |
| NPV Jul'24 (Rs) | 1,211 |
| Target price as on Jul'24 (Rs) (rounded off to nearest Rs 5) | 1,210 |

Source: BOBCAPS Research

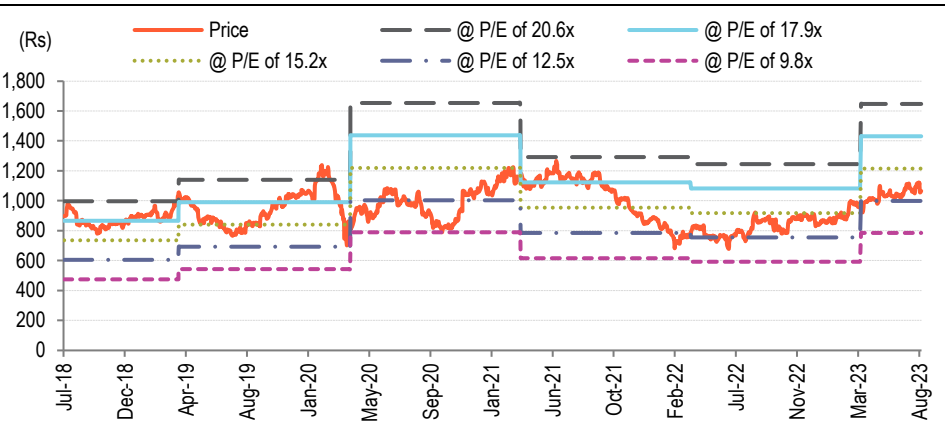
Over the past four years (i.e. since Bloomberg data has been available for the stock), MAHGL has traded at an average one-year forward P/E of 12.3x with a one standard-deviation range of 10.2-14.4x based on Bloomberg consensus. Over the past five years, the stock has traded at an average LTM P/E of 15.2x with a one standard deviation range of 12.7-18.1x based on actual earnings.

Fig 19 – MAHGL has traded at an average 1Y forward P/E of 12.3x...



Source: Bloomberg, BOBCAPS Research

Fig 20 – ...and at an average LTM P/E of 15.2x



Source: Bloomberg, BOBCAPS Research

Key risks

- Lower-than-expected margins arising from an inability to pass on higher gas purchase cost to consumers is a key downside risk. Conversely, higher-than-expected margins is a key upside risk to our estimates.
- Material reduction in taxation structure on petrol and diesel, which could lower competitiveness of CNG and result in lower margins for MAHGL, is another key downside risk.
- Slower volume growth than our assumptions, with faster penetration of EVs than expected, is also a downside risk. Similarly, higher volume growth than our assumptions with slower competitive intensity from EVs is an upside risk.
- Adverse PNGRB or government regulations that could impact our margin or volume outlook is a downside risk, as is an adverse judgement on the Uran-Trombay pipeline tariff dispute with contingent liability at Rs 3.3bn.
- MAHGL plans to complete acquisition of the three GAs from Union Environment in H2FY24 after receiving approval from PNGRB. Any failure to complete the transaction is a downside risk. We presently account for the fair value net of acquisition price at Rs 5.2bn.

Sector recommendation snapshot

| Company | Ticker | Market Cap (US\$ bn) | Price (Rs) | Target (Rs) | Rating |
|--------------------------|----------|----------------------|------------|-------------|--------|
| Bharat Petroleum Corp | BPCL IN | 9.5 | 361 | 450 | BUY |
| Hindustan Petroleum Corp | HPCL IN | 4.6 | 268 | 410 | BUY |
| Indian Oil Corp | IOCL IN | 10.6 | 93 | 150 | BUY |
| Indraprastha Gas | IGL IN | 3.9 | 457 | 550 | BUY |
| Mahanagar Gas | MAHGL IN | 1.3 | 1,064 | 1,210 | HOLD |
| Reliance Industries | RIL IN | 207.8 | 2,524 | 3,015 | BUY |

