# Chp 6. EQUITY VALUATION RETURN CONCEPTS

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Equity Research – Master in Finance 2020/2021





Master in Finance Ranking 2020



# CONTENT

### 1. Cost of Equity

a) CAPM Model

Estimating the Risk-Free Rate

Estimating the Beta

Estimating the MRP / ERP

a) Alternatives to the CAPM Model

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Cost of Equity
EQUITY VALUATION

### **CAPM Model**

$$r_i = RFR + \beta_i^{mkt} MRP \quad \text{,} \quad \text{in which } \text{MRP} = \text{E}(\text{R}_m) - \text{RFR}$$

### Assumptions:

- Investors are risk averse
- Investment is based on mean-variance optimization
- Relevant risk is systematic

Include a CRP (country risk premium)? It is no longer a 'pure' CAPM model!

$$r_{i} = RFR + CRP + \beta_{i}^{mkt}(MRP)$$
 
$$or$$
 
$$r_{i} = RFR + \beta_{i}^{mkt}(MRP + CRP)$$

### **CAPM Model**

Which RFR? (US, Germany, Portugal, etc.)

How to estimate the  $\beta$ ? Sources of data?

How to estimate the MRP / ERP? Sources of data?

Different MRP for different segments?

	EU E&C	EU E&S
COST OF		
EQUITY		
Risk Free Rate	4.05%	4.12%
Beta (β)	1.46	1.35
MRP	7.42%	7.43%
Re	14.87%	14.13%
COST OF		
DEBT		
Cost of Debt	6.82%	6.82%
Tax Rate	30.00%	30.00%
After-tax Rd	4.77%	4.77%

	Africa	LATAM
COST OF EQUITY		
Risk Free Rate	10.00%	7.50%
Beta (β)	2.12	1.85
MRP	6.31%	5.84%
Re	23.40%	18.29%
COST OF DEBT		
Cost of Debt	6.82%	6.82%
Tax Rate	30.00%	30.00%
After-tax Rd	4.77%	4.77%

### **CAPM Model**

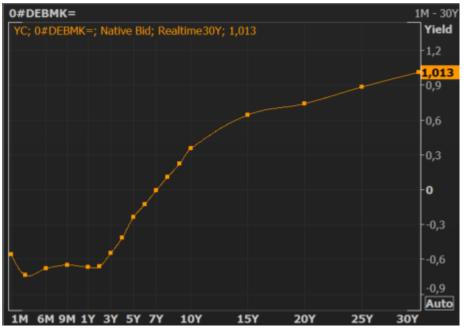
Data requirements	Considerations
Risk-free rate $(R_f)$	Use <b>long-term</b> default-free government denominated bonds in the same currency as cash flows.
Company's beta $(\beta)$	Use market data or lever the company's industry beta to company's target D/V ratio.
Market risk premium $(R_m - R_f)$	The market risk premium is difficult to measure. Various models point to a risk premium between 4.5% and 5.5%, but varies significantly per country.

### **CAPM Model**

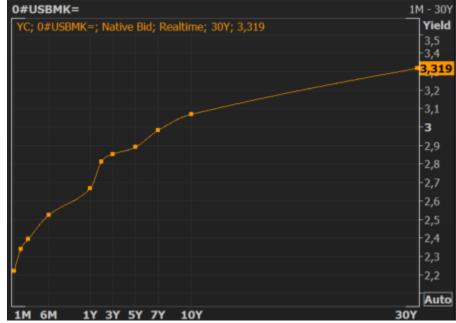
### **Estimating the Risk-Free Rate**

Ideally, discount each cash flow using a government bond with the same maturity. For simplicity, the 10-year government bonds can be used.

