

2008 - 2009 Auto Show Schedule

Show Name	City, State	Press Dates	Show Dates
NY Motor Expo	World Financial Center, NY	Sept 15-19, 2008	Sept 15-19, 2008
SEMA Show	Las Vegas Convention Center, Las Vegas, NV	Nov. 4 - 7, 2008	Nov. 4 - 7, 2008
Nordic Climate Solution	Bella Center, Copenhagen Denmark	2009 PLAN	November 25th - 26th
North American Int'l A/S	Detroit, MI	Jan. 11-13, 2009	Black Jan. 17-25, 2009
Geneva	Geneva Switzerland	March 3-4	March 5-15, 2009
New York Int'l Auto Show	New York, NY	April 8-9	April 10-19, 2009
Top Marques Monaco	Grimaldi Forum, Monaco	July	April 16-19
British International Motor Show	Excel, London	Sept. 15-16	Sept. 17-27, 2009
Frankfurt International Motor Show	Frankfurt	Nov.	Nov.
Greater Los Angeles Int'l Auto Show	Los Angeles, CA	Nov.	Nov. 30-Dec. 11
Copenhagen Climate Conference	Copenhagen	2009 CONSIDERATION	Nov. 30-Dec. 11
Washington, D.C.	Washington, D.C.	Feb. 3, 2009	Feb. 4-8, 2009
Shanghai	China	April 20-21	April 22-28, 2009
Barcelona	Venue Montjuic	n/a	May 30-June 7, 2009
Bologna	Bologna Exhibition Centre	n/a	Dec. 2009
Chicago Int'l Auto Show	Chicago, IL	2010 CONSIDERATION	Feb.
Ft. Lauderdale Int'l Auto Show	Ft. Lauderdale, FL	March	March
Paris Motor Show	Paris, Porte de Versailles	Sept.	Sept.
South Florida Auto Show	Miami Beach, FL	Nov.	Nov.

CONFIDENTIAL

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FISKER AUTOMOTIVE INC.

APPLICATION FOR FISKER PROJECT # 2 -
MANUFACTURING FACILITY & ENGINEERING INTEGRATION FOR FISKER Kx

TAB 2H: FINANCIAL STATEMENTS

Independent Auditors Report for 2007 - Fisker Automotive Inc. CONFIDENTIAL.

Preliminary 2008 Financial Report - Fisker Automotive Inc. CONFIDENTIAL

CONFIDENTIALITY NOTICE

Documents marked as "Confidential" contain proprietary information that Fisker Automotive Inc. requests not be released to persons outside the Government, except for purposes of review and evaluation.

Fisker Automotive, Inc.
(A Development Stage Enterprise)

Balance Sheet
December 31, 2007

Fisker Automotive, Inc.
(A Development Stage Enterprise)

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BDO Seidman, LLP
Accountants and Consultants

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Telephone: (714) 957-3200
Fax: (714) 957-1080

Independent Auditors' Report

The Board of Directors
Fisker Automotive, Inc.
Irvine, CA 92606

We have audited the accompanying balance sheet of Fisker Automotive, Inc., a development stage enterprise, (the "Company") as of December 31, 2007. This balance sheet is the responsibility of the Company's management. Our responsibility is to express an opinion on this balance sheet based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the balance sheet is free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the balance sheet, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall balance sheet presentation. We believe that our audit of the balance sheet provides a reasonable basis for our opinion.

In our opinion, the balance sheet referred to above presents fairly, in all material respects, the financial position of Fisker Automotive, Inc. at December 31, 2007, in conformity with accounting principles generally accepted in the United States of America.

BDO Seidman, LLP

December 23, 2008

Fisker Automotive, Inc.

(A Development Stage Enterprise)

Notes to Balance Sheet

1. Summary of Accounting Policies

Nature of Business

Fisker Automotive, Inc. (the "Company") is a corporation that was organized under the laws of the state of Nevada and was incorporated on August 7, 2007. On March 27, 2008 the Company was reincorporated in the state Delaware (see Note 8).

The Company was started by Fisker Coachbuild, LLC ("FC") and Quantum Fuel Systems Technologies Worldwide, Inc. ("Quantum"). The Company is a development stage enterprise, involved in designing and developing environmentally friendly, premium sports cars. Each car will feature plug-in hybrid technology. As of the date of this balance sheet, the Company is in the process of developing its first car, the Fisker Karma ("Karma"). The Karma was presented to the public at the North American International Auto Show in Detroit on January 14, 2008. Sales for the Karma are scheduled to begin in the fall 2009. The Company plans to develop and bring to the market other models.

As of December 31, 2007, [REDACTED] of costs incurred in the development of the car have been expensed as research and development. No revenue has been generated from the sale of products to date. The Company's ability to continue operations is dependent upon the successful completion of technical development of the technology, obtaining additional financial support from shareholders or other investors and achieving profitable operations. The outcome of these matters can not be predicted at this time. This balance sheet does not include any adjustments to the assets and liabilities that might be necessary should the Company be unable to continue in business.

Basis of Presentation

The accompanying financial statements present the balance sheet of the Company at December 31, 2007.

Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)

**1. Summary
of Accounting
Policies
(Continued)**

Use of Estimates

The preparation of the balance sheet in conformity with accounting principles generally accepted in the United States of America, requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities, and disclosure of contingent assets and liabilities at the date of the balance sheet. Actual results could differ materially from these estimates.

Cash and Cash Equivalents

The Company considers all highly liquid investments purchased with an original maturity of three months or less to be cash equivalents.

Restricted Cash/Customer Deposits

Cash deposits made by customers are fully refundable if no car is sold. These funds are separated from cash and cash equivalents in a separate bank account and accounted for as restricted cash and customer deposits.

Property and Equipment

Property and equipment are stated at cost. Depreciation is computed using the straight-line method over the estimated useful lives of the assets, which range from three to seven years.

Property and equipment is assessed for possible impairment whenever events or changes in circumstances indicate that the carrying amounts may not be recoverable, or whenever management has committed to a plan to dispose of the assets. There was no impairment of long-lived assets in 2007.

Maintenance and repairs are charged to expense as incurred, and costs of betterments and renewals are capitalized. The cost of assets sold or retired, and the related accumulated depreciation or amortization is removed from the accounts and any resulting gain or loss is included in operations.

Fisker Automotive, Inc.

(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)

1. Summary of Accounting Policies (Continued)

Concentrations

The Company has cash deposits in a financial institution that periodically throughout the year exceeded amounts covered by the U.S. Federal Deposit Insurance Corporation ("FDIC"). The Company has not experienced any losses in such accounts and believes it is not exposed to any significant credit risk to cash. At December 31, 2007, amounts in excess of FDIC coverage amounted to [REDACTED]

New Accounting Pronouncements

In September 2006, the Financial Accounting Standards Board ("FASB") issued Statement of Financial Accounting Standards ("SFAS") No. 157, *Fair Value Measurements* ("SFAS No. 157"). SFAS No. 157 defines fair value, establishes a market-based framework or hierarchy for measuring fair value, and expands disclosures about fair value measurements. SFAS No. 157 is applicable whenever another accounting pronouncement requires or permits assets and liabilities to be measured at fair value. SFAS No. 157 does not expand or require any new fair value measures, however the application of this statement may change current practice. The requirements of SFAS No. 157 are effective for the Company for the fiscal year beginning January 1, 2008. The Company is currently evaluating the impact that adopting SFAS No. 157 will have on its financial statements.

In February 2008, the FASB issued a Staff Position FAS No. 157-1, *Application of FASB Statement No. 157 to FASB Statement No. 13 and Other Accounting Pronouncements that Address Fair Value Measurements for Purposes of Lease Classification or Measurement under Statement 13*, ("FSP No. 157-1") indicating that SFAS No. 157 does not apply under SFAS No. 13, *Accounting for Leases*, ("SFAS No. 13") and other accounting pronouncements that address fair value measurements for purposes of lease classifications under SFAS No. 13. The Company is currently evaluating the impact that adopting FSP No. 157-1 will have on its financial statements.

Fisker Automotive, Inc.
(A Development Stage Enterprise)
Notes to Balance Sheet (Continued)

**1. Summary of
Accounting
Policies
(Continued)**

On February 12, 2008, the FASB issued Staff Position No. FAS 157-2, *Effective Date of FASB Statement No. 157*, ("FSP No. 157-2"). FSP No. 157-2 delays the effective date of FAS No. 157 for non-financial assets and liabilities, as defined, to fiscal years beginning after November 1, 2008. The Company is currently evaluating the impact that adopting FSP No. 157-2 will have on its financial statements.

On October 10, 2008, the FASB issued FASB Staff Position No. FAS 157-3, *Determining the Fair Value of a Financial Asset in a Market that is Not Active* ("FSP No. 157-3"), which clarifies the application of FAS No. 157 in an inactive market and provides an illustrative example to demonstrate how the fair value of a financial asset is determined when the market for that financial asset is inactive. FSP No. 157-3 was issued on October 10, 2008 and is effective upon issuance, including prior periods for which financial statements have not been issued. The adoption of FAS No. 157-3 had no impact on the financial statements.

