BIRD

Investor Presentation

March 2023

Disclaimer

Forward-Looking Statements
This presentation includes forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995, as amended. We based these forward-looking statements on our current expectations and projections about future events. All statements, other than statements of present or historical fact included in this presentation, regarding our future financial performance and our strategy, expected path to profitability, expansion plans, future operations, future operating results and financial condition, anticipated reduction in Bird's supply chain greenhouse gas impact, anticipated Adjusted Operating Expenses for full year 2023, anticipated Adjusted EBITDA for full year 2023, plans to exit certain markets and anticipated cost savings associated with such exits, future payments due under our credit facility, our plans to seek additional capital, losses, projected costs, prospects, plans, and objectives of our management are forward-looking statements. In some cases, you can identify forward-looking statements by terminology such as "may," "should," "could," "would," "expect," "plan," "anticipate," "intend," "believe," "estimate," "continue," "project," or the negative of such terms or other similar expressions. These forward-looking statements are subject to known and unknown risks, uncertainties and assumptions that may cause actual results, levels of activity, performance, or achievements to be materially different from any future results, levels of activity, performance, or achievements expressed or implied by such forward-looking statements. Except as otherwise required by applicable law, we disclaim any duty to update any forward-looking statements, all of which are expressly qualified by the statements in this section, to reflect events or circumstances after the date of this presentation. We caution you that these forward-looking statements are subject to numerous risks and uncertainties, most of which are difficult to predict and many of which are beyond our control. Many factors could cause actual future events to differ materially from the forward-looking statements in this presentation, including, but not limited to: risks relating to the restatement of our consolidated financial statements; our recurring losses from operations, which raise substantial doubt regarding our ability to continue as a going concern, such that we may need to scale back, discontinue, or cease certain or all of our operations or seek bankruptcy protection; the potential impact of a material weakness in our internal control over financial reporting; the current macroeconomic environment, including as a result of labor and inflationary pressures, and rising interest rates, on our business, financial condition, and results of operations; our ability to cure our New York Stock Exchange ("NYSE") price deficiency and meet the continued listing requirements of the NYSE; risks to our relatively short operating history and our new and evolving business model, which makes it difficult to evaluate our future prospects, forecast financial results, and assess the risks and challenges we may face; to achieve or maintain profitability in the future; our ability to retain existing riders or add new riders; our Fleet Managers' ability to maintain vehicle quality or service levels; our ability to evaluate our business and prospects in the new and rapidly changing industry in which we operate; risks related to the impact of poor weather and seasonality on our business; our ability to obtain vehicles that meet our quality specifications in sufficient quantities on commercially reasonable terms; our ability to compete successfully in the highly competitive industries in which we operate; risks related to our substantial indebtedness; our ability to secure additional financing; risks related to the effective operation of mobile operating systems, networks and standards that we do not control; risks related to action by governmental authorities to restrict access to our products and services in their localities; risks related to claims, lawsuits, arbitration proceedings, government investigations and other proceedings to which we are regularly subject; risks related to compliance, market and other risks, including the ongoing conflict between Ukraine and Russia, in relation to any expansion by us into international markets; risks related to the impact of impairment of our long-lived assets; and other risks, uncertainties and factors discussed in the "Risk Factors" section of the Company's Annual Report on Form 10-K for the year ended December 31, 2022, and in the Company's subsequent filings with the SEC. The forward-looking statements in this presentation speak only as of the time made and the Company does not undertake to update or revise them to reflect future events or circumstances.

Non-GAAP Financial Measures and Key Metrics
This presentation contains "Ride Profit," "Ride Profit Margin," "Adjusted Operating Expenses," "Adjusted EBITDA," and "Free Cash Flow" which are measures that are not prepared and presented in accordance with generally accepted accounting principles in the United States ("GAAP"). The presentation of this financial information is not intended to be considered in isolation or as a substitute for, or superior to, the financial information prepared and presented in accordance with GAAP. Ride Profit reflects the profit generated from rides in our Sharing business after accounting for direct ride expenses, which primarily consist of payments to Fleet Managers. Other ride costs include payment processing fees, network infrastructure, and city permit fees. We calculate Ride Profit (i) before vehicle depreciation to illustrate the cash return and (ii) after vehicle depreciation to illustrate the impact of the evolution of our vehicles. Ride Profit Margin is Ride Profit divided by the revenue we generate from our Sharing business. We use Ride Profit Margin for financial and operational decision-making and as a means to evaluate period-to-period comparisons. We believe that Ride Profit and Ride Profit Margin are useful indicators of the economics of our Sharing business, as they exclude indirect unallocated expenses such as research and development, selling and marketing, and general and administrative expenses. Adjusted Operating Expenses is a supplemental measure of operating expenses used to provide investors with additional information about the Company's business performance. We believe Adjusted Operating Expenses is useful in evaluating the operational costs of our business as it excludes impact from items that are non-cash in nature, non-recurring, or not related to our core business operations. We calculate Adjusted Operating Expenses as total operating expenses, adjusted to exclude (i) depreciation and amortization associated with operating expenses, (ii) stock-based compensation expense, (iii) legal settlements and reserves, (iv) impairment of assets, and (v) other non-recurring, non-cash, or non-core items. Adjusted EBITDA is a supplemental measure of operating performance used to inform management decisions for the business. We believe Adjusted EBITDA is useful in evaluating our performance on a relative basis to other comparable businesses as it excludes impact from items that are non-cash in nature, non-recurring, or not related to our core business operations. We calculate Adjusted EBITDA as net profit or loss, adjusted to exclude (i) interest expense (income), net, (ii) provision for (benefit from) income taxes, (iii) depreciation and amortization, (iv) vehicle count adjustments, (v) stock-based compensation expense, (vi) other income (expense), net, (vii) legal settlements and reserves, (viii) impairment of product sales inventory, (ix) impairment of assets, and (x) other non-recurring, non-cash, or non-core items. Free Cash Flow is a non-GAAP financial measure used by our management and board of directors as an important indicator of our liquidity, as it is an additional basis for assessing the amount of cash we generate. Accordingly, we believe that Free Cash Flow provides useful information to investors and others in understanding and evaluating our operating results in the same manner as our management and board of directors. There are limitations related to the use of free cash flow as an analytical tool, including: other companies may calculate free cash flow differently, which reduces its usefulness as a comparative measure; free cash flow does not reflect our future contractual commitments; and free cash flow does not represent the total residual cash flow for a given period. We calculate Free Cash Flow as net cash provided by (used in) operating activities, adjusted to exclude capital expenditures, which consist of purchases of vehicles and property and equipment. There are a number of limitations related to the use of non-GAAP financial measures. In light of these limitations, we provide specific information regarding the GAAP amounts excluded from Ride Profit, Ride Profit Margin, Adjusted Operating Expenses, Adjusted EBITDA and Free Cash Flow. For reconciliations of these non-GAAP financial measures to the most directly comparable GAAP financial measures, see the appendix to this presentation. Reconciliations of forward-looking non-GAAP financial measures are not provided because we are unable to provide such reconciliations without unreasonable effort due to the uncertainty regarding, and potential variability of, certain items, such as stock-based compensation expense and other costs and expenses that may be incurred in the future.

This presentation also contains certain key business metrics which are used to evaluate our business, measure our performance, identify trends affecting our business, formulate business plans, and make strategic decisions. We calculate Rides as the total number of paid and unpaid trips completed by customers of our Sharing business. Rides are seasonal to a certain degree.

