# Have you ever imagined having enough energy to give back to the planet? 

We had this idea.

#  

of Localiza's energy consumption is already supplied by solar energy.

EARNINGS
RELEASE 1018
§Localiza

## Klocaliza

Dear Investors,

We present the results of 1Q18, where once again the Company achieved extremely positive results. Before entering into the financial and operational highlights that will follow, two relevant events of this quarter deserve to be mentioned:

- Publisihing of Car Rental Data - ABLA Yearbook 2018. On $1 Q 18$ the 2018 Yearbook, published by the Brazilian Association of Car Rental Companies - ABLA, which brings the data and statistics for the year 2017 on the industry leasing vehicles raised by the entity. According to the Yearbook, Brazilian car rental market grew by $12.3 \%$ in 2017, from $\mathrm{R} \$ 5.8$ billion to $\mathrm{R} \$ 6.5$ billion gross revenue. Considering the gross revenues of the Company's car rental unit (including franchisees), Localiza increased its market share by 3.0 pp in the period.


Source: ABLA, considering the breakdown reported applied on the revenues
The Yearbook also published annual data on the Fleet Rental sector, indicating that it increased $12.3 \%$ in 2017, from $\mathrm{R} \$ 8.0$ billion to $\mathrm{R} \$ 9.0$ billion in gross sales. Based on these assumptions and considering the gross sales of the Company's fleet rental unit, Localiza maintained a stable share in this market.

Sustainability and Corporate Social Responsibility. Localiza begins 2018 reaffirming its commitment to the environment and sustainability: as of March, all car rental locations and car sales stores in 4 states, representing $30 \%$ of the Company's energy consumption, are already being fully supplied by solar energy. By 2019, 100\% of our corporate rental locations and stores in all Brazilian states will be supplied by clean energy. In 2017, we engaged to the UN Global Compact, a global initiative committed to Social Responsibility and action for a better world. Practices related to Human Rights, Labor, Environment and Anticorruption are aligned with our vision.

## \$Localiza

## Operational Highlights

\# of rental days - Car Rental (thousands)

\# Cars Sold

\# of rental days - Fleet Rental (thousands)


End of period fleet


Consolidated financial Highlights

Net revenues ( $\mathbf{R} \$$ millions)
 EBIT (R\$ millions)

EBITDA (R\$ millions)


Net Income ( R \$ millions)



Net revenues (R\$ million)


In 1Q18, Car Rental Division daily rental volume grew $53.3 \%$ in relation to 1 Q17. On the same comparison basis, net revenues increased $47.4 \%$, as a consequence of $5.7 \%$ reduction in the average rental rate, which already shows stability compared with 4Q17.

In comparisson to the 1Q17, the decrease in the average rental rate for the quarter reflects the price management strategy, the utilization rate and the segment mix. In 1Q18, a seasonally strong quarter of retail demand, the mix was the main factor for the decrease in the rental rate, due to the growth also in segments with lower rates.


With the price management system to stimulate demand and the operational improvement, the lower rental rates were offset by the increase in the utilization rate of $78.7 \%$ in 1Q18, representing a gain of 2.9p.p. in relation to 1 Q17.

The utilization rate presented reflects only the period when cars are available for rent at the locations and therefore does not include cars on activation and decommissioning process.

Number of car rental locations Brazil and abroad


In 1Q18, Localiza's corporate network was expanded by 6 locations, going from 384 on 12/31/2017 to 390 on $03 / 31 / 2018$, including 3 locations which were previously operated by franchisees.

At the end of 1Q18, Localiza System had 591 rental locations, being 521 in Brazil and 70 in 6 other South American countries.

## Number of daily rentals (thousand)



## Net revenues ( $\mathrm{R} \$$ million)



In 1Q18, Fleet Rental Division registered a $22.1 \%$ increase in volumes and $17.3 \%$ in revenue compared to the same period of the previous year, as a consequence of the $5.6 \%$ reduction in the average rental rate.

The lower rental rate of this division mainly reflects the pricing of new contracts in a context of lower interest rates, in addition to the entry of Hertz Brazil contracts with lower average price.

## 3.1 - Net investment in the fleet

## Fleet (reduction) expansion* (quantity)




Historically, the fleet from the Car Rental Division is reduced in the first quarter of each year, after summer vacation peak of demand.

In 1Q18, though, the Company was able to reduce seasonality, obteining a net selling balance of only 1,441 cars in comparisson with 5,186 cars in the same period of the year before.

## Number of stores (Brazil)



On 12/31/2018, Seminovos network was comprised of 99 stores distributed in 65 cities in Brazil. In the quarter, 25,288 cars were sold, representing a growth of $24.5 \%$ compared to 1 Q17.

## 5 - End of period fleet



As of 03/31/2018, the consolidated fleet consisted of 193,260 cars, including 14,741 cars from franchisees.
In 1Q18, Localiza System's fleet (including franchisees) was reduced in relation to 4 Q 17 by 1,019 cars after the peak of demand of the Car Rental Division.

## Consolidated net revenues ( $\mathrm{R} \$$ million)



In 1Q18, consolidated net revenues grew $36.1 \%$ when compared with 1Q17. Net rental revenues increased 38.0\%, being $47.4 \%$ in the Car Rental Division and $17.3 \%$ in the Fleet Rental Division.

Seminovos net revenues in 1 Q18 grew $34.5 \%$ when compared to 1 Q17, due to $24.5 \%$ increase in sales volume and $8.1 \%$ increase in the average price of cars sold.

## Consolidated EBITDA (R\$ million)



One-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation
EBITDA margin:

| Divisions | 2013 | 2014* | 2015 | 2016 | 2017 | 1Q17 | 1Q18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car Rental | 36.8\% | 38.7\% | 31.8\% | 32.3\% | 34.9\%** | 36.6\% | 35.7\% |
| Fleet Rental | 65.5\% | 60.0\% | 62.2\% | 64.5\% | 61.9\%** | 63.0\% | 61.3\% |
| Rental Consolidated | 46.5\% | 45.3\% | 41.7\% | 42.3\% | 42.6\%** | 44.5\% | 42.2\% |
| Used Car Sales | 5.7\% | 6.0\% | 7.3\% | 5.5\% | 5.9\% | 5.0\% | 5.7\% |

$\left({ }^{*}\right)$ From 2014 on, it considers the new ap.p.ropriation criteria of the overhead, which is also ap.p.ropriated to Seminovos.
$\left({ }^{(*)}\right.$ Adjusted by the one-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation

In 1Q18, consolidated EBITDA totaled $\mathrm{R} \$ 397.4$ million, $33.8 \%$ higher than the same period of the previous year.

The EBITDA margin of the Car Rental Division was $35.7 \%$ in 1Q18, 0.9 p.p. lower when compared with 1Q17, mainly due to lower average rental rate partially offset by the increase of the utilization rate by 2.9 p.p. in relation to 1 Q17.

In the Fleet Rental Division, EBITDA margin was $61.3 \%$ in $1 Q 18$, lower by 1.7 p.p. when compared with $1 Q 17$. The lower EBITDA margin reflects the lower prices of the new contracts of this Division, due to lower interest in addition to the entry of Hertz Brazil contracts with lower average rate.

Seminovos EBITDA margin in 1Q18 was $5.7 \%$, higher than $1 Q 17$, reflecting the increase in average prices and the dilution of sale expenses due to the higher volume sold.

## 8.1 - Rent a Car

## Average annualized depreciation per car (R\$) - RAC



The annualized average depreciation of $1 Q 18$ was $R \$ 715.9$, lower by $51.8 \%$ if compared with $1 Q 17$. The decrease in depreciation reflects the increase in the average sale price and the Company's efficiency in the purchase and sale of cars.

## 8.2 - Fleet Rental

## Average annualized depreciation per car ( $\mathrm{R} \$$ ) - Fleet Rental



In the Fleet Rental Division, the annualized average depreciation per car in 2017 was $\mathrm{R} \$ 3,410.4$, a $2.4 \%$ increase when compared with 1Q17. Depreciation reflects the Company's expectations in relation to the sales price of this division.

## Consolidated EBIT (R\$ million)



## One-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation

EBIT margin calculated over rental revenues:

| Divisions | 2013 | 2014 | 2015 | 2016 | 2017 | 1 Q17 | 1Q18 |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car Rental | $32.8 \%$ | $36.2 \%$ | $34.3 \%$ | $30.2 \%$ | $35.5 \%^{*}$ |  | $34.8 \%$ | $38.8 \%$ |
| Fleet Rental | $45.1 \%$ | $44.3 \%$ | $48.9 \%$ | $51.2 \%$ | $51.4 \%^{*}$ |  | $50.9 \%$ | $48.0 \%$ |
| Consolidated | $37.1 \%$ | $38.8 \%$ | $39.1 \%$ | $36.8 \%$ | $40.0 \%^{*}$ |  | $39.6 \%$ | $41.1 \%$ |

(*) Adjusted by the one-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation

Consolidated EBIT for $1 Q 18$ reached $\mathrm{R} \$ 329.9$ million, a $43.4 \%$ increase when compared with $1 Q 17$, due to a $33.8 \%$ increase in EBITDA and a decrease in average annualized depreciation per car by 30.5\%.

The EBIT margin of 1Q18 of the Car Rental Division was $38.8 \%$, representing an increase of 4.0 p.p. when compared with 1Q17, reflecting lower annualized average depreciation per car in the quarter.

The EBIT margin of the Fleet Rental Division in $1 Q 18$ was $48.0 \%$, a reduction of 2.9 p.p. in relation to 1017 , reflecting lower EBITDA margin due to: (i) the adjustment in the pricing of new contracts in a scenario of lower interest rates and absorption of Hertz contracts with lower average prices and (ii) higher depreciation.

## 10 - Consolidated net income

Consolidated net income (R\$ million)

[-- One-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation, after taxes

| Reconciliation EBITDA x Net income | 2013 | 2014 | 2015 | 2016 | 2017* | Var. R\$ | Var. \% | 1Q17 | 1Q18 | Var. R\$ | Var. \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Consolidated EBITDA | 916.5 | 969.8 | 934.8 | 1,015.6 | 1,314.2 | 298.6 | 29.4\% | 297.0 | 397.4 | 100.4 | 33.8\% |
| Cars depreciation | (229.0) | (207.4) | (163.6) | (206.3) | (232.0) | (25.7) | 12.5\% | (57.9) | (56.9) | 1.0 | -1.7\% |
| Other property depreciation and amortization | (35.4) | (35.7) | (35.7) | (38.2) | (39.1) | (0.9) | 2.4\% | (9.0) | (10.6) | (1.6) | 17.8\% |
| EBIT | 652.1 | 726.7 | 735.5 | 771.1 | 1,043.1 | 272.0 | 35.3\% | 230.1 | 329.9 | 99.8 | 43.4\% |
| Financial expenses, net | (110.6) | (151.1) | (202.7) | (243.5) | (315.0) | (71.5) | 29.4\% | (74.8) | (88.9) | (14.1) | 18.9\% |
| Income tax and social contribution | (157.2) | (165.0) | (130.4) | (118.3) | (164.7) | (46.4) | 39.2\% | (35.0) | (65.0) | (30.0) | 85.7\% |
| Net income of the period | 384.3 | 410.6 | 402.4 | 409.3 | 563.4 | 154.1 | 37.6\% | 120.3 | 176.0 | 55.7 | 46.3\% |

(*) Adjusted by the one-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation

The net income of $1 Q 18$ totaled $R \$ 176.0$ million, an increase of $46.3 \%$ over $1 Q 17$, mainly due to:
(+) R\$100.4 million EBITDA increase;
(-) $\mathrm{R} \$ 14.1$ million increase in net financial expenses, due to an increase in the net debt and partially compensated by the SELIC (basic interest rate) reduction.
(-) $\mathrm{R} \$ 30.0$ million increase in income taxes, due to higher taxable income and an increase in the effective rate of income tax and social contribution. The higher rate is due to the lower representativeness of interest on equity in relation to income.

