

OIL & GAS

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OMCs - Depressed valuations overlook earnings traction

The earnings outlook for oil marketing companies (OMC) remains buoyant as marketing margins are holding at elevated levels. Recovery in oil product demand, albeit a bit delayed, looks imminent in H2FY21. Benchmark GRMs have begun to revive from October. BPCL's divestment process has raised hopes for sustained and irreversible deregulation in petrol and diesel pricing. Delays in this divestment have led to a sharp share price correction in OMCs (IOCL, HPCL), making risk-reward favourable.

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Robust marketing margins to protect earnings: OMCs' stupendously high marketing margins in Q1FY21 made up for the impact of low product sales and negative benchmark GRMs during the quarter. The marketing segment could continue to anchor earnings growth through FY21-FY22, giving OMCs a nearterm advantage over global peers that are exposed to the refining segment. GRMs have started to recover from Oct'20, but the outlook remains uncertain as a second wave of the pandemic hits the US and Europe. High marketing margins provide a cushion against cyclical uncertainty in OMC earnings.

Sales volume to normalise in H2FY21: Petroleum product consumption declined ~11% in H1FY21. Diesel consumption, a key barometer of economic activity, remained negative at ~15.6% YoY in Sep'20 (vs. ~25% in H1). Petrol demand, a barometer of personal mobility, has recovered faster to ~5% YoY in Sep'20 (vs. ~20% in H1). Trends for October look promising (see Argus Media's report), with diesel offtake improving 9% in the first half of the month. We could see a return to normal product consumption in India during H2FY21.

Valuations at a disconnect with fundamentals: OMCs (IOCL, HPCL) are currently trading at depressed valuations of ~3x FY22E EPS, barring BPCL (8x) due to divestment expectations. At these low valuations, the companies offer excellent dividend yields (>15%), assuming earnings remain buoyant. With completion of the BPCL divestment (in FY21E), ~40% of the fuel retailing market would be privatised. This will make free pricing for petrol/diesel an irreversible reform and hence boost valuation multiples for HPCL and IOCL.

We prefer IOCL, HPCL and BPCL in that order, based on current valuations, outlook on dividend yield, and triggers from better refining margins once oil demand normalises.

KEY RECOMMENDATIONS

Ticker	Price	Target	Rating
IOCL IN	76	195	BUY
BPCL IN	350	480	BUY
HPCL IN	178	440	BUY

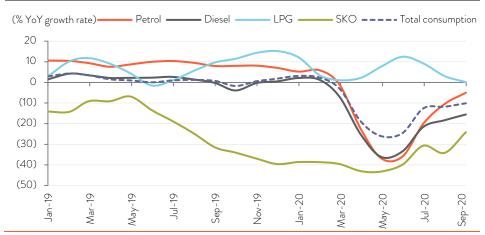
Price & Target in Rupees





Industry volumes to recover in H2

FIG 1 - DOMESTIC PRODUCT CONSUMPTION



Source: PPAC, BOBCAPS Research

Transport fuel demand picking up; ATF still muted

- Diesel consumption has been affected the most by the Covid-19 lockdown, declining 25% in H1FY21 and 16% YoY in Sep'20. However, the first half of October has seen ~9% YoY growth, implying consumption recovery. Growing demand for diesel which is a barometer of economic activity suggests a strong case for normalisation of GDP growth by Q4FY21.
- Petrol sales have recovered relatively faster, with consumption at -5% YoY by Sep'20 vs. -20% in H1. Personal mobility is expected to pick up significantly post the pandemic as most consumers avoid public transport.
- In the near term, demand for transportation fuels would be backed by higher utilisation of the existing vehicle fleet (both commercial and passenger vehicles). Over the long term, a sustained uptrend in OEM sales (especially PVs, as seen in Aug/Sep'20) could lead to above-expected growth in fuel consumption (especially petrol).
- LPG offtake has bucked the trend, growing ~6% in H1FY21, as the lockdown raised demand for LPG cylinders from homes. This segment has been on a structural growth uptrend, also supported by increased penetration in rural areas.
- ATF and other industrial products remain the hardest hit, as air travel and industrial activity could take much longer to return to normal.