Source: BOBCAPS Research, NSE | Price as of 7 Aug 2023

Glossary

| Glossary | | | |
|----------|---|-------|---------------------------------------|
| APM | Administrative Price Mechanism | HH | Henry Hub |
| BEST | Brihanmumbai Electricity Supply and Transport | HPHT | High Pressure High Temperature |
| BMC | Brihanmumbai Municipal Corporation | LNG | Liquefied Natural Gas |
| CBG | Compressed Bio-Gas | MSRT | Maharashtra State Road Transport Corp |
| CNG | Compressed Natural Gas | MDPE | Medium-density polyethylene |
| ESG | Environmental, Social and Governance | MSRTC | Maharashtra State Road Transport Corp |
| GA | Geographical Area | PNG | Piped Natural Gas |

Financials

Income Statement

| Y/E 31 Mar (Rs mn) | FY22A | FY23P | FY24E | FY25E | FY26E |
|----------------------------|---------------|---------------|---------------|---------------|---------------|
| Total revenue | 35,602 | 62,993 | 59,591 | 62,862 | 69,646 |
| EBITDA | 9,243 | 11,842 | 14,861 | 14,297 | 14,962 |
| Depreciation | (1,963) | (2,311) | (2,660) | (2,992) | (3,272) |
| EBIT | 7,281 | 9,531 | 12,201 | 11,305 | 11,690 |
| Net interest inc./(exp.) | (75) | (94) | (98) | (102) | (106) |
| Other inc./(exp.) | 857 | 1,119 | 1,074 | 1,145 | 1,281 |
| Exceptional items | 0 | 0 | 0 | 0 | 0 |
| EBT | 8,063 | 10,555 | 13,177 | 12,348 | 12,865 |
| Income taxes | (2,093) | (2,655) | (3,321) | (3,112) | (3,242) |
| Extraordinary items | 0 | 0 | 0 | 0 | 0 |
| Min. int./Inc. from assoc. | 0 | 0 | 0 | 0 | 0 |
| Reported net profit | 5,970 | 7,901 | 9,857 | 9,237 | 9,623 |
| Adjustments | 0 | 0 | 0 | 0 | 0 |
| Adjusted net profit | 5,970 | 7,901 | 9,857 | 9,237 | 9,623 |

Balance Sheet

| Y/E 31 Mar (Rs mn) | FY22A | FY23P | FY24E | FY25E | FY26E |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|
| Accounts payables | 2,719 | 3,222 | 3,448 | 3,715 | 4,194 |
| Other current liabilities | 10,458 | 11,370 | 10,417 | 10,644 | 11,986 |
| Provisions | 356 | 1,364 | 368 | 363 | 379 |
| Debt funds | 824 | 938 | 938 | 938 | 938 |
| Other liabilities | 2,008 | 2,086 | 2,284 | 2,469 | 2,662 |
| Equity capital | 988 | 988 | 988 | 988 | 988 |
| Reserves & surplus | 34,985 | 40,354 | 46,170 | 51,250 | 56,543 |
| Shareholders' fund | 35,973 | 41,342 | 47,158 | 52,238 | 57,530 |
| Total liab. and equities | 52,338 | 60,323 | 64,613 | 70,368 | 77,689 |
| Cash and cash eq. | 4,652 | 2,279 | 2,269 | 4,311 | 8,976 |
| Accounts receivables | 1,841 | 2,940 | 3,250 | 3,429 | 3,801 |
| Inventories | 275 | 338 | 488 | 514 | 570 |
| Other current assets | 1,628 | 3,497 | 3,497 | 3,497 | 3,497 |
| Investments | 10,883 | 13,098 | 13,098 | 13,098 | 13,098 |
| Net fixed assets | 26,085 | 30,206 | 32,922 | 35,642 | 37,820 |
| CWIP | 6,159 | 7,086 | 8,210 | 8,997 | 9,048 |
| Intangible assets | 52 | 51 | 51 | 51 | 51 |
| Deferred tax assets, net | 763 | 828 | 828 | 828 | 828 |
| Other assets | 0 | 0 | 0 | 0 | 0 |
| Total assets | 52,338 | 60,323 | 64,613 | 70,368 | 77,689 |

