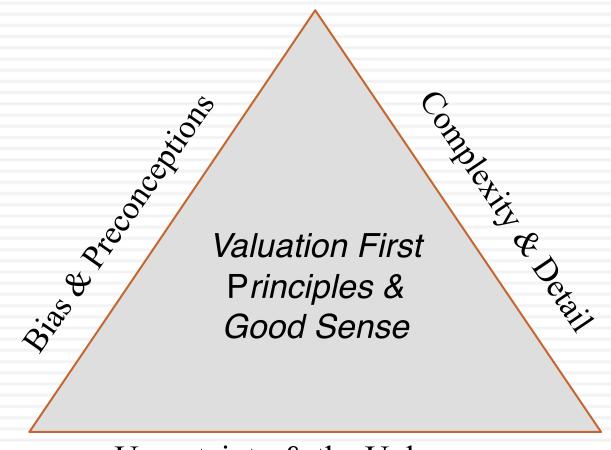
NUMBERS AND NARRATIVE: MODELING, STORY TELLING AND INVESTING

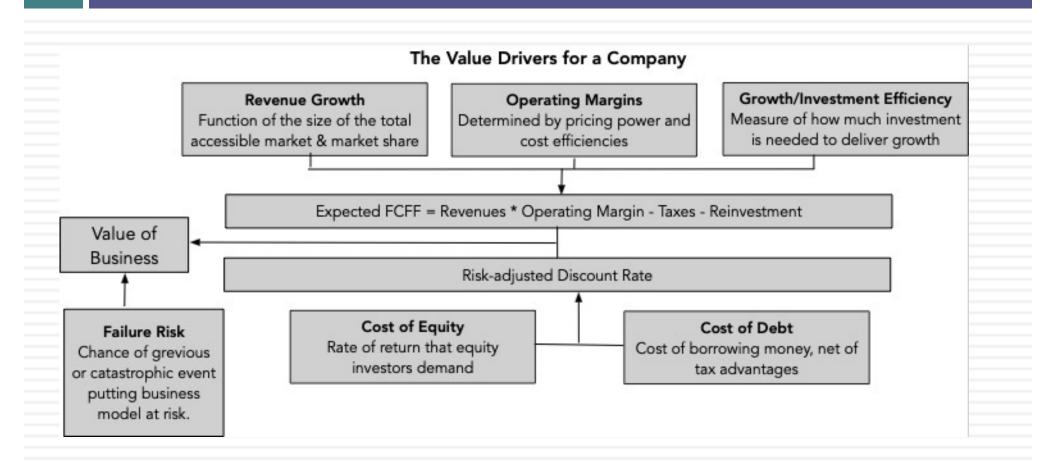
Aswath Damodaran

The Bermuda Triangle of Valuation



Uncertainty & the Unknown

Value: The Drivers

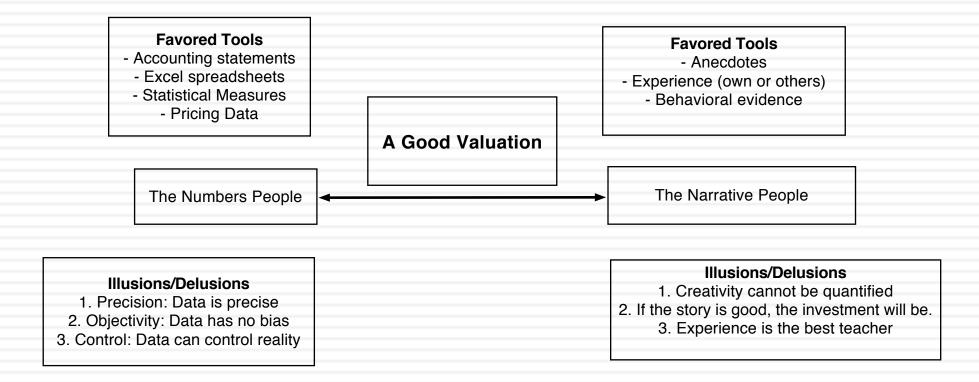


What are you?

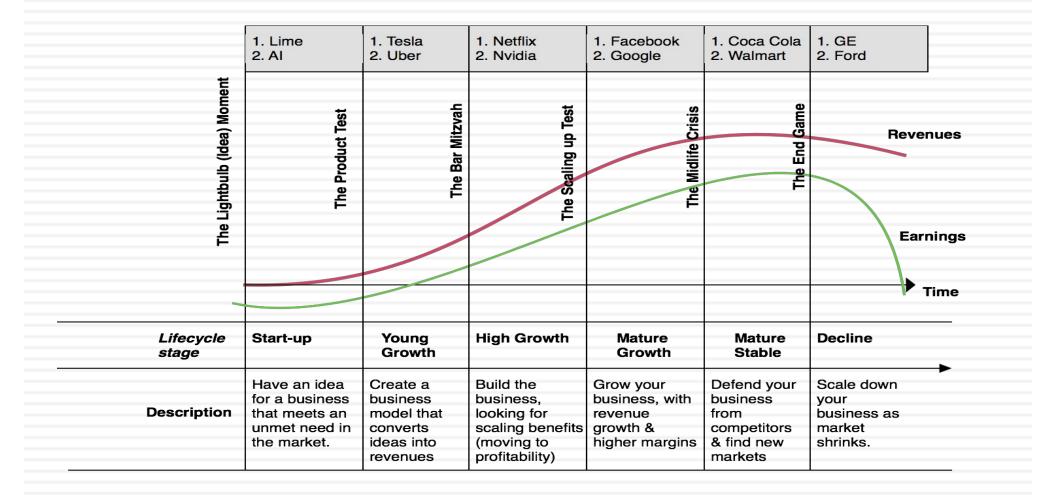
If you were asked to categorize yourself, would you more naturally think of yourself as a

