## Earnings Release


$[\mathrm{E}]^{3} \begin{gathered}\text { BRASL } \\ \text { BOLSAO } \\ \text { BALCAO }\end{gathered}$

## Dear stakeholders,

In 2023, we celebrate Localiza\&Co's 50th anniversary, a year marked by notable advances and significant challenges.

We advanced in the integration process, improving our internal practices and procedures, with substantial productivity gains and we were efficient in managing costs and expenses. We expanded our Seminovos network, contributing to an increase in the volume of cars sold and a reduction in the average age of the cars sold, although not yet at historical levels. Furthermore, we expanded the capillarity of Car Rental, which showed revenue growth in all segments, more than offsetting the effects of the carve-out. We scaled Localiza FAST, offering a completely touchless experience, and expanded the differential in enchantment for our customers. We captured strong growth in Fleet Rental, highlighting the success of Localiza Meoo (car subscription). We also increased the Heavy Vehicles fleet and opened 2 stores dedicated to the sale of used trucks. We successfully started our operations in Mexico, with the opening of 10 branches in the main airports, around 1 thousand cars and an NPS at an excellence level. We have significantly advanced in technology, use of data and telemetry, resulting in a strong reduction in losses, theft, fraud and accidents. Furthermore, we continue to simplify and automate our processes and increase productivity throughout the car cycle. All of this progress were driven by a highly engaged team and a solid Management and Culture process.

Our continuous evolution was recognized by several rankings throughout 2023, of which we highlight: one of the 10 best companies to work for in Brazil by Great Place to Work; $1^{\text {st }}$ place in the Reclame Aqui Awards in all categories in our sector, recognizing the excellence in service to our customers; winning the Company of the Year award by the Exame's magazine in the ranking of the Biggest and Best of the year; one of the 50 companies with the best corporate reputation and one of the 70 most responsible in terms of ESG in the general ranking, with $1^{\text {st }}$ position in the mobility sector by the Corporate Reputation Business Monitor MERCO.

Even with all these advances, we face an environment characterized by high interest rates and credit restrictions. These factors negatively impacted our cost of debt and Seminovos sales, which were also harmed by the consumer's lower disposable income due to the increase in car prices. Furthermore, we suffered the effect of the Popular Car Provisional Measure, which negatively impacted the price and depreciation of cars.

Nevertheless, in 4Q23 we observed a relevant evolution in rental demand and revenue from the used car sales. The Car Rental Division recorded a $22.3 \%$ growth in net revenue, while the Fleet Rental Division's revenue grew 40.4\%, and Seminovos revenue grew $39.4 \%$ compared to the same period in the previous year. As a result, we ended the quarter with consolidated revenue of $R \$ 7.9$ billion and an adjusted EBITDA of $\mathrm{R} \$ 2.9$ billion, representing an increase of $36.3 \%$ and $33.0 \%$, respectively, compared to 4Q22.

The strong operational results in Car Rental and Fleet Rental, both through revenue growth and greater cost efficiency, were partially offset by a challenging car sales environment. In 4Q23, after the end of the effects of the Provisional Measure, we observed a recovery in the prices of new cars, however, this recovery did not translate into a corresponding increase in the prices of used cars, negatively impacting the Seminovos EBITDA margin and depreciation of the fleet.

As a result, in the quarter, adjusted EBIT totaled R\$1.8 billion and adjusted net profit reached R\$750.9 million, an increase of $17.8 \%$ compared to 4 Q22.

In the year, we presented consolidated net revenue of R\$28.9 billion, an adjusted EBIT of R\$6.9 billion and an adjusted net profit of R\$2.5 billion, with an ROIC spread of 4.1p.p. relative to the after-tax cost of debt.

From a balance sheet perspective, we continued to show improvements in our debt ratios, ending the year with the net debt/EBITDA ratio at 2.78x and net debt/fleet value at $0.56 x$.

For 2024, given the scenario of uncertainty regarding the residual value of cars, we will maintain the focus on: i) rental pricing to restore return levels; ii) optimization of the segment portfolio and discipline in capital allocation; iii) efficient management of fleet costs and productivity; iv) expansion of the sales capacity of Seminovos, to support the fleet rejuvenation process; and v) innovation with the aim of further expanding the enchantment differential for our customers.

Finally, even with the pandemic and all the challenges of recent years, Localiza\&Co expanded its capital base from R $\$ 10$ billion in 2019 to R $\$ 43$ billion in 2023, a CAGR of $44 \%$ per year, with $22 \%$ growth per year in invested capital, since the business combination (as of July 1, 2022). Our current scale, combined with our robust balance sheet, expand our relative competitive advantages, and position us solidly to maintain our growth trajectory with value creation.

Bruno Lasansky - CEO of Localiza\&Co

## Combined results

Following the format of the disclosure of the recent quarters, considering the completion of the business combination, the presentation of the 4Q23 results includes consolidated information from Localiza and Locamerica (LCAM). For comparability purposes, we will bring the proforma comparative results, adding the values of the two companies, from 2021 until the business combination on July 1, 2022. Annual comparisons will be made based on the proforma historical numbers of the two companies.

The proforma result are based on available information directly attributable to the business combination and factually supportable. This presentation is intended exclusively to illustrate the impact of this business combination on the Company's historical financial information, as if the transaction had occurred on January 1, 2021. There is no assurance from the Company or the independent auditors that the result of the transaction, had it been completed on January 1, 2021, it would be as presented. We highlight that the operational quantitative data were not reviewed by independent auditors. Finally, we will highlight in the quarter's results the effects relating to the write-up of cars and customer portfolio, in addition to the write-off of the tax loss related to the incorporation of Locamerica Rent a Car S.A, as shown in the table below.

R\$ million

| Description | EBIT Impact | Net Income Imapct |
| :--- | :---: | :---: |
| Fleet write-up amortization | $(23.9)$ | $(15.8)$ |
| Amortization of the customer portfolio write-up | $(1.7)$ | $(1.1)$ |
| Write-off of Tax Losses | - | $(28.4)$ |
| Total | $(25.6)$ | $(45.3)$ |

Furthermore, we had a negative effect of $\mathrm{R} \$ 63.3$ million, of which: i) $\mathrm{R} \$ 28.7$ million referring to the adjustment to present value (APV), due to the early settlement of derivatives linked to the financing operation of Locamerica shareholders in the context of the business combination, and ii) $\mathrm{R} \$ 34.6$ million of negative EBIT from operations in Mexico. These effects have not been adjusted for presentation purposes in this release.

## HIGHLIGHTS OF THE YEAR

After a year and a half of a robust integration process, we have already captured important advances in our productivity, processes, and practices. In 2023 we presented significant gains in operational efficiency, which were reflected in the evolution of rental margins. Net rental revenue increased by $26.0 \%$ in the year, with costs increasing by $7.5 \%$ and SG\&A just by $1.2 \%$, resulting in an increase of $6.3 p . p$. in the rental EBITDA margin, as follows:

R\$ millions

| Operational result | 2021 proforma Adjusted | 2022 proforma Adjusted | $2023$ <br> Adjusted | $\begin{gathered} \text { Var. R\$ } \\ 2023 \times 2022 \end{gathered}$ | $\begin{gathered} \text { Var. \% } \\ 2023 \times 2022 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Car Rental Revenue | 5,787.6 | 7,421.8 | 8,266.3 | 844.5 | 11.4\% |
| Fleet Rental Revenue | 2,985.6 | 4,436.0 | 6,677.2 | 2,241.2 | 50.5\% |
| Rental Net Revenue | 8,773.2 | 11,857.8 | 14,943.5 | 3,085.7 | 26.0\% |
| Rental costs | $(2,510.9)$ | $(3,095.5)$ | $(3,327.7)$ | (232.2) | 7.5\% |
| Rental costs\% revenue | -28.6\% | -26.1\% | -22.3\% |  | 3.8 p.p. |
| Rent Expenses (SG\&A) | $(1,429.0)$ | $(1,473.5)$ | $(1,491.5)$ | (18.0) | 1.2\% |
| Rent expenses \%revenue | -16.3\% | -12.4\% | -10.0\% |  | 2.4 p.p. |
| Rental EBITDA | 4,833.3 | 7,288.8 | 10,124.3 | 2,835.5 | 38.9\% |
| EBITDA margin | 55.1\% | 61.5\% | 67.8\% |  | 6.3 p.p. |

On the other hand, the effects of the cycle increase in the depreciation and still high interest rates offset the operating gains:

R\$ millions

| Depreciation and Financial Result | 2021 proforma Adjusted | 2022 proforma Adjusted | $2023$ <br> Adjusted | $\begin{gathered} \text { Var. RS } \\ 2023 \times 2022 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Var. \% } \\ 2023 \times 2022 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Depreciation of cars and others | (978.4) | $(2,097.1)$ | $(3,813.1)$ | $(1,716.0)$ | 81.8\% |
| Net financial result | (785.0) | (2,726.0) | $(4,024.3)$ | $(1,298.3)$ | 47.6\% |
| Total | (1,763.4) | (4,823.1) | $(7,837.4)$ | $(3,014.3)$ | 62.5\% |
| Depreciation and Income Fin. \% Rental Revenue | -20.1\% | -40.7\% | -52.4\% |  | -11.8 p.p. |

We still see room for operational improvement as we move forward with fleet rejuvenation and complete the integration process. Furthermore, any reduction in interest rates should contribute to the advancement of the level of return.

## QUUARTERLY HIGHLIGHTS

Car Rental Net Revenue - Brazil
R\$ million, including royalties


Seminovos Net Revenue - Brazil
R\$ million


Consolidated Net Income

| R\$ million |  |
| :---: | :---: |
| $\begin{gathered} 637.7 \\ -194.3 \\ \hline 443.4 \end{gathered}$ | $\frac{750.9}{\substack{45.3 \\ 705.6}}$ |
| 4Q22 | 4Q23 |

Fleet Rental Net Revenue - Brazil
$R$ Ș million, including new initiatives' revenues


## Consolidated EBIT

R\$ million


## Debt Ratios

$R$ \$ million


## 1-Car Rental

Net Revenue - Brazil (Including royalties from franchisees)


Rental Days - Brazil
In thousands


In 4Q23, net revenue from the Car Rental division reached R\$2,276.2 million, growth of $22.3 \%$ compared to 4Q22, as a result of the $10.4 \%$ growth in the number of daily rentals and the increase in the average daily rate. We remind that in 4Q22 we carried out the carve-out of around 49 thousand Car Rental cars, 180 branches and 20 Seminovos stores, sold in the context of the restrictions imposed by CADE to approve the merger, with 4Q23 being the first quarter since the merger on a comparable basis. In just one year, the Company recovered the carve-out in revenue and volume, a result of commercial excellence and brand strength.

In 2023, the net revenue totaled R $\$ 8,255.5$ million, an increase of $11.2 \%$ compared to 2022 proforma.


In the 4Q23, the average daily rate increased by $9.6 \%$ in the annual comparison, reaching $\mathrm{R} \$ 126.75$ and the utilization rate increased by 1.8p.p., reaching 79.7\%, even in a quarter of strong car purchases.

## 1.1-Rental Locations

## Number of branches - Brazil and Latin America

Quantity


In the graph above we see the evolution of the Car Rental network. From 2021 to 2022, we had the carve-out effect, with the sale of 180 branches in the context of the restrictions imposed by CADE. In 2023, we opened 15 owned branches in Brazil and 10 branches in Mexico, ending 2023 with 712 branches, of which 616 in Brazil, 10 in Mexico and 86 in 5 other countries in South America.

## 2-Fleet Rental



In 4Q23, the Fleet Rental division presented net revenue of $\mathrm{R} \$ 1,883.0$ million, $40.4 \%$ higher than in the same period of the previous year, due to the $19.1 \%$ increase in volumes and the increase in the average daily rate.

In 2023, revenue grew by $50.5 \%$, with an increase of $25.4 \%$ in the volume of this division.


In the quarter, the average daily rate increased $17.6 \%$, reaching $\mathbf{R} \$ 87.81$, reflecting the pricing of new contracts in a context of higher interest rates, car prices and depreciation. The fleet utilization rate decreased by 1.4 p.p. when compared to 4Q22.

## 3.1 - Net investment in the fleet

Car purchase and sales - Brazil


In 4Q23, 107,532 cars were purchased for our own operations in Brazil, 70,375 in the Car Rental division and 37,157 in the Fleet Rental division, and 56,514 were sold, resulting in the addition of 51,018 cars.

In Car Rental, the strong addition of the fleet in 4Q23 aims to support the greater end-of-year demand. In the first quarter of 2024, the Company tends to reduce the pace of purchases in Car Rental, aiming to adjust the fleet after the high season.

Number of stores - Seminovos


We ended the year with 215 Seminovos stores, distributed across 107 Brazilian cities. In 2023, 29 stores were opened, being 20 in the second half of the year. The new openings aim to support the increase in the sales for fleet renewal, a movement that should continue throughout 2024.

## 3.2 - Average price of Purchase and demobilization


*Purchase price does not include accessories

In the Car Rental division, the average purchase price was $\mathrm{R} \$ 81.3$ thousand and the sales price reached $\mathrm{R} \$ 65.8$ thousand in 4Q23, resulting in lower renewal capex compared to 3Q23. The integration and standardization of car deactivation processes throughout $3 Q 23$, added to the continuity of the fleet rejuvenation process, should contribute to an increase in the retail sales in 2024.

Average price of purchase and demobilization - Fleet Rental
$R$ \$ thousand

*Purchase price does not include accessories
In Fleet Rental, the average purchase price of $\mathrm{R} \$ 91.6$ thousand in 4 Q 23 reflects the greater mix of light vehicles, while the average sales price reached $R \$ 66.9$ thousand, advancing in the sequential comparison and contributing to the reduction of renewal capex when compared to 3Q23, also in this division.

## 3.3 - End of period fleet

End of period fleet
Quantity


We ended the year with 657,612 cars, growth of $11.3 \%$ year-on-year, with an increase of $19.1 \%$ in the Fleet Rental division and $4.8 \%$ in the Car Rental division in Brazil, which grew again after restoring the effects of the carve-out.

## 4 - Consolidated net revenue

## Consolidated net revenues



In 4Q23, consolidated net revenue increased by $34.4 \%$ compared to the same quarter of the previous year, totaling $R \$ 7,908.5$ million. Net rental revenue grew by $30.1 \%$, being $22.3 \%$ in the Car Rental division and $40.4 \%$ in the Fleet Rental division. Revenue from Seminovos totaled $\mathrm{R} \$ 3,740.6$ million in the quarter, an increase of $39.4 \%$ when compared to the same period of the previous year, as a result of the significant increase in sales of Seminovos in the annual comparison.

In the year, the Company's consolidated net revenue totaled $\mathrm{R} \$ 28,902.6$ million, growth of $33.9 \%$ compared to 2022.

## 5 - EBITDA

Consolidated adjusted EBITDA


In the quarter, consolidated EBITDA totaled $\mathrm{R} \$ 2,879.3$ million, growth of $33.0 \%$ when compared to the adjusted EBITDA of the same period of the previous year ( $40.1 \%$ compared to the accounting result). In the year, adjusted EBITDA totaled R\$10,676.2 million, growth of $27.6 \%$ compared to the previous year.

| EBITDA Margin: | 2021 proforma adjusted* | 2022 proforma adjusted* | 2023 adjusted* | $\begin{gathered} 4 \mathrm{Q} 22 \\ \text { adjusted* } \end{gathered}$ | 4Q23 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Car Rental Brazil and Franchising | 49.6\% | 57.6\% | 64.4\% | 61.0\% | 62.7\% |
| Fleet Rental | 65.7\% | 67.9\% | 72.6\% | 66.5\% | 71.5\% |
| Rental Consolidated | 55.1\% | 61.5\% | 68.1\% | 63.3\% | 66.7\% |
| Rental Consolidated with México | 55,1\% | 61.5\% | 67.8\% | 63.3\% | 66.0\% |
| Seminovos | 15.1\% | 11.2\% | 4.0\% | 5.2\% | 3.5\% |
| Consolidate (over rental revenues) | 69.8\% | 70.6\% | 71.4\% | 67.6\% | 69.1\% |

*Adjusted for One-offs related to integration expenses and effects of MP n ${ }^{\circ} 1,175$.

In this quarter, we started to allocate in the Rental Divisions the preparation costs of vehicles for fleet deactivation. These preparation costs were being allocated in the Seminovos (the Company's efficiency area), however, with the centralization of the operations area, the management of preparing cars for sale began to be carried out by the Car Rental and Fleet Rental Divisions. This change had a negative effect on rental margins, in contrast to a positive effect on the Seminovos margin.