BIRD

Environmentally friendly transportation for everyone

We are a scaled micromobility platform

350+
Cities operating globally

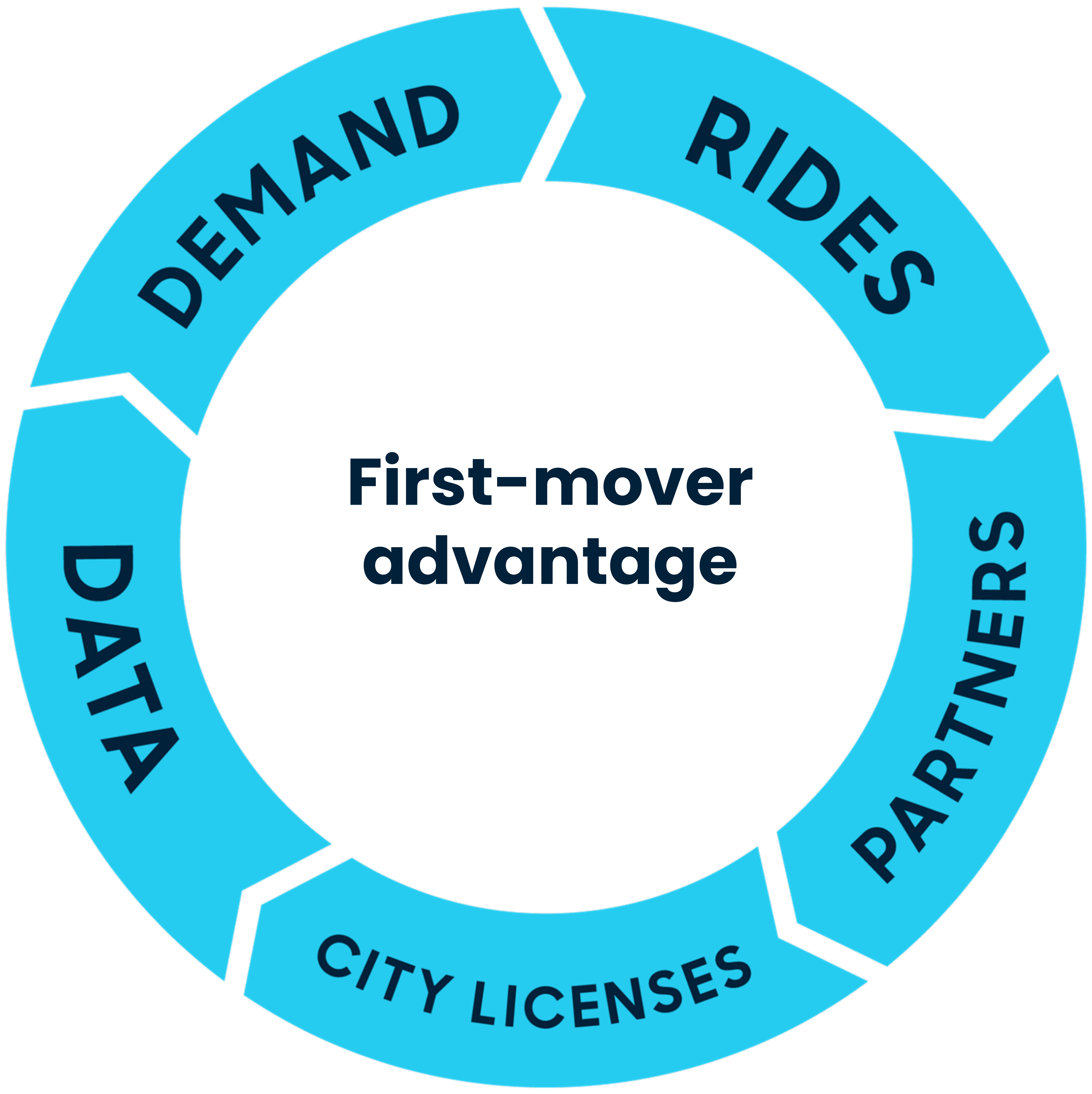
$245M
2022 revenue [1]

28%
Revenue growth YoY

28%
Sharing gross margin
(% of Sharing revenue)

55%
Sharing gross margin
(before vehicle depreciation) [2]

112
Trees equivalent to each vehicle's GHG offset [3]



BIRD

1. Reflects $23.3 million of breakage revenue, which is revenue is recognized when the likelihood of the customer exercising its unredeemed preloaded wallet balances becomes remote, from prior periods during the year ended December 31, 2022
2. Sharing gross margin (before vehicle depreciation) as a percentage of Sharing revenues.
3. Based on Bird Three two-year operating time period, and 133g / passenger mile lifecycle GHG emissions (compared to personal cars, which emit an estimated 463g / passenger mile). GHG emissions prevented calculated as weighted average based on percent of trips replaced across each mode.

Massive market opportunity with accelerating penetration

ESTIMATED TOTAL ADDRESSABLE MARKET

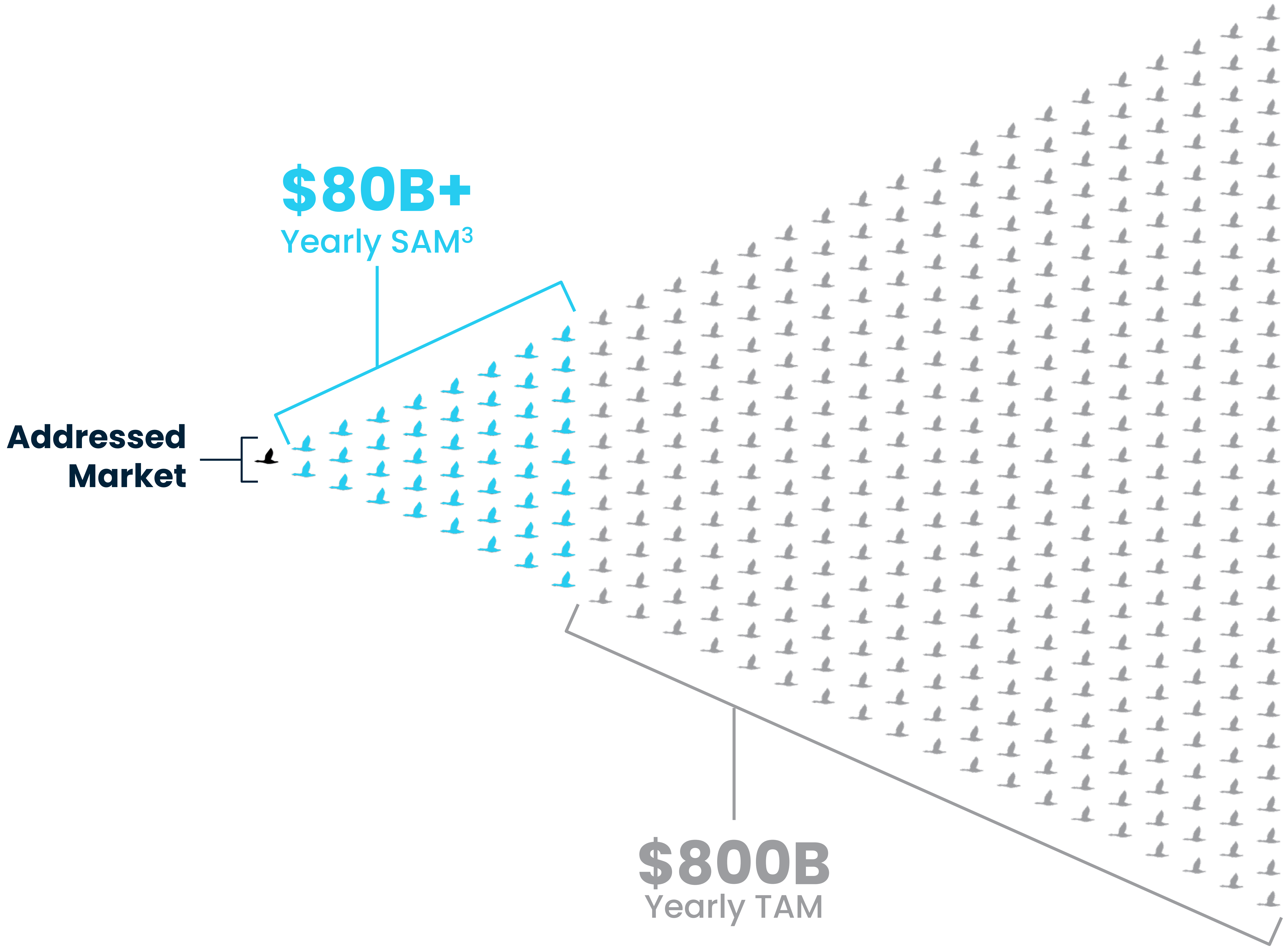
8 trillion trips are taken each year globally…