## 11 - Free cash flow (FCF)

## Free cash flow from operations, before growth



|  | Free cash flow - R\$ million | 2013 | 2014 | 2015 | 2016 | 2017 | 1Q18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { n } \\ & .0 \\ & .0 \\ & \frac{0}{0} \\ & \text { © } \end{aligned}$ | EBITDA | 916.5 | 969.8 | 934.8 | 1,015.6 | 1,314.2* | 397.4 |
|  | Used car sale revenue, net from taxes | $(1,747.3)$ | $(2,018.2)$ | $(2,044.9)$ | $(2,342.5)$ | $(3,451.2)$ | $(1,020.5)$ |
|  | Depreciated cost of cars sold | 1,543.8 | 1,777.0 | 1,769.1 | 2,102.5 | 3,106.6 | 928.1 |
|  | (-) Income tax and social contribution | (108.5) | (113.1) | (110.7) | (93.3) | (108.3) | (33.3) |
|  | Change in working capital | 2.9 | (27.1) | (30.0) | 113.2 | 21.2 | $(49,0)$ |
|  | Cash generated by rental operations | 607.4 | 588.4 | 518.3 | 795.5 | 882.5 | 222.7 |
|  | Used car sale revenue, net from taxes - fleet renewal | 1,747.3 | 2,018.2 | 2,036.3 | 2,342.5 | 3,451.2 | 962.4 |
|  | Fleet renewal investment | $(1,819.7)$ | $(2,197.7)$ | $(2,278.4)$ | $(2,563.6)$ | $(3,660.9)$ | (933.8) |
|  | Change in accounts payable to car suppliers - renewal | 144.3 | 120.0 | (75.4) | 174.1 | 247.8 | 71.0 |
|  | Net investment for fleet renewal | 71.9 | (59.5) | (317.5) | (47.0) | 38.1 | 99.6 |
|  | Fleet renewal - quantity | 62,641 | 70,621 | 64,032 | 68,449 | 90,554 | 23,847 |
| Investment, property and intangible |  | (47.5) | (46.3) | (29.7) | (42.2) | (48.8) | (6.1) |
| Free cash flow from operations, before growth |  | 631.8 | 482.6 | 171.1 | 706.3 | 871.8 | 316.2 |
|  | Fleet growth investment | (209.4) | (286.8) |  | (726.0) | $(1,807.0)$ | - |
|  | Used car sale revenue, net from taxes - fleet reduction |  |  | 8.6 |  |  | 58.1 |
|  | Change in accounts payable to car suppliers - growth | (54.6) | 214.4 | (45.8) | 16.6 | 167.7 | (364.9) |
|  | Hertz Brazil acquisition - fleet |  |  |  |  | (286.5) |  |
|  | Fleet growth capex | (264.0) | (72.4) | (37.2) | (709.4) | $(1,925.8)$ | (306.8) |
|  | Fleet increase / (reduction) - quantity | 7,103 | 9,183 | (273) | 19,384 | 52,860 | $(1,441)$ |
| Free cash flow after growth, and before interest and new HQ |  | 367.8 | 410.2 | 133.9 | (3.1) | $(1,054.0)$ | 9.4 |
|  | Hertz Acquisition (Except fleet) | - | - | - | - | (46.7) | - |
|  | Incurred one-time costs effect | - | - | - | - | (74.0) | - |
|  | New headquarters construction and furniture | (6.5) | (148.3) | (30.7) | (84.4) | (126.2) | - |
| Free cash flow before interest |  | 361.3 | 261.9 | 103.2 | (87.5) | $(1,300.9)$ | 9.4 |

(*) Adjusted by one-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation
In the free cash flow, short-term financial assets were considered as cash equivalents since they have immediately liquidity.

In 1Q18, the Company continued to present strong cash generation of $\mathrm{R} \$ 316.2$ million before growth.

## 12 - Debt

## 12.1 - Change in debt - R\$ million



## 12.2 - Debt maturity profile - Principal - R\$ million

As of Mach 31, 2018


Cash balance of $\mathrm{R} \$ 2.7$ billion is more than enough to support fleet growth and the short term debt maturity profile.

## 12.3 - Debt profile

| Debt | Issuance | Contract rate | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025+ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Debentures 7th Issuance | 09/30/2013 | 110.95\% CDI | 75.0 | 75.0 | 100.0 | 100.0 | - | - | - | - | 350.0 |
| Debentures 8th Issuance | 09/10/2014 | 109.5\% CDI | - | 250.0 | 250.0 | - | - | - | - | - | 500.0 |
| Debentures 9th Issuance | 04/30/2015 | 113.2\% CDI | - | 50.0 | 150.0 | 300.0 | - | - | - | - | 500.0 |
| Debentures 10th Issuance | 01/08/2016 | 113.9\% CDI | - | - | 100.0 | 100.0 | - | - | - | - | 200.0 |
| Debentures 11th Issuance | 12/12/2016 | 111.5\% CDI | - | - | - | - | 500.0 | - | - | - | 500.0 |
| Debentures 12th Issuance | 05/15/2017 | 107.25\% CDI | - | - | - | - | - | - | 700.0 |  | 700.0 |
| Debêntures da 13th Issuance - 1st serie | 12/15/2017 | 109.35\% CDI | - | - | - | - | 434.4 | 434.5 |  |  | 868.9 |
| Debêntures da 13th Issuance - 2 nd serie | 12/15/2017 | 111.30\% CDI | - | - | - | - | - | - | 108.0 | 108.0 | 216.0 |
| Debentures 3rd Issuance of Localiza Fleet | 05/05/2017 | 107.0\% CDI | - | - | - | - | - | 500.0 | - | - | 500.0 |
| Debentures 4th Issuance of Localiza Fleet | 10/02/2017 | CDI + 0.30\% | - | - | - | - | - | - | 350.0 | - | 350.0 |
| Promissory notes 6th issuance | 09/29/2017 | CDI + 0.40\% | - | - | 650.0 | - | - | - | - | - | 650.0 |
| CCBI - New headquarters | 06/18/2014 | 98.8\% CDI | - | 47.5 | 95.0 | 47.5 | - | - | - | - | 190.0 |
| Real State Receivables Certificate (CRI) | 02/26/2018 | 99\% CDI | 13.4 | 7.0 | 4.4 | 5.6 | 9.0 | 12.2 | 15.0 | 303.5 | 370.1 |
| Working Capital / Others | - | Several | 216.6 | 211.3 | 83.3 | 125.0 | - | - | - | - | 636.2 |
| Interest accrued and paid | - | - | 118.2 | - | - | - | - | - | - | - | 118.2 |
| Cash and cash equivalents on 03/31/2018 | - | - | $(2,662.5)$ | - | - | - | - | - | - | - | $(2,662.5)$ |
| Net debt | - |  | $(2,239.3)$ | 640.8 | 1,432.7 | 678.1 | 943.4 | 946.7 | 1,173.0 | 411.5 | 3,986.9 |

NET DEBT DISCOUNTING CREDIT CARD RECEIVABLES VERSUS FLEET VALUE


In the leverage ratios calculation, we have discounted credit card receivables from debt due to their high liquidity.

## Comfortable capital structure

## 13 - Spread (ROIC minus cost of debt after taxes)


(*)Adjusted by the one-time costs incurred - Hertz Brasil acquisition and Franchisees incorporation ROIC considered each year's effective income tax and social contribution rate

The higher spread results in greater value generation for shareholders

2017 interest on capital were approved as follow:

| Nature | Reference period | Approval date | Shareholding position date | Payment date | Gross amount ( R \$ million) | $\begin{gathered} \text { Gross amount } \\ \text { per } \\ \text { share (R\$) } \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| IOC | 2017 | 03/08/2017 | 03/15/2017 | 05/02/2017 | 39.9 | 0.060829 |
| IOC | 2017 | 06/30/2017 | 07/06/2017 | 08/24/2017 | 39.2 | 0.059539 |
| IOC | 2017 | 09/13/2017 | 09/22/2017 | 11/07/2017 | 41.0 | 0.062161 |
| IOC | 2017 | 12/07/2017 | 12/14/2017 | 01/31/2018 | 42.8 | 0.064746 |
|  |  |  |  | Total | 162.9 |  |

2018 interest on capital were approved as follow:

| Nature | Reference <br> period | Approval <br> date |  | Shareholding <br> position date |  | Payment <br> date |  | Gross <br> amount <br> ( $\mathbf{R} \$$ million) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | | Gross amount |
| :---: |

${ }^{(*)}$ For comparative purposes, the amount of IOC and dividend per share was adjusted considering the stock dividend approved by the Extraordinary Shareholders' Meeting of April 25, 2017 and the stock Split approved by the Extraordinary Shareholders' Meeting of November 22, 2017.

## 15 - RENT3

Under the ADR Level I program, the Company had 16,571,798 ADRs issued as of 03/31/2018.

In 2018, the average daily traded volume of RENT3 was R\$89.4 million, $36.9 \%$ higher than the average volume of 2017.


## 16 - Results per division

## 16.1 -Table 1 - Car Rental - R\$ million

| CAR RENTAL RESULTS | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | $2017$ <br> Adiusted | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental gross revenues (*) | 1,208.4 | 1,352.1 | 1,316.9 | 1,486.9 | 1,898.7 | 27.7\% | 1,898.7 | 27.7\% |
| Taxes on revenues (**) | (44.9) | (67.7) | (58.9) | (58.9) | (50.2) | -14.8\% | (50.2) | -14.8\% |
| Car rental net revenues | 1,163.5 | 1,284.4 | 1,258.0 | 1,428.0 | 1,848.5 | 29.4\% | 1,848.5 | 29.4\% |
| Car rental costs | (536.9) | (577.3) | (618.1) | (707.4) | (926.4) | 31.0\% | (870.7) | 23.1\% |
| Gross profit | 626.6 | 707.1 | 639.9 | 720.6 | 922.1 | 28.0\% | 977.8 | 35.7\% |
| Operating expenses (SG\&A) | (197.9) | (209.7) | (239.9) | (258.8) | (347.2) | 34.2\% | (332.3) | 28.4\% |
| Other assets depreciation and amortization | (22.2) | (22.2) | (22.3) | (23.9) | (23.6) | -1.3\% | (23.6) | -1.3\% |
| Operating profit before financial results and taxes (EBIT) | 406.5 | 475.2 | 377.7 | 437.9 | 551.3 | 25.9\% | 621.9 | 42.0\% |
| Financial expenses, net | (1.3) | (1.5) | (2.0) | (1.4) | (5.3) | 278.6\% | (5.3) | 278.6\% |
| Income tax and social contribution | (119.5) | (136.2) | (89.9) | (95.9) | (123.4) | 28.7\% | (138.9) | 44.8\% |
| Net income for the period | 285.7 | 337.5 | 285.8 | 340.6 | 422.6 | 24.1\% | 477.7 | 40.3\% |
| Net Margin | 24.6\% | 26.3\% | 22.7\% | 23.9\% | 22.9\% | -1.0 p.p. | 25.8\% | 1.9 p.p. |
| EBITDA | 428.7 | 497.4 | 400.0 | 461.8 | 574.9 | 24.5\% | 645.5 | 39.8\% |
| EBITDA Margin | 36.8\% | 38.7\% | 31.8\% | 32.3\% | 31.1\% | -1.2 p.p. | 34.9\% | 2.6 p.p. |


