

FACT SHEET

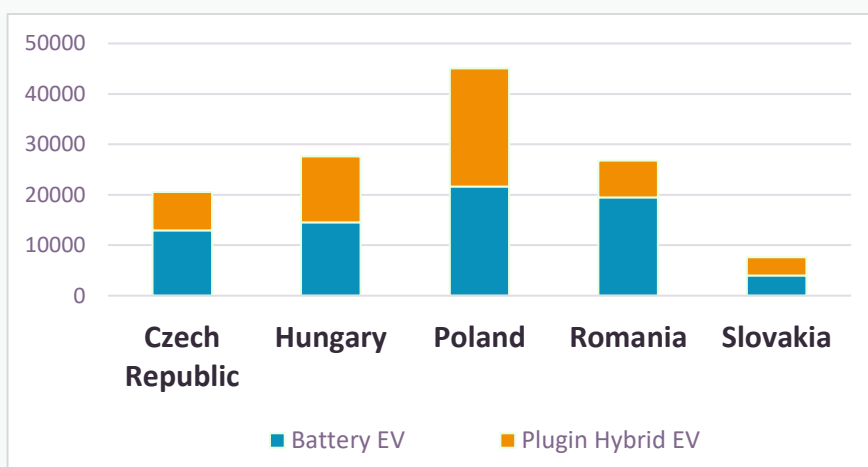
The future is clean mobility. It is a given fact. The numbers are clear and need to go up relatively fast. CO2 reduction is the drive for manufacturers to come up with cleaner Alternative Fuel engines that help us achieve the EU goals which all member states have endorsed.

As a leasing company operating in Central Europe, Business Lease wants to know about the latest developments. We see this as an essential part of our service and partnership to our clients. Nowadays, travel behavior is changing, although we cannot be certain in which direction. That's why our clients appreciate our partnership.

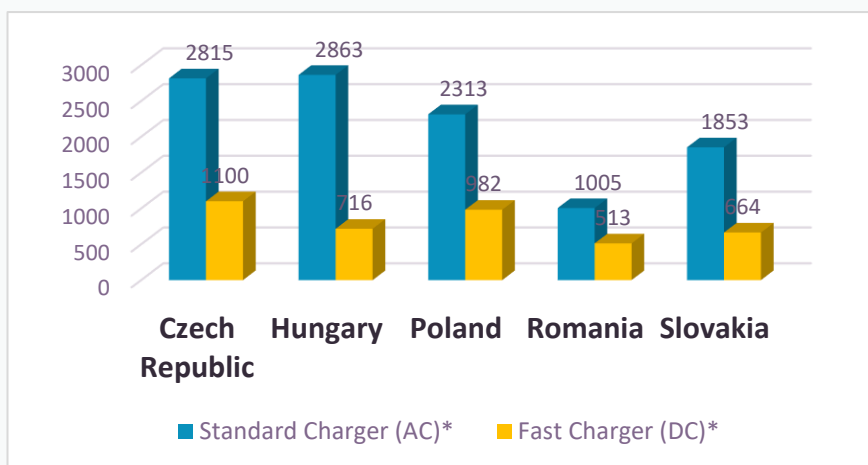
In this Factsheet we like to share the data with our clients and future clients in order to show our intentions for a future cooperation.

ELECTRIC DRIVING EMERGING IN CENTRAL EUROPE

Numbers of electric vehicles per country
(Passenger Cars)