In February 2007, the FASB issued SFAS No. 159, *Fair Value Option for Financial Assets and Financial Liabilities Including an Amendment of FASB Statement No. 115* ("SFAS No. 159"). This standard amends SFAS No. 115, *Accounting for Certain Investments in Debt and Equity Securities*, with respect to accounting for a transfer to the trading category for all entities with available-for-sale and trading securities electing the fair value option.

SFAS No. 159 permits companies and not-for-profit organizations to make a one-time election to carry eligible types of financial assets and liabilities at fair value, even if fair value measurement is not required under generally accepted accounting principles. The basic guidelines under this standard include the recognition of changes in an item's fair value occurring in subsequent reporting periods in current earnings, upon election of the fair value option for that item, among others. Most types of financial assets and liabilities, including an entity's own debt obligations, are eligible for the election. Entities making the election must comply with specific presentation and disclosure requirements. SFAS No. 159 is effective for fiscal years beginning after November 15, 2007, with early adoption permitted. The Company is currently evaluating the impact that adopting SFAS No. 159 will have on its financial statements.

Fisker Automotive, Inc.

(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)

1. Summary of Accounting Policies (Continued)

In December 2007, the FASB issued SFAS No. 141 (revised 2007), *Business Combinations*, ("SFAS No. 141(R)"). The new standard requires the acquiring entity in a business combination to recognize all (and only) the assets acquired and liabilities assumed in the transaction; establishes the acquisition-date fair value as the measurement objective for all assets acquired and liabilities assumed; and requires the acquirer to disclose to investors and other users all of the information they need to evaluate and understand the nature and financial effect of the business combination. This statement is effective for fiscal years beginning after December 15, 2008. The adoption of the provisions of SFAS No. 141(R) is not expected to have material impact on the Company's financial statements.

In December 2007, the FASB issued SFAS No. 160, *Non-controlling Interests in Consolidated Financial Statements – an Amendment of ARB No. 51* ("SFAS No. 160"). This statement establishes accounting and reporting standards for the non-controlling interest in a subsidiary and for the deconsolidation of a subsidiary. This statement is effective prospectively, except for certain retrospective disclosure requirements, for fiscal years beginning after December 15, 2008. The adoption of the provisions of SFAS No. 160 is not expected to have material impact on the Company's financial statements.

In June 2006, the FASB issued Interpretation No. 48, *Accounting for Uncertainty in Income Taxes – an Interpretation of FASB Statement No. 109* ("FIN No. 48"). FIN No. 48 prescribes a recognition threshold and measurement process for recording in the financial statements uncertain tax positions taken or expected to be taken in a tax return in accordance with SFAS No. 109, *Accounting for Income Taxes*. Tax positions must meet a more-likely-than-not recognition threshold at the effective date to be recognized upon the adoption of FIN No. 48 and in subsequent periods. The accounting provision of FIN No. 48 is effective for the Company beginning January 1, 2009. The Company is currently evaluating the impact that adopting FIN No. 48 will have on its financial statements.

Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)

1. Summary of Accounting Policies (Continued)

In March 2008, the FASB issued SFAS No. 161, *Disclosures about Derivative Instruments and Hedging Activities – an Amendment of FASB Statement No. 133* (“SFAS No. 161”). SFAS No. 161 changes the disclosure requirements for derivative instruments and hedging activities. Entities are required to provide enhanced disclosures about (a) how and why an entity uses derivative instruments; (b) how derivative instruments and related hedged items are accounted for under SFAS No. 133, as amended; and (c) how derivative instruments and related hedged items affect an entity’s financial position, financial performance and cash flows. SFAS no. 161 is effective for financial statements issued for fiscal years beginning after November 15, 2008. The adoption of SFAS No. 161 is not expected to have a material impact on the Company’s financial statements.

In May 2008, FASB issued SFAS No. 162, *The Hierarchy of Generally Accepted Accounting Principles* (“SFAS No. 162”), which is intended to improve financial reporting by identifying a consistent framework, or hierarchy, for selecting accounting principles to be used in preparing financial statements that are presented in conformity with GAAP for non-governmental entities. SFAS No. 162 is effective 60 days following SEC’s approval of the Public Company Accounting Oversight Board amendments to AU Section 411, *The Meaning of Present Fairly in Conformity with Generally Accepted Accounting Principles*. The Company is currently evaluating the impact that adopting SFAS No. 162 will have on its financial statements.

2. Property and Equipment

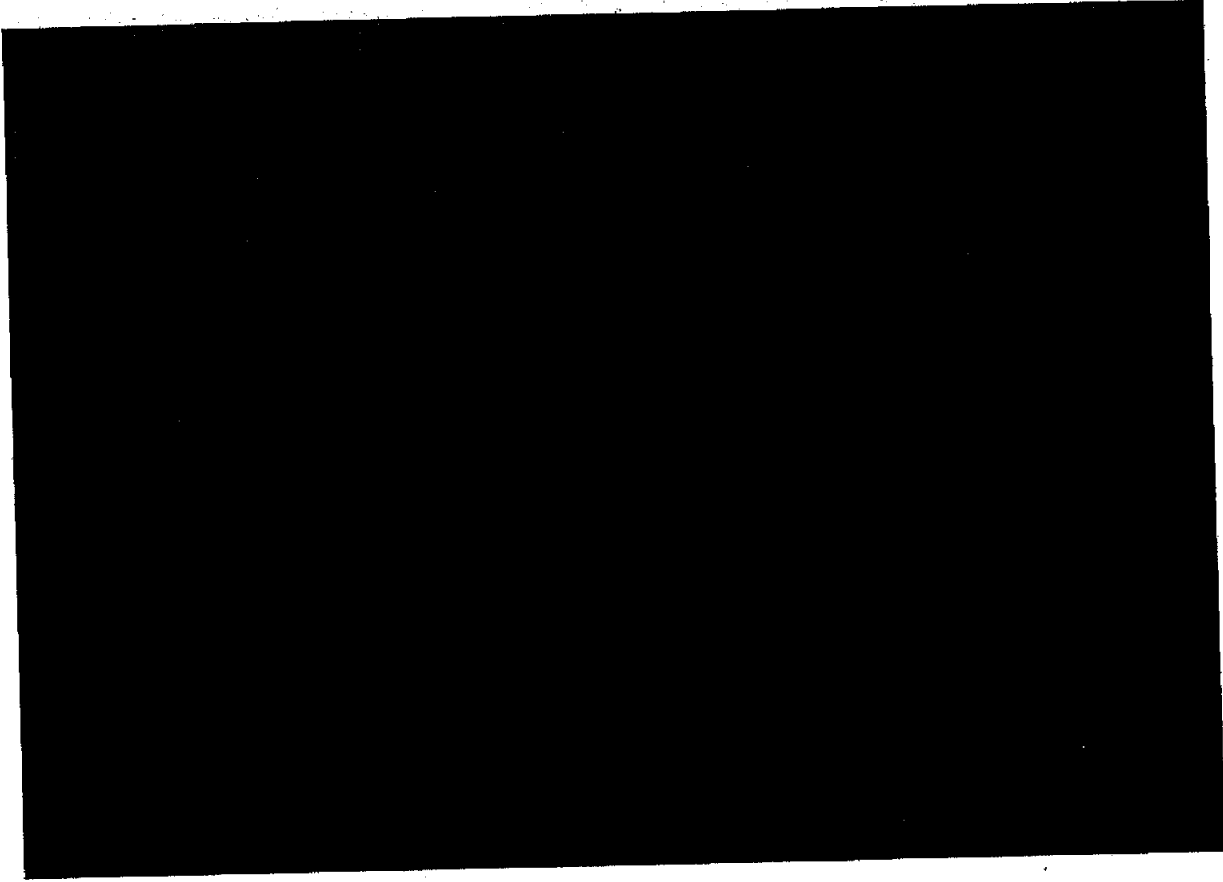
Property and equipment consists of the following as of December 31:

<i>December 31,</i>	<u>2007</u>
Furniture and equipment	
Computer hardware and software	
Web design	
Less accumulated depreciation	
Total	

Fisker Automotive, Inc.
(A Development Stage Enterprise)

