

禾赛科技 Hesai Tech (HSAI US)

首次覆盖：中国激光雷达第一股，合理市值达 51 亿美元

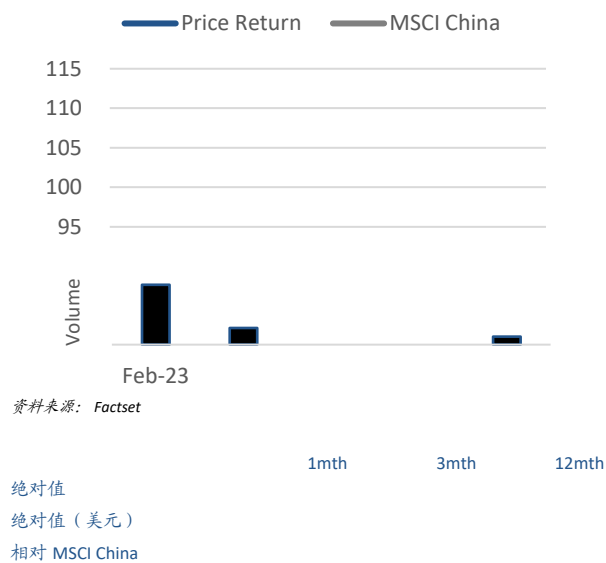
First Listed China LiDAR Company with a Target Market Cap Reaching \$5.1B: Initiation

观点聚焦 Investment Focus

首次覆盖优于大市 Initiate with OUTPERFORM

评级	优于大市 OUTPERFORM
现价	US\$22.43
目标价	US\$40.30
市值	US\$2.82bn
日交易额(3个月均值)	US\$107.05mn
发行股票数目	95.50mn
自由流通股(%)	-
1年股价最高最低值	US\$22.43-US\$21.05

注：现价 US\$22.43 为 2023 年 2 月 13 日收盘价



资料来源: Factset

	1mth	3mth	12mth	
绝对值				
绝对值(美元)				
相对 MSCI China				
(Rmb mn)	Dec-21A	Dec-22E	Dec-23E	Dec-24E
营业收入	721	1,088	1,686	2,774
(+/-)	73%	51%	55%	65%
净利润	-2456	-772	-264	-115
(+/-)	n.m.	n.m.	n.m.	n.m.
全面摊薄 EPS (Rmb)	-23.39	-6.68	-2.10	-0.91
毛利率	53.0%	38.0%	34.8%	34.6%
净资产收益率	-120.9%	-27.7%	-8.4%	-3.4%
市盈率	n.m.	n.m.	n.m.	n.m.

资料来源: 公司信息, HTI

(Please see APPENDIX 1 for English summary)

- IPO 融资 1.9 亿美元，最新估值 28.2 亿美元。** 2 月 9 日晚，禾赛科技以 19 美元/股的发行价登陆纳斯达克，共计发行 1000 万股美国存托凭证 (ADS)，募资 1.9 亿美元，成为“中国激光雷达第一股”。公司最新总市值为 28.2 亿美元，超越海外龙头 Luminar (市值 22.3 亿美元，均基于 2 月 13 日收盘价) 登顶美股激光雷达公司市值榜首。成立于 2014 年，公司创业早期以激光气体遥测系统起家，2016 年将研发重心转向激光雷达，聚焦无人驾驶和乘用车 ADAS 应用并逐渐向服务机器人领域拓展，产品覆盖短中长距机械式和车规级半固态式激光雷达，截至 22 年底累计交付超 10 万台，自动驾驶激光雷达市场全球份额第一 (据沙利文数据，21 年市占率达 60%)。公司已完成 9 轮融资，累计募集资金约 6 亿美元，投资方包括百度、小米、美团、博世、高瓴、光速中国、启明创投、真格基金等海内外知名公司/机构。上市后创始人团队及核心成员持股 25.1%，拥有 76.2% 的投票权。
- ADAS 注入新增长动能，我们预期 23-24 年交付量可达 20/60 万辆。** 据 Yole 预测，全球汽车 ADAS 激光雷达市场将在未来 5 年迎来飞速增长，市场规模将从 21 年的 3800 万美元增至 27 年的 20 亿美元，21-27 年 CAGR 达 94%，成为激光雷达行业最大的应用领域。公司 90% 以上收入来自 LiDAR 硬件产品销售，包括应用于无人驾驶领域的 Pandar 系列和 QT 系列，应用于乘用车 ADAS 的 AT128，以及针对服务机器人市场开发的 XT 系列。随着车规级拳头产品 AT128 于 22 年 7 月开启规模交付，公司 ADAS 收入占比快速攀升，全年收入占比达 22%。据招股书披露，公司目前已斩获 10 家主流主机厂累计数百万台定点，包括理想、赛力斯、长安、小米、上汽飞凡、集度、高合、路特斯等。随着客户新车型陆续量产以及年产 120 万台的上海新制造工厂于年中投入运营，AT128 交付量将更上一个台阶，为公司注入全新增长动能。我们预估 22-24 年公司 ADAS 激光雷达出货量将达 6.2/20/60 万台，对应收入 2.4/7.0/16.2 亿元，22-25 年 CAGR 为 117%，占整体收入比例为 22%/42%/58%。
- 目标市值 51 亿美元，首次覆盖给予“优于大市”评级。** 由于激光雷达公司均尚未盈利，市场主要关注营收增速和在手车企订单情况，并采用 PS 法进行估值。我们合理预计公司 22-24 年收入分别为 10.9/16.9/27.7 亿元，参考美股激光雷达龙头 Luminar 23 年 PS = 19.1X，我们给予公司 23 年 21.0X PS 估值，以反映公司在自动驾驶领域的显著领先优势以及 ADAS 产品出货量随下游客户重要车型发布进入爆发式增长，对应目标市值 51 亿美元 (汇率 7.0) 和目标价 40.3 美元/股，首次覆盖给予“优于大市”评级。
- 风险提示：** 1) 激光雷达行业渗透不及预期；2) 过度竞争；3) 激光雷达技术路线出现重大革新的风险。