Cash Flows

| Y/E 31 Mar (Rs mn) | FY22A | FY23P | FY24E | FY25E | FY26E |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Cash flow from operations | 8,537 | 8,488 | 9,457 | 11,553 | 13,215 |
| Capital expenditures | (6,893) | (7,279) | (6,500) | (6,500) | (5,500) |
| Change in investments | (633) | (2,215) | 0 | 0 | 0 |
| Other investing cash flows | 0 | 0 | 0 | 0 | 0 |
| Cash flow from investing | (7,526) | (9,495) | (6,500) | (6,500) | (5,500) |
| Equities issued/Others | 0 | 0 | 0 | 0 | 0 |
| Debt raised/repaid | 251 | 114 | 0 | 0 | 0 |
| Interest expenses | 0 | 0 | 0 | 0 | 0 |
| Dividends paid | (2,470) | (2,568) | (4,041) | (4,156) | (4,330) |
| Other financing cash flows | 741 | 1,091 | 1,074 | 1,145 | 1,281 |
| Cash flow from financing | (1,478) | (1,363) | (2,967) | (3,011) | (3,049) |
| Chg in cash & cash eq. | (467) | (2,370) | (10) | 2,041 | 4,666 |
| Closing cash & cash eq. | 4,652 | 2,282 | 2,269 | 4,311 | 8,976 |

Per Share

| Y/E 31 Mar (Rs) | FY22A | FY23P | FY24E | FY25E | FY26E |
|----------------------|-------|-------|-------|-------|-------|
| Reported EPS | 60.4 | 80.0 | 99.8 | 93.5 | 97.4 |
| Adjusted EPS | 60.4 | 80.0 | 99.8 | 93.5 | 97.4 |
| Dividend per share | 25.0 | 26.0 | 40.9 | 42.1 | 43.8 |
| Book value per share | 364.2 | 418.5 | 477.4 | 528.8 | 582.4 |

Valuations Ratios

| Y/E 31 Mar (x) | FY22A | FY23P | FY24E | FY25E | FY26E |
|----------------|-------|-------|-------|-------|-------|
| EV/Sales | 2.9 | 1.6 | 1.7 | 1.7 | 1.5 |
| EV/EBITDA | 11.0 | 8.5 | 6.9 | 7.3 | 6.9 |
| Adjusted P/E | 17.6 | 13.3 | 10.7 | 11.4 | 10.9 |
| P/BV | 2.9 | 2.5 | 2.2 | 2.0 | 1.8 |

DuPont Analysis

| Y/E 31 Mar (%) | FY22A | FY23P | FY24E | FY25E | FY26E |
|------------------------------|-------------|-------------|-------------|-------------|-------------|
| Tax burden (Net profit/PBT) | 74.0 | 74.8 | 74.8 | 74.8 | 74.8 |
| Interest burden (PBT/EBIT) | 110.7 | 110.8 | 108.0 | 109.2 | 110.1 |
| EBIT margin (EBIT/Revenue) | 20.4 | 15.1 | 20.5 | 18.0 | 16.8 |
| Asset turnover (Rev./Avg TA) | 72.4 | 111.8 | 95.4 | 93.1 | 94.1 |
| Leverage (Avg TA/Avg Equity) | 1.4 | 1.5 | 1.4 | 1.4 | 1.3 |
| Adjusted ROAE | 17.5 | 20.4 | 22.3 | 18.6 | 17.5 |