| 1 Q17 | 1 Q18 | Var. |
| ---: | ---: | ---: |
| 420.8 | 608.2 | $44.5 \%$ |
| $(17.3)$ | $(13.5)$ | $-22.0 \%$ |
| 403.5 | 594.7 | $47.4 \%$ |
| $(189.7)$ | $(279.6)$ | $47.4 \%$ |
| 213.8 | 315.1 | $47.4 \%$ |
| $(66.0)$ | $(102.8)$ | $55.8 \%$ |
| $(5.4)$ | $(6.4)$ | $18.5 \%$ |
| 142.4 | 205.9 | $44.6 \%$ |
| $(0.3)$ | $(1.2)$ | $300.0 \%$ |
| $(31.8)$ | $(55.7)$ | $75.2 \%$ |
| 110.3 | 149.0 | $35.1 \%$ |
| $27.3 \%$ | $25.1 \%$ | -2.2 p.p. |
| 147.8 | 212.3 | $43.6 \%$ |
| $36.6 \%$ | $35.7 \%$ | -0.9 p.p. |


| USED CAR SALES RESULTS (SEMINOVOS) | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | $2017$ <br> Adjusted | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross revenues (*) | 1,486.1 | 1,671.4 | 1,679.2 | 1,997.8 | 2,990.0 | 49.7\% | 2,990.0 | 49.7\% |
| Taxes on revenues | (3.1) | (3.5) | (2.5) | (2.7) | (4.9) | 81.5\% | (4.9) | 81.5\% |
| Net revenues | 1,483.0 | 1,667.9 | 1,676.7 | 1,995.1 | 2,985.1 | 49.6\% | 2,985.1 | 49.6\% |
| Book value of cars sold and preparation for sale | $(1,271.9)$ | $(1,428.4)$ | $(1,396.3)$ | $(1,727.5)$ | $(2,603.2)$ | 50.7\% | (2,603.2) | 50.7\% |
| Gross profit | 211.1 | 239.5 | 280.4 | 267.6 | 381.9 | 42.7\% | 381.9 | 42.7\% |
| Operating expenses (SG\&A) | (138.7) | (160.7) | (178.8) | (176.8) | (220.0) | 24.4\% | (220.0) | 24.4\% |
| Cars depreciation | (85.8) | (78.1) | (38.9) | (87.8) | (117.7) | 34.1\% | (117.7) | 34.1\% |
| Other assets depreciation and amortization | (11.7) | (11.3) | (8.8) | (9.1) | (9.7) | 6.6\% | (9.7) | 6.6\% |
| Operating profit (loss) before financial results and taxes (EBIT) | (25.1) | (10.6) | 53.9 | (6.1) | 34.5 | -665.6\% | 34.5 | -665.6\% |
| Financial expenses, net | (76.6) | (106.3) | (138.4) | (174.4) | (229.9) | 31.8\% | (229.9) | 31.8\% |
| Income tax and social contribution | 30.3 | 33.2 | 17.6 | 37.2 | 43.9 | 18.0\% | 43.9 | 18.0\% |
| Net loss for the period | (71.4) | (83.7) | (66.9) | (143.3) | (151.5) | 5.7\% | (151.5) | 5.7\% |
| Net Margin | -4.8\% | -5.0\% | -4.0\% | -7.2\% | -5.1\% | 2.1 p.p. | -5.1\% | 2.1 p.p. |
| EBITDA | 72.4 | 78.8 | 101.6 | 90.8 | 161.9 | 78.3\% | 161.9 | 78.3\% |
| EBITDA Margin | 4.9\% | 4.7\% | 6.1\% | 4.6\% | 5.4\% | 0.8 p.p. | 5.4\% | 0.8 p.p. |


| 1Q17 | 1 Q18 | Var. |
| :---: | :---: | :---: |
| 678.8 | 853.8 | 25.8\% |
| (0.9) | (1.4) | 55.6\% |
| 677.9 | 852.4 | 25.7\% |
| (595.6) | (746.8) | 25.4\% |
| 82.3 | 105.6 | 28.3\% |
| (51.8) | (57.1) | 10.2\% |
| (30.1) | (21.6) | -28.2\% |
| (2.5) | (2.3) | -8.0\% |
| (2.1) | 24.6 | -1271.4\% |
| (55.6) | (67.4) | 21.2\% |
| 12.6 | 11.5 | -8.7\% |
| (45.1) | (31.3) | -30.6\% |
| -6.7\% | -3.7\% | 3.0 p.p. |
| 30.5 | 48.5 | 59.0\% |
| 4.5\% | 5.7\% | 1.2 p.p. |


| CAR RENTAL TOTAL FIGURES | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | $2017$ <br> Adjusted | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental gross revenues (*) | 1,208.4 | 1,352.1 | 1,316.9 | 1,486.9 | 1,898.7 | 27.7\% | 1,898.7 | 27.7\% |
| Car sales for fleet renewal - gross revenues (*) | 1,486.1 | 1,671.4 | 1,679.2 | 1,997.8 | 2,990.0 | 49.7\% | 2,990.0 | 49.7\% |
| Total gross revenues (*) | 2,694.5 | 3,023.5 | 2,996.1 | 3,484.7 | 4,888.7 | 40.3\% | 4,888.7 | 40.3\% |
| Taxes on revenues |  |  |  |  |  |  |  |  |
| Car rental (**) | (44.9) | (67.7) | (58.9) | (58.9) | (50.2) | -14.8\% | (50.2) | -14.8\% |
| Car sales for fleet renewal | (3.1) | (3.5) | (2.5) | (2.7) | (4.9) | 81.5\% | (4.9) | 81.5\% |
| Car rental revenues - net revenues | 1,163.5 | 1,284.4 | 1,258.0 | 1,428.0 | 1,848.5 | 29.4\% | 1,848.5 | 29.4\% |
| Car sales for fleet renewal - net revenues | 1,483.0 | 1,667.9 | 1,676.7 | 1,995.1 | 2,985.1 | 49.6\% | 2,985.1 | 49.6\% |
| Total net revenues | 2,646.5 | 2,952.3 | 2,934.7 | 3,423.1 | 4,833.6 | 41.2\% | 4,833.6 | 41.2\% |
| Direct costs |  |  |  |  |  |  | - |  |
| Car rental | (536.9) | (577.3) | (618.1) | (707.4) | (926.4) | 31.0\% | (870.7) | 23.1\% |
| Car sales for fleet renewal | $(1,271.9)$ | $(1,428.4)$ | $(1,396.3)$ | $(1,727.5)$ | $(2,603.2)$ | 50.7\% | (2,603.2) | 50.7\% |
| Gross profit | 837.7 | 946.6 | 920.3 | 988.2 | 1,304.0 | 32.0\% | 1,359.7 | 37.6\% |
| Operating expenses (SG\&A) |  |  |  |  |  |  | - |  |
| Car rental | (197.9) | (209.7) | (239.9) | (258.8) | (347.2) | 34.2\% | (332.3) | 28.4\% |
| Car sales for fleet renewal | (138.7) | (160.7) | (178.8) | (176.8) | (220.0) | 24.4\% | (220.0) | 24.4\% |
| Cars depreciation | (85.8) | (78.1) | (38.9) | (87.8) | (117.7) | 34.1\% | (117.7) | 34.1\% |
| Other assets depreciation and amortization |  |  |  |  |  |  | - |  |
| Car rental | (22.2) | (22.2) | (22.3) | (23.9) | (23.6) | -1.3\% | (23.6) | -1.3\% |
| Car sales for fleet renewal | (11.7) | (11.3) | (8.8) | (9.1) | (9.7) | 6.6\% | (9.7) | 6.6\% |
| Operating profit before financial results and taxes (EBIT) | 381.4 | 464.6 | 431.6 | 431.8 | 585.8 | 35.7\% | 656.4 | 52.0\% |
| Financial expenses, net | (77.9) | (107.8) | (140.4) | (175.8) | (235.2) | 33.8\% | (235.2) | 33.8\% |
| Income tax and social contribution | (89.2) | (103.0) | (72.3) | (58.7) | (79.5) | 35.4\% | (95.0) | 61.8\% |
| Net income for the period | 214.3 | 253.8 | 218.9 | 197.3 | 271.1 | 37.4\% | 326.2 | 65.3\% |
| Net margin | 8.1\% | 8.6\% | 7.5\% | 5.8\% | 5.6\% | -0.2 p.p. | 6.7\% | 0.9 p.p. |
| EBITDA | 501.1 | 576.2 | 501.6 | 552.6 | 736.8 | 33.3\% | 807.4 | 46.1\% |
| EBITDA margin | 18.9\% | 19.5\% | 17.1\% | 16.1\% | 15.2\% | -0.9 p.p. | 16.7\% | 0.6 p.p. |


| 1Q17 | $1 \mathrm{Q18}$ | Var. |
| :---: | :---: | :---: |
| 420.8 | 608.2 | 44.5\% |
| 678.8 | 853.8 | 25.8\% |
| 1,099.6 | 1,462.0 | 33.0\% |
| (17.3) | (13.5) | -22.0\% |
| (0.9) | (1.4) | 55.6\% |
| 403.5 | 594.7 | 47.4\% |
| 677.9 | 852.4 | 25.7\% |
| 1,081.4 | 1,447.1 | 33.8\% |
| - | - |  |
| (189.7) | (279.6) | 47.4\% |
| (595.6) | (746.8) | 25.4\% |
| 296.1 | 420.7 | 42.1\% |
| - | - |  |
| (66.0) | (102.8) | 55.8\% |
| (51.8) | (57.1) | 10.2\% |
| (30.1) | (21.6) | -28.2\% |
| - | - |  |
| (5.4) | (6.4) | 18.5\% |
| (2.5) | (2.3) | -8.0\% |
| 140.3 | 230.5 | 64.3\% |
| (55.9) | (68.6) | 22.7\% |
| (19.2) | (44.2) | 130.2\% |
| 65.2 | 117.7 | 80.5\% |
| 6.0\% | 8.1\% | 2.1 p.p. |
| 178.3 | 260.8 | 46.3\% |
| 16.5\% | 18.0\% | 1.5 p.p. |


| OPERATING DATA | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | 2017 | Var. | 1Q17 | 1Q18 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet | 59,094 | 61,525 | 62,513 | 70,185 | 94,194 | 34.2\% | 94,194 | 34.2\% | 81,011 | 120,463 | 48.7\% |
| Average rented fleet | 39,475 | 42,999 | 43,315 | 51,515 | 69,762 | 35.4\% | 69,762 | 35.4\% | 59,508 | 90,980 | 52.9\% |
| Average operating fleet age (in months) | 7.2 | 7.2 | 7.4 | 7.9 | 6.5 | -17.7\% | 6.5 | -17.7\% | 6.8 | 6.9 | 1.4\% |
| End of period fleet | 70,717 | 77,573 | 76,755 | 94,156 | 135,578 | 44.0\% | 135,578 | 44.0\% | 87,508 | 133,777 | 52.9\% |
| Number of rental days - in thousands | 14,241.7 | 15,416.0 | 15,566.1 | 18,662.4 | 25,263.6 | 35.4\% | 25,263.6 | 35.4\% | 5,308.5 | 8,139.4 | 53.3\% |
| Average daily rental revenues per car ( R \$) | 84.85 | 87.71 | 84.56 | 79.67 | 75.16 | -5.7\% | 75.16 | -5.7\% | 79.27 | 74.72 | -5.7\% |
| Annualized average depreciation per car ( $\mathrm{R} \$$ ) | 1,452.4 | 1,270.0 | 622.1 | 1,251.2 | 1,250.1 | -0.1\% | 1,250.1 | -0.1\% | 1,484.8 | 715.9 | -51.8\% |
| Utilization rate (Does not include cars in preparation and decomissioning) | - | - | 75.4\% | 78.0\% | 78.6\% | 0.6 p.p. | 78.6\% | 0.6 p.p. | 75.8\% | 78.7\% | 2.9 p.p. |
| Number of cars purchased | 58,826 | 64,908 | 52,343 | 76,071 | 114,966 | 51.1\% | 114,966 | 51.1\% | 11,518 | 19,200 | 66.7\% |
| Number of cars sold | 52,759 | 57,578 | 52,508 | 57,596 | 76,901 | 33.5\% | 76,901 | 33.5\% | 17,857 | 20,582 | 15.3\% |
| Average sold fleet age (in months) | 15.3 | 14.4 | 14.9 | 16.8 | 14.3 | -14.9\% | 14.3 | -14.9\% | 15.9 | 14.9 | -6.3\% |
| Average total fleet | 68,251 | 70,982 | 72,169 | 80,765 | 107,997 | 33.7\% | 107,997 | 33.7\% | 87,008 | 132,666 | 52.5\% |
| Average value of total fleet - $\mathrm{R} \$$ million | 1,776.8 | 1,963.8 | 2,205.9 | 2,790.2 | 4,100.6 | 47.0\% | 4,100.6 | 47.0\% | 3,189.4 | 5,110.1 | 60.2\% |
| Average value per car in the period - $\mathrm{R} \$$ thsd | 26.0 | 27.7 | 30.6 | 34.5 | 38.0 | 10.1\% | 38.0 | 10.1\% | 36.7 | 38.5 | 4.9\% |