- a) Numbers Person
- b) Story Person
- c) Not sure
- When did you make this decision and how has it affected your educational and career choices?
- At your current job or position, do you find yourself hanging out with people who are like you (in inclination and training)?

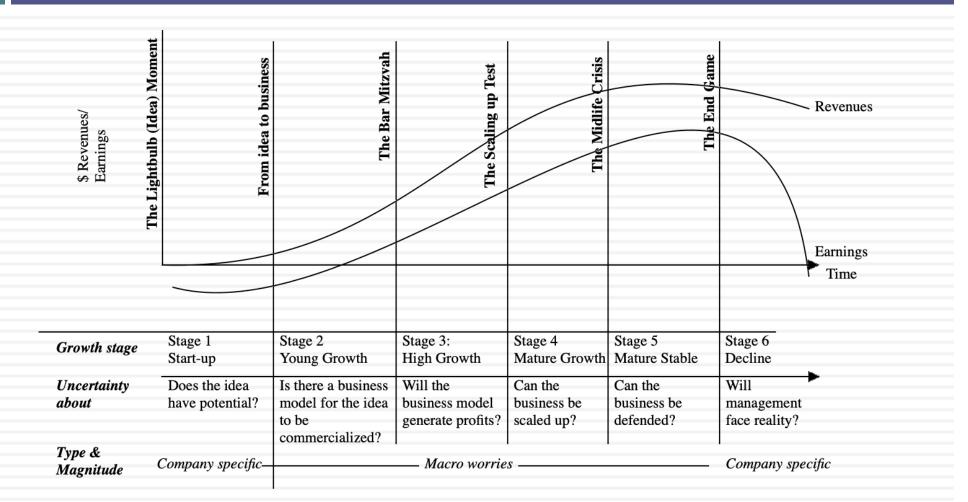
Bridging the Gap



The Corporate Life Cycle

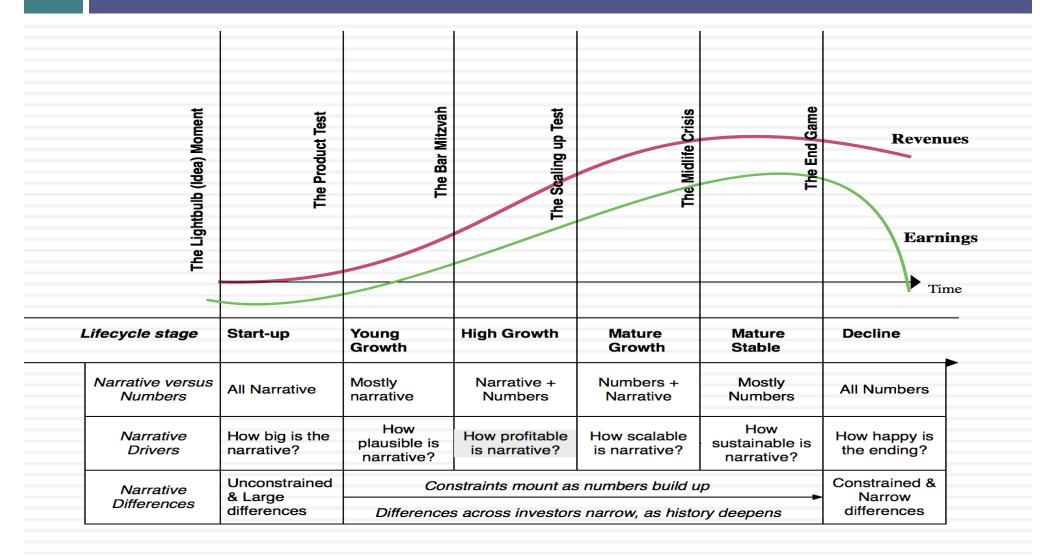


A Life Cycle View of Uncertainty

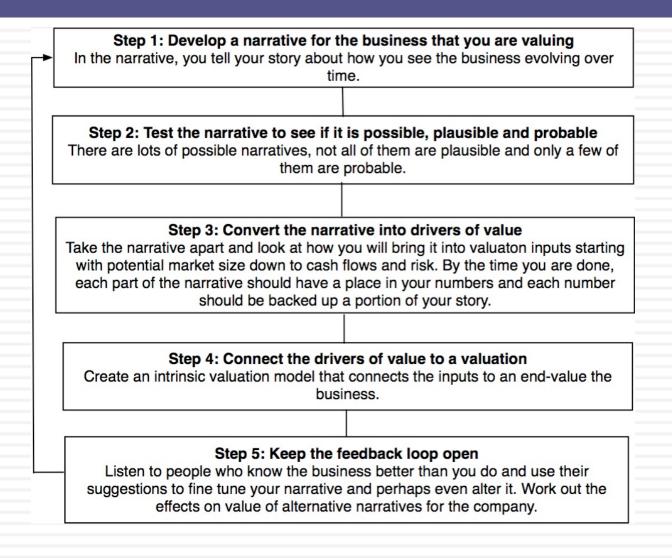


7

In value, the emphasis shifts as well, from narrative to numbers...



