# Farnings Release 1Q23 



## 50 years building the future of sustainable mobility

We began our first results letter for 2023 in a celebratory tone. On May $17^{\text {th }}$, we will celebrate the $50^{\text {th }}$ anniversary of Localiza\&Co. We are more than 18 thousand employees sharing a single goal: to delight our more than 15 million customers with one of the most complete mobility solutions' portfolios in the world.

With a strong culture centered on People, Customers and Results, we constantly seek to grow, generating value for our various stakeholders and positively impacting society.

We will continue to reinvent ourselves, with the agility and restlessness of a young company, expanding the use of technology and keeping the customer at the center of our decisions.

We thank all our employees, customers, partners, and investors for trusting and supporting Localiza\&Co over so many years. We remain firm in the important mission of offering mobility solutions in an efficient, safe, innovative, and sustainable way. We thank everyone who was and is part of this journey, and we continue together, with the same motivation as the first day!

## 1Q23 Results

We enter the year 2023 with renewed energy and prepared for the growth of our operations. In addition to the synergies from the business combination with Locamerica and efficiency gains, we have relevant competitive advantages that will allow us to face a scenario of high interest rates and low economic growth.

After a strong period of car purchases in the second half of 2022, we reduced the pace of acquisitions in 1Q23 to better accommodate the fleet after the peak season. The Company purchased 48,161 cars, being 25,629 for the Car Rental division and 22,532 for the Fleet Rental division.

We continue to show sequential growth in volumes and average rental prices. In 1Q23, we posted net revenue of R $\$ 2.0$ billion in the Car Rental division and $\mathrm{R} \$ 1.5$ billion in the Fleet Rental division. Thus, in just 2 quarters, the Company has recovered the level of revenue related to the carve-out, evidencing its commercial excellence and the high quality of the solutions offered to its customers.

Seminovos presented net revenue of $R \$ 3.4$ billion, with a historic record of 55,191 cars sold in the quarter.
Consolidated revenue growth was accompanied by greater operational efficiency in the rental divisions, reflecting an EBITDA of R\$2.6 billion in 1Q23, an increase of $39.9 \%$ when compared to 1 Q22 and $21.2 \%$ when compared to 4Q22. The EBITDA margin was $66.1 \%$ in the Car Rental division and $76.2 \%$ in the Fleet Rental division, positively impacted by the acceleration of PIS/COFINS credits.

We ended the quarter with a net debt/EBITDA ratio of 3.19x, anticipating the Company's leverage reduction process, previously forecasted for 2 H 23 . 1Q23 annualized ROIC reached $15.6 \%$, with a spread of 5.8 p.p. on the after-tax cost of debt.

We maintain our agenda of operational efficiency and discipline in the capital allocation to cope with short-term macroeconomic challenges, growing with value creation.

## Combined Results

Following the disclosure format of the last quarters, considering the completion of the business combination, the presentation of the 1Q23 results includes consolidated information from Localiza and Locamerica (LCAM). For comparison purposes, we will bring the pro forma quarterly results, adding the values of the two companies, from 1Q21 until the business combination on July 1, 2022. Annual comparisons will be made based on the historical proforma numbers of the two companies.

The proforma results are based on available information directly attributable to the business combination and factually supportable. This presentation is intended exclusively to illustrate the business combination's impact on the Company's historical financial information, as if the transaction had taken place on January 1, 2021. There is no assurance on the part of the Company or the independent auditors that the result of the transaction, if taken place on January 1, 2021, would be as presented. We emphasize that the operational quantitative data were not reviewed by the independent auditors.

Finally, in this quarter, we will only highlight the effects related to the write up of cars and the customer portfolio, as shown below, considering that in 1Q23, the integration expenses were residual ( $R \$ 3.3$ million):

| Description | EBIT Impact | Net Income Impact |
| :--- | :---: | :---: |
| Fleet write-up amortization | $(136.7)$ | $(90.2)$ |
| Revision effect of the customer relationship write-up | 11.0 | 7.3 |
| Total | $(125.7)$ | $(82.9)$ |

## OPERATIONAL HIGHLIGHTS

## Consolidated net revenues

R\$ million


Strong growth in annual consolidate net revenue $+52.2 \%$ and sequential +16.0.

## Consolidated EBITDA



Strong operational advance of RAC and GTF, compensating for the cycle of normalization of Seminovos and car depreciation.

## ROIC Versus Cost of Debt After Taxes

| $2.8 \%$ | 2021 | 2022 | 1Q23 Annualized |
| :---: | :---: | :---: | :---: |
| 2020 | $\rightarrow$ ROIC (considering adjusted EBIT) | *-Cost of debt after taxes |  |

ROIC spread within the Company's profitability objectives, even with the increase in the cost of debt after taxes. crease in the cost of debt after taxes.

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## 1-Car Rental

## Net revenue



In 1Q23, net revenue from the Car Rental division was R\$1,961.1 million, an increase of $10.2 \%$ compared with 1 Q22 proforma, as a result of the $11.6 \%$ increase in the average daily rate, offset by a slight reduction in the volume (impacted by carve-out effects). Compared to 4Q22, net revenue grew by 5.4\%.


The utilization rate remained stable at 78.0\% in 1Q23, evidencing the Company's efficient management in pricing and fleet allocation, as well as the resilience of demand.

## 2 - Fleet Rental



In 1Q23, the Fleet Rental division posted net revenue of $R \$ 1,458.9$ million, $58.6 \%$ higher than the same period of the previous year in the proforma comparison, as a result of the strong growth in volumes and the average daily rate. Compared to 4 Q 22 , there was an increase of $8.8 \%$ in revenue and $5.4 \%$ in the number of daily rentals.

The Company has leveraged on the best practices resulting from business combinations, expanding its commercial excellence to capture strong growth, in a market that has been favorable to long-term rentals compared to ownership.


The utilization rate remained at healthy levels, reaching $95.2 \%$ in 1Q23, a decrease of 1.2 pp . in the sequential comparison, still impacted by the strong cars purchases of 4Q22 and greater number of cars in preparation for rental and to be sold.

## 3 - Fleet

## 3.1 - Net investment in the fleet



Net investment in fleet
R\$ million



The sale of new cars showed a strong reduction in volume in 1Q23 compared to the previous quarter, especially in retail, resulting in the higher relevance of direct sales (sales to fleet owners, including rental companies).

After anticipating part of the purchase volume to 4 Q22, in 1Q23 48,161 cars were bought and 55,191 were sold. Sales volumes increased by $123.5 \%$ in the first quarter compared to the same period of the previous year, contributing for the Car Rental's fleet renewal process. The strong acceleration of car sales volume in the annual and sequential comparison, in a context of high interest rates and a restricted credit market, demonstrates the Company's sales capacity even in an adverse scenario.

At Seminovos, the focus remains on increasing productivity, after completing the process of integrating the sales teams and standardizing the stores. In addition, the Company has a robust store expansion planned for this year to meet the sales needs of the next fleet renewal cycle.

## 3.2 - Price of purchase and sale

## Average price of purchase and sale - Car Rental



In the Car Rental division, better commercial conditions, and a purchase mix more concentrated in entry-level cars resulted in an average purchase price $13.2 \%$ lower than the same period of the previous year. On the side of car demobilization, the average price of $\mathrm{R} \$ 59.7$ thousand reflects the prioritization of demobilization and sale of entrylevel cars with higher average mileage. In this way, the Company continues to advance in the fleet renewal process, which has been contributing to the reduction of maintenance and the preparation costs.

## Average price of purchase and sale - Fleet Rental



In Fleet Rental, the average purchase price is the result of a mix made up of heavy, special, and light vehicles, while the average sale price of $\mathrm{R} \$ 66,2$ thousand is made up almost exclusively of light vehicles. We reinforce that the ROIC spread of the new contracts remains in line with the Company's profitability objectives.

End of period fleet
Quantity


We ended 1Q23 with a fleet at the end of the period of 583,299 cars, an increase of $17.9 \%$ in the annual comparison. Compared to 4Q22, the $1.3 \%$ reduction in the fleet is the result of the acceleration of Seminovos sales volume, improving the global utilization of the fleet (which includes cars in preparation, demobilization and available for sale).

## 4 - Consolidated net revenues

Consolidated net revenues
R\$ million


In 1Q23, consolidated net revenue increased $52.2 \%$ compared to the same quarter of the previous year, in the pro forma comparison, totaling $\mathrm{R} \$ 6,825.8$ million. Net revenue from rentals grew by $26.7 \%$, being $10.2 \%$ in the Car Rental division and 58.6\% in the Fleet Rental division.

Seminovos revenue added up to $\$ \$ 3,405.8$ million in the quarter, $90.9 \%$ increase in comparison to the same period of last year, a result of an expressive growth in Seminovos sales, following the fleet renewal acceleration movement.

## 5 - EBITDA

## Consolidated adjusted EBITDA

R\$ million


In 1Q23, consolidated EBITDA totaled R\$2,623.0 million, a growth of $39.9 \%$ compared to the pro forma EBITDA of the same period of the previous year. In this quarter, we had residual expenses of $\mathrm{R} \$ 3.3$ million with the integration, no longer considered in the adjustments.

Proforma 1Q22 and 4Q22 margins remain adjusted for integration expenses, given their relevance, as follows:

| EBITDA Margin: | 1Q22 proforma ajusted* | 1Q23 | $\begin{gathered} 4 \mathrm{Q} 22 \\ \text { adjusted* } \end{gathered}$ | 1Q23 |
| :---: | :---: | :---: | :---: | :---: |
| Car Rental and Franchising | 55.0\% | 66.1\% | 61.0\% | 66.1\% |
| Fleet Rental | 66.0\% | 76.2\% | 66.5\% | 76.2\% |
| Rental Consolidated | 58.8\% | 70.4\% | 63.3\% | 70.4\% |
| Seminovos | 16.1\% | 6.4\% | 5.2\% | 6.4\% |
| Consolidated (over rental revenues) | 69.4\% | 76.7\% | 67.6\% | 76.7\% |

*Adjusted for One-offs related to the integration expenses and the discontinuity of operations.
In 1Q23, the Car Rental division's EBITDA margin was $66.1 \%$, an increase of 5.1 p.p. compared to the adjusted margin in 4Q22, mainly due to: (i) lower maintenance costs due to the progress in the fleet renewal process (ii) lower mobilization costs, due to the lower volume of cars purchased, (iii) lower consulting and publicity expenses, (iv) adhesion to the Zero Litigation Program (Programa Litígio Zero); in addition to (v) improvement in provision for bad debt, after the equalization of practices in the 4Q22.

The Fleet Rental division posted a margin of $76.2 \%$ in 1Q23, positively impacted by the effect the accelerated depreciation for tax purposes, increasing PIS/COFINS tax credit. Excluding the tax effects of the acceleration of credit in the period ( $\mathrm{R} \$ 79.6$ million) and expenses with new initiatives ( $\mathrm{R} \$ 9.1$ million in revenue and costs), the margin would be $73.3 \%$, an increase of 6.8 p.p. compared to 4 Q 22 . The increase in the margin in the sequential comparison is mainly explained by (i) the increase in volume and the average daily rate, (ii) reduction in maintenance costs, (iii) adhesion to the Zero Litigation Program and (iv) reduction in provision for bad debt, after the equalization of practices in the 4Q22.
The strong increase in Car Rental and Fleet Rental margins has been offsetting the continuation of the Seminovos margin normalization cycle, which reached $6.4 \%$ in 1Q23. In Seminovos, expenses with new initiatives negatively impacted the margin by 0.3 pp . On the other hand, the acceleration in sales volume, reflected in the dilution of SG\&A from 7.4\% to 4.9\% of net revenue, compared to 4Q22.

## 6 - Depreciation

Depreciation is calculated using the straight-line method, considering the difference between the purchase price of the car and the estimated selling price at the end of its useful life, net of estimated selling costs and expenses. The sales price estimate is reassessed quarterly so that the book value of the cars seeks to converge with the prices practiced by the market.

## 6.1 - Average annualized depreciation per car ( $\mathbf{R} \mathbf{\$}$ ) - Car Rental



In 1Q23, in the Car Rental Division, average annualized depreciation totaled $R \$ 5,940.8$ per car, mainly explained by the higher proportion of cars depreciating in the fleet due to the renewal process. We still see an uptrend in the coming quarters as the depreciated cars continue to be replaced. For these new cars, we observe a level of ROIC spread in line with the Company's profitability objectives.

## 6.2 - Average annualized depreciation per car (R\$) - Fleet Rental



In the Fleet Rental Division, in 1Q23 the average depreciation per car of R\$5,539.5 reflects (i) the net addition of new cars, with higher depreciation; (ii) the mix of special and heavy vehicles added throughout 2022; and (iii) the effect of the sale of cars with zero depreciation rate, acquired until 1 H 21 .

## 7 - EBIT

## Consolidated adjusted EBIT

R\$ Million


In 1Q23, EBIT totaled R\$1,639.6 million, a growth of $12.9 \%$ compared to proforma 1Q22. In this quarter, we adjusted EBIT only for the effects of write-up from cars and customer relationships, which totaled R\$125.7 million, with no cash effect.

Adjusted EBIT totaled R\$1,765.3 million in the quarter, representing an increase of $15.7 \%$ compared to 1 Q22 adjusted proforma. Compared to 4Q22, adjusted EBIT advances $18.9 \%$.

The EBIT Margin includes the result of Seminovos, but is calculated on the rent revenue:

| EBIT Margin: | 1Q22 proforma adjusted* | 1Q23 adjusted | 4Q22 adjusted* | 1 Q23 adjusted |
| :---: | :---: | :---: | :---: | :---: |
| Car Rental and Franchising | 51.8\% | 45.5\% | 45.1\% | 45.5\% |
| Fleet Rental | 65.7\% | 59.9\% | 48.0\% | 59.9\% |
| Consolidated (over rental revenues) | 56.5\% | 51.6\% | 46.3\% | 51.6\% |

*Adjusted for One-offs related to the integration expenses, discontinuity of operations, and fleet and customer relationship write-up amortization

In 1Q23, the adjusted EBIT margin in the Car Rental Division was $45.5 \%$, a reduction of 6.3 pp . compared to the adjusted proforma 1Q22. In the Fleet Rental Division, the EBIT margin reached $59.9 \%$, a reduction of 5.8 pp. compared to the same period of the previous year. The reduction in EBIT margins reflects the increase in car depreciation, explained above.

