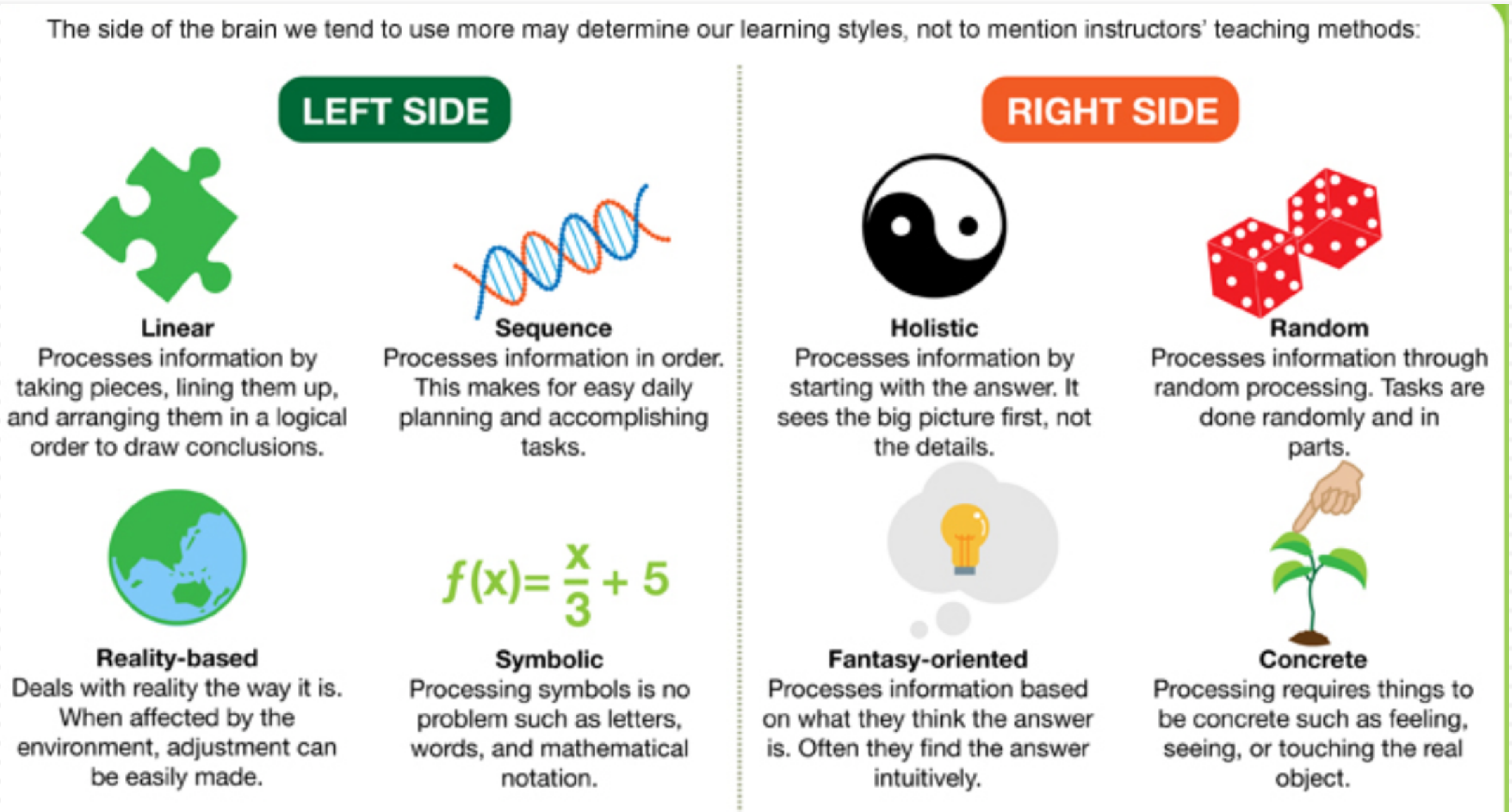
NUMBERS AND NARRATIVE: MODELING, STORY TELLING AND INVESTING

Aswath Damodaran

Left Brain or Right Brain?



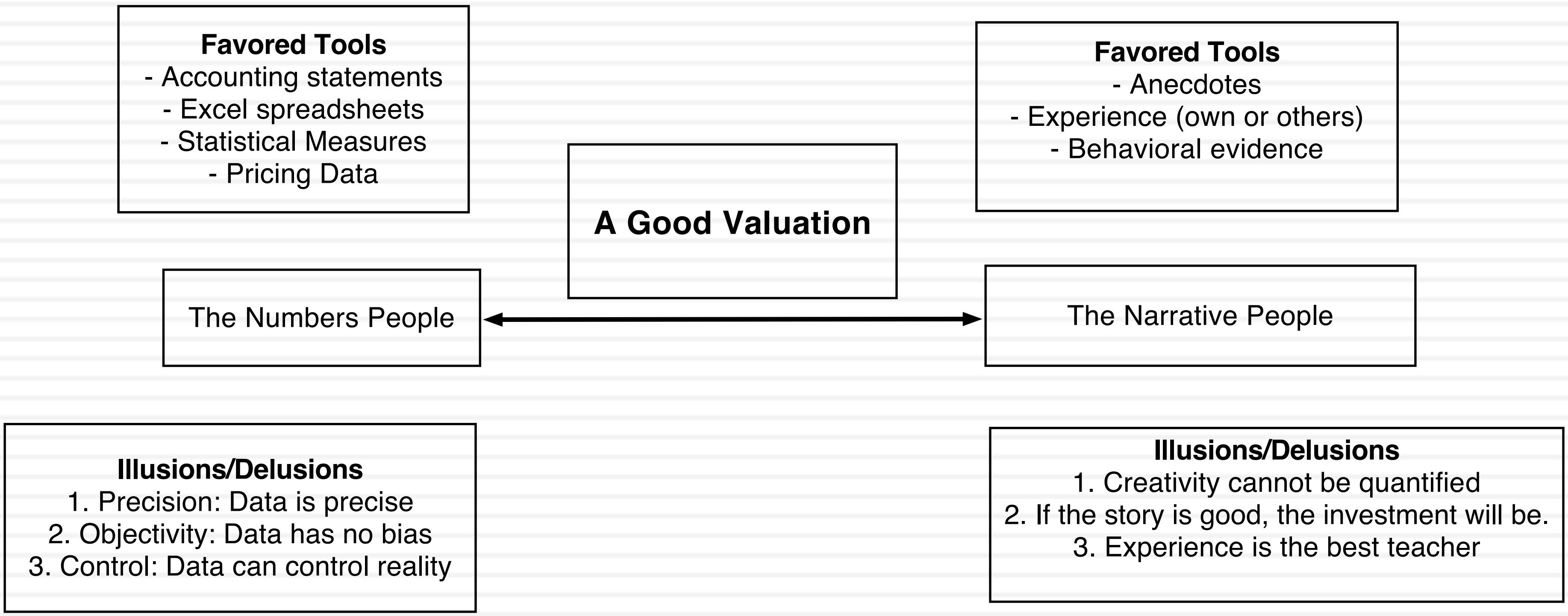
The delusions of the number crunchers

- The illusion of precision: If you use numbers, you are being more precise than when you don't, and the more numbers you use, the more precise you become.
- The illusion of "no bias": Numbers don't lie and data does not have an agenda. Thus, analysts who use numbers are more likely to be unbiased.
- The illusion of control: If you put a number on something (your cash flows, expected growth rate, risk etc.), you can control it better.

The delusions of the story tellers

1. Number crunchers don't dream in technicolour: Creativity and Numbers are mutually exclusive. If you talk about numbers, you cannot be creative, and if you are being creative, talk about numbers only crimps your creative instincts.
2. Creativity is deserving of reward: If your story is good, your business will success and your investment will pay off.
3. Experience is the best teacher: If you have pulled this off before (started and succeeded at running a business), your story is more believable.