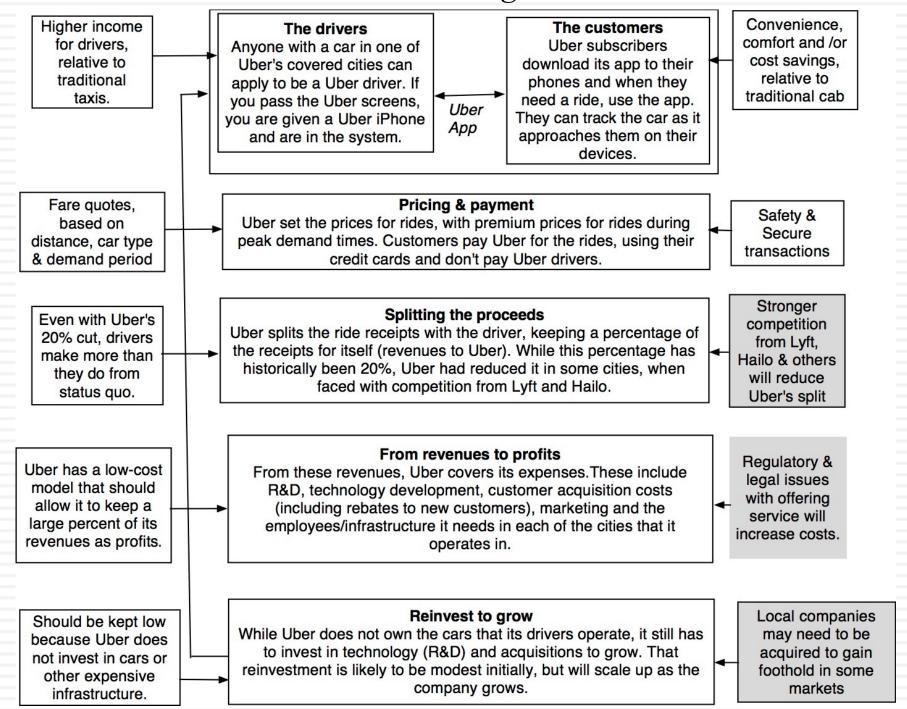
The Steps



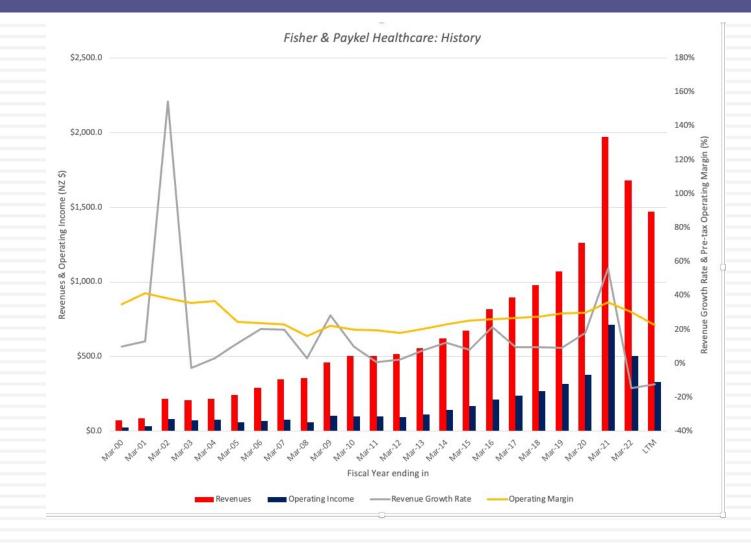
Step 1a: Survey the landscape

- Every valuation starts with a narrative, a story that you see unfolding for your company in the future.
- In developing this narrative, you will be making assessments of
 - Your company (its products, its management and its history.
 - The market or markets that you see it growing in.
 - The competition it faces and will face.
 - The macro environment in which it operates.

Understanding Uber in 2014



Fisher & Paykel Healthcare: History



Step 1b: Create a narrative for the future

- Every valuation starts with a narrative, a story that you see unfolding for your company in the future.
- In developing this narrative, you will be making assessments of your company (its products, its management), the market or markets that you see it growing in, the competition it faces and will face and the macro environment in which it operates.
 - Rule 1: Keep it simple.
 - Rule 2: Keep it focused.