of which 5 trillion are < 5 miles in length…

of which 900 billion are taken by addressable users[1]…

with 200 billion trips shifting to micromobility…

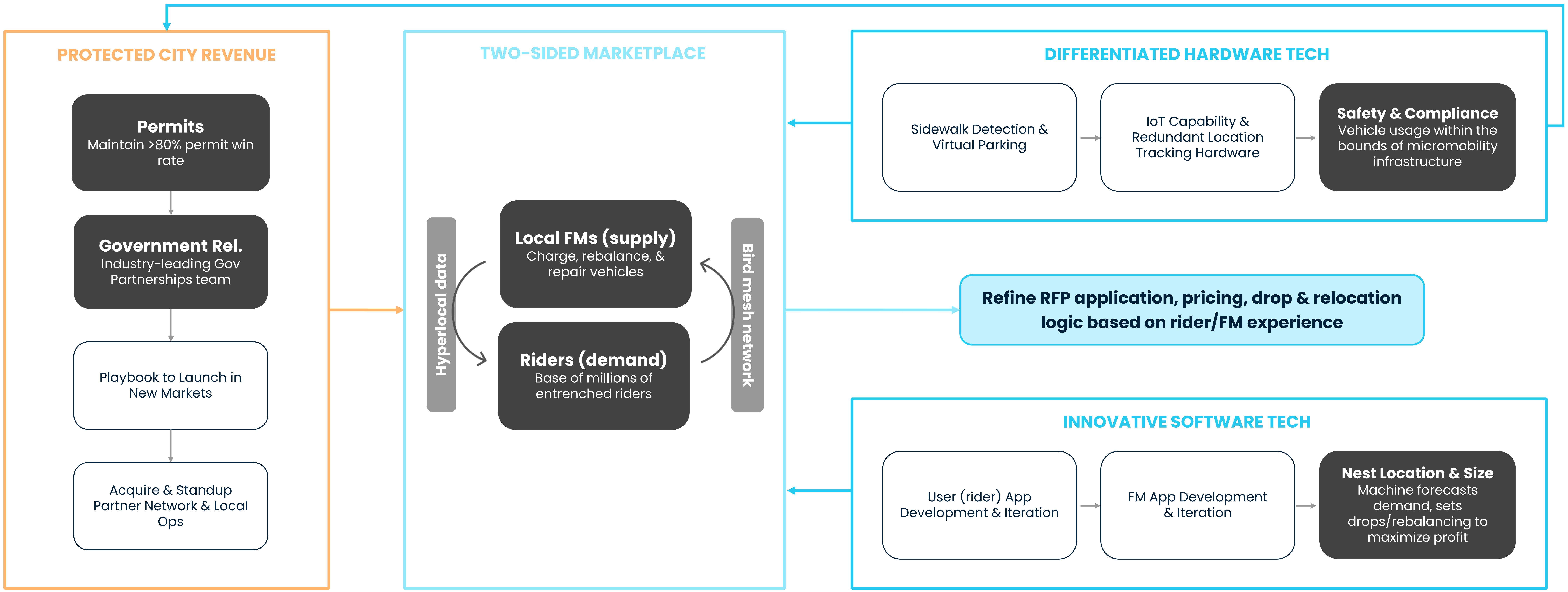
…resulting in a $800B yearly revenue opportunity[2]



1. Addressable Users are defined as non-senior adults who live in urban areas with access to cellular networks.
2. Total Addressable Market ("TAM") calculated from global trip data per industry sources, the US federal government and the European Commission adjusted by trip length and user demographic data (including age, ability, and income) per the UN, World Bank, and CIA Factbook, modal mix per industry sources and climate suitability per historical weather data.
3. Serviceable Available Market ("SAM") calculated beginning with TAM of near-term Bird markets reduced by 'serviceable trip length' penetration per Bird trip length data and estimated e-bike penetration, infrastructure penetration per city-level data from industry sources, regulatory penetration per city regulations and Bird internal estimates for city permits.

Ours is a multidimensional business

Two-sided marketplaces, wrapped in closed regulatory systems



KEY Government partnership · Marketplace · Engineering · First mover advantage

Flexible operating model

In-House operations

Bird employees and contingent workers manage certain tasks and responsibilities with support from independent contractors

Proven profitable operational model, with demonstrated benefits to utilization and vehicle churn, particularly in larger markets

Fleet Manager program

Network of Fleet Managers manage logistics for micro-fleets, providing economic advancement opportunities and streamlining expansion to small cities

Fleet Managers charge, deploy, rebalance, and repair, reducing Bird's infrastructure costs, and are compensated through a per-trip revenue share construct

WHO OWNS THE...	IN-HOUSE MODEL	FLEET MANAGER MODEL
Charging	Bird / Fleet Manager	Fleet Manager
Deployment	Bird	Fleet Manager
Rebalancing	Bird	Fleet Manager
Repair	Bird	Fleet Manager
Vehicle	Bird	Bird / Fleet Manager
Permits	Bird	Bird
Brand	Bird	Bird
Data/Tech Platform	Bird	Bird
% of 2022 Sharing revenue[1]	**7%**	**93%**