## 8 - Consolidated adjusted net income

## Consolidated adjusted net income



In this quarter, we had non-cash impacts arising from the amortization of the write-up, which resulted in an accounting profit of R\$521.6 million.

Excluding these effects, adjusted net income of $\mathrm{R} \$ 604.6$ million in 1Q23, compared to 4Q22, reflects:
(+) R\$458.5 million increase in EBITDA, resulting from growth in volumes, prices and operational improvement;
(-) $\mathbf{R} \$ 177.3$ million increase in the depreciation of cars and others, in line with the Seminovos normalization process;
(-) $\mathrm{R} \$ 321.9$ million more in net financial expenses, mainly impacted by the increase of (i) $\mathrm{R} \$ 159.1$ million due to the higher debt balance (ii) negative effect of MTM in the amount of $R \$ 25.0$ million and (iii) negative variation of $R \$ 110.3$ million in the realization of the Adjustment to Present Value of the investment linked to the shareholder loan, made in the context of the business combination, due to early settlements that occurred in 4Q22 ( $\mathrm{R} \$ 18.4$ million in 1Q23 x R $\$ 128.7$ million in 4Q22);
(+) R\$7.6 million reduction in income tax and social contribution. This quarter's effective tax rate was impacted not only by the interest on capital and the adjustment to present value, but also by the adhesion to the "Litígio Zero" program.

## 9 - Free Cash Flow (FCF)



For the FCF, short term financial investments were considered cash
In 1 Q23, rental activities generated $\mathrm{R} \$ 1,877.4$ million in cash. After a 2 H 22 marked by strong car purchases supported by the improvement in commercial conditions and mix, in 1Q23 we reduced the pace of purchases, with a $\mathbf{R} \$ 2,029.0$ million reduction in the automakers accounts payable. On the other hand, we expanded the sales volume of Seminovos, continuing the movement to accelerate the decommissioning of cars with higher mileage, started in the last quarter of 2022 to promote fleet renewal. This process should contribute to the cash flow dynamics throughout the year.

## 10 - Net debt

## 10.1 - Change in net debt - R\$ million

As of 03/31/2023


On March 31, 2023, the Company's net debt amounted to $\mathrm{R} \$ 28,334.0$ million. The $8.5 \%$ growth, or $\mathrm{R} \$ 2,223.3$ million over the period, is mainly explained by fleet renewal capex, reduction in automakers accounts payable and increase in financial expenses.

## 10.2 - Debt Maturity Profile (Principal)

## As of 03/31/2023

R\$ million


Proforma after Apr/23 issuances
$R$ \$ million


The Company ended the quarter with $\mathrm{R} \$ 7,278.9$ million in cash. Considering the issuances announced up to $04 / 30 / 2023$, we would have a proforma cash position of $\mathrm{R} \$ 8,228.9$ million.

## 10.3 - Net Debt composition - R\$ million

| Debt | Issuance | Contract rate | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 to 2032 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Debentures 12th Issuance | 5/15/2017 | CDI + 1,35\% |  | - | 673.5 | - | - | - | - | - | 673.5 |
| Debentures 13th Issuance - 1st serie | 12/15/2017 | 111,30\% CDI |  | - | 94.1 | 94.1 | - | - | - | - | 188.1 |
| Debentures 14th Issuance - 1st serie | 9/18/2018 | 107,9\% CDI |  | - | 200.0 | . | - | - | - | - | 200.0 |
| Debentures 14th Issuance - 2nd serie | 9/18/2018 | 112,32\% CDI |  | - | 111.2 | 111.2 | 222.5 | - | - | - | 444.9 |
| Debentures 15th Issuance | 4/15/2019 | 107,25\% CDI |  | - | - | 377.4 | 377.4 | - | - | - | 754.9 |
| Debentures 16th lssuance | 11/29/2019 | CDI + 1,05\% |  | - | 333.3 | 333.3 | 333.3 | - | - | - | 1,000.0 |
| Debentures 17th Issuance | 4/7/2021 | IPCA + 5,4702\% |  | - | - | - | - | - | - | 1,200.0 | 1,200.0 |
| Debentures 18th Issuance | 10/5/2021 | CDI + 1,15\% |  | - | - | - | 1,500.0 | - | - | . | 1,500.0 |
| Debentures 19th Issuance - 1st serie | 2/25/2022 | CDI + 1,60\% |  | - | - | - | - | 950.0 | - | - | 950.0 |
| Debentures 19th Issuance - 2nd serie | 2/25/2022 | CDI + 2,00\% |  | - | - | - | - | - |  | 1,550.0 | 1,550.0 |
| Debentures 21st Issuance | 7/15/2022 | CDI + $1,60 \%$ |  | - | - | - | - | 1,450.0 | - | - | 1,450.0 |
| Debentures 22nd Issuance | 10/5/2022 | CDI + 1 ,87\% |  | - | - | - | - | - | 2,450.0 | - | 2,450.0 |
| Commercial Note - Localiza | 10/5/2022 | CDI + 1,30\% |  | - | 600.0 | - | - | - | - | - | 600.0 |
| Real State Receivables Certificate (CRI) Localiza | 6/1/2022 | CDI + 0,95\% |  | - | - | - | - | 300.0 | - | - | 300.0 |
| 2nd Real State Receivables Certificate (CRI) Localiza - 1st serie | 3/10/2023 | CDI + 1,25\% |  | - | - | - | - | - | 210.0 | - | 210.0 |
| 2nd Real State Receivables Certificate (CRI) Localiza-2nd serie | 3/10/2023 | CDI + $1,40 \%$ |  | - | - | - | - | - | - | 490.0 | 490.0 |
| Debentures 5th Issuance of Localiza Fleet | 7/31/2018 | 112,0\% CDI |  | - | - | 202.4 | - | - | - | - | 202.4 |
| Debentures 6th Issuance of Localiza Fleet | 12/21/2018 | 110,4\% CDI |  | $\cdot$ | 310.1 | . | - | - | - | - | 310.1 |
| Debentures 7 th Issuance of Localiza Fleet | 7/29/2019 | 109,0\% CDI |  | 100.0 | 100.0 | 100.0 | - | - | - | - | 300.0 |
| Debentures 8th Issuance of Localiza Fleet | 2/14/2020 | CDI $+1,0 \%$ |  | - | 333.3 | 333.3 | - | - | - | - | 666.7 |
| Debentures 9th Issuance of Localiza Fleet | 10/8/2021 | CDI + $1,30 \%$ |  | - | - | - | 500.0 | - | - | - | 500.0 |
| Debentures 10th Issuance of Localiza Fleet - 1st serie | 4/5/2022 | CDI + 1,60\% |  | - | - | - | . | 950.0 | - | - | 950.0 |
| Debentures 10th Issuance of Localiza Fleet - 2nd serie | 4/6/2022 | CDI + 1,75\% |  | - | - | - | - | - | 500.0 | - | 500.0 |
| Debentures 11th Issuance of Localiza Fleet | 10/5/2022 | CDI + 1,60\% |  | - | - | - | - | 1,000.0 | - | - | 1,000.0 |
| Debentures 12th Issuance of Localiza Fleet | 3/20/2023 | CDI + 1,40\% |  | - | 750.0 | 750.0 | - | - | - | - | 1,500.0 |
| Foreign currency loan with swap | - | Several |  | 215.0 | 804.3 | 250.0 | 538.9 | - | - | - | 1,808.2 |
| Real State Receivables Certificate (CRI) Rental Brasil | 2/26/2018 | 99\% CDI |  | 12.3 | 15.0 | 20.1 | 25.1 | 30.6 | 37.5 | 190.1 | 330.7 |
| Working Capital / Others | - | Several |  | 1,000.9 | 226.5 | 1.6 | 295.0 | 0.0 | - | 0.9 | 1,524.8 |
| Debentures 16th Issuance of Locamerica | 4/27/2018 | 119\% of CDI |  | 116.7 | 116.7 | - | - | - | - | - | 233.3 |
| Debentures 17th Issuance of Locamerica | 9/27/2018 | $113 \%$ of CDI |  | 200.0 | . | - | - | - | - | - | 200.0 |
| Debentures 18th Issuance of Locamerica | 9/20/2019 | 108\% of CDI |  | - | 200.0 | - | - | - | - | - | 200.0 |
| Debentures 19th Issuance of Locamerica | 12/15/2020 | CDI + 2,40\% |  | - | - | 750.0 | 750.0 | - | - | - | 1,500.0 |
| Foreign currency loan Locamerica | 12/28/2020 | CDI + 2,40\% |  | - | - | 225.0 | 225.0 | - | - |  | 450.0 |
| Debentures 20th Issuance of Locamerica - 1st serie | 5/20/2021 | CDI + $2,00 \%$ |  | - | - | . | . | 175.0 | 175.0 | - | 350.0 |
| Debentures 20th Issuance of Locamerica - 2nd serie | 5/20/2021 | CDI + 2,40\% |  | - | - | - | - | . | - | 400.0 | 400.0 |
| Agro business Receivables Certificate - CRA 104 Locamerica | 7/23/2021 | IPCA $+4,825 \%$ |  | - | - | - | - | - | - | 200.0 | 200.0 |
| Debentures 21st Issuance of Locamerica | 9/23/2021 | IPCA + 6,5119\% |  | - | - | - | - | - | - | 1,100.0 | 1,100.0 |
| Debentures 22nd Issuance of Locamerica | 12/8/2021 | CDI + 1,15\% |  | - | - | - | 1,000.0 | - | - | - | 1,000.0 |
| 1st Commercial Note - Locamerica | 3/10/2022 | CDI + 1,35\% |  | - | 800.0 | - | - | - | - | - | 800.0 |
| Debentures 23 rd lssuance of Locamerica - 1st serie | 4/15/2022 | CDI +1,85\% |  | - | - | - | - | 685.0 | - | - | 685.0 |
| Debentures 23rd Issuance of Locamerica-2nd serie | 4/15/2022 | IPCA + 7,2101\% |  | - | - | - | - | - | - | 515.0 | 515.0 |
| Debentures 24th Issuance of Locamerica | 5/10/2022 | CDI +1,85\% |  | - | - | - | - | 265.5 | - | - | 265.5 |
| Debentures 16th Issuance of Locamerica Rent a Car | 20/12/2021 | CDI $+1,8 \%$ |  | - | - | - | 425.0 | 425.0 | - | - | 850.0 |
| Debentures 15th Issuance of Locamerica Rent a Car | 2/26/2021 | CDI + $2,25 \%$ |  | - | - | 225.0 | 225.0 | . | $\cdot$ | - | 450.0 |
| Agro business Receivables Certificate - CRA 157 Locamerica-1st serie | 7/23/2021 | IPCA + 6,6018\% |  | - | - | - | - | - | 167.2 | - | 167.2 |
| Agro business Receivables Certificate - CRA 157 Locamerica-2nd serie | 9/23/2021 | CDI + 1,00\% |  | $\cdot$ | - | - | - | - | 250.8 | - | 250.8 |
| Debentures 12th Issuance of Locamerica Rent a Car - 1st series | 9/15/2018 | 110,6\% of CDI |  | 75.0 | - | - | - | - | - | - | 75.0 |
| Debentures 12th Issuance of Locamerica Rent a Car - 2nd series | 9/15/2018 | IPCA $+7,30 \%$ |  | - | 50.0 | 50.0 | - | - | - | - | 100.0 |
| Debentures 13th Issuance Locamerica Rent a Car - 1st series | 4/10/2019 | 107,9\% of CDI |  | - | 527.4 | - | - | - | - | - | 527.4 |
| Debentures 13th Issuance of Locamerica Rent a Car - 2nd series | 4/10/2019 | 110,5\% of CDI |  | - | . | 124.2 | 124.2 | 124.2 | - | - | 372.6 |
| Debentures 13th Issuance Locamerica Rent a Car - 3rd series | 4/10/2019 | 112,0\% of CDI |  | - | - | - | - | . | 50.0 | 50.0 | 100.0 |
| Debentures 14th Issuance of Locamerica Rent a Car - single series | 11/18/2019 | 109,72\% of CDI |  | 80.0 | 80.0 | - | - | - | - | - | 160.0 |
| External Loan - 4131 -Locamerica Rent a Car | 7/26/2019 | 109,7\% of CDI |  | . | 188.5 | - | - | - | - | - | 188.5 |
| External Loan - 4131-Locamerica Rent a Car | 3/19/2020 | CDI $+0,82 \%$ |  | - | 84.2 | - | - | - | - | - | 84.2 |
| Interest accrued |  |  |  | 834.2 | - | - | - | - | - | - | 834.2 |
| Cash and cash equivalents on 12/31/2022 |  |  |  | (7,278.9) | $\cdot$ | - | - | $\cdot$ | - | - | $(7,278.9)$ |
| Net debt | - | - |  | $(4,644.9)$ | 6,598.0 | 3,947.7 | 6,541.4 | 6,355.3 | 3,840.5 | 5,696.0 | 28,334.0 |

## 10.4 - Debt ratios - R\$ million



Net debt vs. Equity


Net debt vs. EBITDA LTM
R\$ million


## EBITDA vs. Net financial expenses LTM <br> $R$ \$ million



The Company's net debt/EBITDA LTM ratio was 3.19x, reversing the upward trend of recent quarters. Throughout this year, we will continue to focus on the efficiency gains agenda, aiming at greater global fleet utilization, in addition to capturing synergies and diluting fixed costs, which may contribute to reducing leverage.

## 11 - Spread (ROIC minus Cost of debt after taxes)



1Q23 annualized ROIC calculated from:
Nopat = EBIT x (1 - Effective Tax Rate); Invested Capital = Total fleet plus working capital
In 1Q23, the annualized ROIC was $15.6 \%$, with a spread of 5.8 p.p. to the cost of debt after-tax. The ROIC spread remains at a healthy level, even with the greater relative weight of cars purchased between 1 H 21 and 3Q22, in a scenario of restricted production, and which have greater depreciation. We reinforce that the new cars bring ROIC spread in line with the Company's profitability objectives.

## 12 - RENT3

Up to March 31, 2023, RENT3 average daily trading volume was $\mathrm{R} \$ 390.6$ million. We ended the period with a market value of $\mathrm{R} \$ 52$ billion. Under the ADR level I program, the Company had 6,727,396 ADRs at the end of the period.