In the 4Q23, the EBITDA margin of the Car Rental division was $62.7 \%$, an increase of 1.7p.p. when compared to the 4Q22 margin. In Fleet Rental, the margin was 71.5\%, an increase of 5.0p.p. when compared to the 4Q22 margin. The consolidated rental margin reached $66.7 \%$, an increase of 3.4 p.p. compared to 4Q22, even with the change in the allocation of the preparation costs.

Excluding the effects of the change in the allocation of preparation costs for comparison purposes, the Car Rental division's EBITDA margin would have been $69.5 \%$, a strong increase of 8.5 p.p., reflecting volume gains, price, utilization, and lower maintenance costs per car, in addition to the strong reduction in SG\&A. In Fleet Rental, the comparable EBITDA margin would have been 73.5\%, a gain of 7.0p.p., explained mainly by new contracts priced in the context of higher car prices and depreciation, in addition to greater efficiency in costs and expenses. The new initiatives associated with mobility, telemetry and workshops brought revenues of $\mathrm{R} \$ 45.2$ million but negatively impacted the EBITDA margin of this division by 2.5 p.p. in the quarter.

The Seminovos' margin in 4Q23 was 3.5\%. For comparison purposes, keeping the preparation costs in Seminovos, the 4 Q 23 margin would have been $-1.7 \%$, reflecting the more challenging scenario for car sales, in a context of lower affordability, high financing rates and still restricted credit, added to the mix of cars with higher mileage, concentrated in wholesale.

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

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



In the 4Q23, in Car Rental, the average annualized depreciation of R $\$ 6,113.1$ per car incorporates i) the effect of the revision of cost assumptions and estimated sales prices to reflect the more challenging scenario in Seminovos; ii) the lower relative share of cars with higher depreciation rates in the mix of fleet; iii) as well as the exclusion of preparation costs from the total cost assumptions.

## 6.2 - Average annualized depreciation per car (RS) - Fleet Rental



In Fleet Rental, the average depreciation per car of R\$6,689.7 in 4Q23 reflects the renewal of part of the cars with lower depreciation. In this division, the effect of excluding preparation costs from the depreciation assumption has a diluted effect due to the longer cycle.

## 7 - EBIT

## Consolidated adjusted EBIT

R\$ million


In 4Q23, the EBIT adjusted for the effects of the fleet and customer relationship write-up totaled R $\$ 1,832.4$ million. The accounting EBIT totaled $\mathrm{R} \$ 1,806.8$ million, a growth of $47.4 \%$ compared to 4 Q 22 . For the year, the adjusted EBIT totaled $R \$ 6,863.1$ million, a growth of $9.4 \%$ compared to the previous year.

A The EBIT Margin includes the result of Seminovos and is calculated on rental revenues:

| EBIT Margin: | 2021 proforma adjusted* | 2022 proforma adjusted* | 2023 adjusted** | $\begin{gathered} 4 \mathrm{Q} 22 \\ \text { adjusted* } \end{gathered}$ | $\begin{gathered} 4 \mathrm{Q} 23 \\ \text { adjusted* } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Car Rental and Franchising | 55.2\% | 49.2\% | 40.7\% | 45.1\% | 41.0\% |
| Fleet Rental | 65.3\% | 59.0\% | 53.4\% | 48.0\% | 49.6\% |
| Consolidated Brazil (over rentar revenues) | 58.6\% | 52.9\% | 46.4\% | 46.3\% | 44.9\% |
| Consolidated with México (over rental revenues) | 58.6\% | 52.9\% | 45.9\% | 46.3\% | 44.0\% |

*Adjusted for One-offs related to integration expenses, in addition to the amortization of write-up from cars and customers.
** Adjusted for the amortization of the write-up from cars and customers and the effect of MP n ${ }^{\circ} 1,175$.

Despite the strong operational advance, the increase in depreciation and lower results from Seminovos impacted the Car Rental EBIT margin, which was 41.0\% in 4Q23. In the Fleet Rental Division, the EBIT margin reached 49.6\%, an increase of 1.6p.p.

Consolidated adjusted net income
$R \$$ million


| EBITDA x Net income reconciliation | 2021 proforma | 2022 proforma | 2023 | Var. R\$ | Var.\% | 4Q22 | 4Q23 | Var. R\$ | Var.\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Consolidated EBITDA | 6,120.5 | 8,370.2 | 10,676.2 | 2,306.0 | 27.6\% | 2,164.5 | 2,879.3 | 714.8 | 33.0\% |
| Cars depreciation | (672.6) | $(1,762.0)$ | $(3,366.6)$ | $(1,604.6)$ | 91.1\% | (609.1) | (922.9) | (313.8) | 51.5\% |
| Other PP\&E depreciation and amortization | (305.8) | (335.3) | (446.5) | (111.2) | 33.2\% | (71.3) | (124.0) | (52.7) | 73.9\% |
| Equity equivalence result |  | 0.2 | - | (0.2) | -100.0\% | - | - | - | 0.0\% |
| EBIT | 5,142.1 | 6,272.9 | 6,863.1 | 590.2 | 9.4\% | 1,484.1 | 1,832.4 | 348.3 | 23.5\% |
| Financial expenses, net | (785.0) | $(2,726.0)$ | $(4,024.3)$ | $(1,298.3)$ | 47.6\% | (748.0) | (974.3) | (226.3) | 30.3\% |
| Income tax and social contribution | $(1,293.1)$ | (801.8) | (361.0) | 440.8 | -55.0\% | (98.4) | (107.2) | (8.8) | 8.9\% |
| Adjusted net income of the period | 3,064.0 | 2,745.3 | 2,477.8 | (267.5) | -9.7\% | 637.7 | 750.9 | 113.2 | 17.8\% |

In 4Q23, we presented an accounting profit of $R \$ 705.6$ million, an increase of $59.1 \%$ compared to the same period of the previous year. Excluding non-cash impacts arising from the amortization of the write-up and the write-off of tax losses, the adjusted net profit totaled $\mathrm{R} \$ 750.9$ million in 4 Q 23 , growth of $17.8 \%$ when compared to 4 Q 22 , reflecting:
(+) R\$714.8 million increase in EBITDA, resulting from growth in volumes, prices and operational efficiency;
(-) $\mathrm{R} \$ 366.5$ million increase in the depreciation of cars and others;
(-) $\mathbf{R} \$ 226.3$ million increase in net financial result, of which: $\mathbf{R} \$ 197.6$ million increase in financial expenses due to the higher average debt balance, partially offset by the lower average CDI for the period; and R\$28.7 million referring to the adjustment to present value (APV), due to the early settlement of derivatives linked to the financing operation of Locamerica shareholders in the context of the business combination
$(-) R \$ 8.8$ million increase in income tax and social contribution.

## 9 - Free Cash Flow (FCF)

|  | Free cash flow (R\$ million) | 2020 actual | 2021 actual | 2022 actual | 2023 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | EBITDA | 2,468.1 | 3,697.5 | 6,589.2 | 10,522.9 |
|  | Used car sale revenue, net of taxes | $(6,109.1)$ | $(5,308.0)$ | (7,833.6) | $(13,875.6)$ |
|  | Net book value of vehicles written-off | 5,599.9 | 4,346.0 | 6,085.3 | 12,250.1 |
|  | (-) Income tax and social contribution | (250.1) | (307.1) | (83.4) | (130.2) |
|  | Change in working capital | 91.6 | (568.3) | $(1,284.3)$ | $(1,783.4)$ |
|  | Cash generated by rental operations | 1,800.4 | 1,860.1 | 3,473.2 | 6,983.8 |
|  | Used car sale revenue, net from taxes - fleet renewal | 4,886.9 | 5,308.0 | 7,833.6 | 13,875.6 |
|  | Fleet renewal investment | $(5,524.1)$ | $(6,366.9)$ | (9,902.5) | $(19,817.7)$ |
|  | Change in accounts payable to car suppliers for fleet renewal | (466.6) | (282.6) | 1,619.6 | 2,969.2 |
|  | Net investment for fleet renewal | $(1,103.8)$ | $(1,341.5)$ | (449.3) | $(2,972.9)$ |
|  | Fleet renewal - quantity | 109,379 | 92,845 | 118,538 | 221,379 |
| Investment, property and intangible |  | (108.0) | (143.4) | (352.8) | (387.4) |
| Free cash flow from operations, before fleet increase or reduction |  | 588.6 | 375.2 | 2,671.1 | 3,623.5 |
|  | (Investment) / Divestment in cars for fleet growth | 1,222.2 | $(1,289.0)$ | $(12,636.4)$ | $(6,132.0)$ |
|  | Change in accounts payable to car suppliers | (522.5) | 571.6 | 2,298.3 | (381.9) |
|  | Net investment for fleet growth | 699.7 | (717.4) | (10,338.1) | $(6,513.9)$ |
|  | Fleet increase / (reduction) - quantity | $(26,111)$ | 18,665 | 136,391 | 68,505 |
| Free cash flow after growth |  | 1,288.3 | (342.2) | (7,667.0) | $(2,890.4)$ |
|  | Acquisitions - except fleet value | (7.9) | (3.6) | (11.5) | (4.2) |
| Free cash generated (applied) before interest and others |  | 1,280.4 | (345.8) | (7,678.5) | $(2,894.6)$ |

For the FCF, short term financial Investments were considered as cash

In 2023, rental activities generated $\mathbf{R} \$ 6,983.8$ million in cash. The strong cash generation from rental activities was consumed by the greater CAPEX of cars for fleet renewal and growth. The Company expanded its vehicle base by $21 \%$ in the year, going from $\mathrm{R} \$ 43,230.2$ million in 2022 to $\mathrm{R} \$ 52,445.7$ million at the end of 2023.

## 10 - Net debt

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

As of 12/31/2023
R\$ million


On December 31, 2023, the Company's net debt totaled $\mathrm{R} \$ 29,264.9$ million.

## 10.2 - Debt Maturity Profile (Principal)

As of 12/31/2023
R\$ million


Proforma after issuances and amortizations jan/24
R\$ millions


Cash and financial
2024
2025
2026
2027
2029
2030 to 2033
investments
The Company ended the year with R $\$ 11,508.6$ million in cash. Considering the funding and settlements announced until 01/31/2024, we would have a proforma cash position of $\mathrm{R} \$ 12,708.6$ million.

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

| Debt | Company name | Issuance | Contract rate | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | $\begin{array}{r} 2030 \text { to } \\ 2033 \end{array}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Debentures 12th Issuance | Localiza Rent a Car S.A. | 5/15/2017 | CDI + 1,35\% | 673.5 | - | - | - | - | - | - | 673.5 |
| Debentures 13th Issuance - 1st serie | Localiza Rent a Car S.A. | 12/15/2017 | 111,30\% CDI | 94.1 | 94.1 | - | - | - |  | - | 188.1 |
| Debentures 14th Issuance - 1st serie | Localiza Rent a Car S.A. | 9/18/2018 | 107,9\% CDI | 200.0 | - | - | - | - | - | - | 200.0 |
| Debentures 14th Issuance - 2 nd serie | Localiza Rent a Car S.A. | 9/18/2018 | 112,32\% CDI | 111.2 | 111.2 | 222.5 | - | - |  |  | 444.9 |
| Debentures 15th Issuance | Localiza Rent a Car S.A. | 4/15/2019 | 107,25\% CDI | - | 377.4 | 377.4 | - | - | - | - | 754.9 |
| Debentures 16th Issuance | Localiza Rent a Car S.A. | 11/29/2019 | CDI + 1,05\% | 333.3 | 333.3 | 333.3 | - | - | - | - | 1,000.0 |
| Debentures 17th Issuance | Localiza Rent a Car S.A. | 4/7/2021 | IPCA $+5,4702 \%$ | - | - | - | - | - | - | 1,200.0 | 1,200.0 |
| Debentures 18th Issuance | Localiza Rent a Car S.A. | 10/5/2021 | CDI +1,75\% | - | - | 966.0 | - | - | - | - | 966.0 |
| Debentures 19th Issuance - 1st serie | Localiza Rent a Car S.A. | 2/25/2022 | CDI + 1,60\% | - | - | - | 950.0 | - | - | - | 950.0 |
| Debentures 19th Issuance - 2 nd serie | Localiza Rent a Car S.A. | 2/25/2022 | CDI + 2,00\% | - | - | - | . | - | 1,550.0 | - | 1,550.0 |
| Debentures 21st Issuance | Localiza Rent a Car S.A. | 7/15/2022 | CDI $+1,60 \%$ | - | - | - | 1,450.0 | - | . | - | 1,450.0 |
| Debentures 22nd Issuance | Localiza Rent a Car S.A. | 10/5/2022 | CDI +1,87\% | - | - | - | - | 2,450.0 | - | - | 2,450.0 |
| Debentures 22th Issuance - 1st serie | Localiza Rent a Car S.A. | 5/10/2023 | CDI +1,50\% | - | 250.0 | - | - | - | - | - | 250.0 |
| Debentures 22th Issuance - 2 nd serie | Localiza Rent a Car S.A. | 5/10/2023 | CDI + 1,60\% | - | 700.0 | - | - | - | - | - | 700.0 |
| Debentures 25 th Issuance | Localiza Rent a Car S.A. | 8/11/2023 | CDI + 2,35\% | - | - | - | - | - | - | 1,500.0 | 1,500.0 |
| Commercial Note | Localiza Rent a Car S.A. | 10/5/2022 | CDI $+1,30 \%$ | 600.0 | - | - | - | - | - | - | 600.0 |
| Real State Receivables Certificate (CRI) Localiza | Localiza Rent a Car S.A. | 6/1/2022 | CDI + 0,95\% | - | - | - | 300.0 | - | - | - | 300.0 |
| 2nd Real State Receivables Certificate (CRI) Localiza - 1st serie | Localiza Rent a Car S.A. | 3/10/2023 | CDI + 1,25\% | - | - | - | - | 210.0 | - | - | 210.0 |
| 2nd Real State Receivables Certificate (CRI) Localiza - 2nd serie | Localiza Rent a Car S.A. | 3/10/2023 | CDI $+1,40 \%$ | - | - | - | - | - | - | 490.0 | 490.0 |
| Debentures 26th Issuance | Localiza Rent a Car S.A. | 9/20/2019 | 108\% do CDI | 200.0 | - | - | - | - | - | - | 200.0 |
| Debentures 27th Issuance - 1st serie | Localiza Rent a Car S.A. | 5/20/2021 | CDI + 2,00\% | - | - | - | 175.0 | 175.0 | - | - | 350.0 |
| Debentures 27th Issuance - 2 nd serie | Localiza Rent a Car S.A. | 5/20/2021 | CDI + 2,40\% | - | - | - | - | - | 133.3 | 266.7 | 400.0 |
| Debentures 28th Issuance | Localiza Rent a Car S.A. | 12/15/2020 | CDI $+2,40 \%$ | - | 750.0 | 750.0 | - | - | - | - | 1,500.0 |
| 2nd Commercial Note | Localiza Rent a Car S.A. | 3/10/2022 | CDI + 1,35\% | 800.0 | - | - | - | - | - | - | 800.0 |
| Debentures 29th Issuance | Localiza Rent a Car S.A. | 12/8/2021 | CDI +1,75\% | - | - | 608.1 | - | - | - | - | 608.1 |
| Debentures 30th Issuance | Localiza Rent a Car S.A. | 5/10/2022 | CDI + $1,85 \%$ | - | - | - | 265.5 | - | - | - | 265.5 |
| Debentures 31st Issuance - 1st serie | Localiza Rent a Car S.A. | 4/10/2019 | 107,9\% do CDI | 521.1 | - | - | - | - | - | - | 521.1 |
| Debentures 31st Issuance - 2nd serie | Localiza Rent a Car S.A. | 4/10/2019 | 110,5\% do CDI | - | 124.2 | 124.2 | 124.2 | - | - | - | 372.6 |
| Debentures 31st Issuance - 3rd serie | Localiza Rent a Car S.A. | 4/10/2019 | 112,0\% do CDI | - | - | - | - | 50.0 | 50.0 | - | 100.0 |
| Debentures 32nd Issuance | Localiza Rent a Car S.A. | 2/26/2021 | CDI + $2,25 \%$ | - | 225.0 | 225.0 | - | . | - | - | 450.0 |
| Debentures 33rd Issuance | Localiza Rent a Car S.A. | 20/12/2021 | CDI $+1,8 \%$ | - | . | 425.0 | 425.0 | - | - | - | 850.0 |
| Debentures 34th Issuance | Localiza Rent a Car S.A. | 11/25/2023 | CDI + 185\% | - | - | . | - | 1,900.0 | - | - | 1,900.0 |
| Debentures 35th Issuance | Localiza Rent a Car S.A. | 11/18/2019 | 109,72\% CDI | 80.0 | - | - | - | - | - | - | 80.0 |
| Debentures 5th Issuance | Localiza Fleet S.A. | 7/31/2018 | 112,0\% CDI | - | 202.4 | - | - | - | - | - | 202.4 |
| Debentures 6th Issuance | Localiza Fleet S.A. | 12/21/2018 | 110,4\% CDI | 310.1 | - | - | - | - | - | - | 310.1 |
| Debentures 7th Issuance | Localiza Fleet S.A. | 7/29/2019 | 109,0\% CDI | 100.0 | 100.0 | - | - | - | - | - | 200.0 |
| Debentures 8th Issuance | Localiza Fleet S.A. | 2/14/2020 | CDI $+1,0 \%$ | 333.3 | 333.3 | - | - | - | - | - | 666.7 |
| Debentures 9th Issuance | Localiza Fleet S.A. | 10/8/2021 | CDI + 1,30\% | - | - | 500.0 | - | - | - | - | 500.0 |
| Debentures 10th Issuance - 1st serie | Localiza Fleet S.A. | 4/5/2022 | CDI + 1,60\% | - | - | - | 950.0 | - | - | - | 950.0 |
| Debentures 10th Issuance - 2 nd serie | Localiza Fleet S.A. | 4/6/2022 | CDI + 1,75\% | - | - | - | - | 500.0 | - | - | 500.0 |
| Debentures 11th Issuance | Localiza Fleet S.A. | 10/5/2022 | CDI $+1,60 \%$ | - | - | - | 1,000.0 | . | - | - | 1,000.0 |
| Debentures 12th Issuance | Localiza Fleet S.A. | 3/20/2023 | CDI $+1,40 \%$ | 750.0 | 750.0 | - | . | - | - | - | 1,500.0 |
| Debentures 13th Issuance | Localiza Fleet S.A. | 12/20/2023 | CDI + 1,85\% | - | - | - | - | 700.0 | - | - | 700.0 |
| CRI | Rental Brasil | 2/26/2018 | $99 \%$ CDI | 15.0 | 20.1 | 25.1 | 30.6 | 37.5 | 45.1 | 145.0 | 318.4 |
| Agro business Receivables Certificate - CRA 104 | Cia de Locação das Américas | 7/23/2021 | IPCA + 4,825\% | - | - | - | . | . | 66.7 | 133.3 | 200.0 |
| Debentures 21st lssuance | Cia de Locação das Américas | 9/23/2021 | IPCA $+6,5119 \%$ | - | - | - | - | - | 366.7 | 733.3 | 1,100.0 |
| Debentures 23rd lssuance-1st series | Cia de Locação das Américas | 4/15/2022 | CDI + $1,85 \%$ | - | - | - | 685.0 | - | - | - | 685.0 |
| Debentures 23rd Issuance- 2nd series | Cia de Locação das Américas | 4/15/2022 | IPCA $+7,2101 \%$ | - | - | - | - | - | 515.0 | - | 515.0 |
| Agro business Receivables Certificate - CRA 157 Locamerica-1st serie | Cia de Locação das Américas | 7/23/2021 | IPCA $+6,6018 \%$ | - | - | - | - | 167.2 | - | - | 167.2 |
| Agro business Receivables Certificate - CRA 157 Locamerica -2nd serie | Cia de Locação das Américas | 9/23/2021 | CDI + 1,00\% | - | - | - | - | 250.8 | - | - | 250.8 |
| Foreign currency loans | - | - | Several | 894.3 | 1,660.8 | 538.9 | - | - | - | - | 3,094.0 |
| Working Capital / others | - | - | Several | 225.0 | 76.9 | 449.0 | 154.0 | 1,153.9 | 153.9 | 307.9 | 2,520.6 |
| Interest incurred net of interest paid | - | - | - | 1,118.6 | - | - | - | - | - | - | 1,118.6 |
| Cash and cash equivalents on 12/31/2023 | - | - | - | $(11,508.6)$ | - | - | - | - | - | - | (11,508.6) |
| Net debt |  | - | - | $(4,149.1)$ | 6,108.8 | 5,544.5 | 6,509.3 | 7,594.4 | 2,880.7 | 4,776.2 | 29,264.9 |