[^0]$\left.{ }^{* *}\right)$ As of 4Q17, the amounts relative to the provision over the difference between PIS and Cofins credits were reclassified as SG\&A, as per Note 14 of the 2017 Financial Statements

| FLEET RENTAL RESULTS | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | $\begin{gathered} 2017 \\ \text { Adjusted } \\ \hline \end{gathered}$ | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fleet rental gross revenues (*) | 592.8 | 589.5 | 619.6 | 664.1 | 757.4 | 14.0\% | 757.4 | 14.0\% |
| Taxes on revenues (**) | (16.9) | (17.6) | (11.1) | (12.3) | (15.3) | 24.4\% | (15.3) | 24.4\% |
| Fleet rental net revenues | 575.9 | 571.9 | 608.5 | 651.8 | 742.1 | 13.9\% | 742.1 | 13.9\% |
| Fleet rental costs | (161.1) | (190.8) | (189.3) | (193.7) | (220.4) | 13.8\% | (220.1) | 13.6\% |
| Gross profit | 414.8 | 381.1 | 419.2 | 458.1 | 521.7 | 13.9\% | 522.0 | 13.9\% |
| Operating expenses (SG\&A) | (37.5) | (38.1) | (40.7) | (37.9) | (65.4) | 72.6\% | (62.3) | 64.4\% |
| Other assets depreciation and amortization | (1.1) | (1.1) | (2.2) | (2.9) | (3.5) | 20.7\% | (3.5) | 20.7\% |
| Operating profit before financial results and taxes (EBIT) | 376.2 | 341.9 | 376.3 | 417.3 | 452.8 | 8.5\% | 456.2 | 9.3\% |
| Financial expenses, net | (0.1) | (0.2) | (0.1) | (1.1) | (1.6) | 45.5\% | (1.6) | 45.5\% |
| Income tax and social contribution | (111.4) | (99.2) | (90.5) | (90.4) | (102.8) | 13.7\% | (103.6) | 14.6\% |
| Net income for the period | 264.7 | 242.5 | 285.7 | 325.8 | 348.4 | 6.9\% | 351.0 | 7.7\% |
| Net Margin | 46.0\% | 42.4\% | 47.0\% | 50.0\% | 46.9\% | -3.1 p.p. | 47.3\% | -2.7 p.p. |
| EBITDA | 377.3 | 343.0 | 378.5 | 420.2 | 456.3 | 8.6\% | 459.7 | 9.4\% |
| EBITDA Margin | 65.5\% | 60.0\% | 62.2\% | 64.5\% | 61.5\% | -3.0 p.p. | 61.9\% | -2.6 p.p. |


| 1Q17 | 1 Q18 | Var. |
| ---: | ---: | ---: |
| 177.8 | 204.4 | $15.0 \%$ |
| $(4.5)$ | $(0.2)$ | $-73.3 \%$ |
| 173.3 | 203.2 | $17.3 \%$ |
| $(51.4)$ | $(65.0)$ | $26.5 \%$ |
| 121.9 | 138.2 | $13.4 \%$ |
| $(12.8)$ | $(13.7)$ | $7.0 \%$ |
| $(0.6)$ | $(1.2)$ | $100.0 \%$ |
| 108.5 | 123.3 | $13.6 \%$ |
| $(0.1)$ | $(0.1)$ | $0.0 \%$ |
| $(24.2)$ | $(33.2)$ | $37.2 \%$ |
| 84.2 | 90.0 | $6.9 \%$ |
| $48.6 \%$ | $44.3 \%$ | -4.3 p.p. |
| 109.1 | 124.5 | $14.1 \%$ |
| $63.0 \%$ | $61.3 \%$ | -1.7 p.p. |


| USED CAR SALES RESULTS (SEMINOVOS) | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | $\begin{gathered} \hline 2017 \\ \text { Adjusted } \\ \hline \end{gathered}$ | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross revenues (*) | 264.6 | 350.8 | 368.6 | 347.8 | 466.5 | 34.1\% | 466.5 | 34.1\% |
| Taxes on revenues | (0.3) | (0.5) | (0.4) | (0.4) | (0.4) | 0.0\% | (0.4) | 0.0\% |
| Net revenues | 264.3 | 350.3 | 368.2 | 347.4 | 466.1 | 34.2\% | 466.1 | 34.2\% |
| Book value of cars sold and preparation for sale | (214.1) | (276.3) | (286.7) | (279.4) | (392.1) | 40.3\% | (392.1) | 40.3\% |
| Gross profit | 50.2 | 74.0 | 81.5 | 68.0 | 74.0 | 8.8\% | 74.0 | 8.8\% |
| Operating expenses (SG\&A) | (23.4) | (32.6) | (33.6) | (31.0) | (32.7) | 5.5\% | (32.7) | 5.5\% |
| Cars depreciation | (143.2) | (129.3) | (124.7) | (118.5) | (114.3) | -3.5\% | (114.3) | -3.5\% |
| Other assets depreciation and amortization | - | (0.6) | (2.0) | (1.8) | (1.7) | -5.6\% | (1.7) | -5.6\% |
| Operating profit (loss) before financial results and taxes (EBIT) | (116.4) | (88.5) | (78.8) | (83.3) | (74.7) | -10.3\% | (74.7) | -10.3\% |
| Financial expenses, net | (34.0) | (44.9) | (63.8) | (68.7) | (80.0) | 16.4\% | (80.0) | 16.4\% |
| Income tax and social contribution | 44.7 | 38.4 | 33.7 | 32.3 | 35.1 | 8.7\% | 35.1 | 8.7\% |
| Net loss for the period | (105.7) | (95.0) | (108.9) | (119.7) | (119.6) | -0.1\% | (119.6) | -0.1\% |
| Net Margin | -40.0\% | -27.1\% | -29.6\% | -34.5\% | -25.7\% | 8.8 p.p. | -25.7\% | 8.8 p.p. |
| EBITDA | 26.8 | 41.4 | 47.9 | 37.0 | 41.3 | 11.6\% | 41.3 | 11.6\% |
| EBITDA Margin | 10.1\% | 11.8\% | 13.0\% | 10.7\% | 8.9\% | -1.8 p.p. | 8.9\% | -1.8 p.p. |


| $1 \mathrm{Q17}$ | 1 Q18 | Var. |
| :---: | :---: | :---: |
| 80.7 | 168.3 | 108.6\% |
| (0.1) | (0.2) | 100.0\% |
| 80.6 | 168.1 | 108.6\% |
| (66.5) | (147.6) | 122.0\% |
| 14.1 | 20.5 | 45.4\% |
| (6.3) | (10.5) | 66.7\% |
| (27.8) | (35.3) | 27.0\% |
| (0.3) | (0.5) | 66.7\% |
| (20.3) | (25.8) | 27.1\% |
| (19.8) | (20.5) | 3.5\% |
| 8.9 | 12.6 | 41.6\% |
| (31.2) | (33.7) | 8.0\% |
| -38.7\% | -20.0\% | 18.7 p.p. |
| 7.8 | 10.0 | 28.2\% |
| 9.7\% | 5.9\% | -3.8 p.p. |


| FLEET RENTAL TOTAL FIGURES | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | $\begin{gathered} 2017 \\ \text { Adjusted } \end{gathered}$ | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fleet rental gross revenues (*) | 592.8 | 589.5 | 619.6 | 664.1 | 757.4 | 14.0\% | 757.4 | 14.0\% |
| Car sales for fleet renewal - gross revenues (*) | 264.6 | 350.8 | 368.6 | 347.8 | 466.5 | 34.1\% | 466.5 | 34.1\% |
| Total gross revenues (*) | 857.4 | 940.3 | 988.2 | 1,011.9 | 1,223.9 | 21.0\% | 1,223.9 | 21.0\% |
| Taxes on revenues |  |  |  |  |  |  |  |  |
| Fleet rental (**) | (16.9) | (17.6) | (11.1) | (12.3) | (15.3) | 24.4\% | (15.3) | 24.4\% |
| Car sales for fleet renewal | (0.3) | (0.5) | (0.4) | (0.4) | (0.4) | 0.0\% | (0.4) | 0.0\% |
| Fleet rental - net revenues | 575.9 | 571.9 | 608.5 | 651.8 | 742.1 | 13.9\% | 742.1 | 13.9\% |
| Car sales for fleet renewal - net revenues | 264.3 | 350.3 | 368.2 | 347.4 | 466.1 | 34.2\% | 466.1 | 34.2\% |
| Total net revenues (**) | 840.2 | 922.2 | 976.7 | 999.2 | 1,208.2 | 20.9\% | 1,208.2 | 20.9\% |
| Direct costs |  |  |  |  |  |  |  |  |
| Fleet rental | (161.1) | (190.8) | (189.3) | (193.7) | (220.4) | 13.8\% | (220.1) | 13.6\% |
| Car sales for fleet renewal | (214.1) | (276.3) | (286.7) | (279.4) | (392.1) | 40.3\% | (392.1) | 40.3\% |
| Gross profit | 465.0 | 455.1 | 500.7 | 526.1 | 595.7 | 13.2\% | 596.0 | 13.3\% |
| Operating expenses (SG\&A) |  |  |  |  |  |  | - |  |
| Fleet rental | (37.5) | (38.1) | (40.7) | (37.9) | (65.4) | 72.6\% | (62.3) | 64.4\% |
| Car sales for fleet renewal | (23.4) | (32.6) | (33.6) | (31.0) | (32.7) | 5.5\% | (32.7) | 5.5\% |
| Cars depreciation | (143.2) | (129.3) | (124.7) | (118.5) | (114.3) | -3.5\% | (114.3) | -3.5\% |
| Other assets depreciation and amortization |  |  |  |  |  |  | - |  |
| Fleet rental | (1.1) | (1.1) | (2.2) | (2.9) | (3.5) | 20.7\% | (3.5) | 20.7\% |
| Car sales for fleet renewal | - | (0.6) | (2.0) | (1.8) | (1.7) | -5.6\% | (1.7) | -5.6\% |
| Operating profit before financial results and taxes (EBIT) | 259.8 | 253.4 | 297.5 | 334.0 | 378.1 | 13.2\% | 381.5 | 14.2\% |
| Financial expenses, net | (34.1) | (45.1) | (63.9) | (69.8) | (81.6) | 16.9\% | (81.6) | 16.9\% |
| Income tax and social contribution | (66.7) | (60.8) | (56.8) | (58.1) | (67.7) | 16.5\% | (68.5) | 17.9\% |
| Net income for the period | 159.0 | 147.5 | 176.8 | 206.1 | 228.8 | 11.0\% | 231.4 | 12.3\% |
| Net margin | 18.9\% | 16.0\% | 18.1\% | 20.6\% | 18.9\% | -1.7 p.p. | 19.2\% | -1.4 p.p. |
| EBITDA | 404.1 | 384.4 | 426.4 | 457.2 | 497.6 | 8.8\% | 501.0 | 9.6\% |
| EBITDA margin | 48.1\% | 41.7\% | 43.7\% | 45.8\% | 41.2\% | -4.6 p.p. | 41.5\% | -4.3 p.p. |