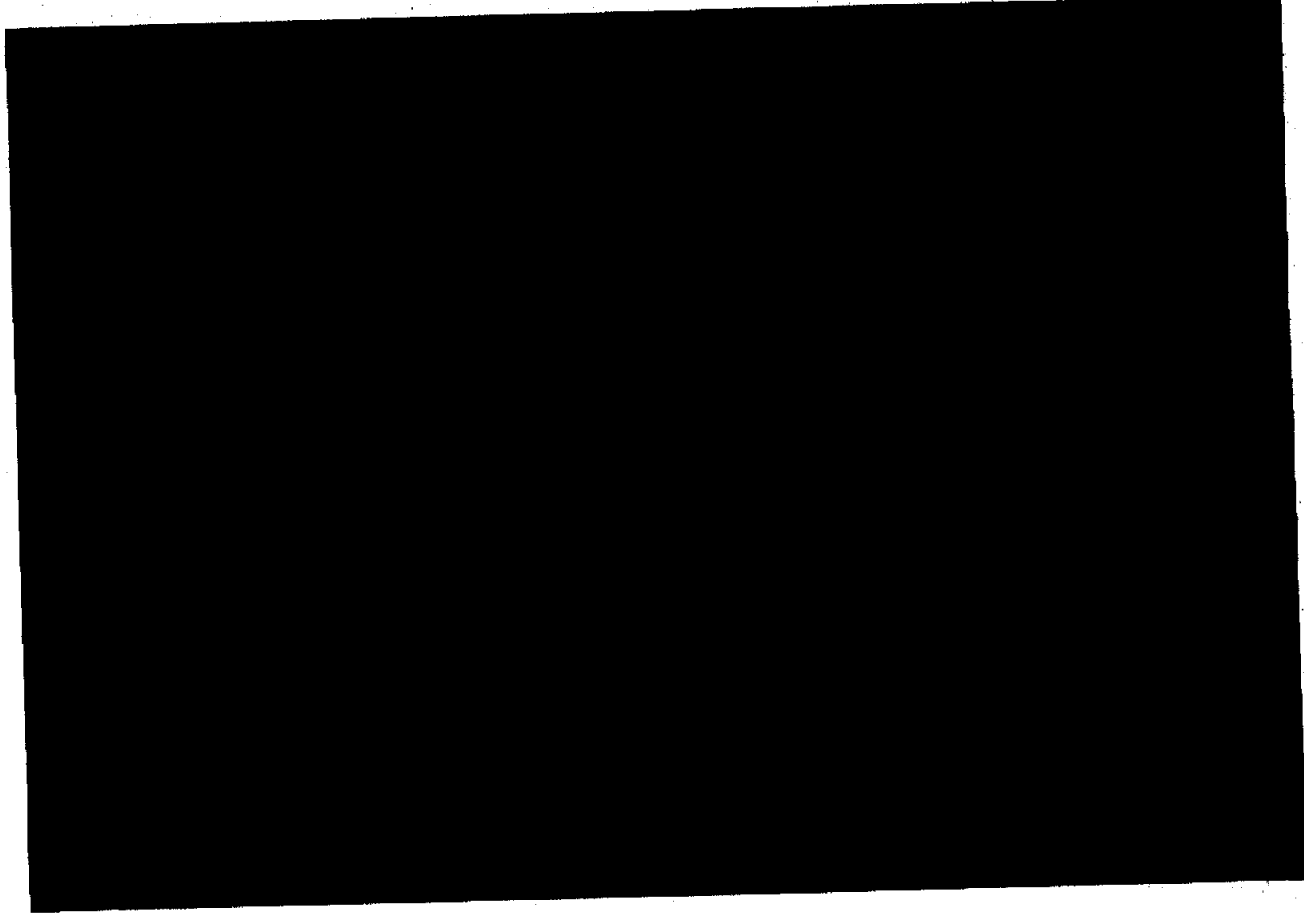
Notes to Balance Sheet (Continued)

**3. Related Party
Transactions**



Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)



3. **Related Party Transactions (Continued)**

4. **Accounts Payable**

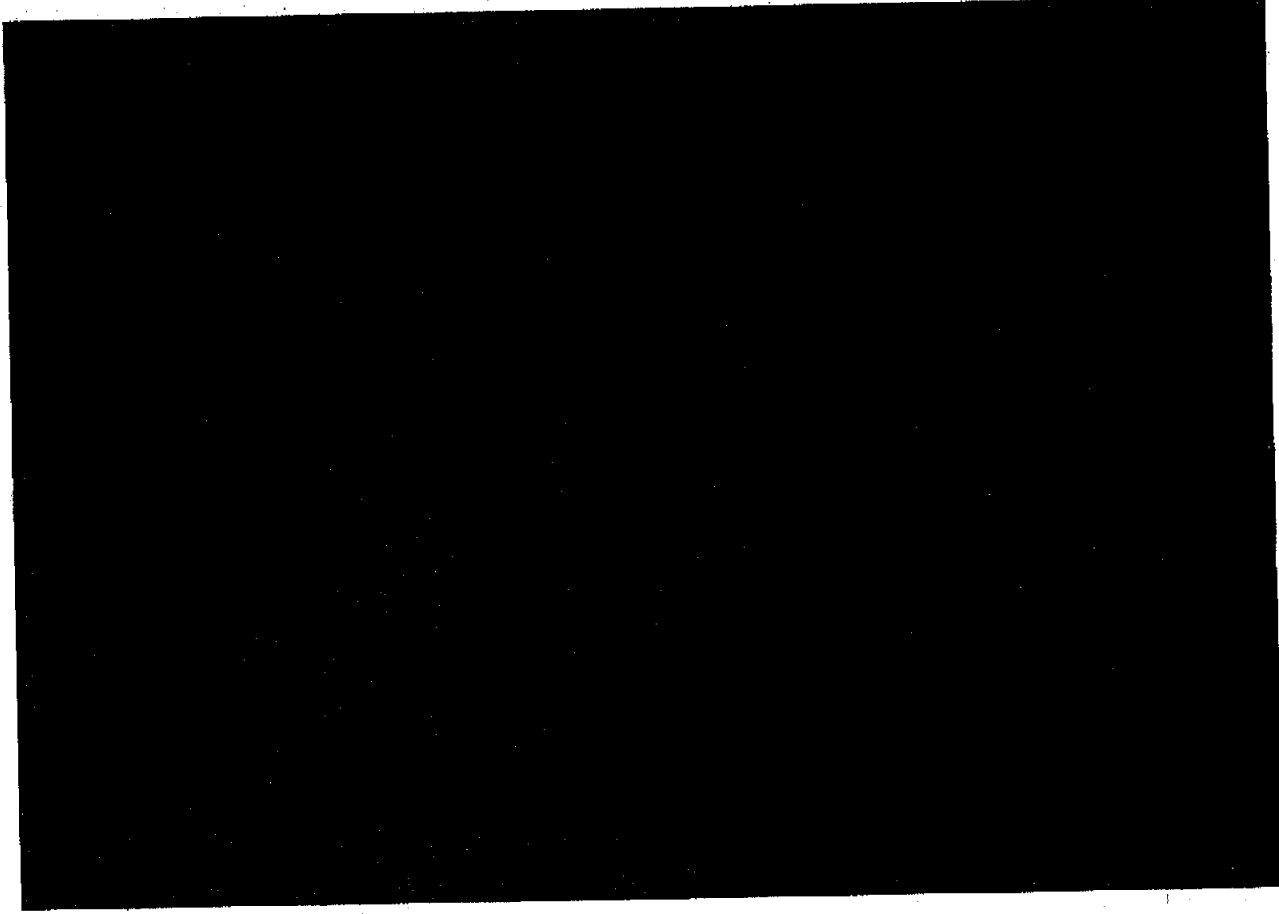
5. **Commitments and Contingencies**

6. **Employee Benefit Plan**

Fisker Automotive, Inc.
(A Development Stage Enterprise)


Notes to Balance Sheet (Continued)

**7. Shareholder's
Equity**



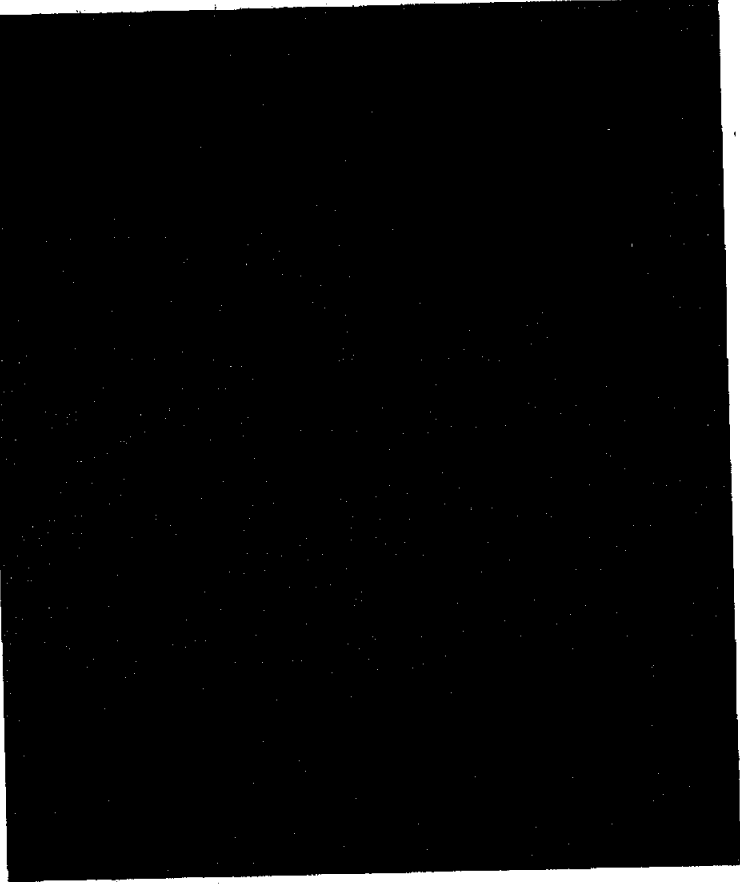
Fisker Automotive, Inc.
(A Development Stage Enterprise)
Notes to Balance Sheet (Continued)