## 10.4 - Debt ratios - R\$ million

Net debt vs. Book value
R\$ million

Net debt vs. Equity


Net debt vs. EBITDA LTM
$R \$$ milhões


EBITDA vs. Net financial expenses LTM
R\$ million


We ended the year with comfortable debt ratios, mainly evidenced by the net debt/fleet value and net debt/EBITDA ratios.

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



In 2023, we present an ROIC of $13.7 \%$, with a spread of 4.1p.p. for the cost of debt after taxes, reflecting the adverse car sales market, interest rates still at high levels, in addition to the capital base coming from the business combination priced at lower spreads.

The beginning of the interest reduction cycle, combined with the rejuvenation of the fleet and operational efficiency, in addition to the pricing of new contracts aligned with the Company's return strategy, should contribute to the gradual expansion of the ROIC spread.

## 12 - RENT3

We ended 2023 with a market value of R\$67.1 billion and an average daily trading volume of $\mathrm{R} \$ 416.1$ million. At the end of 2023, our level I ADR program had 4,440,187 ADRs.


## 13 - ESG

Evolving our sustainability agenda, we consistently conducted several material topics, prioritizing action on atmospheric emissions, diversity and inclusion, and governance. We continue to promote an environment of high engagement among our employees, thus increasingly delighting our customers and generating extraordinary results, always aligned with our values and the highest ethical and governance standards. For the themes mentioned, we highlight some of our main results of the year:

## Sustainable Mobility

- For the third consecutive year, our greenhouse gas (GHG) inventory underwent external verification and received the Gold seal from the GHG Protocol.
- From a medium (2030) and long-term (2050) perspective, we evaluate how physical and transition climate risks may impact or generate opportunities for our business. The next steps are the financial measurement of these risks and a possible adaptation of our operations to these future scenarios.
- As part of efforts to reduce GHG emissions, we exclusively use renewable energy sources across our platform.
- We remained in the Efficient Carbon Index - ICO2 of B3 S.A - Brasil, Bolsa, Balcão ("B3"), which brings together companies that adopt good practices in combating climate change.
- Our new LABs corporate building in Belo Horizonte received LEED certification, in the "platinum" category, attesting to the highest level of sustainability in its construction.
- We built 8 used stores using recycled plastic blocks. This type of construction emits $90 \%$ less CO2 than a similar masonry construction, in addition to reducing steel consumption by $90 \%$, avoiding waste and reducing implementation time by $70 \%$.


## Social Transformation

- We remained in B3's ETF IGPTW, which brings together companies that invest the most in a work environment with the best human resources practices, and in ETF ELAS11, which brings together companies with the most women in leadership positions.
- Also, for the second year, L\&CO was considered one of the Best places for LGBTI+ people to work, in research conducted by Instituto +Diversidade, HRC and Forum LGBTI+.
- Localiza, in partnership with the Mano Down Institute, launched the "Autoescola Xtraordinária" (driving school) allowing people with intellectual disabilities to get there, contributing to increasingly inclusive mobility.


## Governance

- In 2023, Localiza\&Co was among the 50 companies with the best corporate trust and among the 70 most responsible in terms of ESG in the general ranking and in $1^{\text {st }}$ position in the mobility sector. Eugênio Mattar, our Founding Partner and Chairman of the Board of Directors, and Bruno Lasansky, Chief Executive Officer (CEO), were recognized among the 70 leaders with the highest reputation, according to the Corporate Reputation Business Monitor (MERCO). Furthermore, we celebrated winning the Company of the Year award in Exame magazine's Biggest and Best of the Year ranking.

Access the report by clicking: Sustainability Report 2022

## 14 - Results per division

In the tables below, we report the results per division of the combined company and present the proforma from 2021 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 Brazil 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. Car Rental Mexico Result
14.3. Proforma Fleet Rental Result up to 2Q22 and adjusted for the one-off effects of the business combination: Revenue, Costs, Expenses, EBITDA, Depreciation, EBIT.
14.4. Proforma consolidated results until 2 Q 22 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 Brazil Result
16.2. Car Rental Mexico Result
16.3. Fleet Rental Result
16.4. Consolidated Result
17. Operating data
18. Consolidated financial statements - Balance sheet IFRS
19. Consolidated financial statements - Income statements IFRS
20. Statements of cash flows

## 14.1 - Adjusted Car Rental - Brazil - R\$ million

| CAR RENTAL AND FRANCHISING PROFORMA RESULTS | $\stackrel{2021}{ } \text { proforma* }$ | $\stackrel{2022}{ }{ }^{2} \text { proforma* }$ | 2023 | 4 Q 22 | 4Q23 | 2021A* | 2022A** | 2023A | 2023Ax2022A | 4Q22A | 4Q23A | 4Q23Ax4Q22A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental and franchising gross revenues, net of discounts and cancellations | 6,390.9 | 8,215.2 | 9,118.6 | 2,076.1 | 2,513.0 | 6,390.9 | 8,215.2 | 9,118.6 | 11.0\% | 2,076.1 | 2,513.0 | 21.0\% |
| Taxes on revenues | (603.3) | (793.4) | (863.1) | (214.7) | (236.8) | (603.3) | (793.4) | (863.1) | 8.8\% | (214.7) | (236.8) | 10.3\% |
| Car rental net revenues | 5,787.6 | 7,421.8 | 8,255.5 | 1,861.4 | 2,276.2 | 5,787.6 | 7,421.8 | 8,255.5 | 11.2\% | 1,861.4 | 2,276.2 | 22.3\% |
| Car rental and franchising costs | $(1,815.0)$ | $(2,146.7)$ | $(2,035.9)$ | (461.0) | (625.6) | $(1,815.0)$ | $(2,146.7)$ | $(2,035.9)$ | -5.2\% | (461.0) | (625.6) | 35.7\% |
| Gross profit | 3,972.6 | 5,275.1 | 6,219.6 | 1,400.4 | 1,650.6 | 3,972.6 | 5,275.1 | 6,219.6 | 17.9\% | 1,400.4 | 1,650.6 | 17.9\% |
| Operating expenses (SG\&A) | (1,117.2) | $(1,106.9)$ | (902.1) | (299.1) | (223.3) | $(1,102.0)$ | (999.8) | (902.1) | -9.8\% | (264.2) | (223.3) | -15.5\% |
| EBITDA | 2,855.4 | 4,168.2 | 5,317.5 | 1,101.3 | 1,427.3 | 2,870.6 | 4,275.3 | 5,317.5 | 24.4\% | 1,136.2 | 1,427.3 | 25.6\% |
| EBITDA Margin | 49.3\% | 56.2\% | 64.4\% | 59.2\% | 62.7\% | 49.6\% | 57.6\% | 64.4\% | 6.8 p.p. | 61.0\% | 62.7\% | 1.7 p.p. |
| Other assets depreciation and amortization | (164.7) | (191.9) | (276.4) | (39.9) | (76.6) | (164.7) | (191.9) | (276.4) | 44.0\% | (39.9) | (76.6) | 92.0\% |
| Operating profit before financial results and taxes (EBIT) | 2,690.7 | 3,976.3 | 5,041.1 | 1,061.4 | 1,350.7 | 2,705.9 | 4,083.4 | 5,041.1 | 23.5\% | 1,096.3 | 1,350.7 | 23.2\% |
| USED CAR SALES PROFORMA RESULTS | $\stackrel{2021}{\text { proforma* }}$ | $\stackrel{2022}{\text { proforma* }}$ | 2023 | 4 Q 22 | 4 Q 23 | 2021A** | 2022A** | 2023A | 2023Ax2022A | 4022A | 4023A | 4Q23Ax4022A |
| Gross revenues, net of discounts and cancellations | 6,093.4 | 6,776.2 | 9,525.9 | 1,891.9 | 2,506.2 | 6,093.4 | 6,776.2 | 9,525.9 | 40.6\% | 1,891.9 | 2,506.2 | 32.5\% |
| Taxes on revenues | (8.4) | (7.6) | (10.9) | (1.9) | (4.7) | (8.4) | (7.6) | (10.9) | 43.3\% | (1.9) | (4.7) | 147.4\% |
| Net revenues | 6,085.0 | 6,768.6 | 9,515.0 | 1,890.0 | 2,501.5 | 6,085.0 | 6,768.6 | 9,515.0 | 40.6\% | 1,890.0 | 2,501.5 | 32.4\% |
| Book value of cars sold and preparation for sale (***) | $(4,750.2)$ | $(5,642.9)$ | $(8,800.3)$ | $(1,673.1)$ | $(2,303.9)$ | $(4,750.2)$ | $(5,642.9)$ | (8,800.3) | 56.0\% | (1,673.1) | $(2,303.9)$ | 37.7\% |
| Adjustment to the Recoverable Value of Assets |  | - | (114.3) |  | - | - |  |  |  |  |  |  |
| Gross profit | 1,334.8 | 1,125.7 | 600.4 | 216.9 | 197.6 | 1,334.8 | 1,125.7 | 714.7 | -36.5\% | 216.9 | 197.6 | -8.9\% |
| Operating expenses (SG\&A) | (463.8) | (486.7) | (516.2) | (139.9) | (140.2) | (461.7) | (472.3) | (516.2) | 9.3\% | (134.9) | (140.2) | 3.9\% |
| EBITDA | 871.0 | 639.0 | 84.2 | 77.0 | 57.4 | 873.1 | 653.4 | 198.5 | -69.6\% | 82.0 | 57.4 | -30.0\% |
| EBITDA Margin | 14.3\% | 9.4\% | 0.9\% | 4.1\% | 2.3\% | 14.3\% | 9.7\% | 2.1\% | -7.6 p.p. | 4.3\% | 2.3\% | -2.0 p.p. |
| Cars depreciation | (316.6) | $(1,013.7)$ | $(2,242.2)$ | (321.0) | (457.9) | (316.6) | $(1,013.7)$ | $(1,804.5)$ | 78.0\% | (321.0) | (457.9) | 42.6\% |
| Other assets depreciation and amortization | (70.3) | (69.0) | (77.7) | (17.5) | (17.2) | (70.3) | (69.0) | (77.7) | 12.6\% | (17.5) | (17.2) | -1.7\% |
| Write up amortization | 1.2 | (63.7) | (5.4) | (19.1) | 2.8 |  |  | - |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | 485.3 | (507.4) | $(2,241.1)$ | (280.6) | (414.9) | 486.2 | (429.3) | $(1,683.7)$ | 292.2\% | (256.5) | (417.7) | 62.8\% |
| CAR RENTAL AND FRANCHISING PROFORMA RESULTS TOTAL | $\begin{gathered} 2021 \\ \text { proforma* } \end{gathered}$ | $\begin{gathered} 2022 \\ \text { proforma* } \end{gathered}$ | 2023 | 4 Q 22 | 4Q23 | 2021A* | 2022A** | 2023A | 2023Ax2022A | 4Q22A | 4Q23A | 4Q23Ax4Q22A |
| Net revenues | 11,872.6 | 14,190.4 | 17,770.5 | 3,751.4 | 4,777.7 | 11,872.6 | 14,190.4 | 17,770.5 | 25.2\% | 3,751.4 | 4,777.7 | 27.4\% |
| Direct costs | $(6,565.2)$ | $(7,789.6)$ | (10,836.2) | $(2,134.1)$ | (2,929.5) | $(6,565.2)$ | $(7,789.6)$ | (10,836.2) | 39.1\% | $(2,134.1)$ | $(2,929.5)$ | 37.3\% |
| Adjustment to the Recoverable Value of Assets |  | - | (114.3) | - | - | - |  | - |  |  | - |  |
| Gross profit | 5,307.4 | 6,400.8 | 6,820.0 | 1,617.3 | 1,848.2 | 5,307.4 | 6,400.8 | 6,934.3 | 8.3\% | 1,617.3 | 1,848.2 | 14.3\% |
| Operating expenses (SG\&A) | $(1,581.0)$ | $(1,593.6)$ | $(1,418.3)$ | (439.0) | (363.5) | $(1,563.7)$ | (1,472.1) | $(1,418.3)$ | -3.7\% | (399.1) | (363.5) | -8.9\% |
| EBITDA | 3,726.4 | 4,807.2 | 5,401.7 | 1,178.3 | 1,484.7 | 3,743.7 | 4,928.7 | 5,516.0 | 11.9\% | 1,218.2 | 1,484.7 | 21.9\% |
| EBITDA margin | 31.4\% | 33.9\% | 30.4\% | 31.4\% | 31.1\% | 31.5\% | 34.7\% | 31.0\% | -3.7 p.p. | 32.5\% | 31.1\% | -1.4 p.p. |
| Cars depreciation | (316.6) | $(1,013.7)$ | (2,242.2) | (321.0) | (457.9) | (316.6) | $(1,013.7)$ | $(1,804.5)$ | 78.0\% | (321.0) | (457.9) | 42.6\% |
| Other assets depreciation and amortization | (235.0) | (260.9) | (354.1) | (57.4) | (93.8) | (235.0) | (260.9) | (354.1) | 35.7\% | (57.4) | (93.8) | 63.4\% |
| Write up amortization | 1.2 | (63.7) | (5.4) | (19.1) | 2.8 |  | - | - |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | 3,176.0 | 3,468.9 | 2,800.0 | 780.8 | 935.8 | 3,192.1 | 3,654.1 | 3,357.4 | -8.1\% | 839.8 | 933.0 | 11.1\% |
| CAR RENTAL PROFORMA OPERATING DATA | $\begin{gathered} 2021 \\ \text { proforma* } \end{gathered}$ | $\begin{gathered} 2022 \\ \text { proforma* } \end{gathered}$ | 2023 | 4 Q 22 | 4 Q 23 |  |  |  |  |  |  |  |
| Average operating fleet (**) | 259,707 | 282,597 | 285,103 | 275,545 | 299,655 |  |  |  |  |  |  |  |
| Average rented fleet (**) | 204,696 | 212,795 | 211,526 | 198,560 | 222,278 |  |  |  |  |  |  |  |
| Average operating fleet age (in months) | 13.4 | 15.6 | 12.6 | 13.7 | 11.7 |  |  |  |  |  |  |  |
| End of period fleet (***) | 294,188 | 331,445 | 347,287 | 331,445 | 347,287 |  |  |  |  |  |  |  |
| Number of rental days - in thousands (net of fleet replacement service) | 73,109.5 | 76,026.3 | 75,219.1 | 17,855.4 | 19,718.1 |  |  |  |  |  |  |  |
| Average daily rental revenues per car ( $\mathrm{R} \$$ ) | 87.00 | 107.50 | 120.54 | 115.70 | 126.75 |  |  |  |  |  |  |  |
| Annualized average depreciation per car ( $\mathrm{R} \$$ ) | 2,266.5 | 3,586.9 | 6,334.9 | 4,659.4 | 6,113.1 |  |  |  |  |  |  |  |
| Utilization rate (Does not include cars in preparation and decomissioning) | 80.4\% | 78.9\% | 78.6\% | 77.9\% | 79.7\% |  |  |  |  |  |  |  |
| Number of cars purchased | 115,401 | 191,495 | 172,620 | 67,508 | 70,375 |  |  |  |  |  |  |  |
| Number of cars sold | 105,272 | 100,543 | 155,441 | 30,207 | 38,064 |  |  |  |  |  |  |  |
| Average sold fleet age (in months) | 21.7 | 27.9 | 28.3 | 29.4 | 26.1 |  |  |  |  |  |  |  |
| Average total fleet | 279,129 | 315,801 | 319,382 | 323,290 | 341,309 |  |  |  |  |  |  |  |
| Average value of total fleet - $\mathrm{R} \$$ million | 14,456.6 | 19,746.2 | 22,075.1 | 20,962.9 | 23,792.1 |  |  |  |  |  |  |  |
| Average value per car in the period - $\mathrm{R} \$$ thsd | 51.8 | 62.5 | 69.1 | 64.8 | 69.7 |  |  |  |  |  |  |  |
| $\left(^{*}\right)$ 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> (**) Exclusion of the effects of expenses related to the merger, as well as highlighting the results of other <br> $\left(^{* * *)}\right.$ in 4Q22 the Company concluded the carve-out sale, with a reduction of 49,296 cars in the end of period fleet. <br> (****) Until 3Q23, preparation costs were added to the book value of cars sold |  |  |  |  |  |  |  |  |  |  |  |  |