| 1Q17 | 1 Q18 | Var. |
| ---: | ---: | ---: |
| 177.8 | 204.4 | $15.0 \%$ |
| 80.7 | 168.3 | $108.6 \%$ |
| 258.5 | 372.7 | $44.2 \%$ |
| - | - |  |
| $(4.5)$ | $(1.2)$ | $-73.3 \%$ |
| $(0.1)$ | $(0.2)$ | $100.0 \%$ |
| 173.3 | 203.2 | $17.3 \%$ |
| 80.6 | 168.1 | $108.6 \%$ |
| 253.9 | 371.3 | $46.2 \%$ |
|  |  |  |
| $(51.4)$ | $(65.0)$ | $26.5 \%$ |
| $(66.5)$ | $(147.6)$ | $122.0 \%$ |
| 136.0 | 158.7 | $16.7 \%$ |
| - | - |  |
| $(12.8)$ | $(13.7)$ | $7.0 \%$ |
| $(6.3)$ | $(10.5)$ | $66.7 \%$ |
| $(27.8)$ | $(35.3)$ | $27.0 \%$ |
| - | - |  |
| $(0.6)$ | $(1.2)$ | $100.0 \%$ |
| $(0.3)$ | $(0.5)$ | $66.7 \%$ |
| 88.2 | 97.5 | $10.5 \%$ |
| $(19.9)$ | $(20.6)$ | $3.5 \%$ |
| $(15.3)$ | $(20.6)$ | $34.6 \%$ |
| 53.0 | 56.3 | $6.2 \%$ |
| $20.9 \%$ | $15.2 \%$ | -5.7 p.p. |
| 116.9 | 134.5 | $15.1 \%$ |
| $46.0 \%$ | $36.2 \%$ | -9.8 p.p. |


| OPERATING DATA | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | 2017 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet | 31,188 | 30,778 | 31,676 | 31,908 | 36,804 | 15.3\% | 36,804 | 15.3\% |
| Average rented fleet | 30,121 | 28,787 | 30,280 | 31,222 | 35,424 | 13.5\% | 35,424 | 13.5\% |
| Average operating fleet age (in months) | 18.6 | 18.0 | 16.7 | 18.0 | 18.1 | 0.6\% | 18.1 | 0.6\% |
| End of period fleet |  |  |  |  |  |  |  |  |
| Rented Fleet | 32,809 | 34,312 | 33,948 | 34,960 | 44,877 | 28.4\% | 44,877 | 28.4\% |
| Managed Fleet | 30 | 267 | 207 | 145 | 94 | -35.2\% | 94 | -35.2\% |
| Number of rental days - in thousands | 10,843.7 | 10,363.3 | 10,900.9 | 11,240.0 | 12,752.7 | 13.5\% | 12,752.7 | 13.5\% |
| Average daily rental revenues per car ( $\mathrm{R} \$$ ) | 53.83 | 56.16 | 56.08 | 58.23 | 58.77 | 0.9\% | 58.77 | 0.9\% |
| Annualized average depreciation per car ( R \$) | 4,592.3 | 4,202.1 | 3,935.2 | 3,714.0 | 3,104.3 | -16.4\% | 3,104.3 | -16.4\% |
| Utilization rate (Does not include cars in preparation and decomissioning) ( ${ }^{* * * \text { ) }}$ | - | - | 98.4\% | 98.9\% | 98.2\% | -0.8 p.p. | 98.2\% | -0.8 p.p. |
| Number of cars purchased | 10,918 | 14,896 | 11,689 | 11,762 | 20,286 | 72.5\% | 20,286 | 72.5\% |
| Number of cars sold | 9,882 | 13,043 | 11,797 | 10,853 | 13,653 | 25.8\% | 13,653 | 25.8\% |
| Average sold fleet age (in months) | 32.4 | 35.1 | 33.4 | 31.4 | 31.8 | 1.3\% | 31.8 | 1.3\% |
| Average total fleet | 32,488 | 32,686 | 33,446 | 33,436 | 39,605 | 18.5\% | 39,605 | 18.5\% |
| Average value of total fleet - $\mathrm{R} \$$ million | 887.3 | 943.3 | 1,067.1 | 1,130.4 | 1,482.5 | 31.1\% | 1,482.5 | 31.1\% |
| Average value per car in the period - $\mathrm{R} \$$ thsd | 27.3 | 28.9 | 31.9 | 33.8 | 37.4 | 10.7\% | 37.4 | 10.7\% |


| 1Q17 | 1 Q18 | Var. |
| ---: | ---: | ---: |
| 33,389 | 41,448 | $24.1 \%$ |
| 32,558 | 39,738 | $22.1 \%$ |
| 18.9 | 15.8 | $-16.3 \%$ |
| - | - |  |
| 36,080 | 44,742 | $24.0 \%$ |
| 121 | 78 | $-35.5 \%$ |
| $2,930.0$ | $3,576.4$ | $22.1 \%$ |
| 59.94 | 56.57 | $-5.6 \%$ |
| $3,330.1$ | $3,410.4$ | $2.4 \%$ |
| $98.6 \%$ | $97.5 \%$ | -1.1 p.p. |
| 3,605 | 4,647 | $28.9 \%$ |
| 2,452 | 4,706 | $91.9 \%$ |
| 32.1 | 33.9 | $5.6 \%$ |
| 35,373 | 44,818 | $26.7 \%$ |
| $1,233.8$ | $1,771.7$ | $43.6 \%$ |
| 34.9 | 39.5 | $13.2 \%$ |

$\left(^{*}\right)$ Gross revenues from fleet rental and car sales for fleet renewal are net of discounts and cancellations.
$\left.{ }^{* *}\right)$ As of 4Q17, the amounts relative to the provision over the difference between PIS and Cofins credits were reclassified as SG\&A, as per Note 14 of 2017 the Financial Statements
(***) The 2015 utilization rate was calculated only on the basis of the fourth quarter of 2015.

## 16.3 - Table 3 - Franchising - R\$ million

| FRANCHISING RESULTS | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | 1Q17 | 1Q18 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross revenues(*) | 20.6 | 18.7 | 17.8 | 18.0 | 17.6 | -2.2\% | 4.6 | 4.6 | 0.0\% |
| Taxes on revenues | (1.1) | (1.0) | (1.2) | (1.0) | (1.1) | 10.0\% | (0.3) | (0.3) | 0.0\% |
| Net revenues | 19.5 | 17.7 | 16.6 | 17.0 | 16.5 | -2.9\% | 4.3 | 4.3 | 0.0\% |
| Costs | (8.1) | (7.8) | (9.2) | (9.7) | (8.9) | -8.2\% | (2.3) | (2.2) | -4.3\% |
| Gross profit | 11.4 | 9.9 | 7.4 | 7.3 | 7.6 | 4.1\% | 2.0 | 2.1 | 5.0\% |
| Operating expenses (SG\&A) | (0.1) | (0.7) | (0.6) | (1.5) | (1.8) | 20.0\% | (0.2) | - | -100.0\% |
| Other assets depreciation and amortization | (0.4) | (0.5) | (0.4) | (0.5) | (0.6) | 20.0\% | (0.2) | (0.2) | 0.0\% |
| Operating profit before financial results and taxes (EBIT) | 10.9 | 8.7 | 6.4 | 5.3 | 5.2 | -1.9\% | 1.6 | 1.9 | 18.8\% |
| Financial expenses, net | 1.4 | 1.8 | 1.6 | 2.1 | 1.8 | -14.3\% | 1.0 | 0.3 | -70.0\% |
| Income tax and social contribution | (1.3) | (1.2) | (1.3) | (1.5) | (1.2) | -20.0\% | (0.5) | (0.2) | -60.0\% |
| Net income for the period | 11.0 | 9.3 | 6.7 | 5.9 | 5.8 | -1.7\% | 2.1 | 2.0 | -4.8\% |
| Net Margin | 56.4\% | 52.5\% | 40.4\% | 34.7\% | 35.2\% | 0.5 p.p. | 48.8\% | 46.5\% | -2.3 p.p. |
| EBITDA | 11.3 | 9.2 | 6.8 | 5.8 | 5.8 | 0.0\% | 1.8 | 2.1 | 16.7\% |
| EBITDA Margin | 57.9\% | 52.0\% | 41.0\% | 34.1\% | 35.2\% | 1.1 p.p. | 41.9\% | 48.8\% | 6.9 p.p. |

$\left(^{*}\right)$ Gross revenues are net of discounts and cancellations.