KEY Bird   Fleet Manager

1. Excludes Product Sales and Platform revenue.

Shifting vehicle strategy to drive asset efficiency and reduce cost

BIRD-DESIGNED | CUSTOM 3RD PARTY





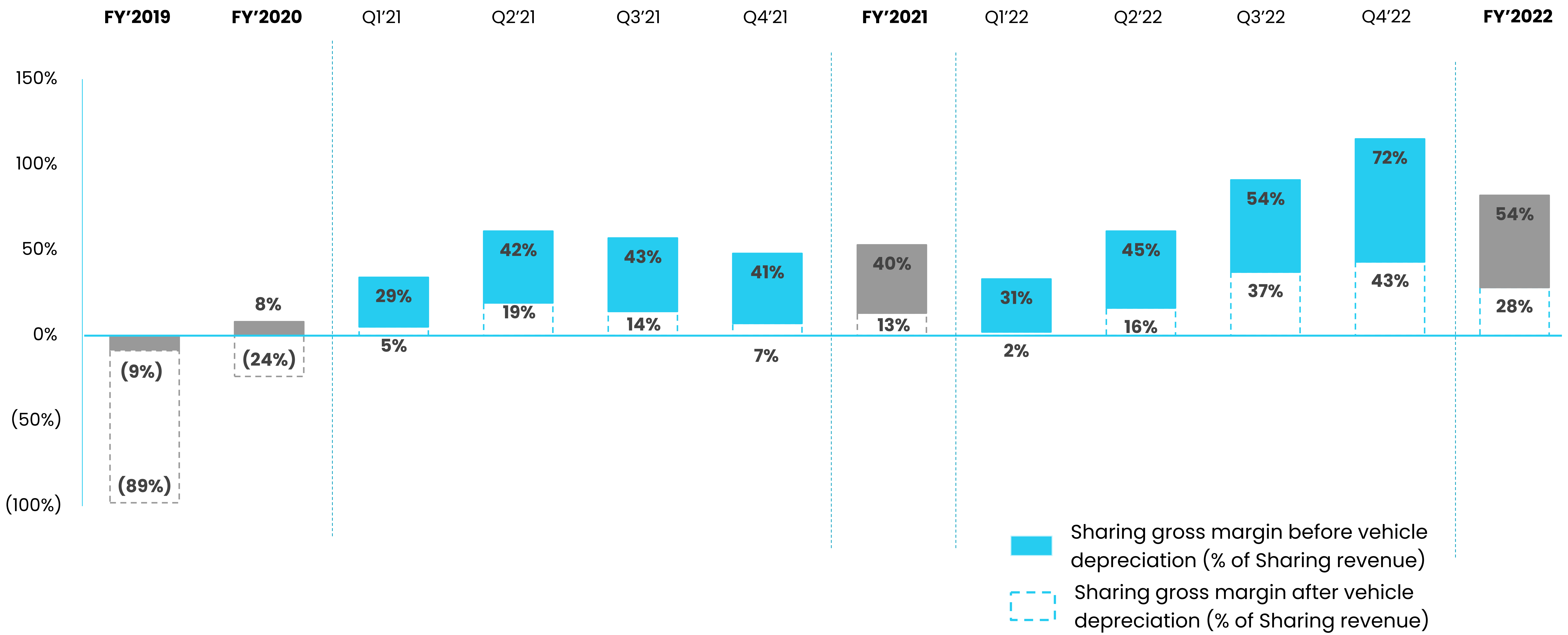
	BirdZero	BirdOne	BirdTwo	BirdThree	Bird S
VEHICLE HALF-LIFE	12 months	14 months	18 months	24 months	24+ months
% FLEET (YE22)	*10%*	*23%*	*13%*	*48%*	*6%*
KEY INNOVATIONS	**Oct 2018** Ruggedized for sharing Doubled battery life	**May 2019** Fully encrypted brain Modular body for easy repairs	**Aug 2019** Ultra-rugged fused body Large, efficient battery	**Mar 2021** Best-in-class safety features Anti-theft firmware and battery-brain encryption	**Sep 2021** Fewer components Better operations and unit economics

EXTENDED USEFUL LIFE

Significant Sharing gross margin improvement since 2019

Sharing gross margin (as % of Sharing revenue[1])

2022 vs 2021: +15pp[2]
Sharing Gross Margin



1. Reflects $28.8 million and $23.3 million, respectively, of unredeemed preloaded wallet balances from prior periods during the three months and year ended December 31, 2022
2. Margin improvements based on Sharing Gross Margin (after Vehicle Depreciation).

Material improvement in profitability profile in H2 2022

- 2022 revenue increased 28% YoY to a record $245 million, which included $23 million of unredeemed preloaded wallet balances from prior periods.
- 2022 consolidated gross margin reached a record 14%, while Sharing gross margin also reached a record 28%. Excluding depreciation, Sharing gross margin expanded to 54%.
- 2022 culminated in the acquisition of Bird Canada's operations, which added profitable, cash flow generating operations in Canada and $33 million investment in Bird Global.
- In the second half of 2022, we saw dramatically improved gross margins and reduced operating expenses, which position Bird to generate positive Adjusted EBITDA and Free Cash Flow in 2023.

	2020A	2021A					2022A				
	FY	Q1	Q2	Q3	Q4	FY	Q1	Q2	Q3	Q4	FY
(in millions, unless otherwise noted)											
Rides	**18**	**4**	**11**	**15**	**9**	**40**	**7**	**15**	**17**	**8**	**47**
Avg. Rides per Deployed Vehicles per Day	1.3x	1.1x	1.8x	2.1x	1.3x	1.6x	1.0x	1.5x	1.5x	1.0x	1.3x
Average Deployed Vehicles (in thousands)	38	47	69	79	79	69	79	110	117	89	99
Gross Transaction Value[1]	**$115**	**$31**	**$71**	**$80**	**$60**	**$242**	**$43**	**$86**	**$89**	**$75**	**$293**
Revenue[1]	**$90**	**$24**	**$56**	**$61**	**$50**	**$191**	**$35**	**$67**	**$73**	**$70**	**$245**
Gross Margin	**$(26)**	**$1**	**$10**	**$8**	**$4**	**$23**	**$1**	**$(23)**	**$28**	**$29**	**$35**
% of Revenue	(29)%	3 %	18 %	13 %	7 %	12 %	2 %	(35)%	38 %	42 %	14 %
Sharing gross margin (before vehicle depreciation)	**$6**	**$6**	**$22**	**$25**	**$17**	**$70**	**$10**	**$28**	**$37**	**$50**	**$125**
% of Sharing Revenue	8 %	29 %	42 %	43 %	41 %	40 %	31 %	45 %	54 %	72 %	54 %
Sharing gross margin (after vehicle depreciation)	**$(18)**	**$1**	**$10**	**$8**	**$3**	**$22**	**$1**	**$10**	**$25**	**$30**	**$65**
% of Sharing Revenue	(24)%	5 %	19 %	14 %	7 %	13 %	2 %	16 %	37 %	43 %	28 %
Adjusted OPEX	**$(184)**	**$(37)**	**$(39)**	**$(37)**	**$(46)**	**$(159)**	**$(50)**	**$(56)**	**$(40)**	**$(42)**	**$(189)**
% of Revenue	(204)%	(153)%	(72)%	(61)%	(90)%	(83)%	(141)%	(84)%	(55)%	(61)%	(77)%
Adjusted EBITDA	**$(181)**	**$(30)**	**$(17)**	**$(10)**	**$(24)**	**$(81)**	**$(39)**	**$(29)**	**$0.2**	**$6.1**	**$(62.1)**
% of Revenue	(201)%	(124)%	(31)%	(16)%	(48)%	(42)%	(111)%	(43)%	0 %	9 %	(25)%

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Note: Rides, Average Rides per Deployed Vehicle Per Day, Average Deployed Vehicles (in thousands), and Gross Transaction Value are key business metrics. Adjusted EBITDA and Adjusted Operating Expenses are non-GAAP metrics. See "Non-GAAP Financial Measures and Key Metrics" for additional information and see "Appendix" for a reconciliation to the nearest comparable GAAP metric.

