

Uber Technologies, Inc.

Q1 2022 Earnings

Supplemental Data

May 4, 2022

Non-GAAP Financial Measures Disclosure

To supplement our financial information, which is prepared and presented in accordance with generally accepted accounting principles in the United States of America, or GAAP, we use the following non-GAAP financial measures: Adjusted EBITDA; Non-GAAP Costs and Operating Expenses, Revenue Excluding UK Accrual; Mobility Revenue Excluding UK Accrual, Delivery business model change impact on Cost of Revenue, as well as, revenue growth rates in constant currency. The presentation of this financial information is not intended to be considered in isolation or as a substitute for, or superior to, the financial information prepared and presented in accordance with GAAP. We use these non-GAAP financial measures for financial and operational decision-making and as a means to evaluate period-to-period comparisons.

We believe that these non-GAAP financial measures provide meaningful supplemental information regarding our performance by excluding certain items that may not be indicative of our recurring core business operating results.

We believe that both management and investors benefit from referring to these non-GAAP financial measures in assessing our performance and when planning, forecasting, and analyzing future periods. These non-GAAP financial measures also facilitate management's internal comparisons to our historical performance. We believe these non-GAAP financial measures are useful to investors both because (1) they allow for greater transparency with respect to key metrics used by management in its financial and operational decision-making and (2) they are used by our institutional investors and the analyst community to help them analyze the health of our business.

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 these non-GAAP financial measures and evaluating these non-GAAP financial measures together with their relevant financial measures in accordance with GAAP.

For more information on these non-GAAP financial measures, please see the section titled "Non-GAAP Reconciliations" included at the end of this deck.

In regards to forward looking non-GAAP guidance provided on our Q1 2022 earnings release and call, we are not able to reconcile the forward-looking non-GAAP Adjusted EBITDA measure to the closest corresponding GAAP measure without unreasonable efforts because we are unable to predict the ultimate outcome of certain significant items. These items include, but are not limited to, significant legal settlements, unrealized gains and losses on equity investments, tax and regulatory reserve changes, restructuring costs and acquisition and financing related impacts.

Forward Looking Statements

This presentation contains forward-looking statements regarding our future business expectations, which involve risks and uncertainties. Actual results may differ materially from the results predicted, and reported results should not be considered as an indication of future performance. Forward-looking statements include all statements that are not historical facts and can be identified by terms such as “anticipate,” “believe,” “contemplate,” “continue,” “could,” “estimate,” “expect,” “hope,” “intend,” “may,” “might,” “objective,” “ongoing,” “plan,” “potential,” “predict,” “project,” “should,” “target,” “will,” or “would” or similar expressions and the negatives of those terms. Forward-looking statements involve known and unknown risks, uncertainties and other factors that may cause our actual results, performance or achievements to be materially different from any future results, performance or achievements expressed or implied by the forward-looking statements. These risks, uncertainties and other factors relate to, among others: the outcome of a tax case before the UK tax authority related to classification as a transportation provider, developments in the COVID-19 pandemic and the impact on our business and operations, competition, managing our growth and corporate culture, financial performance, investments in new products or

offerings, our ability to attract drivers, consumers and other partners to our platform, our brand and reputation and other legal and regulatory developments and proceedings, particularly with respect to our relationships with drivers and delivery persons. In addition, other potential risks and uncertainties that could cause actual results to differ from the results predicted include, among others, those risks and uncertainties included under the captions “Risk Factors” and “Management’s Discussion and Analysis of Financial Condition and Results of Operations” in our annual report on Form 10-K for the year ended December 31, 2021 and subsequent annual reports, quarterly reports and other filings filed with the Securities and Exchange Commission from time to time. All information provided in this presentation is as of the date hereof and any forward-looking statements contained herein are based on assumptions that we believe to be reasonable as of such date. We undertake no duty to update this information unless required by law.