## 16.4 - Table 4 - Consolidated - R\$ million

| CONSOLIDATED RESULTS | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | 2017 Adjusted | Var. | 1Q17 | 1Q18 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Car rental gross revenues (*) | 1,208.4 | 1,352.1 | 1,316.9 | 1,486.9 | 1,898.7 | 27.7\% | 1,898.7 | 27.7\% | 420.8 | 608.2 | 44.5\% |
| Franchising gross revenues (*) | 20.6 | 18.7 | 17.8 | 18.0 | 17.6 | -2.2\% | 17.6 | -2.2\% | 4.6 | 4.6 | 0.0\% |
| Car Rental and Franchising total gross revenues (*) | 1,229.0 | 1,370.8 | 1,334.7 | 1,504.9 | 1,916.3 | 27.3\% | 1,916.3 | 27.3\% | 425.4 | 612.8 | 44.1\% |
| Fleet Rental gross revenues (*) | 592.8 | 589.5 | 619.6 | 664.1 | 757.4 | 14.0\% | 757.4 | 14.0\% | 177.8 | 204.4 | 15.0\% |
| Car and Fleet Rentals and Franchising total gross revenues (*) | 1,821.8 | 1,960.3 | 1,954.3 | 2,169.0 | 2,673.7 | 23.3\% | 2,673.7 | 23.3\% | 603.2 | 817.2 | 35.5\% |
| Taxes on revenues - Car and Fleet Rentals and Franchising (**) | (62.9) | (86.3) | (71.2) | (72.2) | (66.6) | -7.8\% | (66.6) | -7.8\% | (22.1) | (15.0) | -32.1\% |
| Car and Fleet Rentals and Franchising net revenues | 1,758.9 | 1,874.0 | 1,883.1 | 2,096.8 | 2,607.1 | 24.3\% | 2,607.1 | 24.3\% | 581.1 | 802.2 | 38.0\% |
| Car sales gross revenues |  |  |  |  |  |  |  |  |  |  |  |
| Car sales for fleet renewal - Car Rental (*) | 1,486.1 | 1,671.4 | 1,679.2 | 1,997.8 | 2,990.0 | 49.7\% | 2,990.0 | 49.7\% | 678.8 | 853.8 | 25.8\% |
| Car sales for fleet renewal - Fleet Rental (*) | 264.6 | 350.8 | 368.6 | 347.8 | 466.5 | 34.1\% | 466.5 | 34.1\% | 80.7 | 168.3 | 108.6\% |
| Car sales for fleet renewal - total gross revenues (*) | 1,750.7 | 2,022.2 | 2,047.8 | 2,345.6 | 3,456.5 | 47.4\% | 3,456.5 | 47.4\% | 759.5 | 1,022.1 | 34.6\% |
| Taxes on revenues - Car sales for fleet renewal | (3.4) | (4.0) | (2.9) | (3.1) | (5.3) | 71.0\% | (5.3) | 71.0\% | (1.0) | (1.6) | 60.0\% |
| Car sales for fleet renewal - net revenues | 1,747.3 | 2,018.2 | 2,044.9 | 2,342.5 | 3,451.2 | 47.3\% | 3,451.2 | 47.3\% | 758.5 | 1,020.5 | 34.5\% |
| Total net revenues | 3,506.2 | 3,892.2 | 3,928.0 | 4,439.3 | 6,058.3 | 36.5\% | 6,058.3 | 36.5\% | 1,339.6 | 1,822.7 | 36.1\% |
| Direct costs and expenses: Car rental | (536.9) | (577.3) | (618.1) | (707.4) | (926.4) | 31.0\% | (870.7) | 23.1\% | 189.7) | (279.6) | 47.4\% |
| Franchising | (8.1) | (7.8) | (9.2) | (9.7) | (8.9) | -8.2\% | (8.9) | -8.2\% | (2.3) | (2.2) | -4.3\% |
| Total Car rental and Franchising | (545.0) | (585.1) | (627.3) | (717.1) | (935.3) | 30.4\% | (879.6) | 22.7\% | (192.0) | (281.8) | 46.8\% |
| Fleet Rental | (161.1) | (190.8) | (189.3) | (193.7) | (220.4) | 13.8\% | (220.1) | 13.6\% | (51.4) | (65.0) | 26.5\% |
| Total Car and Fleet Rentals and Franchising | (706.1) | (775.9) | (816.6) | (910.8) | $(1,155.7)$ | 26.9\% | (1,099.7) | 20.7\% | (243.4) | (346.8) | 42.5\% |
| Car sales for fleet renewal - Car rental | $(1,271.9)$ | $(1,428.4)$ | $(1,396.3)$ | (1,727.5) | (2,603.2) | 50.7\% | $(2,603.2)$ | 50.7\% | (595.6) | (746.8) | 25.4\% |
| Car sales for fleet renewal - Fleet Rental | (214.1) | (276.3) | (286.7) | (279.4) | (392.1) | 40.3\% | (392.1) | 40.3\% | (66.5) | (147.6) | 122.0\% |
| Total Car sales for fleet renewal (book value) and preparation for sale | $(1,486.0)$ | $(1,704.7)$ | (1,683.0) | $(2,006.9)$ | $(2,995.3)$ | 49.3\% | $(2,995.3)$ | 49.3\% | (662.1) | (894.4) | 35.1\% |
| Total costs | $(2,192.1)$ | $(2,480.6)$ | $(2,499.6)$ | $(2,917.7)$ | $(4,151.0)$ | 42.3\% | $(4,095.0)$ | 40.4\% | (905.5) | $(1,241.2)$ | 37.1\% |
| Gross profit | 1,314.1 | 1,411.6 | 1,428.4 | 1,521.6 | 1,907.3 | 25.3\% | 1,963.3 | 29.0\% | 434.1 | 581.5 | 34.0\% |
| Operating expenses |  |  |  |  |  |  |  |  |  |  |  |
| Advertising, promotion and selling: |  |  |  |  |  |  |  |  |  |  |  |
| Car rental | (103.5) | (117.8) | (127.9) | (148.6) | (199.6) | 34.3\% | (193.3) | 30.1\% | (42.0) | (69.2) | 64.8\% |
| Franchising | (0.1) | (0.8) | (0.6) | (0.6) | (1.1) | 83.3\% | (1.1) | 83.3\% | (0.1) | 0.2 | -300.0\% |
| Total car rental and Franchising | (103.6) | (118.6) | (128.5) | (149.2) | (200.7) | 34.5\% | (194.4) | 30.3\% | (42.1) | (69.0) | 63.9\% |
| Fleet Rental | (14.4) | (15.1) | (18.2) | (14.0) | (18.8) | 34.3\% | (18.8) | 34.3\% | (4.8) | (6.5) | 35.4\% |
| Car sales for fleet renewal | (162.1) | (172.3) | (191.1) | (191.6) | (232.3) | 21.2\% | (232.3) | 21.2\% | (54.0) | (62.0) | 14.8\% |
| Total advertising, promotion and selling | (280.1) | (306.0) | (337.8) | (354.8) | (451.8) | 27.3\% | (445.5) | 25.6\% | (100.9) | (137.5) | 36.3\% |
| General, administrative and other expenses | (117.5) | (135.8) | (155.8) | (151.2) | (215.3) | 42.4\% | (203.6) | 34.7\% | (36.2) | (46.6) | 28.7\% |
| Total Operating expenses | (397.6) | (441.8) | (493.6) | (506.0) | (667.1) | 31.8\% | (649.1) | 28.3\% | (137.1) | (184.1) | 34.3\% |
| Depreciation expenses: |  |  |  |  |  |  |  |  | - | - |  |
| Cars depreciation: |  |  |  |  |  |  |  |  | - |  |  |
| Car rental | (85.8) | (78.1) | (38.9) | (87.8) | (117.7) | 34.1\% | (117.7) | 34.1\% | (30.1) | (21.6) | -28.2\% |
| Fleet Rental | (143.2) | (129.3) | (124.7) | (118.5) | (114.3) | -3.5\% | (114.3) | -3.5\% | (27.8) | (35.3) | 27.0\% |
| Total cars depreciation expenses | (229.0) | (207.4) | (163.6) | (206.3) | (232.0) | 12.5\% | (232.0) | 12.5\% | (57.9) | (56.9) | -1.7\% |
| Other assets depreciation and amortization | (35.4) | (35.7) | (35.7) | (38.2) | (39.1) | 2.4\% | (39.1) | 2.4\% | (9.0) | (10.6) | 17.8\% |
| Total depreciation and amortization expenses | (264.4) | (243.1) | (199.3) | (244.5) | (271.1) | 10.9\% | (271.1) | 10.9\% | (66.9) | (67.5) | 0.9\% |
| Operating profit before financial results and taxes (EBIT) | 652.1 | 726.7 | 735.5 | 771.1 | 969.1 | 25.7\% | 1,043.1 | 35.3\% | 230.1 | 329.9 | 43.4\% |
| Financial expenses, net: |  |  |  |  |  |  |  |  | - | - |  |
| Expense | (187.1) | (276.4) | (370.1) | (445.5) | (511.9) | 14.9\% | (511.9) | 14.9\% | (129.1) | (133.8) | 3.6\% |
| Income | 76.5 | 125.3 | 167.4 | 202.0 | 196.9 | -2.5\% | 196.9 | -2.5\% | 54.3 | 44.9 | -17.3\% |
| Financial (expenses) revenues, net | (110.6) | (151.1) | (202.7) | (243.5) | (315.0) | 29.4\% | (315.0) | 29.4\% | (74.8) | (88.9) | 18.9\% |
| Income before tax and social contribution | 541.5 | 575.6 | 532.8 | 527.6 | 654.1 | 24.0\% | 728.1 | 38.0\% | 155.3 | 241.0 | 55.2\% |
|  |  |  |  |  |  |  |  |  | (35.0) | - |  |
| Income tax and social contribution | (157.2) | (165.0) | (130.4) | (118.3) | (148.4) | 25.4\% | (164.7) | 39.2\% | (35.0) | (65.0) | 85.7\% |
| Net income for the period | 384.3 | 410.6 | 402.4 | 409.3 | 505.7 | 23.6\% | 563.4 | 37.6\% | 120.3 | 176.0 | 46.3\% |
|  |  |  |  |  |  |  |  |  | $\stackrel{-}{7}$ | - |  |
| EBITDA | 916.5 | 969.8 | 934.8 | 1,015.6 | 1,240.2 | 22.1\% | 1,314.2 | 29.4\% | 297.0 | 397.4 | 33.8\% |
| EBIT | 652.1 | 726.7 | 735.5 | 771.1 | 969.1 | 25.7\% | 1,043.1 | 35.3\% | 230.1 | 329.9 | 43.4\% |
| Consolidated EBIT Margin (calculated over rental revenues) | 37.1\% | 38.8\% | 39.1\% | 36.8\% | 37.2\% | 0.4 p.p. | 40.0\% | 3.2 p.p. | 39.6\% | 41.1\% | 1.5 p.p. |
| Car and Fleet Rentals and Franchising EBITDA | 817.3 | 849.6 | 785.3 | 887.8 | 1,037.0 | 16.8\% | 1,111.0 | 25.1\% | 258.7 | 338.9 | 31.0\% |
| EBITDA Margin | 46.5\% | 45.3\% | 41.7\% | 42.3\% | 39.8\% | -2.5 p.p. | 42.6\% | 0.3 p.p. | 44.5\% | 42.2\% | -2.3 p.p. |
| Used Car Sales (Seminovos) EBITDA | 99.2 | 120.2 | 149.5 | 127.7 | 203.2 | 59.1\% | 203.2 | 59.1\% | 38.3 | 58.5 | 52.7\% |
| EBITDA Margin | 5.7\% | 6.0\% | 7.3\% | 5.5\% | 5.9\% | 0.4 p.p. | 5.9\% | 0.4 p.p. | 5.0\% | 5.7\% | 0.7 p.p. |

(*) $^{*}$ Gross revenues are net of discounts and cancellations.
$\left.{ }^{(* *}\right)$ As of 4Q17, the amounts relative to the provision over the difference between PIS and Cofins credits were reclassified as SG\&A, as per Note 14 of the 2017 Financial Statements.