## 14.2 - Car Rental - Mexico - R\$ million

| CAR RENTAL RESULTS - MEXICO | 2023 | 4 Q23 |
| :--- | ---: | ---: |
| Car rental net revenues | 10.8 | 8.7 |
| EBITDA | $(42.6)$ | $(25.4)$ |
| Depreciation | $(16.4)$ | $(9.2)$ |
| Operating profit before financial results and taxes (EBIT) | $(59.0)$ | $(34.6)$ |

## 14.3 - Adjusted Fleet Rental - R\$ million

| FLEET RENTAL PROFORMA RESULTS | $\stackrel{2021}{\text { proforma* }}$ | $\stackrel{2022}{\text { proforma* }}$ | 2023 | 4Q22 | 4 Q 23 | 2021A** | 2022A** | 2023A | 2023Ax2022A | 4Q22A | 4Q23A | 4Q23Ax4Q22A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fleet rental gross revenues, net of discounts and cancellations | 3,304.7 | 4,907.2 | 7,367.4 | 1,479.4 | 2,077.5 | 3,304.7 | 4,907.2 | 7,367.4 | 50.1\% | 1,479.4 | 2,077.5 | 40.4\% |
| Taxes on revenues (*) | (319.1) | (471.2) | (690.2) | (138.3) | (194.5) | (319.1) | (471.2) | (690.2) | 46.5\% | (138.3) | (194.5) | 40.6\% |
| Fleet rental net revenues | 2,985.6 | 4,436.0 | 6,677.2 | 1,341.1 | 1,883.0 | 2,985.6 | 4,436.0 | 6,677.2 | 50.5\% | 1,341.1 | 1,883.0 | 40.4\% |
| Fleet rental costs | (695.9) | (948.8) | $(1,268.4)$ | (290.1) | (381.5) | (695.9) | (948.8) | $(1,268.4)$ | 33.7\% | (290.1) | (381.5) | 31.5\% |
| Gross profit | 2,289.7 | 3,487.2 | 5,408.8 | 1,051.0 | 1,501.5 | 2,289.7 | 3,487.2 | 5,408.8 | 55.1\% | 1,051.0 | 1,501.5 | 42.9\% |
| Operating expenses (SG\&A) | (335.3) | (575.2) | (559.4) | (195.0) | (154.5) | (327.0) | (473.7) | (559.4) | 18.1\% | (158.6) | (154.5) | -2.6\% |
| EBITDA | 1,954.4 | 2,912.0 | 4,849.4 | 856.0 | 1,347.0 | 1,962.7 | 3,013.5 | 4,849.4 | 60.9\% | 892.4 | 1,347.0 | 50.9\% |
| EBITDA Margin | 65.5\% | 65.6\% | 72.6\% | 63.8\% | 71.5\% | 65.7\% | 67.9\% | 72.6\% | 4.7 p.p. | 66.5\% | 71.5\% | 5.0 p.p. |
| Other assets depreciation and amortization | (47.4) | (42.8) | (54.8) | (7.9) | (14.6) | (47.4) | (42.8) | (54.8) | 28.0\% | (7.9) | (14.6) | 84.8\% |
| write up amortization | (22.0) | (27.0) | 6.5 | (9.4) | (1.7) | - | - |  | - |  |  |  |
| Operating profit before financial results and taxes (EBIT) | 1,885.0 | 2,842.2 | 4,801.1 | 838.7 | 1,330.7 | 1,915.3 | 2,970.7 | 4,794.6 | 61.4\% | 884.5 | 1,332.4 | 50.6\% |
| USED CAR SALES PROFORMA RESULTS | $\begin{gathered} 2021 \\ \text { proforma* } \end{gathered}$ | $\stackrel{2022}{\text { proforma* }}$ | 2023 | 4Q22 | 4 Q 23 | 2021A** | 2022A** | 2023A | 2023Ax2022A | 4022A | 4023A | 4Q23Ax4022A |
| Gross revenues, net of discounts and cancellations | 2,448.6 | 2,972.0 | 4,450.1 | 795.4 | 1,241.2 | 2,448.6 | 2,886.2 | 4,450.1 | 54.2\% | 709.6 | 1,241.2 | 74.9\% |
| Taxes on revenues | (3.0) | (6.7) | (6.0) | (2.4) | (2.1) | (3.0) | (5.3) | (6.0) | 13.2\% | (1.0) | (2.1) | 110.0\% |
| Net revenues | 2,445.6 | 2,965.3 | 4,444.1 | 793.0 | 1,239.1 | 2,445.6 | 2,880.9 | 4,444.1 | 54.3\% | 708.6 | 1,239.1 | 74.9\% |
| Book value of cars sold and preparation for sale (***) | $(1,855.1)$ | $(2,325.1)$ | $(3,876.1)$ | (688.2) | $(1,110.6)$ | $(1,855.1)$ | $(2,234.9)$ | $(3,876.1)$ | 73.4\% | (598.0) | $(1,110.6)$ | 85.7\% |
| Adjustment to the Recoverable Value of Assets |  |  | (39.0) |  |  |  |  |  |  |  |  |  |
| Gross profit | 590.5 | 640.2 | 529.0 | 104.8 | 128.5 | 590.5 | 646.0 | 568.0 | -12.1\% | 110.6 | 128.5 | 16.2\% |
| Operating expenses (SG\&A) | (176.8) | (250.4) | (214.6) | (83.7) | (55.5) | (176.4) | (218.0) | (214.6) | -1.6\% | (56.7) | (55.5) | -2.1\% |
| EBITDA | 413.7 | 389.8 | 314.4 | 21.1 | 73.0 | 414.1 | 428.0 | 353.4 | -17.4\% | 53.9 | 73.0 | 35.4\% |
| EBITDA Margin | 16.9\% | 13.1\% | 7.1\% | 2.7\% | 5.9\% | 16.9\% | 14.9\% | 8.0\% | -6.9 p.p. | 7.6\% | 5.9\% | -1.7 p.p. |
| Cars depreciation | (356.0) | (748.3) | $(1,598.9)$ | (288.1) | (462.3) | (356.0) | (748.3) | $(1,558.5)$ | 108.3\% | (288.1) | (462.3) | 60.5\% |
| Other assets depreciation and amortization | (23.4) | (32.6) | (24.8) | (7.0) | (9.1) | (23.4) | (31.6) | (24.8) | -21.5\% | (6.0) | (9.1) | 51.7\% |
| write up amortization | (172.4) | (336.9) | (334.3) | (119.7) | (26.7) |  |  |  |  |  |  |  |
| Operating profit (loss) before financial results and taxes (EBIT) | (138.1) | (728.0) | $(1,643.6)$ | (393.7) | (425.1) | 34.7 | (351.9) | $(1,229.9)$ | 249.5\% | (240.2) | (398.4) | 65.9\% |
| FLEET RENTAL PROFORMA RESULTS TOTAL | $\begin{gathered} 2021 \\ \text { proforma* } \end{gathered}$ | $\begin{gathered} 2022 \\ \text { proforma* } \end{gathered}$ | 2023 | 4Q22 | 4Q23 | 2021A** | 2022A** | 2023A | 2023Ax2022A | 4Q22A | 4Q23A | 4Q23Ax4Q22A |
| Net revenues | 5,431.2 | 7,401.3 | 11,121.3 | 2,134.1 | 3,122.1 | 5,431.2 | 7,316.9 | 11,121.3 | 52.0\% | 2,049.7 | 3,122.1 | 52.3\% |
| Direct costs | $(2,551.0)$ | $(3,273.9)$ | (5,144.5) | (978.3) | $(1,492.1)$ | $(2,551.0)$ | $(3,183.7)$ | $(5,144.5)$ | 61.6\% | (888.1) | $(1,492.1)$ | 68.0\% |
| Adjustment to the Recoverable Value of Assets |  |  | (39.0) |  | - | - | - | - | - | - | - | - |
| Gross profit | 2,880.2 | 4,127.4 | 5,937.8 | 1,155.8 | 1,630.0 | 2,880.2 | 4,133.2 | 5,976.8 | 44.6\% | 1,161.6 | 1,630.0 | 40.3\% |
| Operating expenses (SG\&A) | (512.1) | (825.6) | (774.0) | (278.7) | (210.0) | (503.4) | (691.7) | (774.0) | 11.9\% | (215.3) | (210.0) | -2.5\% |
| EBITDA | 2,368.1 | 3,301.8 | 5,163.8 | 877.1 | 1,420.0 | 2,376.8 | 3,441.5 | 5,202.8 | 51.2\% | 946.3 | 1,420.0 | 50.1\% |
| EBITDA margin | 43.6\% | 44.6\% | 46.4\% | 41.1\% | 45.5\% | 43.8\% | 47.0\% | 46.8\% | -0.3 p.p. | 46.2\% | 45.5\% | -0.7 p.p. |
| Cars depreciation | (356.0) | (748.3) | (1,598.9) | (288.1) | (462.3) | (356.0) | (748.3) | $(1,558.5)$ | 108.3\% | (288.1) | (462.3) | 60.5\% |
| Other assets depreciation and amortization | (70.8) | (75.4) | (79.6) | (14.9) | (23.7) | (70.8) | (74.4) | (79.6) | 7.0\% | (13.9) | (23.7) | 70.5\% |
| write up amortization | (194.4) | (363.9) | (327.8) | (129.1) | (28.4) | - | - | - | - | - | - | - |
| Operating profit (loss) before financial results and taxes (EBIT) | 1,746.9 | 2,114.2 | 3,157.5 | 445.0 | 905.6 | 1,950.0 | 2,618.8 | 3,564.7 | 36.1\% | 644.3 | 934.0 | 45.0\% |
| PROFORMA OPERATING DATA | $\begin{gathered} 2021 \\ \text { proforma* } \end{gathered}$ | $\begin{gathered} 2022 \\ \text { proforma* } \end{gathered}$ | 2023 | 4Q22 | 4Q23 |  |  |  |  |  |  |  |
| Average operating fleet | 157,098 | 199,961 | 258,334 | 227,593 | 276,400 |  |  |  |  |  |  |  |
| Total Average rented fleet | 155,169 | 192,830 | 239,839 | 214,786 | 253,780 |  |  |  |  |  |  |  |
| Average rented fleet | 151,809 | 190,089 | 238,430 | 212,479 | 253,118 |  |  |  |  |  |  |  |
| Average rented fleet - Car Rental fleet replacement | 3,360 | 2,741 | 1,409 | 2,307 | 661 |  |  |  |  |  |  |  |
| Average operating fleet age (in months) | 18.9 | 19.0 | 18.3 | 18.2 | 18.5 |  |  |  |  |  |  |  |
| End of period fleet |  |  |  |  |  |  |  |  |  |  |  |  |
| Rented Fleet | 194,047 | 259,596 | 309,059 | 259,596 | 309,059 |  |  |  |  |  |  |  |
| Managed Fleet | 57 | 20 | - | 20 | - |  |  |  |  |  |  |  |
| Number of rental days - in thousands | 54,651.2 | 68,432.0 | 85,834.7 | 19,123.1 | 22,780.7 |  |  |  |  |  |  |  |
| Average daily rental revenues per car ( $\mathrm{R} \$$ ) (do not consider new initiatives revenue) | 59.40 | 69.10 | 82.93 | 74.69 | 87.81 |  |  |  |  |  |  |  |
| Annualized average depreciation per car ( $\mathrm{R} \$$ ) | 1,230.8 | 3,748.0 | 6,025.5 | 5,062.7 | 6,689.7 |  |  |  |  |  |  |  |
| Utilization rate (Does not include cars in preparation and decomissioning) | 96.4\% | 97.0\% | 95.6\% | 96.4\% | 95.0\% |  |  |  |  |  |  |  |
| Number of cars purchased | 82,109 | 107,041 | 116,002 | 29,850 | 37,157 |  |  |  |  |  |  |  |
| Number of cars sold | 39,569 | 40,646 | 65,938 | 11,286 | 18,450 |  |  |  |  |  |  |  |
| Average sold fleet age (in months) | 31.8 | 36.1 | 36.5 | 36.6 | 36.3 |  |  |  |  |  |  |  |
| Average total fleet | 172,360 | 220,874 | 282,359 | 251,860 | 300,620 |  |  |  |  |  |  |  |
| Average value of total fleet - R\$ million | 9,509.1 | 15,729.1 | 23,348.5 | 19,298.9 | 25,605.2 |  |  |  |  |  |  |  |
| Average value per car in the period - R\$ thsd | 55.2 | 71.2 | 82.7 | 76.6 | 85.2 |  |  |  |  |  |  |  |

(*) $^{*}$ ) 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 other
(***) Until 3Q23, preparation costs were added to the book value of cars sold

