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Qantas chief says shareholders 'better off in the bank'

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Qantas has reported a \$250 million profit just a week after announcing plans to lay off 1,000 workers.

The airline has doubled its statutory net profit since last year, despite natural disasters wiping \$224 million from its result.

The company posted an underlying before-tax profit of more than \$550 million, which is up almost 50 per cent on last year.

The Pilots Association's vice-president Captain Richard Woodward says the result sits uncomfortably with last week's job cuts.

"All our members are very concerned that a company that makes more than half a billion dollars before tax is getting rid of a thousand frontline workers," he said.

"We'd need to be convinced that the company is in as much trouble as Alan Joyce is saying."

However, while half a billion dollars may sound like a lot of money, Qantas chief executive Alan Joyce says the airline's profit is well short of where it needs to be to justify the investment from its shareholders.

"To put it in context, you know, we're a \$15 billion business and we're making \$550 million," he observed.

"I know that's a lot of money in a lot of people's books but for a \$15 billion business that represents less than a 4 per cent return.

"So our shareholders and other investors would be better off putting the money in the bank, because that doesn't give you sufficient returns."

Mr Joyce says the airline also faces substantial costs in buying new aircraft to update its fleet, something he says is essential to improve fuel efficiency, maintain safety standards and compete with other airlines that operate new aircraft.

"We have \$2.5 billion roughly for the last year and this year that we are spending on fleet, and the best analogy I've been using - it's like taking your own private financing and saying you've got \$500 coming in and then you've got this burden of \$2,500 in terms of your mortgage or your rent," he explained.

"You know eventually if your cashflow doesn't cover the fleet that you're acquiring that you either have to stop ordering the aircraft or you get your profitability up to be able to afford the aircraft."

Fund manager Roger Montgomery agrees that Qantas currently does not offer anywhere near a competitive investment return.

"You're basing the cost of running the planes on how much you paid for them 20 years ago," he said.

"The new planes that Alan Joyce is referring to are significantly more expensive, but the profit and loss statement doesn't account for that additional expense to replace those planes.



PHOTO: [Qantas says its restructure is necessary to boost profits to a commercially acceptable level.](#)

AUDIO: [Qantas says profits not enough to cover cost of planes](#) (The World Today)

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"The real profit that Qantas makes - its economic profit - would be much, much lower than its reported accounting profit, in fact it would be a significant loss. So Alan Joyce is absolutely right."

Years of poor returns have seen the airline's share price slump from above \$2 when it was privatised in the mid-1990s, to lows of \$1.42 during the financial crisis and again in recent weeks.

The airline hit highs above \$6 when a private equity consortium launched an \$11 billion takeover attempt just before the financial crisis.

Roger Montgomery says the current lows in the share price have seen rumours in the market that Qantas may be the target of a much lower offer than the previous buy-out bid.

"With the share price trading below the value of its assets in a liquidation, provided there was a way around the Qantas Sale Act - and a remember takeover bid has previously been made for Qantas at over \$5, so if there was a way around the Qantas Sale Act, and I suspect there is - and a hub could be launched in Asia, then a discount to net tangible assets it might be just enough to tempt them [private equity or another airline] to make a bid for the company," he added.

However, Alan Joyce says the airline has not received any offers.

"We've not formally or informally been approached by any private equity takeover bid, so we can only regard it as just market speculation," he said.

The Federal Government declined to answer questions on whether it had heard talk of a potential Qantas takeover bid.

However, it has been on the front foot saying it would strictly enforce the majority Australian ownership provisions in the Qantas Sale Act.

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