1. Reflects $28.8 million and $23.3 million, respectively, of unredeemed preloaded wallet balances from prior periods during the three months and year ended December 31, 2022.

Why Bird wins

1. Rider experience that addresses traditional mobility pain points
2. Category creator with advanced technology and data platform
3. Strong year-round unit economics
4. Record of building successful city partnerships
5. Sustainability is core to Bird's mission and business model

1. Rider experience that addresses traditional mobility pain points

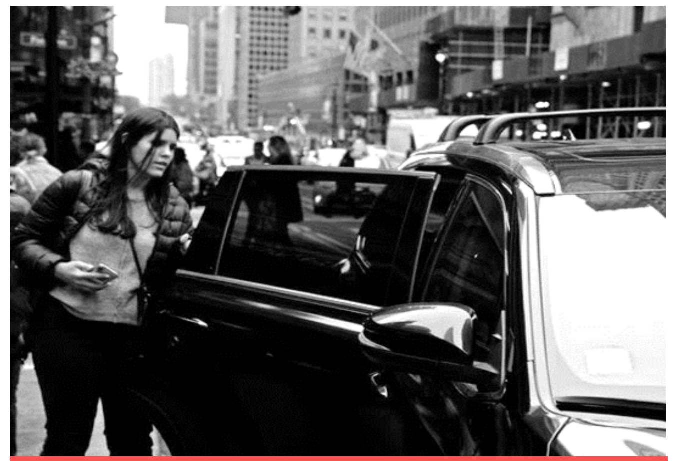
TRADITIONAL MOBILITY PAIN POINTS

Long wait

Long walk

Congested commute

Unpredictable traffic

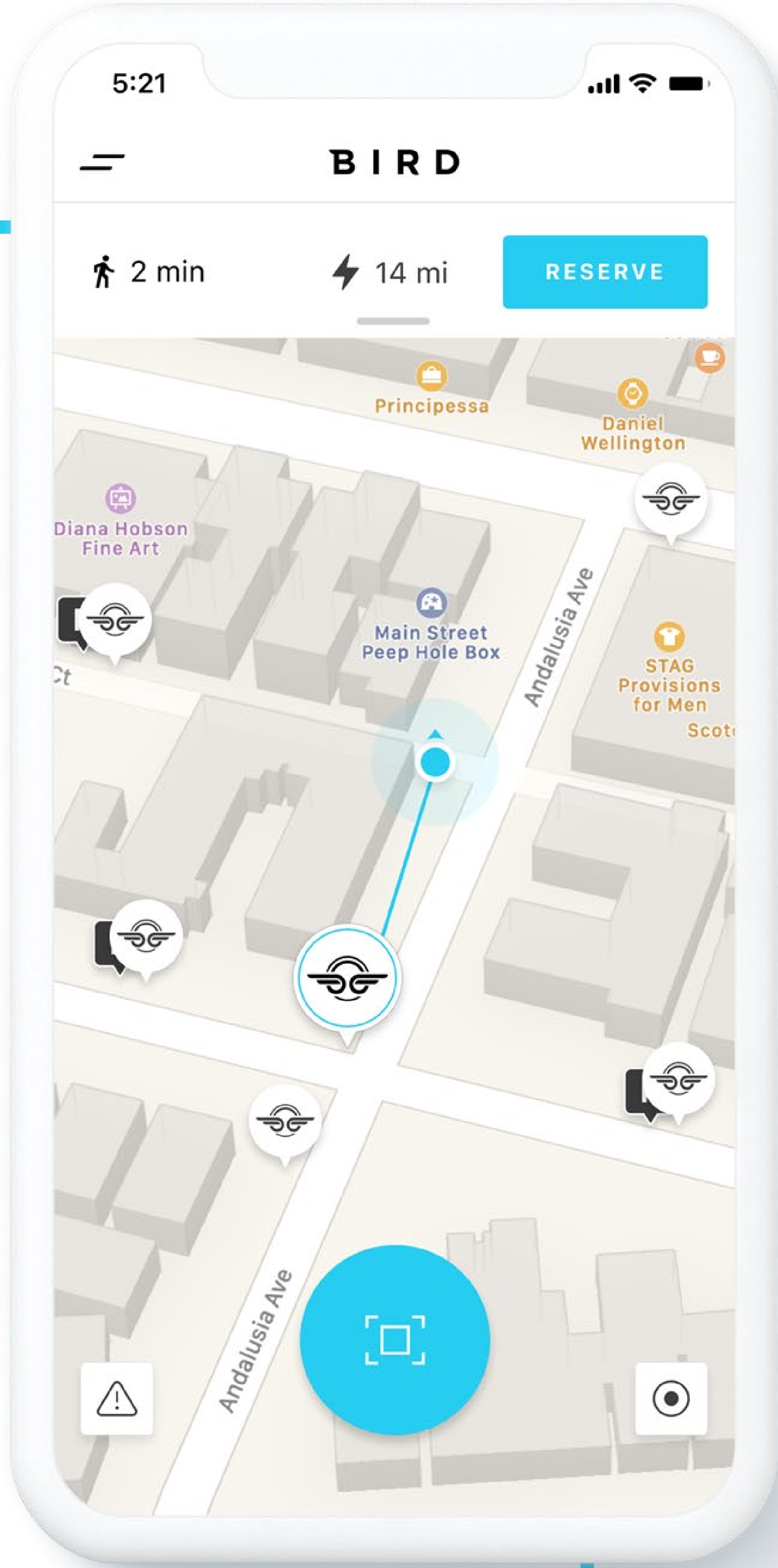


Surge pricing

Heavy emissions

The Bird experience

1. On-demand
2. Quick and efficient
3. Congestion reducing
4. Affordable
5. Environmentally friendly



2. Category creator with advanced technology and data platform

DATA

Hardware

Designed for safety, connectivity and durability

AI sidewalk detection

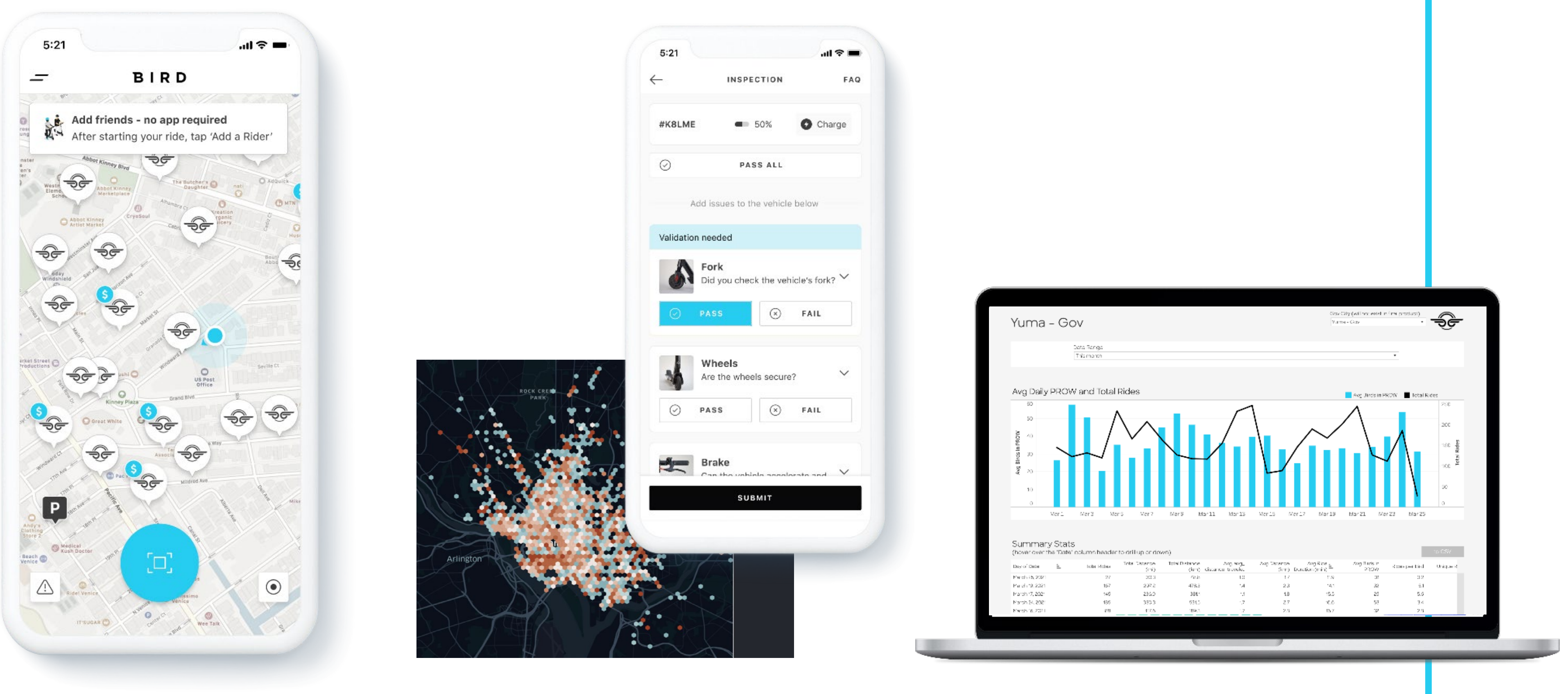
GPS and Global connected network

Anti-theft brain-battery "handshake" tech

DATA

Software

Purpose built for rider, operator and city



Rider apps

- Ride booking
- Real-time inventory
- Payment

Fleet Manager apps

- Inventory management
- Repair training
- Drop engine

City apps

- Location services
- 3-1-1 compliance
- Parking zones

DATA

3. Strong year-round unit economics

For every $10 earned	FY2019		FY2021		FY2022[3]
Rides per Deployed Vehicle per Day ("RpD")	2.5x		1.6x		1.3x
Sharing revenue[1]	**$10.00**		**$10.00**		**$10.00**
(-) Ride costs[2]	10.94	Reduced through the FM model	5.97	Scale across larger FM partners	4.61
Sharing gross margin (before vehicle depreciation)	**$(0.94)**		**$4.03**		**$5.39**
% of Sharing gross margin	*(9)%*		*40%*		*54%*
% Total gross margin	*(90)%*		*12%*		*14%*

