

CREDIT OPINION

18 February 2019

Update

✓ Rate this Research

RATINGS

LeasePlan Corporation N.V.

Domicile	Amsterdam, Netherlands
Long Term CRR	A3
Type	LT Counterparty Risk Rating - Fgn Curr
Outlook	Not Assigned
Long Term Debt	Baa1
Type	Senior Unsecured - Fgn Curr
Outlook	Stable
Long Term Deposit	Baa1
Type	LT Bank Deposits - Dom Curr
Outlook	Stable

Please see the [ratings section](#) at the end of this report for more information. The ratings and outlook shown reflect information as of the publication date.

Contacts

Yasuko Nakamura +33.1.5330.1030
 VP-Sr Credit Officer
 yasuko.nakamura@moodys.com

Claudia Silva +44.20.7772.1714
 Associate Analyst
 claudia.silva@moodys.com

Alain Laurin +33.1.5330.1059
 Associate Managing Director
 alain.laurin@moodys.com

Nick Hill +33.1.5330.1029
 MD-Banking
 nick.hill@moodys.com

LeasePlan Corporation N.V.

Update to credit analysis

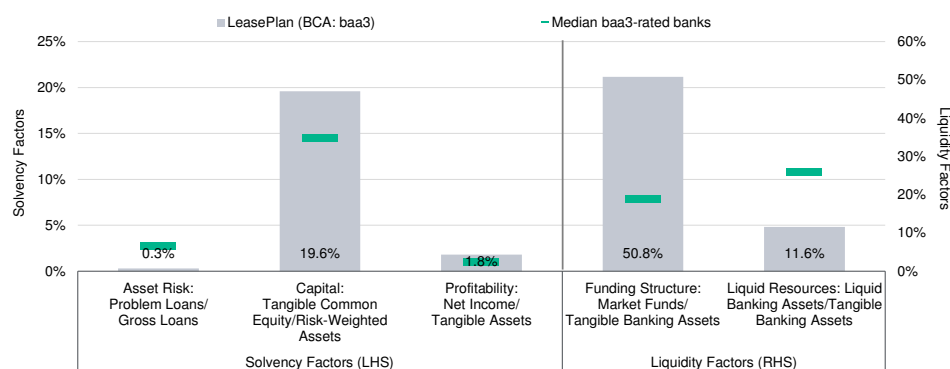
Summary

[LeasePlan Corporation N.V.](#)'s (LeasePlan) long-term senior unsecured debt and deposit ratings are Baa1. The outlook on these ratings is stable. LeasePlan's Baseline Credit Assessment (BCA) is baa3. The bank's short-term senior unsecured debt and deposit ratings are Prime-2. LeasePlan's long-term and short-term Counterparty Risk ratings (CRR) are A3/Prime-2 and its long-term and short-term Counterparty Risk (CR) assessments are A3(cr)/Prime-2(cr).

LeasePlan's BCA of baa3 reflects the company's strong franchise in fleet management, which benefits from stronger geographical and customer diversification as well as more resilient profitability than other auto finance companies. Moreover, contrary to auto-captives, LeasePlan is not tied to a single carmaker, which gives it higher business flexibility. The BCA also reflects the effective management of the company's material residual value risk, which is inherent to its business. Conversely, the company's significant reliance on wholesale funding is a rating constraint, despite diversified funding sources and an adequate liquidity profile. LeasePlan is now owned by a consortium of pension funds, sovereign wealth funds and private equity funds, which may constrain earnings retention and capital accretion going forward, as the owners have little incentive to leave significant buffers above the minimum regulatory capital ratios.

Exhibit 1

Rating Scorecard - Key financial ratios



Source: Moody's Financial Metrics

LeasePlan's long-term deposit and senior unsecured debt ratings of Baa1 reflect (1) the bank's BCA of baa3; and (2) two notches of uplift under our Advanced Loss Given Failure (LGF) analysis, reflecting the very low loss rate that senior debt holders and depositors are likely to incur in a resolution scenario, given the large volume of senior unsecured debt issued by the bank. We expect only a low probability of government support for LeasePlan's senior debtholders and depositors, resulting in no uplift for the senior debt and deposit ratings.