7. Shareholder's
Equity
(Continued)



Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)



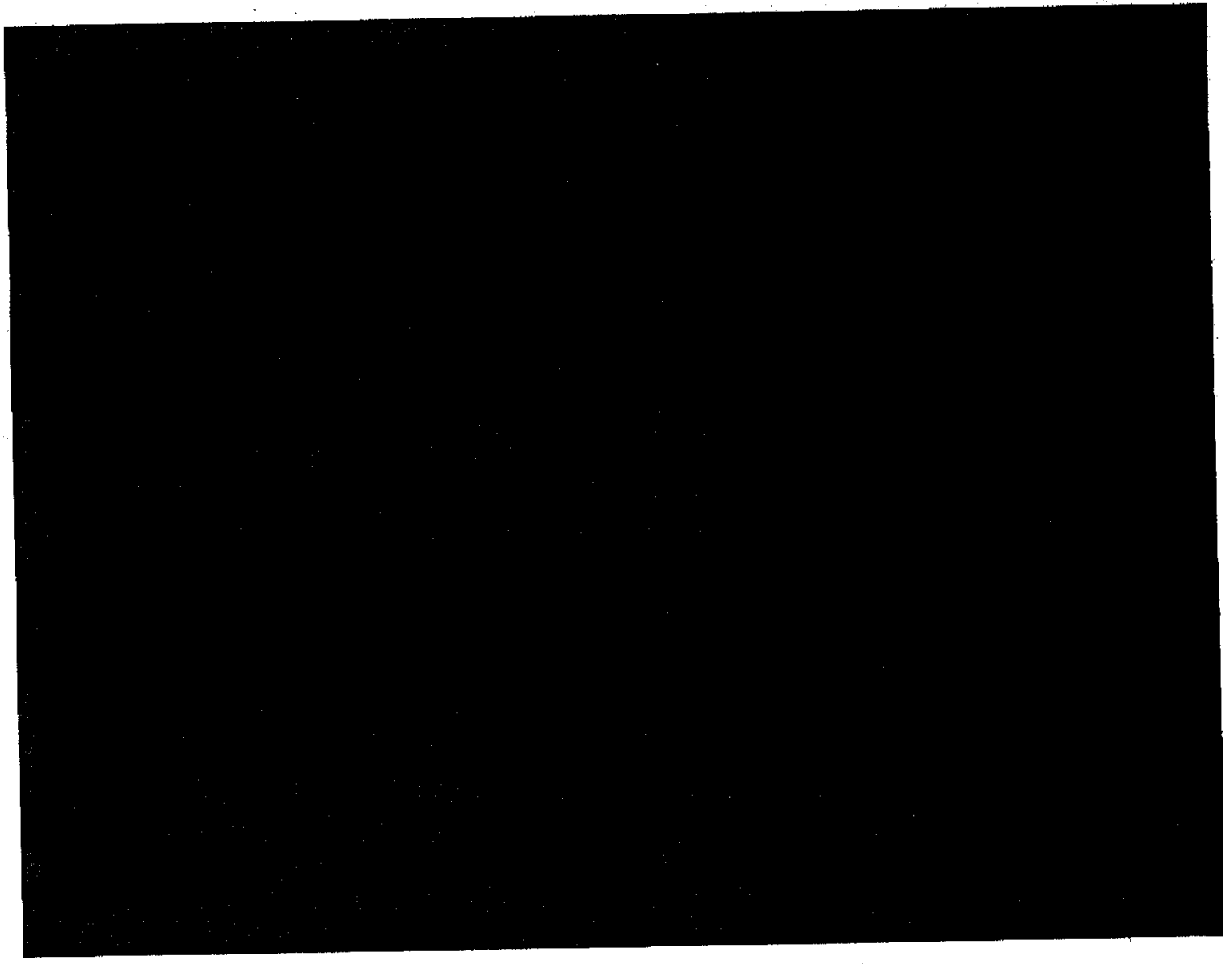
**7. Shareholder's
Equity
(Continued)**

Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)

**7. Shareholder's
Equity
(Continued)**

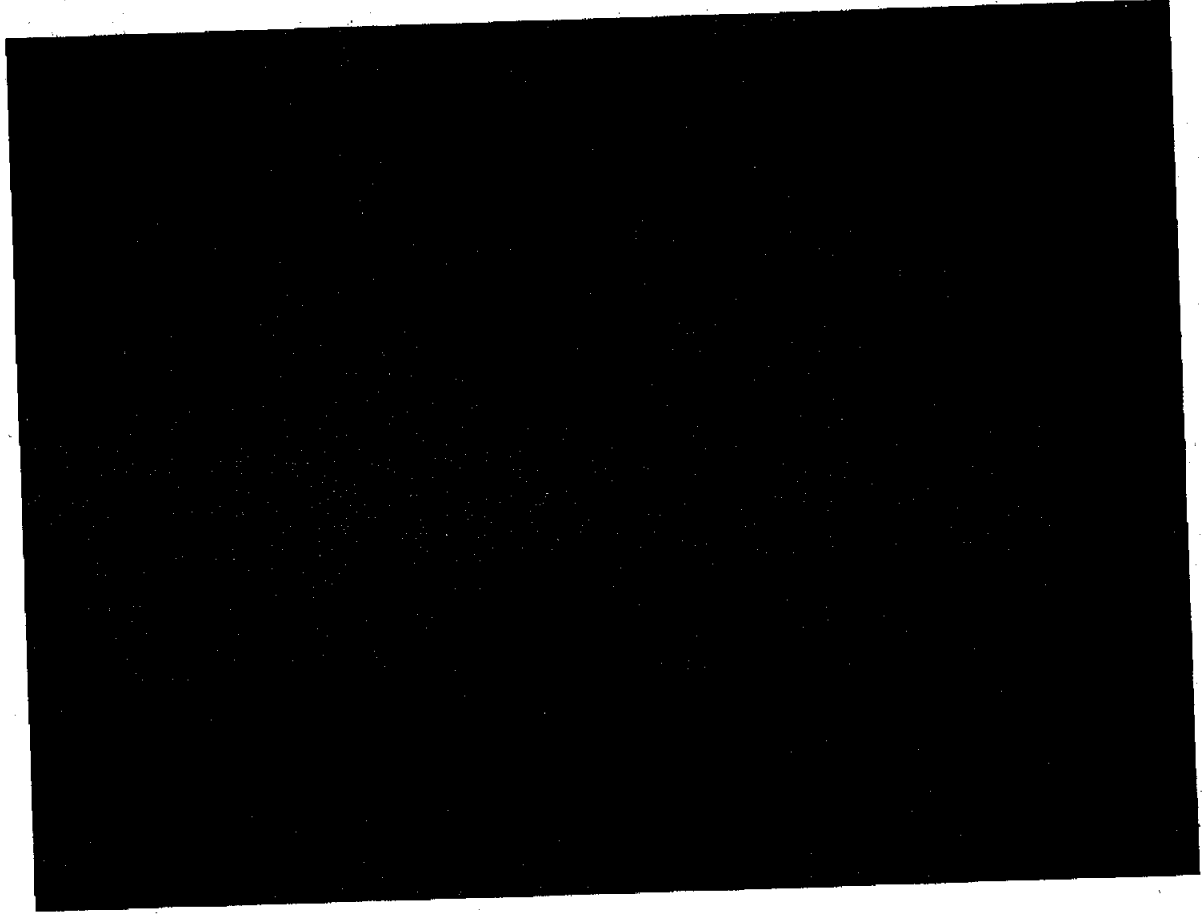
The following table represents the statement of shareholders' deficit:



8. Income Taxes

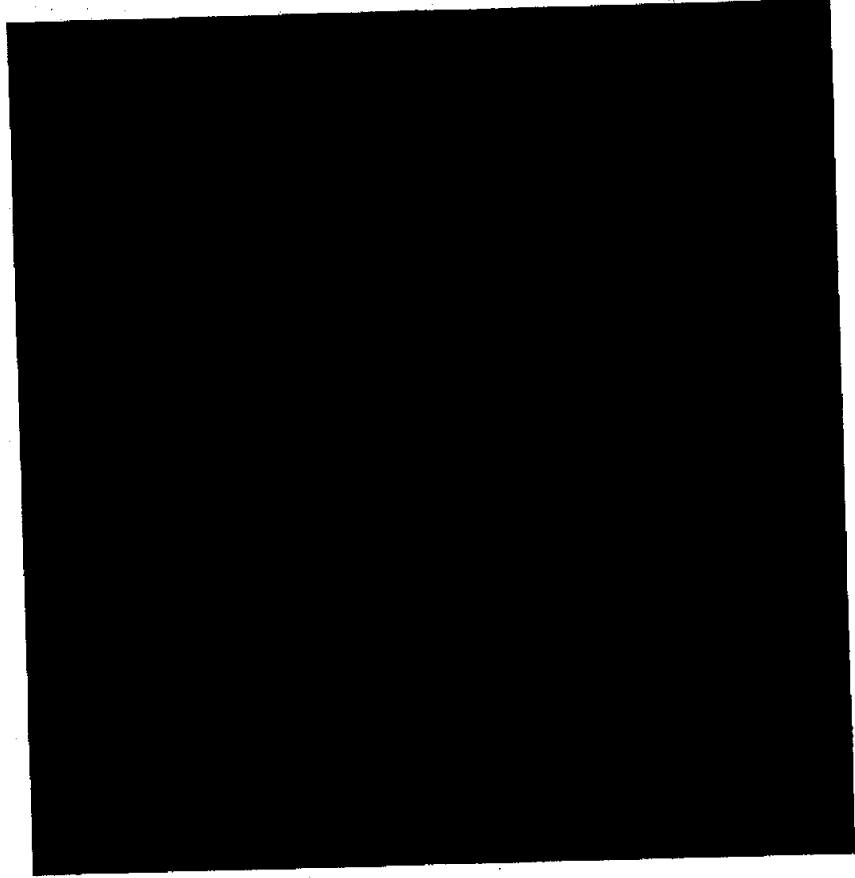
Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)



**9. Subsequent
Events**

Fisker Automotive, Inc.
(A Development Stage Enterprise)
Notes to Balance Sheet (Continued)

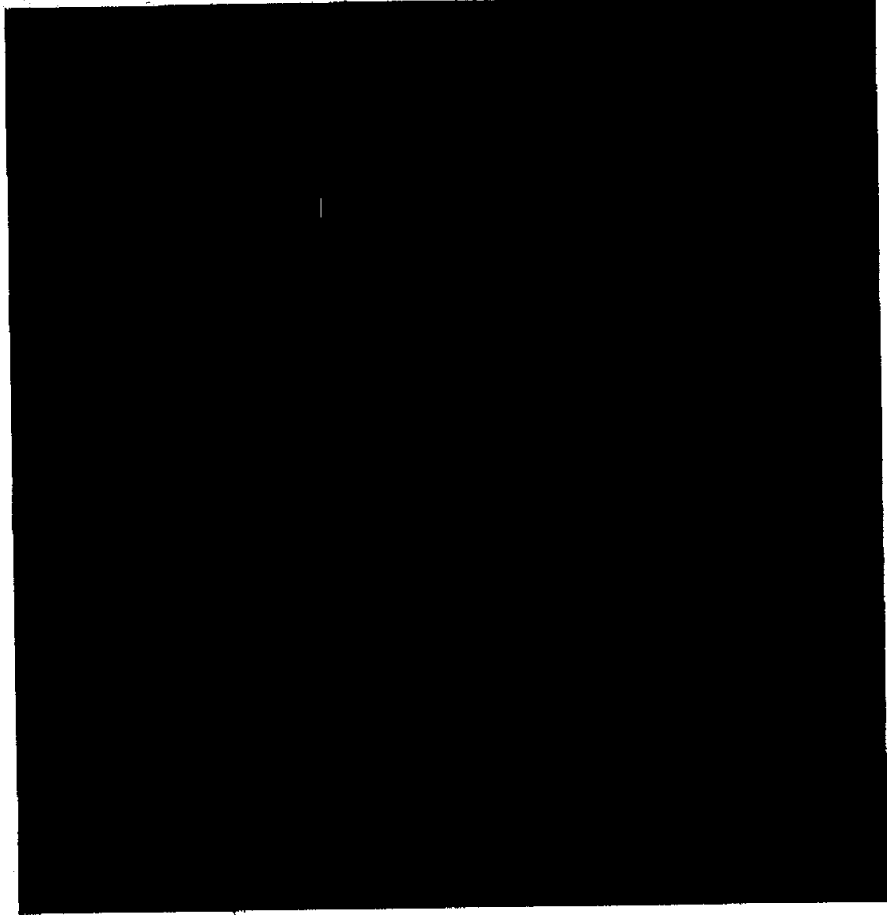


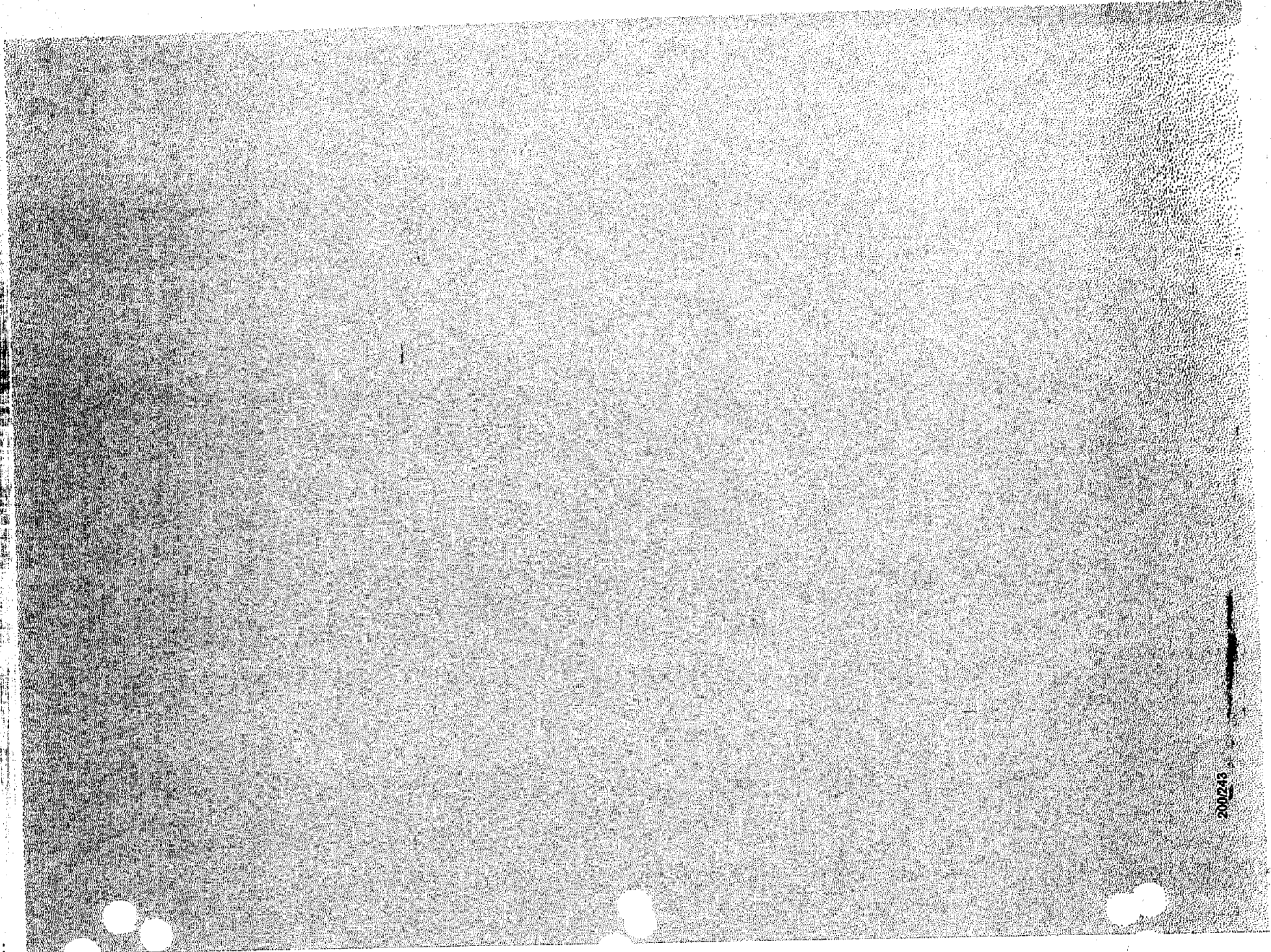
9. Subsequent
Events
(Continued)

Fisker Automotive, Inc.
(A Development Stage Enterprise)

Notes to Balance Sheet (Continued)