Platform and Business Highlights

Financial and Operational Highlights

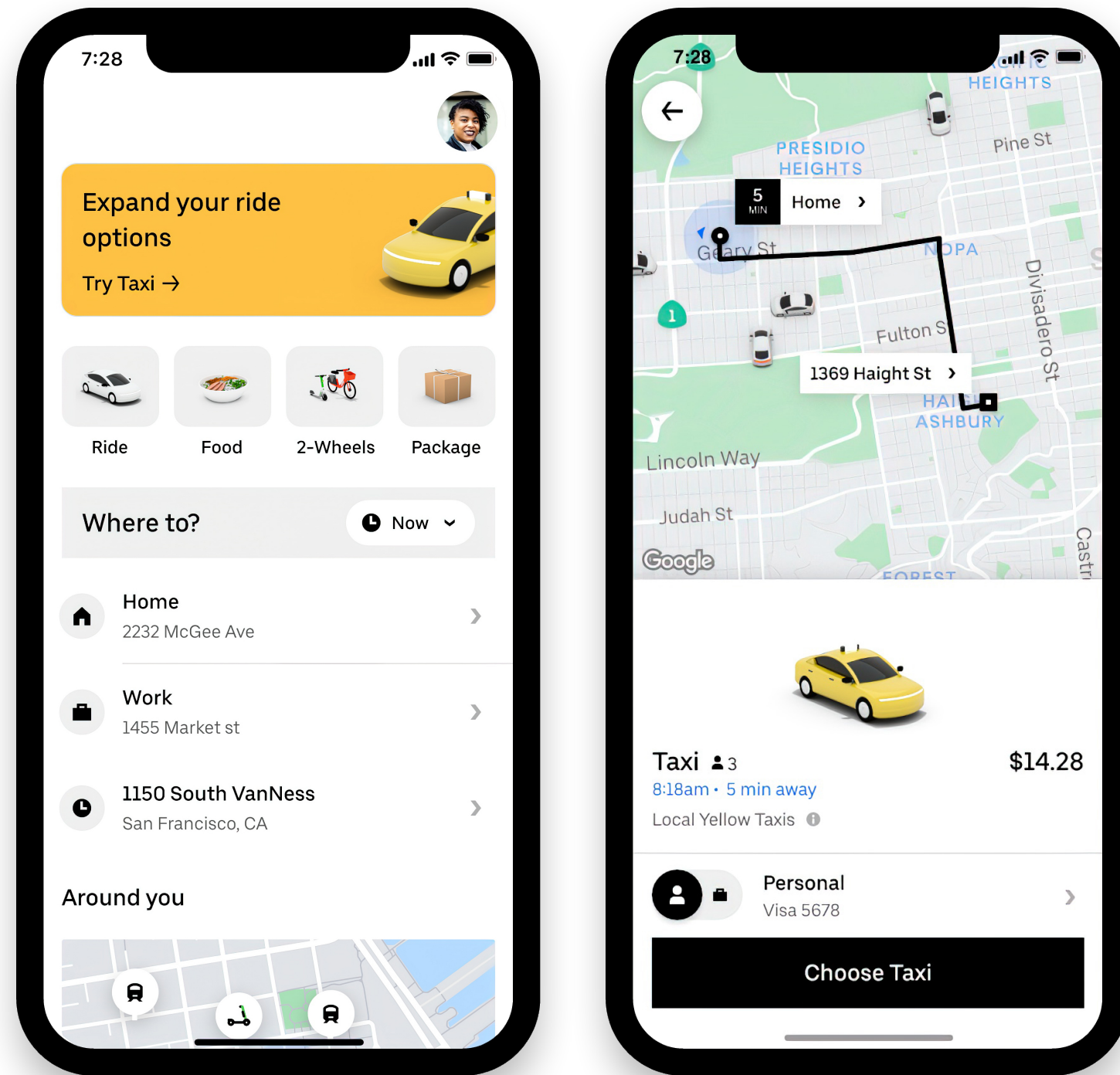
Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

Platform Highlights

Hailables



Reached agreement to list all New York City and San Francisco taxis on the Uber app