### **German Government Benchmark Yield Curve**



### **United States Government Benchmark Yield Curve**



### **CAPM Model**

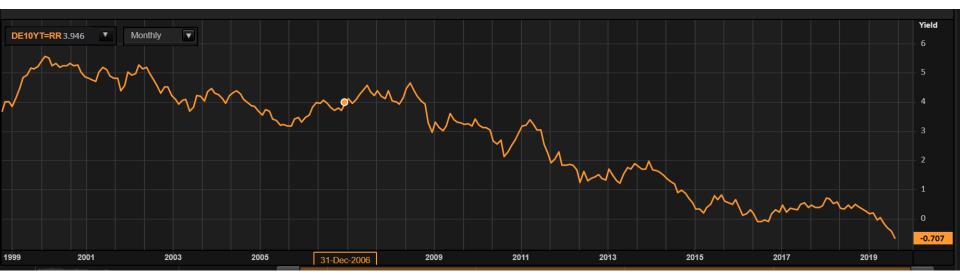
Risk Free Rate Use yields on long-term riskless bonds

Benchmark: **German Bund (10y)** 

The yield curve has been reshaping recently, thus yields on 10y Bonds are not appropriate

( **-0.707%** - August 31<sup>st</sup>, 2019 )

Normalize the data using the 10-year monthly average (1.209%)



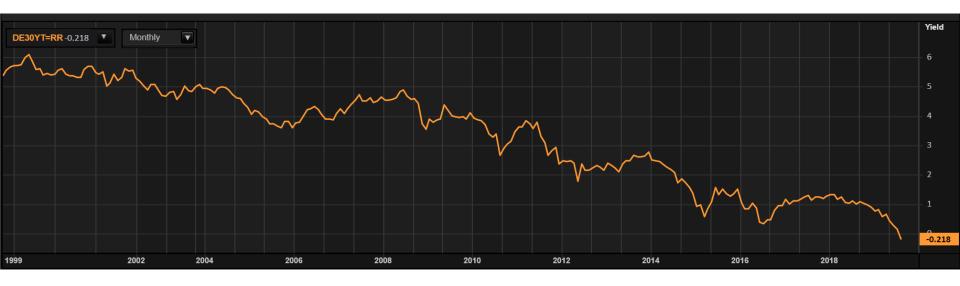
Source: Thomson Reuters Eikon (historical monthly yield of German Bund 10y)

### **CAPM Model**

### **Risk Free Rate**

The benchmark for the 30y German Bund is also negative

( **-0.218%** - August 31<sup>st</sup>, 2019 )



Source: Thomson Reuters Eikon (historical monthly yield of German Bund 30y)

### **CAPM Model**

### **Estimating the Beta**

### Method A)

**Pure-play method:** especially for thinly traded stocks or for non-public companies.

$$\beta_L = \beta_U \times \left[1 + \frac{D}{E} \times (1-t)\right]$$

**Exercise:** Estimate the  $\beta_L$  for BWM AG

- Data from peers (e.g., Bloomberg, Reuters)
- Data from the industry (e.g., Damodaran <a href="http://pages.stern.nyu.edu/~adamodar/">http://pages.stern.nyu.edu/~adamodar/</a>)

