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 addressable market, future financial performance and our strategy, expansion plans, future operations, future operating results, revenue and Adjusted EBITDA guidance for the full year 2021, 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 do not intend 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 various 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: the COVID-19 pandemic and the impact of the actions taken to mitigate the pandemic; the Company’s relatively short operating history and new and evolving business model; the fact that the Company has incurred significant operating losses in the past and may not be able to achieve or maintain profitability in the future; the Company’s ability to retain existing riders or add new riders, or maintain or increase riders’ level of engagement with the Company’s products and services; the Company’s ability to attract and continue to work with qualified Fleet Managers, or manage Fleet Managers’ utilization rates; changes to the Company’s pricing and its effect on the Company’s ability to attract or retain qualified Fleet Managers and riders; competition in the Company’s new and rapidly changing industry; the Company’s ability to obtain vehicles that meet quality specifications in sufficient quantities on commercially reasonable terms, which has been affected by global supply chain constraints; the Company’s reliance on third-party insurance policies; exposure to product liability in the event of significant vehicle damage or reliability issues; the Company’s metrics and estimates, including the Company’s key metrics, being subject to inherent challenges in measurement; the Company’s general reliance on third party distributors, partners, and payment processors for various parts of our business and the Company’s ability to manage these relationships; defects in our vehicles, mobile applications, or other services; the Company’s presence and expansion in international markets and associated risks; the Company’s access to additional capital that the Company’s user growth and engagement on mobile devices depending upon effective operation with mobile operating systems, networks, and standards outside the Company’s control; intellectual property rights claims and other litigation; data security breaches or other network or system outages or delays; compliance with and changes in applicable laws or regulations; action by governmental authorities to restrict access to the Company’s products and services in their locales; and other risks, uncertainties and factors discussed in the “Risk Factors” section of the Company’s Quarterly Report on Form 10-Q filed with the Securities and Exchange Commission (“SEC”) on November 15, 2021 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 also includes financial measures such as “Adjusted EBITDA,” “Ride Profit Margin,” and “Adjusted Non-GAAP EBITDA,” which are measures that are not prepared and presented in accordance with generally accepted accounting principles in the United States of America (“GAAP”). The presentation of this financial information is not intended to be considered in isolation or as a substitute for, or to supplement, the 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 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 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 define Adjusted EBITDA as net income or loss, adjusted to exclude (i) interest income, net, (ii) provision for benefit from income taxes, (iii) depreciation and amortization, (iv) vehicle count adjustments, (v) stock-based compensation expense, (vi) tariff refunds, (vii) other non-recurring, non-cash, or non-core items, and (viii) other income (expense), net, including foreign currency. 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 and Adjusted EBITDA. For reconciliations of these non-GAAP financial measures to the most directly comparable GAAP financial measures, please see the “Reconciliations of Non-GAAP Financial Measures to Gaap Financial Measures” section of the presentation. 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. Gross Transaction Value (“GTV”) reflects the total dollar value, excluding any applicable taxes, of Rides in our Sharing business and vehicle sales to retail customers and Bird Platform partners, in each case without any adjustment for retail discounts or refunds. In order to calculate GTV, we add back contra revenues from both Sharing and Product Sales and adjustments to the Bird platform revenue we recognize. GTV is a key indicator of the scale of our business and ultimately drives revenue. We define “Rides” as the total number of trips completed by customers of our Sharing business. Rides are seasonal to a certain degree. We define “Deployed Vehicles” as the number of vehicles available to riders through our Sharing business. We calculate Deployed Vehicles on a provarata basis over a 24-hour period, wherein two vehicles deployed for a combined period of 24 hours equate to one Deployed Vehicle. Rides per Deployed Vehicle per Day (“RPD”) reflects the rate at which our shared vehicles are utilized by riders. We define RPD as the total number of Rides divided by total Deployed Vehicles in our Sharing business each calendar day.
Q3 2021 update
Record Q3 financial results and increased FY2021 financial outlook