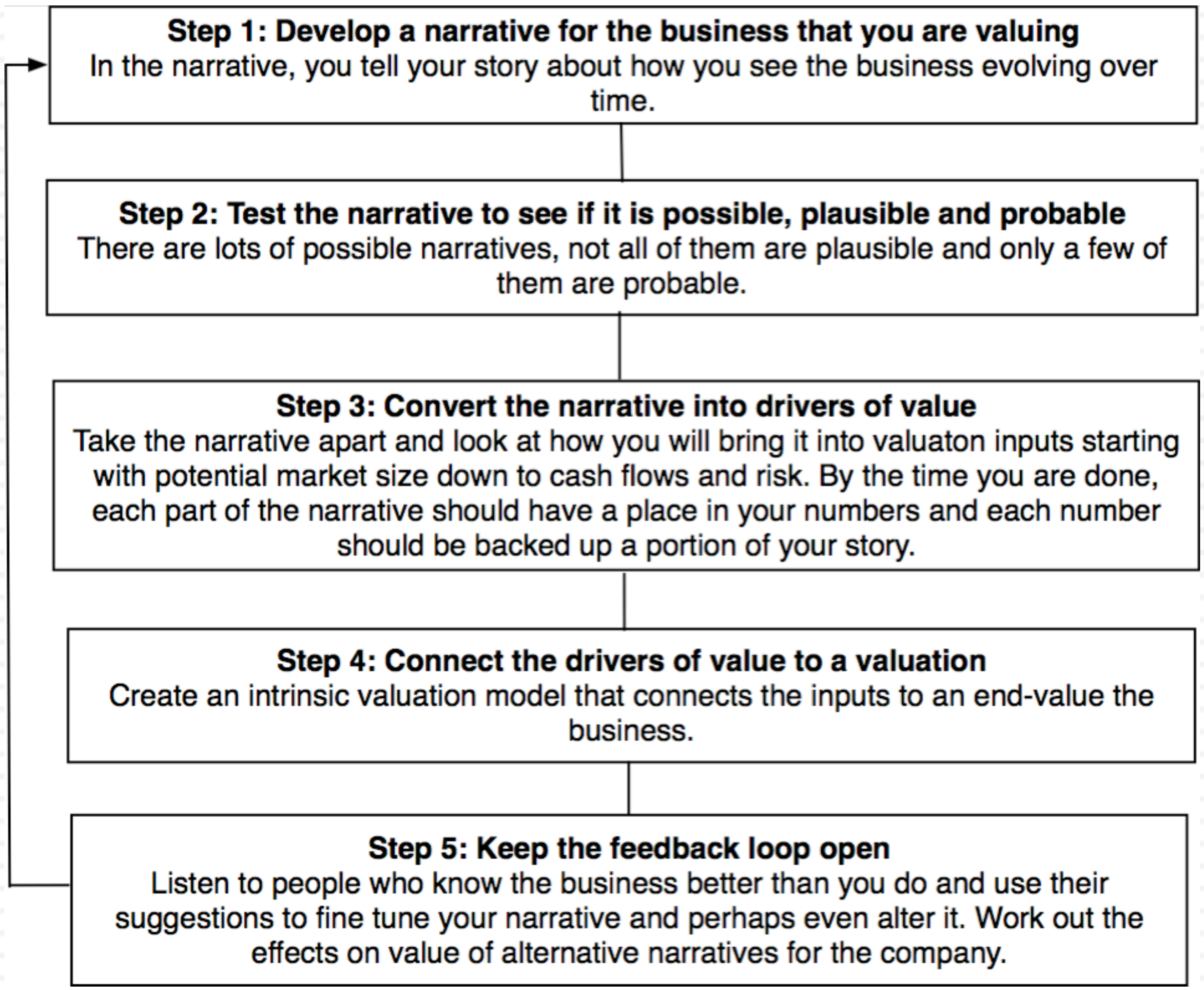
Bridging the Gap



Building a Valuation

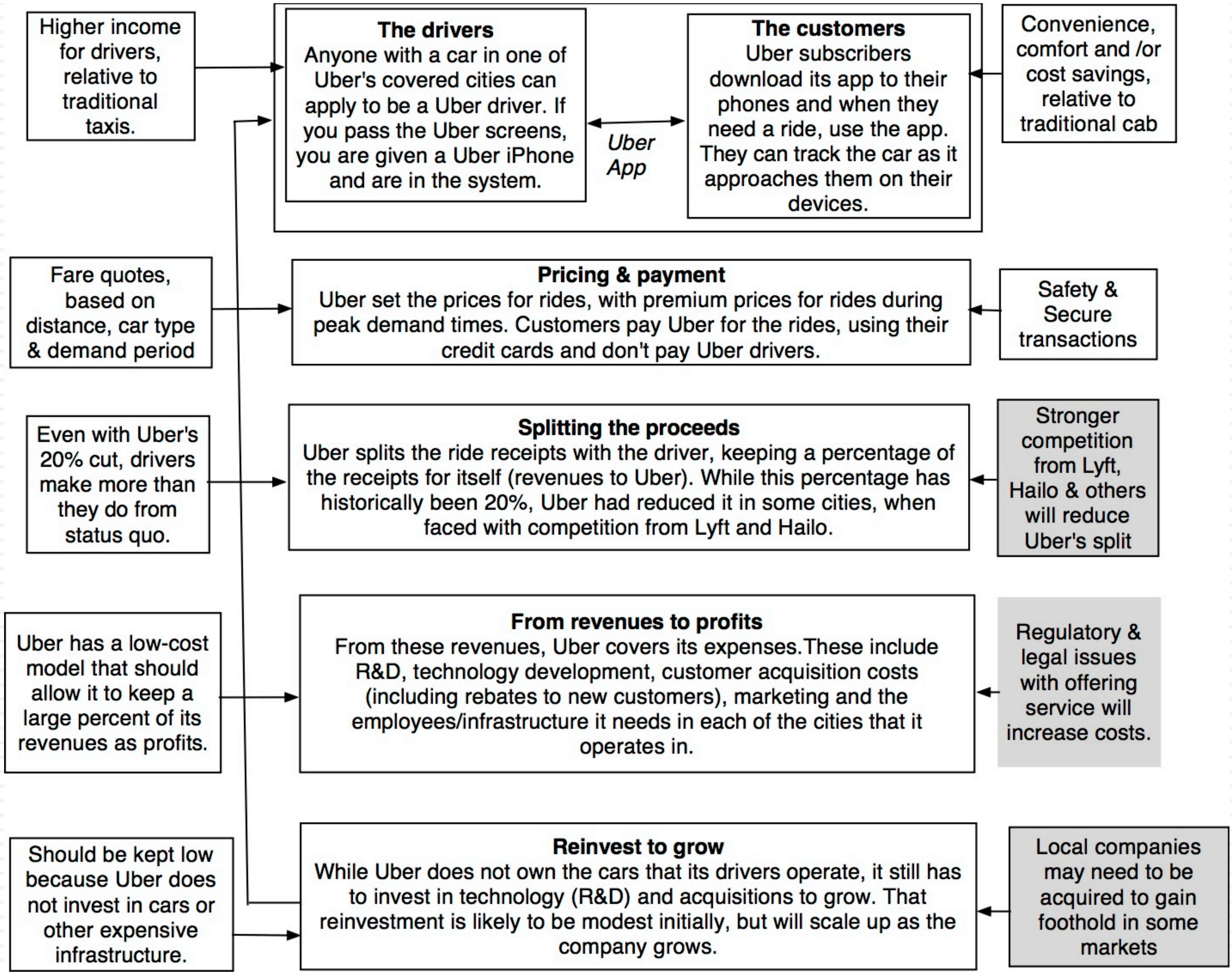
Story to Numbers

From Story to Numbers: The Steps



Step 1: 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.


Higher income for drivers, relative to traditional taxis.
The drivers
Anyone with a car in one of Uber's covered cities can apply to be a Uber driver. If you pass the Uber screens, you are given a Uber iPhone and are in the system.
Uber App
The customers
Uber subscribers download its app to their phones and when they need a ride, use the app. They can track the car as it approaches them on their devices.
Convenience, comfort and /or cost savings, relative to traditional cab
Fare quotes, based on distance, car type & demand period
Pricing & payment
Uber set the prices for rides, with premium prices for rides during peak demand times. Customers pay Uber for the rides, using their credit cards and don't pay Uber drivers.
Safety & Secure transactions
Even with Uber's 20% cut, drivers make more than they do from status quo.
Splitting the proceeds
Uber splits the ride receipts with the driver, keeping a percentage of the receipts for itself (revenues to Uber). While this percentage has historically been 20%, Uber had reduced it in some cities, when faced with competition from Lyft and Hailo.
Stronger competition from Lyft, Hailo & others will reduce Uber's split
Uber has a low-cost model that should allow it to keep a large percent of its revenues as profits.
From revenues to profits
From these revenues, Uber covers its expenses.These include R&D, technology development, customer acquisition costs (including rebates to new customers), marketing and the employees/infrastructure it needs in each of the cities that it operates in.
Regulatory & legal issues with offering service will increase costs.
Should be kept low because Uber does not invest in cars or other expensive infrastructure.
Reinvest to grow
While Uber does not own the cars that its drivers operate, it still has to invest in technology (R&D) and acquisitions to grow. That reinvestment is likely to be modest initially, but will scale up as the company grows.
Local companies may need to be acquired to gain foothold in some markets

The Auto Business

Low Growth

Year	Revenues ($)	% Growth Rate
2005	1,274,716.60	
2006	1,421,804.20	11.54%
2007	1,854,576.40	30.44%
2008	1,818,533.00	-1.94%
2009	1,572,890.10	-13.51%
2010	1,816,269.40	15.47%
2011	1,962,630.40	8.06%
2012	2,110,572.20	7.54%
2013	2,158,603.00	2.28%
2014	2,086,124.80	-3.36%
ounded Average =		5.63%