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Note: Rides per Deployed Vehicle Per Day is a key business metric.
1. Net of sales tax, credits, discounts, refunds, disputes and failed payments; excludes Product Sales revenue.
2. Ride Costs represents only Sharing-related costs.
3. Reflects $28.8 million and $23.3 million, respectively, of unredeemed preloaded wallet balances from prior periods during the three months and year ended December 31, 2022

4. Record of building successful city partnerships

Our business strategy is centered around meeting city needs

SAN DIEGO CASE STUDY

Bird now the sole operator out of seven initial operators

- SD introduced new regulations requiring all operators to deploy sidewalk riding technology
- Those who couldn't comply and were asked to pause
- 4 operators were chosen to continue
- Bird was the only operator that did not oversell technology
- **Worked closely with city partner to create a custom solution**

CALGARY CASE STUDY

Pioneer market in Canada with profitable operations

- Profitably operating both e-scooters and e-bikes
- Bird successfully lobbied for a reduced fleet in Calgary to drive profitable operations
- City of Calgary currently pays a subsidy for Bird to run its e-bike program in the city
- **Bird viewed as the trusted partner to provide program guidance and advise on all program changes**

TEL AVIV CASE STUDY

Strong history between two micro mobility visionaries

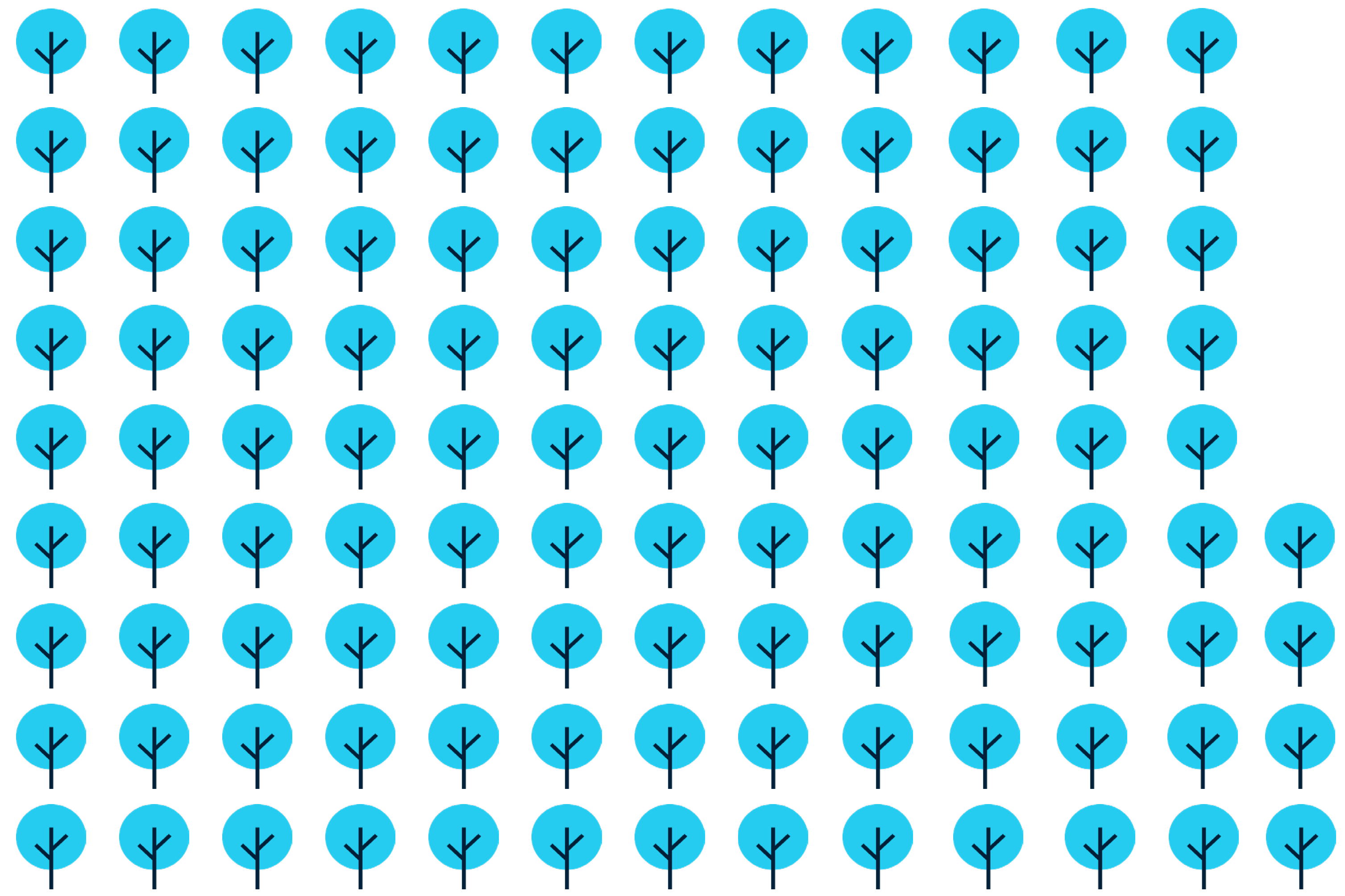
- Tel Aviv is one of the original pioneer and early adopter of micro mobility
- Bird teamed up with the city to build technology that support the city's ambitious alternative transport goals
- Tel Aviv's vision is to have 25% of the city's rides to be by micro mobility by 2025
- **Bird aligned with the city on a deployment strategy to ensure scalability and quality of service**