## 14.4 - Adjusted Consolidated Result - R\$ million

| PROFORMA CONSOLIDATED RESULTS | $\begin{gathered} 2021 \\ \text { proforma* } \end{gathered}$ | $\stackrel{2022}{\text { proforma* }}$ | 2023 | 4 Q 22 | 4 Q 23 | 2021A** | 2022A** | 2023 | 2023Ax2022A | 4022A | Q23A | 4Q23Ax4022A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car and Fleet Rentals and Franchising total gross revenues Taxes on revenues | $9,695.6$ $(922.4)$ | $13,122.4$ $(1,264.6$ | $16,496.8$ $(1,553.3$ | $3,555.5$ $(353.0)$ | 4,599.2 (431.3) | $9,695.6$ | $\begin{gathered} 13,122.4 \\ (1,264.6) \end{gathered}$ | $16,496.8$ $(1,553.3)$ | $25.7 \%$ 22.8\% | $3,555.5$ $(353.0)$ | $4,599.2$ $(431.3)$ | 29.4\% |
| Car and Fleet Rentals and Franchising net revenues | 8,773.2 | 11,857.8 | 14,943.5 | 3,202.5 | 4,167.9 | 8,773.2 | 11,857.8 | 14,943.5 | 26.0\% | 3,202.5 | 4,167.9 | 30.1\% |
| Car sales for fleet renewal - net revenues | 8,530.6 | 9,733.9 | 13,959.1 | 2,683.0 | 3,740.6 | 8,530.6 | 9,649.5 | 13,959.1 | 44.7\% | 2,598.6 | 3,740.6 | 43.9\% |
| Total net revenues | 17,303.8 | 21,591.7 | 28,902.6 | 5,885.5 | 7,908.5 | 17,303.8 | 21,507.3 | 28,902.6 | 34.4\% | 5,801.1 | 7,908.5 | 36.3\% |
| Direct costs and expenses: |  |  |  |  |  |  |  |  |  |  |  |  |
| Car and Fleet Rentals and Franchising | $(2,510.9)$ | $(3,095.5)$ | $(3,327.7)$ | (751.1) | $(1,023.9)$ | $(2,510.9)$ | $(3,095.5)$ | (3,327.7) | 7.5\% | (751.1) | $(1,023.9)$ | 36.3\% |
| Total Car sales for fleet renewal (book value) and preparation for sale(***) | $(6,605.3)$ | $(7,968.0)$ | (12,676.4) | $(2,361.3)$ | $(3,414.5)$ | $(6,605.3)$ | $(7,877.8)$ | $(12,676.4)$ | 60.9\% | $(2,271.1)$ | $(3,414.5)$ | 50.3\% |
| Adjustment to the Recoverable Value of Assets |  |  | (153.3) |  |  |  |  |  |  |  |  |  |
| Total costs | $(9,116.2)$ | $(11,063.5)$ | (16,157.4) | $(3,112.4)$ | $(4,438.4)$ | (9,116.2) | $(10,973.3)$ | $(16,004.1)$ | 45.8\% | $(3,022.2)$ | $(4,438.4)$ | 46.9\% |
| Gross profit | 8,187.6 | 10,528.2 | 12,745.2 | 2,773.1 | 3,470.1 | 8,187.6 | 10,534.0 | 12,898.5 | 22.4\% | 2,778.9 | 3,470.1 | 24.9\% |
| Operating expenses (SG\&A) |  |  |  |  |  |  |  |  |  |  |  |  |
| Car and Fleet Rentals and Franchising | (1,452.5) | (1,682.1) | $(1,491.5)$ | (494.1) | (395.1) | $(1,429.0)$ | $(1,473.5)$ | $(1,491.5)$ | 1.2\% | (422.8) | (395.1) | -6.6\% |
| Car sales | (640.6) | (737.1) | (730.8) | (223.6) | (195.7) | (638.1) | (690.3) | (730.8) | 5.9\% | (191.6) | (195.7) | 2.1\% |
| Total Operating expenses | $(2,093.1)$ | $(2,419.2)$ | $(2,222.3)$ | (717.7) | (590.8) | $(2,067.1)$ | $(2,163.8)$ | $(2,222.3)$ | 2.7\% | (614.4) | (590.8) | -3.8\% |
| EBITDA | 6,094.5 | 8,109.0 | 10,522.9 | 2,055.4 | 2,879.3 | 6,120.5 | 8,370.2 | 10,676.2 | 27.6\% | 2,164.5 | 2,879.3 | 33.0\% |
| Cars depreciation expenses | (672.6) | (1,762.0) | $(3,844.7)$ | (609.1) | (922.9) | (672.6) | $(1,762.0)$ | $(3,366.6)$ | 91.1\% | (609.1) | (922.9) | 51.5\% |
| Other assets depreciation and amortization | (305.8) | (336.3) | (446.5) | (72.3) | (124.0) | (305.8) | (335.3) | (446.5) | 33.2\% | (71.3) | (124.0) | 73.9\% |
| Write up amortization | (193.2) | (427.6) | (333.2) | (148.2) | (25.6) |  |  |  |  |  |  |  |
| Total depreciation and amortization expenses | (978.4) | $(2,098.3)$ | $(4,291.2)$ | (681.4) | $(1,046.9)$ | (978.4) | $(2,097.3)$ | $(3,813.1)$ | 81.8\% | (680.4) | $(1,046.9)$ | 53.9\% |
| Operating profit before financial results and taxes (EBIT) | 4,922.9 | 5,583.1 | 5,898.5 | 1,225.8 | 1,806.8 | 5,142.1 | 6,272.9 | 6,863.1 | 9.4\% | 1,484.1 | 1,832.4 | 23.5\% |
| Equity equivalence result |  | 0.2 |  |  |  |  | 0.2 |  |  |  |  |  |
| Financial (expenses) revenues, net | (673.4) | $(2,658.7)$ | $(4,024.3)$ | (748.0) | (974.3) | (785.0) | (2,726.0) | (4,024.3) | 47.6\% | (748.0) | (974.3) | 30.3\% |
| Income before tax and social contribution | 4,249.5 | 2,924.6 | 1,874.2 | 477.8 | 832.5 | 4,357.1 | 3,547.1 | 2,838.8 | -20.0\% | 736.1 | 858.1 | 16.6\% |
| Income tax and social contribution | $(1,256.5)$ | (948.5) | (71.1) | (34.4) | (126.9) | $(1,293.1)$ | (801.8) | (361.0) | -55.0\% | (98.4) | (107.2) | 8.9\% |
| Net income for the period | 2,993.0 | 1,976.1 | 1,803.1 | 443.4 | 705.6 | 3,064.0 | 2,745.3 | 2,477.8 | -9.7\% | 637.7 | 750.9 | 17.8\% |
| Car and Fleet Rentals and Franchising EBITDA | 4,809.8 | 7,080.2 | 10,124.3 | 1,957.3 | 2,748.9 | 4,833.3 | 7,288.8 | 10,124.3 | 38.9\% | 2,028.6 | 2,748.9 | 35.5\% |
| EBITDA Margin (calculated on rental net revenues) | 54.8\% | 59.7\% | 67.8\% | 61.1\% | 66.0\% | 55.1\% | 61.5\% | 67.8\% | 6.3 p.p. | 63.3\% | 66.0\% | 2.6 p.p. |
| Used Car Sales (Seminovos) EBITDA | 1,284.7 | 1,028.8 | 398.6 | 98.1 | 130.4 | 1,287.2 | 1,081.4 | 551.9 | -49.0\% | 135.9 | 130.4 | -4.0\% |
| Seminovos EBITDA Margin | 15.1\% | 10.6\% | 2.9\% | 3.7\% | 3.5\% | 15.1\% | 11.2\% | 4.0\% | -7.3 p.p. | 5.2\% | 3.5\% | -1.7 p.p. |
| ${ }^{*}$ ) 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> (**) Exclusion of the effects of expenses related to the merger, as well as highlighting the results of other segments. <br> $\left.{ }^{* * *}\right)$ Until 3Q23, preparation costs were added to the book value of cars sold |  |  |  |  |  |  |  |  |  |  |  |  |

## 15 - Adjusted operating data

| SELECTED OPERATING DATA | 2021 | 2022 | 2023 | $2023 \times 2022$ | 4 Q 22 | 4 Q 23 | $4 \mathrm{Q} 23 \times 4 \mathrm{Q} 22$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet: |  |  |  |  |  |  |  |
| Car Rental - Brazil (**) | 259,707 | 282,597 | 285,103 | 0.9\% | 275,545 | 299,655 | 8.7\% |
| Fleet Rental | 157,098 | 199,961 | 258,334 | 29.2\% | 227,593 | 276,400 | 21.4\% |
| Total | 416,806 | 482,558 | 543,437 | 12.6\% | 503,138 | 576,055 | 14.5\% |
| Average rented fleet: |  |  |  |  |  |  |  |
| Car Rental - Brazil (**) | 204,696 | 212,795 | 211,526 | -0.6\% | 198,560 | 222,278 | 11.9\% |
| Fleet Rental | 155,169 | 192,830 | 239,839 | 24.4\% | 214,786 | 253,780 | 18.2\% |
| Total | 359,865 | 405,625 | 451,364 | 11.3\% | 413,346 | 476,058 | 15.2\% |
| Average age of operating fleet (months) |  |  |  |  |  |  |  |
| Car Rental - Brazil | 13.4 | 15.6 | 12.6 | -19.5\% | 13.7 | 11.7 | -14.9\% |
| Fleet Rental | 18.9 | 19.0 | 18.3 | -3.8\% | 18.2 | 18.5 | 1.9\% |
| Average age of total operating fleet | 15.5 | 17.3 | 15.3 | -11.7\% | 16.8 | 15.0 | -10.7\% |
| Fleet at end of period: |  |  |  |  |  |  |  |
| Car Rental - Brazil (**) | 294,188 | 331,445 | 347,287 | 4.8\% | 331,445 | 347,287 | 4.8\% |
| Car Rental - Mexico |  |  | 1,266 | - |  | 1,266 | - |
| Fleet Rental | 194,047 | 259,596 | 309,059 | 19.1\% | 259,596 | 309,059 | 19.1\% |
| Total | 488,235 | 591,041 | 657,612 | 11.3\% | 591,041 | 657,612 | 11.3\% |
| Managed fleet at end period - Fleet Rental | 57 | 20 | - | -100.0\% | 20 | - | -100.0\% |
| Fleet investment (R\$ million) (include accessories) |  |  |  |  |  |  |  |
| Car Rental - Brazil (**) | 8,181.7 | 16,145.4 | 14,256.4 | -11.7\% | 5,178.2 | 5,830.4 | 12.6\% |
| Car Rental - Mexico | - | - | 46.7 | - |  | 26.0 |  |
| Fleet Rental | 6,557.3 | 10,829.6 | 11,646.5 | 7.5\% | 2,903.4 | 3,499.8 | 20.5\% |
| Total | 14,739.0 | 26,975.0 | 25,949.6 | -3.8\% | 8,081.6 | 9,356.2 | 15.8\% |
| Number of rental days (In thousands): |  |  |  |  |  |  |  |
| Car Rental - Brazil | 74,711.0 | 77,666.8 | 77,218.0 | -0.6\% | 18,270.5 | 20,451.5 | 11.9\% |
| Rental days for Fleet Rental replacement service | $(1,601.4)$ | $(1,640.4)$ | $(1,998.9)$ | 21.9\% | (415.1) | (733.4) | 76.7\% |
| Car Rental - Net | 73,109.5 | 76,026.3 | 75,219.1 | -1.1\% | 17,855.4 | 19,718.1 | 10.4\% |
| Fleet Rental | 54,651.2 | 68,432.0 | 85,834.7 | 25.4\% | 19,123.1 | 22,780.7 | 19.1\% |
| Total | 127,760.8 | 144,458.4 | 161,053.8 | 11.5\% | 36,978.5 | 42,498.8 | 14.9\% |
| Annualized average depreciation per car ( $\mathbf{R}$ ) |  |  |  |  |  |  |  |
| Car Rental - Brazil | 2,266.5 | 3,586.9 | 6,334.9 | 76.6\% | 4,659.4 | 6,113.1 | 31.2\% |
| Fleet Rental | 1,230.8 | 3,748.0 | 6,025.5 | 60.8\% | 5,062.7 | 6,689.7 | 32.1\% |
| Total | 1,621.2 | 3,653.6 | 6,187.8 | 69.4\% | 4,841.9 | 6,389.8 | 32.0\% |
| Average annual gross revenues per operating car (R\$ thousand) |  |  |  |  |  |  |  |
| Car Rental | 24.5 | 28.9 | 31.8 | 10.0\% | 30.4 | 33.9 | 11.5\% |
| Fleet Rental | 20.7 | 23.6 | 27.6 | 16.7\% | 25.4 | 29.4 | 15.4\% |
| Average daily rental (R\$) |  |  |  |  |  |  |  |
| Car Rental - Brazil (*) | 87.00 | 107.50 | 120.54 | 12.1\% | 115.70 | 126.75 | 9.6\% |
| Fleet Rental | 59.40 | 69.10 | 82.93 | 20.0\% | 74.69 | 87.81 | 17.6\% |
| Utilization rate (does not include cars in preparation and decomissioning): |  |  |  |  |  |  |  |
| Car Rental - Brazil | 80.4\% | 78.9\% | 78.6\% | -0.3 p.p. | 77.9\% | 79.7\% | 1.8 p.p. |
| Fleet Rental | 96.4\% | 97.0\% | 95.6\% | -1.4 p.p. | 96.4\% | 95.0\% | -1.4 p.p. |
| Number of cars purchased - Brazil | 197,510 | 298,536 | 288,622 | -3.3\% | 97,358 | 107,532 | 10.5\% |
| Number of cars purchased - Mexico | - |  | 1,262 | - | - | 345 | - |
| Average price of cars purchased Brazil (R\$ thsd) - Brazil | 74.62 | 90.36 | 89.75 | -0.7\% | 83.01 | 86.77 | 4.5\% |
| Numbers of cars sold - Brazil | 144,841 | 141,189 | 221,379 | 56.8\% | 41,493 | 56,514 | 36.2\% |
|  | 53.33 | 61.49 | 59.47 | -3.3\% | 57.94 | 62.72 | 8.2\% |

[^0]
## 16 - Accounting Data - R\$ million (as disclosed, without proforma)

## 16.1 - Car Rental Brazil - R\$ million

| CAR RENTAL RESULTS AND FRANCHISING | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental and franchising gross revenues, net of discounts and cancellations Taxes on revenues | $\begin{gathered} \hline 3,475.2 \\ (330.2) \end{gathered}$ | $\begin{array}{c\|} \hline 4,851.3 \\ (455.9) \\ \hline \end{array}$ | $\begin{gathered} \hline 7,211.5 \\ (701.3) \\ \hline \end{gathered}$ | $\begin{array}{c\|} \hline 9,118.6 \\ (863.1) \\ \hline \end{array}$ | $\begin{aligned} & 26.4 \% \\ & 23.1 \% \\ & \hline \end{aligned}$ |
| Car rental net revenues Car rental and franchising costs | $\begin{gathered} 3,145.0 \\ (1,124.3) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 4,395.4 \\ (1,406.9) \end{array}$ | $\begin{gathered} 6,510.2 \\ (1,840.4) \end{gathered}$ | $\begin{array}{\|} \hline 8,255.5 \\ (2,035.9) \\ \hline \end{array}$ | $\begin{aligned} & 26.8 \% \\ & 10.6 \% \\ & \hline \end{aligned}$ |
| Gross profit <br> Operating expenses (SG\&A) <br> Other assets depreciation and amortization | $\begin{gathered} 2,020.7 \\ (595.4) \\ (120.7) \end{gathered}$ | $\begin{array}{r} 2,988.5 \\ (832.6) \\ (142.6) \end{array}$ | $\begin{gathered} 4,669.8 \\ (950.7) \\ (181.6) \end{gathered}$ | $\begin{array}{r} \mathbf{6 , 2 1 9 . 6} \\ (902.1) \\ (276.4) \end{array}$ | $\begin{gathered} 33.2 \% \\ -5.1 \% \\ 52.2 \% \end{gathered}$ |
| Operating profit before financial results and taxes (EBIT) <br> EBITDA <br> EBITDA Margin | $\begin{gathered} \hline 1,304.6 \\ 1,425.3 \\ 45.3 \% \end{gathered}$ | $\begin{array}{r} 2,013.3 \\ 2,155.9 \\ 49.0 \% \\ \hline \end{array}$ | $\begin{array}{r} 3,537.5 \\ 3,719.1 \\ 57.1 \% \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 5,041.1 \\ 5,317.5 \\ 64.4 \% \\ \hline \end{array}$ | $\begin{array}{r} \hline 42.5 \% \\ 43.0 \% \\ \text { 7.3 p.p. } \\ \hline \end{array}$ |