2022 was a historical year for Localiza\&Co. With significant milestones, we maintained the focus on value creation, guided by our ESG agenda and oriented by the long-term vision, placing customers and employees at the center of our decisions.

We are aware that 2023 brings new opportunities to improve our performance in building a positive legacy for the next generations.

## Environmental

In line with our strategy of measuring, reducing, and offsetting impacts, we continue to work on the greenhouse gas inventory, referring to the 2022 cycle, and on completing the study of climate risks and opportunities, in line with TCFD guidelines.

In 1Q23, we reached $55.5 \%$ in the clean and renewable energy coverage ratio, a growth of $48.4 \%$ compared to the same period of the previous year. Advancing this agenda and involving our team even more in ESG practices, Localiza\&Co extended to employees the possibility of joining the distributed photovoltaic energy generation marketplace, contributing to the reduction of GHG emissions.

Also, in 1Q23, two-thirds of the internal cleaning of the RAC fleet was carried out using the "dry-cleaning" method, which ensure more than $95 \%$ of water savings when compared to the conventional washing technique.

## 13 - ESG

## Social

We received two recognitions for good practices related to the promotion of Gender Equity in the work environment: GPTW Women Award, in addition to being highlighted in the Women in Leadership Award from WILL - Women in Leadership in Latin America.

Instituto Localiza, in its purpose of bringing people together for social transformation, starts 2023 by implementing a partnership with 23 new social organizations that, throughout the year, will develop technical training actions for young people from 20 Brazilian states in areas linked to the Localiza\&Co ecosystem, such as technology, tourism, creative industries and the mobility chain.

## Governance

In 1Q23, we advanced in the process of engaging with investors to hear perceptions about our initiatives related to sustainability. As a result, we adopted the role of Lead Independent Director on the Board of Directors, further reinforcing the independence of the Company's Board of Directors.

## 14 - Results per division

In the tables below, we report the results per division of the combined company and present the proforma from 1Q21 to 2Q22 for comparability purposes. In addition, we present the adjusted results for the business combination one-offs.
14. Results per division
14.1. Proforma Car Rental Result up to 2 Q 22 and adjusted for the one-off effects of the business combination: Revenue, Costs, Expenses, EBITDA, Depreciation, EBIT.
14.2. Proforma Fleet Rental Result up to $2 Q 22$ and adjusted for the one-off effects of the business combination: Revenue, Costs, Expenses, EBITDA, Depreciation, EBIT.
14.3. Proforma consolidated results until 2Q22 and adjusted for one-off effects of the business combination: Revenue, Costs, Expenses, EBITDA, Depreciation, EBIT, Financial Expenses, Taxes, Net Income.
15. Proforma and adjusted operating data
16. Accounting results (Localiza stand-alone until 2Q22, including Locamerica's results from 3Q22)
16.1. Car Rental Result
16.2. Fleet Rental Result
16.3. Consolidated result
17. Operating data
18. Consolidated financial statements - IFRS
19. Consolidated financial statements - Income statements IFRS

## 14.1 - Table 1 - Adjusted Car Rental - R\$ million

|  | PROFORMA CONSIDERING THE TRANSACTION ON O10172021* |  |  |  |  |  |  |  |  | ADJUSTED TRANSACTION EXPENSES AND PPA EFFECTS* |  |  |  |  |  |  |  | 1023A | 1022Ax1023A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CAR RENTAL AND FRANCHISING PROFORMA RESULTS | 1021 | 2021 | 3021 | 4021 | 1022 | 2022 | 3022 | 4022 | 1023 | 1021A | 2021A | 3021A | 4021 A | 1022A | 2022A | 3022A | 4022A |  |  |
| Car rental and franchising gross revenues, net of discounts and cancellations | 1,421.3 | 1,357.4 | 1,687.8 | 1,924.4 | 1,959.9 | 1,966.4 | 2,212.8 | 2,076.1 | 2,165.8 | 1,421.3 | 1,357.4 | 1,687.8 | 1,924.4 | 1,959.9 | 1,966.4 | 2,212.8 | 2,076.1 | 2,165.8 | 10.5\% |
| Taxes on revenues | (137.4) | (129.1) | (157.3) | (179.5) | (180.9) | (184.6) | (213.2) | (214.7) | (204.7) | (137.4) | (129.1) | (157.3) | (179.5) | (180.9) | (184.6) | (213.2) | (244.7) | (204.7) | 13.2\% |
| Car rental net revenues | 1,283.9 | 1,228.3 | 1,530.5 | 1,744.9 | 1,779.0 | 1,781.8 | 1,999.6 | 1,861.4 | 1,961.1 | 1,283.9 | 1,228.3 | 1,530.5 | 1,744.9 | 1,779.0 | 1,781.8 | 1,999.6 | 1,861.4 | 1,961.1 | 10.2\% |
| Car rental and franchising costs | (465.4) | (501.3) | (305.2) | (543.1) | (541.5) | (558.3) | (585.9) | (461.0) | (471.7) | (465.4) | (501.3) | (305.2) | (543.1) | (541.5) | (558.3) | (585.9) | (461.0) | (471.7) | -12.9\% |
| Gross profit | 818.5 | 727.0 | 1,225.3 | 1,201.8 | 1,237.5 | 1,223.5 | 1,413.7 | 1,400.4 | 1,489.4 | 818.5 | 727.0 | 1,225.3 | 1,201.8 | 1,237.5 | 1,223.5 | 1,413.7 | 1,400.4 | 1,489.4 | 20.4\% |
| Operating expenses (SGzA) | (262.7) | (246.1) | (290.4) | (318.0) | (271.5) | (253.0) | (283.3) | (299.1) | (194.0) | (261.5) | (243.5) | (288.0) | (309.0) | (258.5) | (240.5) | (236.6) | (264.2) | (194.0) | -25.0\% |
| EBitda | 555.8 | 480.9 | 934.9 | 883.8 | 966.0 | 970.5 | 1,130.4 | 1,101.3 | 1,295.4 | 557.0 | 483.5 | 937.3 | 892.8 | 979.0 | 983.0 | 1,177.1 | 1,136.2 | 1,295.4 | 32.3\% |
| EBITDA Margin | 43.3\% | 39.2\% | 61.1\% | 50.7\% | 54.3\% | 54.5\% | 56.5\% | 59.2\% | 66.1\% | 43.4\% | 39.4\% | 61.2\% | 51.2\% | 55.0\% | 55.2\% | 58.9\% | 61.0\% | 66.1\% | 11.1 p.p. |
| Other assets depreciation and amortization | (38.2) | (39.1) | (42.7) | (44.7) | (46.5) | (45.6) | (59.9) | (39.9) | (60.2) | (38.2) | (39.1) | (42.7) | (44.7) | (46.5) | (45.6) | (59.9) | (39.9) | (60.2) | 29.5\% |
| Operating profit before financial results and taxes (EBIT) | 517.6 | 441.8 | 892.2 | 839.1 | 919.5 | 924.9 | 1,070.5 | 1,061.4 | 1,235.2 | 518.8 | 444.4 | 894.6 | 848.1 | 932.5 | 937.4 | 1,117.2 | 1,096.3 | 1,235.2 | 32.5\% |
| USED CAR SALES PROFORMA RESULTS | 1021 | 2021 | 021 | Q21 | 222 | 022 | 3022 | 022 | 023 | 1 Q 1 A | 2021A | 3021A | 4021A | Q22A | 2022 A | 3022 A | 022A | 1023 A | 1022Ax1023A |
| Gross revenues, net of discounts and cancellations | 1,930.2 | 1,758.7 | 1,393.6 | 1,010.9 | 1,121.9 | 1,581.5 | 2,180.9 | 1,891.9 | 2,496.9 | 1,930.2 | 1,758.7 | 1,393.6 | 1,010.9 | 1,121.9 | 1,581.5 | 2,180.9 | 1,891.9 | 2,496.9 | 122.6\% |
| Taxes on revenues | (2.4) | (2.4) | (2.2) | (1.4) | (1.6) | (1.9) | (2.2) | (1.9) | (1.5) | (2.4) | (2.4) | (2.2) | (1.4) | (1.6) | (1.9) | (2.2) | (1.9) | (1.5) | -6.3\% |
| Net revenues | 1,927.8 | 1,756.3 | 1,391.4 | 1,009.5 | 1,120.3 | 1,579.6 | 2,178.7 | 1,890.0 | 2,495.4 | 1,927.8 | 1,756.3 | 1,391.4 | 1,009.5 | 1,120.3 | 1,579.6 | 2,178.7 | 1,890.0 | 2,495.4 | 122.7\% |
| Book value of cars sold and preparation for sale | (1,542.1) | $(1,394.7)$ | $(1,038.3)$ | (775.1) | (878.6) | $(1,267.3)$ | (1,823.9) | $(1,673.1)$ | (2,271.7) | (1,542.1) | $(1,394.7)$ | (1,038.3) | (775.1) | (878.6) | (1,267.3) | (1,823.9) | (1,673.1) | (2,271.7) | 158.6\% |
| Gross profit | 385.7 | 361.6 | 353.1 | 234.4 | 241.7 | 312.3 | 354.8 | 216.9 | 223.7 | 385.7 | 361.6 | 353.1 | 234.4 | 241.7 | 312.3 | 354.8 | 216.9 | 223.7 | -7.4\% |
| Operating expenses (SG\&A) | (141.3) | (109.9) | (109.8) | (102.8) | (83.1) | (123.5) | (140.2) | (139.9) | (122.0) | (141.1) | (109.5) | (109.6) | (101.5) | (81.4) | (121.9) | (134.1) | (134.9) | (122.0) | 49.9\% |
| EBITDA | 244.4 | 25.7 | 243.3 | 131.6 | 158.6 | 188.8 | 214.6 | 77.0 | 101.7 | 244.6 | 25.1 | 243.5 | 132.9 | 160.3 | 190.4 | 220.7 | 82.0 | 101.7 | -36.6\% |
| EBITDA Margin | 12.7\% | 14.3\% | 17.5\% | 13.0\% | 14.2\% | 12.0\% | 9.8\% | 4.1\% | 4.1\% | 12.7\% | 14.4\% | 17.5\% | 13.2\% | 14.3\% | 12.1\% | 10.1\% | 4.3\% | 4.1\% | 10.2 p.p. |
| Cars depreciation | (54.6) | (61.1) | (83.2) | (117.7) | (154.7) | (212.6) | (325.4) | (321.0) | (425.5) | (54.6) | (61.1) | (83.2) | (117.7) | (154.7) | (212.6) | (325.4) | (321.0) | (425.5) | 175.0\% |
| Other assets depreciation and amortization | (18.2) | (18.2) | (17.0) | (16.9) | (16.4) | (16.5) | (18.6) | (17.5) | (19.6) | (18.2) | (18.2) | (17.0) | (16.9) | (16.4) | (16.5) | (18.6) | (17.5) | (19.6) | 19.5\% |
| Write up amortization | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.1 | (45.0) | (19.1) | (4.3) |  |  |  |  |  |  |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | 171.9 | 172.7 | 143.4 | (2.7) | (12.2) | (40.2) | (174.4) | (280.6) | (347.7) | 171.8 | 172.8 | 143.3 | (1.7) | (10.8) | (38.7) | (123.3) | (256.5) | (343.4) | 3079 |
| CAR RENTAL AND FRANCHISING PROFORMA RESULTS TOTAL | $1{ }^{121}$ | 2 T 21 | 3 321 | 4 T 21 | $1{ }^{122}$ | 2 T 22 | 3 з22 | 4022 | 1023 | 1021A | 2021A | 3021A | 4021 A | 1022A | 2022A | 3022A | 4022A | 1023A | 1022Ax1023A |
| Net revenues | 3,211.7 | 2,984.6 | 2,921.9 | 2,754.4 | 2,899.3 | 3,361.4 | 4,178.3 | 3,751.4 | 4,456.5 | 3,211.7 | 2,984.6 | 2,921.9 | 2,754.4 | 2,899.3 | 3,361.4 | 4,178.3 | 3,751.4 | 4,456.5 | 53.7\% |
| Direct costs | (2,007.5) | (1,896.0) | $(1,343.5)$ | $(1,318.2)$ | (1,420.1) | $(1,825.6)$ | (2,409.8) | (2,134.1) | (2,743.4) | (2,007.5) | (1,896.0) | (1,343.5) | ${ }_{(1,318.2)}$ | (1,420.1) | ${ }^{(1,825.6)}$ | (2,409.8) | (2,134.1) | (2,743.4) | 93.2\% |
| Gross profit | 1,204.2 | 1,088.6 | 1,578.4 | 1,436.2 | 1,479.2 | 1,535.8 | 1,768.5 | 1,617.3 | 1,713.1 | 1,204.2 | 1,088.6 | 1,578.4 | 1,436.2 | 1,479.2 | 1,535.8 | 1,768.5 | 1,617.3 | 1,713.1 | 15.8\% |
| Operating expenses (SG8A) | (404.0) | (356.0) | (400.2) | (420.8) | (354.6) | (376.5) | (423.5) | (439.0) | (316.0) | (402.6) | (353.0) | (397.6) | (410.5) | (339.9) | (362.4) | (370.7) | (399.1) | (316.0) | -7.0\% |
| EBITDA | 800.2 | 732.6 | 1,178.2 | 1,015.4 | 1,124.6 | 1,159.3 | 1,345.0 | 1,178.3 | 1,397.1 | 801.6 | 73.6 | 1,180.8 | 1,025.7 | 1,139.3 | 1,173.4 | 1,397.8 | 1,218.2 | 1,397.1 | 22.6\% |
| EBITDA margin | 24.9\% | 24.5\% | 40.3\% | 36.9\% | 38.8\% | 34.5\% | 32.2\% | 31.4\%, | 31.3\% | 25.0\% | 24.6\% | 40.4\% | 37.2\% | 39.3\% | 34.9\% | 33.5\% | 32.5\% | 31.3\% | 7.9 p.p. |
| Cars depreciation | (54.6) | (61.1) | (83.2) | (117.7) | (154.7) | (212.6) | (325.4) | (321.0) | (425.5) | (54.6) | (61.1) | (83.2) | (117.7) | (154.7) | (212.6) | (325.4) | (321.0) | (425.5) | 175.0\% |
| Other assets depreciation and amortization | (56.4) | (57.3) | (59.7) | (61.6) | (62.9) | (62.1) | (78.5) | (57.4) | (79.8) | (56.4) | (57.3) | (59.7) | (61.6) | (62.9) | (62.1) | (78.5) | (57.4) | (79.8) | 26.9\% |
| Write up amortization | 0.3 | 0.3 |  | 0.3 | 0.3 | 0.1 | (45.0) | (19.1) | (4.3) |  |  |  |  |  |  |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | 689.5 | 614.5 | 1,035.6 | 836.4 | 907.3 | 884.7 | 896.1 | 780.8 | 887.5 | 690.6 | 617.2 | 1,037.9 | 846.4 | 921.7 | 898.7 | 993.9 | 839.8 | 891.8 | 3.2 |
| Car rental proforma operating data | 102 | 2021 | 3021 | 4021 | 102 | 2022 | 3022 | 4022 | 1023 |  |  |  |  |  |  |  |  |  |  |
| Average operating fleet ( ${ }^{\text {( }}$ ) | 261,517 | 252,016 | 261,215 | 264,082 | 276,599 | 279,600 | 298,645 | 275,545 | 286,260 |  |  |  |  |  |  |  |  |  |  |
| Average rented fleet ( ${ }^{(\prime \prime}$ ) | 204,748 | 190,191 | 210,207 | 213,639 | 212,315 | 214,947 | 225,359 | 198,560 | 210,215 |  |  |  |  |  |  |  |  |  |  |
| Average operating fleet age (in months) | 12.1 | 12.9 | 13.5 | 14.9 | 16.1 | 16.8 | 15.7 | 13.7 | 13.0 |  |  |  |  |  |  |  |  |  |  |
| End of period fleet ( ${ }^{(\times \times)}$ | 275,691 | 279,212 | 277,680 | 294,188 | 297,587 | 322,051 | 344,530 | 331,445 | 314,550 |  |  |  |  |  |  |  |  |  |  |
| Number of rental days - in thousands (net of fleet replacement service) | 18,009.2 | 16,909.8 | 18,938.8 | 19,251.8 | 18,701.9 | 19,135.7 | 20,333.4 | 17,855.4 | 18,510.8 |  |  |  |  |  |  |  |  |  |  |
| Average daily rental revenues per car ( $\mathrm{R} \$$ ) | 78.48 | 79.88 | 88.67 | 99.46 | 104.21 | 102.23 | 108.24 | 115.70 | 116.34 |  |  |  |  |  |  |  |  |  |  |
| Annualized average depreciaition per car ( $\mathrm{R} \$$ ) | 884.0 | 969.3 | 1,272.3 | 1,782.5 | 2,237.8 | 3,041.2 | 4,357.7 | 4,659.4 | 5,940.8 |  |  |  |  |  |  |  |  |  |  |
| Utilization rate (Does not include cars in preparation and decomissioning) | 80.2\% | 77.3\% | 82.1\% | 82.0\% | 78.1\% | 79.2\% | 80.2\% | 77.9\% | 78.0\% |  |  |  |  |  |  |  |  |  |  |
| Number of cars purchased | 23,183 | 35,816 | 22,953 | 33,449 | 19,678 | 47,084 | 57,225 | 67,508 | 25,629 |  |  |  |  |  |  |  |  |  |  |
| Number of cars sold | 36,026 | 30,974 | 22,792 | 15,480 | 15,652 | 21,888 | 32,796 | 30,207 | 41,858 |  |  |  |  |  |  |  |  |  |  |
| Average sold fleet age (in months) | 18.7 | 20.6 | 23.0 | 24.5 | 26.2 | 27.1 | 28.0 | 29.4 | 29.7 |  |  |  |  |  |  |  |  |  |  |
| Average total fleet | 277,616 | 274,182 | 278,918 | 285,802 | 295,027 | 308,588 | 336,297 | 323,290 | 316,676 |  |  |  |  |  |  |  |  |  |  |
| Average value of total fleet - $\mathrm{R} \$$ million | 13,464.1 | 13,828.6 | 14,684.9 | 15,848.6 | 17,049.5 | 18,891.6 | 22,080,7 | 20,962.9 | 21,936.9 |  |  |  |  |  |  |  |  |  |  |
| Average value per car in the period - $\mathrm{R} \$$ thsd | 48.5 | 50.4 | 52.6 | 55.5 | 57.8 | 61.2 | 65.7 | 64.8 | 69.3 |  |  |  |  |  |  |  |  |  |  |
| $\left.{ }_{(*)}^{*}\right)$ The proforma result shows the result assuming the business combination with LCAM since $01 / 01 / 2021$, reflecting accounting reclassifications and purchase price allocation effects. <br> $\left.{ }^{* *}\right)$ Exclusion of the effects of expenses related to the merger, as well as highlighting the results of other segments. <br> (***) in 4Q22 the Company concluded the carve-out sale, with a reduction of 49,296 cars in the end of period fleet. The 3Q22 numbers account for these cars. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## 14.2 - Table 2 - Adjusted Fleet Rental - R\$ million