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盈利预测 & 估值

目标市值 51 亿美元，首次覆盖给予“优于大市”评级。由于激光雷达公司均尚未盈利，市场主要关注营收增速和在手车企订单情况，并采用 PS 法进行估值。我们合理预计公司 22-24 年收入分别为 10.9/16.9/27.7 亿元，参考美股激光雷达行业历史平均 1Y Forward PS = 26.3X 以及海外龙头 Luminar 23 年 PS = 19.1X，我们给予公司 23 年 21.0X PS 估值，以反映公司营收随 ADAS 放量进入高速增长通道，对应目标市值 51 亿美元（汇率 7.0）和目标价 40.3 美元/股，首次覆盖给予“优于大市”评级。

图1 美股激光雷达估值表

公司	市值 (\$mn)	营收 (\$mn)				净利润(亏损) (\$mn)				1Y Forward PS		
		2020	2021	2022	2023E	2020	2021	2022	2023E	2022	2023	2024
Velodyne	355	95	62	40	60	(150)	(212)	(137)	(102)	7.5x	5.0x	2.4x
Luminar	2779	14	32	42	117	(362)	(238)	(311)	(264)	53.2x	19.1x	6.4x
Aeva	417	5	9	7	19	(26)	(102)	(122)	(141)	50.7x	18.8x	3.1x
Ouster	338	n.m.	34	46	105	n.m.	(94)	(118)	(106)	5.5x	2.4x	1.0x
Innoviz	766	(9)	5	7	30	(99)	(159)	(123)	(129)	88.2x	20.5x	4.5x
行业平均估值:										41.0x	13.2x	3.5x

资料来源: Bloomberg, HTI (数据截至 2023 年 2 月 13 日)

图2 美股激光雷达公司平均 1Y Forward PS 估值



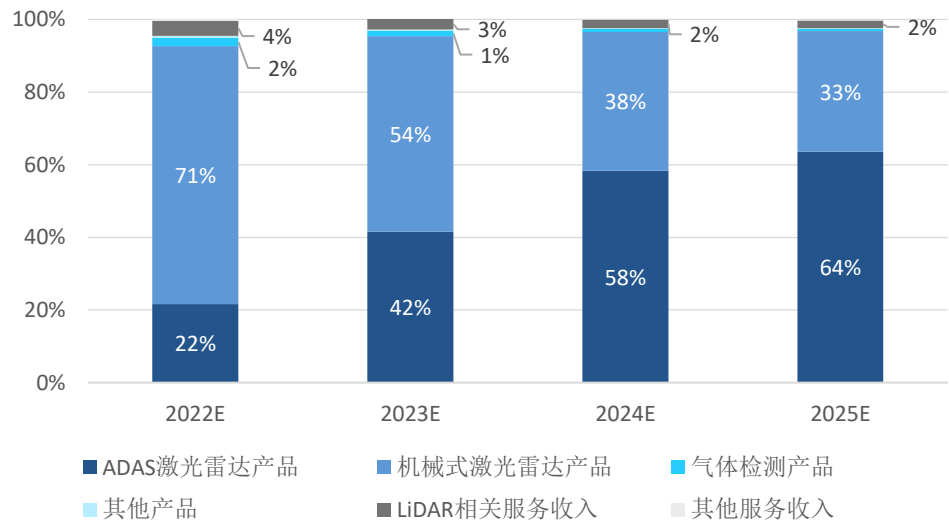
资料来源: Bloomberg, HTI (行业估值选取以下公司简单平均: Velodyne, Luminar, Aeva, Ouster, Innoviz)

图3 公司收入预测 (亿元)

	2019	2020	2021	21Q1-Q3	22Q1-Q3	2022E	2023E	2024E	2025E
总收入 (亿元)	3.5	4.2	7.2	4.6	7.9	10.9	16.9	27.7	37.7
YoY		19%	73%		73%	51%	55%	65%	36%
毛利	2.4	2.4	3.8	2.4	3.5	4.1	5.9	9.6	13.7
毛利率	70%	57%	53%	53%	44%	38%	35%	35%	36%
激光雷达产品收入	3.3	3.5	6.9	4.3	7.3	10.1	16.1	26.8	36.5
YoY		5%	98%		67%	47%	60%	66%	36%
总销量(万台)	0.3	0.4	1.4	0.8	3.2	8.0	22.4	63.1	104.0
Blended ASP (元)	113,126	82,397	48,952	54,231	22,426	12,542	7,185	4,242	3,511
ASP YoY		-27%	-41%		-59%	-74%	-43%	-41%	-17%
毛利	2.3	2.0	3.6	2.3	3.0	3.6	5.3	8.9	12.8
毛利率	72%	59%	52%	53%	42%	36%	33%	33%	35%
ADAS激光雷达销量(万台)	0.0	0.0	0.0	0.0	2.0	6.2	20.0	60.0	100.0
ASP (元)					3,800	3,800	3,500	2,700	2,400
ADAS激光雷达产品收入	0.0	0.0	0.0	0.0	0.8	2.4	7.0	16.2	24.0
YoY							197%	131%	48%
收入占比%	0%	0%	0%	0%	10%	22%	42%	58%	64%
毛利					(0)	(0)	1	4	7
毛利率					(20%)	(5%)	15%	25%	30%
机械式激光雷达销量(万台)	0.3	0.4	1.4	0.8	1.2	1.8	2.4	3.1	4.0
ASP (元)	113,126	82,397	48,952	54,231	52,468	42,000	38,000	34,000	31,000
机械式激光雷达收入	3.3	3.5	6.9	4.3	6.5	7.7	9.1	10.6	12.5
YoY		5%	98%		50%	13%	18%	16%	19%
收入占比%	94%	83%	95%	94%	82%	71%	54%	38%	33%
毛利	2.3	2.0	3.6	2.3	3.2	3.7	4.3	4.9	5.6
毛利率	72%	59%	52%	53%	49%	48%	47%	46%	45%
气体检测产品	0.20	0.69	0.20	0.14	0.17	0.24	0.17	0.22	0.31
YoY		251%	-72%		27%	25%	25%	25%	25%
收入占比%	0%	60%	-10%	0%	3%	2%	1%	1%	1%
毛利	0.1	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.2
毛利率	50%	50%	50%	50%	50%	50%	50%	50%	50%
其他产品	0.00	0.01	0.01	0.01	0.05	0.06	0.06	0.06	0.06
收入占比%	0%	0%	0%	0%	1%	1%	0%	0%	0%
毛利	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
毛利率	50%	50%	50%	50%	50%	50%	50%	50%	50%
LiDAR相关服务收入	0.00	0.00	0.14	0.11	0.41	0.45	0.50	0.65	0.80
收入占比%	0%	0%	2%	2%	5%	4%	3%	2%	2%
毛利	0.0	0.0	0.1	0.1	0.3	0.4	0.4	0.5	0.6
毛利率	80%	80%	80%	80%	80%	80%	80%	80%	80%
其他服务收入	0.00	0.00	0.01	0.00	0.04	0.05	0.05	0.05	0.05
收入占比%	0%	0%	0%	0%	1%	0%	0%	0%	0%
毛利	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
毛利率	80%	80%	80%	80%	80%	80%	80%	80%	80%