| 4 Q 22 | 4 Q 23 | Var. |
| :---: | :---: | :---: |
| 2,076.1 | 2,513.0 | 21.0\% |
| (214.7) | (236.8) | 10.3\% |
| 1,861.4 | 2,276.2 | 22.3\% |
| (461.0) | (625.6) | 35.7\% |
| 1,400.4 | 1,650.6 | 17.9\% |
| (299.1) | (223.3) | -25.3\% |
| (39.9) | (76.6) | 92.0\% |
| 1,061.4 | 1,350.7 | 27.3\% |
| 1,101.3 | 1,427.3 | 29.6\% |
| 59.2\% | 62.7\% | 3.5 p.p. |


| USED CAR SALES RESULTS (SEMINOVOS) | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Gross revenues, net of discounts and cancellations | 5,150.7 | 4,413.3 | 5,994.8 | 9,525.9 | 58.9\% |
| Taxes on revenues | (10.0) | (5.2) | (6.5) | (10.9) | 67.7\% |
| Net revenues | 5,140.7 | 4,408.1 | 5,988.3 | 9,515.0 | 58.9\% |
| Book value of cars sold and preparation for sale(**) | $(4,629.7)$ | $(3,416.2)$ | $(5,027.1)$ | $(8,800.3)$ | 75.1\% |
| Adjustment to the recoverable value of assets | - | - | - | (114.3) | - |
| Gross profit | 511.0 | 991.9 | 961.2 | 600.4 | -37.5\% |
| Operating expenses (SG\&A) | (316.1) | (360.7) | (445.5) | (516.2) | 15.9\% |
| Cars depreciation | (342.6) | (183.7) | (954.6) | $(2,247.6)$ | 135.4\% |
| Other assets depreciation and amortization | (54.3) | (56.1) | (61.4) | (77.7) | 26.5\% |
| Operating profit (loss) before financial results and taxes (EBIT) | (202.0) | 391.4 | (500.3) | $(2,241.1)$ | 348.0\% |
| EBITDA | 194.9 | 631.2 | 515.7 | 84.2 | -83.7\% |
| EBITDA Margin | 3.8\% | 14.3\% | 8.6\% | 0.9\% | -7.7 p.p. |


| 4 Q 22 | 4 C 23 | Var. |
| ---: | ---: | ---: |
| $1,891.9$ | $2,506.2$ | $32.5 \%$ |
| $(1.9)$ | $(4.7)$ | $147.4 \%$ |
| $\mathbf{1 , 8 9 0 . 0}$ | $2,501.5$ | $32.4 \%$ |
| $(1,673.1)$ | $(2,303.9)$ | $37.7 \%$ |
| - | - | - |
| 216.9 | 197.6 | $-8.9 \%$ |
| $(139.9)$ | $(140.2)$ | $0.2 \%$ |
| $(340.1)$ | $(457.8)$ | $34.6 \%$ |
| $(17.5)$ | $(14.5)$ | $-17.1 \%$ |
| $(280.6$ | $(414.9)$ | $4.9 \%$ |
| 77.0 | 57.4 | $-25.5 \%$ |
| $4.1 \%$ | $2.3 \%$ | -1.8 p.p. |


| CAR RENTAL TOTAL FIGURES | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental and franchising gross revenues, net of discounts and cancellations | 3,475.2 | 4,851.3 | 7,211.5 | 9,118.6 | 26.4\% |
| Car sales for fleet renewal - gross revenues, net of discounts and cancellations | 5,150.7 | 4,413.3 | 5,994.8 | 9,525.9 | 58.9\% |
| Total gross revenues | 8,625.9 | 9,264.6 | 13,206.3 | 18,644.5 | 41.2\% |
| Taxes on revenues |  |  |  |  |  |
| Car rental and franchising | (330.2) | (455.9) | (701.3) | (863.1) | 23.1\% |
| Car sales for fleet renewal | (10.0) | (5.2) | (6.5) | (10.9) | 67.7\% |
| Car rental revenues - net revenues | 3,145.0 | 4,395.4 | 6,510.2 | 8,255.5 | 26.8\% |
| Car sales for fleet renewal - net revenues | 5,140.7 | 4,408.1 | 5,988.3 | 9,515.0 | 58.9\% |
| Total net revenues | 8,285.7 | 8,803.5 | 12,498.5 | 17,770.5 | 42.2\% |
| Direct costs |  |  |  |  |  |
| Car rental | $(1,124.3)$ | $(1,406.9)$ | $(1,840.4)$ | $(2,035.9)$ | 10.6\% |
| Car sales for fleet renewal | $(4,629.7)$ | $(3,416.2)$ | $(5,027.1)$ | $(8,800.3)$ | 75.1\% |
| Adjustment to the recoverable value of assets | - | - | - | (114.3) | 0.0\% |
| Gross profit | 2,531.7 | 3,980.4 | 5,631.0 | 6,820.0 | 21.1\% |
| Operating expenses (SG\&A) |  |  |  |  |  |
| Car rental | (595.4) | (832.6) | (950.7) | (902.1) | -5.1\% |
| Car sales for fleet renewal | (316.1) | (360.7) | (445.5) | (516.2) | 15.9\% |
| Cars depreciation | (342.6) | (183.7) | (954.6) | $(2,247.6)$ | 135.4\% |
| Other assets depreciation and amortization |  |  |  |  |  |
| Car rental | (120.7) | (142.6) | (181.6) | (276.4) | 52.2\% |
| Car sales for fleet renewal | (54.3) | (56.1) | (61.4) | (77.7) | 26.5\% |
| Operating profit before financial results and taxes (EBIT) | 1,102.6 | 2,404.7 | 3,037.2 | 2,800.0 | -7.8\% |
| EBITDA | 1,620.2 | 2,787.1 | 4,234.8 | 5,401.7 | 27.6\% |
| EBITDA margin | 19.6\% | 31.7\% | 33.9\% | 30.4\% | -3.5 p.p. |


| 4Q22 | 4 Q 23 | Var. |
| :---: | :---: | :---: |
| 2,076.1 | 2,513.0 | 21.0\% |
| 1,891.9 | 2,506.2 | 32.5\% |
| 3,968.0 | 5,019.2 | 26.5\% |
| (214.7) | (236.8) | 10.3\% |
| (1.9) | (4.7) | 147.4\% |
| 1,861.4 | 2,276.2 | 22.3\% |
| 1,890.0 | 2,501.5 | 32.4\% |
| 3,751.4 | 4,777.7 | 27.4\% |
| (461.0) | (625.6) | 35.7\% |
| $(1,673.1)$ | $(2,303.9)$ | 37.7\% |
| - | - | - |
| 1,617.3 | 1,848.2 | 14.3\% |
| (299.1) | (223.3) | -25.3\% |
| (139.9) | (140.2) | 0.2\% |
| (340.1) | (457.8) | 34.6\% |
| (39.9) | (76.6) | 92.0\% |
| (17.5) | (14.5) | -17.1\% |
| 780.8 | 935.8 | 19.9\% |
| 1,178.3 | 1,484.7 | 26.0\% |
| 31.4\% | 31.1\% | -0.3 p.p. |


| CAR RENTAL OPERATING DATA | 2020 | 2021 | 2022 | 2023 | Var. | 4 Q 22 | 4Q23 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet (*) | 200,742 | 195,242 | 246,922 | 285,103 | 15.5\% | 275,545 | 299,655 | 8.7\% |
| Average rented fleet( ${ }^{*}$ ) | 140,151 | 151,686 | 185,129 | 211,526 | 14.3\% | 198,560 | 222,278 | 11.9\% |
| Average operating fleet age (in months) | 10.0 | 13.9 | 15.9 | 12.6 | -21.0\% | 13.7 | 11.7 | -14.9\% |
| End of period fleet(*) | 216,334 | 216,293 | 331,445 | 347,287 | 4.8\% | 331,445 | 347,287 | 4.8\% |
| Number of rental days - in thousands (net of fleet replacement service) | 50,446.5 | 53,756.6 | 66,009.1 | 75,219.1 | 14.0\% | 17,855.4 | 19,718.1 | 10.4\% |
| Average daily rental revenues per car (R\$) | 68.52 | 89.71 | 108.57 | 120.54 | 11.0\% | 115.70 | 126.75 | 9.6\% |
| Annualized average depreciation per car ( R \$) | 1,706.8 | 941.1 | 3,606.3 | 6,334.9 | 75.7\% | 4,659.4 | 6,113.1 | 31.2\% |
| Utilization rate (Does not include cars in preparation and decomissioning) | 73.5\% | 79.8\% | 79.6\% | 78.6\% | -1.0 p.p. | 77.9\% | 79.7\% | 1.8 p.p. |
| Number of cars purchased | 92,801 | 83,382 | 170,750 | 172,620 | 1.1\% | 67,508 | 70,375 | 4.2\% |
| Number of cars sold | 113,346 | 76,906 | 89,485 | 155,441 | 73.7\% | 30,207 | 38,064 | 26.0\% |
| Average sold fleet age (in months) | 16.9 | 21.9 | 28.3 | 28.3 | 0.0\% | 29.4 | 26.1 | -11.2\% |
| Average total fleet | 221,895 | 209,172 | 275,889 | 319,382 | 15.8\% | 323,290 | 341,309 | 5.6\% |
| Average value of total fleet - R \$ million | 9,951.6 | 10,592.7 | 17,199.0 | 22,075.1 | 28.4\% | 20,962.9 | 23,792.1 | 13.5\% |
| Average value per car in the period - R\$ thsd | 44.8 | 50.6 | 62.3 | 69.1 | 10.9\% | 64.8 | 69.7 | 7.6\% |

$\left({ }^{*}\right)$ 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 3 Q22 figures consider these cars.
$\left(^{* *)}\right.$ Until 3Q23, preparation costs were added to the book value of cars sold

| CAR RENTAL RESULTS - MEXICO | 2023 |  |
| :--- | ---: | ---: |
| Total net revenues - Mexico | 4023 |  |
| Depreciation of cars and others | $\mathbf{1 0 . 8}$ | $(16.4)$ |
| Operating profit (loss) before financial results and taxes (EBIT) | $(59.0)$ | $\mathbf{8 . 7}$ |
| EBITDA | $(9.2)$ |  |

16.3 - Fleet Rental - R\$ million

| FLEET RENTAL RESULTS | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Fleet rental gross revenues, net of discounts and cancellations | 1,163.7 | 1,325.2 | 3,567.7 | 7,367.4 | 106.5\% |
| Taxes on revenues (*) | (110.2) | (127.3) | (343.0) | (690.2) | 101.2\% |
| Fleet rental net revenues | 1,053.5 | 1,197.9 | 3,224.7 | 6,677.2 | 107.1\% |
| Fleet rental costs | (221.5) | (315.6) | (678.6) | $(1,268.4)$ | 86.9\% |
| Gross profit | 832.0 | 882.3 | 2,546.1 | 5,408.8 | 112.4\% |
| Operating expenses (SG\&A) | (69.7) | (141.2) | (433.3) | (559.4) | 29.1\% |
| Other assets depreciation and amortization | (8.4) | (8.3) | (40.7) | (48.3) | 18.7\% |
| Operating profit before financial results and taxes (EBIT) | 753.9 | 732.8 | 2,072.1 | 4,801.1 | 131.7\% |
| EBITDA | 762.3 | 741.1 | 2,112.8 | 4,849.4 | 129.5\% |
| EBITDA Margin | 72.4\% | 61.9\% | 65.5\% | 72.6\% | 7.1 p.p. |


| 4Q22 | 4Q23 | Var. |
| :---: | :---: | :---: |
| 1,479.4 | 2,077.5 | 40.4\% |
| (138.3) | (194.5) | 40.6\% |
| 1,341.1 | 1,883.0 | 40.4\% |
| (290.1) | (381.5) | 31.5\% |
| 1,051.0 | 1,501.5 | 42.9\% |
| (195.0) | (154.5) | -20.8\% |
| (17.3) | (16.3) | -5.8\% |
| 838.7 | 1,330.7 | 58.7\% |
| 856.0 | 1,347.0 | 57.4\% |
| 63.8\% | 71.5\% | 7.7 p.p. |


| USED CAR SALES RESULTS (SEMINOVOS) | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Gross revenues, net of discounts and cancellations | 969.2 | 900.7 | 2,066.0 | 4,450.1 | 115.4\% |
| Taxes on revenues | (0.8) | (0.8) | (5.8) | (6.0) | 3.4\% |
| Net revenues | 968.4 | 899.9 | 2,060.2 | 4,444.1 | 115.7\% |
| Book value of cars sold and preparation for sale(**) | (832.0) | (659.3) | $(1,627.1)$ | $(3,876.1)$ | 138.2\% |
| Adjustment to the recoverable value of assets | - | - | - | (39.0) | - |
| Gross profit | 136.4 | 240.6 | 433.1 | 529.0 | 22.1\% |
| Operating expenses (SG\&A) | (50.8) | (71.2) | (191.6) | (214.6) | 12.0\% |
| Cars depreciation | (130.4) | (71.4) | (799.7) | $(1,933.2)$ | 141.7\% |
| Other assets depreciation and amortization | (10.0) | (11.4) | (21.7) | (24.8) | 14.3\% |
| Operating profit (loss) before financial results and taxes (EBIT) | (54.8) | 86.6 | (579.9) | $(1,643.6)$ | 183.4\% |
| EBITDA | 85.6 | 169.4 | 241.5 | 314.4 | 30.2\% |
| EBITDA Margin | 8.8\% | 18.8\% | 11.7\% | 7.1\% | -4.6 p.p. |


| 4 Q 22 | 4 Q 23 | Var. |
| :---: | :---: | :---: |
| 795.4 | 1,241.2 | 56.0\% |
| (2.4) | (2.1) | -12.5\% |
| 793.0 | 1,239.1 | 56.3\% |
| (688.2) | $(1,110.6)$ | 61.4\% |
| - | - | - |
| 104.8 | 128.5 | 22.6\% |
| (83.7) | (55.5) | -33.7\% |
| (407.8) | (489.0) | 19.9\% |
| (7.0) | (9.1) | 30.0\% |
| (393.7) | (425.1) | 8.0\% |
| 21.1 | 73.0 | 246.0\% |
| 2.7\% | 5.9\% | 3.2 p.p. |


| FLEET RENTAL TOTAL FIGURES | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Fleet rental gross revenues, net of discounts and cancellations | 1,163.7 | 1,325.2 | 3,567.7 | 7,367.4 | 106.5\% |
| Car sales for fleet renewal - gross revenues, net of discounts and cancellations | 969.2 | 900.7 | 2,066.0 | 4,450.1 | 115.4\% |
| Total gross revenues | 2,132.9 | 2,225.9 | 5,633.7 | 11,817.5 | 109.8\% |
| Taxes on revenues |  |  |  |  |  |
| Fleet rental (*) | (110.2) | (127.3) | (343.0) | (690.2) | 101.2\% |
| Car sales for fleet renewal | (0.8) | (0.8) | (5.8) | (6.0) | 3.4\% |
| Fleet rental - net revenues | 1,053.5 | 1,197.9 | 3,224.7 | 6,677.2 | 107.1\% |
| Car sales for fleet renewal - net revenues | 968.4 | 899.9 | 2,060.2 | 4,444.1 | 115.7\% |
| Total net revenues (**) | 2,021.9 | 2,097.8 | 5,284.9 | 11,121.3 | 110.4\% |
| Direct costs |  |  |  |  |  |
| Fleet rental | (221.5) | (315.6) | (678.6) | $(1,268.4)$ | 86.9\% |
| Car sales for fleet renewal | (832.0) | (659.3) | $(1,627.1)$ | $(3,876.1)$ | 138.2\% |
| Adjustment to the recoverable value of assets | - | - | - | (39.0) | - |
| Gross profit | 968.4 | 1,122.9 | 2,979.2 | 5,937.8 | 99.3\% |
| Operating expenses (SG\&A) |  |  |  |  |  |
| Fleet rental | (69.7) | (141.2) | (433.3) | (559.4) | 29.1\% |
| Car sales for fleet renewal | (50.8) | (71.2) | (191.6) | (214.6) | 12.0\% |
| Cars depreciation | (130.4) | (71.4) | (799.7) | (1,933.2) | 141.7\% |
| Other assets depreciation and amortization |  |  |  |  |  |
| Fleet rental | (8.4) | (8.3) | (40.7) | (48.3) | 18.7\% |
| Car sales for fleet renewal | (10.0) | (11.4) | (21.7) | (24.8) | 14.3\% |
| Operating profit before financial results and taxes (EBIT) | 699.1 | 819.4 | 1,492.2 | 3,157.5 | 111.6\% |
| EBITDA | 847.9 | 910.5 | 2,354.3 | 5,163.8 | 119.3\% |
| EBITDA margin | 41.9\% | 43.4\% | 44.5\% | 46.4\% | 1.9 p.p. |