The Uber Narrative: An Urban, Car Service disruptor

In June 2014, my initial narrative for Uber was that it would be

- 1. <u>An urban car service business</u>: I saw Uber primarily as a force in urban areas and only in the car service business.
- 2. Which <u>would expand the business moderately (about 40%</u> over ten years) by bringing in new users.
- 3. <u>With local networking benefits</u>: If Uber becomes large enough in any city, it will quickly become larger, but that will be of little help when it enters a new city.
- 4. Maintain its revenue sharing (20%) system due to strong <u>competitive advantages</u> (from being a first mover).
- 5. And its existing low-capital business model, with drivers as contractors and very little investment in infrastructure.

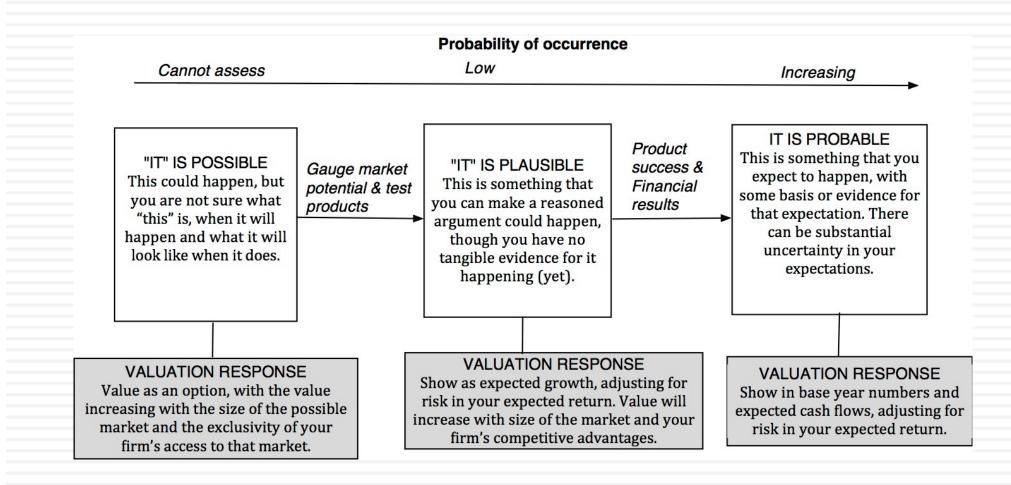
The Fisher Paykel Narrative

- If there is one thing that jumps out from the company's history, it is its consistency in delivering moderate revenue growth (roughly 10%) and high operating margins (25-30%) over long periods.
- It also operates in a sector with moderate revenue growth and solid operating margins, with customers (hospitals, doctors, health insurance) who tend to be sticky (once they have product preferences, they are reluctant to change.

In my Fisher Paykel story,

- I would assume the status quo for the near term (next 5 years), with continued revenue growth and sustained margins.
- In the long term, the pricing pressures will build on health care (especially in the most lucrative market, the US) and margins will shrink.

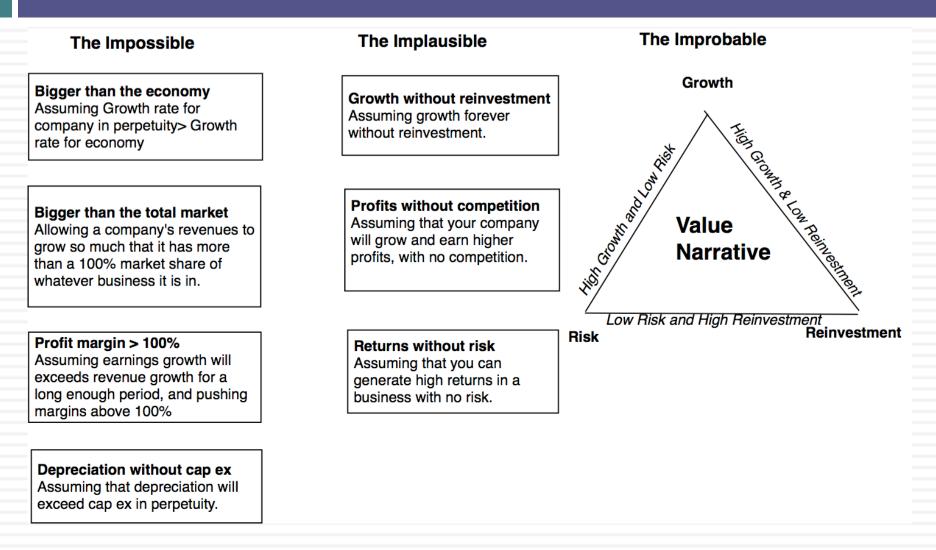
Step 2: Check the narrative against history, economic first principles & common sense