We assign a long-term debt rating of B1 to the senior secured notes issued by [Lincoln Finance Limited](#) (Lincoln), a holding/financing vehicle set up in connection with the acquisition of LeasePlan. The outlook assigned to the rating is stable.

Credit strengths

- » The fleet management business provides the company with more resilient earnings than those of other auto financing companies.
- » The sound management of residual value risk mitigate the risk of material losses occurring on terminated contracts.
- » Strong asset-quality metrics reflect diversified credit-risk exposures and relatively benign operating environment across a range of diverse countries.
- » Large volume of senior unsecured long-term debt results in debt and deposit ratings benefiting from a very low loss given failure rate, which translates into a two-notch uplift from the BCA.

Credit challenges

- » Structural reliance on wholesale funding remains a credit weakness, although mitigated by the company's matched funding profile, existing standby liquidity facilities and increased funding diversity.
- » Earnings retention and capital accretion may be constrained going forward, as the owners have little incentive to build significant buffers above the minimum regulatory capital ratios, hence reducing financial flexibility in case of unexpected shocks.

Outlook

LeasePlan's long-term debt and deposit ratings, and the rating of the senior secured notes issued by Lincoln, all carry stable outlooks.

Factors that could lead to an upgrade

- » An upgrade of LeasePlan's BCA is unlikely at present, considering that the owners are private equity investors who are expected to constrain capital accrual at the bank.

Factors that could lead to a downgrade

- » LeasePlan's BCA and long-term ratings may be downgraded if the shareholders implement a more aggressive financial policy at the bank. In addition, the BCA could be downgraded as a result of (1) the failure of risk-mitigation techniques, recurring earnings or capital resources to adequately cover higher residual value risk; (2) evidence of deterioration in the bank's liquidity and funding profiles, resulting from increased reliance on wholesale funding or worse-than-expected liquidity gaps; or (3) a structural deterioration in profitability or the diversity of income streams. A downgrade of LeasePlan's BCA would typically result in a downgrade of the bank's long-term ratings. These ratings could also be downgraded if there was a significant and sustainable decrease in the debt loss-absorption capacity, resulting in higher loss given failure for one or more instrument classes.
- » The rating of the senior secured notes issued by Lincoln may be downgraded if the interest coverage of the notes by dividends and cash reserves (through an interest reserve account) diminishes owing to (1) a deterioration in LeasePlan's net results, or (2) a diminution of LeasePlan's capacity to upstream dividends because of tighter regulatory constraints. We do not expect an upgrade of the notes in the foreseeable future, considering the capacity of the shareholders to upstream cash and incur additional indebtedness at Lincoln's level.

This publication does not announce a credit rating action. For any credit ratings referenced in this publication, please see the ratings tab on the issuer/entity page on www.moody's.com for the most updated credit rating action information and rating history.

Key indicators

Exhibit 2

LeasePlan Corporation N.V. (Consolidated Financials) [1]