| 4Q22 | 4Q23 | Var. |
| :---: | :---: | :---: |
| 1,479.4 | 2,077.5 | 40.4\% |
| 795.4 | 1,241.2 | 56.0\% |
| 2,274.8 | 3,318.7 | 45.9\% |
| (138.3) | (194.5) | 40.6\% |
| (2.4) | (2.1) | -12.5\% |
| 1,341.1 | 1,883.0 | 40.4\% |
| 793.0 | 1,239.1 | 56.3\% |
| 2,134.1 | 3,122.1 | 46.3\% |
| (290.1) | (381.5) | 31.5\% |
| (688.2) | $(1,110.6)$ | 61.4\% |
| - | - |  |
| 1,155.8 | 1,630.0 | 41.0\% |
| (195.0) | (154.5) | -20.8\% |
| (83.7) | (55.5) | -33.7\% |
| (407.8) | (489.0) | 19.9\% |
| (17.3) | (16.3) | -5.8\% |
| (7.0) | (9.1) | 30.0\% |
| 445.0 | 905.6 | 103.5\% |
| 877.1 | 1,420.0 | 61.9\% |
| 41.1\% | 45.5\% | 4.4 p.p. |


| OPERATING DATA | 2020 | 2021 | 2022 | 2023 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet | 59,801 | 61,962 | 142,703 | 258,334 | 81.0\% |
| Total Average rented fleet | 59,244 | 63,493 | 137,700 | 239,839 | 74.2\% |
| Average rented fleet | 57,706 | 60,133 | 134,959 | 238,430 | 76.7\% |
| Average rented fleet - Car Rental fleet replacement | 1,538 | 3,360 | 2,741 | 1,409 | -48.6\% |
| Average operating fleet age (in months) | 17.4 | 20.3 | 19.9 | 18.3 | -8.3\% |
| End of period fleet |  |  |  |  |  |
| Rented Fleet | 61,657 | 73,503 | 259,596 | 309,059 | 19.1\% |
| Managed Fleet | 105 | 57 | 30 | - | -100.0\% |
| Number of rental days - in thousands | 21,328.0 | 22,857.3 | 48,585.1 | 85,834.7 | 76.7\% |
| Average daily rental revenues per car (R\$) | 53.81 | 57.49 | 72.97 | 82.93 | 13.6\% |
| Annualized average depreciation per car (R\$) | 2,178.9 | 1,152.7 | 3,855.1 | 6,025.5 | 56.3\% |
| Utilization rate (Does not include cars in preparation and decomissioning) (*) | 97.4\% | 98.0\% | 96.7\% | 95.6\% | -1.1 p.p. |
| Number of cars purchased | 16,578 | 28,128 | 84,179 | 116,002 | 37.8\% |
| Number of cars sold | 22,144 | 15,939 | 29,053 | 65,938 | 127.0\% |
| Average sold fleet age (in months) | 28.9 | 31.8 | 36.3 | 36.5 | 0.6\% |
| Average total fleet | 63,919 | 66,451 | 158,386 | 282,359 | 78.3\% |
| Average value of total fleet - R \$ million | 2,812.1 | 3,370.7 | 11,313.5 | 23,348.5 | 106.4\% |
| Average value per car in the period - $\mathrm{R} \$$ thsd | 44.0 | 50.7 | 71.4 | 82.7 | 15.8\% |


| 4Q22 | 4Q23 | Var. |
| :---: | :---: | :---: |
| 227,593 | 276,400 | 21.4\% |
| 214,786 | 253,780 | 18.2\% |
| 212,479 | 253,118 | 19.1\% |
| 2,307 | 661 | -71.3\% |
| 18.2 | 18.5 | 1.9\% |
| 259,596 | 309,059 | 19.1\% |
| 20 | - | -100.0\% |
| 19,123.1 | 22,780.7 | 19.1\% |
| 74.69 | 87.81 | 17.6\% |
| 5,062.7 | 6,689.7 | 32.1\% |
| 96.4\% | 95.0\% | -1.4 p.p. |
| 29,850 | 37,157 | 24.5\% |
| 11,286 | 18,450 | 63.5\% |
| 36.6 | 36.3 | -0.8\% |
| 251,860 | 300,620 | 19.4\% |
| 19,298.9 | 25,605.2 | 32.7\% |
| 76.6 | 85.2 | 11.2\% |

(*) Does not include replacement service from Car Rental
(**) Until 3Q23, preparation costs were added to the book value of cars sold

## 16.4 - Consolidated Result - R\$ million

| CONSOLIDATED RESULTS | 2020 | 2021 | 2022 | 2023 | Var. | 4 Q 22 | 4 Q 23 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental and franchising gross revenues, net of discounts and cancellations | 3,475.2 | 4,851.3 | 7,211.5 | 9,129.4 | 26.6\% | 2,076.1 | 2,521.7 | 21.5\% |
| Fleet Rental gross revenues, net of discounts and cancellations | 1,163.7 | 1,325.2 | 3,567.7 | 7,367.4 | 106.5\% | 1,479.4 | 2,077.5 | 40.4\% |
| Car and Fleet Rentals and Franchising total gross revenues | 4,638.9 | 6,176.5 | 10,779.2 | 16,496.8 | 53.0\% | 3,555.5 | 4,599.2 | 29.4\% |
| Taxes on revenues - Car and Fleet Rentals and Franchising | (440.4) | (583.2) | $(1,044.3)$ | $(1,553.3)$ | 48.7\% | (353.0) | (431.3) | 22.2\% |
| Car and Fleet Rentals and Franchising net revenues | 4,198.5 | 5,593.3 | 9,734.9 | 14,943.5 | 53.5\% | 3,202.5 | 4,167.9 | 30.1\% |
| Car sales gross revenues |  |  |  |  |  |  |  |  |
| Car sales for fleet renewal - Car Rental, net of discounts and cancellations | 5,150.7 | 4,413.3 | 5,994.8 | 9,525.9 | 58.9\% | 1,891.9 | 2,506.2 | 32.5\% |
| Car sales for fleet renewal - Fleet Rental, net of discounts and cancellations | 969.2 | 900.7 | 2,066.0 | 4,450.1 | 115.4\% | 795.4 | 1,241.2 | 56.0\% |
| Car sales for fleet renewal - total gross revenues | 6,119.9 | 5,314.0 | 8,060.8 | 13,976.0 | 73.4\% | 2,687.3 | 3,747.4 | 39.4\% |
| Taxes on revenues - Car sales for fleet renewal | (10.8) | (6.0) | (12.3) | (16.9) | 37.4\% | (4.3) | (6.8) | 58.1\% |
| Car sales for fleet renewal - net revenues | 6,109.1 | 5,308.0 | 8,048.5 | 13,959.1 | 73.4\% | 2,683.0 | 3,740.6 | 39.4\% |
| Total net revenues | 10,307.6 | 10,901.3 | 17,783.4 | 28,902.6 | 62.5\% | 5,885.5 | 7,908.5 | 34.4\% |
| Direct costs and expenses: |  |  |  |  |  |  |  |  |
| Car rental and franchising | $(1,124.3)$ | $(1,406.9)$ | $(1,840.4)$ | $(2,059.3)$ | 11.9\% | (461.0) | (642.4) | 39.3\% |
| Fleet Rental | (221.5) | (315.6) | (678.6) | $(1,268.4)$ | 86.9\% | (290.1) | (381.5) | 31.5\% |
| Adjustment to the recoverable value of assets | - | - | - | (153.3) | - | - | - | - |
| Total Car and Fleet Rentals and Franchising | $(1,345.8)$ | $(1,722.5)$ | $(2,519.0)$ | $(3,481.0)$ | 38.2\% | (751.1) | $(1,023.9)$ | 36.3\% |
| Car sales for fleet renewal - Car rental | $(4,629.7)$ | $(3,416.2)$ | $(5,027.1)$ | $(8,800.3)$ | 75.1\% | $(1,673.1)$ | $(2,303.9)$ | 37.7\% |
| Car sales for fleet renewal - Fleet Rental | (832.0) | (659.3) | $(1,627.1)$ | $(3,876.1)$ | 138.2\% | (688.2) | $(1,110.6)$ | 61.4\% |
| Total Car sales for fleet renewal (book value) and preparation for sale(*) | $(5,461.7)$ | $(4,075.5)$ | $(6,654.2)$ | $(12,676.4)$ | 90.5\% | $(2,361.3)$ | $(3,414.5)$ | 44.6\% |
| Total costs | $(6,807.5)$ | $(5,798.0)$ | $(9,173.2)$ | $(16,157.4)$ | 76.1\% | $(3,112.4)$ | $(4,438.4)$ | 42.6\% |
| Gross profit | 3,500.1 | 5,103.3 | 8,610.2 | 12,745.2 | 48.0\% | 2,773.1 | 3,470.1 | 25.1\% |
| Total Operating expenses | $(1,032.0)$ | $(1,405.8)$ | $(2,021.1)$ | $(2,222.3)$ | 10.0\% | (717.7) | (590.8) | -17.7\% |
| Depreciation expenses: |  |  |  |  |  |  |  |  |
| Cars depreciation: |  |  |  |  |  |  |  |  |
| Car rental | (342.6) | (183.7) | (954.6) | $(2,251.2)$ | 135.8\% | (340.1) | (457.8) | 34.6\% |
| Fleet Rental | (130.4) | (71.4) | (799.7) | $(1,933.2)$ | 141.7\% | (407.8) | (489.0) | 19.9\% |
| Total cars depreciation expenses | (473.0) | (255.1) | $(1,754.3)$ | $(4,184.4)$ | 138.5\% | (747.9) | (946.8) | 26.6\% |
| Other assets depreciation and amortization | (193.4) | (218.4) | (305.4) | (440.0) | 44.1\% | (81.7) | (125.7) | 53.9\% |
| Total depreciation and amortization expenses | (666.4) | (473.5) | $(2,059.7)$ | $(4,624.4)$ | 124.5\% | (829.6) | $(1,072.5)$ | 29.3\% |
| Operating profit before financial results and taxes (EBIT) | 1,801.7 | 3,224.0 | 4,529.4 | 5,898.5 | 30.2\% | 1,225.8 | 1,806.8 | 47.4\% |
| Equity equivalence result |  |  |  |  |  | 0.0 | 0.0 |  |
| Financial (expenses) revenues, net | (374.4) | (320.9) | $(2,110.6)$ | $(4,024.3)$ | 90.7\% | (748.0) | (974.3) | 30.3\% |
| Income before tax and social contribution | 1,427.3 | 2,903.1 | 2,418.9 | 1,874.2 | -22.5\% | 477.8 | 832.5 | 74.2\% |
| Income tax and social contribution | (379.1) | (859.4) | (577.8) | (71.1) | -87.7\% | (34.4) | (126.9) | 268.8\% |
| Net income for the period | 1,048.2 | 2,043.7 | 1,841.1 | 1,803.1 | -2.1\% | 443.4 | 705.6 | 59.1\% |
| EBITDA | 2,468.1 | 3,697.5 | 6,589.2 | 10,522.9 | 59.7\% | 2,055.4 | 2,879.3 | 40.1\% |
| EBIT | 1,801.7 | 3,224.0 | 4,529.5 | 5,898.5 | 30.2\% | 1,225.8 | 1,806.8 | 47.4\% |
| Consolidated EBIT Margin (calculated over rental revenues) | 42.9\% | 57.6\% | 46.5\% | 39.5\% | -7.1 p.p. | 38.3\% | 43.4\% | 5.1 p.p. |
| Car and Fleet Rentals and Franchising EBITDA | 2,187.6 | 2,897.0 | 5,831.9 | 10,124.3 | 73.6\% | 1,957.3 | 2,748.9 | 40.4\% |
| EBITDA Margin | 52.1\% | 51.8\% | 59.9\% | 67.8\% | 7.9 p.p. | 61.1\% | 66.0\% | 4.9 p.p. |
| Used Car Sales (Seminovos) EBITDA | 280.5 | 800.6 | 757.4 | 398.6 | -47.4\% | 98.1 | 130.4 | 32.9\% |
| EBITDA Margin | 4.6\% | 15.1\% | 9.4\% | 2.9\% | -6.5 p.p. | 3.7\% | 3.5\% | -0.2 p.p. |

($^{*}$ ) Until 3Q23, preparation costs were added to the book value of cars sold

## 17 - Operating Data

| SELECTED OPERATING DATA | 2020 | 2021 | 2022 | 2023 | Var. | 4 Q 22 | 4Q23 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet: |  |  |  |  |  |  |  |  |
| Car Rental - Brazil ( ${ }^{* *}$ ) | 200,742 | 195,242 | 246,922 | 285,103 | 15.5\% | 275,545 | 299,655 | 8.7\% |
| Fleet Rental | 59,801 | 61,962 | 142,703 | 258,334 | 81.0\% | 227,593 | 276,400 | 21.4\% |
| Total | 260,543 | 257,204 | 389,625 | 543,437 | 39.5\% | 503,138 | 576,055 | 14.5\% |
| Average rented fleet: |  |  |  |  |  |  |  |  |
| Car Rental - Brazil (**) | 140,151 | 151,686 | 185,129 | 211,526 | 14.3\% | 198,560 | 222,278 | 11.9\% |
| Fleet Rental | 59,244 | 63,493 | 134,959 | 239,839 | 77.7\% | 214,786 | 253,780 | 18.2\% |
| Total | 199,395 | 215,179 | 320,087 | 451,364 | 41.0\% | 413,346 | 476,058 | 15.2\% |
| Average age of operating fleet (months) |  |  |  |  |  |  |  |  |
| Car Rental | 10.0 | 13.9 | 15.9 | 12.6 | -21.0\% | 13.7 | 11.7 | -14.9\% |
| Fleet Rental | 17.4 | 20.3 | 19.9 | 18.3 | -8.3\% | 18.2 | 18.5 | 1.9\% |
| Average age of total operating fleet | 11.7 | 15.5 | 17.4 | 15.3 | -12.0\% | 16.8 | 15.0 | -10.7\% |
| Fleet at end of period: |  |  |  |  |  |  |  |  |
| Car Rental - Brazil (**) | 216,334 | 216,293 | 331,445 | 347,287 | 4.8\% | 331,445 | 347,287 | 4.8\% |
| Car Rental - Mexico | - | - | - | - |  |  | 1,266 |  |
| Fleet Rental | 61,657 | 73,503 | 259,596 | 309,059 | 19.1\% | 259,596 | 309,059 | 19.1\% |
| Total | 277,991 | 289,796 | 591,041 | 657,612 | 11.3\% | 591,041 | 657,612 | 11.3\% |
| Managed fleet at end period - Fleet Rental | 105 | 57 | 30 | - | -100.0\% | 20 | - | -100.0\% |
| Fleet investment (R\$ million) (include accessories from 2022) |  |  |  |  |  |  |  |  |
| Car Rental - Brazil | 4,541.9 | 5,625.1 | 14,305.9 | 14,256.4 | -0.3\% | 5,178.2 | 5,830.4 | 12.6\% |
| Car Rental - Mexico | - | - | - | - |  |  | 26.0 |  |
| Fleet Rental | 975.7 | 2,022.1 | 8,094.4 | 11,646.5 | 43.9\% | 2,903.4 | 3,499.8 | 20.5\% |
| Total | 5,517.6 | 7,647.2 | 22,400.3 | 25,949.6 | 15.8\% | 8,081.6 | 9,356.2 | 15.8\% |
| Number of rental days (In thousands): |  |  |  |  |  |  |  |  |
| Car Rental - Brazil | 51,286.4 | 55,358.0 | 67,649.5 | 77,218.0 | 14.1\% | 18,270.5 | 20,451.5 | 11.9\% |
| Rental days for Fleet Rental replacement service | (839.9) | $(1,601.4)$ | $(1,640.4)$ | $(1,998.9)$ | 21.9\% | (415.1) | (733.4) | 76.7\% |
| Car Rental - Net | 50,446.5 | 53,756.6 | 66,009.1 | 75,219.1 | 14.0\% | 17,855.4 | 19,718.1 | 10.4\% |
| Fleet Rental | 21,328.0 | 22,857.3 | 48,585.1 | 85,834.7 | 76.7\% | 19,123.1 | 22,780.7 | 19.1\% |
| Total | 71,774.5 | 76,613.9 | 114,594.2 | 161,053.8 | 40.5\% | 36,978.5 | 42,498.8 | 14.9\% |
| Annualized average depreciation per car ( $\mathbf{R}$ \$) |  |  |  |  |  |  |  |  |
| Car Rental - Brazil | 1,706.8 | 941.1 | 3,606.3 | 6,334.9 | 75.7\% | 4,659.4 | 6,113.1 | 31.2\% |
| Fleet Rental | 2,178.9 | 1,152.7 | 3,855.1 | 6,025.5 | 56.3\% | 5,062.7 | 6,689.7 | 32.1\% |
| Total | 1,815.2 | 992.0 | 3,697.4 | 6,187.8 | 67.4\% | 4,841.9 | 6,389.8 | 32.0\% |
| Average annual gross revenues per operating car (R\$ thousand) |  |  |  |  |  |  |  |  |
| Car Rental | 17.3 | 24.7 | 29.0 | 31.8 | 9.6\% | 30.4 | 33.9 | 11.5\% |
| Fleet Rental | 19.2 | 21.2 | 24.8 | 27.6 | 10.9\% | 25.4 | 29.4 | 15.4\% |
| Average daily rental (R\$) |  |  |  |  |  |  |  |  |
| Car Rental - Brazil(*) | 68.52 | 89.71 | 108.57 | 120.54 | 11.0\% | 115.70 | 126.75 | 9.6\% |
| Fleet Rental | 53.81 | 57.49 | 72.97 | 82.93 | 13.6\% | 74.69 | 87.81 | 17.6\% |
| Utilization rate (does not include cars in preparation and decomissioning): |  |  |  |  |  |  |  |  |
| Car Rental - Brazil | 73.5\% | 79.8\% | 79.6\% | 78.6\% | -1.0 p.p. | 77.9\% | 79.7\% | 1.8 p.p. |
| Fleet Rental | 97.4\% | 98.0\% | 96.7\% | 95.6\% | -1.1 p.p. | 96.4\% | 95.0\% | -1.4 p.p. |
| Number of cars purchased - Brazil | 109,379 | 111,510 | 254,929 | 288,622 | 13.2\% | 97,358 | 107,532 | 10.5\% |
| Number of cars purchased - Mexico |  |  |  | 1,262 |  |  | 345 | - |
| Average price of cars purchased (R\$ thsd) - Brazil | 50.45 | 68.58 | 87.87 | 89.75 | 2.1\% | 83.01 | 86.77 | 4.5\% |
| Numbers of cars sold - Brazil | 135,490 | 92,845 | 118,538 | 221,379 | 86.8\% | 41,493 | 56,514 | 36.2\% |
| Average price of cars sold (R\$ thsd) ( ${ }^{(* * *}$ ) - Brazil | 42.46 | 52.63 | 62.58 | 59.47 | -5.0\% | 57.94 | 62.72 | 8.2\% |