| FLEET RENTAL PROFORMA RESULTS | PROFORMACONSIDERING THE TRANSACTION ON O1/01/2021* |  |  |  |  |  |  |  |  | ADUSTED TRANSACTION EXPENSES AND PPA EFFECTS* |  |  |  |  |  |  |  | 1023A | 1022Ax1023A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 102 | 2021 | 3 Q 21 | 4021 | 1022 | 2022 | 3022 | $4 \mathrm{Q22}$ | 1023 | 1021A | 2021A | 3021A | 4021A | 1022A | 2022A | 3022 | 4022A |  |  |
| Fleet rental gross revenues, net of discounts and cancellations | 738.1 (728) | 791.1 <br> 753$)$ <br> 18. | 842.1 8815 | 933.4 (895) | 1,018.7 | ${ }^{1,121.9}$ | 1,287.2 | 1,479.4.4. | $\xrightarrow{1,610.3}$ | 738.1 <br> $(728)$ | 791.1 (75.3) | 842.1 <br> 84.5 | 933.4 | 1,018.7 | ${ }_{\text {1, } 121.9}^{(1074)}$ | 1,287.2 | ${ }^{1,479.4}$ | $\xrightarrow{1,610.3}$ | 58.1\% |
| Taxes on revenues (") | (72.8) | (75.3) | ${ }^{(81.5)}$ | (89.5) | (98.6) | (107.4) | (126.9) | (138.3) | (151.4) | (72.8) | ${ }^{\text {(75.3) }}$ | ${ }^{(81.5)}$ | (89.5) | (98.6) | (107.4) | (126.9) | (138.3) | (151.4) | 53.5\% |
| Fleet rental net revenues | 665.3 | 715.8 | 760.6 | 843.9 | 920.1 | 1,014.5 | 1,160.3 | 1,341.1 | 1,458.9 | 665.3 | 715.8 | 760.6 | 843.9 | 920.1 | 1,014.5 | 1,160.3 | 1,341.1 | 1,458.9 | 58.6\% |
| Fleet rental costs | (146.1) | (156.2) | (174.5) | (219.1) | (217.1) | (251.5) | (190.1) | (290.1) | (239.0) | (146.1) | (156.2) | (174.5) | (219.1) | (217.1) | (251.5) | (190.1) | (290.1) | (239.0) | 10.1\% |
| Gross profit | 519.2 | 559.6 | 586.1 | 624.8 | 703.0 | 763.0 | 970.2 | 1,051.0 | 1,219.9 | 519.2 | 559.6 | 586.1 | 624.8 | 703.0 | 763.0 | 970.2 | 1,051.0 | 1,219.9 | 73.5\% |
| Operating expenses (SG8A) | (66.7) | (80.2) | (87.9) | (100.5) | (106.5) | (114.2) | (159.5) | (195.0) | (108.6) | (66.0) | (79.0) | (85.9) | (96.1) | (95.6) | (103.1) | (116.4) | (158.6) | (108.6) | 13.6\% |
| EBitda | 452.5 | 479.4 | 498.2 | 524.3 | 596.5 | 648.8 | 810.7 | 856.0 | 1,111.3 | 453.2 | 480.6 | 500.2 | 528.7 | 607.4 | 659.9 | 853.8 | 892.4 | 1,111.3 | 83.0\% |
| EBITDA Margin | 68.\% | 67.0\% | 65.5\% | 62.1\% | 64.8\% | 64.0\% | 69.9\% | 63.8\% | 76.2\% | 68.1\% | 67.1\% | 65.8\% | 62.6\% | 66.0\% | 65.0\% | 73.6\% | 66.5\%, | 76.2\% | 10.2 p.p. |
| Other assets depreciation and amortization | (10.7) | (10.7) | (10.4) | (15.6) | (12.0) | (10.6) | (12.3) | (7.9) | (9.9) | (10.7) | (10.7) | (10.4) | (15.6) | (12.0) | (10.6) | (12.3) | (7.9) | (9.9) | 17.5\% |
| write up amoritation | (5.5) | (5.5) | (5.5) | (5.5) | (5.5) | (5.5) | (6.6) | (9.4) | 11.0 |  |  |  |  |  |  |  |  | 11.0 |  |
| Operating profit before financial results and taxes (EBIT) | 436.3 | 463.2 | 482.3 | 503.2 | 579.0 | 632.7 | 79.8 | 838.7 | 1,112.4 | 442.5 | 469.9 | 489.8 | 513.1 | 595.4 | 649.3 | 841.5 | 884.5 | 1,112.4 | 86.8\% |
| USED CAR SALES PROFORMA RESULTS | 1021 | 2021 | 3021 | 4021 | 1022 | 2022 | 3022 | 1022 | 1023 | 1021A | 2021A | 3021 A | 4021A | 1022A | 2022 A | 3022A | 4022 A | 1023A | 1022 Ax 1023 A |
| Gross revenues, net of discounts and cancellations | 542.6 | 605.7 | 703.2 | 597.1 | 664.9 | 710.5 | 801.2 | 795.4 | 911.6 | 542.6 | 605.7 | 703.2 | 597.1 | 664.9 | 710.5 | 801.2 | 709.6 | 911.6 | 37.1\% |
| Taxes on revenues | (0.7) | (0.7) | (0.9) | (0.7) | (0.7) | (0.7) | (2.9) | (2.4) | (1.2) | (0.7) | (0.7) | (0.9) | (0.7) | (0.7) | (0.7) | (2.9) | (1.0) | (1.2) | 71.4\% |
| Net revenues | 541.9 | 605.0 | 702.3 | 596.4 | 664.2 | 709.8 | 798.3 | 793.0 | 910.4 | 541.9 | 605.0 | 702.3 | 596.4 | 664.2 | 709.8 | 798.3 | 708.6 | 910.4 | 37.1\% |
| Book value of cars sold and preparation for sale | (434.4) | (464.5) | (518.8) | (437.4) | (489.3) | (533.7) | (613.9) | (688.2) | (750.8) | (434.4) | (464.5) | (518.8) | (437.4) | (489.3) | (533.7) | (613.9) | (598.0) | (750.8) | 53.4\% |
| Gross profit | 107.5 | 140.5 | 183.5 | 159.0 | 174.9 | 176.1 | 184.4 | 104.8 | 159.6 | 107.5 | 140.5 | 183.5 | 159.0 | 174.9 | 176.1 | 184.4 | 110.6 | 159.6 | -8.7\% |
| Operating expenses (SG8A) | ${ }^{(36.3)}$ | (34.0) | (47.9) | (58.6) | (47.7) | (56.5) | (62.5) | (83.7) | (45.0) | ${ }^{(36.3)}$ | (33.9) | (47.9) | (58.3) | (47.1) | (55.9) | (58.3) | (56.7) | (45.0) | -4.5\% |
| EBITDA | 71.2 | 106.5 | 135.6 | 100.4 | 127.2 | 119.6 | 121.9 | 21.1 | 114.6 | 71.2 | 106.6 | 135.6 | 100.7 | 127.8 | 120.2 | 126.1 | 53.9 | 114.6 | -10.3\% |
| EBITDA Margin | 13.1\% | 17.6\% | 19.3\% | 16.8\% | 19.2\% | 16.8\% | 15.3\% | 2.7\% | 12.6\% | 13.1\% | 17.6\% | 19.3\% | 16.9\% | 19.2\% | 16.9\% | 15.8\% | 7.6\% | 12.6\% | -6.6 p.p. |
| Cars depreciation | (76.1) | (91.6) | (83.8) | (104.5) | (109.5) | (138.0) | (212.7) | (288.1) | (338.0) | (76.1) | (91.6) | (83.8) | (104.5) | (109.5) | (138.0) | (212.7) | (288.1) | (338.0) | 208.7\% |
| Other assets depreciation and amortization | (5.4) | (5.5) | (7.2) | (5.3) | (9.2) | (9.4) | (7.0) | (7.0) | (4.5) | (5.4) | (5.5) | (7.2) | (5.3) | (9.2) | (9.4) | (7.0) | (6.0) | (4.5) | -51.1\% |
| Write up amoritiation here | (43.1) | (43.1) | ${ }^{(43.1)}$ | ${ }^{(43.1)}$ | ${ }^{(43.1)}$ | ${ }^{(43.1)}$ | (131.0) | (119.7) | ${ }_{\text {(132.4) }}$ |  |  |  |  |  |  |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | (53.4) | (33.7) | 1.5 | (52.5) | (34.6) | (70.9) | (228.8) | (393.7) | (360.3) | (10.3) | 9.5 | 44.6 | (9.1) | 9.1 | (27.2) | (93.6) | (240.2) | (227.9) | -2604.4\% |
| FLEET RENTAL Proformaresults total | 1021 | 2 Q 21 | 3021 | 4021 | 1022 | 2 Q 22 | 3022 | 4 Q 22 | 1023 | 1021A | 2021A | 3021A | 4021A | 1022A | 2022A | 3Q22A | 4022A | 1023A | 1022Ax1923A |
| Net revenues | 1,207.2 | 1,320.8 | 1,462.9 | 1,440.3 | 1,584.3 | 1,724.3 | 1,958.6 | 2,134.1 | 2,369.3 | 1,207.2 | 1,320.8 | 1,462.9 | 1,440.3 | 1,584.3 | 1,724.3 | 1,958.6 | 2,049.7 | 2,369.3 |  |
| Direct costs | (580.5) | (620.7) | ${ }^{(693.3)}$ | (656.5) | (706.4) | (785.2) | (804.0) | (978.3) | (989.8) | (580.5) | (620.7) | (693.3) | ${ }^{(656.5)}$ | (700.4) | (785.2) | (804.0) | (888.1) | (989.8) | 40.1\% |
| Gross profit | 626.7 | 700.1 | 769.6 | 783.8 | 877.9 | 939.1 | 1,154.6 | 1,155.8 | 1,379.5 | 626.7 | 700.1 | 769.6 | 783.8 | 877.9 | 939.1 | 1,154.6 | 1,161.6 | 1,379.5 | 57.1\% |
| Operating expenses (SG\&A) | (103.0) | (114.2) | (135.8) | (159.1) | (154.2) | (170.7) | (222.0) | (278.7) | (153.6) | (102.3) | (112.9) | (133.8) | (154.4) | (142.7) | (159.0) | (174.7) | (215.3) | (153.6) | 7.6\% |
| EBITDA | 523.7 | 585.9 | ${ }^{633.8}$ | 624.7 | 723.7 | 768.4 | ${ }^{932.6}$ | 877.1 | 1,225.9 | 524.4 | 587.2 | 635.8 | 629.4 | 735.2 | 780.1 | 979.9 | 946.3 | 1,225.9 | 66.7\% |
| EBITDA margin | 43.4\% | 44.4\% | 43.3\% | 43.4\% | 45.7\% | 44.6\% | 47.6\% | 41.1\% | 51.7\% | 43.4\% | 44.5\% | 43.5\% | 43.7\% | 46.4\% | 45.2\% | 50.0\% | 46.2\%, | 51.7\% | 5.3 p.p. |
| Cars depreciation | (76.1) | (91.6) | (83.8) | (104.5) | (109.5) | (138.0) | (212.7) | (288.1) | (338.0) | (76.1) | (91.6) | (83.8) | (104.5) | (109.5) | (138.0) | (212.7) | (288.1) | (338.0) | 208.7\% |
| Other assets depreciation and amortization | (16.1) | (16.2) | ${ }^{(17.6)}$ | (20.9) | (21.2) | (20.0) | (19.3) | (14.9) | (14.4) | (16.1) | (16.2) | (17.6) | (20.9) | (21.2) | (20.0) | (19.3) | (13.9) | (14.4) | 32.1\% |
| write up amorization | (48.6) | (48.6) | (48.6) | (48.6) | (48.6) | (48.6) | (137.6) | (129.1) | (121.4) |  |  |  |  |  |  |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | 382.9 | 429.5 | 483.8 | 450.7 | 544.4 | 561.8 | 563.0 | 445.0 | 752.1 | 432.2 | 479.4 | 534.4 | 504.0 | 604.5 | 622.1 | 747.9 | 644.3 | 873.5 | 44.5\% |
| Proforma operating data | 1021 | 2021 | 3 C 21 | 4021 | 1022 | 2022 | 3022 | 4022 | 1023 |  |  |  |  |  |  |  |  |  |  |
| Average operating fleet | 145,037 | 153,169 | 160,722 | 169,465 | 180,509 | 187,771 | 203,971 | 227,593 | 244,056 |  |  |  |  |  |  |  |  |  |  |
| Total Average rented fleet | 143,928 | 151,866 | 158,362 | 166,518 | 176,633 | 183,283 | 196,618 | 214,786 | 228,463 |  |  |  |  |  |  |  |  |  |  |
| Average rented fleet | 140,391 | 148,416 | 155,064 | 163,364 | 173,546 | 180,343 | 193,988 | 212,479 | 223,903 |  |  |  |  |  |  |  |  |  |  |
| Average rented fleet - Car Rental fleet replacement | 3,537 | 3,450 | 3,298 | 3,154 | 3,087 | 2,940 | 2,630 | 2,307 | 4,561 |  |  |  |  |  |  |  |  |  |  |
| Average operating fleet age (in months) | 18.8 | 18.8 | 19.0 | 19.0 | 19.4 | 19.7 | 19.1 | 18.2 | 18.1 |  |  |  |  |  |  |  |  |  |  |
| End of period fleet |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rented Fleet | 161,367 | 171,001 | 175,313 | 194,047 | 197,069 | 211,960 | 240,923 | 259,596 | 268,749 |  |  |  |  |  |  |  |  |  |  |
| Managed Fleet | 103 | 84 | 65 | 57 | 56 | 47 | 30 | 20 | 19 |  |  |  |  |  |  |  |  |  |  |
| Number of rental days -in thousands | 12,635.1 | 13,357.5 | 13,955.8 | 14,702.8 | 15,619.1 | 16,230.9 | 17,459.0 | 19,123.1 | 20,151.2 |  |  |  |  |  |  |  |  |  |  |
| Average daily rental revenues per car (RS) (do not consider new initiatives revenue) | 57.51 | 58.26 | 59.59 | 61.95 | 63.14 | 66.55 | 70.67 | 74.69 | 77.45 |  |  |  |  |  |  |  |  |  |  |
| Annualized average depreciation per car ( R \$) | 2,097.6 | 2,391.0 | 2,090.3 | 2,465.7 | 2,425.8 | 2,940.0 | 4,194.8 | 5,062.7 | 5,539.5 |  |  |  |  |  |  |  |  |  |  |
| Utilization rate (Does not include cars in preparation and decomissioning) | 96.0\% | 96.4\% | 96.4\% | 96.8\% | 97.5\% | 97.3\% | 96.9\% | 96.4\% | 95.2\% |  |  |  |  |  |  |  |  |  |  |
| Number of cars purchased | 19,093 | 19,408 | 15,695 | 27,913 | 11,935 | 24,752 | 40,504 | 29,850 | 22,532 |  |  |  |  |  |  |  |  |  |  |
| Number of cars sold | 9,689 | 10,167 | 11,033 | 8,680 | 9,047 | 9,482 | 10,831 | 11,286 | 13,333 |  |  |  |  |  |  |  |  |  |  |
| Average sold fleet age (in months) | 30.1 | 31.0 | 32.7 | 33.4 | 34.1 | 36.3 | 37.2 | 36.6 | 36.4 |  |  |  |  |  |  |  |  |  |  |
| Average total fleet | 161,255 | 167,334 | 173,625 | 187,227 | 195,024 | 206,399 | 230,211 | 251,860 | 264,788 |  |  |  |  |  |  |  |  |  |  |
|  | ${ }_{8}^{8,126.1} 5$ | ${ }_{5}^{8,791.1}$ | ${ }_{9}^{9,764.6} 5$ | $11,354.7$ 60.6 | 12,473.6 64 | $14,152.3$ 68.6 | 16,991.6 73 | 19,298.9 76 | $21,197.0$ 80.1 |  |  |  |  |  |  |  |  |  |  |
| Average value per car in the period - $\mathrm{R} \$$ thsd | 50.4 | 52.5 | 56.2 | 60.6 | 64.0 | 68.6 | 73.8 | 76.6 | 80.1 |  |  |  |  |  |  |  |  |  |  |