	9-18 ²	12-17 ²	12-16 ²	12-15 ²	12-14 ²	CAGR/Avg. ³
Total Assets (EUR million)	26,587	25,062	23,638	21,264	19,552	8.5 ⁴
Total Assets (USD million)	30,880	30,094	24,932	23,099	23,660	7.4 ⁴
Tangible Common Equity (EUR million)	3,250	3,086	2,925	2,908	2,687	5.2 ⁴
Tangible Common Equity (USD million)	3,775	3,706	3,085	3,159	3,252	4.1 ⁴
Problem Loans / Gross Loans (%)	0.2	0.2	0.2	0.5	0.6	0.3 ⁵
Tangible Common Equity / Risk Weighted Assets (%)	-	19.6	18.9	20.8	20.7	20.0 ⁶
Problem Loans / (Tangible Common Equity + Loan Loss Reserve) (%)	1.0	1.0	1.3	3.2	3.3	2.0 ⁵
Net Interest Margin (%)	2.0	2.0	2.1	2.5	2.3	2.2 ⁵
PPI / Average RWA (%)	-	3.9	3.6	4.6	4.0	4.0 ⁶
Net Income / Tangible Assets (%)	1.8	1.9	1.8	2.1	1.9	1.9 ⁵
Cost / Income Ratio (%)	53.3	61.9	65.6	59.4	61.4	60.3 ⁵
Market Funds / Tangible Banking Assets (%)	51.3	50.8	51.1	48.2	49.9	50.3 ⁵
Liquid Banking Assets / Tangible Banking Assets (%)	12.6	11.6	10.0	9.4	11.3	11.0 ⁵
Gross Loans / Due to Customers (%)	320.8	335.6	356.0	353.1	370.1	347.1 ⁵

[1] All figures and ratios are adjusted using Moody's standard adjustments. [2] Basel III - fully-loaded or transitional phase-in; IFRS. [3] May include rounding differences due to scale of reported amounts. [4] Compound Annual Growth Rate (%) based on time period presented for the latest accounting regime. [5] Simple average of periods presented for the latest accounting regime. [6] Simple average of Basel III periods presented.

Source: Moody's Financial Metrics

Profile

LeasePlan Corporation N.V. (LeasePlan) is a fleet and vehicle management company based in the Netherlands. As of end-September 2018, it reported a consolidated asset base of €26.6 billion. With operations in over 30 countries, the company managed a total of 1.8 million vehicles, mainly through operating leases, as of end-September 2018. Since 1993, the company has held a banking licence in the Netherlands and it now operates a savings bank in the Netherlands and in Germany. It is supervised by the Dutch central bank. On 21 March 2016, LeasePlan was acquired by a consortium of private equity investors.

The company provides an end-to-end service through its CaaS (Car-as-a-Service) business, typically for a duration of three to four years. The CaaS business includes, among others, purchasing services, fleet management services, financing services, maintenance management services and insurance and damage handling services. Leaseplan is a global market leader in the CaaS market. The company also sells or re-leases the vehicles that are coming off contract through its used car business. In this regard, Leaseplan launched in 2017 an online marketplace dubbed CarNext.com that allows customers to buy, lease or subscribe to any used vehicle.

Please read LeasePlan's [issuer profile](#) for more information.

Detailed credit considerations

The fleet management business provides the company with more resilient earnings than those of other auto financing companies

LeasePlan's global franchise is a key credit strength, reflecting the company's worldwide leading position in fleet management, with 1.8 million cars under management in over 30 countries as of end-September 2018. Leaseplan is also the biggest reseller of 3-4 year old used cars in Europe. This dominant position in several key markets provides geographical diversification to its business. In 2017, the company (1) had a leading position in the Netherlands, Belgium, Norway, Portugal, Sweden, Spain, Austria, Poland and the Czech Republic; (2) was one of the top three car leasing companies in the UK, Italy, Australia, Denmark, Finland, New Zealand, Switzerland, Greece and the US; and (3) was one of the top five companies in Germany and France. We believe that LeasePlan's business profile has a moderate sensitivity to economic cycles.

LeasePlan's positioning as a fleet management company enables it to provide additional services, such as repair and maintenance, and car insurance. Therefore, the company's revenue mix is more diversified than that of other auto finance companies, and its operating lease and financial lease interest income account for less than 40% of its gross profit¹ over 9M 2018. Furthermore, as a leading global fleet manager, LeasePlan has the capacity to generate large rebates and bonuses from its suppliers or service providers.