资料来源: 公司招股书, HTI 预测 (蓝色字体代表 HTI 预测值, 其余为公司披露或公式计算所得)

图4 公司收入结构



资料来源：公司招股书，HTI 预测

图5 公司分季度盈利预测（百万人民币）

	1Q22	2Q22	3Q22	4Q22E	2022E	2022E	2023E
营业收入	248	211	334	295	1,088	1,686	2,774
营业成本	122	112	210	230	674	1,099	1,814
毛利润	126	99	124	65	414	587	961
营业费用	169	196	229	207	800	1,003	1,190
其他营业收入	1	3	3	9	15	15	15
营业利润	(42)	(94)	(102)	(133)	(371)	(401)	(214)
其他收入	17	25	31	26	99	137	100
利润总额	(25)	(70)	(71)	(107)	(272)	(264)	(115)
所得税	(0)	(0)	(0)	0	0	0	0
非经常性收益	0	0	0	0	0	0	0
净利润	(25)	(70)	(71)	(107)	(272)	(264)	(115)
少数股东损益	149	149	149	54	500	0	0
归母净利润	(174)	(218)	(219)	(161)	(772)	(264)	(115)

资料来源：Wind，HTI 预测

激光雷达行业

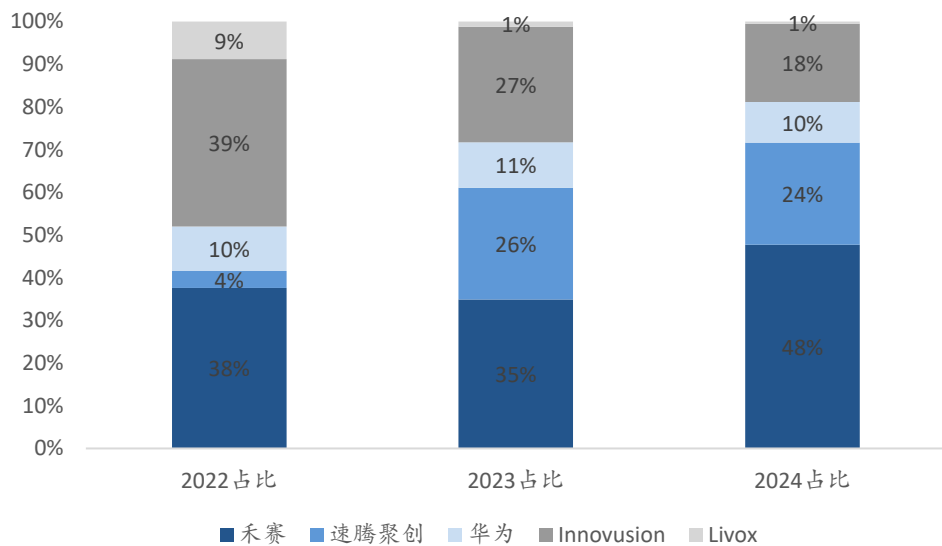
我们预计 23-24 年中国乘用车 ADAS 激光雷达出货将达 57/126 万颗。据 Yole 预测，全球汽车 ADAS 激光雷达市场将在未来 5 年迎来飞速增长，市场规模将从 21 年的 3800 万美元增至 27 年的 20 亿美元，21-27 年 CAGR 达 94%。伴随着国内新能源车渗透率快速提升以及电动智能化行业强势崛起，我国已成为 ADAS 激光雷达最大应用市场，占全球超 50%。综合我们自下而上的车型统计、自上而下的渗透率分析以及供应链调研，我们预估 22-24 年中国市场乘用车 ADAS 激光雷达出货量分别为 12/57/126 万颗，禾赛、速腾聚创、图达通 CR3 份额分别为 81%/88%/90%，竞争格局维持稳定。

图6 中国乘用车 ADAS 激光雷达出货量

	2022	2023E	2024E	23-24 年主要增量车型
禾赛	4.7	20.0	60.0	理想 L9/L8/L7 及其将于 23H2 推出的纯电车型、小米第一款车将于 24 年推出、赛力斯和长安的新车型等
速腾聚创	0.5	15.0	30.0	小鹏 G9 及其 23 年新车型、BYD 将于 23Q2 陆续推出 3-4 款激光雷达车型、极氪将于 23H1 推出激光雷达车型等
华为	1.3	6.1	12.0	长安阿维塔、极狐、哪吒等，以及与华为合作的新车企
Innovusion	4.9	15.5	23.0	蔚来全系 NT2.0 平台车型以及即将推出的 NT3.0 系列
Livox	1.1	0.7	0.7	小鹏 P5
Total	12	57	126	

