

Tax incentive schemes

The government wants to see 200,000 electric cars on the roads in 2020. Given all the new developments in the aforementioned areas, there is a very real chance that this objective will be realised. Naturally, the government is expected to facilitate in a structural manner through the introduction of specific incentive schemes. In the total package of government measures for eco-friendly vehicles, the electric car currently receives the bulk of the incentives. The following schemes apply to all-electric cars:

- Exemption from private motor vehicle tax (BPM) for purchases until 2018;
- Exemption from motor vehicle holdership tax (MRB) until 2018;
- Exemption from tax addition for the private use of a company car until 2015;

- MIA (environmental investment tax scheme for businesses), VAMIL tax scheme (random depreciation of environmental investments) and KIA (small-scale investment allowance) for companies investing in electric cars for business use (together, MIA and VAMIL result in a net saving of up to 19%; the KIA saving depends on the scope of the company's total investments).
- MIA and VAMIL for freely accessible recharge points for electric vehicles;
- A relatively lower energy tax rate instead of excise duty for the electricity used in cars.

Source: Stichting Natuur en Milieu
(The Netherlands Society for Nature and Environment)



Athlon Charged

The government wants to see 200,000 electric cars on the roads in the year 2020. This could make a significant contribution in the fight against climate change, especially if the electricity is generated in a sustainable manner. It could also help improve the air quality and reduce noise pollution. Athlon Car Lease fully supports this government initiative and has been working on its Athlon Charged development programme towards a one-stop-shop for e-mobility from as early as 2008. Athlon Charged is part of the Sustainable Mobility Plan, an initiative to keep the Netherlands sustainable and accessible.

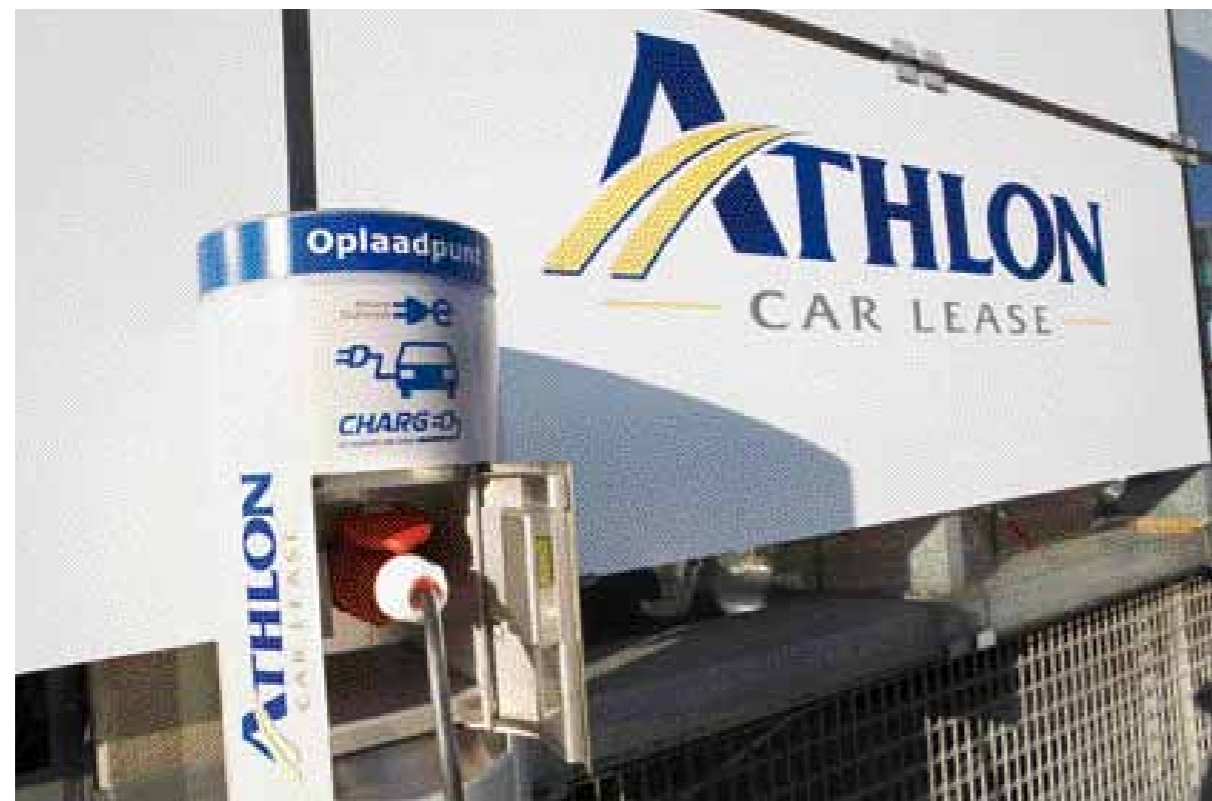
Why electric?

