

Early signs of earnings recovery

Aggregate revenue of our logistics coverage universe is expected to decline by 5% YoY in Q2FY21, a marked improvement from the 25% drop in Q1, aided by a gradual easing of lockdown restrictions. Apart from VRLL, all other companies in our coverage are likely to post profit, though none are expected to post earnings growth as yet. After the robust trends heralded by high frequency indicators in Sep'20, we are hopeful of a faster-than-anticipated earnings recovery from Q3 on. TCIEXP remains our top pick in the sector.

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Earnings cycle to start normalising: We forecast an aggregate revenue/EBITDA decline of 5%/24% YoY for our coverage universe in Q2, considerably slower than the dismal 25%/62% fall in Q1. Most lead industry indicators clocked marked improvement in Sep'20 – e-way bills hit record highs, rail freight volume rose 16%, container rail volume was up 7.5%, and the decline in major port volumes eased to 2% – implying recovery in domestic and EXIM trade. If sustained, this should drive normalisation of the logistics earnings cycle.

Easing supply-side issues to aid road transporters: After an abysmal Q1, easing supply-side challenges should usher in an improved Q2 for road logistics players – TCI Express (TCIEXP), VRL Logistics (VRLL), Transport Corp (TRPC, freight). YoY flattish e-way bill numbers in Q2 (~2x vs. Q1FY21) also signal a demand uptick. We forecast a 15-20% revenue drop for road transporters owing to a sedate July/August (vs. –58% in Q1), but estimate flat EBITDA margins for TCIEXP and TRPC (freight) thanks to their asset-light models. Higher diesel prices (+14% YoY) and operating leverage may affect VRLL's margin (–700bps).

Better show likely from rail transporters...: Container volumes carried by rail dipped 5% YoY in Q2 vs. a 17% YoY drop in Q1, improving steadily through the quarter and culminating in 7.5% growth in Sep'20. Accordingly, Container Corp's (CCRI) provisional volume decline has eased to 9% vs. a 21% fall in Q1. We expect CCRI's revenue/EBITDA to decline 13%/29% YoY (–27%/–61% in Q1).

...and auto-focused 3PL players: An uptick in auto production should aid Mahindra Logistics (MLL) and TRPC's supply chain segment. MLL is forecast to post a 14% YoY revenue decline vs. –54% in Q1 as the auto segment is likely to benefit from sturdy tractor sale volumes (+31% YoY) of its anchor customer, while the non-auto segment would be boosted by e-commerce volumes. TRPC's SCS segment is forecast to post a 25% topline decline (–53% YoY in Q1).