### **CAPM Model**

### **Estimating the Beta**







7	Rolls-Royce	
	Motor Cars Limited	

7203.T         Toyota Motor Corp         1.14         182,077,583,286.28         194,753,457,915.09         29.4%         19.2           VOWG_p.DE         Volkswagen AG         1.49         196,101,294,370.27         82,197,444,066.00         25.7%         16.4           DAIGn.DE         Daimler AG         1.43         152,498,170,607.36         60,983,760,390.78         28.3%         24.0           TSLA.OQ         Tesla Inc         0.58         10,314,938,000.00         59,675,421,984.75         28.9%           7267.T         Honda Motor Co Ltd         1.27         64,549,360,060.23         50,959,502,482.50         30.3%         -1.2           GM.N         General Motors Co         1.27         94,219,000,000.00         49,526,153,481.97         28.9%         35.7           F.N         Ford Motor Co         0.71         154,287,000,000.00         36,039,804,668.10         22.3%         11.3           7201.T         Nissan Motor Co Ltd         1.15         72,824,731,789.95         35,655,179,109.46         27.9%         -7.4           FCHA.MI         Fiat Chrysler Automobiles NV         1.44         21,558,042,729.81         24,842,903,042.52         21.7%         43.0           7269.T         Suzuki Motor Corp         1.04         5,438,641,069.08         <	Identifier	Company Name	Beta	Total Debt (2017YE, usd)	Company Market Cap (usd)	WACC Tax Rate, (%) - for Rd	Effective Tax Rate, (%) (2017YE)	$oldsymbol{eta}_U$
VOWG_p.DE         Volkswagen AG         1.49         196,101,294,370.27         82,197,444,066.00         25.7%         16.4           DAIGn.DE         Daimler AG         1.43         152,498,170,607.36         60,983,760,390.78         28.3%         24.0           TSLA.OQ         Tesla Inc         0.58         10,314,938,000.00         59,675,421,984.75         28.9%           7267.T         Honda Motor Co Ltd         1.27         64,549,360,060.23         50,959,502,482.50         30.3%         -1.2           GM.N         General Motors Co         1.27         94,219,000,000.00         49,526,153,481.97         28.9%         35.7           F.N         Ford Motor Co         0.71         154,287,000,000.00         36,039,804,668.10         22.3%         11.3           7201.T         Nissan Motor Co Ltd         1.15         72,824,731,789.95         35,655,179,109.46         27.9%         -7.4           FCHA.MI         Fiat Chrysler Automobiles NV         1.44         21,558,042,729.81         24,842,903,042.52         21.7%         43.0           7269.T         Suzuki Motor Corp         1.04         5,438,641,069.08         23,256,546,143.59         34.0%         28.3           005380.KS         Hyundai Motor Co         1.25         67,519,275,673.55         <	BMWG.DE	Bayerische Motoren Werke AG	1.31	113,539,904,751.62	54,936,363,926.35	30.7%	18.3%	0.54