(*) The proforma result shows the result assuming the business combination with LCAM since $01 / 01 / 2021$, reflecting accounting reclassifications and purchase price allocation effects.
(") Exclusion of the effects of expenses related to the merger, as well as highlighting the results of ofther segments.

## 14.3 - Table 3 - Adjusted Consolidated Result - R\$ million

|  | OFORMA CONSIDERING THE TRANSACTION ON O1/0172021 |  |  |  |  |  |  |  | dojusted transaction expenses and PPA |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PROFORMA CONSOLIDATED RESULTS | 1021 | 2021 | 3021 | 4021 | 1 Q22 | 2022 | 3022 | 4022 | 1023 | 1021A | 2021 A | 3Q21A | 4021A | 1022A | 2022A | 3022A | 4022A | 1023A | 1022Ax1023A |
| Car and Fleet Rentals and Franchising total gross revenues Taxes on revenues | $\xrightarrow{2,159.4}$ (210.2) | $\begin{gathered} 2,148.5 \\ (2044) \end{gathered}$ | $\begin{gathered} 2,529.9 \\ (238.8) \end{gathered}$ | $\begin{gathered} 2,857.8 \\ \hline \end{gathered}$ | 2,978.6 (279.5) | 3,088.3 (292.0) | $\begin{gathered} 3,500.0 \\ (340.1) \end{gathered}$ | $\begin{gathered} 3,555.5 \\ (353.0) \end{gathered}$ | $\begin{gathered} 3,776.1 \\ (356.1) \end{gathered}$ | $2,159.4$ (210.2) | $2,148.5$ (204.4) | $\begin{gathered} 2,529.9 \\ (238.8) \end{gathered}$ | $2,857.8$ $(269.0)$ | $\begin{gathered} 2,978.6 \\ (279.5) \end{gathered}$ | 3,088.3 (292.0) | 3,500.0 (340.1) | $\begin{aligned} & 3,555.5 \\ & (353.0) \end{aligned}$ | 3,776.1 <br> (356.1) | ${ }^{26.8 \%} \times$ |
| Car and Fleet Rentals and Franchising net revenues | 1,949.2 | 1,944.1 | 2,291.1 | 2,588.8 | 2,699.1 | 2,796.3 | 3,159.9 | 3,202.5 | 3,420.0 | 1,949.2 | 1,944.1 | 2,291.1 | 2,588.8 | 2,699.1 | 2,796.3 | 3,159.9 | 3,202.5 | 3,420.0 | 26.7\% |
| Car sales for fleet renewal - net revenues | 2,469.7 | 2,361.3 | 2,093.7 | 1,605.9 | 1,784.5 | 2,289.4 | 2,977.0 | 2,683.0 | 3,405.8 | 2,469.7 | 2,361.3 | 2,093.7 | 1,605.9 | 1,784.5 | 2,289.4 | 2,977.0 | 2,598.6 | 3,405.8 | 90.9\% |
| Total net revenues | 4,418.9 | 4,305.4 | 4,384.8 | 4,194.7 | 4,483.6 | 5,085.7 | 6,136.9 | 5,885.5 | 6,825.8 | 4,418.9 | 4,305.4 | 4,384.8 | 4,194.7 | 4,483.6 | 5,085.7 | 6,136.9 | 5,801.1 | 6,825.8 | 52.2\% |
| Direct costs and expenses: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Car and Fleet Rentals and Franchising | (611.5) | (657.5) | (479.7) | (762.2) | (758.6) | (809.8) | (776.0) | (751.1) | (710.7) | (611.5) | (657.5) | (479.7) | (762.2) | (758.6) | (809.8) | (776.0) | (751.1) | (710.7) | -6.3\% |
| Total Car sales for fleet renewal (book value) and preparation for sale | (1,976.5) | (1,859.2) | (1,557.1) | (1,212.5) | ${ }^{(1,367.9)}$ | (1,801.0) | (2,437.8) | (2,361.3) | ${ }^{(3,072.5)}$ | ${ }^{(1,976.5)}$ | ${ }^{(1,859.2)}$ | (1,557.1) | $(1,212.5)$ | ${ }^{(1,367.9)}$ | (1,801.0) | (2,437.8) | (2,271.1) | ${ }^{(3,072.5)}$ |  |
| Total costs | (2,588.0) | $(2,516.7)$ | (2,036.8) | $(1,974.7)$ | $(2,126.5)$ | $(2,610.8)$ | $(3,213.8)$ | ( $3,112.4$ ) | (3,733.2) | (2,588.0) | (2,516.7) | (2,036.8) | $(1,974.7)$ | (2,126.5) | $(2,610.8)$ | (3,213.8) | (3,022.2) | (3,733.2) | 5.6\% |
| Gross profit | 1,830.9 | 1,788.7 | 2,348.0 | 2,220.0 | 2,357.1 | 2,474.9 | 2,923.1 | 2,733.1 | 3,092.6 | 1,830.9 | 1,788.7 | 2,348.0 | 2,220.0 | 2,357.1 | 2,474.9 | 2,923.1 | 2,778.9 | 3,092.6 | .2\% |
| Operating expenses (SGia) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Car and Fleet Rentals and Franchising | ${ }^{(329.4)}$ | ${ }^{(326.3)}$ | (378.3) | ${ }^{(418.5)}$ | (378.0) | ${ }^{(367.2)}$ | (442.8) | (494.1) | ${ }^{(3022.6)}$ | ${ }^{(327.5)}$ | ${ }^{(322.5)}$ | ${ }^{(373.9)}$ | ${ }^{(405.1)}$ | (354.1) | ${ }^{(343.6)}$ | (353.0) | ${ }^{(422.8)}$ | ${ }^{(302.6)}$ | ${ }^{14.5 \%}$ |
| Carsales | (177.6) | (143.9) | (157.7) | (161.4) | (130.8) | (180.0) | (202.7) | (223.6) | (167.0) | (177.4) | (143.4) | (157.5) | (159.8) | (128.5) | (177.8) | (192.4) | (191.6) | (167.0) | 30.0\% |
| Total Operating expenses | (507.0) | (470.2) | (536.0) | (579.9) | (508.8) | (547.2) | (645.5) | (717.7) | (469.6) | (504.9) | (465.9) | (531.4) | (564.9) | (482.6) | (521.4) | (545.4) | (614.4) | (469.6) | -2.7\% |
| EBITDA | 1,323.9 | 1,318.5 | 1,812.0 | 1,640.1 | 1,848.3 | 1,927.7 | 2,277.6 | 2,055.4 | 2,623.0 | 1,326.0 | 1,322.8 | 1,816.6 | 1,655.1 | 1,874.5 | 1,953.5 | 2,377.7 | 2,164.5 | 2,623.0 | 39.9\% |
| Cars depreciation expenses | (130.7) | (152.7) | (167.0) | (222.2) | (264.2) | (350.6) | (538.1) | (609.1) | (763.5) | (130.7) | (152.7) | (167.0) | (222.2) | (264.2) | (350.6) | (538.1) | (609.1) | (763.5) |  |
| Other assets depreciation and amortization | (72.5) | (73.5) | (77.3) | (82.5) | (84.1) | (82.1) | (97.8) | (72.3) | (94.2) | (72.5) | (73.5) | (77.3) | (82.5) | (84.1) | (82.1) | (97.8) | (71.3) | (94.2) | 12.0\% |
| Write up amorization | (48.3) | (48.3) | (48.3) | 48.3) | 48.3) | 48.5) | (182.6) | (148.2) | (125.7) |  |  |  |  |  |  |  |  |  |  |
| Total depreciation and amortization expenses | (203.2) | (226.2) | (244.3) | (304.7) | (348.3) | (432.7) | (635.9) | (681.4) | (857.7) | (203.2) | (226.2) | (244.3) | (304.7) | (348.3) | (432.7) | (635.9) | (680.4) | (857.7) | 60.3\% |
| Operating profit before financial results and taxes (EBIT) | 1,072.4 | 1,044.0 | 1,519.4 | 1,287.1 | 1,451.7 | 1,466.5 | 1,459.1 | 1,225.8 | 1,639.6 | 1,122.8 | 1,096.6 | 1,572.3 | 1,350.4 | 1,526.2 | 1,520.8 | 1,741.8 | 1,484.1 | 1,765.3 | 15.7\% |
| Equity equivalence result | 0.1 | (0.1) |  |  | 0.1 |  | 0.1 |  |  | 0.1 | (0.1) |  |  | 0.1 |  | 0.1 |  |  |  |
| Financial (expenses) revenues, net | (91.0) | (99.6) | (185.9) | (296.9) | (462.3) | (579.1) | (869.3) | (748.0) | (1,069.9) | (118.6) | (127.4) | (213.9) | (325.1) | (490.7) | (604.1) | (883.2) | (748.0) | 1,069.9) | 118.0\% |
| Income before tax and social contribution | 981.5 | 944.3 | 1,333.5 | 990.2 | 989.5 | 867.4 | 589.9 | 477.8 | 569.7 | 1,004.3 | 969.1 | 1,358.4 | 1,025.3 | 1,035.6 | 916.7 | 858.7 | 736.1 | 695.4 | -32.9\% |
| Income tax and social contribution | (293.3) | (270.6) | (408.1) | (284.5) | (273.9) | (473.9) | (166.3) | (34.4) | (48.1) | (301.1) | (279.0) | (416.6) | (296.4) | (289.6) | (237.3) | (176.6) | (98.4) | (90.8) | -68.6\% |
| Net income for the period | 688.2 | 673.7 | 925.4 | 705.7 | 715.6 | 393.5 | 423.6 | 443.4 | 521.6 | 703.2 | 690.1 | 941.8 | 728.9 | 746.0 | 679.4 | 682.1 | 637.7 | 604.6 | -19.0\% |
| Car and Fleet Rentals and Franchising EBITDA | 1,008.3 | 960.3 | 1,433.1 | 1,408.1 | 1,562.5 | 1,619.3 | 1,941.1 | 1,957.3 | 2,406.7 | 1,010.2 | 964.1 | 1,437.5 | 1,421.5 | 1,586.4 | 1,642.9 | 2,030.9 | 2,028.6 | 2,406.7 | 51.7\% |
| EBITDA Margin (calculated on rental net revenues) | 51.7\% | 49.4\% | 62.6\% | 54.4\% | 57.9\% | 57.9\% | 61.4\% | 61.1\% | 70.4\% | 51.8\% | 49.6\% | 62.7\% | 54.9\% | 58.8\% | 58.8\% | 64.3\% | 63.3\%; | 70.4\% | 11.6 p.p. |
| Used Car Sales (Seminovos) EBITDA | 315.6 | 358.2 | 378.9 | 232.0 | 285.8 | 308.4 | 336.5 | 98.1 | 216.3 | 315.8 | 358.7 | 379.1 | 233.6 | 288.1 | 310.6 | 346.8 | 135.9 | 216.3 | -24.9\% |
| Seminovos EBITDA Margin | 12.8\% | 15.2\% | 18.1\% | 14.4\% | 16.0\% | 13.5\% | 11.3\% | 3.7\% | 6.4\% | 12.8\% | 15.2\% | 18.1\% | 14.5\% | 16.1\% | 13.6\% | 11.6\% | 5.2\%; | 6.4\% | -9.8 p.p. |