Aswath Damodaran

16

The Impossible, The Implausible and the Improbable



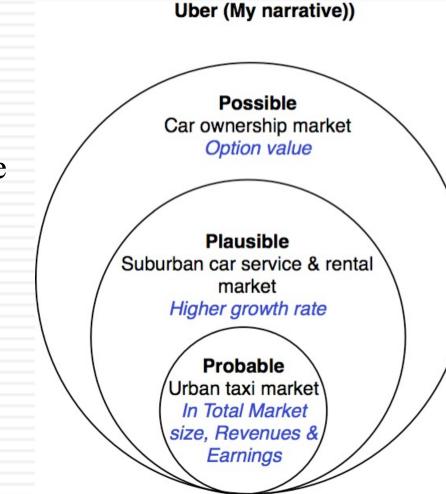
The Improbable: Willy Wonkitis

Tesla: Summary 15-year DCF Analysis (DCF valuation as of mid-year 2013)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 202
Unit Volume	24,298	36,883	64,684	86,713	149,869	214,841	291,861	384,747	466,559	550,398	643,850	726,655	820,645	922,481	1,034,215	1,137,78
% Growth		52%	75%	34%	73%	43%	36%	32%	21%	18%	17%	13%	13%	12%	12%	10
Automotive Revenue Per Unit (\$)	93,403	85,342	83,432	78,932	65,465	58,258	56,407	55,553	55,991	56,586	56,969	57,540	58,138	58,603	59,002	59,55
% Growth		-9%	-2%	-5%	-17%	-11%	-3%	-2%	1%	1%	1%	1%	1%	1%	196	19
Automotive Sales	2,462	3,321	5,613	7,051	10,025	12,720	16,685	21,595	26,347	31,357	36,897	42,022	47,949	54,283	61,221	67,980
Development Service Sales	16	40	42	44	46	49	51	54	56	59	62	65	68	72	75	79
Total Sales	2,478	3,361	5,655	7,095	10,072	12,768	16,736	21,648	26,403	31,416	36,959	42,087	48,017	54,355	61,296	68,059
% Growth	ford of schools	36%	68%	25%	42%	27%	31%	29%	22%	19%	18%	14%	14%	13%	13%	119
EBITDA	148	417	920	1,042	1,586	2,150	3,138	4,066	4,857	5,723	6,328	7,182	8,144	9,688	10,874	12,099
% Margin	6.0%	12.4%	16.3%	14.7%	15.7%	16.8%	18.7%	18.8%	18.4%	18.2%	17.1%	17.1%	17.0%	17.8%	17.7%	17.89
D&A	103	158	172	203	301	353	389	537	606	696	811	938	1,088	1,260	1,451	1,661
% of Capex	4196	79%	55%	65%	62%	69%	78%	86%	79%	77%	75%	76%	76%	76%	76%	779
EBIT	45	259	748	839	1,285	1,796	2,749	3,529	4,252	5,027	5,517	6,244	7,056	8,429	9,423	10,439
% Margin	1.8%	7.7%	13.2%	11.8%	12.8%	14.1%	16.4%	16.3%	16.1%	16.0%	14.9%	14.8%	14.7%	15.5%	15.4%	15.39
Net Interest Income (Expense)	(27)	(1)	9	33	47	90	108	155	199	278	358	445	542	651	784	934
Other Income	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pretax Income	46	258	758	872	1,332	1,886	2,857	3,684	4,451	5,305	5,875	6,688	7,598	9,080	10,207	11,373
Income Taxes	3	2	14	34	86	262	462	641	807	1,003	1,134	1,317	1,470	1,761	2,028	2,323
% Effective Rate	6%	1%	2%	4%	6%	14%	16%	17%	18%	19%	19%	20%	1996	19%	20%	20%
NetIncome	44	256	744	839	1,246	1,624	2,395	3,043	3,644	4,303	4,741	5,372	6,128	7,319	8,179	9,050
Plus																
After-tax Interest Expense (Income)	27	1	(9)	(33)	(47)	(90)	(108)	(154)	(199)	(278)	(357)	(444)	(541)	(650)	(782)	(932
Depreciation of PP&E	103	158	172	203	301	353	389	537	606	696	811	938	1,088	1,260	1,451	1,661
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Less																
Change in Working Capital	(155)	(14)	(157)	(167)	(172)	(325)	(163)	(81)	(28)	(299)	(356)	(328)	(219)	(329)	(365)	(376
% of Change in Sales		-2%	-7%	-12%	-6%	-12%	-4%	-2%	-1%	-6%	-6%	-6%	-4%	-5%	-5%	-6%
Capital Expenditures	250	200	312	312	486	510	497	623	765	906	1,078	1,236	1,437	1,660	1,898	2,149
% of Sales	1096	6%	6%	4%	556	4%	3%	3%	3%	3%	3%	3%	3%	3%	396	39
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unlevered Free Cash Flow	78	229	750	863	1,186	1,702	2,343	2,884	3,314	4,113	4,472	4,959	5,456	6,597	7,315	8,005
													EBITDA			12,099
													Sales			68,059
													Net Debt (Cas	(d)		(260
													Tesla Diluted			142
													Com Dilates	Crimine a		
Exit EBITDA High							12.0	(Exit PPG Hig		5.0%	F	Exit P/Sales H	liah	180%	
Exit EBITDA Low							8.0 1		Exit PPG Low		3.0%		Exit P/Sales L		130%	
							Discount Rat		13.0%		Y Month of			Beginning of t		
							Discount Rag	e Low	9.0%		Month of FY	End	12.0 (8	End of this Mo	onth)	

