Global Mobility Unit Class
TAMIM Fund

At 31 March 2021

The Global Mobility unit class launched on 8 February as long term rates had a sell off, creating concerns over growth stocks. Despite this sell off, the unit class managed to hold up, ending the quarter down -4.39% but with 25% in the portfolio still to deploy.

The Mobility Revolution is clearly at an inflexion point, just spend five minutes Googling "electric cars for 2021" and you can get a sense of what we're talking about with how many models there are to view. Key to our thesis is that the transportation and energy sectors are two massive components of the economy worth trillions of dollars that have barely been touched by technology and basically haven't changed in a century. All the big companies, worth trillions of dollars, are now paying attention to the space, lending further credence to the size of the opportunity. By way of a few examples, Amazon bought Zoox, Microsoft invested in Cruise, Google owns Waymo, Apple is building out an EV and AV supply chain. Baidu, Alibaba, and others are interested. The bottom line is that the investable universe is rapidly expanding as more and more direct mobility plays go public. There is going to be a lot of money to be made by picking the true winners and losers here, and ***we believe we have one of the few strategies focused exclusively on this theme.***

From an overall market perspective, while volatility at the index level was fairly low in the first quarter, there was a fair amount of volatility underneath the surface. In January we had the GameStop squeeze, in February we had the taper tantrum where interest rates backed up almost 100 basis points in a few weeks, in March we had the Archegos unwind. Overall, ***we view these forced unwinds and volatility as opportunities,*** and we have used these opportunities to scale up conviction ideas. While the Global Mobility strategy is generally growth-biased, given that there is such a huge opportunity set ahead in terms of the transformation of the transportation and energy industries, we do have plenty of opportunities in the cyclical arena. During times like this, when underlying economic growth is accelerating, we shift the portfolio more heavily towards cyclical areas like semiconductors. So, for the quarter, our cyclically exposed names like semiconductors, such as NXP Semiconductors (NXPI.NASDAQ), outperformed while our more secular, growth-related positions like Ubisoft (UBI. EPA) underperformed. As of now we remain cyclically bent in the portfolio, but we see a lot of increasing opportunities in growth names that have underperformed over the last six to nine months.

In terms of the liquidity backdrop, we are watching areas like new issue SPACs and IPOs for potential digestion issues. In general, ***the macro backdrop continues to remain supportive of risk assets***, given all the of the liquidity in the system, from a monetary and fiscal policy perspective, combined with the reopening of economies, most notably in the U.S.

Overview

The TAMIM Global Mobility strategy seeks to to capitalise on the ongoing $7 trillion autonomous/electric vehicle revolution. In analysing first, second, and third order effects, the portfolio invests into companies that will benefit while shorting those that will suffer.

Key Facts

Investment Structure:	Unlisted Unit Trust
Minimum investment:	A$250,000
Management fee:	1.50% p.a.
Admin & expense recovery fee:	Up to 0.35%
Performance fee:	20% of performance in excess of hurdle
Hurdle:	Greater of: RBA Cash Rate + 2.50% OR 4%
Exit fee:	Nil
Buy/Sell Spread:	+0.35% / -0.35%
Management style:	Active - Long/Short
Target number of holdings:	45-70
Investable universe:	MSCI ('mobility' universe)
Cash level (typical):	0-100% (0-10%)
Lock up:	12 months

NAV

	Buy Price	Mid Price	Redemption Price
AU$	$0.9595	$0.9561	$0.9528

Sharing & Connectivity

We continue to view this pillar as most interesting when it converges with autonomy on the long side. On the short side, there are plenty of opportunities and we are closely monitoring several legacy business model companies that have failed to invest in the future, such as car rental companies, as potential short candidates into the second half of 2021 when the rubber really needs to meet the road in terms of delivering on results. For a lot of these names, shares have outperformed dramatically over the past couple months, and many of these companies have benefited from the economic reacceleration plus the increased liquidity and short covering that we've seen over the past several months. But the underlying businesses and dynamics within those industries haven't improved sustainably. This is an area we are focused on when thinking about short opportunities in the second half of 2021.