**9. Subsequent
Events
(Continued)**

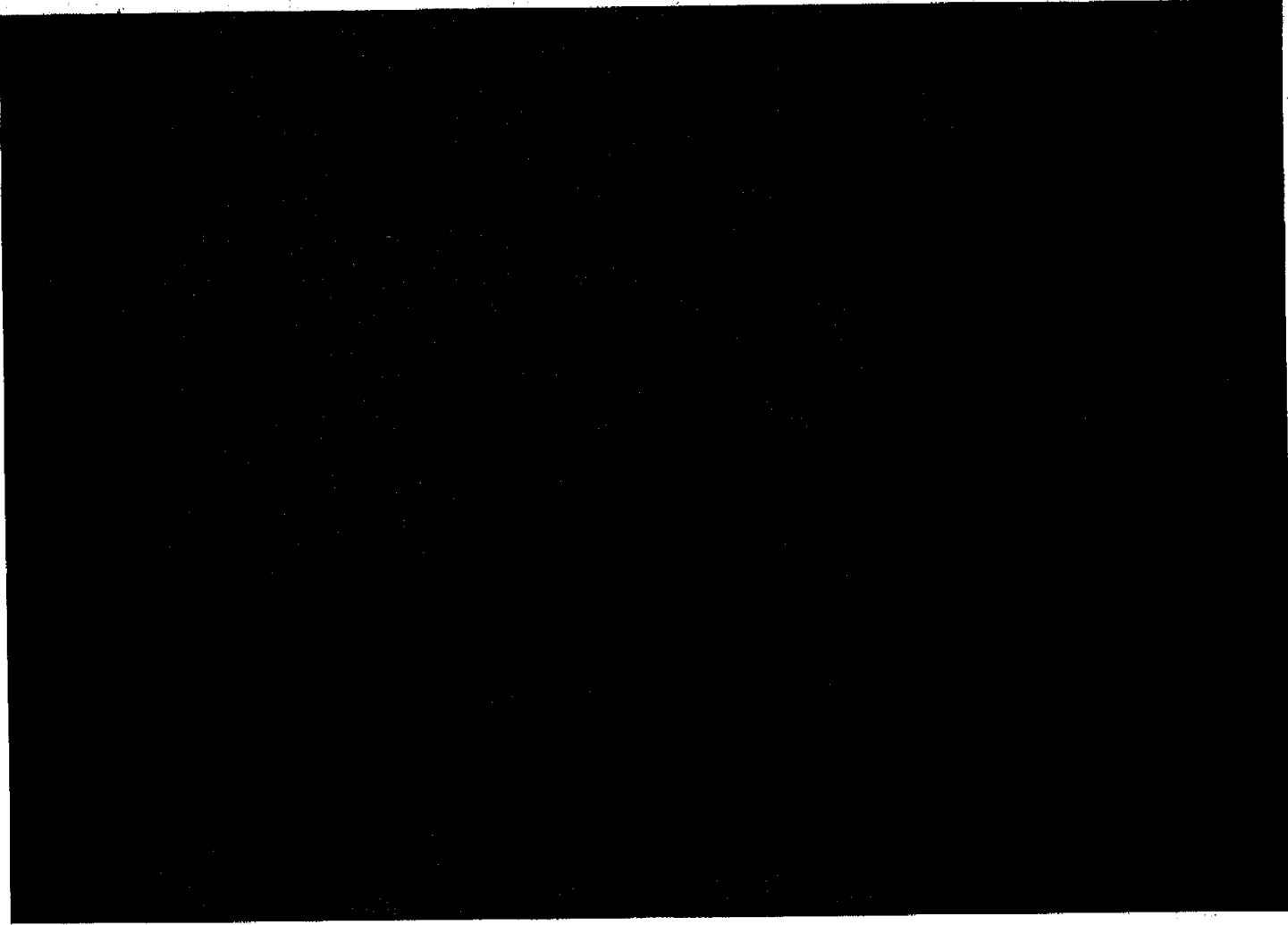




2001/2/13

Fisker Automotive, Inc
2008 Operating Performance

	2008	2008
2008 Forecast	Oct. YTD Actual	Estimated Year-End



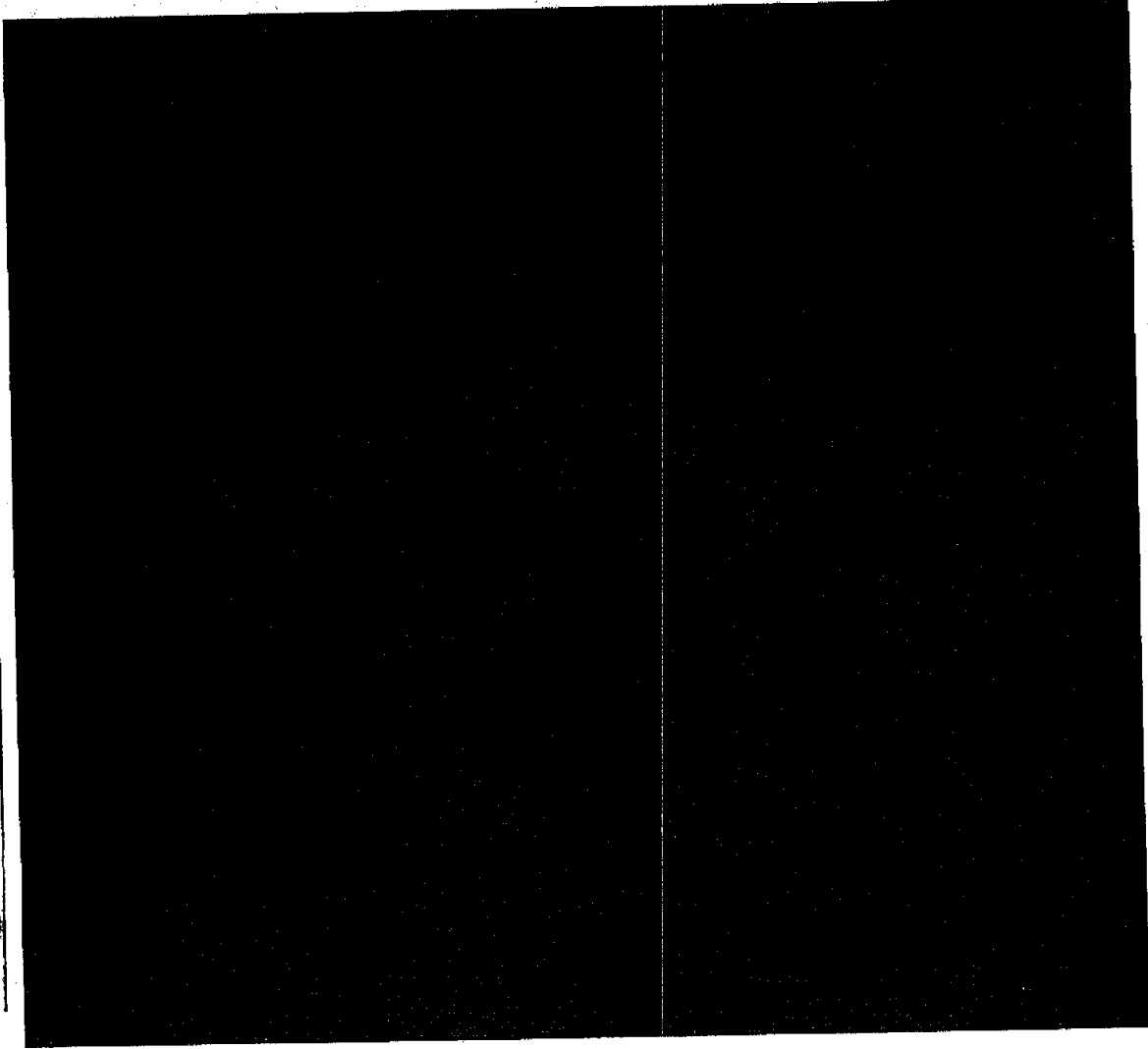
FISKER AUTOMOTIVE CONFIDENTIAL

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Fisker Automotive, Inc
2008 Operating Performance

	2008	2008
	Oct. YTD Actual	Estimated Year-End

2008 Forecast



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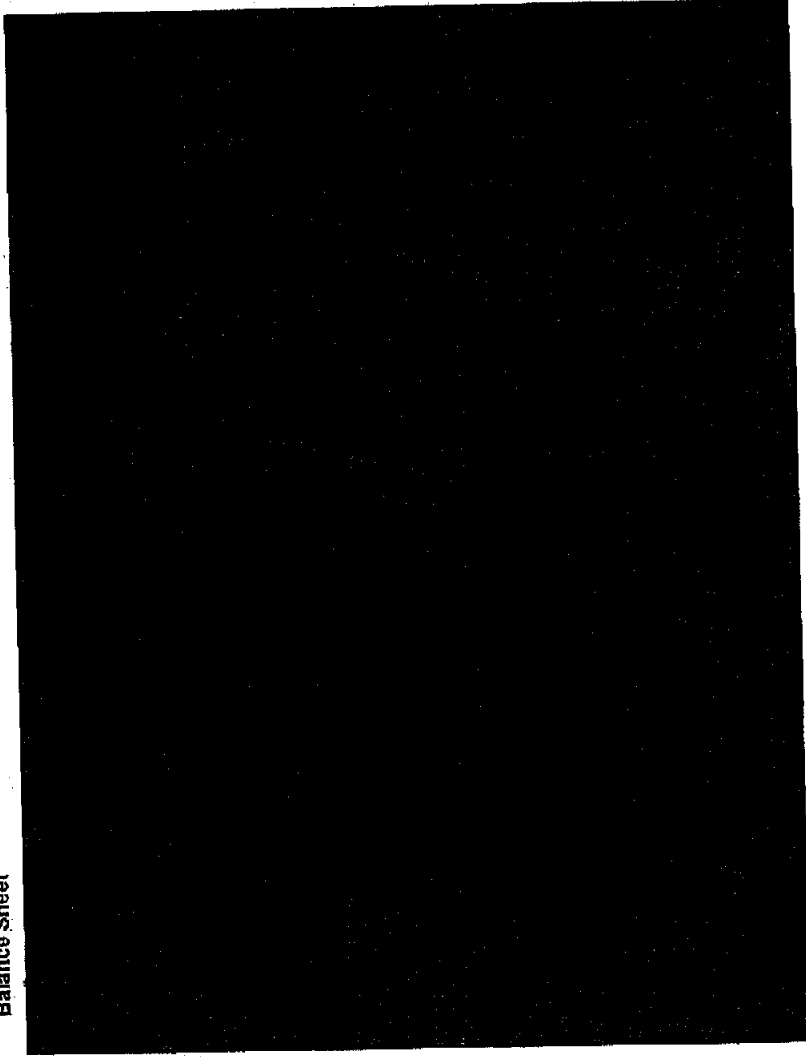
2007/08