DAIGN.DE         Daimler AG         1.43         152,498,170,607.36         60,983,760,390.78         28.3%         24.0           TSLA.OQ         Tesla Inc         0.58         10,314,938,000.00         59,675,421,984.75         28.9%           7267.T         Honda Motor Co Ltd         1.27         64,549,360,060.23         50,959,502,482.50         30.3%         -1.2           GM.N         General Motors Co         1.27         94,219,000,000.00         49,526,153,481.97         28.9%         35.7           F.N         Ford Motor Co         0.71         154,287,000,000.00         36,039,804,668.10         22.3%         11.3           7201.T         Nissan Motor Co Ltd         1.15         72,824,731,789.95         35,655,179,109.46         27.9%         -7.4           FCHA.MI         Fiat Chrysler Automobiles NV         1.44         21,558,042,729.81         24,842,903,042.52         21.7%         43.0           7269.T         Suzuki Motor Corp         1.04         5,438,641,069.08         23,256,546,143.59         34.0%         28.3           005380.KS         Hyundai Motor Co         1.25         67,519,275,673.55         22,068,618,691.49         23.4%         -2.4           PEUP.PA         Peugeot SA         1.64         9,252,528,160.65         20,0	7203.T	Toyota Motor Corp	1.14	182,077,583,286.28	194,753,457,915.09	29.4%	19.2%	0.69
TSLA.OQ Tesla Inc 0.58 10,314,938,000.00 59,675,421,984.75 28.9% 7267.T Honda Motor Co Ltd 1.27 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 64,549,360,060.23 50,959,502,482.50 30.3% -1.2° 67.10	VOWG_p.DE	Volkswagen AG	1.49	196,101,294,370.27	82,197,444,066.00	25.7%	16.4%	0.54
7267.T Honda Motor Co Ltd 1.27 64,549,360,060.23 50,959,502,482.50 30.3% -1.27   GM.N General Motors Co 1.27 94,219,000,000.00 49,526,153,481.97 28.9% 35.77   F.N Ford Motor Co 0.71 154,287,000,000.00 36,039,804,668.10 22.3% 11.37   7201.T Nissan Motor Co Ltd 1.15 72,824,731,789.95 35,655,179,109.46 27.9% -7.47   FCHA.MI Fiat Chrysler Automobiles NV 1.44 21,558,042,729.81 24,842,903,042.52 21.7% 43.07   7269.T Suzuki Motor Corp 1.04 5,438,641,069.08 23,256,546,143.59 34.0% 28.37   705380.KS Hyundai Motor Co 1.25 67,519,275,673.55 22,068,618,691.49 23.4% -2.47   PEUP.PA Peugeot SA 1.64 9,252,528,160.65 20,064,352,442.77 25.5% 24.68   RENA.PA Renault SA 1.48 59,849,330,022.43 19,762,452,901.37 20.2% 14.68   7270.T Subaru Corp 1.30 811,236,589.50 17,435,291,025.62 29.5% 25.48	DAIGn.DE	Daimler AG	1.43	152,498,170,607.36	60,983,760,390.78	28.3%	24.0%	0.51
GM.N General Motors Co 1.27 94,219,000,000.00 49,526,153,481.97 28.9% 35.7 F.N Ford Motor Co 0.71 154,287,000,000.00 36,039,804,668.10 22.3% 11.3 7201.T Nissan Motor Co Ltd 1.15 72,824,731,789.95 35,655,179,109.46 27.9% -7.4 FCHA.MI Fiat Chrysler Automobiles NV 1.44 21,558,042,729.81 24,842,903,042.52 21.7% 43.0 7269.T Suzuki Motor Corp 1.04 5,438,641,069.08 23,256,546,143.59 34.0% 28.3 005380.KS Hyundai Motor Co 1.25 67,519,275,673.55 22,068,618,691.49 23.4% -2.4 PEUP.PA Peugeot SA 1.64 9,252,528,160.65 20,064,352,442.77 25.5% 24.6 RENA.PA Renault SA 1.48 59,849,330,022.43 19,762,452,901.37 20.2% 14.6 7270.T Subaru Corp 1.30 811,236,589.50 17,435,291,025.62 29.5% 25.4	TSLA.OQ	Tesla Inc	0.58	10,314,938,000.00	59,675,421,984.75	28.9%		0.51
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·	RENA.PA	Renault SA	1.48	59,849,330,022.43	19,762,452,901.37	20.2%	14.6%	0.43
000270 KS Kia Motors Corp. 1.18 8.208 196 029 52 10 196 958 916 37 20 0% 15 1	7270.T	Subaru Corp	1.30	811,236,589.50	17,435,291,025.62	29.5%	25.4%	1.25
1.10 0,200,130,023.32 10,130,330,310.37 20.070 13.1	000270.KS	Kia Motors Corp	1.18	8,208,196,029.52	10,196,958,916.37	20.0%	15.1%	0.72
							Mean	0.66