- **Continued strong performance in Q3, exceeding expectations year-to-date across key measures**
  - Revenue grew 63% YoY to $65M primarily driven by increased demand (RpD of 2.1x) and additional Deployed Vehicles
  - Ride Profit (before Vehicle Depreciation) of $32M represents 120% YoY growth driven by both continued top line and margin improvements
  - Adjusted EBITDA of $(5) million, an 81% improvement from the prior year period
  - Total cash, cash equivalents, and restricted cash of $309 million, after adjusting for the closing of the business combination with Switchback II

- **Increasing 2021 Revenue and Adjusted EBITDA outlook driven by strong year-to-date performance**

<table>
<thead>
<tr>
<th>(in millions, unless otherwise noted)</th>
<th>FY2018A</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
<th>FY</th>
<th>Q1</th>
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<th>Q4</th>
<th>FY</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
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<tbody>
<tr>
<td>Rides</td>
<td>24</td>
<td>5</td>
<td>11</td>
<td>16</td>
<td>8</td>
<td>40</td>
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<td>2</td>
<td>8</td>
<td>5</td>
<td>18</td>
<td>4</td>
<td>11</td>
<td>15</td>
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<tr>
<td>Avg. Rides per Deployed Vehicles per Day</td>
<td>2.8x</td>
<td>2.1x</td>
<td>2.7x</td>
<td>2.9x</td>
<td>2.1x</td>
<td>2.5x</td>
<td>1.6x</td>
<td>1.4x</td>
<td>1.6x</td>
<td>0.9x</td>
<td>1.3x</td>
<td>1.1x</td>
<td>1.8x</td>
<td>2.1x</td>
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<tr>
<td>Average Deployed Vehicles (in thousands)</td>
<td>23</td>
<td>27</td>
<td>46</td>
<td>60</td>
<td>41</td>
<td>44</td>
<td>28</td>
<td>18</td>
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<td>53</td>
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<td>Gross Transaction Value</td>
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<td>$45</td>
<td>$64</td>
<td>$37</td>
<td>$162</td>
<td>$23</td>
<td>$13</td>
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<td>$29</td>
<td>$115</td>
<td>$31</td>
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<td>$80</td>
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<td>Revenue</td>
<td>$59</td>
<td>$14</td>
<td>$42</td>
<td>$60</td>
<td>$35</td>
<td>$151</td>
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<td>$10</td>
<td>$40</td>
<td>$24</td>
<td>$95</td>
<td>$26</td>
<td>$60</td>
<td>$65</td>
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<td>Ride Profit (before Vehicle Depreciation)</td>
<td>$(91)</td>
<td>$(15)</td>
<td>$3</td>
<td>$11</td>
<td>$(3)</td>
<td>$(4)</td>
<td>$(15)</td>
<td>$(3)</td>
<td>$15</td>
<td>$(9)</td>
<td>$16</td>
<td>$(8)</td>
<td>$28</td>
<td>$(32)</td>
</tr>
<tr>
<td>% of Sharing Revenue</td>
<td>(155)%</td>
<td>(113)%</td>
<td>8%</td>
<td>19%</td>
<td>(8)%</td>
<td>(9)%</td>
<td>(54)%</td>
<td>15%</td>
<td>43%</td>
<td>41%</td>
<td>20%</td>
<td>35%</td>
<td>49%</td>
<td>50%</td>
</tr>
<tr>
<td>% of Sharing Revenue</td>
<td>(348)%</td>
<td>(297)%</td>
<td>(67)%</td>
<td>(36)%</td>
<td>(87)%</td>
<td>(82)%</td>
<td>(99)%</td>
<td>(19)%</td>
<td>16%</td>
<td>10%</td>
<td>(13)%</td>
<td>9%</td>
<td>27%</td>
<td>22%</td>
</tr>
<tr>
<td>Adjusted EBITDA</td>
<td>$(194)</td>
<td>$(59)</td>
<td>$(48)</td>
<td>$(49)</td>
<td>$(73)</td>
<td>$(220)</td>
<td>$(78)</td>
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<td>$(33)</td>
<td>$(162)</td>
<td>$(31)</td>
<td>$(12)</td>
<td>$(5)</td>
</tr>
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</table>