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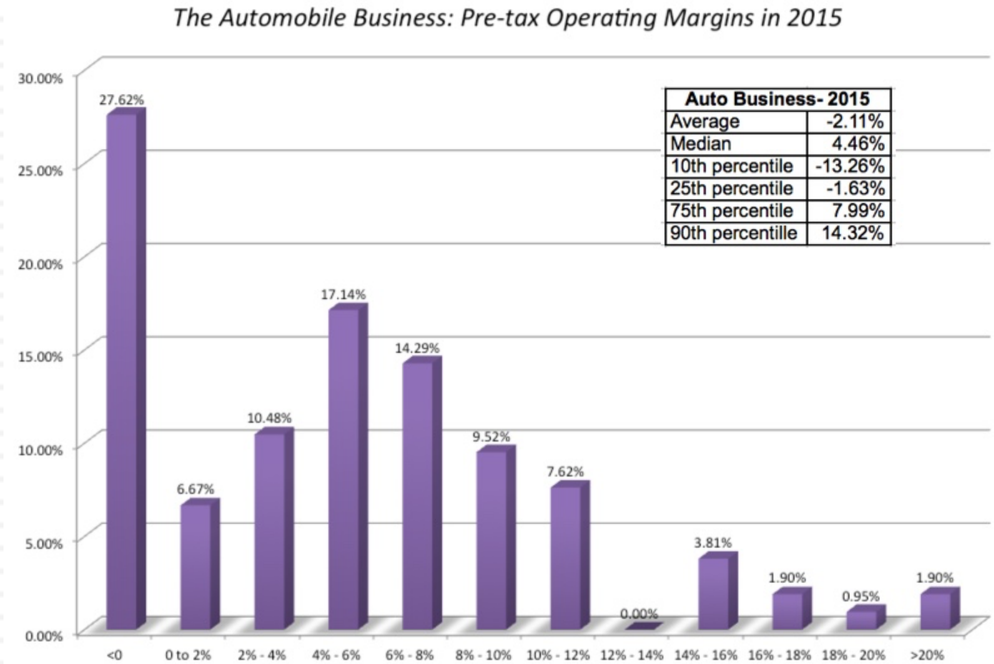
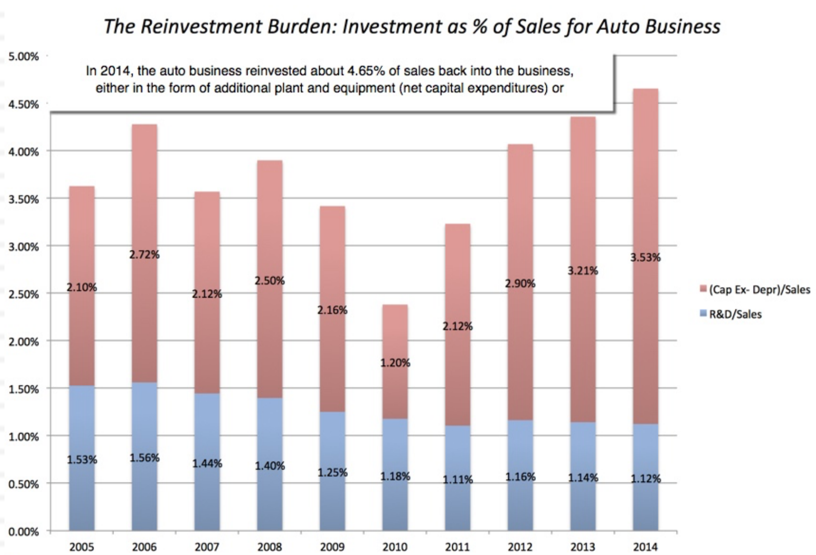
Low Margins



High & Increasing Reinvestment



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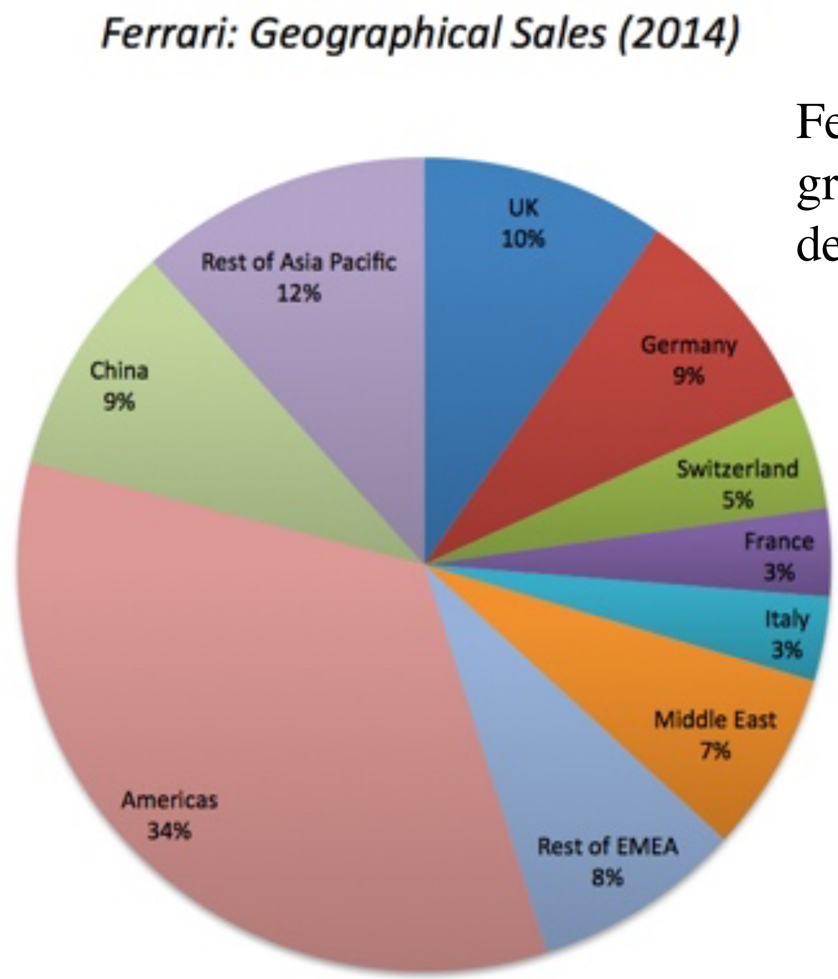
Bad Business

	ROIC	Cost of capital	ROIC - Cost of capital
2004	6.82%	7.93%	-1.11%
2005	10.47%	7.02%	3.45%
2006	4.60%	7.97%	-3.37%
2007	7.62%	8.50%	-0.88%
2008	3.48%	8.03%	-4.55%
2009	-4.97%	8.58%	-13.55%
2010	5.16%	8.03%	-2.87%
2011	7.55%	8.15%	-0.60%
2012	7.80%	8.55%	-0.75%
2013	7.83%	8.47%	-0.64%
2014	6.47%	7.53%	-1.06%

Only once in the last 10 years have auto companies collectively earned more than their cost of capital

What makes Ferrari different?

Ferrari sold only 7,255 cars in all of 2014



Ferrari sales (in units) have grown very little in the last decade & have been stable

Ferrari had a profit margin of 18.2%, in the 95th percentile, partly because of its high prices and partly because it spends little on advertising.

Ferrari has not invested in new plants.

Step 2: 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

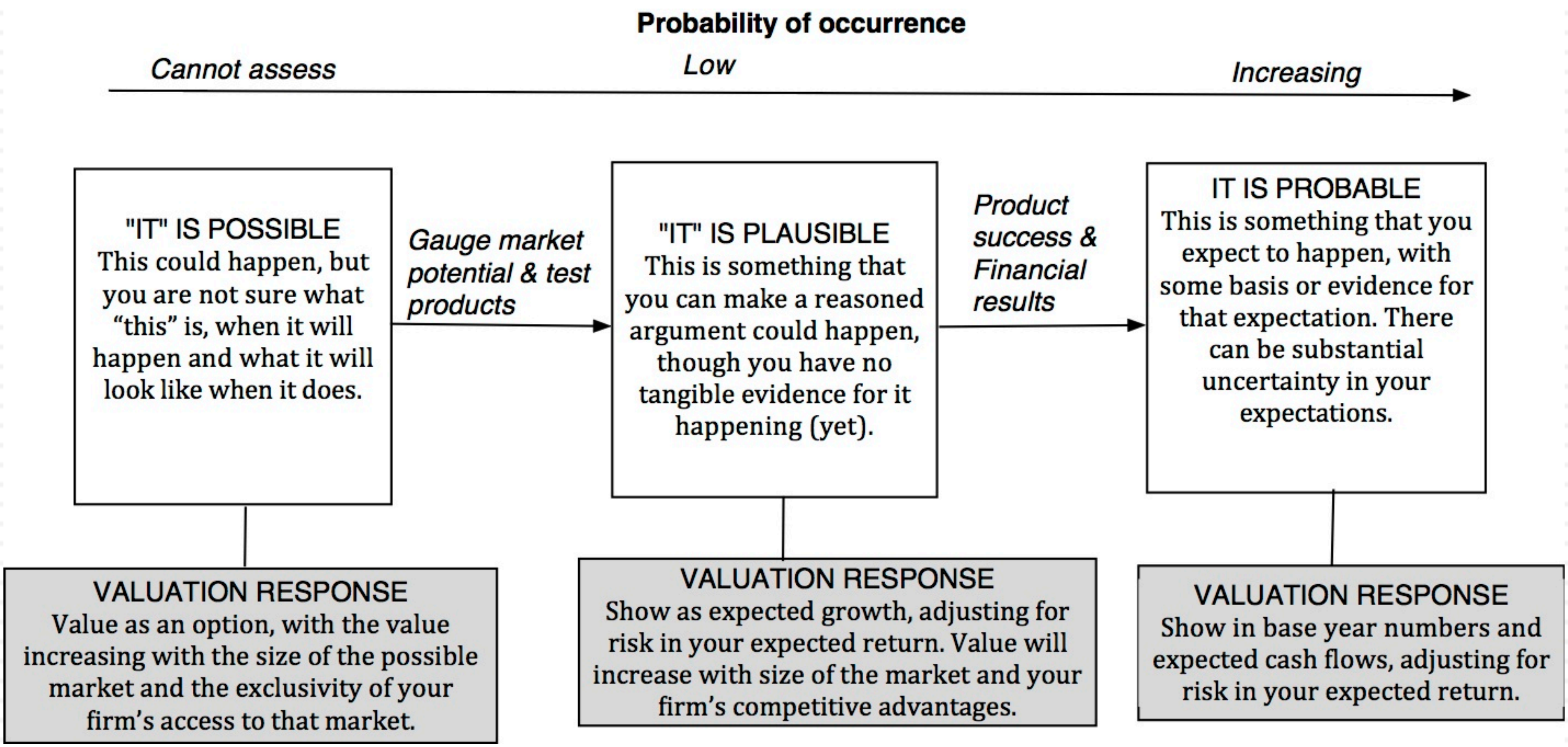
In June 2014, my initial narrative for Uber was that it would be

1. An urban car service business: I saw Uber primarily as a force in urban areas and only in the car service business.
2. Which would expand the business moderately (about 40% over ten years) by bringing in new users.
3. With local networking benefits: 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 competitive advantages (from being a first mover).
5. And its existing low-capital business model, with drivers as contractors and very little investment in infrastructure.