Public charging capacity split



* AC chargers are <22 kW and DC chargers are >22 kW

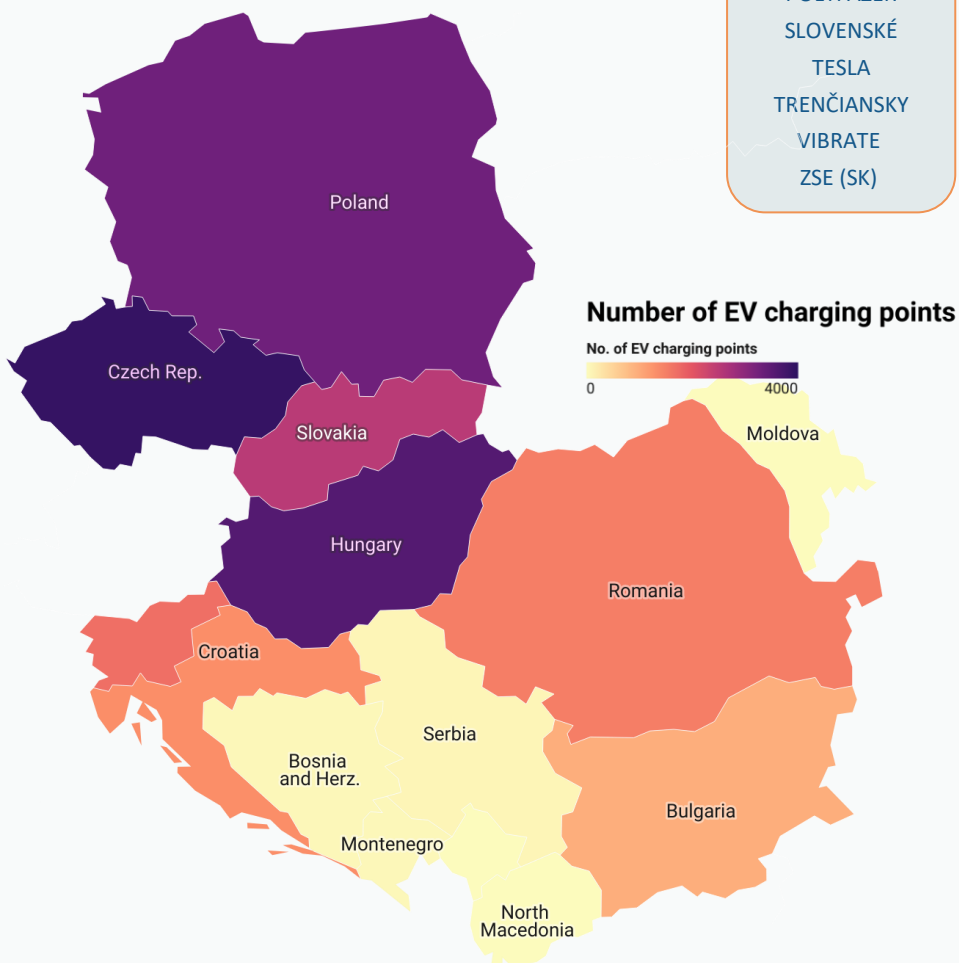


One of the main areas of development is the charging infrastructure. It enlarges the range and thus provides the necessary convenience.

Even though in Central Europe the infrastructure needs expansion, by the number of providers one gets a small peak into the future.

CHARGING INFRASTRUCTURE

EV charging providers in the Business Lease markets



Slovakia

EJOIN
ETOP
EVMAPA (CZ)
GREENWAY
IONITY
POLYFAZER
SLOVENSKE
TESLA
TRENČIANSKY
VIBRATE
ZSE (SK)

Poland

ECOTAP
ELOCITY
ENSPIRION
ESSENT (NL)
GALACTICO.PL
GO+EAUTO
GREENWAY
INNOGY (RWE EMOBILITY)
LIDL
ORLENCHARGE
PGE NOWA
PKP MOBILITY
TAURON
TESLA

Romania

E-CHARGE
ENEL X
EONDRIVE.RO
EV CONNECT
EV-MAG
EV-POINT
INNOGY SE (RWE EMOBILITY)
LIDL
MOL
PLUGPOINT.RO
POLYFAZER
ROMPETROL
TESLA