A lot remains to be done before we can achieve a sustainable and energy-efficient society. In terms of traffic, the focus is usually on the further development of fossil fuels, more biofuels, and the use of hydrogen as well as electricity. Electricity, despite the many uncertainties surrounding it, is seen as the most feasible option for achieving positive results in the short term on climate, energy savings and oil independence.

The potential and pros of electric motoring

There are clear advantages to the use of an electric car. The benefits relating to the vehicle itself are:

- Electric cars have noticeably lower CO₂ emissions across the entire chain – from production to use.
- Electricity production comes under the European Union Emissions Trading Scheme. The ETS guarantees that the total CO₂ emissions of the electricity companies (and large industries) will not increase, even if the demand for electricity rises due to the use of electric cars.
- Electric vehicles produce little if any exhaust fumes (air pollution).
- Electric engines are quiet.



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Obstacles and uncertainties

Electric transport still faces significant hurdles and uncertainties. We've listed a few:

- There is still concern about the batteries. Which type of battery would be preferable and under which circumstances? It is generally assumed that the use of a lithium-ion battery would be the best option. There is also uncertainty about the life span, especially with repeated rapid charging. The battery technology is still in active development. Research is also needed on the availability of the raw materials required and there is much work to be done on the recycling and/or reuse of the batteries.
- Another important development issue relates to the establishment of an infrastructure for recharge facilities and the required capacity expansion of the power grid. Various scenarios are possible: recharging the batteries at home on your own property, in your own garage or carport; recharging

the batteries at public recharge points or stations; and the development of battery exchange systems. Another issue is the differences between slow and rapid recharge, and how these affect the required battery type. There is also a connection between the recharge system and speed on the one hand and the network structure and capacity on the other. It is important that practical experience is gained as soon as possible. Fortunately, important initiatives towards international standardisation are already underway.

- Electric transport also raises new safety issues. It concerns the safety of not only the passengers and emergency workers in the event of an accident (high voltage), but also other relevant parties such as garage staff carrying out repairs. The entire chain will need to acquire new knowledge and experience. Instructions for all the parties involved are crucial in this regard.

Recharging

Within the next three years, 10,000 recharge points will be available across the Netherlands so you'll be able to 'fill up' on green power wherever you go. At the moment, various parties are able to supply the recharge points in the Netherlands. Athlon Car Lease works in close cooperation with these parties on issues such as plug materials, payment systems or exchangeability. One of the possibilities is to provide the lease vehicle driver with a recharge pass and a recharge point at his home and/or office. This will enable us to supply electric cars that are ready for use. Athlon Car Lease already has a recharge point available at its head office in Almere. Naturally, our clients are welcome to make use of it.

Costs

The cost per kilometre for recharging the batteries of electric cars is currently two to three times lower than the cost per kilometre of traditional petrol cars. And although the purchase price of battery-powered and plug-in electric vehicles is still high, this is likely to decline in the coming years as electric cars and their relevant batteries are produced in larger numbers. Until then, the provision of subsidies will help make electric cars an attractive alternative.

Are electric cars already available on the market?



Gamma Renault

Of course, the electric vehicle is not entirely new. An electric version of commercial vehicles, fork lift trucks and shopping trolleys has been on the market for some time. But now it concerns the electric car as a general consumer product; from smart and modern urban machines to mid-range vehicles and even specialised racing cars. They are - or will become - available in various technical forms: the 'regular' hybrid, the plug-in hybrid (hybrid with an external recharge feature), the all-electric car (entirely battery-powered) and the plug-in electric car with range extender (electric powered, but with a generator containing a small combustion engine to recharge the batteries on-board).

The coming years will see both the existing (large) and new (still small) car manufacturers designing, testing, manufacturing and supplying electric cars. We are on the threshold of a notable innovation. Athlon Car Lease foresees the following introductions within the next two years: Mitsubishi i-Miev, Peugeot ION, Citroën C Zero, Citroën Berlingo Electric, Nissan Leaf, Renault Kangoo, Renault Fluence, Opel Ampera and Tesla Model S.

For an update on the latest developments, visit our website: www.athloncarlease.nl > Producten & diensten > Duurzame producten > Charged



Nissan Leaf



Opel Ampera