The Ferrari Narrative

- Ferrari will stay an exclusive auto club, deriving its allure from its scarcity and the fact that only a few own Ferraris.
- By staying exclusive, the company gets three benefits:
  - It can continue to charge nose bleed prices for its cars and sell them with little or no advertising.
  - It does not need to invest in new assembly plants, since it does not plan to ramp up production.
  - It sells only to the super rich, who are unaffected by overall economic conditions or market crises.

Step 3: Check the narrative against history, economic first principles & common sense



The Impossible, The Implausible and the Improbable

The Impossible

Bigger than the economy
Assuming Growth rate for company in perpetuity> Growth rate for economy

Bigger than the total market
Allowing a company's revenues to grow so much that it has more than a 100% market share of whatever business it is in.

Profit margin > 100%
Assuming earnings growth will exceeds revenue growth for a long enough period, and pushing margins above 100%

Depreciation without cap ex
Assuming that depreciation will exceed cap ex in perpetuity.

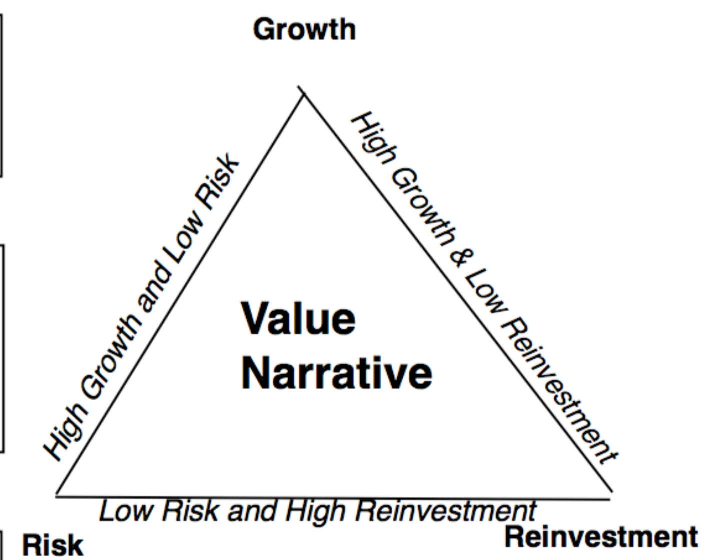
The Implausible

Growth without reinvestment
Assuming growth forever without reinvestment.

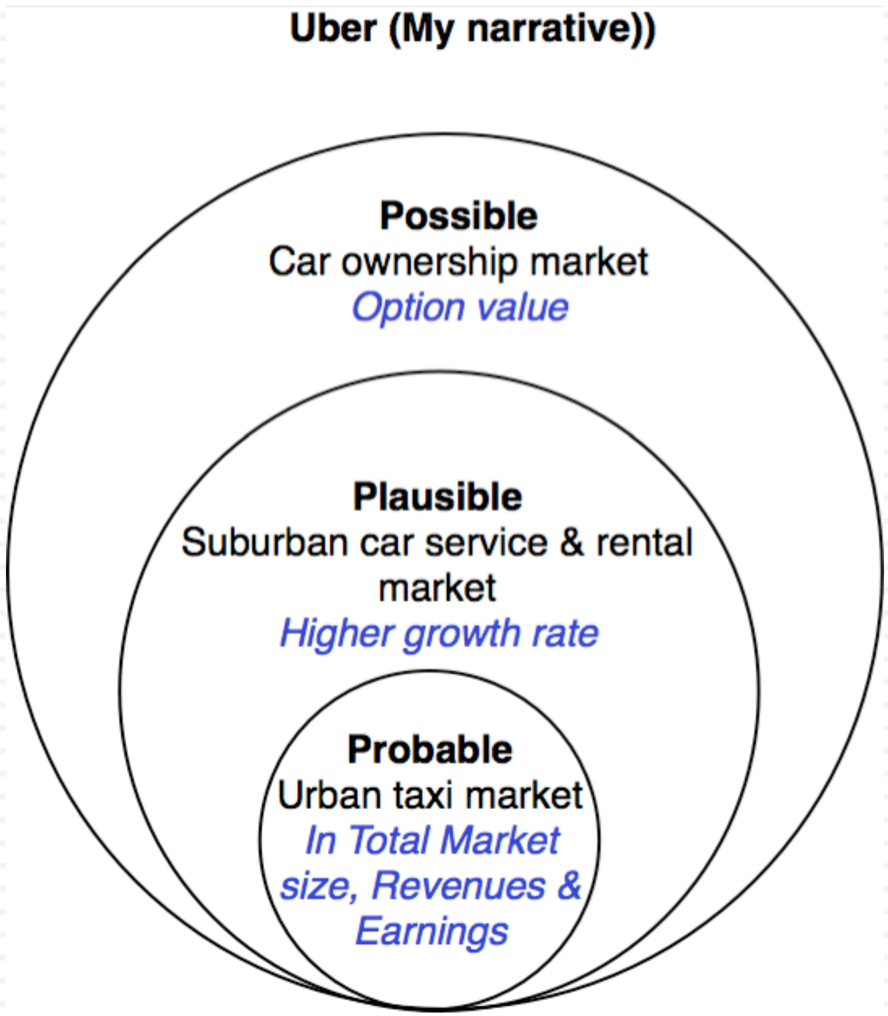
Profits without competition
Assuming that your company will grow and earn higher profits, with no competition.

Returns without risk
Assuming that you can generate high returns in a business with no risk.

The Improbable



Uber: Possible, Plausible and Probable



The Impossible: The Runaway Story

The Story

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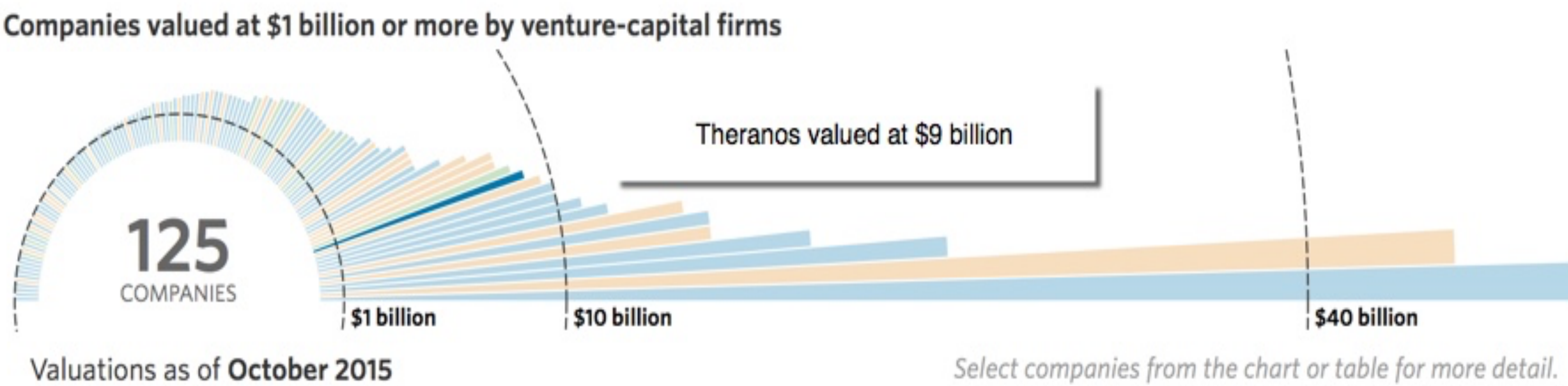
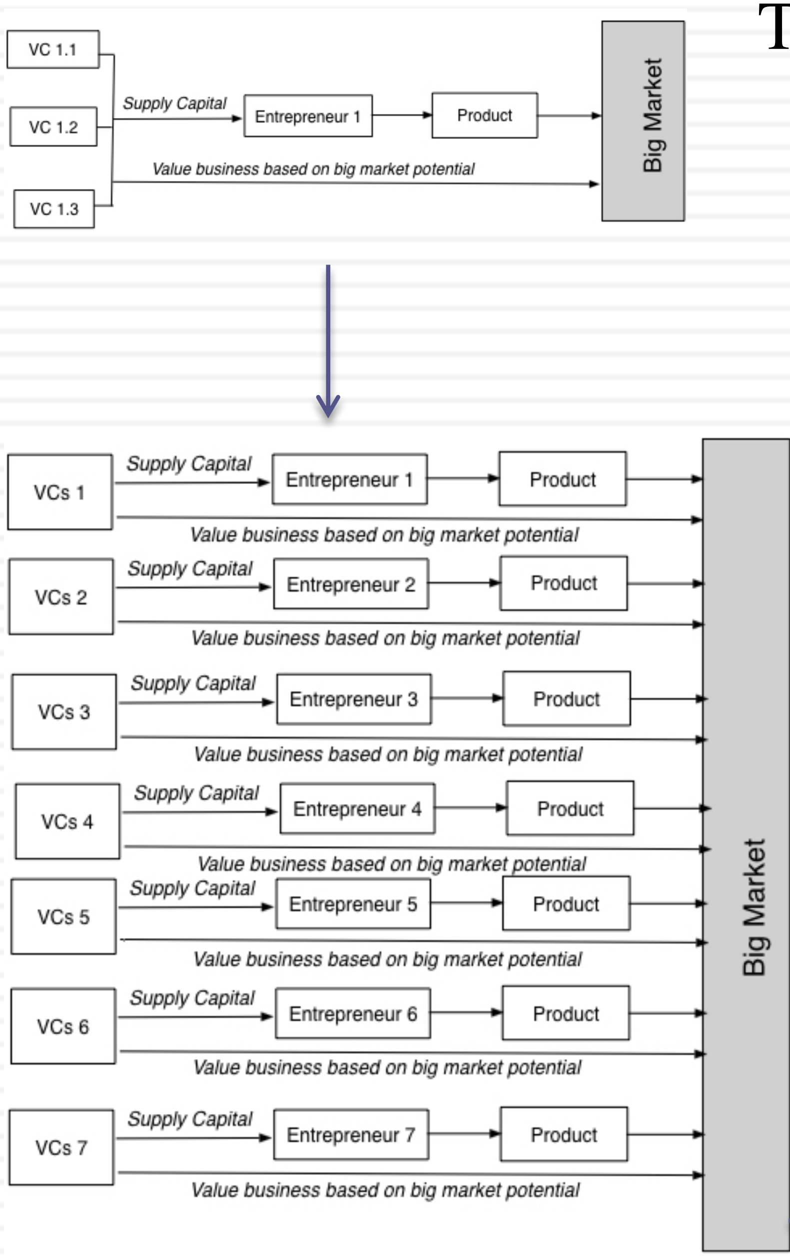
The Checks (?)