Czech Republic

ČEZ, a.s.
E.ON
ELEKTRO-PROJEKCE s.r.o.
LIDL
MOL
PRE
ŠKO-ENERGO
TEPLÁRNY BRNO

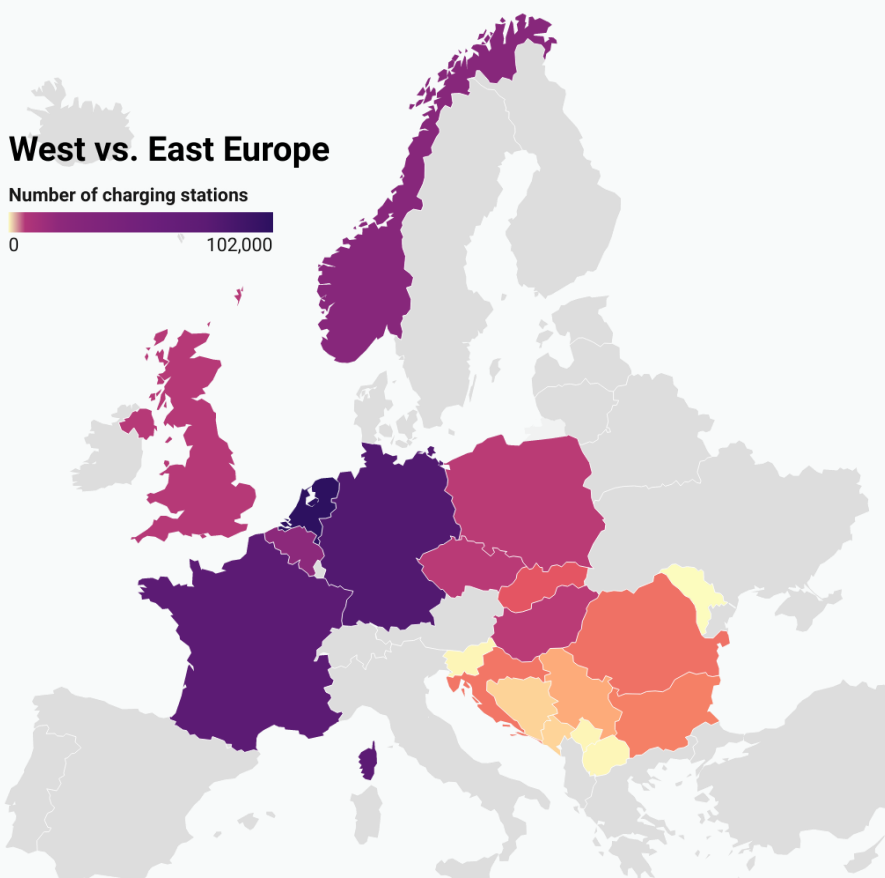
Hungary

DRIV E.ON ALDI
ELMŰ-ÉMÁSZ
MOL PLUGEE
E-MOBI
INNOGY SE MOL
IONITY
LIDL E-CHARGE
MVM PARTNER
NKM MOBILITI
OPTIMUM WAY
POLYFAZER – PENNY MARKET
TESLA

And how about the bigger picture? When we compare Central European countries with the frontrunners in EV we can quickly see what is ahead of us. What are the influences that contribute to their success and challenges? Engage in the conversation and talk to your account manager at Business Lease.

ELECTRIFICATION DEVELOPMENT WEST VERSUS CENTRAL EUROPE

Heatmap EV public charging points



EV % of National Fleet PASSENGER CARS

21,12% **0,53%**
Norway Hungary

4,43% **0,24%**
Netherlands Czech Republic

2,99% **0,23%**
Belgium Slovakia

2,62% **0,12%**
Germany Poland

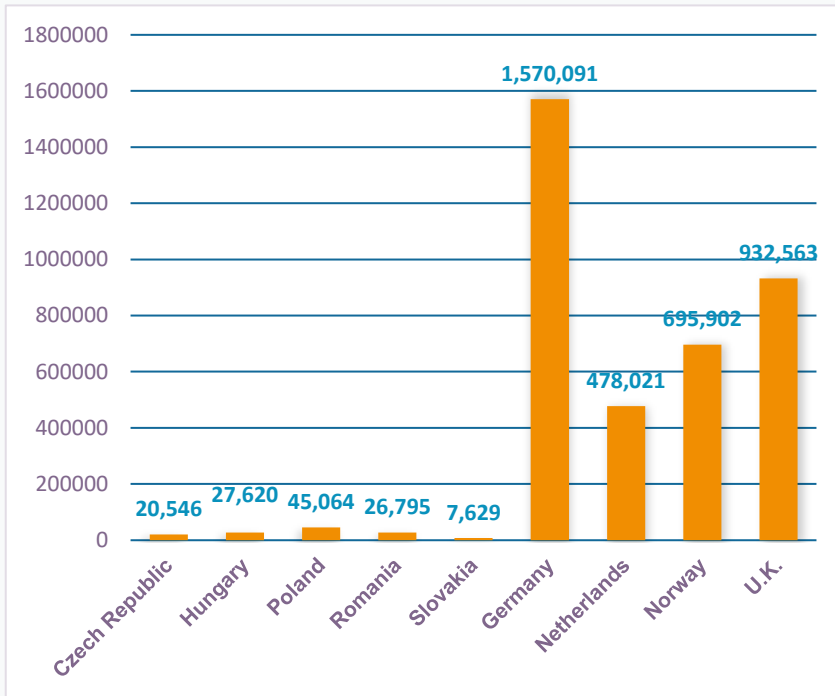
2,25% **0,27%**
France Romania

2,09%
U.K.