(") The proforma result shows the result assuming the business combination with LCAM since $01 / 01 / 20211$, reflecting accounting reclassifications and purchase price allocation effects.
$(*)$ ) Exclusion of the effectis of expenses related to the merger, as well as highighting the results of other segments.

## 15 - Table 4 - Adjusted operating data

| SELECTED OPERATING DATA | 1Q21 | 2 Q 21 | 3Q21 | 4Q21 | 1 Q22 | 2 Q 22 | 3 Q 22 | 4Q22 | 1Q23 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet: |  |  |  |  |  |  |  |  |  |  |
| Car Rental (**) | 261,517 | 252,016 | 261,215 | 264,082 | 276,599 | 279,600 | 298,645 | 275,545 | 286,260 | 3.5\% |
| Fleet Rental | 145,037 | 153,169 | 160,722 | 169,465 | 180,509 | 187,771 | 203,971 | 227,593 | 244,056 | 35.2\% |
| Total | 406,554 | 405,185 | 421,937 | 433,546 | 457,108 | 467,370 | 502,616 | 503,138 | 530,316 | 16.0\% |
| Average rented fleet: |  |  |  |  |  |  |  |  |  |  |
| Car Rental (**) | 204,748 | 190,191 | 210,207 | 213,639 | 212,315 | 214,947 | 225,359 | 198,560 | 210,215 | -1.0\% |
| Fleet Rental | 143,928 | 151,866 | 158,362 | 166,518 | 176,633 | 183,283 | 196,618 | 214,786 | 228,463 | 29.3\% |
| Total | 348,676 | 342,057 | 368,569 | 380,157 | 388,948 | 398,230 | 421,977 | 413,346 | 438,678 | 12.8\% |
| Average age of operating fleet (months) |  |  |  |  |  |  |  |  |  |  |
| Car Rental | 12.1 | 12.9 | 13.5 | 14.9 | 16.1 | 16.8 | 15.7 | 13.7 | 13.0 | -19.5\% |
| Fleet Rental | 18.8 | 18.8 | 19.0 | 19.0 | 19.4 | 19.7 | 19.1 | 18.2 | 18.1 | -6.6\% |
| Average age of total operating fleet | 14.6 | 15.2 | 15.7 | 16.6 | 17.4 | 18.0 | 17.1 | 16.8 | 15.4 | -11.8\% |
| Fleet at end of period: |  |  |  |  |  |  |  |  |  |  |
| Car Rental (**) | 275,691 | 279,212 | 277,680 | 294,188 | 297,587 | 322,051 | 345,530 | 331,445 | 314,550 | 5.7\% |
| Fleet Rental | 161,367 | 171,001 | 175,313 | 194,047 | 197,069 | 211,960 | 240,923 | 259,596 | 268,749 | 36.4\% |
| Total | 437,058 | 450,213 | 452,993 | 488,235 | 494,656 | 534,011 | 586,453 | 591,041 | 583,299 | 17.9\% |
| Managed fleet at end period - Fleet Rental | 103 | 84 | 65 | 57 | 56 | 47 | 30 | 20 | 19 | -66.1\% |
| Fleet investment (R\$ million) (include accessories) |  |  |  |  |  |  |  |  |  |  |
| Car Rental | 1,395.2 | 2,300.5 | 1,705.8 | 2,780.2 | 1,744.6 | 4,424.9 | 4,797.7 | 5,178.2 | 2,051.8 | 17.6\% |
| Fleet Rental | 1,253.0 | 1,412.2 | 1,478.9 | 2,413.2 | 1,315.8 | 2,612.7 | 3,997.7 | 2,903.4 | 2,287.5 | 73.8\% |
| Total | 2,648.2 | 3,712.7 | 3,184.7 | 5,193.4 | 3,060.4 | 7,037.6 | 8,795.4 | 8,081.6 | 4,339.3 | 41.8\% |
| Number of rental days (In thousands): |  |  |  |  |  |  |  |  |  |  |
| Car Rental - Total | 18,412.5 | 17,306.7 | 19,337.1 | 19,654.6 | 19,109.2 | 19,559.4 | 20,727.7 | 18,270.5 | 18,921.5 | -1.0\% |
| Rental days for Fleet Rental replacement senvice | (403.3) | (397.0) | (398.3) | (402.8) | (407.3) | (423.7) | (394.3) | (415.1) | (410.7) | 0.8\% |
| Car Rental - Net | 18,009.2 | 16,909.8 | 18,938.8 | 19,251.8 | 18,701.9 | 19,135.7 | 20,333.4 | 17,855.4 | 18,510.8 | -1.0\% |
| Fleet Rental | 12,635.1 | 13,357.5 | 13,955.8 | 14,702.8 | 15,619.1 | 16,230.9 | 17,459.0 | 19,123.1 | 20,151.2 | 29.0\% |
| Total | 30,644.3 | 30,267.2 | 32,894.6 | 33,954.6 | 34,321.0 | 35,366.6 | 37,792.3 | 36,978.5 | 38,662.0 | 12.6\% |
| Annualized average depreciation per car (R\$) |  |  |  |  |  |  |  |  |  |  |
| Car Rental | 884.0 | 969.3 | 1,272.3 | 1,782.5 | 2,237.8 | 3,041.2 | 4,357.7 | 4,659.4 | 5,940.8 | 165.5\% |
| Fleet Rental | 2,097.6 | 2,391.0 | 2,090.3 | 2,465.7 | 2,425.8 | 2,940.0 | 4,194.8 | 5,062.7 | 5,539.5 | 128.4\% |
| Total | 1,317.0 | 1,506.7 | 1,583.9 | 2,049.6 | 2,312.1 | 3,000.5 | 4,291.6 | 4,841.9 | 5,756.1 | 149.0\% |
| Average annual gross revenues per operating car ( $\mathbf{\$}$ thousand) |  |  |  |  |  |  |  |  |  |  |
| Car Rental | 21.9 | 21.7 | 26.1 | 29.4 | 28.6 | 28.4 | 29.9 | 30.4 | 30.5 | 6.8\% |
| Fleet Rental | 20.3 | 20.6 | 21.0 | 21.8 | 22.2 | 23.3 | 24.5 | 25.4 | 25.9 | 17.1\% |
| Average daily rental (R\$) |  |  |  |  |  |  |  |  |  |  |
| Car Rental (*) | 78.48 | 79.88 | 88.67 | 99.46 | 104.21 | 102.23 | 108.24 | 115.70 | 116.34 | 11.6\% |
| Fleet Rental | 57.51 | 58.26 | 59.59 | 61.95 | 63.14 | 66.55 | 70.67 | 74.69 | 77.45 | 22.7\% |
| Utilization rate (does not include cars in preparation and decom |  |  |  |  |  |  |  |  |  |  |
| Car Rental | 80.2\% | 77.3\% | 82.1\% | 82.0\% | 78.1\% | 79.2\% | 80.2\% | 77.9\% | 78.0\% | -0.1 p.p. |
| Fleet Rental | 96.0\% | 96.4\% | 96.4\% | 96.8\% | 97.5\% | 97.3\% | 96.9\% | 96.4\% | 95.2\% | -2.3 p.p. |
| Number of cars purchased - consolidated | 42,276 | 55,224 | 38,648 | 61,362 | 31,613 | 71,836 | 97,729 | 97,358 | 48,161 | 52.3\% |
| Average price of cars purchased (R\$ thsd) - consolidated | 62.64 | 67.23 | 82.40 | 84.64 | 96.81 | 97.97 | 90.00 | 83.01 | 90.10 | -6.9\% |
| Numbers of cars sold - consolidated | 45,715 | 41,141 | 33,825 | 24,160 | 24,699 | 31,370 | 43,627 | 41,493 | 55,191 | 123.5\% |
| Average price of cars sold (R\$ thsd) ( ${ }^{* * *)}$ - consolidated | 49.71 | 52.87 | 55.35 | 58.12 | 64.00 | 64.53 | 61.27 | 57.94 | 58.26 | -9.0\% |

${ }^{*}$ () Not included the rentals for Fleet Rental Division

$\left.{ }^{* * *}\right)$ Net of SG\&A expenses related to the sale of cars decomissioned for fleet renewal.

## 16 - Accounting Data - R\$ million (as disclosed, without proforma adjustments)

## 16.1 - Table 5 - Car Rental - R\$ million

| CAR RENTAL RESULTS | 2020 | 2021 | 2022 | Var. |
| :---: | :---: | :---: | :---: | :---: |
| Car rental and franchising gross revenues, net of discounts and cancellations | 3,475.2 | 4,851.3 | 7,211.5 | 48.7\% |
| Taxes on revenues | (330.2) | (455.9) | (701.3) | 53.8\% |
| Car rental net revenues | 3,145.0 | 4,395.4 | 6,510.2 | 48.1\% |
| Car rental and franchising costs | $(1,124.3)$ | $(1,406.9)$ | $(1,840.4)$ | 30.8\% |
| Gross profit | 2,020.7 | 2,988.5 | 4,669.8 | 56.3\% |
| Operating expenses (SG\&A) | (595.4) | (832.6) | (950.7) | 14.2\% |
| Other assets depreciation and amortization | (120.7) | (142.6) | (181.6) | 27.3\% |
| Operating profit before financial results and taxes (EBIT) | 1,304.6 | 2,013.3 | 3,537.5 | 75.7\% |
| EBITDA | 1,425.3 | 2,155.9 | 3,719.1 | 72.5\% |
| EBITDA Margin | 45.3\% | 49.0\% | 57.1\% | 8.1 p.p. |


| 1 Q22 | 1 Q 23 | Var. |
| :---: | :---: | :---: |
| 1,463.5 | 2,165.8 | 48.0\% |
| (135.9) | (204.7) | 50.6\% |
| 1,327.6 | 1,961.1 | 47.7\% |
| (387.8) | (471.7) | 21.6\% |
| 939.8 | 1,489.4 | 58.5\% |
| (182.4) | (194.0) | 6.4\% |
| (41.3) | (60.2) | 45.8\% |
| 716.1 | 1,235.2 | 72.5\% |
| 757.4 | 1,295.4 | 71.0\% |
| 57.1\% | 66.1\% | 9.0 p.p. |