Board Member	Designation	Age
Henry Kissinger	Former Secretary of State	92
Bill Perry	Former Secretary of Defense	88
George Schultz	Former Secretary of State	94
Bill Frist	Former Senate Majority Leader	63
Sam Nunn	Former Senator	77
Gary Roughead	Former Navy Admiral	64
James Mattis	Former Marine Corps General	65
Dick Kovocovich	Former CEO of Wells Fargo	72
Riley Bechtel	Former CEO of Bechtel	63
William Foege	Epidemologist	79
Elizabeth Holmes	Founder & CEO, Theranos	31
Sunny Balwani	President & COO, Theranos	NA

+ Money



The Implausible: The Big Market Delusion



Company	*Market Cap*	*Enterprise Value*	*Current Revenues*	*Breakeven Revenues (2025)*	*% from Online Advertising*	*Imputed Online Ad Revenue (2025)*
Google	$441,572.00	$386,954.00	$69,611.00	$224,923.20	89.50%	$201,306.26
Facebook	$245,662.00	$234,696.00	$14,640.00	$129,375.54	92.20%	$119,284.25
Yahoo!	$30,614.00	$23,836.10	$4,871.00	$25,413.13	100.00%	$25,413.13
LinkedIn	$23,265.00	$20,904.00	$2,561.00	$22,371.44	80.30%	$17,964.26
Twitter	$16,927.90	$14,912.90	$1,779.00	$23,128.68	89.50%	$20,700.17
Pandora	$3,643.00	$3,271.00	$1,024.00	$2,915.67	79.50%	$2,317.96
Yelp	$1,765.00	$0.00	$465.00	$1,144.26	93.60%	$1,071.02
Zillow	$4,496.00	$4,101.00	$480.00	$4,156.21	18.00%	$748.12
Zynga	$2,241.00	$1,142.00	$752.00	$757.86	22.10%	$167.49
Total US	**$770,185.90**	**$689,817.00**	**$96,183.00**	**$434,185.98**		**$388,972.66**
Alibaba	$184,362.00	$173,871.00	$12,598.00	$111,414.06	60.00%	$66,848.43
Tencent	$154,366.00	$151,554.00	$13,969.00	$63,730.36	10.50%	$6,691.69
Baidu	$49,991.00	$44,864.00	$9,172.00	$30,999.49	98.90%	$30,658.50
Sohu.com	$18,240.00	$17,411.00	$1,857.00	$16,973.01	53.70%	$9,114.51
Naver	$13,699.00	$12,686.00	$2,755.00	$12,139.34	76.60%	$9,298.74
Yandex	$3,454.00	$3,449.00	$972.00	$2,082.52	98.80%	$2,057.52
Yahoo! Japan	$23,188.00	$18,988.00	$3,591.00	$5,707.61	69.40%	$3,961.08
Sina	$2,113.00	$746.00	$808.00	$505.09	48.90%	$246.99
Netease	$14,566.00	$11,257.00	$2,388.00	$840.00	11.90%	$3,013.71
Mail.ru	$3,492.00	$3,768.00	$636.00	$1,676.47	35.00%	$586.76
Mixi	$3,095.00	$2,661.00	$1,229.00	$777.02	96.00%	$745.94
Kakaku	$3,565.00	$3,358.00	$404.00	$1,650.49	11.60%	$191.46
Total non-US	**$474,131.00**	**$444,613.00**	**$50,379.00**	**$248,495.46**		**$133,415.32**
Global Total	**$1,244,316.90**	**$1,134,430.00**	**$146,562.00**	**$682,681.44**		**$522,387.98**

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
Unit Volume	24,298	36,883	64,684	86,713	149,869	214,841	291,861	384,747
% Growth		52%	75%	34%	73%	43%	36%	32%
Automotive Revenue Per Unit ($)	93,403	85,342	83,432	78,932	65,465	58,258	56,407	55,553
% Growth		-9%	-2%	-5%	-17%	-11%	-3%	-2%
Automotive Sales	2,462	3,321	5,613	7,051	10,025	12,720	16,685	21,595
Development Service Sales	16	40	42	44	46	49	51	54
Total Sales	**2,478**	**3,361**	**5,655**	**7,095**	**10,072**	**12,768**	**16,736**	**21,648**
% Growth		36%	68%	25%	42%	27%	31%	29%
EBITDA	**148**	**417**	**920**	**1,042**	**1,586**	**2,150**	**3,138**	**4,066**
% Margin	6.0%	12.4%	16.3%	14.7%	15.7%	16.8%	18.7%	18.8%
D&A	103	158	172	203	301	353	389	537
% of Capex	41%	79%	55%	65%	62%	69%	78%	86%
EBIT	**45**	**259**	**748**	**839**	**1,285**	**1,796**	**2,749**	**3,529**
% Margin	1.8%	7.7%	13.2%	11.8%	12.8%	14.1%	16.4%	16.3%
Net Interest Income (Expense)	(27)	(1)	9	33	47	90	108	155
Other Income	28	0	0	0	0	0	0	0
Pretax Income	**46**	**258**	**758**	**872**	**1,332**	**1,886**	**2,857**	**3,684**
Income Taxes	3	2	14	34	86	262	462	641
% Effective Rate	6%	1%	2%	4%	6%	14%	16%	17%
Net Income	**44**	**256**	**744**	**839**	**1,246**	**1,624**	**2,395**	**3,043**
Plus								
After-tax Interest Expense (Income)	27	1	(9)	(33)	(47)	(90)	(108)	(154)
Depreciation of PP&E	103	158	172	203	301	353	389	537
Other	0	0	0	0	0	0	0	0
Less								
Change in Working Capital	(155)	(14)	(157)	(167)	(172)	(325)	(163)	(81)
% of Change in Sales		-2%	-7%	-12%	-6%	-12%	-4%	-2%
Capital Expenditures	250	200	312	312	486	510	497	623
% of Sales	10%	6%	6%	4%	5%	4%	3%	3%
Other	0	0	0	0	0	0	0	0
Unlevered Free Cash Flow	**78**	**229**	**750**	**863**	**1,186**	**1,702**	**2,343**	**2,884**