A number of initiatives were taken by LeasePlan to support profitability over time. In 2015, LeasePlan launched a digital marketplace, CarNext.com, that enables individual and professional customers to buy or lease high-quality used cars in Europe. This new business allows LeasePlan to capture added value when selling its cars or leasing second-hand cars instead of leaving part of the value to car dealers. In addition, LeasePlan continues to deliver on its operational efficiency programme called "The Power of One LeasePlan", targeting €370 million of profit before tax increase in the medium term. The plan had delivered savings of €130 million at end-June 2018.

Overall, LeasePlan's profitability is strong and has been resilient in recent years, as illustrated by the regular increase in its reported net profit since 2009. During the first nine months of 2018 (9M 2018), the company reported a net result of €353 million, a 13% decrease compared to 9M 2017, primarily due to €96 million impairment on the Turkish fleet, the bulk of which was recorded in Q3 2018 following the depreciation of the local currency in the summer.² Excluding this impairment, Leaseplan's net result increased 11% year-on-year at end-September 2018.

Appropriate management of residual value risk mitigate the risk of material losses

Residual value risk is among the most important risks that LeasePlan is facing. This risk arises from the uncertainty surrounding the future market value of vehicles at expiry of the lease contract. If market prices of used vehicles fall below their book value on the day they are disposed from LeasePlan's balance sheet (that is, sold in the second-hand car market), owing to changes in local taxation, economic conditions or market developments, a negative value adjustment is to be recorded.

The residual value risk, which is not captured in the ratio of problem loans to gross loans used in the Asset Risk score, is reflected in our adjustment of this score to a2 from aa2.

In response to significant drop in market prices that arose in the second-hand car market since 2009, LeasePlan has significantly strengthened its management and procedures on residual values. For each new lease contract, LeasePlan sets the net book value at termination (that is, the residual value), accounting for (1) the current second-hand car market prices, and (2) its ability to mitigate the residual value risk with numerous risk-mitigation techniques. These risk-mitigation techniques include the maturity extension of existing contracts, charging clients with wear-and-tear charges, invoicing mileage deviation from contracts, recalculating residual values in case of usage outside the contract's parameters, and selling the vehicles in countries where second-hand car market prices are more favourable. The aforementioned CarNext.com digital market place also contributes to the optimization of the sale of used cars.

The measures initiated in 2009 have contributed to restoring revenue on vehicles sold at contract termination since 2012. These measures, coupled with the steady improvement in the company's capital position, result in LeasePlan being in a structurally better position to face a deterioration in second-hand car market prices. However, LeasePlan's nominal residual value exposure remains high and above 400% of its Common Equity Tier 1 (CET1) capital as of end-2017.

In addition, LeasePlan expects the profits on used vehicle sales to follow a predictable normalisation from exceptional losses generated on cars leased in the dislocated market that followed the global financial crisis. Indeed, the high profits made on residual values over the past few years were linked to contracts that were originated with unusually low residual value expectations due to the depressed second-hand car market between 2009 and 2014, an advantage that will progressively disappear as leases have an average life of only 3-4 years. In the first 9 months of 2018, the net result on disposal of vehicles fell to a loss of €1 million from a profit of €50 million in the first 9 months of 2017.

We believe earnings retention and capital accretion may be constrained because LeasePlan's owners have little incentive to leave significant buffers above the minimum regulatory capital ratios, hence reducing financial flexibility in case of unexpected shocks. Furthermore, Lincoln's debt burden may lead to changes in the company's direction and risk profile. However, the supervision of LeasePlan as a regulated credit institution should mitigate the risk of an overly aggressive financial policy and create a relatively strong ring-fence for LeasePlan's credit profile.

As a result, we believe LeasePlan's solvency and liquidity will remain satisfactory against the risks undertaken in the auto leasing business. The dividend payout ratio of 60% for the first half of 2018³, should allow LeasePlan's CET1 ratio to remain at a high level. The bank's CET1 ratio was 17.9% at end-September 2018. Following the Supervisory Review and Evaluation Process (SREP) by the Dutch central bank (DNB), LeasePlan's minimum requirements for 2018 were set at 8.7% for the CET1 capital ratio and 12.2% for the total SREP capital requirement. The total SREP capital requirement excludes the combined buffer requirement (i.e. counter-cyclical buffer and capital conservation buffer). In addition, LeasePlan's funding and liquidity profiles have not been significantly altered as a result of the change in ownership.