资料来源：各公司官网，HTI 预测

图7 中国乘用车 ADAS 激光雷达市场竞争格局（按出货量统计）

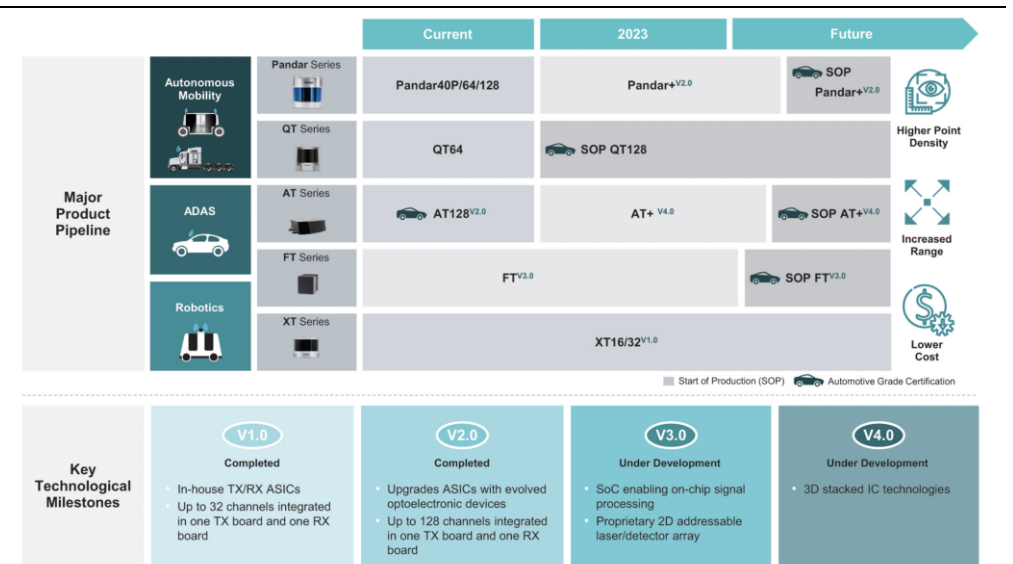


资料来源：各公司官网，HTI 预测

公司简介 & 产品介绍

禾赛科技 (Hesai Tech) 成立于 2014 年, 创业早期以激光气体遥测系统起家, 2016 将研发重心转向激光雷达, 聚焦无人驾驶和乘用车 ADAS 应用并逐渐向服务机器人领域拓展。目前, 公司已形成完备的产品线, 包括应用于无人驾驶领域 (Autonomous Mobility) 的 Pandar 系列和 QT 系列, 应用于乘用车 ADAS 的 AT128 和 FT120, 以及针对服务机器人 (Robotics) 开发的 XT 系列。公司的主打车规级半固态产品 AT128 面向前装乘用车 ADAS 市场, 已斩获 10 家主流主机厂累计数百万台定点, 包括理想、赛力斯、长安、小米、上汽飞凡、集度、高合、路特斯等, 22 年合计交付约 6.2 万台。随着客户新车型陆续量产以及年产 120 万台的上海新制造工厂于年中投入运营, AT128 交付量将更上一个台阶, 为公司注入全新增长动能。

图8 公司各产品系列迭代规划图



资料来源: 公司招股书, HTI

图9 公司传感器硬件产品介绍

类型	系列	简要介绍	技术参数
机械式	Pandar40M 	<ul style="list-style-type: none"> • 定位: 40 线中距机械式激光雷达 • 发布时间: 2020/1 	探测距离: 120m (10%反射率) 视场角: 360° x 40° 点频: 0.72M pts/s (单回波模式下) 精度: Up to ±2cm
	Pandar40P 	<ul style="list-style-type: none"> • 定位: 40 线长距机械式激光雷达 • 发布时间: 2018/4 	探测距离: 200m (10%反射率) 视场角: 360° x 40° 点频: 0.72M pts/s (单回波模式下) 精度: Up to ±2cm
	Pandar64 	<ul style="list-style-type: none"> • 定位: 64 线长距机械式激光雷达 • 发布时间: 2019/1 	探测距离: 200m (10%反射率) 视场角: 360° x 40° 点频: 1.15M pts/s (单回波模式下) 精度: Up to ±2cm
	Pandar128 	<ul style="list-style-type: none"> • 定位: 128 线高分辨率机械式激光雷达 • 发布时间: 2020/9 	探测距离: 200m (10%反射率) 视场角: 360° x 40° 点频: 3.46M pts/s (单回波模式下) 精度: Up to ±2cm
	QT64 	<ul style="list-style-type: none"> • 定位: 64 线近距补盲激光雷达 • 发布时间: 2020/1 	探测距离: 30m (20%反射率) 视场角: 360° x 104° 点频: 0.38M pts/s (单回波模式下) 精度: ±3cm
	QT128 	<ul style="list-style-type: none"> • 定位: 128 线超广角近距补盲激光雷达 • 发布时间: 2022/1 (计划于 23Q1 量产) 	探测距离: 20m (10%反射率) 视场角: 360° x 105° 点频: 0.86M pts/s (单回波模式下) 精度: ±3cm
	XT32 	<ul style="list-style-type: none"> • 定位: 32 线中距机械式激光雷达 • 发布时间: 2020/10 (首次搭载自研发芯片) 	探测距离: 50m/80m (10%反射率) 视场角: 360° x 31° 点频: 0.64M pts/s (单回波模式下) 精度: ±1cm
半固态 转镜式	AT128 	<ul style="list-style-type: none"> • 定位: 128 线车规级半固态激光雷达 • 发布时间: 2021/8 	探测距离: 200m (10%反射率) 视场角: 120° x 25° 分辨率: 0.1° x 0.2° 点频: 1.54M pts/s (单回波模式下) 精度: Up to ±2cm
全固态 Flash	FT120 	<ul style="list-style-type: none"> • 定位: 车规级纯固态超广角近距补盲雷达 • 发布时间: 2022/1 (计划于 23 年量产) 	探测距离: 30m (10%反射率) 视场角: 100° x 75° 分辨率: 0.6° x 0.6° 点频: 0.19M pts/s (单回波模式下) 精度: Up to ±5cm

资料来源: 公司官网, HTI (只含目前公司官网公开的产品)

图10 已公布的搭载 AT128 激光雷达重点车型盘点 (更多新车型将于 23-24 年亮相)