1. The Company’s original forecast was included in the Company’s Form S-4 initially filed with the Securities and Exchange Commission (the “SEC”) on May 14, 2021 in connection with the Company’s business combination with Switchback II Corporation.
2. Rides, Average Rides per Deployed Vehicle Per Day, Average Deployed Vehicles (in thousands), and Gross Transaction Value are key business metrics. Ride Profit, Ride Profit (after Vehicle Depreciation) and Adjusted EBITDA are non-GAAP metrics. See “Key Metrics and Non-GAAP Financial Measures” for additional information, including a reconciliation to the nearest comparable GAAP metric in the case of non-GAAP metrics presented here included as an appendix to this presentation.
Q3 2021 results demonstrate significant YoY improvement

**Revenue**

- Q3 20: $40
- Q3 21: $65
- +63% YoY

**Ride Profit Margin**

- Q3 20: 43%
- Q3 21: 50%
- +7pp YoY

**Adjusted EBIDTA**

- Q3 20: ($28)
- Q3 21: ($5)
- +81% YoY

Note: Ride Profit Margin shown before Vehicle Depreciation. Ride Profit Margin and Adjusted EBIDTA are non-GAAP measures. See appendix for reconciliation.
Increased FY2021 Outlook Driven by Strong YTD Performance

**FY2021 REVENUE**
($ in millions)

- Prior Expectation: $188
- Revised Guidance: $195-$205
+6% vs expectations\(^1\)

**FY2021 ADJUSTED EBITDA**
($ in millions)

- Prior Expectation: ($96)
- Revised Guidance: ($85)-($75)
+17% vs expectations\(^2\)

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1. Based on midpoint of revised revenue guidance for FY2021 of $195-205M.
2. Based on midpoint of revised Adjusted EBITDA guidance for FY2021 of $(85)-$(75)M.

The Company’s original forecast was included in the Company’s Form 5-S initially filed with the Securities and Exchange Commission (the “SEC”) on May 14, 2021 in connection with the Company’s business combination with Switchback II Corporation.
Well capitalized with scalable asset financing in place

**STRONG BALANCE SHEET**
- Added $414M of incremental liquidity through business combination with Switchback II, before fees and expenses, comprised of:
  - SPAC cash-in-trust of $104M
  - PIPE proceeds of $160M
  - Upsized Apollo credit facility to $150M
- Total cash, cash equivalents, and restricted cash of $309M as of 9/30 when adjusting for the business combination

**SECURED $150M ASSET FINANCING**
- Financing for vehicle CapEx enabled by Bird’s multi-year track record of vehicle retention and revenue from tens of millions of global rides
- Further unlocks equity returns by nearly 50% and matches Bird’s cash outflows to when vehicles generate the most cash (i.e., spring and summer)
- Asset-level debt supports Bird’s global growth ambitions without the restrictive covenants of a traditional credit facility
- $150M fully committed facility with Apollo to efficiently finance majority of global vehicle fleet

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1. Following completed combination with Switchback II on November 4, 2021, the combined company added approximately $414 million in incremental liquidity through a combination of Switchback II cash in trust, the proceeds of the previously announced private placement, and availability under Bird’s credit facility with Apollo Investment Corporation and MidCap Financial Trust. In each case, before payment of fees and expenses related to the business combination.
2. Total cash, cash equivalents, and restricted cash as of September 30, 2021 after adjusting for $246 million received at the closing of the business combination, net of fees and expenses related to the business combination.
3. Facility with Apollo Investment Corporation and MidCap Financial Trust (each managed or advised by Apollo Capital Management, L.P., or its affiliates).
Environmentally friendly transportation for everyone
We are a scaled micromobility platform