5. Sustainability is core to Bird's mission and business model

Bird vehicles reduce GHG emissions

Bird's independent Life Cycle Analysis Report (LCA) confirms that Bird vehicles are among the most climate-friendly vehicles on the road

Travelers who take a Bird Three account for an average approximately 21% less GHG/km than taking the metro, 77% less than taking a gas-powered car, and 87% less than taking a ride-hail car[1]



B3 GHG OFFSET EQUIVALENT TO THE CARBON ABSORBED BY 112 TREES[2]

Each B3 prevents an estimated **380kg** of greenhouse gas emissions[3]

Note: GHG assumptions based on The Greenhouse Gases, Regulated Emissions and Energy Use in Transportation (GREET) Model by Argonne National Laboratory.
1. Based on Oct-22 Bird published independent vehicle Life Cycle Analysis (LCA).
2. Based on Bird Three two-year operating time period, and 133g / passenger mile lifecycle GHG emissions (compared to personal cars, which emit an estimated 463g / passenger mile). GHG emissions prevented calculated as weighted average based on percent of trips replaced across each mode.
3. Based on 1,700 grams of carbon sequestering per year of 6-year-old elm tree relative to a Bird Three over a two-year period.
Bird Rides typically replace higher-emission modes according to mode shift displacement survey results; 51% of alternatives have higher emissions including personal car (23%), ride-hail (19%), and public transit (9%).

Bird Canada Transaction

Bird Canada Transaction

Extends Cash Runway; Cements Bird's North American Micromobility Leadership

Transaction Rationale

- **Strengthen Bird's liquidity position and balance sheet through over $30 million in cash funding**
  - New $2 million personal investment by Bird Global founder and board chair, Travis VanderZanden, and a personal investment by CEO, Shane Torchiana
  - Experienced investors that share in Bird Global's mission for sustainable, equitable transportation
- **Sizeable combined best-in-class micromobility business to execute against profitability goals in 2023**
  - Bird Global and Bird Canada have successfully partnered over the last 3+ years to operate across complementary footprints in North America
  - Bird Canada offers strong standalone financial profile that is accretive to Bird Global

Consolidation Benefits

- **Quick and seamless integration** given 1) no market overlap, 2) shared vehicle software and hardware technology, 3) similar branding, and 4) history of 3+ year partnership
- Opportunity to streamline Bird Canada's OpEx, leveraging Bird Global's existing resources
- Streamline tech and data support and vehicle supply chain to support Bird Canada expansion

BIRD Canada + BIRD

Strengthened management team with seasoned executives

Shane Torchiana
Chief Executive Officer

Lance Bradley
Chief Technology Officer

Renaud Fages
Chief Mobility Officer

Brooke Tandy
SVP, People

Campbell Millum
Head of Communications

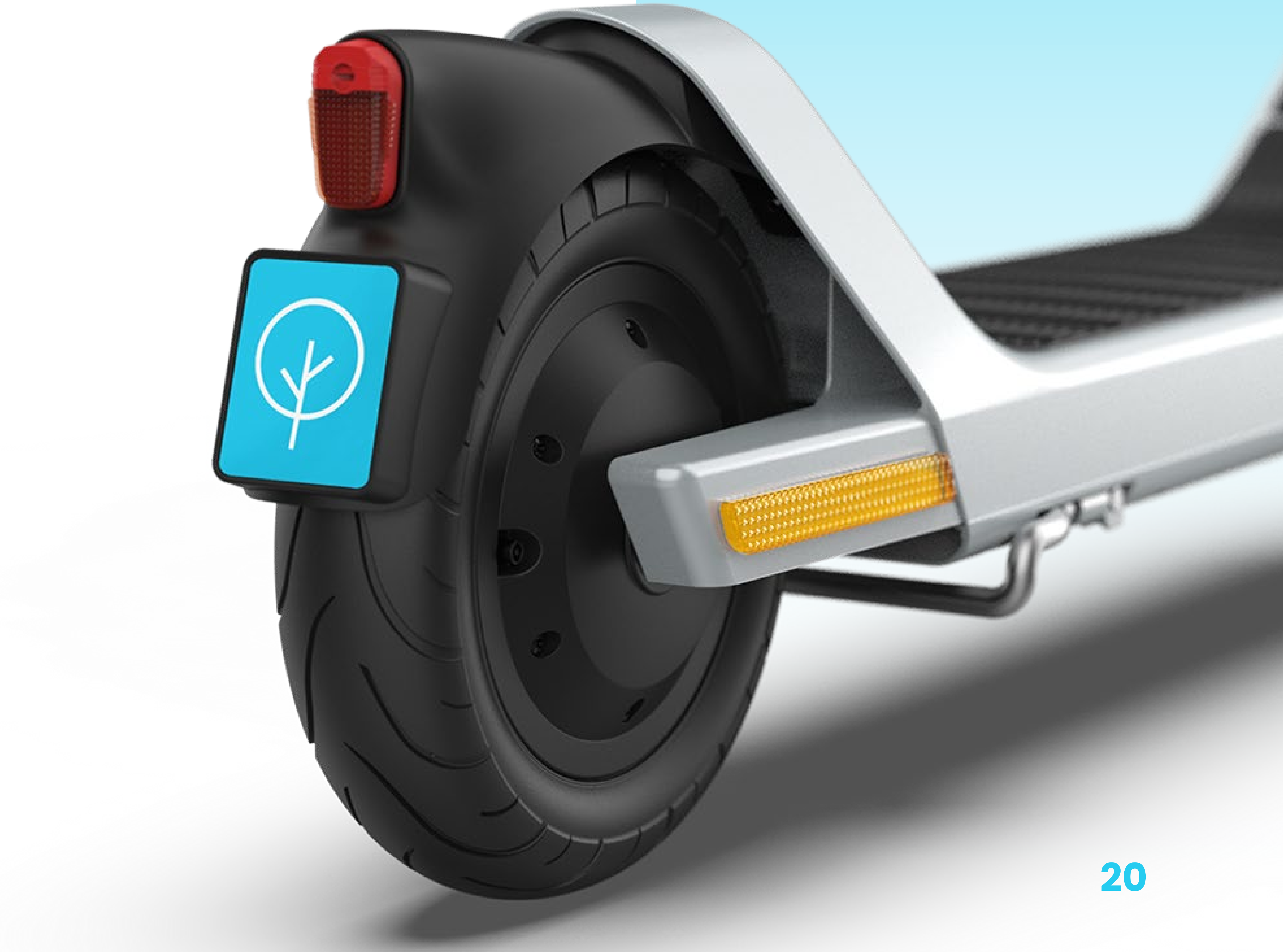
Stewart Lyons
President

Michael Washinushi
Chief Financial Officer

Stewart will lead our NA Operations, Government Partnerships, Business Operations and Corp Dev teams. Stewart brings a wealth of experience both at Bird Canada and at SiriusXM, powering Company growth amidst complex regulatory environments.