Connectivity is primarily an area of long focus and it remains a huge opportunity set. ***The 5G infrastructure ramp is set to accelerate*** and we expect government initiatives to literally rip up and replace old hardware. Part of this has to do with the West vs China from the perspective of taking out old Huawei equipment and replacing it with European- or U.S.-based equipment. Overall, it is creating a very large opportunity set for many of the semiconductor players that we are extraordinarily

familiar with. What we've also seen is places like China have accelerated their smart city builds, enabling vehicle-to-vehicle and vehicle-to-infrastructure connectivity. That, again, is a large opportunity set for semiconductor players as well as those addressing the software overlay on top. This activity lays the infrastructure for the autonomous future that we believe in and we expect the U.S. and Europe will follow as we view the transportation revolution as similar to the Space Race of the previous fifty years.

Electrification

It is clear that ***electrification and the push towards alternative energy is happening***. The U.S. is now fully on board, most notably highlighted by recent comments from Secretary of Treasury Janet Yellen around climate change as well as the recent executive order and proposed multi-trillion-dollar infrastructure package from President Joe Biden. For background, Biden's executive order, which was issued a month or two ago, was focused on building and having access to supply chains that the U.S. views as mission-critical. The three areas that he called out were rare earth materials, semiconductors, and battery materials, all of which highlight the focus on alternative energy as a top geopolitical priority. What we've seen a lot in the media over the past several months is the issues with semiconductor shortages.

The semiconductor supply chain, over the past decade or two, was increasingly built for just-in-time or efficiency; so very efficient, but not very resilient. So, when there's a supply shock and demand rebounds dramatically the supply chain can't necessarily handle that. What we think we're going to see over the next ten years is the rebuilding of that industry for resilience.

Most notably, we are seeing it in the auto supply chain. On that auto supply chain side, the Original Equipment Manufacturers (OEMs), generally legacy players, are running just-in-time inventory systems and the incentives for the management of those organisations is heavily focused on just cash flow. So, not necessarily aligned to handle surges in demand. What we saw was a cut in all of these component orders in April of 2020, and now it's taking an age for them to catch back up in terms of semiconductors being supplied into the auto supply chain. More than anything, it's a U.S. OEM supply chain ordering issue, but we think that the U.S. government realises that we need to have access to these critical supply chains in the U.S. or in areas that are easily accessible and not necessarily small islands or near places or within China.

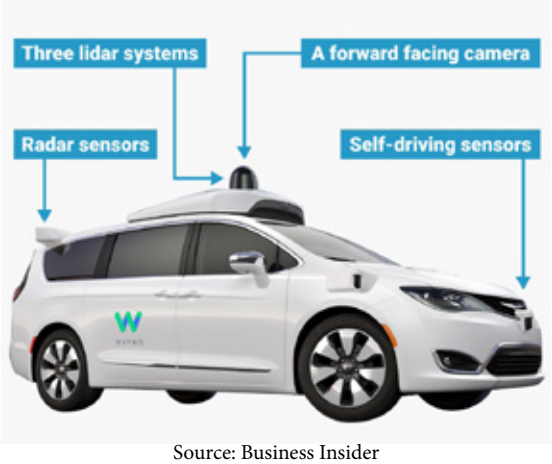
On the EV side, as mentioned, it is part of the infrastructure package. The package includes both the transitioning of government vehicles to electric and the building out EV charging stations. Realistically, it's the U.S. trying to catch up to where the rest of the world has been going. China took the lead on this a couple of years ago, Europe has been catching up from an EV vehicle perspective, and now ***you are about to see a large acceleration in the U.S.*** What is so exciting about this is that brand new supply chains are being created, from semi-cap equipment to materials to battery components to the OEMs themselves. These are brand-new businesses, or old businesses creating brand-new opportunity sets within their own, that really didn't exist a decade ago. Where it gets interesting is the fact that a lot of these EV-related companies in the supply chain have come public in the last six to twelve months via SPAC or IPO. Over the coming 12 - 24 months we're going to be able to filter through a lot of these and pick out the winners and losers. This is where the multibagger opportunities are going to exist.