${ }^{(*)}$ 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 | 2023 |
| :---: | :---: | :---: | :---: | :---: |
| CURRENT ASSETS: |  |  |  |  |
| Cash and cash equivalents | 2.586,4 | 444,1 | 1.505,6 | 2.000,9 |
| Financial assets | 1.380,2 | 4.565,4 | 4.053,8 | $8.321,3$ |
| Trade accounts receivable | 1.107,5 | 1.310,4 | 2.480,2 | 3.681,6 |
| Derivative financial instruments - swap | 154,3 | 89,6 | 283,0 | 87,7 |
| Other current assets | 300,7 | 351,3 | 1.316,4 | 1.141,5 |
| Decommissioning cars to fleet renewal | 40,5 | 182,0 | 1.976,1 | 2.531,4 |
| Total current assets | 5.569,6 | 6.942,8 | 11.615,1 | 17.764,4 |
| NON CURRENT ASSETS: |  |  |  |  |
| Long-term assets: |  |  |  |  |
| Financial assets | - | 3,0 | 1.349,9 | 1.186,4 |
| (-) Fair value adjustment of the deposit tied to linked account | - | - | $(423,0)$ | $(334,3)$ |
| Derivative financial instruments - swap | 353,0 | 448,1 | 365,6 | 377,2 |
| Trade accounts receivable | 2,0 | 2,7 | 9,8 | 6,6 |
| Escrow deposit | 113,7 | 121,8 | 220,6 | 265,4 |
| Deferred income tax and social contribution | 24,4 | 24,3 | 23,0 | 38,2 |
| Investments in restricted accounts | 44,9 | 46,1 | 51,4 | - |
| Other non current assets | 0,1 | 286,3 | 580,9 | 675,5 |
| Total long-term assets | 538,1 | 932,3 | 2.178,2 | 2.215,0 |
| Investments: | - | - | 1,2 | - |
| Property and equipment |  |  |  |  |
| Cars | 12.923,3 | 15.842,9 | 41.254,1 | 49.914,3 |
| Right of use | 624,5 | 736,0 | 834,7 | 1.122,8 |
| Other | 633,5 | 715,0 | 931,7 | 1.079,3 |
| Intangible: |  |  |  |  |
| Software and others | 46,7 | 37,6 | 373,7 | 388,1 |
| Goodwill on acquisition of investments | 105,4 | 105,4 | $8.463,3$ | 8.463,2 |
| Total non current assets | 14.871,5 | 18.369,2 | 54.036,9 | 63.182,7 |
| total Assets | 20.441,1 | 25.312,0 | 65.652,0 | 80.947,1 |


| LIABILITIES AND SHAREHOLDERS' EQUITY | 2020 | 2021 | 2022 | 2023 |
| :---: | :---: | :---: | :---: | :---: |
| CURRENT LIABILITIES: |  |  |  |  |
| Trade accounts payable | 1.661,0 | 2.059,3 | 6.177,8 | 8.881,4 |
| Assignment of credit rights |  | - | 141,8 | 86,3 |
| Social and labor obligations | 218,5 | 276,1 | 333,7 | 399,2 |
| Loans, financing and debentures | 1.615,0 | 1.884,8 | 3.353,5 | 7.226,5 |
| Lease liability | 130,2 | 157,0 | 185,2 | 261,6 |
| Derivative financial instruments - swap | 66,4 | 9,1 | 137,4 | 370,7 |
| Income tax and social contribution | 117,6 | 9,0 | 11,7 | 119,1 |
| Dividends and interest on own capital | 72,4 | 288,8 | 320,4 | 357,4 |
| Other current liabilities | 415,3 | 300,4 | 575,3 | 714,8 |
| Total current liabilities | 4.296,4 | 4.984,5 | 11.236,8 | 18.417,0 |
| NON CURRENT LIABILITIES: |  |  |  |  |
| Assignment of credit rights | - | - | 134,2 | 48,1 |
| Loans, financing and debentures | 8.882,7 | 10.548,3 | 29.917,6 | 33.381,1 |
| Lease liability | 532,5 | 635,2 | 727,3 | 966,5 |
| Derivative financial instruments - swap | 37,2 | 134,7 | 260,1 | 260,0 |
| Provisions | 158,6 | 163,6 | 672,5 | 604,3 |
| Deferred income tax and social contribution | 412,1 | 1.147,9 | 2.010,9 | 1.700,6 |
| Restricted Obligations | 45,4 | 47,0 | 52,1 | - |
| Other non current liabilities | 23,6 | 33,7 | 69,9 | 171,7 |
| Total non current liabilities | 10.092,1 | 12.710,4 | 33.844,6 | 37.132,3 |
| Total liabilities | 14.388,5 | 17.694,9 | 45.081,4 | 55.549,3 |
| SHAREHOLDERS' EQUITY: |  |  |  |  |
| Capital | 4.000,0 | 4.000,0 | 12.150,7 | 17.376,9 |
| Expenses with share issues | $(43,1)$ | $(43,1)$ | $(43,1)$ | (118,8) |
| Treasury Shares | $(175,5)$ | $(162,1)$ | $(144,6)$ | $(447,2)$ |
| Capital Reserves | 174,9 | 203,0 | 4.089,1 | $4.145,2$ |
| Earnings Reserves | 2.096,3 | 3.618,4 | 4.516,3 | 4.756,8 |
| Equity Valuation Adjustment | - | 0,9 | $(9,2)$ | - |
| Participation of non-controlling partners | - | - | 11,4 | 8,9 |
|  | - | - | - | $(324,0)$ |
| Total shareholders' equity | 6.052,6 | 7.617,1 | 20.570,6 | 25.397,8 |
| TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY | 20.441,1 | 25.312,0 | 65.652,0 | 80.947,1 |

19 - Consolidated financial statements - Income statements - R\$ million

| STATEMENT OF INCOME | 2020 | 2021 | 2022 | 2023 |
| :---: | :---: | :---: | :---: | :---: |
| Total net revenues | 10,307.6 | 10,901.3 | 17,783.4 | 28,902.6 |
| COSTS AND EXPENSES: |  |  |  |  |
| Direct costs | $(6,807.5)$ | $(5,798.0)$ | $(9,173.2)$ | $(16,157.4)$ |
| Selling, general, administrative and other expenses | $(1,032.0)$ | $(1,405.8)$ | $(2,021.1)$ | $(2,222.3)$ |
| Cars depreciation | (473.0) | (255.1) | $(1,754.3)$ | $(4,184.4)$ |
| Other assets depreciation and amortization | (193.4) | (218.4) | (305.4) | (440.0) |
| Total costs and expenses | $(8,505.9)$ | (7,677.3) | $(13,254.0)$ | $(23,004.1)$ |
| Income before financial results and taxes (EBIT) | 1,801.7 | 3,224.0 | 4,529.4 | 5,898.5 |
| EQUITY EQUIVALENCE RESULT | - | - | 0.1 | - |
| FINANCIAL EXPENSES, NET | (374.4) | (320.9) | $(2,110.6)$ | (4,024.3) |
| Income before taxes | 1,427.3 | 2,903.1 | 2,418.9 | 1,874.2 |
| INCOME TAX AND SOCIAL CONTRIBUTION | (379.1) | (859.4) | (577.8) | (71.1) |
| Net income | 1,048.2 | 2,043.7 | 1,841.1 | 1,803.1 |


| CONSOLIDATED CASH FLOW | 2020 | 2021 | 2022 | 2023 |
| :---: | :---: | :---: | :---: | :---: |
| CASH FLOWS FROM OPERATING ACTIVIIES: |  |  |  |  |
| Net income | 1,048.2 | 2,043.7 | 1,841.2 | 1,803.1 |
| Adjustments to reconcile net income and cash and cash equivalents provided by operating activities: |  |  |  |  |
| Depreciation and amortization | 666.4 | 473.5 | 2,063.6 | 4,624.3 |
| Net book value of vehicles written off | (509.3) | (962.0) | $(1,748.3)$ | $(1,625.5)$ |
| Adjustment to the recoverable value of assets |  |  | - | 153.3 |
| Deferred income tax and social contribution | 67.4 | 735.4 | 484.9 | (243.8) |
| Interest on loans, financing, debentures and swaps of fixed rates | 423.7 | 502.3 | 2,898.6 | 5,012.6 |
| Lease interest | 59.6 | 61.8 | 76.3 | 107.5 |
| Outros | 9.3 | 73.8 | 18.7 | 643.3 |
| (Increase) decrease in assets: |  |  |  |  |
| Trade receivable | 118.8 | (248.1) | (827.9) | $(1,368.6)$ |
| Purchases of cars (see supplemental disclosure below) | $(6,513.3)$ | $(7,366.9)$ | $(18,621.0)$ | $(23,362.4)$ |
| Escrow deposits | 0.9 | (8.1) | (6.8) | (32.4) |
| Taxes recoverable | 11.5 | (266.9) | (187.7) | (310.3) |
| Prepaid expenses | (7.9) | (11.6) | 92.2 | (24.3) |
| Other assets | (44.7) | 85.1 | (475.4) | (260.6) |
| Increase (decrease) in liabilities: |  |  |  |  |
| Accounts payable (except car manufacturers) | 84.2 | 109.3 | 230.9 | 116.4 |
| Social and labor obligations | 56.5 | 57.7 | (18.0) | (170.0) |
| Income tax and social contribution | 311.7 | 124.0 | 92.8 | 314.9 |
| Amount received for disposal of investment |  |  | - | 581.0 |
| Insurance premium | 20.8 | (93.2) | 50.9 | 36.6 |
| Other liabilities | 13.4 | (71.3) | 271.8 | (82.4) |
| Cash provided by (used in) operating activities | $(4,182.8)$ | $(4,761.5)$ | (13,763.2) | $(14,087.3)$ |
| Revenue from the sale of decommissioned cars, net of taxes | 6,109.2 | 5,308.0 | 7,833.6 | 13,875.6 |
| Income tax and social contribution paid | (250.1) | (307.1) | (83.4) | (130.2) |
| Interest on loans, financing and debentures paid | (366.9) | (372.9) | $(2,349.3)$ | $(4,804.4)$ |
| Payment of interest on credit assignment by suppliers |  |  | (6.2) | (9.9) |
| Lease interest paid | (56.8) | (49.7) | (61.5) | (71.9) |
| Financial assets | (769.4) | $(3,188.2)$ | (396.6) | $(4,103.9)$ |
| Net cash provided by (used in) operating activities | 483.2 | $(3,371.4)$ | $(8,826.6)$ | $(9,332.0)$ |
| CASH FLOWS FROM INVESTING ACTIVITIES: |  |  |  |  |
| Acquisition of investment, goodwill and fair value surplus | (7.9) | (3.6) | (11.5) | (4.2) |
| Additions to property and equipment and intangible, net | (108.0) | (143.4) | (352.8) | (387.4) |
| 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 | - | - | - | - |
| Net cash provided by (used in) investing activities | (115.9) | (147.0) | 4,522.4 | (391.6) |
| CASH FLOWS FROM FINANCING ACTIVITIES: |  |  |  |  |
| Loans and financings: |  |  |  |  |
| Proceeds | 1,250.2 | 3,098.0 | 1,289.4 | 5,981.7 |
| Repayment | (15.0) | $(1,395.8)$ | (820.2) | $(3,899.5)$ |
| Debentures |  |  |  |  |
| Proceeds | 988.6 | 498.1 | 9,051.2 | 6,454.0 |
| Repayment | $(1,660.8)$ | (383.1) | (728.6) | $(1,408.5)$ |
| Lease liability: |  |  |  |  |
| Repayment | (119.2) | (144.0) | (187.3) | (249.3) |
| Capital payment - with subscription of shares | - | - | 116.2 | 5,150.5 |
| Payment of suppliers' assignment of credit rights | - | - | $(1,649.8)$ | - |
| Amortization of assignment of credit rights | - | - | - | (142.0) |
| Other comprehensive results | - |  | (0.3) | (6.2) |
| Mutual with third parties | - | - | (270.0) | - |
| Treasury shares (acquired)/ sold | (180.5) | 4.4 | 4.6 | (314.7) |
| Exercise of stock options with treasury shares, net | 4.8 | (1.3) | 2.5 | (5.1) |
| Dividends paid | - | (18.1) | (631.2) | - |
| Interest on own capital | (269.1) | (282.1) | (725.9) | $(1,342.0)$ |
| Net cash provided by (used in) financing activities | (1.0) | 1,376.1 | 5,450.6 | 10,218.9 |
| NET CASH FLOW PROVIDED (USED) IN THE YEAR | 366.3 | $(2,142.3)$ | 1,146.4 | 495.3 |
| 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 | 2,000.9 |
| INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS |  |  | 84.9 | - |
|  | 366.3 | $(2,142.3)$ | 1,146.4 | 495.3 |
| Supplemental disclosure of cash flow information: |  |  |  |  |
| Cash paid during the period for cars acquisition |  |  |  |  |
| Cars acquisition in the year/period - renewal | $(5,524.1)$ | $(6,366.9)$ | (9,317.0) | $(19,817.7)$ |
| Cars acquisition in the year/period - growth |  | $(1,289.0)$ | (13,222.0) | $(6,132.0)$ |
| Suppliers - automakers: |  |  | - | - |
| Balance at the end of the year | 1,418.3 | 1,707.4 | 5,625.3 | 8,212.6 |
| Balance at the beginning of the year | $(2,407.5)$ | $(1,418.4)$ | $(1,707.4)$ | $(5,625.3)$ |
| Cash paid for cars purchased | $(6,513.3)$ | $(7,366.9)$ | $(18,621.0)$ | $(23,362.4)$ |

- 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.
- Backlog: Number of cars contracted and not yet implemented.
- 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.
- LTM: Last twelve months
- 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 shortterm 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.
- 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 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.

Date: Tuesday, March 12, 2024.
Portuguese (with simultaneous translation to English)
11am (BRT) | 10am (EDT) | 2pm (BST)
Register on this link:
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. Contact: (31) 3247-7024 ri.localiza.com
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This release contains summarized information, with no intention of being complete and must not be considered by shareholders or potential investors as an investment recommendation. Information on Localiza, its activities, its economic and financial situation and the inherent risks associated with its usiness, as well its financial statements, can be obtained from Localiza's website (ri.localiza.com).


[^0]:    ${ }^{*}$ **) in 4 O 22
    *) NQ22 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.
    ${ }_{(* * *)}$ Net of SG\&A expenses related to the sale of cars decomissioned for fleet renewal.

