### The Impossible: The Runaway Story





**Big Market** 

### The Implausible: The Big Market Delusion

				Breakeven	% from Online	Imputed Online Ad
Company	Market Cap	Enterprise Value	Current Revenues	Revenues (2025)	Advertising	Revenue (2025)
Google	\$441,572.00	\$386,954.00	\$69,611.00	\$224,923.20	89.50%	\$201,306.2
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%	\$2,317.9
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%	\$167.4
Total US	\$770,185.90	\$689,817.00	\$96,183.00	\$434,185.98		\$388,972.6
Alibaba	\$184,362.00	\$173,871.00	\$12,598.00	\$111,414.06	60.00%	\$66,848.4
Tencent	\$154,366.00	\$151,554.00	\$13,969.00	\$63,730.36	10.50%	\$6,691.6
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%	\$9,114.5
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%	\$246.9
Netease	\$14,566.00	\$11,257.00	\$2,388.00	\$840.00	11.90%	\$3,013.7
Mail.ru	\$3,492.00	\$3,768.00	\$636.00	\$1,676.47	35.00%	\$586.7
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%	\$191.4
Total non-US	\$474,131.00	\$444,613.00	\$50,379.00	\$248,495.46		\$133,415.3
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	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
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	1,137,780
% Growth	00.400	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	20,991	56,585	56,969	57,540	58,138	58,603	59,002	59,554
% Growth		-976	-276	-376	-1/76	-7176	-376	-276	776	176	176	776	776	7 76	776	176
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		36%	68%	25%	42%	27%	31%	29%	22%	19%	18%	14%	14%	13%	13%	11%
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%	17.8%
D&A	103	158	172	203	301	353	389	537	606	696	811	938	1,088	1,260	1,451	1,661
% of Capex	41%	79%	55%	65%	62%	69%	78%	86%	79%	77%	75%	76%	76%	76%	76%	77%
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%	15.3%
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%	19%	19%	20%	20%
Net Income	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
<i>Plus</i> After-tax Interest Expense (Income)	27	1	(9)	(33)	(47)	(90)	(108)	(154)	(199)	(278)	(357)	(444)	(541)	(650)	(782)	(932)
Descentiation of PORE	102	150	172	202	204	363	390	627	606	606	011	029	1 099	1 260	1.451	1 661
Other	103	100	1/2	203	301	333	309		000	030	011	830	1,000	1,200	1,451	1,001
Outer .	0	0		0	0		0	0	0			0	0	0	0	0
Less Change in Working Capital % of Change in Sales	(155)	(14) -2%	(157) -7%	(167) -12%	(172) -6%	(325) -12%	(163) -4%	(81) -2%	(28) -1%	(299) -6%	(356) -6%	(328) -6%	(219) -4%	(329) -5%	(365) -5%	(376) -6%
Casital Expenditures	260	200	212	212	400	610	407	600	705	0.00	1.079	1 226	1.497	1 660	1 000	2 140
Gapital Experiorates	2.50	200	-312	312	400	510		984	200	300	1,070	1,2.50	1,437	1,000	1,030	2,140
26 Gr Sarra	0	0,0	0.0	4.4		476		0								376
Out.				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
												E S M	EBITDA Sales Net Debt (Cas Fesla Diluted	ih) Shares		12,099 68,059 (260) 142
Exit EBITDA High							12.0 >	¢	Exit PPG Hig	h	5.0%	E	xit P/Sales H	ligh	180%	
EXILEBITUA LOW							8.0 >	(	Exit PPG Lov	v	3.0%	E	ext P/Sales L	.CW	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)

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



## Step 4: Value the company (Uber)

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# Step 5: Keep the feedback loop

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- <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).
- 3. <u>Global networking benefits</u>: 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	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	entering car ownership market (\$6	entering car ownership market (\$2-
	(\$10 billion+)	billion+)	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

# Step 6: Be ready to modify narrative as events unfold

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

# Let the games begin... Time to value companies..

Let's have some fun!

## Equity Risk Premiums in Valuation

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- The equity risk premiums that I have used in the valuations that follow reflect my thinking (and how it has evolved) on the issue.
  - Pre-1998 valuations: In the valuations prior to 1998, I use a risk premium of 5.5% for mature markets (close to both the historical and the implied premiums then)
  - Between 1998 and Sept 2008: In the valuations between 1998 and September 2008, I used a risk premium of 4% for mature markets, reflecting my belief that risk premiums in mature markets do not change much and revert back to historical norms (at least for implied premiums).
  - Valuations done in 2009: After the 2008 crisis and the jump in equity risk premiums to 6.43% in January 2008, I have used a higher equity risk premium (5-6%) for the next 5 years and will assume a reversion back to historical norms (4%) only after year 5.
  - After 2009: In 2010, I reverted back to a mature market premium of 4.5%, reflecting the drop in equity risk premiums during 2009. In 2011, I used 5%, reflecting again the change in implied premium over the year. In 2012 and 2013, stayed with 6%, reverted to 5% in 2014 and will be using 5.75% in 2015.

## The Valuation Set up

- With each company that I value in this next section, I will try to start with a story about the company and use that story to construct a valuation.
- With each valuation, rather than focus on all of the details (which will follow the blueprint already laid out), I will focus on a specific component of the valuation that is unique or different.

# Training Wheels On?

### Stocks that look like Bonds, Things Change and Market Valuations

Aswath Damodaran



### A break even growth rate to get to market price...



Aswath Damodaran

### From DCF value to target price and returns...

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Assume that you believe that your valuation of Con Ed (\$42.30) is a fair estimate of the value, 7.70% is a reasonable estimate of Con Ed's cost of equity and that your expected dividends for next year (2.32\*1.021) is a fair estimate, what is the expected stock price a year from now (assuming that the market corrects its mistake?)

If you bought the stock today at \$40.76, what return can you expect to make over the next year (assuming again that the market corrects its mistake)?