Strong asset-quality metrics reflect diversified credit-risk exposures

LeasePlan's asset quality remains strong because the company has so far experienced subdued credit losses arising from lease contracts. The company has historically registered a very low level of problem loans because of its focus on large international corporate clients with traditionally lower default rates. In addition, losses in case of default were modest at around 27% through the cycle, owing to the value of used cars on the second-hand car market.

In terms of concentration, LeasePlan's top 20 group exposures are sizeable, relative to both its Tier 1 capital and pre-provision income. This is however mitigated by the company's diversified franchise by geography, industry and customers. In addition, the largest part of LeasePlan's credit exposure is to large corporates, with lower exposure to small and medium-sized enterprises, which we regard as individually more risky.

Structural reliance on wholesale funding remains a credit weakness, although mitigated by its matched funding profile, existing standby liquidity facilities and increased funding diversity

LeasePlan's reliance on wholesale funding is a rating constraint because of the inherent confidence-sensitive nature of the funding, and the potential for unexpected changes in the availability and cost of market-based funding. The bank's Combined Liquidity score of b1 reflects this constraint on LeasePlan's BCA.

However, the company has successfully diversified its funding through the collection of online deposits that accounted for almost a third of its total funding or €6.5 billion as of the end of September 2018. While we view online deposits as inherently less stable than traditional retail deposits, given their sensitivity to price and reputational risks, the stability of LeasePlan's deposit base benefits from its inclusion in the Dutch Deposit Guarantee scheme (which guarantees individual deposits of up to €100,000). The increasing proportion of funding derived from customers' savings has not materially altered LeasePlan's matched funding profile because around 41% of this funding is made up of term savings (as of the end of September 2018), although mainly with remaining maturities of less than one year.

LeasePlan's ability to withstand funding market disruption relies on the availability of committed undrawn liquidity lines (€1.5 billion as at end-September 2018) and substantial amount of liquid assets (€3.1 billion at end-September 2018). In November 2017, LeasePlan replaced its two €1.25 billion committed revolving credit facilities (RCFs) with one single 5-year RCF worth €1.5 billion. Although the size of the liquidity lines has been reduced (to €1.5 bn from €2.5 bn), the company would still be able to maintain a positive liquidity position over the next nine months on unchanged business as its approach to liquidity risk has not changed. However, we believe LeasePlan would need to undergo a decline in business to withstand a longer period of stress of up to 24 months, which is the

standard stress test we apply to other auto-finance and leasing companies. LeasePlan's outstanding business franchise relies on long-standing relationships with large international corporates and would likely be materially impaired if the company experienced pressure to restrain business volumes. As of the end of September 2018, the bank's liquidity position remained strong, with liquidity buffer amounting to €4.6 billion (including the aforementioned committed liquidity line).

LeasePlan's BCA is supported by its Strong Macro Profile

LeasePlan's operating environment is heavily influenced by Western European countries, and its Macro Profile of [Strong](#) is at the same level as the broader European Union average Macro Profile.

Overall, our assigned BCA is baa3, two notches below the unadjusted financial profile of baa1. We apply a negative one-notch adjustment for business diversification, similarly to other similar monoline issuers, as well as another one-notch negative adjustment for corporate behaviour to reflect LeasePlan's ownership, which could weigh on the strategic and financial decisions of the bank. We believe that earnings retention and capital accretion may be constrained going forward, as the owners have little incentive to leave significant buffers above the minimum regulatory capital ratios, hence reducing financial flexibility in case of unexpected shocks. In addition, although the owners are expected to preserve the strategic and operating independence of LeasePlan, Lincoln's debt burden may in time lead to changes in the company's direction and risk profile.

