

# Global X Electric Vehicle and Battery Active ETF

## 3139 HKD



### IMPORTANT INFORMATION

Investors should not base investment decisions on this website/material alone. Please refer to the Prospectus for details including product features and the risk factors. Investment involves risks. Past performance is not indicative of future performance. There is no guarantee of the repayment of the principal. Investors should note:

- The investment objective of Global X Electric Vehicle and Battery Active ETF (the "Fund") is to achieve long term capital growth by primarily investing in companies which are directly or indirectly involved in electric vehicle or electric vehicle-related battery businesses. - The Fund does not seek to track any index or benchmark, it may fail to meet its objective as a result of the Manager's selection of investment, and/or the implementation of processes which may cause the Sub-Fund to underperform as compared to other index tracking funds with a similar objective. - The Fund may be concentrated in a specific industry or sector, which may potentially more volatile than a fund with a diversified portfolio. - The Fund may invest in small and/or mid-sized companies, which may have lower liquidity and their prices are more volatile to adverse economic developments. - The Stock Connect is subject to quota limitations. Where a suspension in the trading through the Stock Connect is effected, the Sub-Fund's ability to invest in A-Shares or access Mainland China markets through the programme will be adversely affected. - Investors should note that Shareholders will only receive distributions in USD and not HKD. Shareholder may have to bear the fees and charges associated with the conversion of such distribution from USD into HKD or any other currency. - Exposure to ADRs and GDRs may generate additional risks compared to a direct exposure to the underlying stocks, including the risk of non-segregation of the underlying stocks held by the depositary bank from the bank's own assets and liquidity risks. - The trading price of the Fund's unit on the SEHK is driven by secondary market trading factors, which may lead to a substantial premium or discount to the Fund's net asset value. - The Manager may at its discretion pay dividends out of the capital of the Fund. Distributions paid out of capital, represent a return of an investor's original investment or its gains and may potentially reduce the Fund's Net Asset Value per Share as well as the capital available for future investment. - The Fund may suffer from a losses or delays when recovering the securities lent out. This may potentially affect its ability to meet payment and redemption obligations. Collateral shortfalls due to inaccurate pricing or change of value of securities lent, may cause significant losses to the Fund.

### FUND DETAILS<sup>1</sup>



|  |                    |
|--|--------------------|
| Stock Code                               | 3139 (HKD)         |
| ISIN                                     | HK0000838257 (HKD) |
| Listing Date                             | 21 Mar 2022        |
| Ongoing Charges Over a Year <sup>2</sup> | 0.75%              |
| Index                                    | -                  |
| Board Lot Size                           | 50 Units           |
| Base Currency                            | USD                |
| Trading Currency                         | HKD counter: HKD   |
| Exchange                                 | HKEX               |

### INVESTMENT POINTS

- Electric vehicles and battery are one of the most promising sectors in the coming decade with huge room to grow globally.
- We invest in the global leaders along the EV and battery supply chain and make a balance to ride the cycle amongst different subsectors.
- After years of destocking and consolidation, the sector has bottomed out

### PERFORMANCE<sup>1</sup>

| Cumulative Return | 3 Mths | 6 Mths | YTD   | Since Listing |
|-------------------|--------|--------|-------|---------------|
| FUND              | 3.49%  | 1.78%  | 1.78% | -6.34%        |
| INDEX             | -      | -      | -     | -             |

| Calendar Year Return | 2024   | 2023  | 2022 | 2021 | 2020 |
|----------------------|--------|-------|------|------|------|
| FUND                 | 13.20% | 4.31% | -    | -    | -    |
| INDEX                | -      | -     | -    | -    | -    |

### TOP 10 HOLDINGS (%)<sup>3</sup>

|                      |      |
|----------------------|------|
| CATL                 | 9.46 |
| Fuyao Glass Industry | 8.98 |
| EVE Energy           | 8.20 |
| Geely Automobile     | 6.92 |
| BYD                  | 6.05 |
| Albemarle            | 5.78 |
| Tesla                | 4.95 |
| Texas Instruments    | 4.13 |
| NAURA Technology     | 4.04 |
| Ganfeng Lithium      | 3.95 |