Median 0.54

$$\beta_{L} = 0.54 \times \left[ 1 + \frac{113,540}{54,936} \times (1 - 0.307) \right] = 1.309$$

### **CAPM Model**

### BMW GROUP





# **Estimating the Beta**

Industry Name	Number of firms	Beta	D/E Ratio	Effective Tax rate	Unlevered beta	Cash/Firm value	Unlevered beta corrected for cash	HiLo Risk	Standard deviation of equity	10 years)
Auto & Truck	18	1.2	148.09%	8.15%	0.56	4.88%	0.59	0.6051	38.59%	209.62%

Last Updated in January 2018

By Aswath Damodaran

Damodaran's approach corrects for cash:

$$\beta_{U_{cash adj.}} = \frac{\beta_{U}}{\left(1 - \frac{Cash}{Firm \ Value}\right)} = \frac{0.56}{(1 - 0.0488)} = 0.59$$

The intuition is that cash has no risk, therefore the beta for the cash is zero

$$\beta_{L} = 0.59 \times \left[ 1 + \frac{113,540}{54,936} \times (1 - 0.307) \right] = 1.441$$

### **CAPM Model**

### **Estimating the Beta**

### Method B)

Regression: return of a stock on the return of the market.

$$R_i = \alpha + \beta \times R_m + \varepsilon$$

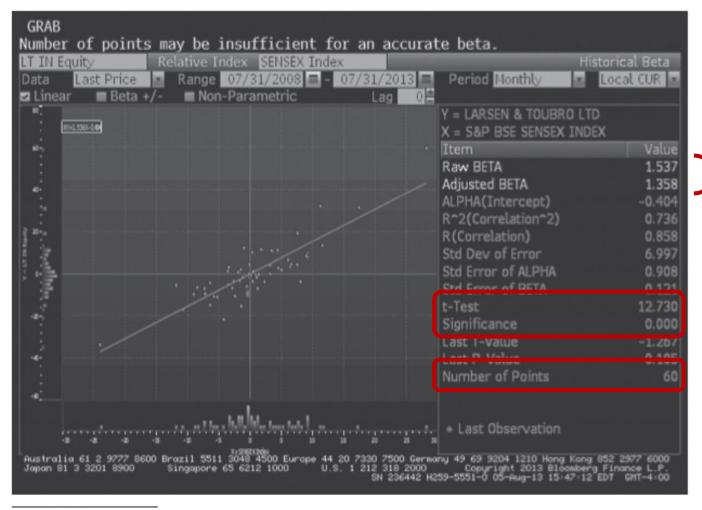
The "raw"  $\beta$  may be adjusted for "drift" (Blume adjustment):

$$\beta_{adj} = \beta_{raw} \times (2/3) + 1.0 \times (1/3)$$

- Choice of index
- Choice of length of data period and frequency of observations: monthly data for 5 years (60 observations)

### **CAPM Model**

### **Estimating the Beta**



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### **CAPM Model**

### **Estimating the Beta**

. reg bmw dax3	30						
Source	SS	df	MS		er of obs	=	60
Model Residual	.191322886 .109486776	1 58	.191322886	R-sqi	> F uared	= =	101.35 0.0000 0.6360
Total	.300809662	59	.005098469	_	R-squared MSE	=	0.6298
bmw	Coef.	Std. Err.	t	P> t	[95% Cor	nf.	Interval]
dax30 _cons	1.296492 0053625	.1287814	10.07 -0.95	0.000 0.346	1.038708	-	1.554276 .005936

$$\beta_{adj} = 1.29649 \times (2/3) + (1/3)$$

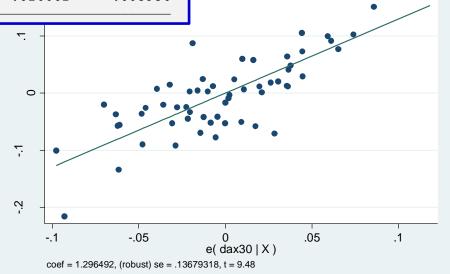
$$\beta_{adj} = 1.198$$







Rolls-Royce



### **CAPM Model**

### **Estimating MRP or ERP**

### Method A)

Survey: ask analysts, executives, regulators, etc.

Fernandez et al. (2019). Market Risk Premium and Risk-Free Rate used for 69 Countries in 2019: A Survey. (https://papers.ssrn.com/sol3/papers.cfm?abstract\_id=3358901)

Portugal = 7.5%

Germany = 5.7%

US = 5.6%

### Method B)

### **Extrapolate from the past:**

$$R_m = \frac{R_i - RFR}{\beta_i^{mkt}} + RFR$$

### **CAPM Model**

### **Estimating MRP or ERP**

### **Method C)**

Supply side model:  $(R_m - RFR)$ 

Estimate these parameters from historical data

- Use the longest period possible (e.g., 10 years);
- May be adjusted for survivorship bias;
- Long-term government bond rate (instead of short-term) is preferred as proxy for the RFR;
- **Geometric mean** (takes into account the compounding effect) is preferred to arithmetic mean.

### **CAPM Model**

### **Estimating MRP or ERP**

### **Method D)**

**Current financial ratios (regression) – dividend yield:** 

$$R_m - R_f = \alpha + \beta \ln \left( \frac{Dividend}{Price} \right) + \varepsilon$$

http://pages.stern.nyu.edu/~adamodar/New Home Page/datacurrent.html

### **CAPM Model**

### **Estimating MRP or ERP**

### **Method E)**

Macroeconomic Model (Ibbotson and Chen):

$$ERP = \big\{ \big[ (1 + E_{INF}) \big( 1 + E_{g \, EPS} \big) \big( 1 + E_{g \, P/E} \big) - 1.\, 0 \big] + E_{INC} \big\} - E_{RFR}$$

 $ERP = \{[(1 + Inflation)(1 + Growth EPS)(1 + Growth P/E) - 1] + Increase in Earnings\} - RFR$ 