车型	量产时间	数量	部署形式
理想 L9	22Q3	1 颗: 位于车顶 (理想 L8/L7 搭载方案一致)	
高合 HiPhi Z	2022	1 颗: 位于车顶	
集度汽车	2023	2 颗: 车前盖上	
路特斯 Eletre	2023	共 4 颗, 其中速腾聚创 M1 两颗位于两侧的前轮拱 (伸缩式设计), 禾赛 AT128 两颗位于车顶前后方 (可翻转设计) 作主探测器	

资料来源: 公司官网, HTI

图11 公司累计融资约 6 亿美元

轮次	时间	金额	参与方
天使轮	2015 年 1 月	数百万美元	PreAngel、远瞻资本、大米创投
A 轮	2017 年 5 月	1.1 亿人民币	高达投资、将门创投、磐谷创投、远瞻资本
B 轮	2018 年 5 月	2.5 亿人民币	高达投资、远瞻资本、磐谷创投、光速中国、百度战略投资部、真格基金、将门创投
战略融资	2019 年 6 月	未披露	博世
战略融资	2019 年 9 月	未披露	苏州启元、交银国际
C 轮	2020 年 1 月	1.73 亿美元	博世、安森美半导体、光速中国、启元投资、启明创投、德同资本
战略融资	2020 年 7 月	未披露	斐君资本
D 轮	2021 年 6 月	超 3 亿美元	小米集团、高瓴创投、美团、中信产业基金、光速中国、启明创投、CPE
D+轮	2021 年 11 月	7000 万美元	小米集团

资料来源: 公司官网, HTI

图12 管理层背景



首席科学家 孙恺

本科毕业于上海交通大学机械与动力工程学院，博士毕业于斯坦福大学，博士研究方向为：利用激光器和新型探测技术搭建超快、高灵敏度、适用于极端恶劣条件的分子测量系统，应用于化学反应动力学研究，期间在知名期刊上发表多篇论文。回国创业前曾在斯坦福大学任研究助理。



CEO 李一帆

本科毕业于清华大学，博士毕业于美国伊利诺伊香槟分校机械工程系，曾任美国西部数据集团首席工程师。李一帆在机器人、运动控制、传感器及先进制造领域拥有100余项专利，曾入选《世界经济论坛》“2021年全球青年领袖”、荣获德国“红点设计奖”等。

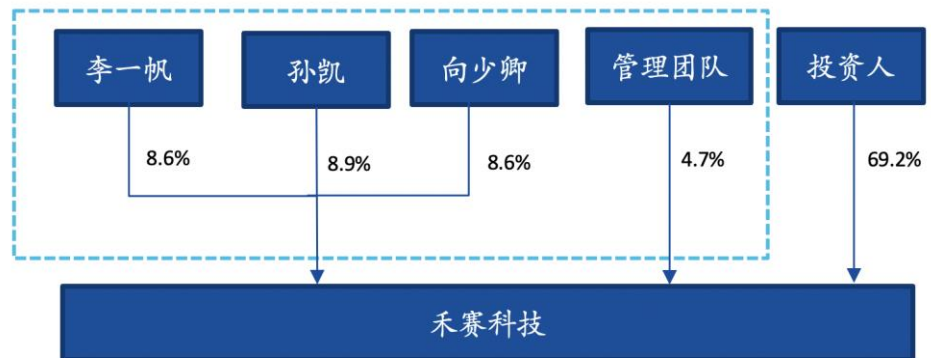


CTO 向少卿

本科毕业于清华大学，硕士毕业于斯坦福大学，获得电子工程和机械工程双学位。毕业后任职于苹果公司美国总部负责电路系统设计，参与了多代iPhone的原型设计，技术开发以及海外生产线的架设。曾任职于三星全球总部研究中心，负责下一代消费产品概念研发。

资料来源：公司官网， HTI

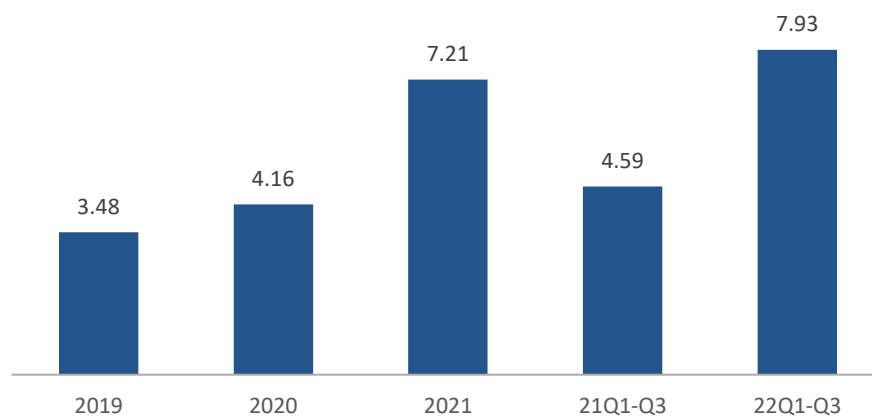
图13 IPO 前公司股权结构（简图）



资料来源：公司招股书， HTI

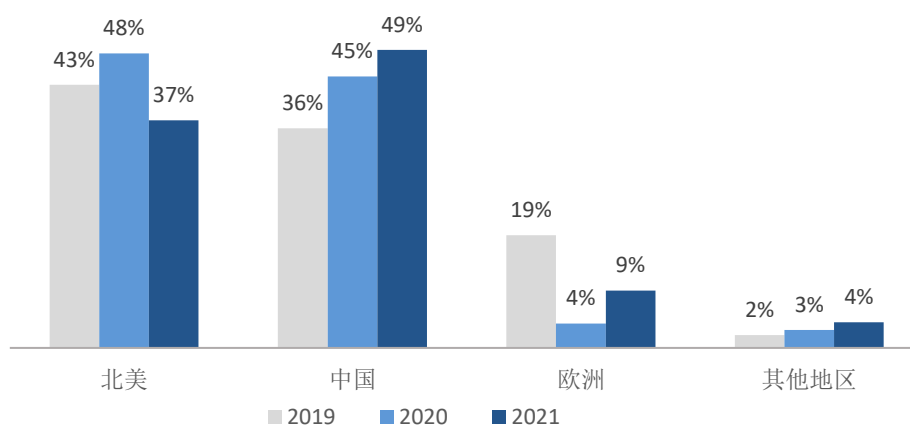
公司财务数据

图14 公司收入情况 (亿元)