RECOMMENDATION SNAPSHOT

Ticker	Rating
AGLL IN	ADD
CCRI IN	SELL
MAHLOG IN	BUY
TCIEXP IN	BUY
TRPC IN	BUY
VRLL IN	BUY

MAHLOG = MLL



FIG 1 – Q2FY21 RESULT PREVIEW

(Rs mn)	Q2FY21E	Q2FY20A	Q1FY21A	YoY (%)	QoQ (%)	Comment
Allcargo Logistics – consolidated						
Revenue	21,510	18,732	20,776	14.8	3.5	<ul style="list-style-type: none"> Consolidated revenue expected to increase 15% YoY, aided by Gati consolidation and steady MTO performance EBITDA margin to contract 42bps YoY as Gati's profitability is comparatively weaker than AGLL's core operations Higher depreciation and interest expenses from Gati consolidation to also weigh on PBT/PAT (-43%/-41% YoY)
EBITDA	1,402	1,300	1,311	7.8	6.9	
EBITDA margin	6.5	6.9	6.3	(42bps)	21bps	
PBT	432	755	359	(42.8)	20.3	
Adj. PAT	391	668	333	(41.4)	17.5	
Container Corporation – standalone						
Revenue	15,094	17,387	11,891	(13.2)	26.9	<ul style="list-style-type: none"> Provisional volume for Q2FY21 down 8.6% YoY Expect 5% YoY decline in realisation led by discounts provided to attract volumes and slight fall in lead distance EBITDA margin to contract YoY due to higher land licensing fee Adj. PAT (adj. for exceptional item in base quarter) to decline sharply owing to higher tax incidence vis-à-vis Q2FY20
EBITDA	3,018	4,255	1,590	(29.1)	89.8	
EBITDA margin	20.0	24.5	13.4	(448bps)	662bps	
PBT	2,433	3,532	833	(31.1)	192.0	
Adj. PAT	1,810	5,390	617	(66.4)	193.6	
Mahindra Logistics – consolidated						
Revenue	7,362	8,524	4,105	(13.6)	79.4	<ul style="list-style-type: none"> Revenue expected to fall 14% YoY Non-Mahindra auto segment likely to post steep decline but healthy tractor sales (+31% YoY) of anchor customer should cushion revenue decline EBITDA margin to be flattish YoY as cost reduction measures remain in place. Higher warehousing share to also aid margin Expect a 33% YoY decline in PAT
EBITDA	317	378	(22)	(16.2)	NM	
EBITDA margin	4.3	4.4	(0.5)	(13bps)	484bps	
PBT	102	178	(224)	(42.8)	NM	
Adj. PAT	75	112	(158)	(32.9)	NM	
TCI Express						
Revenue	2,292	2,695	887	(15.0)	158.3	<ul style="list-style-type: none"> Despite sequential improvement, Q2 volumes likely to tumble ~20% YoY as Jul-Aug were tepid months Expect revenue to contract 15% YoY, cushioned by realisation increase of 6% YoY stemming from the company's ability to pass on higher diesel prices to SME customers EBITDA margin likely to remain stable at 11.5% aided by cost cutting measures Fall in PAT estimated to be steeper than PBT decline owing to higher YoY tax rate
EBITDA	265	307	20	(13.8)	1,203.6	
EBITDA margin	11.5	11.4	2.3	15bps	926bps	
PBT	258	302	13	(14.5)	1,951.1	
Adj. PAT	194	261	9	(25.7)	2,006.8	
Transport Corporation of India – Consolidated						
Revenue	5,730	6,846	4,057	(16.3)	41.2	<ul style="list-style-type: none"> Freight segment forecast to decline 15% YoY Supply chain revenue contraction to be steeper at 25% YoY as key auto client's production figures continue to languish Coastal shipping revenue slated to grow 10% YoY driven by the addition of a ship in Q3FY20 PBT to drop 39% YoY. Decline in PAT to be sharper at 64% owing to sharp fall in share of profit from associates and higher YoY tax outgo
EBITDA	457	587	306	(22.1)	49.3	
EBITDA margin	8.0	8.6	7.5	(60bps)	43bps	
PBT	210	343	57	(38.6)	269.5	
Adj. PAT	176	481	47	(63.5)	272.0	
VRL Logistics						
Revenue	4,191	5,238	1,601	(20.0)	161.8	<ul style="list-style-type: none"> Revenue decline estimated to ease to 20% YoY Expect EBITDA margin to contract ~700bps YoY to 6.9% owing to higher diesel prices (pass-along difficult in a muted demand climate) Negative operating leverage could also weigh on profitability Expect a net loss after accounting for depreciation and interest expenses
EBITDA	288	732	(339)	(60.6)	NM	
EBITDA margin	6.9	14.0	(21.2)	(709bps)	2804bps	
PBT	(207)	260	(838)	NM	NM	
Adj. PAT	(155)	347	(627)	NM	NM	

Source: Company, BOBCAPS Research

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Recommendations and Absolute returns (%) over 12 months

BUY – Expected return >+15%

ADD – Expected return from >+5% to +15%

REDUCE – Expected return from -5% to +5%

SELL – Expected return <-5%

Note: Recommendation structure changed with effect from 1 January 2018 (Hold rating discontinued and replaced by Add / Reduce)

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