Marketing margins shoring up earnings

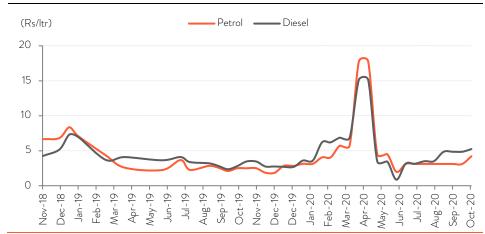
FIG 2 - OMC MARKETING MARGINS

(Rs/mt) ■ FY18 ■ FY19 ■ FY20 ■ FY21E ■ FY22E ■ FY23E 4,500 4,000 3,500 3.740 4,000 3,500 3,242 3,245 3,274 3,500 2,649 2,839 3,000 2,396 2,638 2,051 2,372 2,319 2,500 1,975 1,813 2,000 1,601 1,603 1,500 1,000 500 0 IOCL **BPCL HPCL**

Source: BOBCAPS Research, Company

Marketing margins are well above the long-term average as oil prices remain benign

FIG 3 - PETROL AND DIESEL MARKETING MARGINS

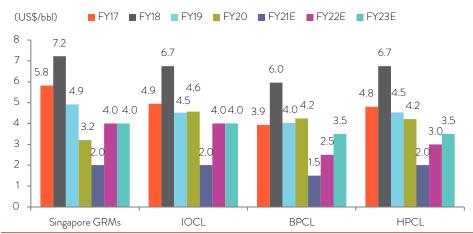


Source: Company, PPAC, BOBCAPS Research

Q1 FY21 was an exceptional quarter for margins on price freeze due to lockdown. Q2 still looks good, as margins trend above long-term average

GRMs expected to recover from FY22, but still trend below the long-term average

FIG 4 - GRM TREND



Source: BOBCAPS Research, Company



Volume loss and low GRMs offset by high marketing margins

- OMCs' retail marketing margins on petrol and diesel have continued to trend well above long-term averages.
- Margin expansion has more than made up for loss of volumes and low GRMs in H1FY21.
- GRM recovery in Oct'20 could help normalise refining segment earnings, while sustained high marketing margins could spur overall earnings growth and ROE (>20%) for OMCs through FY21-FY23.

OMCs have lost market share to private companies since FY15, largely in low-margin bulk diesel...

...but have gained on marketing margins as their industrial volumes continue to expand

FIG 5 - OMC MARKET SHARE AND VOLUMES

(mmt)	FY15	FY16	FY17	FY18	FY19	FY20
IOCL	68.5	72.6	74.1	77.1	79.5	78.6
% of total industry	41.4	39.5	38.1	37.4	37.3	37.0
IOCL YoY % growth (R)	7.8	6.0	2.1	4.1	3.0	(1.1)
HPCL	32.0	34.2	35.2	36.9	38.7	39.6
% of total industry	19.3	18.6	18.1	17.9	18.2	18.7
HPCL YoY % growth (R)	3.2	7.0	3.0	4.7	5.0	2.4
BPCL	34.4	36.5	37.7	41.2	43.1	43.1
% of total industry	20.8	19.9	19.4	20.0	20.2	20.3
BPCL YoY % growth (R)	1.3	6.1	3.1	9.4	4.5	0.1
Total OMCs	134.9	143.3	147.0	155.2	161.2	161.3
% of total industry	81.5	78.0	75.6	75.3	75.8	75.9
OMCs total YoY % growth (R)	5.0	6.3	2.6	5.6	3.9	0.0
Others	30.7	40.5	47.6	50.9	51.6	51.1
% of total industry	18.5	22.0	24.4	24.7	24.2	24.1
Others YoY % growth	2.4	32.2	17.4	7.1	1.2	(0.8)
Total industry	165.5	183.9	194.6	206.2	212.8	212.4
Industry YoY % growth	4.5	11.1	5.8	5.9	3.2	(0.2)

Source: BOBCAPS Research, Company



Valuations at deep discount

Prefer IOCL, HPCL and BPCL - in that order

- Low GRMs coupled with delays in BPCL's divestment has led to OMCs trading close to all-time low valuations (IOCL and HPCL at ~3x FY22E EPS). Divestment expectations have kept BPCL's multiple higher at 8x.
- At these low valuations, IOCL and HPCL offer excellent dividend yields (>15%), assuming earnings remain buoyant.
- With completion of the BPCL divestment (expected in FY21), ~40% of the fuel retailing market would be privatised. This will make free pricing for petrol and diesel an irreversible reform and hence boost valuation multiples for HPCL and IOCL.
- We prefer IOCL, HPCL and BPCL in that order, based on current valuations, outlook on dividend yield, and triggers from better refining margins once oil demand normalise.