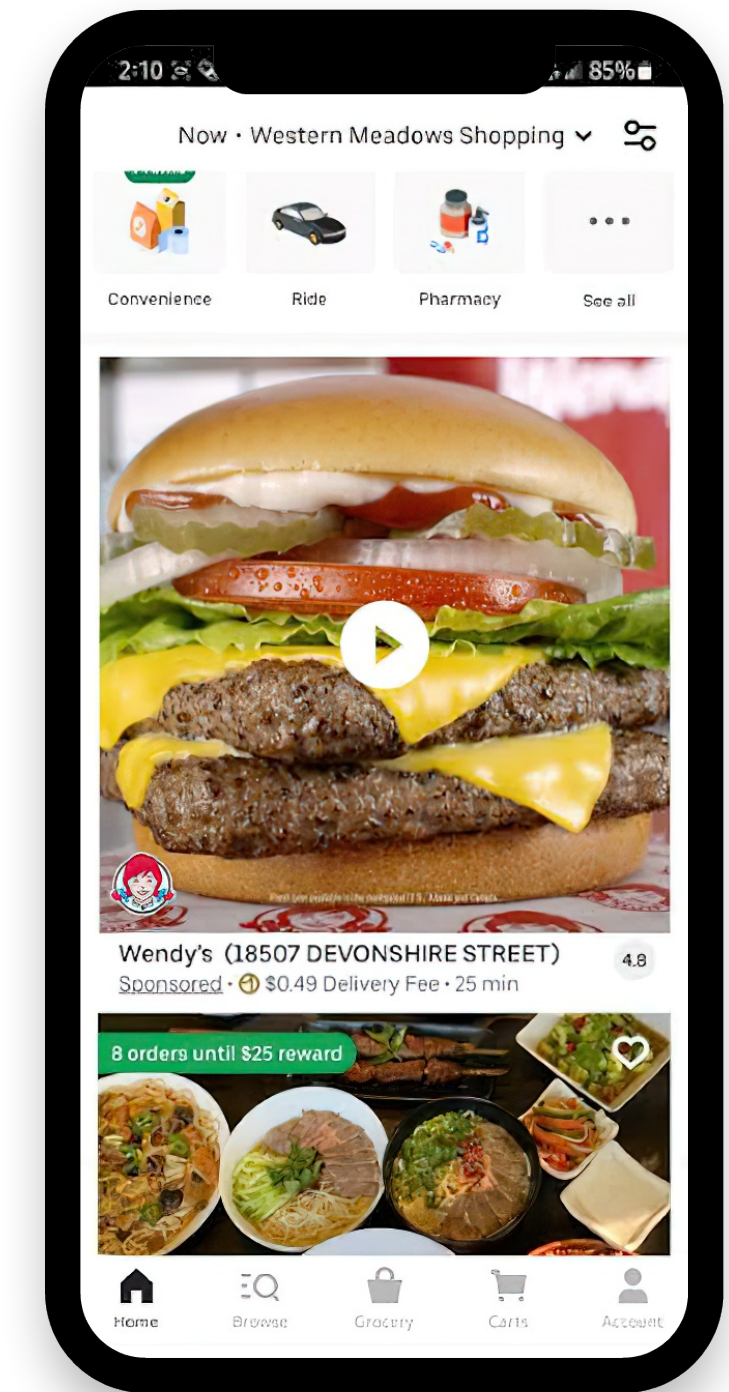
Membership

Uber One



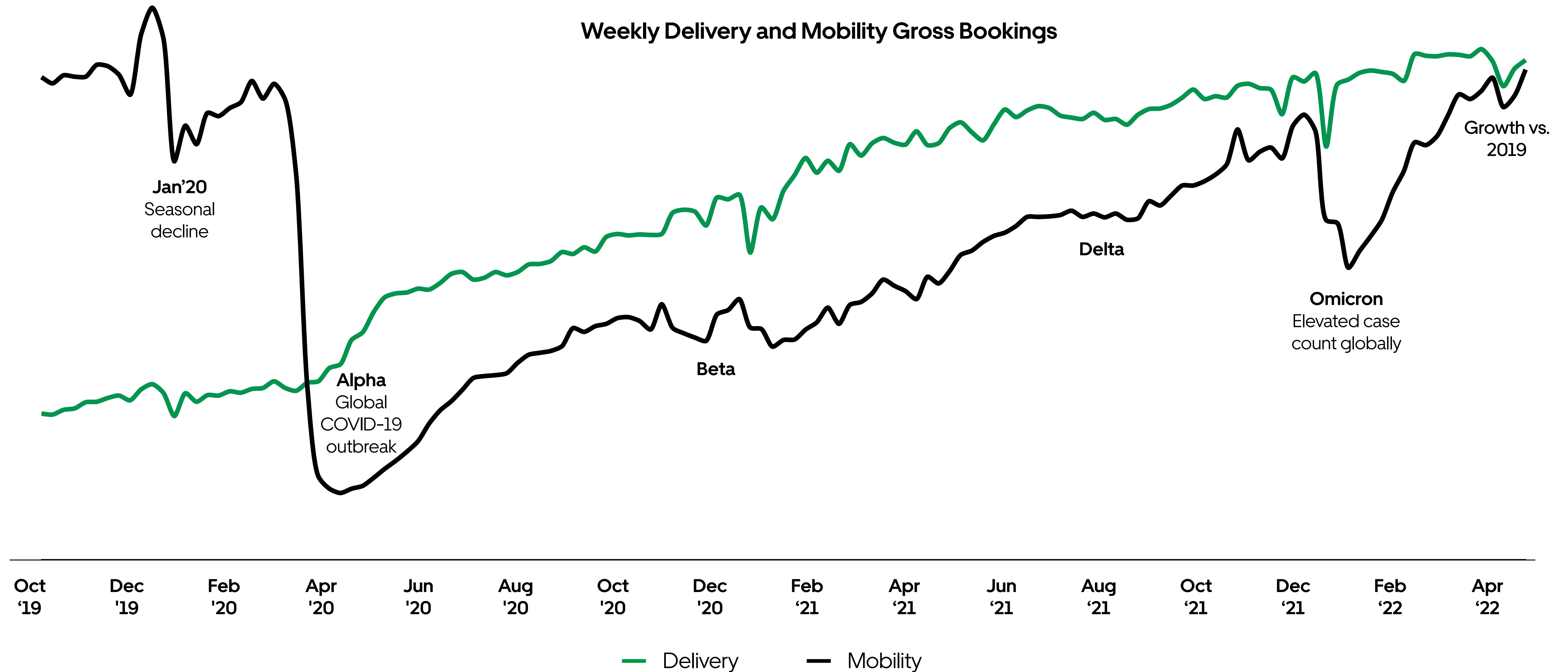
Launched Uber One internationally in Germany and Mexico

