

Marc Zwartsenburg - ING - Analyst Okay, and then a question on deferred revenue, the guidance, because there's a bit of a mismatch now between your P&L numbers and your cash flows, because of all these deferred revenues. Can you give us any indication what will be -- you're already giving some guidance on deferred revenues for automotive for 2017, north of 40 or so. What was the number? Can you give us an indication of the impact you would have on your cash flows next year, from capitalizing on it and reducing it?

Taco Titulaer - TomTom NV - CFO So if you look at the line by line, I think Telematics is probably more or less [] or maybe an increase in the deferred presentation, but that will be single millions. Consumer will start to release on the deferred revenue line, but for automotive, we expect a large increase, and that increase will be -- we expect that will be more than the increase that we saw in 2016.

Marc Zwartsenburg - ING - Analyst And licensing?

Taco Titulaer - TomTom NV - CFO Licensing is more triggered by seasonal patterns and customer payments. There is no underlying trend there. It's similar to Telematics.

Marc Zwartsenburg - ING - Analyst So if we add it all up, it comes down to the automotive part, which we should add to your cash flows?

Taco Titulaer - TomTom NV - CFO Yes, ballpark numbers, let's say release in consumer of EUR15 million and an increase of automotive of EUR50 million makes an increase in deferred revenue line of EUR35 million.