FIG 6 - OMC LEVERAGE

(x) IOCL BPCL -1.8 1.6 1.4 1.2 1.0 8.0 0.6 0.4 FY16 FY18 FY19 FY20 FY21E FY22E FY23E

Source: BOBCAPS Research, Company

Leverage expected to decline on better earnings traction from high marketing margins



IOCL

FIG 7 – IOCL: SOTP VALUATION SUMMARY

Business segments	EV (Rs bn)	Value (Rs/sh)	Comments
Refining	278	30	6x Sep'22E EBITDA
Marketing	1,342	146	6x Sep'22E EBITDA
Petrochemicals	294	32	5x Sep'22E EBITDA
Pipeline	447	49	5x Sep'22E EBITDA
Total core business EV	2,367	235	
Less: Net Debt	669	73	
Equity value of operational segments	1,698	185	
Add: Total investments	85	12	Listed holdings at 20% discount to CMP and others at investment value
IOCL Equity value	1,782	195	

Source: BOBCAPS Research

FIG 8 - IOCL: KEY ASSUMPTIONS

	FY21E	FY22E	FY23E
Oil (US\$/bbl)	35.0	40.0	45.0
GRMs (US\$/bbl)	2.0	4.0	4.0
Singapore GRMs (US\$/bbl)	2.0	4.0	4.0
Refinery throughput (mmt)	75	80	80
Pipeline throughput (mmt)	100.0	108.0	116.0
Market sales (mmt) – including exports	85	88.3	90.6
USDINR	76	78	80
Petrochemicals EBITDA (US\$/mt)	238	186	184
Marketing EBITDA (Rs/mt)	3,000	2,500	2,500

Source: BOBCAPS Research

BPCL

FIG 9 - BPCL: SOTP VALUATION SUMMARY

B	EV	Value	Comments	
Business segments	(Rs/bn)	(Rs/share)	Comments	
Refining				
Standalone	71	36	6x Sep'22E EBITDA	
BORL refinery	182	92	6x Sep'22E EBITDA	
Numaligarh	185	94	6x Sep'22E EBITDA	
Marketing	666	339	5x Sep'22E EBITDA	
Total core business	1,104	561		
Less: Net Debt	308	157	Adjusted for consolidation	
Equity value of core business	796	405		
Total investments value	105	53	Investments in PLNG, OINL, IGL @ 20% discount to CMP	
Total E&P	40	20	Brazil at EV/boe of US\$ 4, Mozambique at EV/boe of US\$ 1	
Total equity value for BPCL	939	480		
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Source: BOBCAPS Research



FIG 10 - BPCL: KEY ASSUMPTIONS

	FY21E	FY22E	FY23E
USDINR (Rs)	76.0	78.0	80
Crude price (US\$/bbl)	35.0	40.0	45.0
Mumbai & Kochi refineries			
GRM (US\$/bbl)	1.5	2.5	3.5
Crude throughput (mmt)	32.5	33.0	33.0
Bina refinery			
GRM (US\$/bbl)	10.0	10.0	10.0
Crude throughput (mmt)	9.0	9.5	9.5
Product sales (mmt)	45.3	47.8	50.5

Source: BOBCAPS Research

HPCL

FIG 11 - HPCL: SOTP VALUATION SUMMARY

Business segments	EV (Rs bn)	Value (Rs/sh)	Comments
Refining Business	29	19	6x Sep'22E EBITDA
Marketing & others	786	516	5x Sep'22E EBITDA
Bhatinda refinery	-	-	Nil valuation on losses
Total core business	815	535	
Less: Net debt	154	101	Adjusted for Bhatinda stake
Equity Value of core businesses	661	434	
MRPL stake	8	5	20% discount to CMP
OIL stake	3	2	20% discount to CMP
HPCL's Equity Value (Rs)	672	440	

Source: Company, BOBCAPS Research

FIG 12 - HPCL: KEY ASSUMPTIONS

	FY21E	FY22E	FY23E
USDINR (Rs)	76.0	78.0	80
Crude price (US\$/bbl)	35.0	40.0	45.0
Mumbai & Vizag refineries			
GRM (US\$/bbl)	2.0	3.0	3.5
Crude throughput (mmt)	24.4	28.5	28.5
HMEL (Bhatinda)			
GRM (US\$/bbl)	7.0	8.0	10.0
Crude throughput (mmt)	12.0	12.0	12.0
Product sales (mmt)	40.7	43.4	46.4

Source: BOBCAPS Research



Stock performance

FIG 13 - IOCL



FIG 14 - BPCL

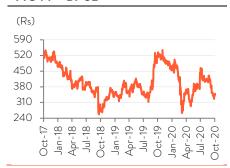


FIG 15 - HPCL





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