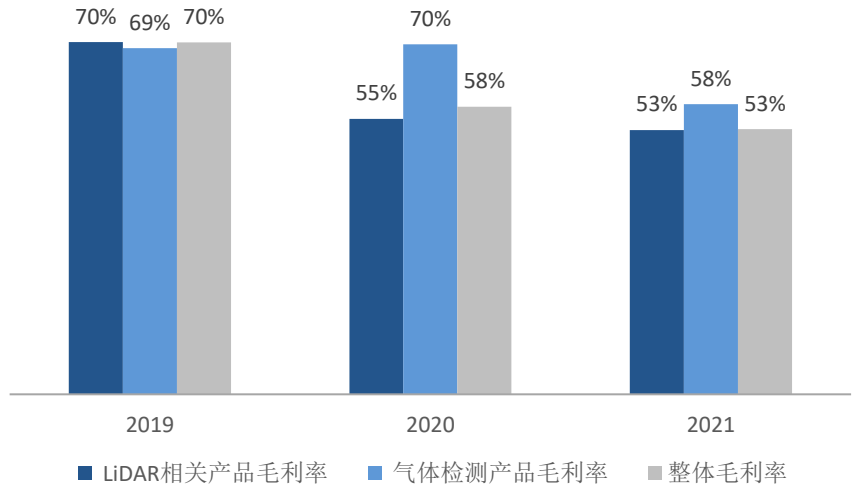
资料来源: 公司招股书, HTI

图15 中国区销售占比持续提高



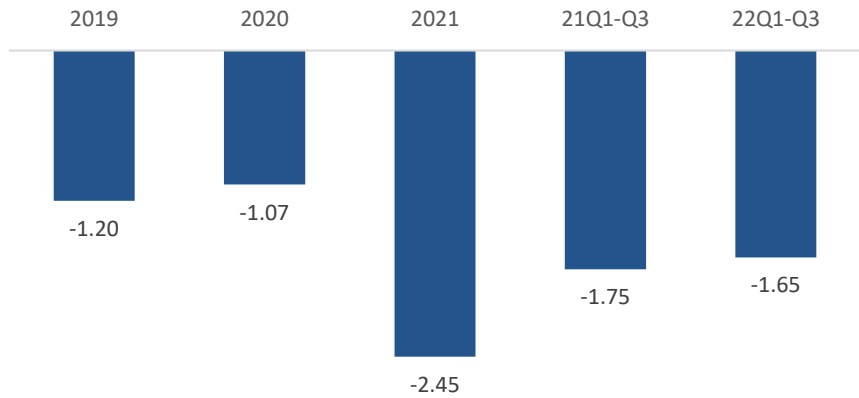
资料来源: 公司招股书, HTI

图16 公司整体毛利率随产品 ASP 下降而下滑



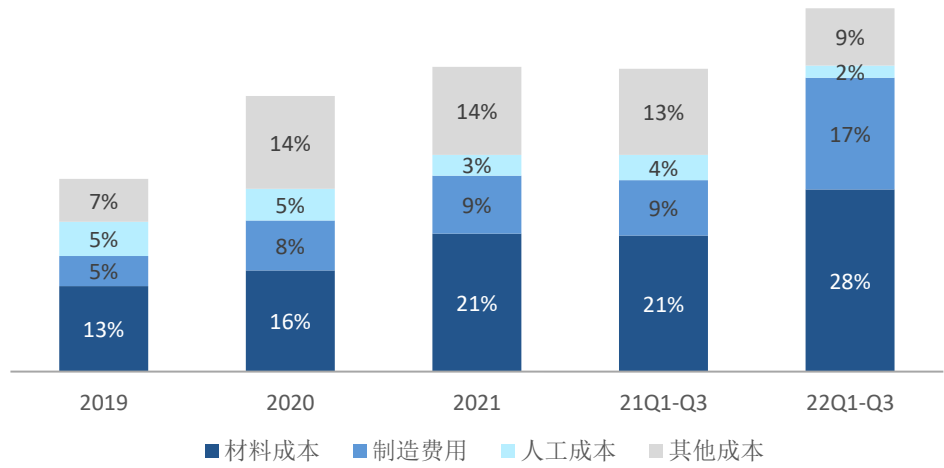
资料来源：公司招股书，HTI

图17 公司历年净亏损（亿元）



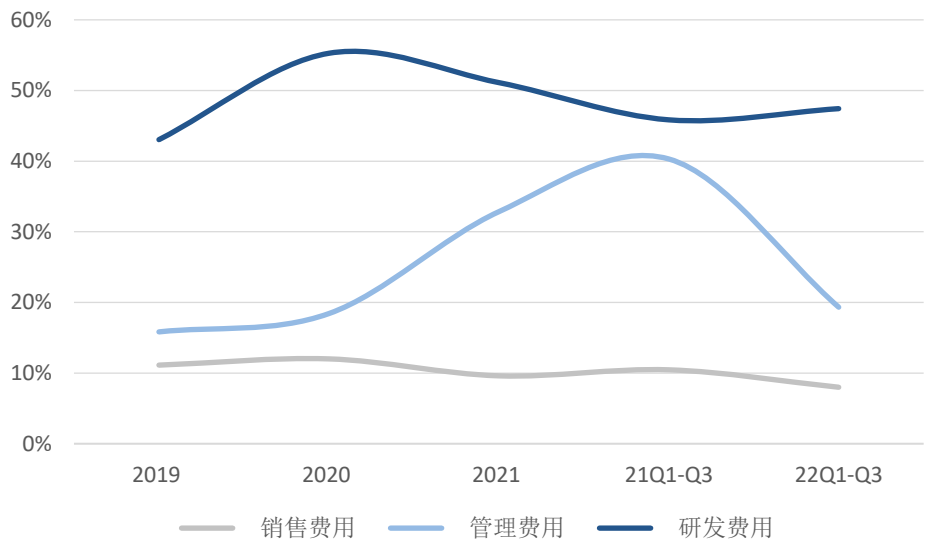
资料来源：公司招股书，HTI

图18 公司成本结构 (各项成本/收入)