Ads



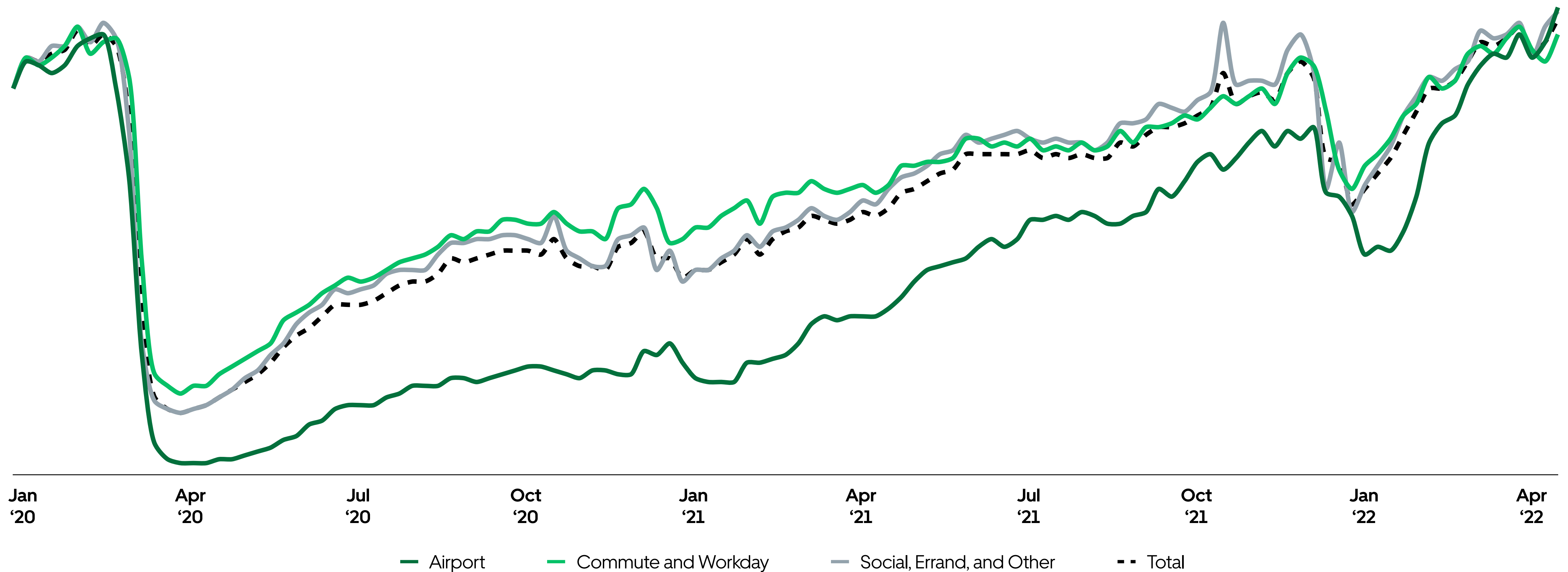
Piloted video ads in the Uber Eats app

Mobility demand returning to growth vs. 2019 and Delivery growth remains strong



Mobility Gross Bookings across all use cases growing vs. 2019

Weekly Mobility Gross Bookings
(Indexed to Jan 2020)



Platform and Business Highlights

Financial and Operational Highlights

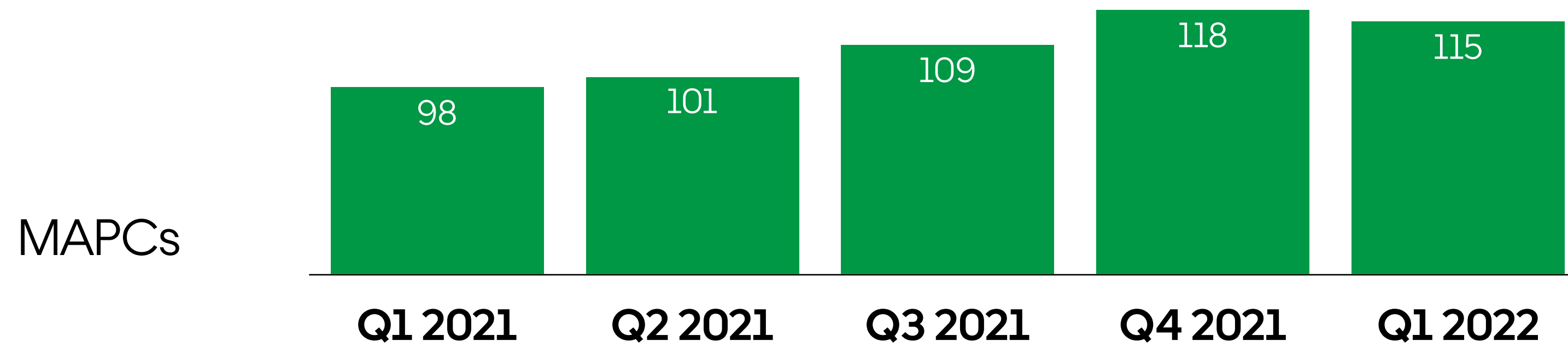
Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