Broadly, ***we view semiconductors as the new oil***, really the most important subsector in the world. Very few understand the intricacies. Thankfully, it is an area in which we've spent a lot of time and we have a couple of unique ideas here that are really the picks and shovels building out these new ecosystems for both EV and AV.

Autonomy

With that segue to the third pillar, on the autonomous vehicle side of things, the progress here remains underappreciated. There has been some media attention, given LIDAR companies have started to come public, but from a value chain perspective the LIDAR companies aren't necessarily the most interesting. They are necessary but it's really a fight over price at this point, the cost and price of LIDAR systems has to continue to come down to make autonomy truly commercialisable, and that's exactly what we have been seeing so far. But we are now starting to move up the supply chain to more valuable areas, just now coming to the public. We recently saw TuSimple, for example, file to go public. TuSimple is an autonomous software trucking company, similar to Waymo except focused on moving things (as opposed to people). Now set to go public, we view them as one of the leaders on the trucking side. In terms of what actually do, rather than just providing a specific piece of hardware, they actually provide the software that replaces the driver of a vehicle, in this case a truck.

As these higher value-add companies start to come public, we think that this dramatically increases the investable universe. ***Waymo, as mentioned, remains the leader in the U.S.*** It is incredible what they have done to this point with very little attention. You can literally fly to Phoenix today, download the Waymo One app, hop into a car with no driver and it will take you from Point A to Point B. We don't think that this is something that is currently reflected in Google's (Alphabet's) valuation. That being said, we think that it is also a business unit that is likely to be spun out in the next 12 - 24 months. They have laid out the path; at the end of 2019 they removed the safety driver, in the middle of 2020 they raised outside capital for the first time ($3 billion with a $30 billion valuation) and, as mentioned, they opened up their commercial Waymo One service to the Phoenix public in November of 2020. They are clearly set to scale that business and we think you'll see that start to be rolled out to a lot of other areas that look like Phoenix over the coming months.



Source: Business Insider

As previously mentioned, most multi-trillion-dollar companies out there - Microsoft, Amazon, Google, Apple – are focused on mobility, autonomy in particular. Simply put, these companies don't just invest in little areas that don't move the needle. They know that this is a multi-trillion-dollar opportunity set. When you appreciate the combined weight of all these companies, you know that it is a large opportunity. One company that hasn't been in the spotlight until the past couple of months is Apple. Apple tends to want to do things properly; not launching a product before it's ready. They are tinkering and making sure things are working in the background. What we have seen recently is Apple clearly starting to ramp up its supply chain on both the EV and AV front. ***We think that Apple is set to launch an AV product in the coming years***, likely AV-EV, meaning an electric vehicle that has autonomous capabilities. That will be a game-changer for the industry, and we believe that they might be a lot further along than people expect.

On the autonomy perspective, we view it very similarly to where electrification was 12 - 18 months ago. No one was talking about electrification then. In fact, people were discounting it as something that would never scale. We are now starting to hit the kink in the electrification S-curve. Autonomy is similar; no one's really talking about it today, but we are starting to see autonomous software companies go public and the very large companies ramping up commercial operations. We will see more of this in the next 12 - 18 months.