Uber: Possible, Plausible and Probable

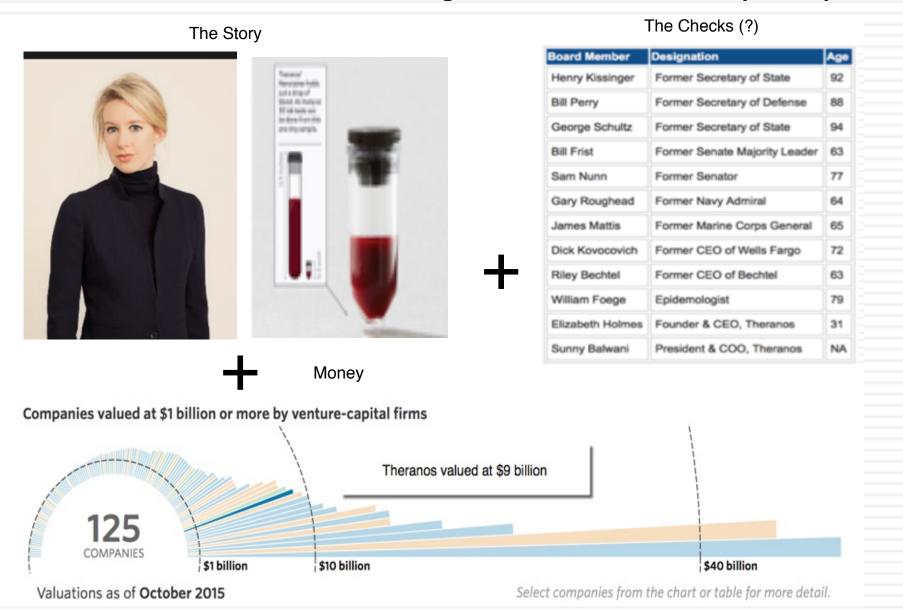
The larger & more ambitious your story, the more onus there is on you to show that it is possible, plausible & probable.



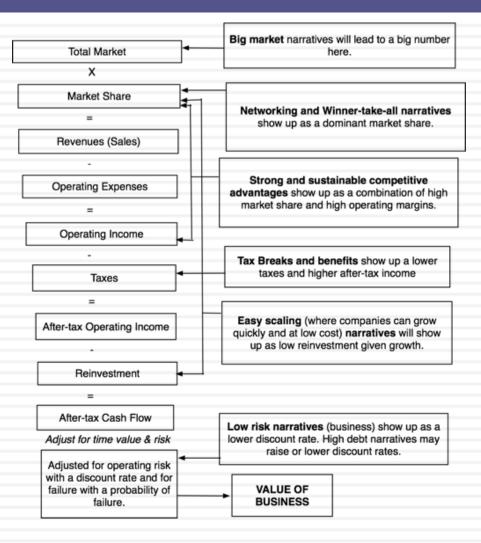
The Runaway Story: When you want a story to be true...

- With a runaway business story, you usually have three ingredients:
 - 1. <u>Charismatic, likeable Narrator</u>: The narrator of the business story is someone that you want to see succeed, either because you like the narrator or because he/she will be a good role model.
 - <u>Telling a story about disrupting a much business, where you dislike the status quo</u>: The status quo in the business that the story is disrupting is dissatisfying (to everyone involved)>
 - 3. <u>With a societal benefit as bonus</u>: And if the story holds, society and humanity will benefit.
- Since you want this story to work out, you stop asking questions, because the answers may put the story at risk.

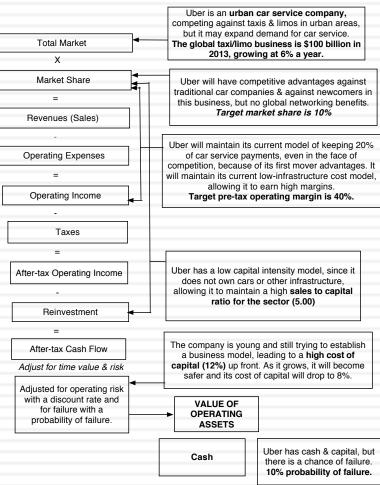
The Impossible: The Runaway Story



Step 4a: Connect your narrative to key drivers of value



Uber: Story to Numbers



The Uber narrative (June 2014)