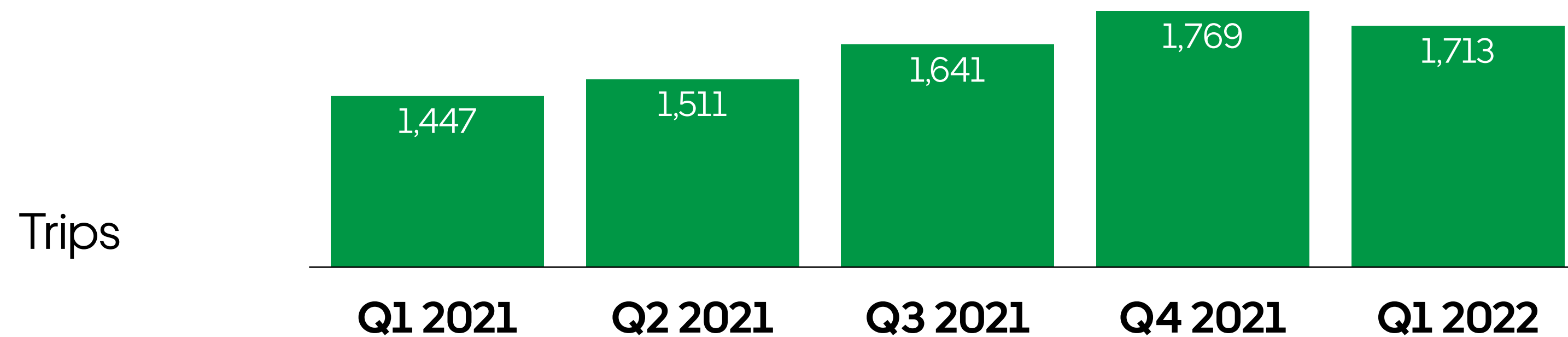
Operating Metrics

In Millions



+17%

MAPCs Growth YoY



+18%

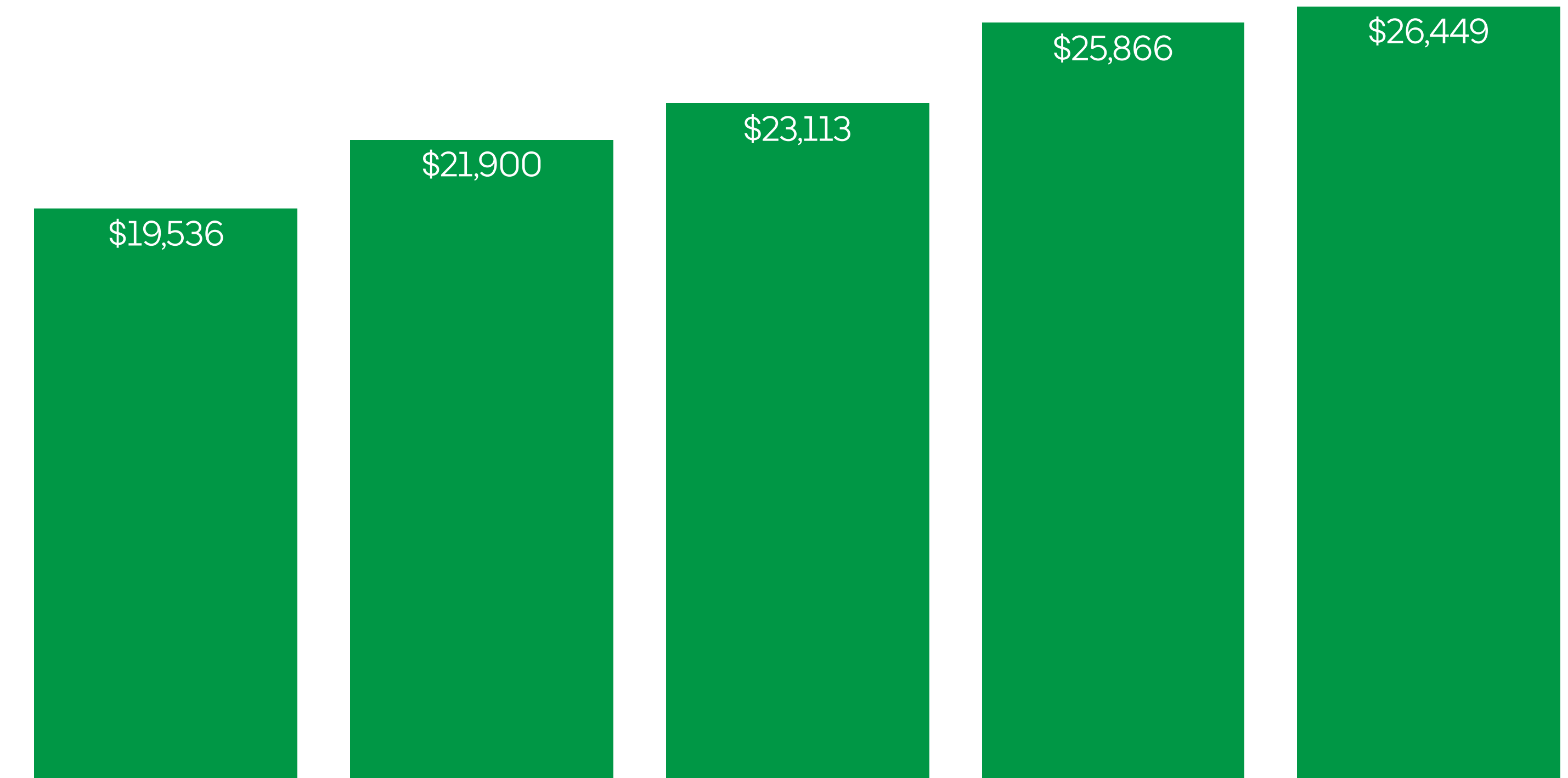
Trips Growth YoY

Monthly
Trips / MAPC

4.9 5.0 5.0 5.0 5.0

Gross Bookings

\$ in Millions



+2%

Gross Bookings
Growth QoQ

Q1 2021

Q2 2021

Q3 2021

Q4 2021

Q1 2022

24%

114%

57%

51%

35%

% Growth YoY

22%

104%

53%

50%

39%

% Constant Currency Growth YoY

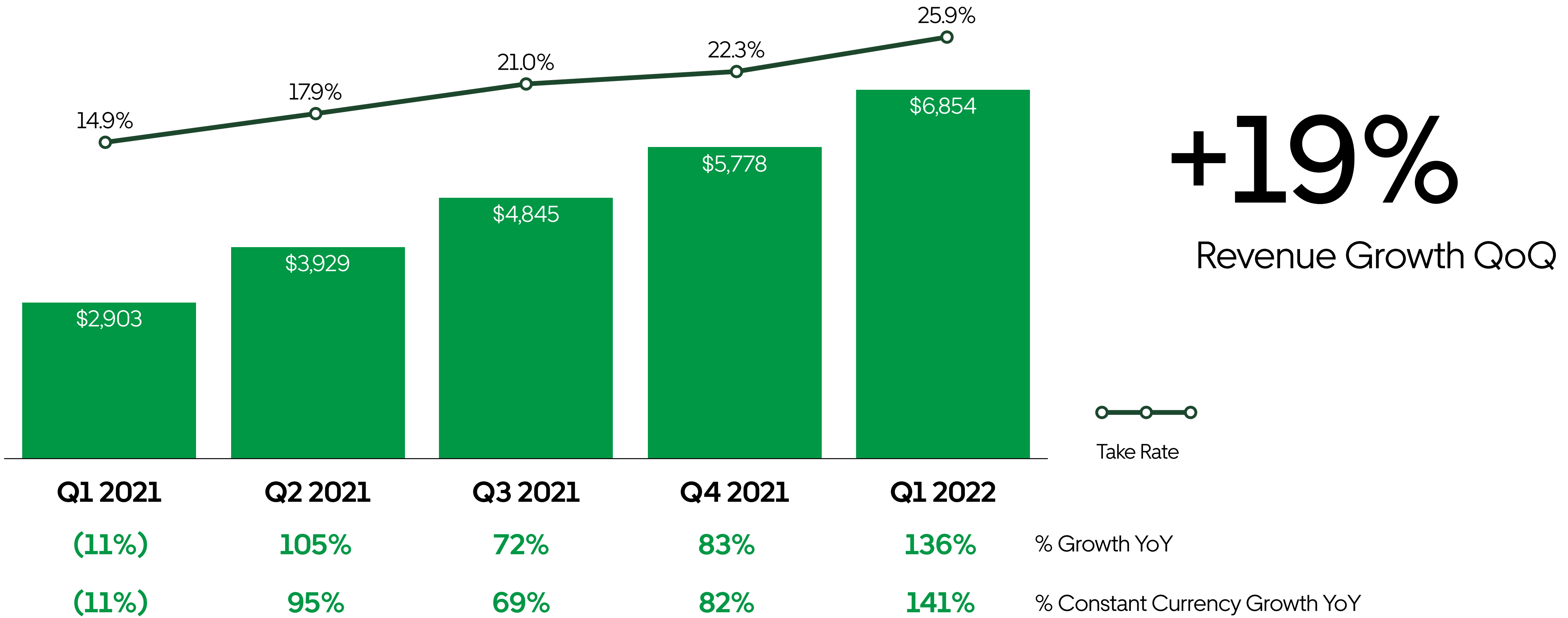
Note 1: We define Gross Bookings as the total dollar value, including any applicable taxes, tolls, and fees, of Mobility rides, Delivery orders, and amounts paid by Freight shippers, in each case without any adjustment for consumer discounts and refunds, Driver and Merchant earnings, and Driver incentives. Gross Bookings do not include tips earned by Drivers.

Note 2: "% Constant Currency Growth YoY" is calculated by translating our current period financial results using the corresponding prior period's monthly exchange rates for our transacted currencies other than the U.S. dollar.

Note 3: Since Q4 2021, Gross Bookings includes contributions from the acquisition of Transplace which closed on November 12, 2021.