## 16.5 - Table 5 - Operating data

| SELECTED OPERATING DATA | 2013 | 2014 | 2015 | 2016 | 2017 | Var. | 1Q17 | 1 Q18 | Var. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Average operating fleet: |  |  |  |  |  |  |  |  |  |
| Car Rental | 59,094 | 61,525 | 62,513 | 70,185 | 94,194 | 34.2\% | 81,011 | 120,463 | 48.7\% |
| Fleet Rental | 31,188 | 30,778 | 31,676 | 31,908 | 36,804 | 15.3\% | 33,389 | 41,448 | 24.1\% |
| Total | 90,282 | 92,303 | 94,189 | 102,093 | 130,998 | 28.3\% | 114,400 | 161,911 | 41.5\% |
| Average rented fleet: |  |  |  |  |  |  |  |  |  |
| Car Rental | 39,475 | 42,999 | 43,315 | 51,515 | 69,762 | 35.4\% | 59,508 | 90,980 | 52.9\% |
| Fleet Rental | 30,121 | 28,787 | 30,280 | 31,222 | 35,424 | 13.5\% | 32,558 | 39,738 | 22.1\% |
| Total | 69,596 | 71,786 | 73,595 | 82,737 | 105,186 | 27.1\% | 92,066 | 130,718 | 42.0\% |
| Average age of operating fleet (months) |  |  |  |  |  |  |  |  |  |
| Car Rental | 7.2 | 7.2 | 7.4 | 7.9 | 6.5 | -17.7\% | 6.8 | 6.9 | 1.4\% |
| Fleet Rental | 18.6 | 18.0 | 16.7 | 18.0 | 18.1 | 0.6\% | 18.9 | 15.8 | -16.3\% |
| Average age of total operating fleet | 11.1 | 10.0 | 10.6 | 11.0 | 9.8 | -10.9\% | 10.6 | 9.2 | -13.2\% |
| Fleet at end of period: |  |  |  |  |  |  |  |  |  |
| Car Rental | 70,717 | 77,573 | 76,755 | 94,156 | 135,578 | 44.0\% | 87,508 | 133,777 | 52.9\% |
| Fleet Rental | 32,809 | 34,312 | 33,948 | 34,960 | 44,877 | 28.4\% | 36,080 | 44,742 | 24.0\% |
| Total | 103,526 | 111,885 | 110,703 | 129,116 | 180,455 | 39.8\% | 123,588 | 178,519 | 44.4\% |
| Managed fleet at end period - Fleet Rental | 30 | 267 | 207 | 145 | 94 | -35.2\% | 121 | 78 | -35.5\% |
| Fleet investment ( $\mathbf{R}$ \$ million) |  |  |  |  |  |  |  |  |  |
| Car Rental | 1,634.5 | 1,909.1 | 1,773.1 | 2,782.2 | 4,581.8 | 64.7\% | 468.6 | 726.1 | 55.0\% |
| Fleet Rental | 389.7 | 571.2 | 502.0 | 503.4 | 881.5 | 75.1\% | 148.8 | 206.0 | 38.4\% |
| Total | 2,024.2 | 2,480.3 | 2,275.1 | 3,285.6 | 5,463.3 | 66.3\% | 617.4 | 932.1 | 51.0\% |
| Number of rental days (In thousands): |  |  |  |  |  |  |  |  |  |
| Car Rental - Total | 14,414.7 | 15,696.2 | 15,815.8 | 18,864.8 | 25,494.0 | 35.1\% | 5,361.6 | 8,193.6 | 52.8\% |
| Rental days for Fleet Rental replacement service | (173.0) | (280.2) | (249.7) | (202.4) | (230.4) | 13.8\% | (53.1) | (54.2) | 2.2\% |
| Car Rental - Net | 14,241.7 | 15,416.0 | 15,566.1 | 18,662.4 | 25,263.6 | 35.4\% | 5,308.5 | 8,139.4 | 53.3\% |
| Fleet Rental | 10,843.7 | 10,363.3 | 10,900.9 | 11,240.0 | 12,752.7 | 13.5\% | 2,930.0 | 3,576.4 | 22.1\% |
| Total | 25,085.4 | 25,779.3 | 26,467.0 | 29,902.4 | 38,016.3 | 27.1\% | 8,238.5 | 11,715.8 | 42.2\% |
| Annualized average depreciation per car (R\$) |  |  |  |  |  |  |  |  |  |
| Car Rental | 1,452.4 | 1,270.0 | 622.1 | 1,251.2 | 1,250.1 | -0.1\% | 1,484.8 | 715.9 | -51.8\% |
| Fleet Rental | 4,592.3 | 4,202.1 | 3,935.2 | 3,714.0 | 3,104.3 | -16.4\% | 3,330.1 | 3,410.4 | 2.4\% |
| Total | 2,537.1 | 2,247.7 | 1,736.3 | 2,020.9 | 1,771.0 | -12.4\% | 2,023.4 | 1,405.7 | -30.5\% |
| Average annual revenues per operating car (R\$ thousand) |  |  |  |  |  |  |  |  |  |
| Car Rental | 19.7 | 20.9 | 20.1 | 20.3 | 19.4 | -4.4\% | 20.2 | 20.0 | -1.0\% |
| Fleet Rental | 18.2 | 18.3 | 18.9 | 20.1 | 19.9 | -1.0\% | 20.5 | 19.4 | -5.4\% |
| Average daily rental (R\$) |  |  |  |  |  |  |  |  |  |
| Car Rental (*) | 84.85 | 87.71 | 84.56 | 79.67 | 75.16 | -5.7\% | 79.27 | 74.72 | -5.7\% |
| Fleet Rental | 53.83 | 56.16 | 56.08 | 58.23 | 58.77 | 0.9\% | 59.94 | 56.57 | -5.6\% |
| Utilization rate (Does not include cars in preparation and decomissioning): |  |  |  |  |  |  |  |  |  |
| Car Rental | - | - | 75.4\% | 78.0\% | 78.6\% | 0.6 p.p. | 75.8\% | 78.7\% | 2.9 p.p. |
| Fleet Rental | - | - | 98.4\% | 98.9\% | 98.2\% | -0.8 p.p. | 98.6\% | 97.5\% | -1.1 p.p. |
| Number of cars purchased - consolidated (**) | 69,744 | 79,804 | 64,032 | 87,833 | 135,252 | 54.0\% | 15,123 | 23,847 | 57.7\% |
| Average price of cars purchased ( $\mathrm{R} \$$ thsd) - consolidated | 29.02 | 31.08 | 35.53 | 37.41 | 40.39 | 8.0\% | 40.83 | 39.09 | -4.3\% |
| Numbers of cars sold - consolidated | 62,641 | 70,621 | 64,305 | 68,449 | 90,554 | 32.3\% | 20,309 | 25,288 | 24.5\% |
| Average price of cars sold (R\$ thsd) ( ${ }^{* * *}$ ) - consolidated | 25.36 | 25.90 | 28.54 | 31.23 | 35.38 | 13.3\% | 34.54 | 37.75 | 9.3\% |

${ }^{*}$ *) Not included the rentals for Fleet Rental Division.
(**) Does not include cars from Hertz Brazil
$\left.{ }^{* * *}\right)$ Net of SG\&A expenses related to the sale of cars decomissioned for fleet renewal.

## 17 - Consolidated financial statements - IFRS - R\$/million

| ASSETS | 2013 | 2014 | 2015 | 2016 | 2017 | 1 Q18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CURRENT ASSETS: |  |  |  |  |  |  |
| Cash and cash equivalents | 1,010.7 | 1,390.2 | 1,385.1 | 1,692.3 | 1,338.2 | 1,868.1 |
| Financial assets |  | - | - | - | 1,275.7 | 794.4 |
| Trade accounts receivable | 408.3 | 459.6 | 486.1 | 424.5 | 585.1 | 535.7 |
| Derivative financial instruments - swap | - | - | - | 2.2 | - | - |
| Other current assets | 57.9 | 94.6 | 102.6 | 115.0 | 128.6 | 201.3 |
| Decommissioning cars to fleet renewal | 16.5 | 18.3 | 31.8 | 8.8 | 103.4 | 63.9 |
| Total current assets | 1,493.4 | 1,962.7 | 2,005.6 | 2,242.8 | 3,431.0 | 3,463.4 |
| NON CURRENT ASSETS: |  |  |  |  |  |  |
| Long-term assets: |  |  |  |  |  |  |
| Marketable securities | - | 92.5 | - | - | - | - |
| Derivative financial instruments - swap | - | - | 45.6 | 7.4 | 16.7 | 18.9 |
| Trade accounts receivable | 7.1 | 3.2 | 4.7 | 3.2 | 4.7 | 4.3 |
| Escrow deposit | 38.1 | 41.9 | 52.9 | 60.1 | 83.1 | 85.5 |
| Deferred income tax and social contribution | 32.4 | - | - | - | 42.0 | 41.1 |
| Investments in restricted accounts | - | - | - | - | 40.6 | 41.2 |
| Other non current assets | 0.1 | 0.1 | 0.1 | 0.1 | 0.7 | 0.1 |
| Total long-term assets | 77.7 | 137.7 | 103.3 | 70.8 | 187.8 | 191.1 |
| Property and equipment |  |  |  |  |  |  |
| Cars | 2,781.4 | 3,278.0 | 3,610.9 | 4,614.8 | 6,934.7 | 6,923.8 |
| Other | 166.1 | 203.9 | 314.1 | 405.8 | 549.3 | 547.5 |
| Intangible: |  |  |  |  |  |  |
| Software and others | 47.3 | 60.3 | 67.1 | 61.1 | 52.8 | 50.1 |
| Goodwill on acquisition of investments | 12.3 | 22.0 | 22.0 | 22.0 | 30.6 | 30.6 |
| Total non current assets | 3,084.8 | 3,701.9 | 4,117.4 | 5,174.5 | 7,755.2 | 7,743.1 |
| TOTAL ASSETS | 4,578.2 | 5,664.6 | 6,123.0 | 7,417.3 | 11,186.2 | 11,206.5 |


| LIABILITIES AND SHAREHOLDERS' EQUITY | 2013 | 2014 | 2015 | 2016 | 2017 | 1 Q18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CURRENT LIABILITIES: |  |  |  |  |  |  |
| Trade accounts payable | 460.5 | 828.4 | 690.6 | 910.9 | 1,331.7 | 1,043.2 |
| Social and labor obligations | 73.9 | 86.3 | 85.6 | 95.0 | 109.2 | 130.7 |
| Loans, financing and debentures | 275.4 | 300.9 | 422.4 | 654.6 | 537.2 | 533.3 |
| Derivative financial instruments - swap | - | - | - | - | 6.8 | 14.6 |
| Income tax and social contribution | 35.2 | 41.3 | 28.3 | 23.0 | 31.3 | 45.3 |
| Dividends and interest on own capital | 53.1 | 59.2 | 29.3 | 39.7 | 36.4 | 35.7 |
| Other current liabilities | 78.6 | 82.3 | 99.9 | 118.5 | 181.5 | 141.5 |
| Total current liabilities | 976.7 | 1,398.4 | 1,356.1 | 1,841.7 | 2,234.1 | 1,944.3 |
| NON CURRENT LIABILITIES: |  |  |  |  |  |  |
| Loans, financing and debentures | 2,068.1 | 2,411.6 | 2,596.9 | 3,131.3 | 5,940.5 | 6,108.0 |
| Derivative financial instruments - swap | - | - | - | - | 10.8 | 12.4 |
| Provisions | 50.9 | 69.9 | 68.3 | 63.1 | 126.5 | 135.9 |
| Deferred income tax and social contribution | 111.8 | 106.0 | 141.6 | 171.9 | 219.7 | 229.0 |
| Restricted Obligations | - | - | - | - | 40.6 | 41.2 |
| Other non current liabilities | 29.5 | 23.2 | 18.5 | 12.3 | 13.3 | 13.1 |
| Total non current liabilities | 2,260.3 | 2,610.7 | 2,825.3 | 3,378.6 | 6,351.4 | 6,539.6 |
| Total liabilities | 3,237.0 | 4,009.1 | 4,181.4 | 5,220.3 | 8,585.5 | 8,483.9 |
| SHAREHOLDERS' EQUITY: |  |  |  |  |  |  |
| Capital | 976.7 | 976.7 | 976.7 | 976.7 | 1,500.0 | 1,500.0 |
| Capital Reserves | 30.2 | 40.4 | 35.9 | 34.0 | 94.9 | 98.7 |
| Earnings Reserves | 334.3 | 638.4 | 929.0 | 1,186.3 | 1,005.8 | 1,123.9 |
| Total shareholders' equity | 1,341.2 | 1,655.5 | 1,941.6 | 2,197.0 | 2,600.7 | 2,722.6 |
| TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY | 4,578.2 | 5,664.6 | 6,123.0 | 7,417.3 | 11,186.2 | 11,206.5 |

18 - Consolidated financial statements - Income statements - R\$/million

| STATEMENT OF INCOME | 2013 | 2014 | 2015 | 2016 | 2017 | $2017$ <br> Adiusted | 1Q18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total net revenues | 3,506.2 | 3,892.2 | 3,928.0 | 4,439.3 | 6,058.3 | 6,058.3 | 1,822.7 |
| COSTS AND EXPENSES: |  |  |  |  |  |  |  |
| Direct costs | $(2,192.1)$ | $(2,480.6)$ | $(2,499.6)$ | $(2,917.7)$ | $(4,151.0)$ | $(4,095.0)$ | (1,241.2) |
| Selling, general, administrative and other expenses | (397.6) | (441.8) | (493.6) | (506.0) | (667.1) | (649.1) | (184.1) |
| Cars depreciation | (229.0) | (207.4) | (163.6) | (206.3) | (232.0) | (232.0) | (56.9) |
| Other assets depreciation and amortization | (35.4) | (35.7) | (35.7) | (38.2) | (39.1) | (39.1) | (10.6) |
| Total costs and expenses | (2,854.1) | $(3,165.5)$ | $(3,192.5)$ | (3,668.2) | (5,089.2) | $(5,015.2)$ | $(1,492.8)$ |
| Income before financial results and taxes (EBIT) | 652.1 | 726.7 | 735.5 | 771.1 | 969.1 | 1,043.1 | 329.9 |
| FINANCIAL EXPENSES, NET | (110.6) | (151.1) | (202.7) | (243.5) | (315.0) | (315.0) | (88.9) |
| Income before taxes | 541.5 | 575.6 | 532.8 | 527.6 | 654.1 | 728.1 | 241.0 |
| INCOME TAX AND SOCIAL CONTRIBUTION |  |  |  |  |  |  |  |
| Current | (130.1) | (139.5) | (94.8) | (88.0) | (119.4) | (135.7) | (46.8) |
| Deferred | (27.1) | (25.5) | (35.6) | (30.3) | (29.0) | (29.0) | (18.2) |
|  | (157.2) | (165.0) | (130.4) | (118.3) | (148.4) | (164.7) | (65.0) |
|  |  |  |  |  |  |  |  |
| Net income | 384.3 | 410.6 | 402.4 | 409.3 | 505.7 | 563.4 | 176.0 |