| USED CAR SALES RESULTS (SEMINOVOS) | 2020 | 2021 | 2022 | Var. |
| :---: | :---: | :---: | :---: | :---: |
| Gross revenues, net of discounts and cancellations | 5,150.7 | 4,413.3 | 5,994.8 | 35.8\% |
| Taxes on revenues | (10.0) | (5.2) | (6.5) | 25.0\% |
| Net revenues | 5,140.7 | 4,408.1 | 5,988.3 | 35.8\% |
| Book value of cars sold and preparation for sale | $(4,629.7)$ | $(3,416.2)$ | $(5,027.1)$ | 47.2\% |
| Gross profit | 511.0 | 991.9 | 961.2 | -3.1\% |
| Operating expenses (SG\&A) | (316.1) | (360.7) | (445.5) | 23.5\% |
| Cars depreciation | (342.6) | (183.7) | (954.6) | 419.7\% |
| Other assets depreciation and amortization | (54.3) | (56.1) | (61.4) | 9.4\% |
| Operating profit (loss) before financial results and taxes (EBIT) | (202.0) | 391.4 | (500.3) | -227.8\% |
| EBITDA | 194.9 | 631.2 | 515.7 | -18.3\% |
| EBITDA Margin | 3.8\% | 14.3\% | 8.6\% | -5.7 p.p. |


| 1022 | 1023 | Var. |
| ---: | ---: | ---: |
|  |  |  |
| 813.1 | $2,496.9$ | $207.1 \%$ |
| $(1.1)$ | $(1.5)$ | $36.4 \%$ |
| 812.0 | $2,495.4$ | $207.3 \%$ |
| $(636.5)$ | $(2,271.7)$ | $256.9 \%$ |
| 175.5 | 223.7 | $27.5 \%$ |
| $(68.4)$ | $(122.0)$ | $78.4 \%$ |
| $(104.9)$ | $(429.8)$ | $309.7 \%$ |
| $(12.9)$ | $(19.6)$ | $51.9 \%$ |
| $(10.7)$ | $(347.7)$ | $3149.5 \%$ |
| 107.1 | 101.7 | $-5.0 \%$ |
| $13.2 \%$ | $4.1 \%$ | -9.1 p.p. |


| CAR RENTAL TOTAL FIGURES |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |


| 1Q22 | 1Q23 | Var. |
| :---: | :---: | :---: |
| 1,463.5 | 2,165.8 | 48.0\% |
| 813.1 | 2,496.9 | 207.1\% |
| 2,276.6 | 4,662.7 | 104.8\% |
| (135.9) | (204.7) | 50.6\% |
| (1.1) | (1.5) | 36.4\% |
| 1,327.6 | 1,961.1 | 47.7\% |
| 812.0 | 2,495.4 | 207.3\% |
| 2,139.6 | 4,456.5 | 108.3\% |
| (387.8) | (471.7) | 21.6\% |
| (636.5) | $(2,271.7)$ | 256.9\% |
| 1,115.3 | 1,713.1 | 53.6\% |
| (182.4) | (194.0) | 6.4\% |
| (68.4) | (122.0) | 78.4\% |
| (104.9) | (429.8) | 309.7\% |
| (41.3) | (60.2) | 45.8\% |
| (12.9) | (19.6) | 51.9\% |
| 705.4 | 887.5 | 25.8\% |
| 864.5 | 1,397.1 | 61.6\% |
| 40.4\% | 31.3\% | -9.1 p.p. |


| CAR RENTAL OPERATING DATA |  |  |
| :--- | ---: | ---: | ---: |


| 1Q22 | 1 Q23 | Var. |
| ---: | ---: | ---: |
| 205,372 | 286,260 | $39.4 \%$ |
| 157,380 | 210,215 | $33.6 \%$ |
| 16.7 | 13.0 | $-22.3 \%$ |
| 219,406 | 314,550 | $43.4 \%$ |
| $13,756.0$ | $18,510.8$ | $34.6 \%$ |
| 105.71 | 116.34 | $10.1 \%$ |
| $2,043.7$ | $5,940.8$ | $190.7 \%$ |
| $78.5 \%$ | $78.0 \%$ | $-0.5 \mathrm{p} . \mathrm{p}$ |
| 14,789 | 25,629 | $73.3 \%$ |
| 11,195 | 41,858 | $273.9 \%$ |
| 27.1 | 29.7 | $9.4 \%$ |
| 217,377 | 316,676 | $45.7 \%$ |
| $12,208.3$ | $21,936.9$ | $79.7 \%$ |
| 56.2 | 69.3 | $23.3 \%$ |

[^1]16.2 - Table 6 - Fleet Rental - R\$ million

(*) Does not include replacement service from Car Rental

## 16.3 - Table 8 - Consolidated Result - R\$ million



| SELECTED OPERATING DATA | 2020 | 2021 | 2022 | Var. | 1 Q 22 | 1 Q23 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet: |  |  |  |  |  |  |  |
| Car Rental (**) | 200,742 | 195,242 | 246,922 | 26.5\% | 205,372 | 286,260 | 39.4\% |
| Fleet Rental | 59,801 | 61,962 | 142,703 | 130.3\% | 68,254 | 244,056 | 257.6\% |
| Total | 260,543 | 257,204 | 389,625 | 51.5\% | 273,626 | 530,316 | 93.8\% |
| Average rented fleet: |  |  |  |  |  |  |  |
| Car Rental (**) | 140,151 | 151,686 | 185,129 | 22.0\% | 157,380 | 210,215 | 33.6\% |
| Fleet Rental | 59,244 | 63,493 | 134,959 | 112.6\% | 68,541 | 228,463 | 233.3\% |
| Total | 199,395 | 215,179 | 320,087 | 48.8\% | 225,921 | 438,678 | 94.2\% |
| Average age of operating fleet (months) |  |  |  |  |  |  |  |
| Car Rental | 10.0 | 13.9 | 15.9 | 14.4\% | 16.7 | 13.0 | -22.3\% |
| Fleet Rental | 17.4 | 20.3 | 19.9 | -1.7\% | 21.3 | 18.1 | -15.1\% |
| Average age of total operating fleet | 11.7 | 15.5 | 17.4 | 12.1\% | 18.0 | 15.4 | -14.6\% |
| Fleet at end of period: |  |  |  |  |  |  |  |
| Car Rental (**) | 216,334 | 216,293 | 331,445 | 53.2\% | 219,406 | 314,550 | 43.4\% |
| Fleet Rental | 61,657 | 73,503 | 259,596 | 253.2\% | 73,916 | 268,749 | 263.6\% |
| Total | 277,991 | 289,796 | 591,041 | 104.0\% | 293,322 | 583,299 | 98.9\% |
| Managed fleet at end period - Fleet Rental | 105 | 57 | 30 | -47.4\% | 56 | 19 | -66.1\% |
| Fleet investment (R\$ million) (include accessories from 2022) |  |  |  |  |  |  |  |
| Car Rental | 4,541.9 | 5,625.1 | 14,305.9 | 154.3\% | 1,335.2 | 2,051.8 | 53.7\% |
| Fleet Rental | 975.7 | 2,022.1 | 8,094.4 | 300.3\% | 336.4 | 2,287.5 | 580.0\% |
| Total | 5,517.6 | 7,647.2 | 22,400.3 | 192.9\% | 1,671.6 | 4,339.3 | 159.6\% |
| Number of rental days (In thousands): |  |  |  |  |  |  |  |
| Car Rental - Total | 51,286.4 | 55,358.0 | 77,666.8 | 40.3\% | 14,163.3 | 18,921.5 | 33.6\% |
| Rental days for Fleet Rental replacement service | (839.9) | $(1,601.4)$ | $(1,640.4)$ | 2.4\% | (407.3) | (410.7) | 0.8\% |
| Car Rental - Net | 50,446.5 | 53,756.6 | 76,026.4 | 41.4\% | 13,756.0 | 18,510.8 | 34.6\% |
| Fleet Rental | 21,328.0 | 22,857.3 | 48,585.1 | 112.6\% | 6,168.7 | 20,151.2 | 226.7\% |
| Total | 71,774.5 | 76,613.9 | 124,611.5 | 62.6\% | 19,924.7 | 38,662.0 | 94.0\% |
| Annualized average depreciation per car (R\$) |  |  |  |  |  |  |  |
| Car Rental | 1,706.8 | 941.1 | 3,586.9 | 281.1\% | 2,043.7 | 5,940.8 | 190.7\% |
| Fleet Rental | 2,178.9 | 1,152.7 | 3,748.0 | 225.1\% | 1,283.5 | 5,539.5 | 331.6\% |
| Total | 1,815.2 | 992.0 | 3,653.6 | 268.3\% | 1,854.4 | 5,756.1 | 210.4\% |
| Average annual gross revenues per operating car (R\$ thousand) |  |  |  |  |  |  |  |
| Car Rental | 17.3 | 24.7 | 29.0 | 17.5\% | 26.0 | 30.5 | 17.3\% |
| Fleet Rental | 19.2 | 21.2 | 24.8 | 17.2\% | 20.0 | 25.9 | 29.7\% |
| Average daily rental (R\$) |  |  |  |  |  |  |  |
| Car Rental (*) | 68.52 | 89.71 | 108.57 | 21.0\% | 105.71 | 116.34 | 10.1\% |
| Fleet Rental | 53.81 | 57.49 | 72.97 | 26.9\% | 61.19 | 77.45 | 26.6\% |
| Utilization rate (does not include cars in preparation and decomissioning): |  |  |  |  |  |  |  |
| Car Rental | 73.5\% | 79.8\% | 79.6\% | -0.2 p.p. | 78.5\% | 78.0\% | -0.5 p.p. |
| Fleet Rental | 97.4\% | 98.0\% | 96.7\% | -1.3 p.p. | 96.8\% | 95.2\% | -1.6 p.p. |
| Number of cars purchased - consolidated | 109,379 | 111,510 | 254,929 | 128.6\% | 18,680 | 48,161 | 157.8\% |
| Average price of cars purchased (R\$ thsd) - consolidated | 50.45 | 68.58 | 87.87 | 28.1\% | 89.49 | 90.10 | 0.7\% |
| Numbers of cars sold - consolidated | 135,490 | 92,845 | 118,538 | 27.7\% | 14,556 | 55,191 | 279.2\% |
| Average price of cars sold (R\$ thsd) ( ${ }^{* * *}$ ) - consolidated | 42.46 | 52.63 | 62.58 | 18.9\% | 65.46 | 58.26 | -11.0\% |

(*) Not included the rentals for Fleet Rental Division.
(**) in 4Q22 the Company concluded the carve-out sale, with a reduction of 49,296 cars in the end of period fleet. The 3Q22 numbers account for these cars.
$\left(^{* * *}\right)$ Net of SG\&A expenses related to the sale of cars decomissioned for fleet renewal.

| ASSETS | 2020 | 2021 | 2022 | 1 Q23 |
| :---: | :---: | :---: | :---: | :---: |
| CURRENT ASSETS: |  |  |  |  |
| Cash and cash equivalents | 2,586.4 | 444.1 | 1,505.6 | 2,372.4 |
| Financial assets | 1,380.2 | 4,565.4 | 4,053.8 | 3,567.0 |
| Trade accounts receivable | 1,107.5 | 1,310.4 | 2,480.2 | 2,063.1 |
| Derivative financial instruments - swap | 154.3 | 89.6 | 283.0 | 150.6 |
| Other current assets | 300.7 | 351.3 | 1,390.2 | 1,609.6 |
| Decommissioning cars to fleet renewal | 40.5 | 182.0 | 1,976.1 | 2,131.0 |
| Total current assets | 5,569.6 | 6,942.8 | 11,688.9 | 11,893.7 |
| NON CURRENT ASSETS: |  |  |  |  |
| Long-term assets: |  |  |  |  |
| Financial assets | - | 3.0 | 1,349.9 | 1,339.5 |
| (-) Fair value adjustment of the deposit tied to linked account | - | - | (423.0) | (404.6) |
| Derivative financial instruments - swap | 353.0 | 448.1 | 365.6 | 366.3 |
| Trade accounts receivable | 2.0 | 2.7 | 9.8 | 10.1 |
| Escrow deposit | 113.7 | 121.8 | 220.6 | 225.8 |
| Deferred income tax and social contribution | 24.4 | 24.3 | 23.0 | 24.5 |
| Investments in restricted accounts | 44.9 | 46.1 | 51.4 | 53.0 |
| Other non current assets | 0.1 | 286.3 | 580.8 | 618.5 |
| Total long-term assets | 538.1 | 932.3 | 2,178.1 | 2,233.1 |
| Investments: | - | - | 35.0 | 1.1 |
| Property and equipment |  |  |  |  |
| Cars | 12,923.3 | 15,842.9 | 41,254.1 | 41,644.4 |
| Right of use | 624.5 | 736.0 | 834.7 | 890.0 |
| Other | 633.5 | 715.0 | 931.7 | 950.1 |
| Intangible: |  |  |  |  |
| Software and others | 46.7 | 37.6 | 544.8 | 415.1 |
| Goodwill on acquisition of investments | 105.4 | 105.4 | 8,189.3 | 8,337.4 |
| Total non current assets | 14,871.5 | 18,369.2 | 53,967.7 | 54,471.2 |
| TOTAL ASSETS | 20,441.1 | 25,312.0 | 65,656.6 | 66,364.9 |