Revenue

\$ in Millions



Note 1:

- a) Q1'21 Revenue includes a \$350 million net headwind related to Delivery business model changes in select markets and a UK accrual relating to the classification of drivers.
- b) Q2'21 Revenue includes a \$427 million net benefit related to Delivery business model changes in select markets.
- c) Q3'21 Revenue includes a \$642 million net benefit related to Delivery business model changes in select markets and a UK accrual release relating to the classification of drivers.
- d) Q4'21 Revenue includes a \$567 million net benefit related to Delivery business model changes in select markets and a UK accrual release relating to the classification of drivers.
- e) Q1'22 Revenue includes a \$754 million net benefit related to business model changes in select markets across Mobility and Delivery.

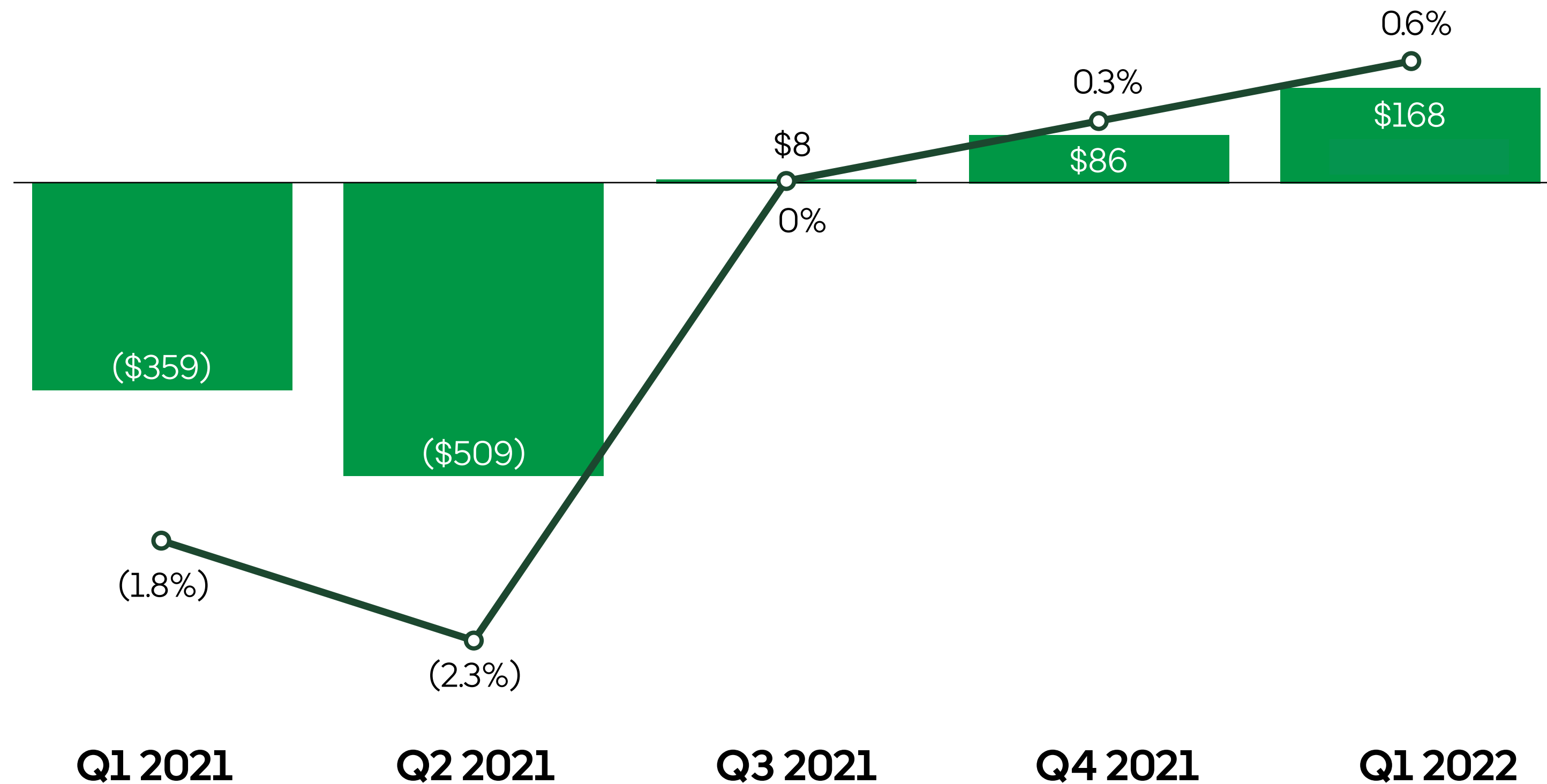
Note 2: Take Rate is defined as Revenue as a percentage of Gross Bookings.

Note 3: See Non-GAAP reconciliations for reconciliation of non-GAAP measures.

Note 4: Since Q4 2021, Revenue includes contributions from the acquisition of Transplace which closed on November 12, 2021.