Michael will lead our Controllership, Investor Relations and Strategic Finance/FP&A teams. Michael is a seasoned professional with over 17 years of experience in CFO roles, in both public and private companies.

Appendix



Components of metrics & non-GAAP reconciliations

	FY2019A	FY2020A			FY2021A					FY2022A		
(in millions)	FY	FY	Q1	Q2	Q3	Q4	FY	Q1	Q2	Q3	Q4	FY
Gross Transaction Value[1]	**$161.9**	**$115.2**	**$31.3**	**$71.2**	**$79.5**	**$59.5**	**$241.5**	**$43.1**	**$86.0**	**$89.4**	**$74.8**	**$293.4**
Contra Revenue	$(10.6)	$(15.1)	$(4.7)	$(10.9)	$(10.9)	$(5.8)	$(32.3)	$(5.7)	$(15.0)	$(10.3)	$(3.0)	$(34.0)
Platform Adjustment	$(0.8)	$(10.0)	$(2.3)	$(6.1)	$(7.5)	$(2.8)	$(18.7)	$(2.1)	$(4.3)	$(6.3)	$(2.1)	$(14.7)
Revenue[1]	**$150.5**	**$90.1**	**$24.2**	**$55.7**	**$61.1**	**$49.5**	**$190.5**	**$35.4**	**$66.8**	**$72.9**	**$69.7**	**$244.7**
Product Sales Revenue	$(10.1)	$(14.7)	$(4.0)	$(3.4)	$(1.4)	$(9.0)	$(17.8)	$(4.4)	$(4.3)	$(4.1)	$(0.6)	$(13.4)
Sharing Revenue[1]	**$140.4**	**$75.4**	**$20.2**	**$52.2**	**$59.7**	**$40.5**	**$172.7**	**$31.0**	**$62.5**	**$68.8**	**$69.1**	**$231.3**
Gross Margin	**$(135.7)**	**$(25.9)**	**$0.6**	**$10.1**	**$8.2**	**$3.7**	**$22.7**	**$0.8**	**$(23.2)**	**$27.7**	**$29.4**	**$34.7**
Vehicle Depreciation	$112.2	$23.8	$5.0	$11.5	$17.3	$13.5	$47.3	$8.9	$18.4	$11.7	$20.4	$59.8
Net Impact of Product Sales Division[2]	$10.2	$8.1	$0.3	$0.0	$(0.0)	$(0.7)	$(0.5)	$(0.2)	$33.2	$(2.6)	$0.1	$30.6
Sharing gross margin (before vehicle depreciation)	**$(13.2)**	**$6.0**	**$5.9**	**$21.7**	**$25.5**	**$16.5**	**$69.6**	**$9.6**	**$28.4**	**$36.8**	**$49.9**	**$125.1**
% of Sharing Revenue	*(9)%*	*8 %*	*29 %*	*42 %*	*43 %*	*41 %*	*40 %*	*31 %*	*45 %*	*54 %*	*72 %*	*54 %*
Vehicle Depreciation	$(112.2)	$(23.8)	$(5.0)	$(11.5)	$(17.3)	$(13.5)	$(47.3)	$(8.9)	$(18.4)	$(11.7)	$(20.4)	$(59.8)
Sharing gross margin (after vehicle depreciation)	**$(125.4)**	**$(17.8)**	**$0.9**	**$10.2**	**$8.2**	**$3.0**	**$22.2**	**$0.6**	**$10.0**	**$25.1**	**$29.5**	**$65.3**
% of Sharing Revenue	*(89)%*	*(24)%*	*5 %*	*19 %*	*14 %*	*7 %*	*13 %*	*2 %*	*16 %*	*37 %*	*43 %*	*28 %*
Net Income (Loss)	**$(387.5)**	**$(208.7)**	**$(76.8)**	**$(49.3)**	**$(41.2)**	**$(46.7)**	**$(214.9)**	**$7.7**	**$(320.3)**	**$(9.8)**	**$(36.4)**	**$(358.7)**
Net Interest (Income) Expense	$5.0	$6.6	$1.6	$3.1	$0.3	$1.1	$6.1	$1.4	$2.6	$3.8	$3.0	$10.8
Income Tax	$0.3	$0.1	$0.0	$0.1	$0.0	$0.1	$0.2	$0.0	$0.1	$0.4	$1.5	$2.0
Depreciation & Amortization	$116.1	$35.4	$6.9	$13.5	$19.2	$15.3	$54.9	$9.8	$19.3	$12.1	$20.8	$62.0
Vehicle Count Adjustments	$9.7	$3.4	$(0.2)	$(0.3)	$0.6	$4.6	$4.7	$0.6	$0.0	$0.9	$(0.3)	$1.2
Stock Based Compensation	$30.6	$6.1	$1.5	$1.3	$1.5	$82.4	$86.7	$48.7	$43.7	$(10.3)	$13.3	$95.3
Tariff Refunds	$0.0	$(25.0)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Net Other (Income) Expense Including Foreign Currency	$(3.0)	$(5.9)	$35.7	$14.5	$10.0	$(86.8)	$(26.6)	$(108.6)	$(23.5)	$3.9	$2.8	$(125.4)
Settlements and Appeasements	$0.8	$6.7	$1.2	$0.2	$0.5	$4.7	$6.6	$0.9	$0.1	$(1.7)	$0.2	$(0.6)
Impairment of inventory and inventory deposits	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$31.8	$0.0	$0.0	$31.8
Impairment of Assets	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$215.8	$0.0	$0.0	$215.8
Non-recurring, non-cash, or non-core items	$0.0	$0.0	$0.0	$(0.2)	$0.0	$0.2	$0.0	$0.0	$1.5	$0.0	$1.2	$3.7
One-time IPO activities	$0.0	$0.0	$0.0	$0.0	$0.0	$1.4	$1.4	$0.0	$0.0	$0.0	$0.0	$0.0
Adjusted EBITDA	**$(228.0)**	**$(181.4)**	**$(30.1)**	**$(17.1)**	**$(9.9)**	**$(23.8)**	**$(80.9)**	**$(39.4)**	**$(28.9)**	**$0.2**	**$6.1**	**$(62.1)**
% of Revenue	*(151)%*	*(201)%*	*(124)%*	*(31)%*	*(16)%*	*(48)%*	*(42)%*	*(111)%*	*(43)%*	*0 %*	*9 %*	*(25)%*

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Note: Certain FY2019 amounts have been reclassed to conform with current period presentation. FQ2019, FQ2020 and FQ2021 figures are unaudited and unreviewed.

1. Reflects $28.8 million and $23.3 million, respectively, of unredeemed preloaded wallet balances from prior periods during the three months and year ended December 31, 2022
2. Product Sales division includes impairment of inventory and inventory deposits, which were $31.8 million for the three months ended June 30, 2022.