### **CAPM Model**

### **Estimating MRP or ERP**

### Method F)

### **Gordon Growth Model for ERP:**

$$ERP = D_{yield_F} + E_{growth_F} - Bond_{yield_0}$$

 $D_{yield_F}$ : forecasted dividend on a market index

 $E_{growth_{\,F}}\!\!:$  consensus long-term earnings growth

Bondyieldo: long-term government bond yield

### **CAPM Model**

### **Estimating the CRP**

(weighted by 2018 sales: Germany 66%; France 23%; Spain 4%; Portugal 3%; Others 4%)

### Method A) Historical adjusted default spread from Damodaran

Average CRP = 0.37%

### Method B) 10y Bond Yield in the last 5 years (monthly average)

Source: Thomson Reuters

Average Yield = 0.68% Benchmark (Germany) = 0.31%

Average CRP = **0.37%** (over benchmark)

### **Multifactor Models**

(Alternative to the CAPM)

Generally have higher explanatory power but are more complex and costly to implement

### The Fama-French Model with Three-Factors (extension to the CAPM):

$$r_i = RFR + \beta_i^{mkt}MRP + \beta_i^{size}SMB + \beta_i^{value}HML$$

(based on portfolios)

 $\beta_i^{\text{size}}$ : the sensitivity of security *i* to movements in small stocks

SMB: the return to small stocks minus the return to large stocks

 $\beta_i^{\text{value}}$ : the sensitivity of security *i* to movements in value stocks

HML: the return to value stocks minus the return to growth stocks

http://mba.tuck.dartmouth.edu/pages/faculty/ken.french/Data\_Library/f-f\_factors.html

**Multifactor Models** 

(Alternative to the CAPM)

### The Pastor-Stambaugh Model (extension to the Fama-French Model):

$$r_i = RFR + \beta_i^{mkt}MRP + \beta_i^{size}SMB + \beta_i^{value}HML + \beta_i^{liquidity}LIQ$$

 $\beta_i^{\text{liquidity}}$ : the sensitivity of security *i* to movements in illiquid stocks

LIQ: the return to illiquid stocks minus the return to liquid stocks

### The Carhart Four-Factor Model (extension to the Fama-French Model):

$$r_i = RFR + \beta_i^{mkt}MRP + \beta_i^{size}SMB + \beta_i^{value}HML + \boldsymbol{\beta_i^{momentum}UMD}$$

 $\beta_i^{\text{liquidity}}$ : the sensitivity of security *i* to momentum

UMD: monthly premium on winners minus losers (momentum factor) – over 2-12 months

### The Build-up Method (Alternative to the CAPM)

Very simple and can be applied to privately held companies, although it uses historical estimates, and these estimates may no longer be relevant

Required Return = RFR + (Risk premium)<sub>1</sub> + (Risk premium)<sub>2</sub> +  $\cdots$  + (Risk premium)<sub>k</sub>

Starts with RFR and adds premiums for different risks, but **does not use betas to adjust factor risk premiums** 

$$r_i = RFR + ERP + FSP + IRP + CSR$$

FSP: firm size risk premium (proxy for bankruptcy risk)

IRP: industry risk premium (operational risk) – see Duff & Phelps (2017) in the syllabus.

CSR: firm-specific premium (e.g., dependence on a major customer – Porter's Five Forces)

### Can include:

RRP (regulatory risk premiums), amongst others

The Build-up Method (Alternative to the CAPM)

### Bond-yield plus risk premium approach:

**BYPRP** cost of equity = YTM on company's long term debt + Risk premium

Suitable if the company has publicly traded debt.

### YTM already reflects:

- (i) real interest rates;
- (ii) inflation, and;
- (iii) risk of default on debt.

Modigliani & Miller

(Alternative to the CAPM)

### **M&M** proposition II with taxes:

$$r_{e} = r_{u} + (r_{u} - r_{d}) \left(\frac{D}{E}\right) (1 - T_{c})$$

Cost of equity increases with the level of risk, while the business risk (r<sub>u</sub>) remains constant.

CAPM is an extension of the portfolio theory based n portfolio diversification and idiosyncratic risk minimization/elimination, while M&M is based on capital structure decisions/optimization.