资料来源: 公司招股书, HTI

图19 公司各项费用率统计



资料来源: 公司招股书, HTI

风险提示: 1) 新能源车渗透不及预期; 2) 8"投产不及预期。

财务报告分析和预测

Key Ratios	Dec-20A	Dec-21A	Dec-22E	Dec-23E	Dec-24E	Balance sheet (Rmb mn)	Dec-20A	Dec-21A	Dec-22E	Dec-23E	Dec-24E
Valuation Measures						Balance sheet (Rmb mn)					
Growth*						Total cash and equivalents	896	2,792	2,317	3,543	3,803
Revenue growth	19%	73%	51%	55%	65%	Inventories	150	376	544	675	832
Operating profit growth	n.m.	n.m.	n.m.	n.m.	n.m.	Accounts receivable	123	236	223	428	646
Net profit growth	n.m.	n.m.	n.m.	n.m.	n.m.	Other current assets	41	89	120	143	166
Margins						Total current assets	1,209	3,493	3,203	4,789	5,448
Gross margin	57%	53%	38%	35%	35%	Net fixed assets	64	322	583	881	1,182
EBITDA margin	(26)%	(35)%	(27)%	(19)%	(3)%	Intangible assets	14	20	26	31	32
Operating margin	(25)%	(37)%	(34)%	(24)%	(8)%	Others	25	118	122	126	130
Net profit margin	(26)%	(341)%	(71)%	(16)%	(4)%	Total non-current assets	103	459	731	1,038	1,344
Returns						Total assets	1,312	3,952	3,934	5,828	6,792
ROE	(10)%	(121)%	(28)%	(8)%	(3)%	Short-term borrowings	0	0	0	0	0
ROA	(8)%	(93)%	(20)%	(5)%	(2)%	Accounts payable	55	77	216	352	580
Stability						Other current liabilities	111	815	928	1,193	1,541
Gross debt/equity	0.2x	0.3x	0.4x	0.5x	0.9x	Total current liabilities	167	892	1,144	1,545	2,122
Cash Flow Interest Coverage	n.m.	n.m.	n.m.	n.m.	6x	Long-term debt	0	0	0	500	1,000
Current Ratio	7.3x	3.9x	2.8x	3.1x	2.6x	Other liabilities	8	10	12	15	17
Quick Ratio	6.4x	3.5x	2.3x	2.7x	2.2x	Total non-current liabilities	8	10	12	515	1,017
Net debt to equity	Net cash	Net cash	Net cash	Net cash	Net cash	Total liabilities	175	903	1,157	2,060	3,138
<i>Note *: "n.m." means related ratio is not meaningful for non-profitable years.</i>						Paid-in capital	1,194	0	0	0	0
Profit & Loss (Rmb mn)						Retained earnings	(57)	(2,491)	(3,263)	(3,527)	(3,642)
Total revenue	416	721	1,088	1,686	2,774	Capital adjustment	0	5,541	6,041	7,295	7,295
Cost of sales	177	339	674	1,099	1,814	Shareholders' equity	1,137	3,050	2,778	3,768	3,654
Gross profit	239	382	414	587	961	Total liabilities & shareholders' equity	1,312	3,952	3,934	5,828	6,792
Total operating expenses	341	647	785	988	1,175	Cash Flow (Rmb mn)					
Operating profit	(102)	(265)	(371)	(401)	(214)	Net profit	(107)	(245)	(272)	(264)	(115)
Net other Non-op. income (Loss)	(27)	(13)	28	0	0	Depreciation & amortisation	19	28	52	84	125
Net interest income (expense)	21	33	71	137	100	Change in working capital	(297)	(89)	62	38	174
Pre-tax profit	(107)	(246)	(272)	(264)	(115)	Others	33	77	65	72	77
Extraordinaries, net of taxes	0	0	0	0	0	Cash flow from operations	(352)	(228)	(92)	(71)	262
Taxation & Minority interest	0	(2,210)	(500)	0	0	Cash flow from investing activities	179	(1,980)	717	(94)	(803)
Net income to ord equity	(107)	(2,456)	(772)	(264)	(115)	Cash flow from financing activities	317	2,401	(63)	1,685	425
						Total cash generated	144	193	561	1,521	(116)
						Free cash flow	(418)	(448)	(397)	(442)	(149)

来源: Bloomberg, HTI 预测

APPENDIX 1

Summary

- Hesai Tech raised \$190mn in its IPO, with its newest market cap reaching \$2.82bn.** On Feb 9, Hesai Technology listed on Nasdaq at an issuance price of US\$19 per share, issued a total of 10mn American Depositary Receipts (ADS), and raised US\$190mn, becoming the "first Chinese LiDAR stock ". The company's latest total market value reached \$2.82bn, surpassing the overseas leader Luminar (market value of \$2.23bn, both based on the closing price on February 13) and topping the market value list of US stock lidar companies. Founded in 2014, the company started with a laser gas telemetry system in the early days of its business. In 2016, it shifted its business focus to LiDAR, focusing on autonomous driving and ADAS applications and gradually expanding to the field of robotics. Its product offering covers short, medium, and long-distance mechanical LiDAR and auto-grade semi-solid-state LiDAR, with a cumulative delivery of more than 100K units by the end of 2022, with a market share of 60% in AD market.
- ADAS to become the next growth driver for Hesai; we expect its overall ADAS LiDAR shipments in China to reach 200K/600K units in 2023/2024, respectively.** According to Yole's prediction, the global automotive ADAS LiDAR market will usher in rapid growth in the next five years, and the market size will increase from US\$38mn in 2021 to US\$2bn in 2027, with a CAGR of 94%, becoming the largest application field in the radar industry. More than 90% of the company's revenue comes from the sales of LiDAR hardware products, including the Pandar series and QT series used in the autonomous driving, the AT128 used in passenger car ADAS, and the XT series developed for the service robot market. With the large-scale delivery of AT128, the leading auto-grade product, in July 22, the proportion of the company's ADAS revenue has risen rapidly, accounting for 22% of the annual revenue.
- Target market cap is \$5.1bn, initiate with an "Outperform" rating.** Since none of LiDAR companies is yet profitable, the market mainly focuses on revenue growth and orders from existing car OEMs and uses the PS ratio for relative valuation. We reasonably predict that the company's revenue in 22-24 will be 1.09/1.69/2.77bn, respectively. Considering Luminar's 2023 PS = 19.1X, we assign the company a 21.0X 2023 PS ratio to reflect: 1) the company's leading position in the field of autonomous driving and, 2) the shipment of ADAS products has entered an explosive trend with the release of important car models of downstream customers, corresponding to a target market cap of US\$5.1bn (USD/RMB exchange rate: 7.0) and a TP of US\$40.3 per share.
- Risks:** 1) Underperformance of Auto LiDAR business; 2) Over-competition; 3) Major technology change in LiDAR sector.