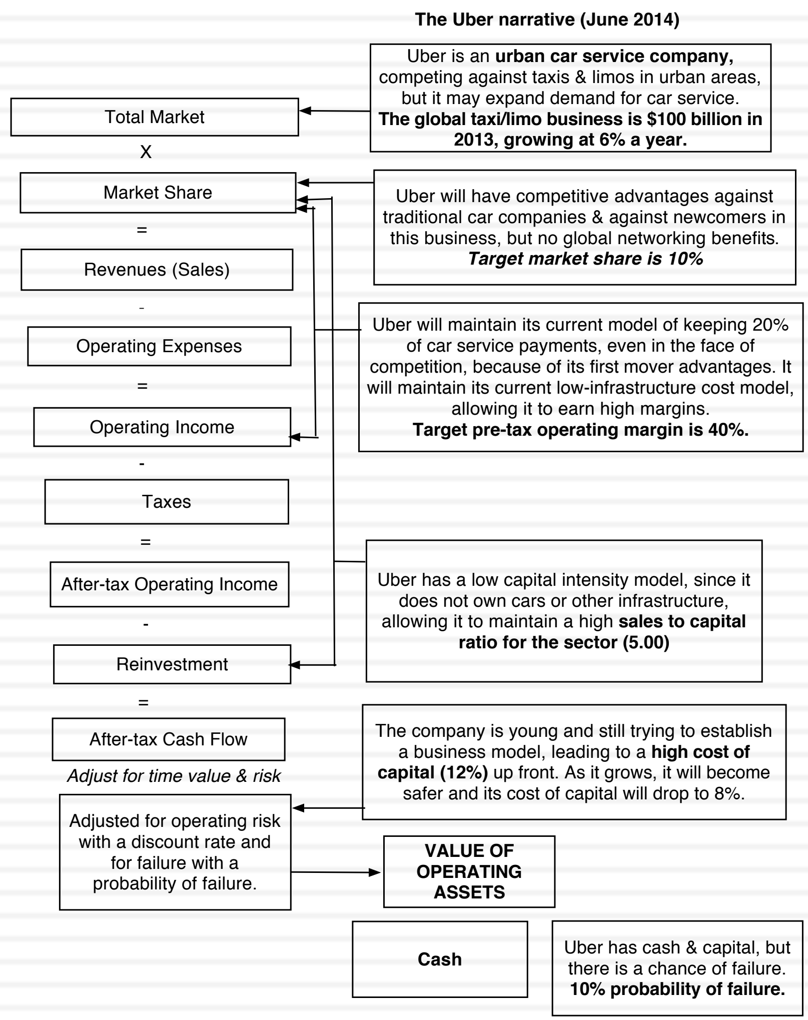
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Unit Volume	466,559	550,398	643,850	726,655	820,645	922,481	1,034,215	1,137,780
% Growth	21%	18%	17%	13%	13%	12%	12%	10%
Automotive Revenue Per Unit ($)	55,991	56,586	56,969	57,540	58,138	58,603	59,002	59,554
% Growth	1%	1%	1%	1%	1%	1%	1%	1%
Automotive Sales	26,347	31,357	36,897	42,022	47,949	54,283	61,221	67,980
Development Service Sales	56	59	62	65	68	72	75	79
Total Sales	**26,403**	**31,416**	**36,959**	**42,087**	**48,017**	**54,355**	**61,296**	**68,059**
% Growth	22%	19%	18%	14%	14%	13%	13%	11%
EBITDA	**4,857**	**5,723**	**6,328**	**7,182**	**8,144**	**9,688**	**10,874**	**12,099**
% Margin	18.4%	18.2%	17.1%	17.1%	17.0%	17.8%	17.7%	17.8%
D&A	606	696	811	938	1,088	1,260	1,451	1,661
% of Capex	79%	77%	75%	76%	76%	76%	76%	77%
EBIT	**4,252**	**5,027**	**5,517**	**6,244**	**7,056**	**8,429**	**9,423**	**10,439**
% Margin	16.1%	16.0%	14.9%	14.8%	14.7%	15.5%	15.4%	15.3%
Net Interest Income (Expense)	199	278	358	445	542	651	784	934
Other Income	0	0	0	0	0	0	0	0
Pretax Income	**4,451**	**5,305**	**5,875**	**6,688**	**7,598**	**9,080**	**10,207**	**11,373**
Income Taxes	807	1,003	1,134	1,317	1,470	1,761	2,028	2,323
% Effective Rate	18%	19%	19%	20%	19%	19%	20%	20%
Net Income	**3,644**	**4,303**	**4,741**	**5,372**	**6,128**	**7,319**	**8,179**	**9,050**
Plus								
After-tax Interest Expense (Income)	(199)	(278)	(357)	(444)	(541)	(650)	(782)	(932)
Depreciation of PP&E	606	696	811	938	1,088	1,260	1,451	1,661
Other	0	0	0	0	0	0	0	0
Less								
Change in Working Capital	(28)	(299)	(356)	(328)	(219)	(329)	(365)	(376)
% of Change in Sales	-1%	-6%	-6%	-6%	-4%	-5%	-5%	-6%
Capital Expenditures	765	906	1,078	1,236	1,437	1,660	1,898	2,149
% of Sales	3%	3%	3%	3%	3%	3%	3%	3%
Other	0	0	0	0	0	0	0	0
Unlevered Free Cash Flow	**3,314**	**4,113**	**4,472**	**4,959**	**5,456**	**6,597**	**7,315**	**8,005**

EBITDA	12,099
Sales	68,059
Net Debt (Cash)	(260)
Tesla Diluted Shares	142

Exit EBITDA High	12.0 x	Exit PPG High	5.0%	Exit P/Sales High	180%
Exit EBITDA Low	8.0 x	Exit PPG Low	3.0%	Exit P/Sales Low	130%

Discount Rate High	13.0%	FY Month of Valuation	1.0 (Beginning of this Month)
Discount Rage Low	9.0%	Month of FY End	12.0 (End of this Month)

Step 4: Connect your narrative to key drivers of value



Ferrari: From story to numbers

Valuation Input	*The Story*	*Valuation Inputs*
Revenues	*Keep it scarce*	Revenue growth of 4% (in Euro terms) a year for next 5 years, scaling down to 0.7% in year 10. Translates into an increase in production of about 25% in next 10 years
Operating Margin & Taxes		
Operating Income	*And pricey*	Ferrari's pre-tax operating margin stays at 18.2%, in the 95th percentile of auto business.
Reinvestment	*Little need for capacity expansion*	Sales/Invested Capital stays at 1.42, i.e. every euro invested generates 1.42 euros in sales
Cash Flow		
Discount Rate (Risk)	*Super-rich clients are recession-proof*	Cost of capital of 6.96% in Euros and no chance of default.

Step 4: Value the company (Uber)

Uber: Intrinsic valuation - June 8, 2014 (in US $)

Stable Growth (after year 10)
Expected growth rate = 2.50%
Cost of capital = 8%
Return on capital= 25%
Reinvestment Rate= 2.5%/25% = 10%

Terminal Value$_{10}$= 793/(.08-025) = $14,418

Term yr
EBIT (1-t) $881
- Reinv 88
FCFF $793

Global taxi market is $100 billlion currently, expected to grow 6% a year for next ten years.

Uber will keep 20% of the gross cab receipts as its revenues

Uber's market share of this market will increase to 10% over the next 10 years.

Uber's operating expenses will amount to 60% of its revenues. (Operating margin=40%)

Uber will pay a tax rate of 30% on its income, increasing to 40% over the next 10 years

Uber will generate $5 in incremental revenues for every dollar of incremental capital.

	1	2	3	4	5	6	7	8	9	10
Overall market	$106,000	$112,360	$119,102	$126,248	$133,823	$141,852	$150,363	$159,385	$168,948	$179,085
Share of market (gross)	3.63%	5.22%	6.41%	7.31%	7.98%	8.49%	8.87%	9.15%	9.36%	10.00%
Revenues as percent of gross	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%
Annual Revenue	$769	$1,173	$1,528	$1,846	$2,137	$2,408	$2,666	$2,916	$3,163	$3,582
Operating margin	7.00%	10.67%	14.33%	18.00%	21.67%	25.33%	29.00%	32.67%	36.33%	40.00%
Operating Income	$54	$125	$219	$332	$463	$610	$773	$953	$1,149	$1,433
Effective tax rate	31%	32%	33%	34%	35%	36%	37%	38%	39%	40%
- Taxes	$17	$40	$72	$113	$162	$220	$286	$362	$448	$573
After-tax operating income	$37	$85	$147	$219	$301	$390	$487	$591	$701	$860
Sales/Capital Ratio	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
- Reinvestment	$94	$81	$71	$64	$58	$54	$52	$50	$49	$84
Free Cash Flow to the Firm	-$57	$4	$76	$156	$243	$336	$435	$541	$652	$776

Based on the investment of $1.2 billion made by investors, the imputed value for Uber's operating assets, in June 2014 ,was $17 billion.

Discount back the cash flows (including terminal value) at the cumulated cost of capital.

Value of operating assets = $6,595

Adust for probability of failure (10%)
Expected value = $6,595 (.9) = $5,895

Cost of capital for first 5 years = Top decile of US companies = 12%

Cost of capital declines from 12% to 8% from years 6 to 10.

Ferrari: The "Exclusive Club" Value

Stay Super Exclusive: Revenue growth is low

	Base year	1	2	3	4	5	6	7	8	9	10	Terminal year
Revenue growth rate		4.00%	4.00%	4.00%	4.00%	4.00%	3.34%	2.68%	2.02%	1.36%	0.70%	0.70%
Revenues	€ 2,763	€ 2,874	€ 2,988	€ 3,108	€ 3,232	€ 3,362	€ 3,474	€ 3,567	€ 3,639	€ 3,689	€ 3,714	€ 3,740
EBIT (Operating) margin	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%	18.20%
EBIT (Operating income)	€ 503	€ 523	€ 544	€ 566	€ 588	€ 612	€ 632	€ 649	€ 662	€ 671	€ 676	€ 681
Tax rate	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%
EBIT(1-t)	€ 334	€ 348	€ 361	€ 376	€ 391	€ 407	€ 420	€ 431	€ 440	€ 446	€ 449	€ 452
- Reinvestment		€ 78	€ 81	€ 84	€ 87	€ 91	€ 79	€ 66	€ 51	€ 35	€ 18	€ 22
FCFF		€ 270	€ 281	€ 292	€ 303	€ 316	€ 341	€ 366	€ 389	€ 411	€ 431	€ 431
Cost of capital		6.96%	6.96%	6.96%	6.96%	6.96%	6.96%	6.97%	6.98%	6.99%	7.00%	7.00%
PV(FCFF)		€ 252	€ 245	€ 238	€ 232	€ 225	€ 228	€ 228	€ 227	€ 224	€ 220	

Terminal value	€ 6,835
PV(Terminal value)	€ 3,485
PV (CF over next 10 years)	€ 2,321
Value of operating assets =	€ 5,806
- Debt	€ 623
- Minority interests	€ 13
+ Cash	€ 1,141
Value of equity	€ 6,311

High Prices + No selling cost = Preserve current operating margin

Minimal Reinvestment due to low growth

The super rich are not sensitive to economic downturns

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

1. Not just car service company.: 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.
2. Not just urban: Uber can create new demands for car service in parts of the country where taxis are not used (suburbia, small towns).
3. Global networking benefits: By linking with technology and credit card companies, Uber can have global networking benefits.