Support and structural considerations

Loss Given Failure analysis

LeasePlan is subject to the European Union Bank Recovery and Resolution Directive, which we consider to be an operational resolution regime. We assume residual tangible common equity of 3%, post-failure losses of 8% of tangible banking assets, a 25% run-off in junior wholesale deposits, a 5% run-off in preferred deposits and a proportion of 10% of deposits considered junior, and assign a 25% probability to deposits being preferred to senior unsecured debt.

We believe that LeasePlan's deposits and senior unsecured debt are likely to benefit from very low loss given failure, owing to the loss absorption provided by (1) the large amount of senior unsecured debt should deposits be treated preferentially in resolution, and (2) a small volume of deposits, leading us to assign a two-notch uplift above the Adjusted BCA.

Government support

We expect a low probability of government support for debt and deposits given LeasePlan's relatively modest size, resulting in no uplift for both the long-term deposits and senior unsecured debt issued by the bank.

Counterparty Risk (CR) Assessment

CR Assessments are opinions of how counterparty obligations are likely to be treated if a bank fails and are distinct from debt and deposit ratings in that they (1) consider only the risk of default rather than both the likelihood of default and the expected financial loss, and (2) apply to counterparty obligations and contractual commitments rather than debt or deposit instruments. The CR Assessment is an opinion of the counterparty risk related to a bank's covered bonds, contractual performance obligations (servicing), derivatives (for example, swaps) letters of credit, guarantees and liquidity facilities.

LeasePlan's CR Assessment is positioned at A3(cr)/Prime-2(cr)

The CR Assessment is positioned three notches above the Adjusted BCA of baa3, based on the buffer against default provided to the senior obligations represented by the CR Assessment by subordinated instruments. The main difference with our Advanced LGF approach used to determine instrument ratings is that the CR Assessment captures the probability of default on certain senior obligations, rather than expected loss, therefore, we focus purely on subordination and take no account of the volume of the instrument class.

Counterparty Risk Ratings (CRR)

CRRs are opinions of the ability of entities to honor the uncollateralised portion of non-debt counterparty financial liabilities (CRR liabilities) and also reflect the expected financial losses in the event such liabilities are not honoured. CRR liabilities typically relate to transactions with unrelated parties. CRRs are distinct from ratings assigned to senior unsecured debt instruments and from issuer ratings because they reflect that, in the event of a resolution, CRR liabilities might benefit from preferential treatment compared with

senior unsecured debt. Examples of CRR liabilities include the uncollateralised portion of payables arising from derivative transactions and the uncollateralised portion of liabilities under sale and repurchase agreements.

LeasePlan's CRR is positioned at A3/P-2

The CRR is three notches higher than the Adjusted BCA of baa3, based on the level of subordination to CRR liabilities in the bank's balance sheet, and assuming a nominal volume of such liabilities.

Rating methodology and scorecard factors

Exhibit 3

LeasePlan Corporation N.V.

Macro Factors

Weighted Macro Profile **Strong** **100%**

Factor	Historic Ratio	Initial Score	Expected Trend	Assigned Score	Key driver #1	Key driver #2
Solvency						
Asset Risk						
Problem Loans / Gross Loans	0.3%	aa2	← →	a2	Non lending credit risk	Quality of assets
Capital						
TCE / RWA	19.6%	aa2	← →	a1	Risk-weighted capitalisation	Capital retention
Profitability						
Net Income / Tangible Assets	1.8%	a1	← →	a1	Earnings quality	
Combined Solvency Score		aa2		a1		
Liquidity						
Funding Structure						
Market Funds / Tangible Banking Assets	50.8%	b3	← →	b3	Extent of market funding reliance	Term structure
Liquid Resources						
Liquid Banking Assets / Tangible Banking Assets	11.6%	ba1	← →	ba1	Access to committed facilities	Quality of liquid assets
Combined Liquidity Score		b1		b1		
Financial Profile						
Business Diversification				-1		
Opacity and Complexity				0		
Corporate Behavior				-1		
Total Qualitative Adjustments				-2		
Sovereign or Affiliate constraint:				Aaa		
Scorecard Calculated BCA range				baa2-ba1		
Assigned BCA				baa3		
Affiliate Support notching				0		
Adjusted BCA				baa3		

