

TARGET

Intelligence Report

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**APOLLO FUTURE MOBILITY GROUP LTD
ONE HAS TO PONDER:
WHAT SHALL BE THE FUTURE FOR THIS COMPANY ?**

Will The New 'Brooms' Be Able To Sweep Clean ?

With regard to the four Financial Years, ended September 30, 2021, Apollo Future Mobility Group Ltd (Apollo 智慧出行集團有限公司) (Code: 860, Main Board, The Stock Exchange of Hongkong Ltd) suffered consecutive losses, aggregating \$HK1,448,382,000.00.

Lo and behold! In respect of the 15 months, ended December 31, 2022, Senior Management of the Company announced a Net Profit Attributable To Shareholders of \$HK266,359,000.00.

As at August 22, 2022, Management announced that the Financial Year had been changed, from September 30 to December 31.

For shocks to one's socks in respect of the financial situation of this Company, please refer to the '**CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS**' found at the Interim Results 2023 of the Company in one of the final parts of this financial analysis.

And, on scanning the full extent of that which has been presented to **TARGET(泰達財經)** Subscribers, there is, by innuendo, yet another shock!

**THE BUSINESS OF
APOLLO FUTURE MOBILITY GROUP LTD**

At Page 97 of the 2022 Annual Report of Apollo Future Mobility Group Ltd (**AFMG**), one was apprised as to the '**CORPORATE AND GROUP INFORMATION**' as follows:

'Apollo Future Mobility Group Limited was incorporated in the Cayman Islands as an exempted company with limited liability. The address of the registered office of the Company is Cricket Square, Hutchins Drive, P.O. Box 2681, Grand Cayman, KY1-1111, Cayman Islands and its principal place of business in Hong Kong is located at Units 2001-2002, 20/F, Li

Po Chun Chambers, 189 Des Voeux Road Central, Sheung Wan, Hong Kong.

‘During the period, the Company and its subsidiaries (collectively referred to as the “Group”) were involved in the following principal activities:

- *designing, developing, manufacturing and sales of high performance hypercars and provision of mobility technology solutions;*
- *retailing and wholesale of jewellery products, watches and other commodities; and*
- *money lending.’*

The Company’s entire Issued and Fully Paid-Up Share Capital was listed on the premier equity market of the **Hongkong Special Administrative Region (HKSAR)** of the **People’s Republic of China (PRC)** on or about September 3, 2002.

At Pages Three through to Nine of the 2022 Annual Report of the Company, Mr Eric Ho King Fung (何敬豐), the (then) Chairman of the Board of Directors of the Company, took the trouble to pen his Annual Statement to Shareholders.

He recorded his penmanship as follows:

‘INDUSTRY OVERVIEW

‘Automobile market

‘New Energy Vehicles

‘In light of high oil prices, favorable policy support and increasing number of electric vehicles (“EV(s)”) models, global EV sales remained strong during the Period with 10.5 million new Battery Electric Vehicles (“BEV(s)”) and Plug-in Hybrid Electric Vehicles (“PHEV(s)”) delivered globally in 2022, representing a 55% year-on-year increase compared to 2021, according to industry database EV Volumes. Among the countries, ASEAN countries continued their strong recovery following the COVID-19 pandemic. With the People’s Republic of China (the “PRC” or “China”) being the largest EV market and EV production base, approximately 59% of global EV sales and 64% of global production volume of EV was contributed by the country in 2022. The BEV and PHEV sales in China increased by an 82% year-on-year reaching over 6.1 million, outperforming the overall auto markets.

‘The expiry of the yearslong financial subsidies offered by the Chinese government to EV makers at the end of December 2022 has driven the automakers to adapt their cost and marketing strategies for sustainable growth. It is expected that the subsidies withdrawal would optimize the EV industry development by gradually transitioning to be more market driven. Meanwhile, some other policies are expected to continue to promote the industry development. During the Period, the Chinese government announced the extension of vehicle purchase tax exemption on eligible

new energy vehicle (“NEV(s)”) models until the end of 2023, which was initially set to cease at the end of 2022. The NEV industry is expected to keep growing as the Chinese government maintains its ambition on green economy goals.

‘Hypercar

‘SNS Insider, a market research and insight firm, estimates that the hypercar market, which had a value of US\$17.45 billion at the end of 2022, will grow at a compound annual growth rate (“CAGR”) of 10.5% between 2023 and 2030, reaching US\$31.78 billion by 2030. Increasing demand for high-performance automobiles and for luxurious experiences are major factors that continue to drive the growth of the hypercar industry. Hypercars are mostly limited in quantity and edition, with only a few hundred units or less produced each year. The increasing demand for high-performance and luxury experience, introduction of electric technologies as well as other cutting-edge design and technology advances are anticipated to propel the growth of the hypercar industry in the coming years.

‘High-end vehicles and luxury vehicles

‘According to Expert Market Research, the value of world’s luxury automobile market reached US\$461.24 billion in 2022. By 2028, the market is projected to have grown at a CAGR of 4.90%, reaching US\$614.59 billion in value. During the forecast period of 2023-2028, Asia Pacific, notably China ... [CLICK TO ORDER FULL ARTICLE](#)

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