Valuing Bill Gurley's Uber narrative

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

The Ferrari Counter Narrative

Ferrari: The Rev-it-up Option

Valuation Input	*The Story*	*Valuation Inputs*
Revenues	*Sales Push*	Revenue growth of 12% (in Euro terms) a year for next 5 years, scaling down to 0.7% in year 10. Translates into an increase in production of about 100% in next 10 years
Operating Margin & Taxes		
Operating Income	*With lower priced models & selling costs*	Ferrari's pre-tax operating margin drops to 14.32%, in the 90th percentile of auto business.
Reinvestment	*With investments in additional capacity*	Sales/Invested Capital stays at 1.42, but higher sales create more reinvestment
Cash Flow		
Discount Rate (Risk)	*Very rich are more sensitive to economic conditions*	Cost of capital of 8% in Euros and no chance of default
Value		

Ferrari: The "Rev-it-up" Alternative

Get less exclusive: Double number of cars sold over next decade

	Base year	1	2	3	4	5	6	7	8	9	10	Terminal year
Revenue growth rate		12.00%	12.00%	12.00%	12.00%	12.00%	9.74%	7.48%	5.22%	2.96%	0.70%	0.70%
Revenues	€ 2,763	€ 3,095	€ 3,466	€ 3,882	€ 4,348	€ 4,869	€ 5,344	€ 5,743	€ 6,043	€ 6,222	€ 6,266	€ 6,309
EBIT (Operating) margin	18.20%	17.81%	17.42%	17.04%	16.65%	16.26%	15.87%	15.48%	15.10%	14.71%	14.32%	14.32%
EBIT (Operating income)	€ 503	€ 551	€ 604	€ 661	€ 724	€ 792	€ 848	€ 889	€ 912	€ 915	€ 897	€ 904
Tax rate	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%	33.54%
EBIT(1-t)	€ 334	€ 366	€ 401	€ 439	€ 481	€ 526	€ 564	€ 591	€ 606	€ 608	€ 596	€ 600
- Reinvestment		€ 233	€ 261	€ 293	€ 328	€ 367	€ 334	€ 281	€ 211	€ 126	€ 31	€ 35
FCFF		€ 133	€ 140	€ 147	€ 153	€ 159	€ 230	€ 310	€ 395	€ 482	€ 566	€ 565
Cost of capital		8.00%	8.00%	8.00%	8.00%	8.00%	7.90%	7.80%	7.70%	7.60%	7.50%	7.50%
PV(FCFF)		€ 123	€ 120	€ 117	€ 113	€ 108	€ 145	€ 181	€ 215	€ 244	€ 266	

Terminal value	€ 8,315
PV(Terminal value)	€ 3,906
PV (CF over next 10 years)	€ 1,631
Value of operating assets =	€ 5,537
- Debt	€ 623
- Minority interests	€ 13
+ Cash	€ 1,141
Value of equity	€ 6,042

Lower Prices + Some selling cost = Lower operating margin

Reinvestment reflects higher sales

The very rich are more sensitive to economic conditions

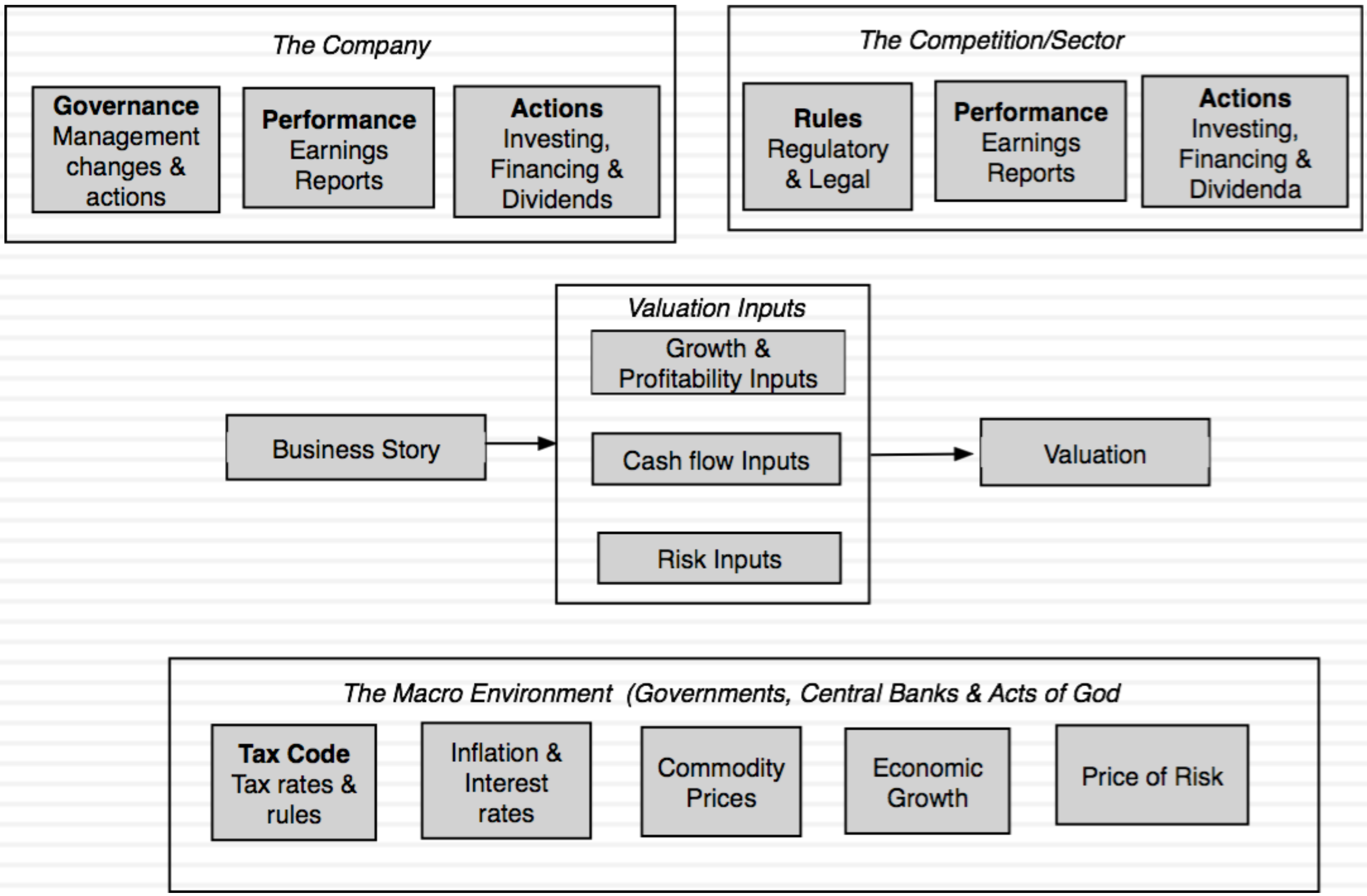
And the world is full of feedback.. My Ferrari afterthought!

Narrative breaks, shifts & changes

"When my information changes, I alter my conclusions. What do you do, sir?"

Lord Keynes

Why narratives change: Because the world changes around you…



How narratives change

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

Uber: The September 2015 Update

Input	*June 2014*	*September 2015*	*Rationale*
Total Market	$100 billion; Urban car service	$230 billion; Logistics	Market is broader, bigger & more global than I thought it would be. Uber's entry into delivery & moving businesses is now plausible, perhaps even probable.
Growth in market	Increase market size by 34%; CAGR of 6%.	Double market size; CAGR of 10.39%.	New customers being drawn to car sharing, with more diverse offerings.
Market Share	10% (Local Networking)	25% (Weak Global Networking)	Higher cost of entry will reduce competitors, but remaining competitors have access to capital & in Asia, the hometown advantage.
Slice of gross receipts	20% (Left at status quo)	15%	Increased competition will reduce car service company slice.
Operating margin	40% (Low cost model)	25% (Partial employee model)	Drivers will become partial employees, higher insurance and regulatory costs.
Cost of capital	12% (Ninth decile of US companies)	10% (75th percentile of US companies)	Business model in place and substantial revenues.
Probability of failure	10%	0%	Enough cash on hand to find off threats to survival.
Value of equity	**$5.9 billion**	**$23.4 billion**	**Value increased more than four fold.**

Potential Market	Market size (in millions)
A1. Urban car service	$100,000
A2. All car service	$175,000
A3. Logistics	$230,000
A4. Mobility Services	$310,000

Growth Effect	CAGR (next 10 years)
B1. None	3.00%
B2. Increase market by 25%	5.32%
B3. Increase market size by 50%	7.26%
B4: Double market size	10.39%

Increases overall market to $618 billion in year 10

Network Effects	Market Share
C1. No network effects	5%
C2. Weak local network effects	10%
C3. Strong local network effects	15%
C4. Weak global network effects	25%
C5. Strong global network effects	40%