Balance Sheet	in-scope (EUR million)	% in-scope	at-failure (EUR million)	% at-failure
Other liabilities	12,663	48.1%	13,125	49.8%
Deposits	6,593	25.0%	6,132	23.3%
Preferred deposits	5,934	22.5%	5,637	21.4%
Junior Deposits	659	2.5%	495	1.9%
Senior unsecured bank debt	6,288	23.9%	6,288	23.9%
Equity	790	3.0%	790	3.0%
Total Tangible Banking Assets	26,334	100%	26,334	100%

Debt class	De Jure waterfall		De Facto waterfall		Notching		LGF Notching Guidance vs. Adjusted BCA	Assigned LGF notching	Additional notching	Preliminary Rating Assessment
	Instrument volume + subordination	Sub-ordination	Instrument volume + subordination	Sub-ordination	De Jure	De Facto				
Counterparty Risk Rating	28.8%	28.8%	28.8%	28.8%	3	3	3	3	0	a3
Counterparty Risk Assessment	28.8%	28.8%	28.8%	28.8%	3	3	3	3	0	a3 (cr)
Deposits	28.8%	3.0%	28.8%	26.9%	2	3	2	2	0	baa1
Senior unsecured bank debt	28.8%	3.0%	26.9%	3.0%	2	2	2	2	0	baa1

Instrument class	Loss Given Failure notching	Additional Notching	Preliminary Rating Assessment	Government Support notching	Local Currency Rating	Foreign Currency Rating
Counterparty Risk Assessment	3	0	a3 (cr)	0	A3 (cr)	--
Deposits	2	0	baa1	0	Baa1	--
Senior unsecured bank debt	2	0	baa1	0	Baa1	Baa1

[1] Where dashes are shown for a particular factor (or sub-factor), the score is based on non-public information.

Source: Moody's Financial Metrics

Ratings

Exhibit 4

Category	Moody's Rating
LEASEPLAN CORPORATION N.V.	
Outlook	Stable
Counterparty Risk Rating	A3/P-2
Bank Deposits -Dom Curr	Baa1/P-2
Baseline Credit Assessment	baa3
Adjusted Baseline Credit Assessment	baa3
Counterparty Risk Assessment	A3(cr)/P-2(cr)
Issuer Rating -Dom Curr	Baa1
Senior Unsecured	Baa1
Bkd Commercial Paper	P-2
Other Short Term	(P)P-2
PARENT: LINCOLN FINANCE LIMITED	
Outlook	Stable
Senior Secured	B1
LEASEPLAN FINANCE N.V. (DUBLIN BRANCH)	
Outlook	Stable
Counterparty Risk Rating	A3/P-2
Counterparty Risk Assessment	A3(cr)/P-2(cr)
Bkd Commercial Paper	P-2
LEASEPLAN AUSTRALIA LIMITED	
Outlook	Stable
Bkd Sr Unsec MTN -Dom Curr	(P)Baa1
Bkd Commercial Paper	P-2
Bkd Other Short Term -Dom Curr	(P)P-2

Source: Moody's Investors Service

Endnotes

- [1](#) Versus 75% typically for captive auto loan companies
- [2](#) Leaseplan has transactional foreign exchange exposure related to its lease contracts in Turkey due to the fact that until recently, lease contracts were typically euro-denominated, whereas vehicles at the end of the contract are sold in Turkish Lira. The depreciation of the local currency depressed the euro prices of the used cars. Leaseplan recognised €84 million pre-tax impairment charge for loss-making lease contracts in Q3 2018.
- [3](#) The interim dividend totaled €171 million or 60% of the reported net income for the first half of 2018

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