| LIABILITIES AND SHAREHOLDERS' EQUITY | 2020 | 2021 | 2022 | 1 Q23 |
| :---: | :---: | :---: | :---: | :---: |
| CURRENT LIABILITIES: |  |  |  |  |
| Trade accounts payable | 1,661.0 | 2,059.3 | 6,177.8 | 4,082.7 |
| Assignment of credit rights | - | - | 141.8 | 106.8 |
| Social and labor obligations | 218.5 | 276.1 | 333.7 | 410.6 |
| Loans, financing and debentures | 1,615.0 | 1,884.8 | 3,353.5 | 6,192.2 |
| Lease liability | 130.2 | 157.0 | 185.2 | 204.3 |
| Derivative financial instruments - swap | 66.4 | 9.1 | 137.4 | 196.7 |
| Income tax and social contribution | 117.6 | 9.0 | 11.7 | 180.8 |
| Dividends and interest on own capital | 72.4 | 288.8 | 320.4 | 319.1 |
| Other current liabilities | 415.3 | 300.4 | 575.1 | 557.2 |
| Total current liabilities | 4,296.4 | 4,984.5 | 11,236.6 | 12,250.4 |
| NON CURRENT LIABILITIES: |  |  |  |  |
| Assignment of credit rights | - | - | 134.2 | 138.7 |
| Loans, financing and debentures | 8,882.7 | 10,548.3 | 29,917.6 | 29,615.3 |
| Lease liability | 532.5 | 635.2 | 727.3 | 767.5 |
| Derivative financial instruments - swap | 37.2 | 134.7 | 260.1 | 125.6 |
| Provisions | 158.6 | 163.6 | 669.2 | 618.7 |
| Deferred income tax and social contribution | 412.1 | 1,147.9 | 2,018.7 | 1,874.8 |
| Restricted Obligations | 45.4 | 47.0 | 52.1 | 53.6 |
| Other non current liabilities | 23.6 | 33.7 | 70.0 | 66.4 |
| Total non current liabilities | 10,092.1 | 12,710.4 | 33,849.2 | 33,260.6 |
| Total liabilities | 14,388.5 | 17,694.9 | 45,085.8 | 45,511.0 |
| SHAREHOLDERS' EQUITY: |  |  |  |  |
| Capital | 4,000.0 | 4,000.0 | 12,150.7 | 12,331.4 |
| Expenses with share issues | (43.1) | (43.1) | (43.1) | (43.1) |
| Treasury Shares | (175.5) | (162.1) | (144.6) | (144.4) |
| Capital Reserves | 174.9 | 203.0 | 4,089.2 | 4,107.0 |
| Earnings Reserves | 2,096.3 | 3,618.4 | 4,516.3 | 4,676.2 |
| Equity Valuation Adjustment | - | 0.9 | (9.1) | (83.4) |
| Participation of non-controlling partners | - | - | 11.4 | 10.2 |
| Total shareholders' equity | 6,052.6 | 7,617.1 | 20,570.8 | 20,853.9 |
| TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY | 20,441.1 | 25,312.0 | 65,656.6 | 66,364.9 |


| STATEMENT OF INCOME | 2020 | 2021 | 2022 | 1 Q23 |
| :---: | :---: | :---: | :---: | :---: |
| Total net revenues | 10,307.6 | 10,901.3 | 17,783.4 | 6,825.8 |
| COSTS AND EXPENSES: |  |  |  |  |
| Direct costs | $(6,807.5)$ | (5,798.0) | $(9,173.2)$ | $(3,733.2)$ |
| Selling, general, administrative and other expenses | $(1,032.0)$ | $(1,405.8)$ | $(2,021.1)$ | (469.6) |
| Cars depreciation | (473.0) | (255.1) | $(1,754.3)$ | (900.2) |
| Other assets depreciation and amortization | (193.4) | (218.4) | (305.4) | (83.2) |
| Total costs and expenses | $(8,505.9)$ | $(7,677.3)$ | $(13,254.0)$ | $(5,186.2)$ |
| Income before financial results and taxes (EBIT) | 1,801.7 | 3,224.0 | 4,529.4 | 1,639.6 |
| EQUITY EQUIVALENCE RESULT | - | - | 0.1 | - |
| FINANCIAL EXPENSES, NET | (374.4) | (320.9) | $(2,110.6)$ | $(1,069.9)$ |
| Income before taxes | 1,427.3 | 2,903.1 | 2,418.9 | 569.7 |
| INCOME TAX AND SOCIAL CONTRIBUTION | (379.1) | (859.4) | (577.8) | (48.1) |
| Net income | 1,048.2 | 2,043.7 | 1,841.1 | 521.6 |


| CONSOLIDATED CASH FLOW | 2020 | 2021 | 2022 | 1Q23 |
| :---: | :---: | :---: | :---: | :---: |
| CASH FLOWS FROM OPERA TING ACTIVIIES: |  |  |  |  |
| Net income | 1,048.2 | 2,043.7 | 1,841.2 | 521.5 |
| Adjustments to reconcile net income and cash and cash equivalents provided by operating activities: |  |  |  |  |
| Depreciation and amortization | 666.4 | 473.5 | 2,063.6 | 983.4 |
| Net book value of vehicles written off | (509.3) | (962.0) | $(1,748.3)$ | (531.0) |
| Deferred income tax and social contribution | 67.4 | 735.4 | 484.9 | (132.3) |
| Interest on loans, financing, debentures and sw aps of fixed rates | 423.7 | 502.3 | 2,898.6 | 1,217.9 |
| Lease interest | 59.6 | 61.8 | 76.3 | 22.9 |
| Outros | 9.3 | 73.8 | 18.7 | 76.5 |
| (Increase) decrease in assets: |  |  |  |  |
| Trade receivable | 118.8 | (248.1) | (827.9) | 393.8 |
| Purchases of cars (see supplemental disclosure below) | $(6,513.3)$ | $(7,366.9)$ | $(18,621.0)$ | $(6,368.3)$ |
| Escrow deposits | 0.9 | (8.1) | (6.8) | (7.3) |
| Taxes recoverable | 11.5 | (266.9) | (187.7) | (93.4) |
| Prepaid expenses | (7.9) | (11.6) | 92.2 | (388.9) |
| Other assets | (44.7) | 85.1 | (475.4) | (47.4) |
| Increase (decrease) in liabilities: |  |  |  |  |
| Accounts payable (except car manufacturers) | 84.2 | 109.3 | 230.9 | (66.1) |
| Social and labor obligations | 56.5 | 57.7 | (18.0) | 21.0 |
| Income tax and social contribution | 311.7 | 124.0 | 92.8 | 180.5 |
| Insurance premium | 20.8 | (93.2) | 50.9 | 28.2 |
| Other liabilities | 13.4 | (71.3) | 271.8 | (24.1) |
| Cash provided by (used in) operating activities | $(4,182.8)$ | (4,761.5) | (13,763.2) | (4,213.1) |
| Revenue from the sale of decommissioned cars, net of taxes | 6,109.2 | 5,308.0 | 7,833.6 | 3,376.5 |
| Income tax and social contribution paid | (250.1) | (307.1) | (83.4) | (4.3) |
| Interest on loans, financing and debentures paid | (366.9) | (372.9) | $(2,349.3)$ | (927.6) |
| Payment of interest on credit assignment by suppliers |  |  | (6.2) | (0.6) |
| Lease interest paid | (56.8) | (49.7) | (61.5) | (17.2) |
| Financial assets | (769.4) | $(3,188.2)$ | (396.6) | 497.2 |
| Net cash provided by (used in) operating activities | 483.2 | $(3,371.4)$ | $(8,826.6)$ | (1,289.1) |
| CASH FLOWS FROM INVESTING ACTIVTIES: |  |  |  |  |
| Acquisition of investment, goodw ill and fair value surplus | (7.9) | (3.6) | (11.5) | (4.3) |
| Additions to property and equipment and intangible, net | (108.0) | (143.4) | (352.8) | (70.0) |
| Acquisition of vehicles for resale |  |  | (86.3) | - |
| Purchases of other property and equipment and addition of intangible assets | - | - | 1,752.5 | - |
| Cash received on sale of asset held for sale |  |  | 3,220.5 | - |
| Amount received for disposal of investment | - | - | - | 304.9 |
| Net cash provided by (used in) investing activities | (115.9) | (147.0) | 4,522.4 | 230.6 |
| CASH FLOWS FROM FINANCING ACTIVITIES: |  |  |  |  |
| Loans and financings: |  |  |  |  |
| Proceeds | 1,250.2 | 3,098.0 | 1,289.4 | 2,508.2 |
| Repayment | (15.0) | $(1,395.8)$ | (820.2) | (770.6) |
| Debentures |  |  |  |  |
| Proceeds | 988.6 | 498.1 | 9,051.2 | 1,473.7 |
| Repayment | $(1,660.8)$ | (383.1) | (728.6) | $(1,017.8)$ |
| Lease liability: |  |  |  |  |
| Repayment | (119.2) | (144.0) | (187.3) | (52.3) |
| Capital payment - w ith subscription of shares | - | - | 116.2 | 134.1 |
| Payment of suppliers' assignment of credit rights | - | - | $(1,649.8)$ | - |
| Amortization of assignment of credit rights | - | - | - | (30.5) |
| Other comprehensive results | - | - | (0.3) | (2.1) |
| Mutual w ith third parties | - | - | (270.0) | - |
| Treasury shares (acquired)/ sold | (180.5) | 4.4 | 4.6 | - |
| Exercise of stock options with treasury shares, net | 4.8 | (1.3) | 2.5 | 0.1 |
| Dividends paid | - | (18.1) | (631.2) | - |
| Interest on ow n capital | (269.1) | (282.1) | (725.9) | (317.5) |
| Net cash provided by (used in) financing activities | (1.0) | 1,376.1 | 5,450.6 | 1,925.3 |
| NET CASH FLOW PROVIDED (USED) IN THE YEAR | 366.3 | $(2,142.3)$ | 1,146.4 | 866.8 |
| CASH AND EQUIVALENTS: |  |  |  |  |
| At the begining of the period | 2,220.1 | 2,586.4 | 444.1 | 1,505.6 |
| At the end of the period | 2,586.4 | 444.1 | 1,505.6 | 2,372.4 |
| At the end of the period - held for sale |  |  | 84.9 | - |
| INCREASE (DECREASE) IN CASH AND CASH EQUIV ALENTS | 366.3 | $(2,142.3)$ | 1,146.4 | 866.8 |
| Supplemental disclosure of cash flow information: |  |  |  |  |
| Cash paid during the period for cars acquisition |  |  |  |  |
| Cars acquisition in the year/period - renew al | (5,524.1) | $(6,366.9)$ | (9,317.0) | (4,339.3) |
| Cars acquisition in the year/period - grow th | - | $(1,289.0)$ | $(13,222.0)$ | - |
| Suppliers - automakers: |  |  | - | - |
| Balance at the end of the year | 1,418.3 | 1,707.4 | 5,625.3 | 3,596.3 |
| Balance at the beginning of the year | $(2,407.5)$ | $(1,418.4)$ | $(1,707.4)$ | $(5,625.3)$ |
| Cash paid for cars purchased | $(6,513.3)$ | $(7,366.9)$ | $(18,621.0)$ | $(6,368.3)$ |

## 21 - Glossary and other information

- Adjusted Results: Refers to the adjusted result of expenses specifically related to the integration process with Locamerica and the carve-out of the Car Rental and Used Cars assets that were sold.
- Average Rented Fleet: In the car rental division it is the number of daily rentals in the period divided by the number of days in the period. In the Fleet Rental is the actual number of cars rented.
- Business combination one-offs: refers to expenses specifically related to the integration process with Locamerica and the carve-out of the Car Rental and Used Cars assets that were sold.
- CAGR: Compounded annual growth rate.
- CAPEX: Capital expenditure.
- Carrying Cost of Cash: Consists of the cost to maintain minimum cash position. This is the difference between the average rate of fundraising and the average rate of investment.
- Car depreciation: Depreciation is calculated based on the expectation of the future sale price net of the selling expenses. The amount to be depreciated is the positive difference between the acquisition price of the vehicle and its estimated residual value. Depreciation is calculated as long as the assets' estimated residual value does not exceed its accounting value. Depreciation is recognized during the estimated life cycle of each asset. In the Car Rental and Fleet Rental divisions, depreciation method used is linear. The residual value is the estimated sale price net of the estimated selling expense.
- Depreciated cost of used cars sales (book value): Consists of the acquisition value of vehicles, depreciated up to the date of sale.
- EBITDA: is the net income of the period, added by the income tax, net financial expenses, depreciation, amortization, and exhaustions, as defined by CVM instruction 156/22.
- EBITDA Margin: EBITDA divided by the net revenues.
- EBIT: is the net income of the period added by the income tax and net financial expense.
- EBIT Margin: EBIT divided by the rental net revenue.
- IFRS 16: As of January 1, 2019, all companies had to adapt to the new rules of IFRS 16. Lessees now have to recognize the assets of the rights over leased assets and the liabilities of future payments for medium or long-term leases, including operating leases. The major impact we had was on the real estate lease agreements of our locations and stores.
- MTM: Mark-to-market of debt and swaps.
- Net debt: Short and long-term debts +/- the results from the swap operations, net of the cash, cash equivalents and short-term financial investments. The "net debt" term is a Company's measure and cannot be compared with similar terms used by other companies.
- Net Investment in cars: Capital investment in cars acquisition, net of the revenues from selling decommissioned cars.
- Operating Fleet: Includes the cars in the fleet from the licensing until they become available for sale.
- One-time costs (OTC): non-recurring costs and expenses related to business combinations and acquisitions.
- Proforma Results: It refers to the historical result prepared in a proforma manner to simulate a scenario in which Localiza and Locamerica were already combined and reporting their results on a consolidated basis since 01/01/21, using the same accounting criteria.
- ROIC: Return on invested capital).
- Royalties and integration fee: Amount calculated on the amounts charged in the rental contracts, for the use of the brand and transfer of know-how, in addition to the fees related to the marketing campaigns conducted by Localiza Franchising; and amount paid by the franchisee shortly after signing the adhesion contract, corresponding to the concession to use the brand. - Swap: Financial transactions carried out to hedge exchange rate and interest rate risks.
- Swap: financial transactions carried out made to protect risks associated with FX and basic interest rate variation.
- Utilization Rate: it is the number of rental days of the period divided by the fleet available for rental multiplied by the number of days of the period and therefore, it does not include cars being prepared or being decommissioned.


## 21 - 1Q23 Webinar

Date: Tuesday, May 16, 2023.

## Portuguese Webinar (with simultaneous translation to English): <br> 12pm (BRT) | 11am (EDT) | 3pm (BST) <br> Register on this link: Register here

Replay available at ri.localiza.com after the event.

To access the results, please visit Results Center.

For further investor relations information, please visit the investor relations section of the website at ri.localiza.com/en/ Informações para a imprensa: InPress Porter Novelli: Ana Rachid - ana.rachid@inpresspni.com.br 31 99199-2209

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[^0]:    1Q23 annualized ROIC calculated from:
    Nopat = EBIT x (1-Effective Tax Rate); Invested Capital = Total fleet plus working capital

[^1]:    (*) $^{*}$ In 4Q22, the Company sold the carve-out, with a reduction of 49,296 cars in the fleet at the end of the period. The 3Q22 figures consider these cars.