Source: MAGIHK, 30 Jun 2025. <sup>1</sup> Past performance information is not indicative of future performance. Investors may not get back the full amount invested. The computation basis of the performance is based on the calendar year end, Net Asset Value to Net Asset Value. These figures show by how much the Sub-Fund increased or decreased in value during the calendar year shown. Performance data has been calculated in USD including ongoing charges and excluding trading costs on SEHK you might have to pay. Where no past performance is shown, there was insufficient data available in that year to provide performance. Fund inception date: 18 March 2022 <sup>2</sup> The Fund adopts a single management fee structure, whereby a single flat fee will be paid out of the assets of the Fund to cover all of the costs, fees and expenses of the Fund. The ongoing charges figure is an annualised figure based on the ongoing expenses of the Fund, expressed as a percentage of the Fund's average net asset value over the same period. It may be different upon actual operation of the Fund and may vary from year to year. As the Fund adopts a single management fee structure, the ongoing charges of the Fund will be equal to the amount of the single management fee, which is capped at 0.75% of the average Net Asset Value of the Fund. Any ongoing expenses exceeding 0.75% of the average Net Asset Value of the Fund will be borne by the Manager and will not be charged to the Fund. Please refer to the Product Key Facts and the Prospectus for further details. <sup>3</sup> Holdings are subject to change.



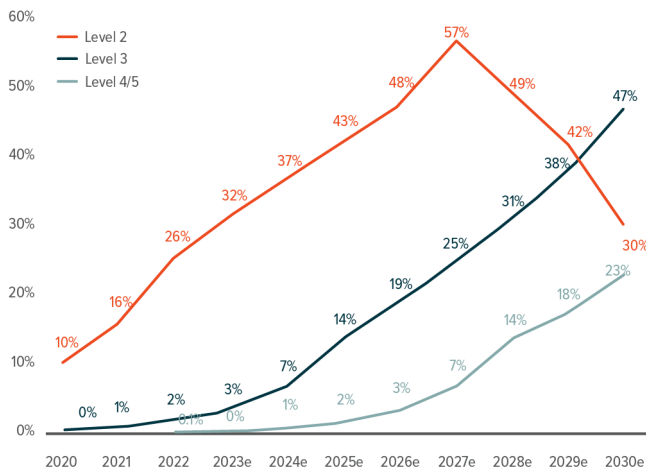
# GLOBAL X ELECTRIC VEHICLE AND BATTERY ACTIVE ETF

## EV VS ICE: TOTAL OWNERSHIP COST COMPARISON

|  |           | Qin plus |         | Chevrolet Cruze |
|--|-----------|----------|---------|-----------------|
| Initial cost                                   | Rmb       | 87,780   | Rmb     | 73,700          |
| Car purchase price, net of subsidy             |           | 79,800   |         | 67,000          |
| Subsidy  |           | -        |         | -               |
| Vehicle purchase tax                           |           | 7,980    |         | 6,700           |
| Car license plate                              |           | -        |         | -               |
| Operating cost                                 | Rmb       | 7,080    | Rmb     | 18,760          |
| Fuel cost                                      |           | 2,080    |         | 13,760          |
| Mileage  | km/year   | 20,000   | km/year | 20,000          |
| Energy consumption                             | kWh/100km | 13       | L/100km | 8               |
| Electricity cost/Gasoline cost                 | Rmb/kWh   | 0.8      | Rmb/L   | 8.6             |
| Maintenance                                    | Rmb       | 1,000    | Rmb     | 1,000           |
| Insurance                                      | Rmb       | 4,000    | Rmb     | 4,000           |
| Annual dues                                    | Rmb       | -        | Rmb     | -               |
| Residual value in 5 years<br>as % of car price | Rmb       | -        | Rmb     | 26,800          |
|  |           | 0%       |         | 40%             |
| Total cost of ownership<br>(undiscounted)      | Rmb       | 123,180  | Rmb     | 140,700         |

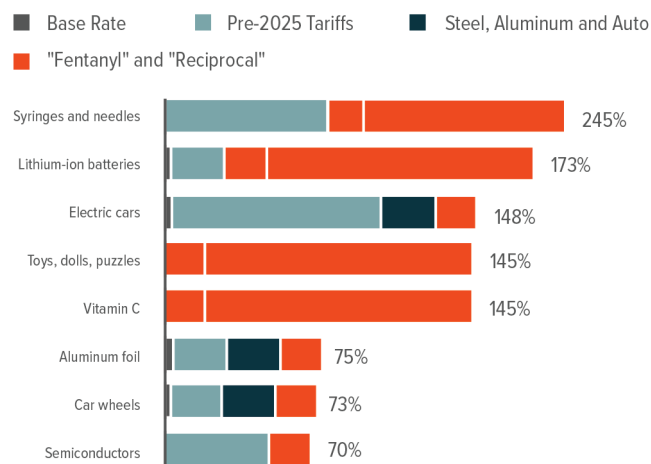
Source: Mirae Asset, Company Data, Jun 2024; Note: Green data are disclosed by company/retailers, Orange data are our assumptions