Looking Forward

Finally, touching on the opportunity set ahead and how it converges with the fiscal focus in the U.S. Where we used to see billion-dollar packages, it's now trillion-dollar packages. We are at a major turning point. The U.S. has historically been the World's reserve currency and since 1971 we have devalued the dollar, gutted all the industries that make things in the U.S. and shipped them overseas. This has allowed China to rise as a major superpower and it is now the biggest trading partner in the world, and the U.S. is left mostly with industries focused on finance, consulting, etc and less of those producing actual (real) goods. What we saw in March of 2020 was COVID exposing the fragility of global supply chains, and, from a U.S. perspective, the reliance on China for products ranging from pharmaceuticals to semiconductors. The point we are trying to make here is that ***these incremental fiscal packages that we are likely to see over the coming years are going to be focused on infrastructure.*** They are likely to be focused on electrification and alternative energy, and also on the autonomous side of things, as the U.S. now views these as geopolitical concerns—they're not just nice-to-haves; they're need-to-haves. The next 10 - 20 years is going to look very different. The U.S. is going to be focused on rebuilding infrastructure, building domestic (or friendlier) supply chains, building resiliency into them, and overall that should bode very well for what we're focused on from the Global Mobility perspective as transportation and energy are multi-trillion-dollar industries that really haven't been touched by technology yet. That is about to change rapidly over the coming years.

On Level 5 Autonomy

What we're generally seeing right now is Level 4 autonomy. Level 5 will be implemented when there is smart city infrastructure also involved. We think it is likely to ramp up in China first. In saying that, Level 4 still allows for a lot of the commercialisation and the scalability of these shared-type cars, basically removing the driver completely. What Waymo is doing in Phoenix is considered Level 4. Everywhere is tough to answer; we think it's five-plus years away in terms of being remotely widespread. In terms of the U.S and thinking about cities like Phoenix, moving toward everything that looks like Phoenix, and then Cleveland (where Waymo is training now), we think that begins to happen in the next 36 months. This is something that's already scaling rapidly. It will take a little bit longer for companies like Waymo to get comfortable operating in areas like New York City just because there is so much variability in what a pedestrian can do. These are organisations that are generally conservative in places like the U.S., and we think it's going to happen more on a city-by-city, region-by-region basis and expand that way with the most difficult areas like New York City being last. Breaking this down from a geographical perspective, you're likely to start to see it in China over the next 36 months too. We think you're going to see a lot of interesting things get rolled out over that timeframe, from autonomous vehicles to the capabilities with their smart city infrastructure to their digital payments infrastructure, which, again, are all moving to geopolitical imperatives rather than just nice-to-haves. There is no perfect answer here; we think it's going to happen in chunks and it is a tough thing to answer, but that's the rough roadmap that we see over the next couple years.

Stock Spotlight

We still think Google/ Alphabet is a stock that is terribly mispriced in that ***Waymo is something we view as potentially worth $500bn***, if not more. That's a sizeable chunk of Alphabet's market cap today.

On the smaller-cap side of things, there are some interesting companies being built out on the EV supply chain side of things. This touches on the question of battery tech; silicon carbide

materials are required as you move up the power envelope perspective. There are some interesting semi-cap companies in this space. One is Amtech Systems (ASYS.NASDAQ), a relatively small cap company but new to the silicon carbide supply chain and one that has a very large opportunity set ahead as you start to build out incremental capacity to manufacture the chips that go into electric vehicles, or electric anything. This is something that's a real picks and shovels-type play.

Net Position

Coming into the year we were basically fully invested and running significantly net long in our U.S.-based vehicle. We have since pared some of that back given the run in equities and some of the short opportunities are starting to present as pretty unique opportunities.

Our net position will compress more towards our core long run average of roughly 70% exposed as the year progresses. Over the last 9 - 12 months we have seen an economic reacceleration. When the underlying growth of the economy is accelerating, what you tend to see is economically sensitive companies outperform. At the same time, people aren't necessarily paying up for secular growth companies. Into the second half of the year we believe you will start to see growth with inflation starting to decelerate. As this starts to occur the portfolio will shift towards trimming some semiconductor/cyclical names and allocating towards some of the growth areas.