100M+
Rides to date

~$200M
2021E Revenue¹

111%
Revenue growth year-over-year²

350+
Cities operating globally³

40
Trees equivalent to each vehicle’s GHG offset⁴

47%+
Average Ride Profit margins⁵

¹. Based on midpoint of revised revenue guidance for FY2021 of $195-205M.
². 2020A to 2021E revenue growth.
³. As of November 2021.
⁴. Based on carbon sequestering per year of 6-year-old elm tree of 1,700 grams relative to a Bird Two over a 1.5 year period representative of a Bird Two half-life.
Scaled global operations with opportunity for continued expansion

Note: Includes In-House, Fleet Manager, and Platform markets.
Massive market opportunity with COVID accelerating penetration

**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...

with 200 billion trips shifting to micromobility...

...resulting in a $800B yearly revenue opportunity¹

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¹ TAM calculated from global trip data per industry sources, the US federal government and the European Commission haircut 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.

2. SAM calculated beginning with TAM of near-term Bird markets reduced by ‘servicable trip length’ penetration per Bird trip length data, infrastructure penetration per city-level data from industry sources, regulatory penetration per city regulations, and Bird internal estimates for city permits.
COVID spurred favorable regulatory changes

+$20B
SAM increase driven by regulatory response to COVID

- Opening of new cities (+$8B)
  - UK opening to e-scooters
  - NYC opening accelerated to Q2 2021

- Improved 3rd-lane infrastructure (+$12B)
  - Top global e-scooter cities like Tel Aviv and San Francisco expanding their 3rd lane infrastructure

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**HAARETZ**
Tel Aviv plans to Double the City’s Network of Bike Paths by 2025

**The Guardian**
Milan Announces Ambitious Scheme to Reduce Car Use After Lockdown

**REUTERS**
New York City Legalizes Electric Bikes and Scooters, Will Create e-Scooter Pilot Program

**The Guardian**
Electric Scooters to Get Green Light to Go on Britain’s Public Roads

**Bloomberg**
Pandemic Has Spurred 930 Miles of New Bike Lanes in Europe

**R.**
Rome Creates Bike Lanes As Part Of Virus Measures

**STREETS BLOG**
Oakland to Open 74 Miles of Streets for Walkers and Cyclists

**DW**
Coronavirus Pandemic Gives Cyclists More Road in Berlin

**GOVER**
Seattle Will Keep Some Streets Closed Even After Coronavirus

**THE NEW REPUBLIC**
American Cities are Built for Cars. Coronavirus Could Change That.
Ours is a multidimensional business requiring global scale:
Two-sided marketplaces, wrapped in closed regulatory systems

Deepen vehicle design moat based on hundreds of millions of real-world interactions

**GLOBAL VEHICLE DEVELOPMENT & SUPPLY CHAIN**
- **Vehicle R&D**
  - Designed in California with >18mo life & multi-day battery capacity
- **Prototype Testing**
- **Finalize Bird Design & Specs**
- **Vendor Management / PO Submission**
- **Manufacturing**
- **Shipping from Production Facility to Bird**

**SCALE TO GENERATE DATA AND TECH EDGE**
- **User (rider) App Development & Iteration**
- **FM App Development & Iteration**
- **Nest Location & Size**
  - Machine forecasts demand, sets drops/rebalancing to maximize profit

**PROTECTED CITY REVENUE**
- **Permits**
  - Maintain strong permit win rate
- **Government Rel.**
  - Industry-leading Gov Partnerships team
- **Playbook to Launch in New Markets**
- **Acquire & Standup Partner Network & Local Ops**

**TWO-SIDED MARKETPLACE**
- **Local FMs (supply)**
  - Charge, rebalance, & repair vehicles
- **Riders (demand)**
  - Base of millions of entrenched riders

Refine RFP application, pricing, drop & relocation logic based on rider/FM experience

**KEY**
- Global scale • R&D
- Government partnership
- Marketplace
- First mover advantage
It all started with the scooters