## 19 - Statements of Cash Flows - R\$/million

| CONSOLIDATED CASH FLOW | 2013 | 2014 | 2015 | 2016 | 2017 | $\begin{gathered} 2017 \\ \text { Adjusted } \\ \hline \end{gathered}$ | 1Q18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CASH FLOWS FROM OPERA TING ACTIVITIES: |  |  |  |  |  |  |  |
| Net income | 384.3 | 410.6 | 402.4 | 409.3 | 505.7 | 563.4 | 176.0 |
| Adjustments to reconcile net income and cash and cash equivalents provided by operating activities: |  |  |  |  |  |  |  |
| Depreciation and amortization | 264.4 | 243.2 | 199.3 | 244.5 | 271.1 | 271.1 | 67.4 |
| Net book value of vehicles w ritten off | 1,543.8 | 1,777.0 | 1,769.1 | 2,102.5 | 3,106.6 | 3,106.6 | 928.1 |
| Deferred income tax and social contribution | 27.1 | 25.5 | 35.6 | 30.3 | 29.1 | 29.1 | 18.2 |
| Interest on loans, financing, debentures and sw aps of fixed rates | 181.6 | 281.7 | 406.6 | 438.1 | 476.2 | 476.2 | 127.4 |
| Income fromfinancial investments | - | - | - | - | - | - | (8.5) |
| Other | 33.7 | 32.0 | 17.3 | 26.9 | 81.7 | 81.7 | 35.9 |
| (Increase) decrease in assets: |  |  |  |  |  |  |  |
| Trade receivable | (54.7) | (49.9) | (36.6) | 56.8 | (151.8) | (151.8) | 9.5 |
| Purchases of cars (see supplemental disclosure below) | (1,939.4) | $(2,150.2)$ | $(2,399.6)$ | $(3,098.9)$ | $(5,052.4)$ | $(5,052.4)$ | $(1,227.7)$ |
| Escrow deposits | (15.1) | (5.7) | (15.3) | (7.2) | (17.5) | (17.5) | (2.4) |
| Taxes recoverable | (20.3) | (43.4) | (5.2) | (6.0) | 2.6 | 2.6 | (1.9) |
| Prepaid expenses | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.7 | (68.0) |
| Other assets | 6.1 | (5.7) | (1.3) | (3.6) | (8.8) | (8.8) | (10.2) |
| Increase (decrease) in liabilities: |  |  |  |  |  |  |  |
| Accounts payable (except car manufacturers) | 14.6 | 33.5 | (16.7) | 29.6 | (4.8) | (4.8) | 5.8 |
| Social and labor obligations | 20.7 | 12.4 | (0.5) | 9.4 | 7.5 | 7.5 | 21.5 |
| Income tax and social contribution | 130.1 | 139.5 | 94.8 | 88.0 | 119.4 | 135.7 | 46.8 |
| Insurance premium | 4.0 | (0.6) | 4.4 | 8.6 | 19.3 | 19.3 | (2.3) |
| Other liabilities | 1.1 | (5.4) | 5.9 | (19.5) | 40.1 | 40.1 | (38.1) |
| Cash provided by (used in) operating activities | 582.0 | 694.5 | 460.2 | 308.8 | (573.3) | (499.3) | 77.5 |
| Income tax and social contribution paid | (108.5) | (113.1) | (110.7) | (93.3) | (108.3) | (108.3) | (33.3) |
| Interest on loans, financing and debentures paid(*) | (152.0) | (328.0) | (352.9) | (442.3) | (485.7) | (485.7) | (55.0) |
| Financial assets | - | - | - | - | $(1,275.8)$ | $(1,275.8)$ | 489.8 |
| Net cash provided by (used in) operating activities | 321.5 | 253.4 | (3.4) | (226.8) | $(2,443.1)$ | $(2,369.1)$ | 479.0 |
| CASH FLOWS FROM INVESTING ACTIV IIES: | - | (92 6) | 926 |  | - |  |  |
| Acquisition of investment, goodw ill and fair value surplus | (12.5) | (14.4) | - | - | (333.2) | (333.2) | - |
| Purchases of other property and equipment and addition of intangible assets | (41.5) | (87.3) | (153.0) | (126.6) | (175.0) | (175.0) | (6.1) |
| Net cash provided by (used in) investing activities | (54.0) | (194.3) | (60.4) | (126.6) | (508.2) | (508.2) | (6.1) |
| CASH FLOWS FROM FINANCING ACTIV ITIES: |  |  |  |  |  |  |  |
| Loans and financings: |  |  |  |  |  |  |  |
| Proceeds | 112.6 | 499.1 | $747.1$ | $266.3$ | $950.1$ | 950.1 | 435.3 |
| Repayment | (129.4) | (490.4) | (368.4) | (297.9) | (510.1) | (510.1) | (96.8) |
| Debentures |  |  |  |  |  |  |  |
| Proceeds | 496.3 | 497.3 | 496.8 | 943.4 | 2,626.9 | 2,626.9 | - |
| Repayment | (220.7) | (90.8) | (668.0) | (105.0) | (355.0) | (355.0) | (240.0) |
| Treasury shares (acquired)/ sold | (36.8) | 0.0 | (27.5) | (25.0) | 2.1 | 2.1 | - |
| Exercise of stock options with treasury shares, net | 12.8 | 5.5 | 18.0 | 18.2 | 50.1 | 50.1 | 1.2 |
| Dividends paid | (255.1) | (38.6) | (44.7) | (1.0) | - | - | - |
| Interest on ow n capital | (60.4) | (61.7) | (94.6) | (138.4) | (166.9) | (166.9) | (42.7) |
| Net cash provided by (used in) financing activities | (80.7) | 320.4 | 58.7 | 660.6 | 2,597.2 | 2,597.2 | 57.0 |
|  |  |  |  |  |  |  |  |
| NET CASH FLOW PROVIDED (USED) IN THE YEAR | 186.8 | 379.5 | (5.1) | 307.2 | (354.1) | (280.1) | 529.9 |
| Cash flow w ithout incurred one-time costs Hertz and franchisees | - | - | - | - |  | 74.00 | - |
| NET CASH FLOW PROVIDED (USED) IN THE YEAR AFTER ONE TIME COSTS | 186.8 | 379.5 | (5.1) | 307.2 | (354.1) | (354.1) | 529.9 |
|  |  |  |  |  |  |  |  |
| CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR | 823.9 | 1,010.7 | 1,390.2 | 1,385.1 | 1,692.3 | 1,692.3 | 1,338.2 |
| CASH AND CASH EQUIV ALENTS AT END OF YEAR | 1,010.7 | 1,390.2 | 1,385.1 | 1,692.3 | 1,338.2 | 1,338.2 | 1,868.1 |
| INCREASE (DECREASE) IN CASH AND CASH EQUIV ALENTS | 186.8 | 379.5 | (5.1) | 307.2 | (354.1) | (354.1) | 529.9 |
| Supplemental disclosure of cash flow information: |  |  |  |  |  |  |  |
| Cash paid during the period for cars acquisition |  |  |  |  |  |  |  |
| Cars acquisition in the year/period - renew al | $(1,819.7)$ | $(2,197.7)$ | $(2,278.4)$ | $(2,563.6)$ | $(3,660.9)$ | $(3,660.9)$ | (933.8) |
| Cars acquisition in the year/period - grow th | (209.4) | (286.9) | - | (726.0) | $(1,807.0)$ | $(1,807.0)$ | 0.0 |
| Suppliers - automakers: |  |  |  |  |  |  |  |
| Balance at the end of the year | 378.1 | 712.5 | 591.3 | 782.0 | 1,197.5 | 1,197.5 | 903.6 |
| Balance at the beginning of the year | (288.4) | (378.1) | (712.5) | (591.3) | (782.0) | (782.0) | $(1,197.5)$ |
| Cash paid for cars purchased | $(1,939.4)$ | $(2,150.2)$ | $(2,399.6)$ | $(3,098.9)$ | $(5,052.4)$ | $(5,052.4)$ | $(1,227.7)$ |

(*) $^{*}$ In 2014, approximately $\mathrm{R} \$ 90.0$ million interest $w$ as paid due to the settlement of one operation. The interest $w$ as accrued over many years.

## 20 - Glossary and other information

- Adjusted: financials have been recalculated to exclude the impact of incurred one-time costs related with the acquisition of Hertz Brazil and the integration of 20 franchised branches in 2017.
- 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.
-CAGR: Compounded annual growth rate.
- CAPEX: Capital expenditure.
- 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 Division, depreciation method used is linear. In the Fleet Rental Division, depreciation is recorded according to the sum of the years' digits (SOYD) method, which better reflects the consumption pattern of the economic benefits that decrease during the cars' useful life. 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, less the technical discount. The technical discount is the discount given to the buyer for any required repairs that were not made. These repair costs are recorded as a charge to operating costs and as a credit to cost of cars sold.
- EBITDA: 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 527/12.
- EBITDA Margin: EBITDA divided by the net revenues.
-EBIT: EBIT is the net income of the period added by the income tax and net financial expenses.
- EBIT Margin: EBIT divided by the rental net revenues.
- Net debt: Short and long term debts $+/$ - the results from the swap operations, net of the cash, cash equivalents and short term financial investments. The "net debt" term is a Company's measure and cannot be compared with similar terms used by other companies.
- Net debt excluding credit card receivables: For the purpose of calculating the leverage ratios, we deduct credit card receivables from net debt, since they have high liquidity.
- Net (Divestment) Investment in cars: capital investment in cars acquisition, net of the revenues from selling decommissioned cars.
- NOPAT: Net operating profit after tax.
- One-time costs: non-recurring costs and expenses related to the acquisition of Hertz Brazil's operations and the integration of 20 franchised branches.
- Operating Fleet: Includes the cars in the fleet from the licensing until they become available for sale.
- 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.
- ROIC: Return on invested capital.

Date: Friday, April 27, 2018.
Portuguese (with simultaneous translation to English)
12:00 p.m. (BR time)
11:00 a.m. (Eastern time)
Dial-in Phone Numbers
Participants in Brazil: +55 (11) 3193-1001 / +55 (11) 2820-4001
Participants in other countries: +1 800 492-3904 / +1 646 862-8246
Code: Localiza
Replay: +55 (11) 3193-1012 / +55 (11) 2820-4012
Portuguese code: 258418\#
English code: 878407\#
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For further investor relations information, please visit the investor relations section of the website at www.localiza.com/ri. IR Contact: (55 31) 3247-7024 - ri@localiza.com. Press information: TV1 RP: +55 (11)3677 0369.

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[^0]:    $\left(^{*}\right)$ Gross revenues from car rental and car sales for fleet renewal are net of discounts and cancellations.