## CHINA AUTONOMOUS DRIVING PENETRATION TREND



Source: Credit Suisse, Mar 2023

## US'S TARIFF ON SELECTED IMPORTED GOODS FROM CHINA



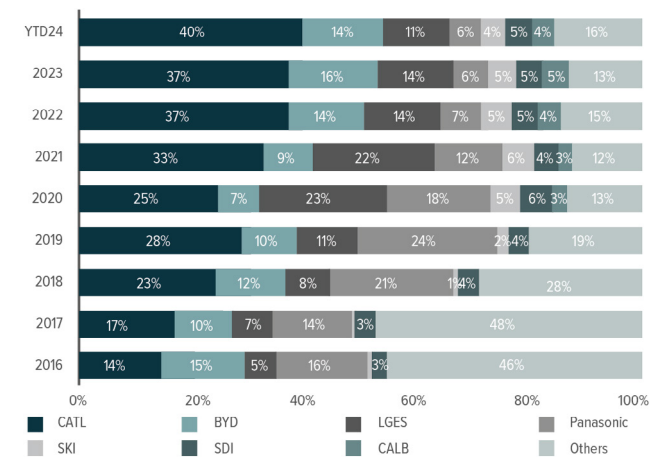
Source: White House, Apr 2025

## GLOBAL TOP10 EV MAKERS (AS OF 2024)

| Annual Cumulative Global EV Delivery (BEV+PHEV, incl. Commercial) |               |            |            |             | (Unit: K units) |         |
|---|---------------|------------|------------|-------------|-----------------|---------|
| Rank  | Group         | 2024.01~02 | 2025.01~02 | Growth Rate | 2024M/S         | 2025M/S |
| 1   | BYD           | 299        | 540        | 80.3%       | 16.3%           | 21.5%   |
| 2   | Geely         | 160        | 287        | 79.3%       | 8.7%            | 11.4%   |
| 3   | TESLA         | 221        | 190        | -14.1%      | 12.1%           | 7.6%    |
| 4   | Volkswagen    | 127        | 167        | 32.0%       | 6.9%            | 6.7%    |
| 5   | SAIC          | 119        | 123        | 3.4%        | 6.5%            | 4.9%    |
| 6   | Changan       | 72         | 103        | 42.0%       | 3.9%            | 4.1%    |
| 7   | Chery         | 25         | 87         | 241.7%      | 1.4%            | 3.5%    |
| 8   | Hyundai & Kia | 69         | 80         | 15.9%       | 3.8%            | 3.2%    |
| 9   | BMW           | 72         | 79         | 10.3%       | 3.9%            | 3.2%    |
| 10  | Stellantis    | 86         | 68         | -21.3%      | 4.7%            | 2.7%    |
|   | Others        | 582        | 785        | 34.9%       | 31.8%           | 31.3%   |
|   | Total         | 1,832      | 2,508      | 36.9%       | 100.0%          | 100.0%  |

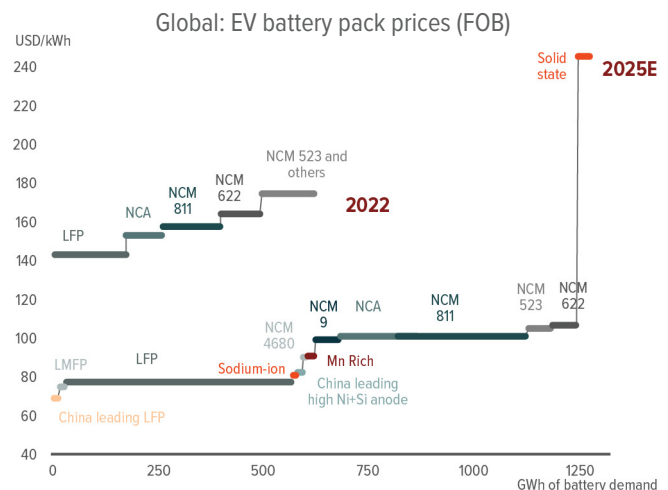
Source: SNE, Jan 2025

## COMPETITION LANDSCAPE OF BATTERY INDUSTRY (MARKET SHARE, %)



Source: SNE, JP Morgan, Jan 2024

## CATL IS THE GLOBAL COST LEADER IN BATTERY



Source: Goldman Sachs, Sep 2024

# Important Risks and Information

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