**VEHICLE HALF-LIFE**

<table>
<thead>
<tr>
<th>VEHICLE</th>
<th>KEY INNOVATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OFF THE SHELF</strong></td>
<td><strong>BIRD-DESIGNED</strong></td>
</tr>
<tr>
<td>Xiaomi M365</td>
<td>Sep 2017: First-ever shared scooter</td>
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<td></td>
<td>Oct 2018: Ruggedized for sharing</td>
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<td>May 2019: Fully encrypted brain</td>
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<td>Aug 2019: Ultra-rugged fused body</td>
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<td></td>
<td>Mar 2021: Best-in-class safety features</td>
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Note: Bird Zero, Bird One and Bird Two vehicle half-life based on methodology employed in audited GAAP financials; Bird Three estimated vehicle half-life based on equivalent methodology as prior vehicle models.
Continued innovation and new form factors, including e-bikes

**SHARING**

Captures more 3+ mile trips to expand sharing SAM by $20B\textsuperscript{1}

**RETAIL**

Global e-bike retail market expected to reach $20B by 2023\textsuperscript{2}

![Graph showing US E-bike Sales Growth Accelerating (in units)]

<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales</td>
<td>130</td>
<td>152</td>
<td>236</td>
<td>318</td>
<td>353</td>
<td>908</td>
</tr>
</tbody>
</table>

\textsuperscript{1} Expansion of Serviceable Addressable Market (detailed previously) to capture penetration of trips 5 miles or less in distance. 
\textsuperscript{2} Source: Deloitte. 
\textsuperscript{3} Source: GYR Research.
Evolved to Fleet Manager operating model

**HOW IT WORKS**

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

Fleet Managers charge, deploy, store, and repair, **reducing Bird’s infrastructure costs**, especially in winter.

Aligns incentives through a per-trip revenue share construct, **further boosting Bird’s leading unit economics** while providing a positive return to Fleet Managers.

<table>
<thead>
<tr>
<th>WHO OWNS THE...</th>
<th>IN-HOUSE OPS</th>
<th>FLEET MANAGER OPS</th>
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</thead>
<tbody>
<tr>
<td>Charging</td>
<td></td>
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<tr>
<td>Deployment</td>
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<tr>
<td>Rebalancing</td>
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<td>Repair</td>
<td></td>
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<tr>
<td>Vehicle</td>
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<td>Permits</td>
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<tr>
<td>Brand</td>
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<tr>
<td>Data/Tech Platform</td>
<td></td>
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</tr>
<tr>
<td>% of LTM sharing revenue²</td>
<td>5%</td>
<td>95%</td>
</tr>
</tbody>
</table>

**KEY**

- 🌐 Bird
- 🌐 Partner

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1. Acquisition cost of ~$1K per Fleet Manager based on acquisition from Mar - Oct 2020.
2. Excludes Consumer Products and Platform revenue.
Fleet Manager operating model has driven strong Ride Profit Margins of 47% before and 21% after Vehicle Depreciation over the last twelve months.

**RIDE PROFIT EVOLUTION** (as % of sharing revenue)

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<tbody>
<tr>
<td>50%</td>
<td>(348%)</td>
<td>(67%)</td>
<td>(36%)</td>
<td>(8%)</td>
<td>(19%)</td>
<td>15%</td>
<td>(19%)</td>
<td>43%</td>
<td>41%</td>
<td>35%</td>
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Note: Ride Profit and Sharing Revenue are non-GAAP metrics, see reconciliation in Appendix. FY2018 and Q1/Q2 2019 includes fleet of legacy retail vehicles.
1. Net of sales tax, credits, discounts, refunds, disputes and failed payments; excludes Platform and Consumer Products vehicle and spare part sales.