We need the cost of a all-equity financed company  $(r_u)$  for the APV method.

Discounted Cash Flow Model (Alternative to the CAPM)

Gordon Growth Model for the  $r_e$ : rearranging the dividend discount model

$$r_e = \frac{Dividend}{Price} + g$$

$$r_e = \frac{\text{Earnings}\left(1 - \frac{g}{\text{ROE}}\right)}{\text{Price}} + g$$

Because CF to Equity (CF<sub>e</sub>):

$$CF_e = Earnings \left(1 - \frac{g}{ROE}\right)$$

<u>Limitation:</u> do not account for share repurchases

### **Grinold Kroner Model** (Alternative to the CAPM)

**Grinold Kroner Model:** is a restatement of the Gordon growth model that takes explicit account of repurchases

$$r_i = \frac{\text{Div}_1}{P_0} - \Delta S \, + \, i \, + \, g \, + \, \Delta \left(\frac{P}{E}\right)$$
 income nominal repricing earnings growth return

 $Div_1/P_0$ : the expected dividend yield

i: the expected inflation rate

g: the expected real total earnings growth rate (not identical do EPS)

ΔS: the expected percentage change in the number of shares outstanding

ΔP/E: the per period percent change in the P/E multiple

# 2 Cost of Debt EQUITY VALUATION

# **COST OF DEBT**

### **Estimating the cost of debt**

Look at the: Interest Coverage Ratio =  $\frac{\text{Operating Income}}{\text{Interest Expense}}$ 

The ratio can be used to estimate synthetic ratings

(http://www.stern.nyu.edu/~adamodar/pc/ratings.xls)

### Method A)

Interest rate: rate that the bank charges the firm, or:

$$r_{d} = \frac{Interest \: Expense}{Debt}$$

### **Method B)**

YTM: yield to maturity of current debt

$$Price = \frac{Coupon_1}{(1 + YTM)^1} + \frac{Coupon_2}{(1 + YTM)^2} + \dots + \frac{Face + Coupon_n}{(1 + YTM)^N}$$

# **COST OF DEBT**

### **Estimating the cost of debt**

### Method C)

### **Credit spread:**

$$r_d = RFR + Credit Spread$$

 $r_d$  = Market yield on government bonds + Credit risk spread

### May extend to:

 $r_d = RFR + Default Spread_{Country} + Default Spread_{Company}$ 

## **COST OF DEBT**

### **Estimating the cost of debt**

### Method D)

Cost of net debt:

$$r_{d \, (net \, debt)} = \frac{r_{d_{gross \, debt}} \times Debt_{gross} - r_{f} \times Cash}{Debt_{gross} - Cash}$$

Debt = 800

 $r_{d \text{ (net debt)}} = \frac{7\% \times 800 - 3\% \times 200}{800 - 200} = 8.33\%$ 

Cash = 200

RFR = 3.0%

Rd = 7.0%

The 8.33% should be used in the valuation as the cost of debt.

Lenders will account for the firm's cash holdings when setting the cost of debt.

# 3 WACC EQUITY VALUATION

### **WACC: Weighted Average Cost of Capital**

$$D + E + PS = V$$

$$WACC = \frac{E}{V} \times r_e + \frac{D}{V} \times r_d \times (1 - T_c) + \frac{PS}{V} \times r_{ps}$$

Most companies only have common equity (E), although some may also issue preferred shares (PS)

Simplifying, the WACC represents the expected return on an *alternative* investment with identical risk.

**Debt:** use <u>market values</u> (e.g., traded bonds) when available and <u>include all</u> <u>interest-bearing obligations</u> (short-term as well as long-term).

### **WACC: Weighted Average Cost of Capital**

Use **gross debt** or **net debt**? There is **no consensus**...different rationales apply.

### Caveats of using net debt:

- Excess cash not used to pay debt (e.g., technological companies);
- Risk and yield for cash is different than for the debt;
- Taxes on interest paid are the same as taxes on interest received?;
- Cash holdings are volatile from one period to the other (e.g., changes in CAPEX);
- How to adjust from EV to P?
- Net debt can be negative (if so, use net debt = 0, and consider de excess cash as you would in using gross debt);
- Requires that cash balances increases as the firm value increases (maintain D/V).