Charging points per 100 km2

Country	Charging points	Country	Charging points
Netherlands	272	Hungary	4
Germany	23	Poland	1
France	12	Slovakia	5
United Kingdom	20	Slovenia	8
Norway	8	Romania	1
Belgium	65	Croatia	2
Czech Republic	5	Bulgaria	1

Total EV (in national fleet)

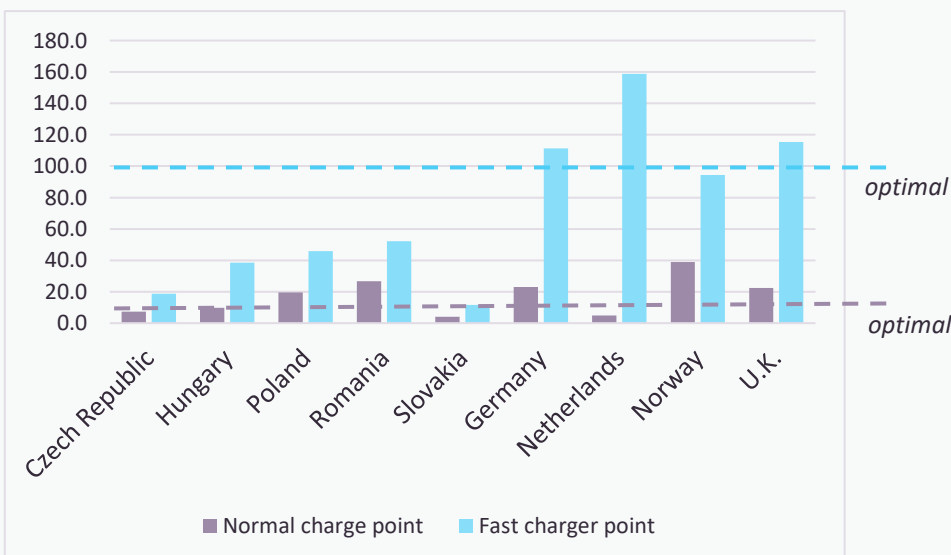


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While public charging needs do vary across locations, the consensus in the EV industry is that

A MARKET SHOULD HAVE 1 PUBLIC AC CHARGER PER 10 ELECTRIC VEHICLES AND 1 DC CHARGER PER 100 ELECTRIC VEHICLES.

Number of EV per 1 public charging point



However, depending on the market, higher or lower ratios may be more ideal.

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In accordance with Article 3 of the Alternative Fuels Infrastructure Directive, Member States were obliged to adopt National Policy Frameworks (NPFs) and report them to the European Commission by 18 November 2016. The National Policy Frameworks have been formally assessed by the European Commission. NPFs should include national targets for the deployment of alternative fuels infrastructure in the respective Member State. The Directive furthermore sets (qualitative) requirements for the roll-out of infrastructure for recharging electric vehicles in urban and suburban areas. The progress of the roll out of the NPFs' targets are reported by the EU member states periodically.

For more information, contact us at:

Business Lease International

Stadsplateau 11
3541 AZ Utrecht
T +31 (0)30 2020 606

E-mail:
e.korver@businesslease.com

Webpage:
www.businesslease.com/international

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GOVERNMENT MEASURES TO SUPPORT EU GUIDELINES

Hungary

- No motor vehicle tax
- No registration tax
- Company Tax - 0% for BEV
- Free parking

Poland

- No motor vehicle tax
- Per July 2021, for all full electric vehicles, banks and leasing companies can apply for subsidy.

Subsidy varies between 4065-5870 EUR, depending on the type of car and the expected mileage.

- Companies enjoy better depreciation write-offs for electric versus regular cars
- Dedicated parking spaces for EV while charging.

Czech Republic

- Lower taxation when using an EV as a company car (CO2 <50 g/100 km)
- No Highway Stamp (CO2 <50 g/100 km)
- Grants for purchasing EV and Charging stations (not for leasing companies)
- Free Parking in designated areas

Romania

- No motor vehicle tax for EV and 50-95% deduction for PHEV
- State subventions of 45.000 lei for BEV and 20.000 lei for PHEV. Starting 2022 the subvention is granted only together with a scrap ticket. *
- For SME a refund of <€2.500 for Stations <22kW and < €30.000 for Stations >22kW.

* With a cap of 900.000 LEI/3years. No exception for leasing companies.

Slovakia

- No motor vehicle tax for BEV and 50% discount for PHEV
- Registration fee 33 EUR for BEV and 50% discount (but min 33 EUR) for PHEV, CNG, LPG or Hydrogen.
- Direct/indirect government subsidies not now (in preparation phase)