FY2019 vs. FY2018: +265%²
Bird-designed vehicles and operational improvements

**COVID conditions**

LTM vs. FY2019: +103%²
Fleet Manager operating model

- Ride Profit (before Vehicle Depreciation)
- Ride Profit (after Vehicle Depreciation)
Why Bird wins

1. Visionary, founder-led management team with a culture of innovation

2. Rider experience that addresses traditional mobility pain points

3. Aligned incentives in the mutually beneficial Fleet Manager operating model

4. Category creator with advanced technology and data platform

5. Energy transition is core to Bird’s mission

6. Strong unit economics, even with winter-like COVID utilization
1 Visionary, founder-led management team with a culture of innovation
2 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. Socially distanced
4. Congestion reducing
5. Affordable
6. Environmentally friendly
3 Aligned incentives in the mutually beneficial Fleet Manager operating model

- **Efficient management ratio**
  Fleet Managers provide logistics services for 100+ scooters each, driving meaningful scale

- **Significant earnings become moat**
  Earning potential as a Fleet Manager is far better than peer alternatives

- **Hyper local knowledge**
  Localized knowledge reduces city costs and improves operational outcomes

- **Community**
  Community of Fleet Managers drives retention

- **Performance management**
  Utilizing strategic tools, coaching, and incentives to further improve profitability

---

1. Month 1 corresponds to the first operational month for each cohort (e.g., July cohort Month 1 = 07/01 - 07/31). Adjusted for closed markets.
4 Category creator with advanced technology and data platform

**Hardware**

Designed for safety, connectivity and durability

- AI sidewalk detection
- GPS and Global connected network
- Anti-theft brain-battery “handshake” tech

**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
Energy transition is core to Bird’s mission

BIRD RIDES TYPICALLY REPLACE HIGHER-EMISSION MODES

Mode Shift Displacement Survey Results

- Walking: 31%
- Personal car: 23%
- Ride-hail: 19%
- Public transit: 9%
- Other¹: 18%

51% of alternatives have higher emissions

Each Bird Two prevents an estimated 103kg of greenhouse gas emissions during its lifetime²

EACH BIRD’S GHG OFFSET IS EQUIVALENT TO THE CARBON ABSORBED BY 40 TREES³

Note: GHG assumptions based on The Greenhouse Gases, Regulated Emissions and Energy Use in Transportation (GREET) Model by Argonne National Laboratory. Mode Shift results based on an October 2019 Bird survey through Qualtrics of “4 riders.

1. Other includes personal bike, personal scooter, and bikeshare.

2. Based on fully-burdened lifecycle analysis, adjusted for additional emissions related to upstream manufacturing, fuel extraction, caloric intake, shipping, and disposal, among others. Based on Bird Two actual data, including pre-COVID KPIs, “1.5 year half-life, and 272g / 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 carbon sequestering per year of a 6-year-old 46m tree of 1700 grams relative to a Bird Two over a 1.5 year period representative of a Bird Two half-life.
6 Strong unit economics, even with winter-like COVID utilization

<table>
<thead>
<tr>
<th>For every $10 earned</th>
<th>In-House Ops during Winter (Q4 2019)</th>
<th>Fleet Manager Ops during COVID (H2 2020)</th>
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<tr>
<td><strong>Rides per Deployed Vehicle per Day (“RPD”)</strong></td>
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<td>1.3x</td>
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<td>(-) Charging &amp; Repair</td>
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<td>(-) Other Ride Costs</td>
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<td><strong>Ride Profit (before Vehicle Depreciation)</strong></td>
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<td>(-) Vehicle Depreciation</td>
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<td><strong>Ride Profit (after Vehicle Depreciation)</strong></td>
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Note: Sharing Revenue and Ride Profit are non-GAAP metrics, see reconciliation in Appendix.
1. Net of sales tax, credits, discounts, refunds, disputes and failed payments; excludes vehicle and spare part sales.
2. Other Ride Costs includes service centers and field operations (including labor), mobile data, AWS, city revenue share, permits/fees and CC fees.
Relative growth: Bird has experienced significant adoption.
Appendix
Components of metrics & non-GAAP reconciliations

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- **Note:** Certain FY2019 amounts have been reclassified to conform with current period presentation. FY2019, FY2020 and FY2021 figures are unaudited and unaudited.

**BIRD**

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