Want to use gross Debt? Can account for CF's generated by cash & equivalents.

### **WACC: Weighted Average Cost of Capital**

Use **gross debt** or **net debt**? There is **no consensus**...different rationales apply.

Options	Gross Debt	Net Debt
$oldsymbol{eta_L}$	Unlevered beta is levered using <b>Gross D/E</b>	Unlevered beta is levered using Net Debt/E
Cost of Capital	D/V used is based on Gross Debt	D/V is used is based on Net Debt
Treatment of Cash and Debt	Cash is <u>added</u> to value of operating assets and Gross Debt is subtracted to get to equity value	Cash is <u>not added back</u> to operating assets and Gross Debt is subtracted to get to equity value

### **WACC: Weighted Average Cost of Capital**

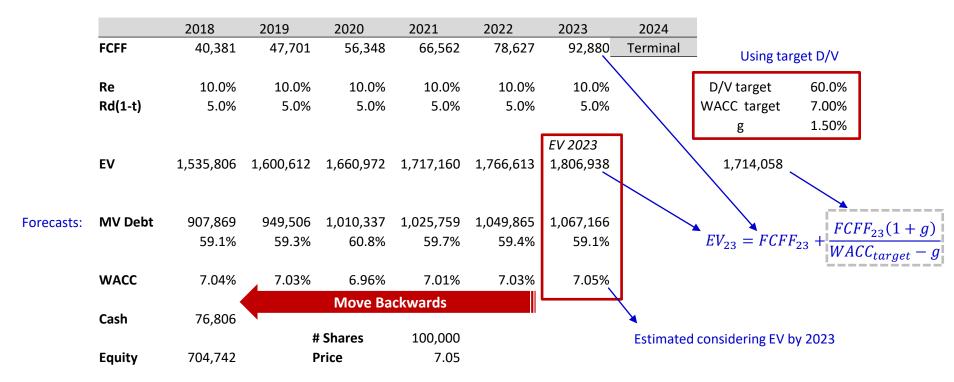
**Tax rate:** if the estimated effective tax rate is not sustainable and is instable, use the company's marginal income tax rate.

Weights: use market values and target weights (terminal period), instead of book value-weights for equity and debt.

Options	Forecasted Period	Terminal Period
Option A)	Target weights	Target weights
Option B)	Market values moving backwards	Target weights

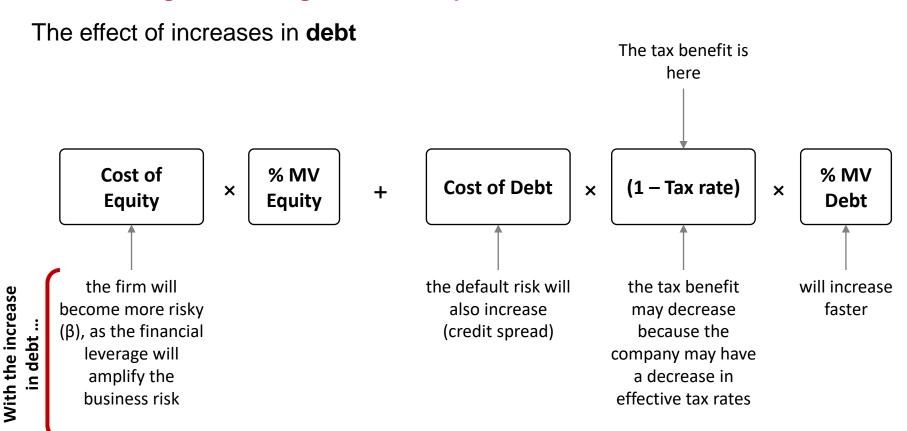
### **WACC: Weighted Average Cost of Capital**

Weights: use market values and target weights (terminal period), instead of book value-weights for equity and debt.



Price is for 2017YE. We assume that reported net debt as of 2017YE are the same as for 2018YE.

### **WACC: Weighted Average Cost of Capital**



### **WACC: Weighted Average Cost of Capital**

### The effect of dividends