Global Mobility Unit Class
TAMIM Fund

At 31 March 2021

Portfolio Performance | TAMIM Fund: Global Mobility

Inception: 8 February 2021	1 month	3 months	6 months	1 year	Since inception (p.a.)	Since inception (total)
Global Mobilty	-0.71%	-	-	-	-	-4.39%
ASX300	2.30%	-	-	-	-	3.81%
MSCI World	5.03%	-	-	-	-	6.75%
Cash	0.01%	-	-	-	-	0.12%

TAMIM Fund: Global Mobility unit class inception: 8 February 2021

Past performance is no guarantee of future performance. The information provided should not be considered financial or investment advice and is general information intended only for wholesale clients (as defined in the Corporations Act). The information presented does not take into account the investment objectives, financial situation and advisory needs of any particular person nor does the information provided constitute investment advice. Under no circumstances should investments be based solely on the information herein. You should seek personal financial advice before making any financial or investment decisions. The value of an investment may rise or fall with the changes in the market. Past performance is no guarantee of future returns. Investment returns are not guaranteed as all investments carry risk. This statement relates to any claims made regarding past performance of any Tamim (or associated companies) products. Tamim does not guarantee the accuracy of any information in this document, including information provided by third parties. Information can change without notice and Tamim will endeavour to update this document as soon as practicable after changes. Tamim Funds Management Pty Limited and CTSP Funds Management Pty Ltd trading as Tamim Asset Management and its related entities do not accept responsibility for any inaccuracy or any actions taken in reliance upon this advice. All information provided in this document is correct at the time of writing and is subject to change due to changes in legislation. Please contact Tamim if you wish to confirm the currency of any information in the document. The ASX300 refers to the S&P/ASX 300 Accumulation Index in AUD. Returns shown for longer than 1 year (other than Inception) are annualised. All returns shown are AUD denominated.

Mobility Revolution Strategy Return Stream

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	YTD
2017	-	-	-	-	-	-	-	2.15%	2.73%	2.41%	0.57%	0.25%	**8.35%**
2018	3.01%	-1.18%	-0.54%	-3.20%	3.80%	-3.09%	-5.20%	5.26%	-0.99%	-12.73%	1.42%	-9.71%	**-22.16%**
2019	7.28%	5.96%	-3.83%	2.73%	-16.88%	2.72%	3.57%	-2.37%	-0.21%	2.83%	2.82%	3.33%	**5.70%**
2020	0.49%	-3.46%	-4.64%	0.80%	5.06%	8.42%	5.66%	22.10%	-3.74%	-0.71%	9.68%	8.44%	**55.78%**
2021	0.82%												**5.36%**

This Monthly Return Stream refers to the performance of the Ibex Mobility Revolution Strategy net of fees usince inception (August 2017). Current portfolio manager Ryan Mahon took over management of the portfolio in July 2019, represented by the unshaded cells in the table above.
Note: Portfolio returns are quoted net of fees. Year to date (YTD) figures are accumulative. The information provided in this factsheet is intended for general use only. The information presented does not take into account the investment objectives, financial situation and advisory needs of any particular person nor does the information provided constitute investment advice. Under no circumstances should investments be based solely on the information herein. Please consider our Information Memorandum and Services Guide before investing in any of our products. Past performance is no guarantee of future returns. Returns displayed in this document are unaudited. For wholesale and sophisticated investors only.

Portfolio Profile

Equities (long)	105.7%
Equities (short)	-17.7%
Equities (net)	88.00%
Cash	12.0%

	Long	Short
Basic Materials	4.9%	0.0%
Communications	30.1%	-2.3%
Cons. Cyclical	20.4%	-2.0%
Cons. Non Cyclical	-	-2.0%
Diversified	4.5%	-7.1%
Financials	2.8%	0.0%
Industrials	10.6%	-0.9%
Technology	32.4%	-3.5%
TOTAL	105.7%	-17.7%
Cash	12.0%	