Ratio Analysis

| Y/E 31 Mar | FY22A | FY23P | FY24E | FY25E | FY26E |
|--|--------------|------------|------------|--------------|--------------|
| YoY growth (%) | | | | | |
| Revenue | 65.4 | 76.9 | (5.4) | 5.5 | 10.8 |
| EBITDA | (1.0) | 28.1 | 25.5 | (3.8) | 4.6 |
| Adjusted EPS | (3.7) | 32.3 | 24.8 | (6.3) | 4.2 |
| Profitability & Return ratios (%) | | | | | |
| EBITDA margin | 26.0 | 18.8 | 24.9 | 22.7 | 21.5 |
| EBIT margin | 20.4 | 15.1 | 20.5 | 18.0 | 16.8 |
| Adjusted profit margin | 16.8 | 12.5 | 16.5 | 14.7 | 13.8 |
| Adjusted ROAE | 17.5 | 20.4 | 22.3 | 18.6 | 17.5 |
| ROCE | 15.5 | 18.0 | 20.2 | 16.7 | 15.7 |
| Working capital days (days) | | | | | |
| Receivables | 16 | 14 | 19 | 19 | 19 |
| Inventory | 4 | 3 | 4 | 5 | 5 |
| Payables | 30 | 21 | 27 | 27 | 26 |
| Ratios (x) | | | | | |
| Gross asset turnover | 1.1 | 1.6 | 1.3 | 1.3 | 1.3 |
| Current ratio | 0.6 | 0.6 | 0.7 | 0.8 | 1.0 |
| Net interest coverage ratio | 96.7 | 101.5 | 124.9 | 111.3 | 110.7 |
| Adjusted debt/equity | (0.1) | 0.0 | 0.0 | (0.1) | (0.1) |

Source: Company, BOBCAPS Research | Note: TA = Total Assets

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BUY – Expected return >+15%

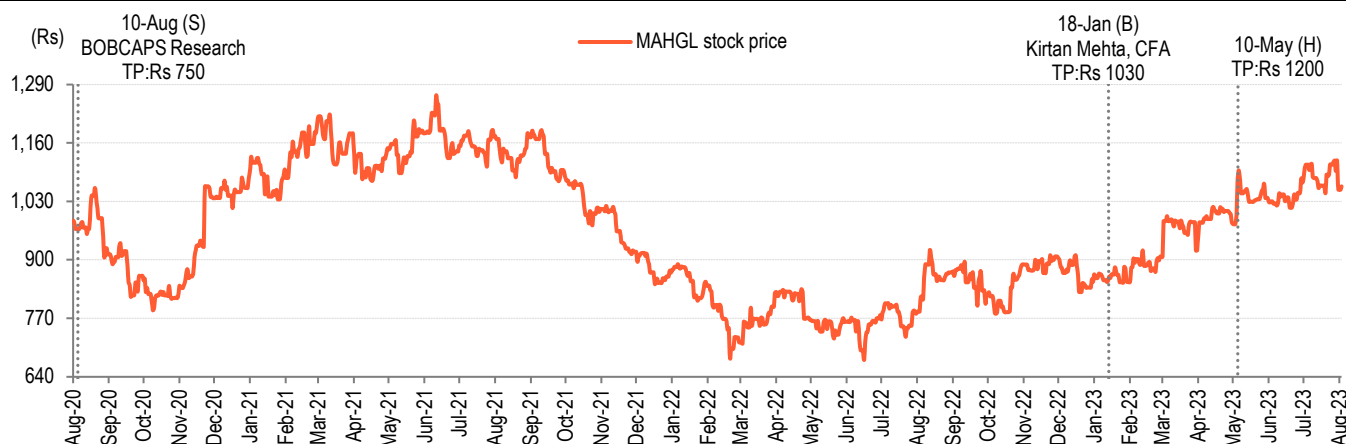
HOLD – Expected return from -6% to +15%

SELL – Expected return <-6%

Note: Recommendation structure changed with effect from 21 June 2021

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Ratings and Target Price (3-year history): MAHANAGAR GAS (MAHGL IN)



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