Fisker Automotive, Inc
2008 Operating Performance

	2008	2008
	Oct. YTD Actual	Estimated Year-End

2008 Forecast

Balance Sheet



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2008/2/23

FISKER AUTOMOTIVE INC.

APPLICATION FOR FISKER PROJECT #2 -
MANUFACTURING FACILITY & ENGINEERING INTEGRATION FOR FISKER Kx

TAB 21: LIST OF SITING, CONSTRUCTION, AND OPERATION
PERMITS/APPROVALS

Summary of Potential Permitting Requirements CONFIDENTIAL

CONFIDENTIALITY NOTICE

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LIST OF SITING, CONSTRUCTION, AND OPERATION PERMITS/APPROVALS

Section 611.106(i)

"A list showing the status of and estimated completion date of applicant's required project-related applications or approvals for Federal, state, and local permits and authorizations to site, construct, and operate the project, a period of 5 years preceding the submission of an application under this Part."

Fisker is committed to obtaining all necessary permits and approvals for the project. Permits and approvals that may be needed for construction (if any) and operation of a manufacturing facility will depend, in part, on the location selected for the operations. Thus, specific permitting requirements for construction (if any) and operation will be ascertained after a specific site has been determined.

As noted below, Fisker currently is considering two existing manufacturing facilities for this project: [REDACTED] We have addressed each of those plants individually on the following pages. Other locations in [REDACTED] would face similar requirements.

Application of Fisker Automotive Inc.
ATVM Loan Program
Fisker Project # 2 - Manufacturing Facility for "Fisker Kx"

[REDACTED] permits and approvals may include but are not necessarily limited to the following:

Air Quality Permit-to-Install

An air quality Permit-to-Install is required before installation, construction, reconstruction or modification of any process or process equipment that may emit an air contaminant, except as exempted under applicable regulations.

The typical permit process requires the following steps: (1) The applicant must submit a signed permit application form. (2) [REDACTED] reviews the application for administrative completeness and then assigns it to an engineer for technical review. [REDACTED]

(3) Some draft permits must go through a 30-day public comment period and, if requested, a public hearing. Most applications are processed within 60 days of receipt of a technically complete application, unless the application goes out for public comment. In those cases, the applications are usually processed within 120 days of being technically complete. General permits are available for certain industrial processes.

Sources: Clean Air Act and federal regulations, Natural Resources and Environmental Protection Act (NREPA), [REDACTED]

Air Quality Renewable Operating Permit

A Renewable Operating Permit (i.e., Title V Permit) ensures that all applicable air pollution control requirements for a "major source" of air pollution are consolidated and clarified in a single, comprehensive, document.

An application must address all applicable requirements from state and federal air pollution control provisions, including New Source Performance Standards and National Emission Standards for Hazardous Air Pollutants.

An administratively complete application must be received [REDACTED] within 12 months of becoming a "major source." The typical permit process requires the following steps: (1) The applicant must submit a signed permit application form. (2) [REDACTED] district staff conducts a technical review of an application. (3) [REDACTED] prepares a draft permit. (4) The applicant is allowed 30 days to review and comment on the draft permit. (5) Permits must go through a 30-day public comment period and, if necessary, a public hearing. (6) The [REDACTED] then prepares a proposed permit, and transmits the proposed permit to the U.S. EPA for a 45-day review period. (7) If the U.S. EPA does not comment after 45 days, the proposed permit can be issued as final. If the U.S. EPA objects, in writing, to the proposed permit, the permit is not issued until the objection has been resolved. A permit must be renewed every five years.

Sources: Clean Air Act, 40 C.F.R. Part 70, NREPA Part 55, [REDACTED]

Application of Fisker Automotive Inc.
ATVM Loan Program
Fisker Project # 2 - Manufacturing Facility for "Fisker Kx"

National Pollutant Discharge Elimination System (NPDES) Permit.

If the facility plans to discharge waste water or storm water to a water of the state or to a conveyance system (e.g., a storm sewer), it first must obtain a permit from the [REDACTED]. Permits are issued for a fixed term not to exceed five years. General permits may be available for certain sources.

Typical steps in the individual NPDES permit application process are as follows: (1) An application must be submitted [REDACTED] at least 180 days before a permit is needed. (2) If the permit is deemed complete, it is assigned to staff for development of limits and conditions. (3) Staff drafts a proposed permit. (4) The draft permit is reviewed by the applicant [REDACTED]. Staff drafts a proposed permit. (4) The draft permit is reviewed by the applicant [REDACTED] staff prior to public notice. (5) Public notice is provided, and a public meeting or hearing may be held. (6) Staff reviews all comments submitted and makes appropriate changes to the permit. (7) If no substantive and relevant issues remain unresolved, the permit is issued (or denied) by the decision maker. If substantive and relevant issues are unresolved, the decision to issue or deny the permit is made at a higher level within the agency, following a public meeting. [REDACTED] estimates the processing time for new permit applications as 180 days or less, depending upon the complexity of the issue.

General Permits are available for certain discharges, including discharges of storm water associated with industrial activity. Certificates of coverage are issued to specific facilities to demonstrate coverage under the General Permit program. For storm water discharges associated with industrial activity, a Notice of Intent must be submitted [REDACTED].

For coverage under other General Permits, the applicant must submit a standard NPDES permit application. The time frame expected to issue a certificate of coverage under a General Permit is normally much shorter than 180 days - sometimes as short as a few days or shorter.

Sources: Clean Water Act, 40 C.F.R. Part 122, NREPA [REDACTED]

Groundwater Discharge Permit

A Groundwater Discharge Permit is required for any discharge of waste or waste effluent into or onto the ground. An authorization from the [REDACTED] must be obtained prior to the discharge unless exempted.

The typical permit application process is as follows: (1) The applicant submits the application to the [REDACTED]. (2) The [REDACTED] staff completes technical review of the application. (3) If technical review indicates the discharge will be in compliance with the rules, [REDACTED] staff prepares one of two draft authorizations - a Public Notice by [REDACTED] (usually a 30-day period) or a Public Notice by Applicant (usually a 20-day period). (4) A public meeting or hearing may be held for either type of authorization, depending on input. (5) The [REDACTED] issues (or denies) the permit.

Application of Fisker Automotive Inc.
ATVM Loan Program
Fisker Project # 2 - Manufacturing Facility for "Fisker Ks"

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██████████ is required to grant or deny a permit within 180 days of receipt of an administratively complete application, unless the applicant and ██████████ agree to an extension.

Sources: NREPA Sections 3109 and 3112; ██████████

Indirect Discharge Permit

If the facility plans to discharge wastewater to a publicly owned treatment works (POTW), the discharges are regulated under user permits or orders of the local POTW. Specific requirements vary from POTW to POTW.

Generator Identification Number

If the facility generates waste in excess of regulatory thresholds, but does not treat, store or dispose of it within the meaning of applicable regulations, it will be required to obtain a generator identification number from ██████████

Sources: NREPA Part 111, ██████████

Hazardous Waste Treatment, Storage or Disposal Facility Operating License

If the facility treats, stores or disposes of hazardous waste within the meaning of the applicable regulations, it must obtain a ██████████

██████████ Steps in the process include the following: (1) Participate in pre-application informational public meeting. (2) Submit an application form, along with required supporting materials, to the ██████████ (3) Within 140 days of receipt of a complete application, the ██████████ must conduct a site inspection and make a final decision on the license.

There also are more abbreviated application procedures for Hazardous Waste Limited Storage Facilities.

Sources: NREPA Part 111, ██████████

Storage Tank Aboveground Site Plan Certification

The ██████████ regulates the installation of new Aboveground Storage Tank (AST) systems containing petroleum and certain other substances.