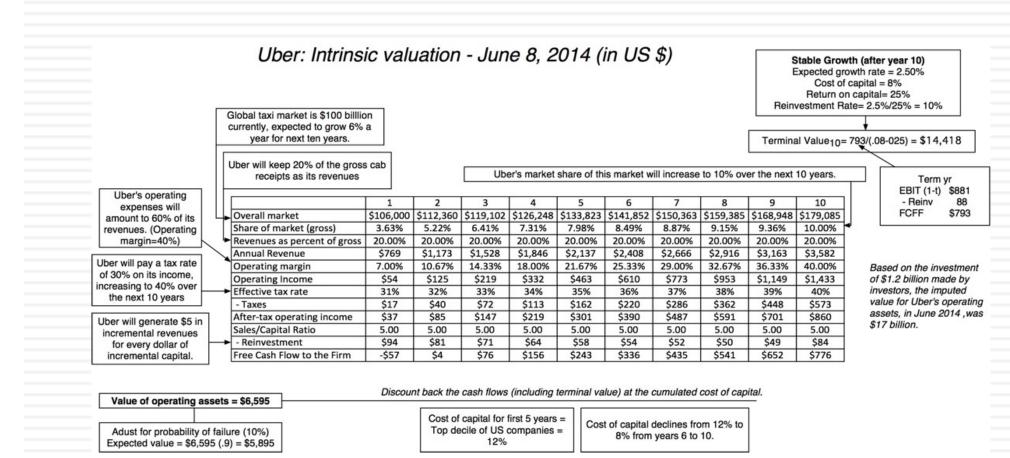
F&P Healthcare: Story to Numbers

Consistency, with a COVID Boost

F&P healthcare has been a model of consistency over its lifetime, delivering revenue growth rate of about 10% and sustaining operating margins of 25-30% over much of its life. We will assume that the company will preserve this consistency, but that over time, its growth will start to scale down and changes in health care practices (especially in the US) will push margins down. Finally, the company has already done the bulk of teh investing it needs to make for growth in the next 5 years, but will eventually have to get back to reinvesting at superior industry levels (in R&D and more traditional cap ex)

The Assumptions							
	Base year	Next year	Years 2-5	Years 6-10	After year 10	Link to story	
Revenues (a)	\$1,472.30	10.0%	10.00% —		4.17%	Maintain historical growth	
						Sustain margins for near term, but competitive pressures & changes in the health care business will push margins	
Operating margin (b)	25.24%	25.0%			23.00%	down.	
Tax rate	20.90%		20.90%		25.00%	Global/US marginal tax rate over time	
Reinvestment (c)		5.00	5.00	1.79	34.75%	Maintined at Amazon's current level	
Return on capital	14.64%	Marginal ROIC =	37.22%		12.00%	Patents and customer stickiness	
Cost of capital (d)			11.15% -	,	9.61%	Moves to median cost of capital over time	

Step 4b: Value the company (Uber)



Value F&P Healthcare

			The	Cash Flows		
	Revenues	Operating Margin	EBIT	EBIT (1-t)	Reinvestment	FCFF
1	\$1,619.53	25.00%	\$404.88	\$320.26	\$32.39	\$287.87
2	\$1,781.48	24.60%	\$438.24	\$346.65	\$35.63	\$311.02
3	\$1,959.63	24.40%	\$478.15	\$378.22	\$39.19	\$339.02
4	\$2,155.59	24.20%	\$521.65	\$412.63	\$43.11	\$369.52
5	\$2,371.15	24.00%	\$569.08	\$450.14	\$117.02	\$333.12
6	\$2,580.62	23.80%	\$614.19	\$480.79	\$110.55	\$370.24
7	\$2,778.50	23.60%	\$655.73	\$507.93	\$100.93	\$407.00
8	\$2,959.16	23.40%	\$692.44	\$530.69	\$88.21	\$442.48
9	\$3,117.06	23.20%	\$723.16	\$548.30	\$72.62	\$475.68
10	\$3,247.04	23.00%	\$746.82	\$560.12	\$75.64	\$484.47
Terminal year	\$3,382.45	23.00%	\$777.96	\$583.47	\$202.76	\$380.72
			Т	he Value		
Terminal value			\$6,998.45			
PV(Terminal value)			\$2,535.32			
PV (CF over next 10 year	s)		\$2,146.29			
Value of operating asset	s =		\$4,681.61			
Adjustment for distress			\$0.00		Probability of failure =	0.00%
- Debt & Minority Interests			\$167.70			
+ Cash & Other Non-operating assets			\$69.80			
Value of equity			\$4,583.71			
- Value of equity options			\$0.00			
Number of shares			577.40			
Value per share			\$7.94		Stock was trading at =	\$27.04

Step 5: Keep the feedback loop open

- When you tell a story about a company (either explicitly or implicitly), it is natural to feel attached to that story and to defend it against all attacks. Nothing can destroy an investor more than hubris.
- Being open to other views about a company is not easy, but here are some suggestions that may help:
 - Face up to the uncertainty in your own estimates of value.
 - Present the valuation to people who don't think like you do.
 - Create a process where people who disagree with you the most have a say.
 - Provide a structure where the criticisms can be specific and pointed, rather than general.

The Uber Feedback Loop: Bill Gurley

- <u>Not just car service company.</u>: Uber is a car company, not just a car service company, and there may be a day when consumers will subscribe to a Uber service, rather than own their own cars. It could also expand into logistics, i.e., moving and transportation businesses.
 - <u>Not just urban</u>: Uber can create new demands for car service in parts of the country where taxis are not used (suburbia, small towns).
 - <u>3.</u> <u>Global networking benefits</u>: By linking with technology and credit card companies, Uber can have global networking benefits.