附录 APPENDIX

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Haitong has received compensation in the past 12 months for products or services other than investment banking from 交银国际信托有限公司,交银国际信托有限公司-交银国信·交银理财 1 号单一资金信托,交银国际信托有限公司-交银国信·聚通稳健 1 号集合资金信托计划,交银国际信托有限公司-武汉农商行组合投资单一资金信托,交银国际证券有限公司,上海汽车集团金控管理有限公司 and 江西一诺新材料有限公司.

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分析师股票评级

优于大市，未来 12-18 个月内预期相对基准指数涨幅在 10%以上，基准定义如下

中性，未来 12-18 个月内预期相对基准指数变化不大，基准定义如下。根据 FINRA/NYSE 的评级分布规则，我们会将中性评级划入持有这一类别。

弱于大市，未来 12-18 个月内预期相对基准指数跌幅在 10%以上，基准定义如下

各地股票基准指数：日本 - TOPIX, 韩国 - KOSPI, 台湾 - TAIEX, 印度 - Nifty100, 美国 - SP500; 其他所有中国概念股 - MSCI China.

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Analyst Stock Ratings

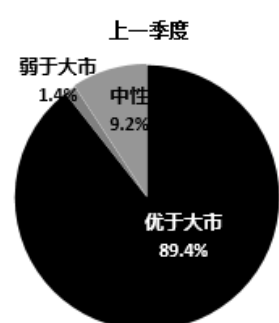
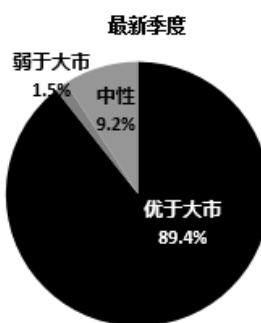
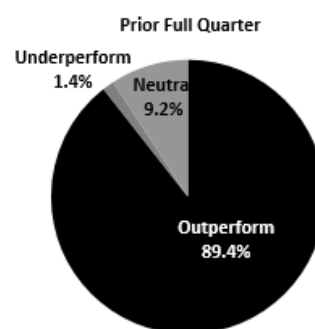
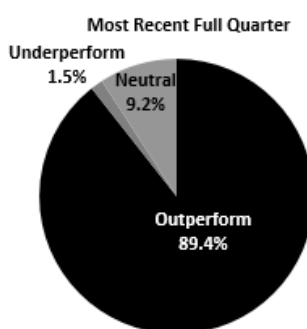
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Neutral: The stock's total return over the next 12-18 months is expected to be in line with the return of its relevant broad market benchmark, as indicated below. For purposes only of FINRA/NYSE ratings distribution rules, our Neutral rating falls into a hold rating category.

Underperform: The stock's total return over the next 12-18 months is expected to be below the return of its relevant broad market benchmark, as indicated below.

Benchmarks for each stock's listed region are as follows: Japan - TOPIX, Korea - KOSPI, Taiwan - TAIEX, India - Nifty100, US - SP500; for all other China-concept stocks - MSCI China.

评级分布 Rating Distribution



截至 2022 年 12 月 31 日海通国际股票研究评级分布

	优于大市	中性 (持有)	弱于大市
海通国际股票研究覆盖率	89.4%	9.2%	1.5%
投资银行客户*	5.2%	7.3%	8.3%

*在每个评级类别里投资银行客户所占的百分比。

上述分布中的买入，中性和卖出分别对应我们当前优于大市，中性和落后大市评级。

只有根据 FINRA/NYSE 的评级分布规则，我们才将中性评级划入持有这一类别。请注意在上表中不包含非评级的股票。

此前的评级系统定义（直至 2020 年 6 月 30 日）：

买入，未来 12-18 个月内预期相对基准指数涨幅在 10%以上，基准定义如下

中性，未来 12-18 个月内预期相对基准指数变化不大，基准定义如下。根据 FINRA/NYSE 的评级分布规则，我们会将中性评级划入持有这一类别。

卖出，未来 12-18 个月内预期相对基准指数跌幅在 10%以上，基准定义如下

各地股票基准指数：日本 – TOPIX, 韩国 – KOSPI, 台湾 – TAIEX, 印度 – Nifty100; 其他所有中国概念股 – MSCI China.

Haitong International Equity Research Ratings Distribution, as of Dec 31, 2022

	Outperform	Neutral (hold)	Underperform
HTI Equity Research Coverage	89.4%	9.2%	1.5%
IB clients*	5.2%	7.3%	8.3%

*Percentage of investment banking clients in each rating category.

BUY, Neutral, and SELL in the above distribution correspond to our current ratings of Outperform, Neutral, and Underperform.

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NEUTRAL: The stock's total return over the next 12-18 months is expected to be in line with the return of its relevant broad market benchmark, as indicated below. For purposes only of FINRA/NYSE ratings distribution rules, our Neutral rating falls into a hold rating category.

SELL: The stock's total return over the next 12-18 months is expected to be below the return of its relevant broad market benchmark, as indicated below.

Benchmarks for each stock's listed region are as follows: Japan – TOPIX, Korea – KOSPI, Taiwan – TAIEX, India – Nifty100; for all other China-concept stocks – MSCI China.

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