The applicant must submit a completed application for installation of an AST Form, along with a site plan and installation information for review and approval by the ██████████ Storage Tank Unit staff. Staff will review the new installation plans and issue a plan review report within 30 days of receipt of the submittal. The applicant then notifies the field inspector, who will schedule a pre-tank installation inspection and a final inspection. Pursuant to the final inspection, the inspection will certify the new AST system if it is in compliance with the applicable rules.

Application of Fisker Automotive Inc.
ATVM Loan Program
Fisker Project # 2 - Manufacturing Facility for "Fisker Kx"

Sources: NREPA Part 207; [REDACTED]

Underground Storage Tank Registration & Site Certification

A facility owner/operator must register underground storage tanks (USTs) containing petroleum and hazardous substances.

The applicant must submit a completed [REDACTED] along with a site plan and installation information for review and approval [REDACTED] will review new installation plans submitted and issue a plan review report within 30 days of receipt of the submittal. The applicant then notifies the field inspector, who will schedule a tank installation inspection a pipe installation inspection, and a final inspection. Pursuant to the final inspection, the inspector will certify the new AST system if it is in compliance with the applicable rules.

Sources: NREPA Part 207; [REDACTED]

Application of Fisker Automotive Inc.
ATVM Loan Program
Fisker Project # 2 - Manufacturing Facility for "Fisker Kx"

2/10/2009

[redacted] permits and approvals may include, but are not necessarily limited to, the following:

Air Pollution Permit-to-Install and Permit-to-Operate.

[redacted] is required before installation, expansion or modification of most air contaminant sources. There are exceptions for de minimis sources and other specific units, and some permit by rule exemptions as well. [redacted] is needed to operate the source after installation. These permits are issued by the [redacted]

The typical permit process requires the following steps: (1) Six to eight months before commencement of construction, contact [redacted] to discuss permit fees, permit processing time, applications forms, monitoring/testing requirements and other pertinent topics. (2) At least six months before commencement of construction, complete and submit the permit-to-install application. (3) The local air agency [redacted] office will review the application and determine if it is complete, and will notify the applicant within 14 days of submitting the application. This is followed by a more detailed technical review, during which the permit writer will develop any necessary terms and conditions. The permit is then reviewed internally by [redacted] (4) For some sources the permit is published as a draft action, and subject to a 30-day public comment period. (5) After the public comment period (assuming no adverse comments received) or if no public comment period is required [redacted] issues the final permit, which allows the applicant to begin construction and operation of the source. (6) After receiving the final permit to install, the company sends a permit to operate application to the [redacted] district office or to the local air agency. The local office does a technical review, develops terms and conditions, submits to the [redacted] central office for review and then issuance of a permit-to-operate. The time frame for this process varies.

Sources: Clean Air Act, 40 C.F.R. Parts 60, 61 and 63 [redacted]

NPDES Permit

If the facility plans to discharge waste water to a water of the state or to a conveyance system (e.g., a storm sewer), it first must obtain a permit from the [redacted] [redacted] are issued for a term of five years.

[redacted] goal is to take action on an application within 180 days after receiving a complete application. If a permit application increases the quantity of pollutants discharged to a receiving water it may require antidegradation review. A minimum of six additional months is usually needed to complete the antidegradation review process.

Sources: Clean Water Act, 40 C.F.R. Part 122 through Part 136 and 400 through 471, [redacted]

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Indirect Discharge Permit/Pretreatment Program Permit.

If the facility plans to discharge wastewater to a publicly owned treatment works (POTW) it is subject to the [redacted] pretreatment program. The program is managed by either the [redacted] or by the local wastewater treatment plant pursuant to [redacted] approval. Indirect discharge program/pretreatment permits are issued for a period of five years.

If the facility is required to obtain a permit from the [redacted] the facility will need to submit an application at least 180 days prior to discharging. [redacted] will review the application, inform the facility of any deficiencies and request additional information, if needed. Once the application is considered complete and technically adequate, [redacted] drafts the permit. It then announces, through a public notice, receipt of the application and the proposed draft permit. There is a 30-day public comment period, after which [redacted] will respond to any comments and may hold a public meeting. [redacted] then prepares and issues the final permit. The process and time frames may differ if the local wastewater treatment plant is the permit issuing authority.

Sources: [redacted]

Storm Water Discharge Permit for Industrial Activities (or a Certificate of No Exposure)

The facility may be required to obtain coverage under an NPDES permit for industrial discharges to storm water or, if its industrial materials and operations are not exposed to storm water, it may be able to obtain a certificate of no exposure. If a storm water permit is required, there are two types - individual permits and general permits. A general permit covers facilities with similar operations and discharges. Where a general permit is not available or not applicable, and individual storm water permit is required.

For the storm water general permit, once it determines that a storm water permit is required, the facility will submit a notice of intent to the [redacted] at least 21 days prior to the discharge. The facility may need to develop a Storm Water Pollution Prevention Plan. [redacted] then forwards a copy of the appropriate general permit to the facility along with an approval letter. When the general permit is renewed, the facility must reapply for coverage under the permit.

If a storm water permit is required, but the facility is not eligible for a general permit, the facility must apply for an individual storm water management permit. The process is similar to that described above for wastewater discharges and applications should be submitted at least 180 days prior to commencement of operations.

Sources: Clean Water Act, 40 C.F.R. 122.26. [redacted]

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Generator Identification Number

If the facility generates waste in excess of regulatory thresholds, but does not treat, store or dispose of it within the meaning of applicable regulations, it will be required to obtain a generator identification number from the [REDACTED]

Sources: [REDACTED]

Hazardous Waste Facility Permit

If the facility treats, stores or disposes of hazardous waste within the meaning of the applicable regulations, it must obtain a hazardous waste facility permit from the [REDACTED]

Steps in the process include the following: (1) Contact the [REDACTED] district office with jurisdiction over the relevant county. (2) Submit a permit application and fee, including detailed information about the proposed activities. (3) [REDACTED] reviews the application and information supplied to determine if the application is complete and technically adequate. If not, the applicant will receive a Notice of Deficiency within 30 days, and must respond with additional information. (4) Once the application is complete, [REDACTED] forwards a recommended action on the permit. (5) [REDACTED] holds a public hearing and public comment period. The final action will include [REDACTED] formal response to all comments received during the comment period.

Sources: [REDACTED]

Underground Storage Tank Permit

Permits for USTs [REDACTED] are issued by [REDACTED]

Within 30 days of bringing a new UST system into service, an owner must submit an application to the fire marshal. The fire marshal rejects the application only if it does not provide all required information, or if it was not accompanied by the applicable fee.

Source: [REDACTED]

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FISKER AUTOMOTIVE INC.

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MANUFACTURING FACILITY & ENGINEERING INTEGRATION FOR FISKER K1

TAB 2J: INFORMATION TO SUPPORT NEPA COMPLIANCE

Analysis of NEPA Requirements

Attachment 1: Comprehensive Environmental Report

INFORMATION TO SUPPORT NEPA COMPLIANCE

Section 611.101(i)

"Information sufficient to enable DOE to comply with the National Environmental Policy Act of 1969, as required by § 611.106 of this part;"

Section 611.106(a)(2) requires each applicant to submit a "comprehensive environmental report" as part of an application for a loan under the Section 136 program. DOE requires the Comprehensive Environmental Report to provide a "substantial basis" for any environmental impact statement ("EIS") or environmental assessment ("EA") that is required under the National Environmental Policy Act ("NEPA"). Fisker's Comprehensive Environmental Report is included as Attachment 1 to this document. It includes the three Special Reports specified in the regulations: (1) Project Impact and Description; (2) Socioeconomics; and (3) Alternatives.

Fisker also submits the following analysis of applicable legal requirements for consideration by DOE in its review of the Comprehensive Environmental Report.

1. Appropriate Level of Detail

Section 611.106(b) states that the "detail of each specific report must be commensurate with the complexity of the proposal and its potential for environmental impact." Fisker Project # 2 involves reequipping an existing manufacturing facility for the Fisker Kx, as well as engineering integration for that vehicle.

Because the project's potential environmental impacts are low, the level of detail required in this portion of the application also should be low.

Section 611.106(b) also states that, if certain information is not included in the Comprehensive Environmental Report, the applicant should justify its omission; if certain information is needed but is not provided when the application is filed, the applicant should explain why it is missing and when the applicant anticipates that it will be filed. This application discusses two potential locations for the manufacturing facility, but does not definitively identify a specific location for that facility. This information is not included because Fisker is still in discussions with Ford, Chrysler, and GM to identify an existing facility that best meets Fisker's needs for production of the Kx vehicle. Fisker anticipates reaching agreement on such a facility in the near future. Fisker requests permission to supplement this application with a detailed description of the proposed site and Fisker's plans for that site, as soon as practicable after Fisker has reached agreement with an existing manufacturer regarding the use of the site.

Finally, it is important to note the extremely short time between release of the Section 136 program regulations (on November 12, 2008) and the deadline for filing applications (December 31, 2008). Fisker has gathered as much information as possible within this compressed time frame. Fisker respectfully requests that DOE consider the compressed time frame, as well as the low impacts of Fisker's proposed project, when determining substantial completeness of the environmental information in Fisker's application.

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