28

Valuing Bill Gurley's Uber narrative

	Uber (Gurley)	Uber (Gurley Mod)	Uber (Damodaran)
Narrative	Uber will expand the car service	Uber will expand the car service	Uber will expand the car service
	market substantially, bringing in	market substantially, bringing in	market moderately, primarily in
	mass transit users & non-users	mass transit users & non-users from	urban environments, and use its
	from the suburbs into the market,	the suburbs into the market, and use	competitive advantages to get a
	and use its networking advantage	its networking advantage to gain a	significant but not dominant
	to gain a dominant market share,	dominant market share, while	market share and maintain its
	while maintaining its revenue slice	cutting prices and margins (to 10%).	revenue slice at 20%.
	at 20%.		
Total	\$300 billion, growing at 3% a year	\$300 billion, growing at 3% a year	\$100 billion, growing at 6% a year
Market			
Market	40%	40%	10%
Share			
Uber's	20%	10%	20%
revenue			
slice			
Value for	\$53.4 billion + Option value of	\$28.7 billion + Option value of	\$5.9 billion + Option value of
Uber	entering car ownership market (\$10 billion+)	entering car ownership market (\$6 billion+)	entering car ownership market (\$2- 3 billion)

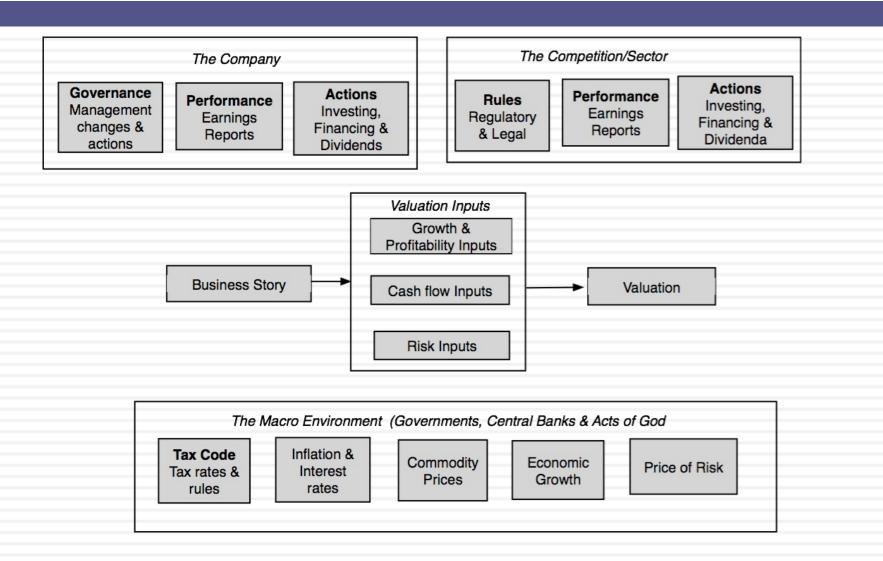
Different narratives, Different Numbers

Total Market	Growth Effect	Network Effect	Competitive Advantages	Value of Uber
A4. Mobility Services	B4. Double market size	C5. Strong global network effects	D4. Strong & Sustainable	\$90,457
A3. Logistics	B4. Double market size	C5. Strong global network effects	D4. Strong & Sustainable	\$65,158
A4. Mobility Services	B3. Increase market by 50%	C3. Strong local network effects	D3. Semi-strong	\$52,346
A2. All car service	B4. Double market size	C5. Strong global network effects	D4. Strong & Sustainable	\$47,764
A1. Urban car service	B4. Double market size	C5. Strong global network effects	D4. Strong & Sustainable	\$31,952
A3. Logistics	B3. Increase market by 50%	C3. Strong local network effects	D3. Semi-strong	\$14,321
A1. Urban car service	B3. Increase market by 50%	C3. Strong local network effects	D3. Semi-strong	\$7,127
A2. All car service	B3. Increase market by 50%	C3. Strong local network effects	D3. Semi-strong	\$4,764
A4. Mobility Services	B1. None	C1. No network effects	D1. None	\$1,888
A3. Logistics	B1. None	C1. No network effects	D1. None	\$1,417
A2. All car service	B1. None	C1. No network effects	D1. None	\$1,094
A1. Urban car service	B1. None	C1. No network effects	D1. None	\$799

What am I missing about F&P Healthcare?

- My knowledge of F&P Healthcare is paltry and based upon a peripheral and quick assessment of historical numbers and news stories about the company.
- It is possible that I have been shoddy and made a fundamental error or missed a key element of the company's story.
 - Under fundamental error, I checked to make sure that the numbers I entered were in NZ \$ and not US \$. If it had been the latter, my value per share would be about 60% higher...
 - Under story change, It is entirely possible that this remarkably consistent company has reincarnated and become high-growth engine, but the ingredients you need for this are not visible (new management team, a new patent that will deliver blockbuster results, a permanent surge in demand for a core product...)
- So, what am I missing?

Why narratives change



How narratives change

33

Narrative Break/End	Narrative Shift	Narrative Change (Expansion or Contraction)
Events, external (legal, political or economic) or internal (management, competitive, default), that can cause the narrative to break or end.	Improvement or deterioration in initial business model, changing market size, market share and/or profitability.	Unexpected entry/success in a new market or unexpected exit/failure in an existing market.
Your valuation estimates (cash flows, risk, growth & value) are no longer operative	Your valuation estimates will have to be modified to reflect the new data about the company.	Valuation estimates have to be redone with new overall market potential and characteristics.
Estimate a probability that it will occur & consequences	Monte Carlo simulations or scenario analysis	Real Options

The End

"There is no real ending. It's just the place where you stop the story."