	Base	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Assumptions
Overall market	$230,000	$253,897	$280,277	$309,398	$341,544	$377,031	$416,204	$459,448	$507,184	$559,881	$618,052	A3 & B4
Share of market (gross)	4.71%	6.74%	8.77%	10.80%	12.83%	14.86%	16.89%	18.91%	20.94%	22.97%	25.00%	C4
Gross Billings	$10,840	$17,117	$24,582	$33,412	$43,813	$56,014	$70,277	$86,900	$106,218	$128,612	$154,513	
Revenues as percent of gross	20.00%	19.50%	19.00%	18.50%	18.00%	17.50%	17.00%	16.50%	16.00%	15.50%	15.00%	D3
Annual Revenue	$2,168	$3,338	$4,670	$6,181	$7,886	$9,802	$11,947	$14,338	$16,995	$19,935	$23,177	
Operating margin	-23.06%	-18.26%	-13.45%	-8.64%	-3.84%	0.97%	5.77%	10.58%	15.39%	20.19%	25.00%	E2
Operating Income	-$500	-$609	-$628	-$534	-$303	$95	$690	$1,517	$2,615	$4,026	$5,794	
Effective tax rate	30.00%	31.00%	32.00%	33.00%	34.00%	35.00%	36.00%	37.00%	38.00%	39.00%	40.00%	
- Taxes	-$150	-$189	-$201	-$176	-$103	$33	$248	$561	$994	$1,570	$2,318	
After-tax operating income	-$350	-$420	-$427	-$358	-$200	$62	$442	$956	$1,621	$2,456	$3,477	
Sales/Capital Ratio		5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	F
- Reinvestment		$234	$267	$302	$341	$383	$429	$478	$531	$588	$648	
Free Cash Flow to the Firm		-$654	-$694	-$660	-$541	-$322	$13	$478	$1,090	$1,868	$2,828	
Terminal value											$56,258	
Present value of FCFF		-$595	-$573	-$496	-$369	-$200	$7	$248	$520	$822	$1,152	
Present value of terminal value											$22,914	
Cost of capital	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	9.60%	9.20%	8.80%	8.40%	8.00%	G1

PV of cash flows during next 10 years =	$515	
PV of terminal value =	$22,914	
Value of operating assets	$23,429	
Probability of failure	0.00%	G2
Adjusted value of operating assets	$23,429	
Less Debt	$0	
Value of Equity	$23,429	

Capital Intensity
F: Status Quo: Sales/Capital = 5

Expense Profile	Operating Margin
E1: Independent contractor	40%
E2: Partial employee	25%
E3: Full employee	15%

Competitive Advantages	Slice of Gross Receipts
D1. None	5%
D2. Weak	10%
D3. Semi-strong	15%
D4. Strong & Sustainable	20%

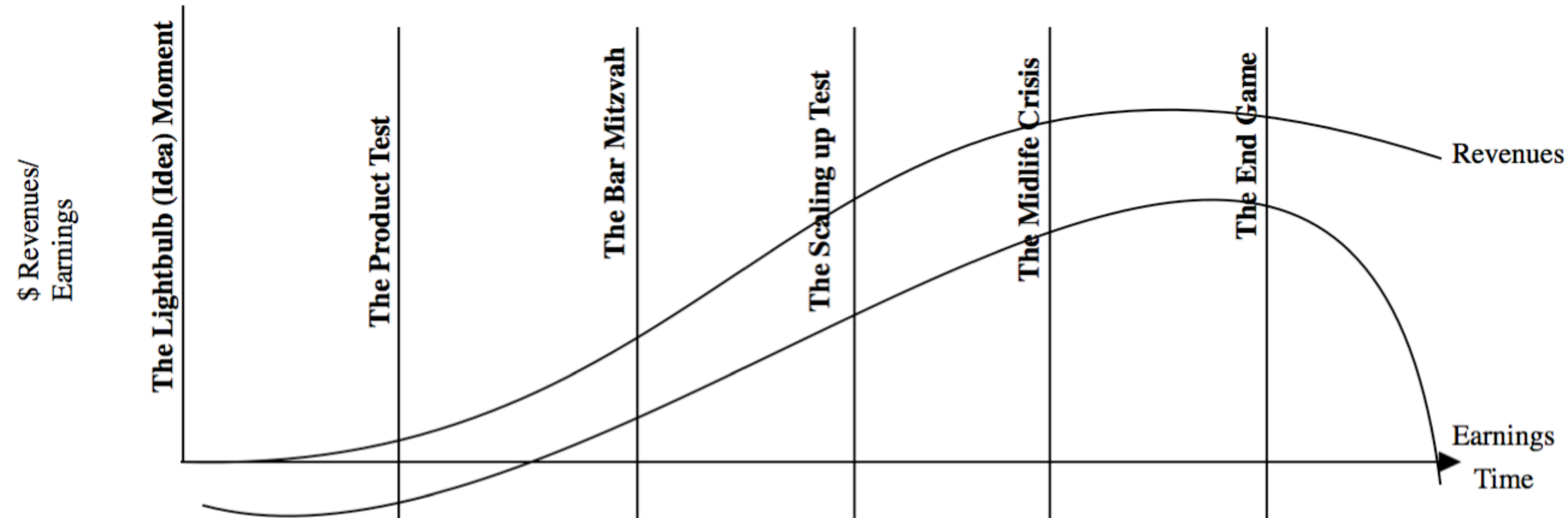
Risk Estimates
G1. Cost of capital at 75th percentile of US companies = 10%
G2. Probability of failure in next 10 years= 0%

Uber Valuation: September 2015

Investors and Managers: Narrative or Numbers?

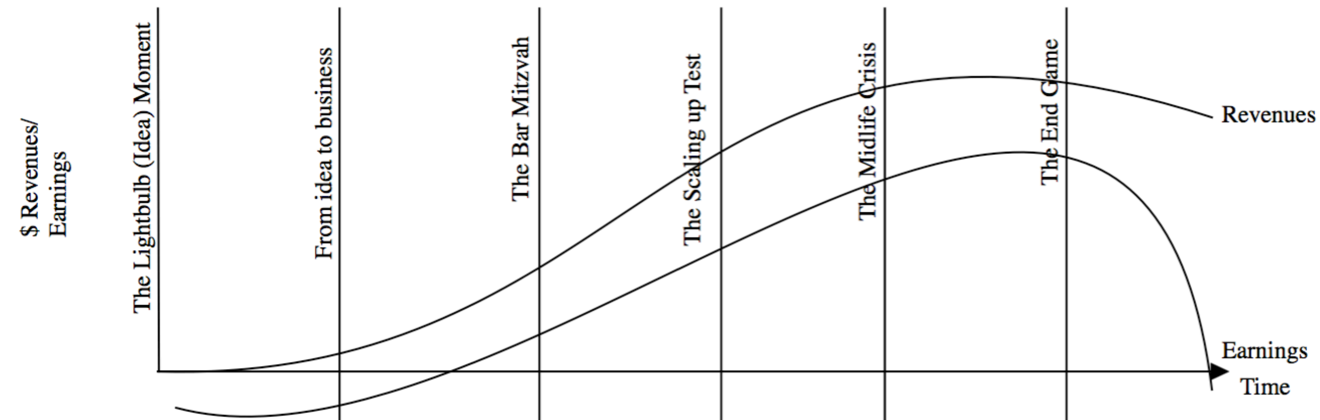
“Management is, above all, a practice where art, science, and craft meet”

Introducing the corporate life cycle



Growth stage	Stage 1 Start-up	Stage 2 Young Growth	Stage 3: High Growth	Stage 4 Mature Growth	Stage 5 Mature Stable	Stage 6 Decline
Description	Have an idea for a business that meets an unmet need in the market.	Create a business model that converts ideas into potential revenues & earnings	Build the business, converting potential into revenues.	Grow your business, shifting from losses to profits	Defend your business from new competitors & find new markets	Scale down your business as market shrinks.

The Managerial Challenge



Growth Stage	Stage 1 Start-up	Stage 2 Young Growth	Stage 3: High Growth	Stage 4 Mature Growth	Stage 5 Mature Stable	Stage 6 Decline
All Narrative → All Numbers						
The Top Management's Job	Tell a compelling and plausible story with potential for huge profits	Stay consistent in word & actions with your story	Start delivering numbers to back up the story	Keep your narrative in sync with your numbers	Adjust your narrative to reflect where you are in the life cycle.	Act your age (in terms of narrative & choices)
Management Importance	High					Low
The Right CEO	The Visionary	The Builder	The Opportunist	The Defender	The Realist	The Liquidator

The Investor Challenge

Growth stage	*Stage 1 Start-up*	*Stage 2 Young Growth*	*Stage 3: High Growth*	*Stage 4 & 5 Mature Stable*	*Stage 6 Decline*
Key Questions	Is there a market for the product or service? How big is that market? Will you survive?	Do people use your product or service? How much do they like it?	Will people pay for the product or service? Can you scale up, i.e., grow as you get bigger?	Can you make money of the product and service and sustain profitability in the face of competition?	What will you get if you sell your assets? How do you plan to return cash flows to your investors?
Pricing Metrics & Measures	Market size, Cash on hand, Access to capital	Number of users, User intensity (EV/User)	User engagement with model, Revenues (EV/Sales)	Earnings levels and growth (PE, EV/EBIT)	Cash flows, Payout & Debt servicing (PBV, EV/EBITDA)
Narrative vs Numbers	Mostly or all narrative	More narrative than numbers	Mix of narrative & numbers	More numbers than narrative	Mostly or all numbers
Value Drivers	Total market size, Market Share & Target Margin	Revenue Growth (and its drivers)	Revenue Growth & Reinvestment	Operating margins and Return on capital	Dividends/Cash Returns & Debt ratios
Dangers	*Macro delusions*, where companies are collectively overpriced, given market size.	*Value distractions*, with focus on wrong revenue drivers.	*Growth illusions*, with failure to factor in the cost of growth.	*Disruption Denial*, with failure to see threats to sustainable profits.	*Liquidation leakage*, with unrealistic assumptions about what others will pay for liquidated assets.
Transitions	*Potential to Product*	*Product to Revenues*	*Revenues to Profits*	*Profits to Cash flows*	

The End

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