

## 1. THE MIA BEV (BATTERY ELECTRIC VEHICLE)

The MIA BEV will be the most affordable and sustainable BEV on the market (MSRP in Germany at EUR 16,000 incl. VAT). Due to its unique and functional design (patented centralised driver's seat with rear passengers sitting staggered) the MIA offers the driver an exceedingly large range of vision, facilitating manoeuvres in narrow streets, while allowing passengers to enjoy a comfortable ride with enjoyable panoramic viewing. Without the passenger seats in the back, the MIA becomes a particularly economical commercial van, allowing a boot size of 1,500 litres, which is larger than the boot size of VW's brand new ID3 electric vehicle and comparable to mid-size SUVs.

The MIA is targeted mainly to consumers living in cities and their suburbs where the MIA excels in terms of economic value (costs), size, practicability, efficiency and zero pollution. Its extremely tight turning cycle (4,3m) makes the MIA the most suitable urban passenger car and at the same time the ideal last mile delivery commercial van. The patented sliding side doors allow for easy access for both driver and passengers particularly in tight and narrow parking spaces which often pose severe problems to drivers and passengers in larger cities.

The use of lightweight, recyclable materials makes the MIA the most energy efficient and thus most sustainable BEV in its segment with a range of 200km. The MIA can be plugged into common 220V/16A sockets for re-charging, at home, at work or while moving around the city.

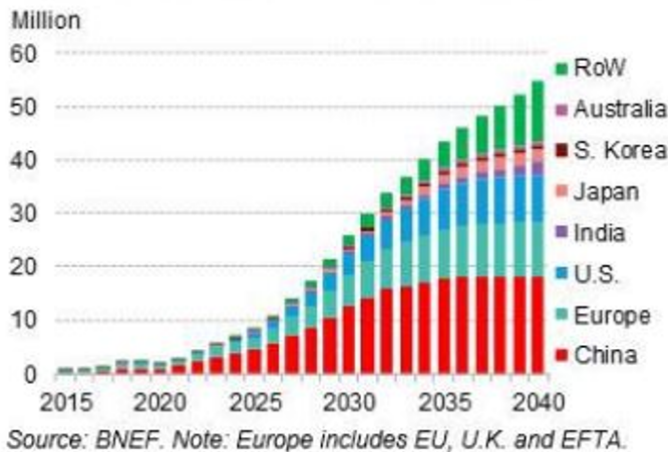
Unlike any other small vehicle (ICE or BEV), the MIA has been designed for dual usage (passenger car and commercial van) allowing it to compete in multiple segments of the market, which supports its commercial viability / profitability. The MIA is planned to enter the market in Q4 2022.

FOX Automotive is the sole owner of all tangible (raw materials, unfinished goods, complete assembly line) and intangible (IP, namely patents, international distribution rights) assets. Production and assembling of the MIA<sup>®</sup> vehicles will be in Europe through a world class contract manufacturer, assuring state of the art product quality. Targeted markets are all major countries in Europe. Apart from its direct sales operations, further income will be derived from granting licences and joint venturing the MIA to and with partners primarily in Asia.



## 2. MARKET VIEW AND COMPETITION

Figure 3: Annual passenger EV sales by region



efforts on the markets with the most stringent regulations for the next 10 years. European governments are offering attractive purchase incentives to buy battery electric vehicles, legislations are planned to ban ICE vehicles in larger cities and stringent CO2 regulations are all forcing carmakers faster into BEV's.

As most OEMs and BEV Startups tend to target upper market segments (large & compact SUVs/CUVs, Pickup Trucks, etc.), the MIA will face extremely limited competition in both, passenger and commercial van segments. As the small BEV segment growth is evident, larger OEMs are expected to follow the Fox/MIA concept soon (VW already announced the production of a small BEV). However, they'll need time to develop such vehicle concepts first (VW – around 2025), which allows the MIA to get established as the first super -compact, most sustainable BEV in the marketplace.

By 2025, battery electric vehicle sales will hit 10% of global passenger vehicle sales, rising to 28% in 2030 and 58% in 2040 (Bloomberg 2020). Europe and China combined will represent 72% of all passenger BEV sales in 2030, driven by European vehicle CO2 regulations and China's BEV credit system, fuel economy regulations and city policies restricting new ICE (internal combustion engine) vehicle sales. By 2040 there will be just under 500 million passenger BEVs on the road, out of a total passenger vehicle fleet of 1.6 billion. This means about 31% of the world's passenger cars will be electric, with China and parts of Europe at over 50%. Automakers focus their passenger BEV

### The MIA suits every budget clearly below 16,000 EUR!

- Real cost to consumers will varies from 8.000 – 11.000 EUR (after governmental incentives). In certain big cities or urban areas these subsidies can be even greater!



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**Listing-schedule**

September 2020	Start valuation
Mid October 2020	First valuation report (for the contribution in kind)
End November 2020	Final valuation report
Early December 2020	Shareholder meeting Catinum AG for capital contribution in kind
Middle December 2020	Listing of new shares at stock exchange Dusseldorf
Mid 2021	Upgrade in den regulated market in Frankfurt (Prime Standard)



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