Adjusted EBITDA

\$ in Millions



+\$527M

YoY improvement in Adjusted EBITDA



Adjusted EBITDA Margin as a % of Gross Bookings

Note 1: We define Adjusted EBITDA as net income (loss), excluding (i) income (loss) from discontinued operations, net of income taxes, (ii) net income (loss) attributable to non-controlling interests, net of tax, (iii) provision for (benefit from) income taxes, (iv) income (loss) from equity method investments, (v) interest expense, (vi) other income (expense), net, (vii) depreciation and amortization, (viii) stock-based compensation expense, (ix) certain legal, tax, and regulatory reserve changes and settlements, (x) goodwill and asset impairments/loss on sale of assets, (xi) acquisition and financing related expenses, (xii) restructuring and related charges and (xiii) other items not indicative of our ongoing operating performance, including COVID-19 response initiatives related payments for financial assistance to Drivers personally impacted by COVID-19, the cost of personal protective equipment distributed to Drivers, Driver reimbursement for their cost of purchasing personal protective equipment, the costs related to free rides and food deliveries to healthcare workers, seniors, and others in need as well as charitable donations.

Note 2: We define Adjusted EBITDA margin as a percentage of Gross Bookings as Adjusted EBITDA divided by Gross Bookings.

Note 3: See Non-GAAP reconciliations for reconciliation of non-GAAP measures.

Platform and Business Highlights

Financial and Operational Highlights

Segment Details

Condensed Consolidated Financials

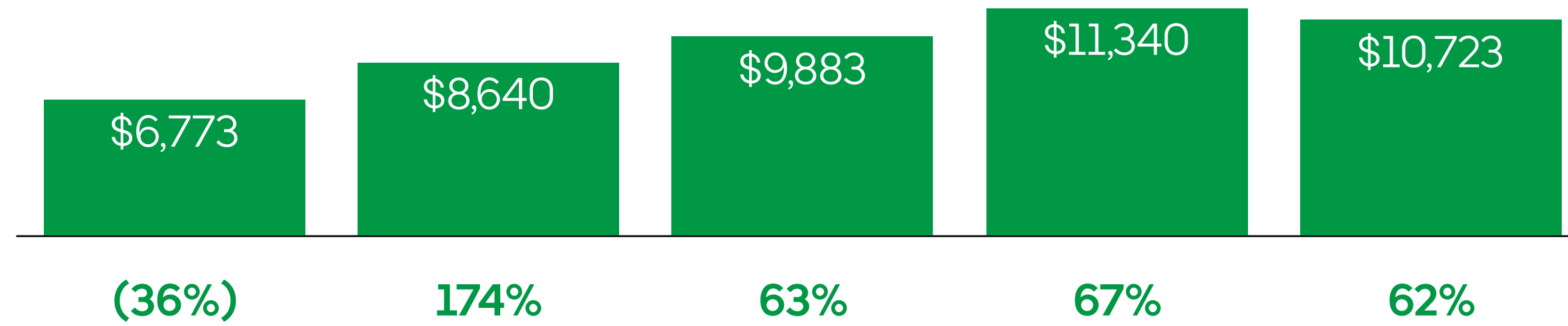
Non-GAAP Reconciliations

Mobility Highlights

\$ in Millions

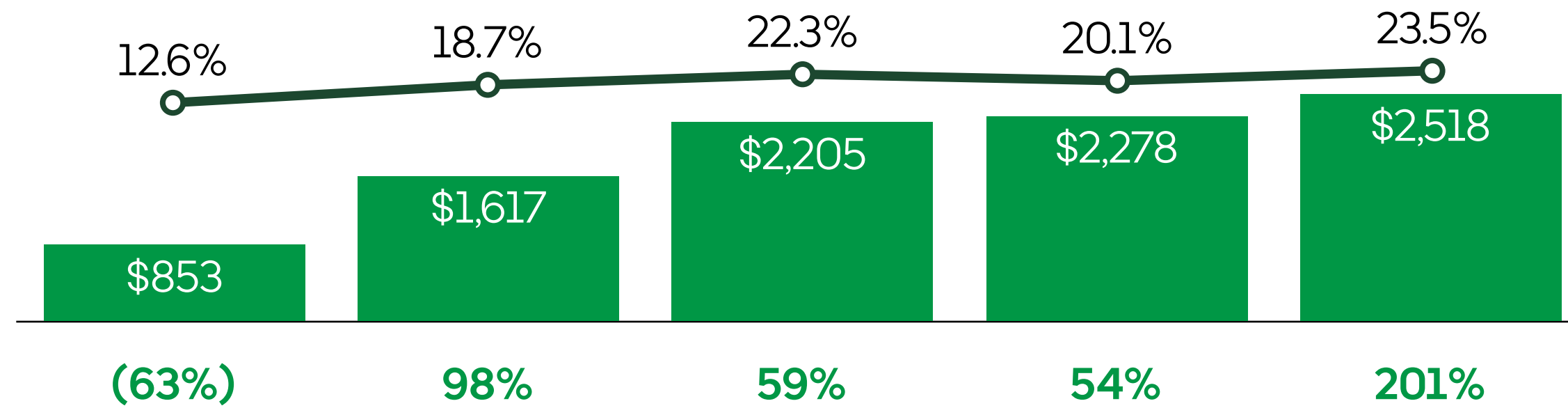
Gross Bookings

% Constant Currency Growth YoY

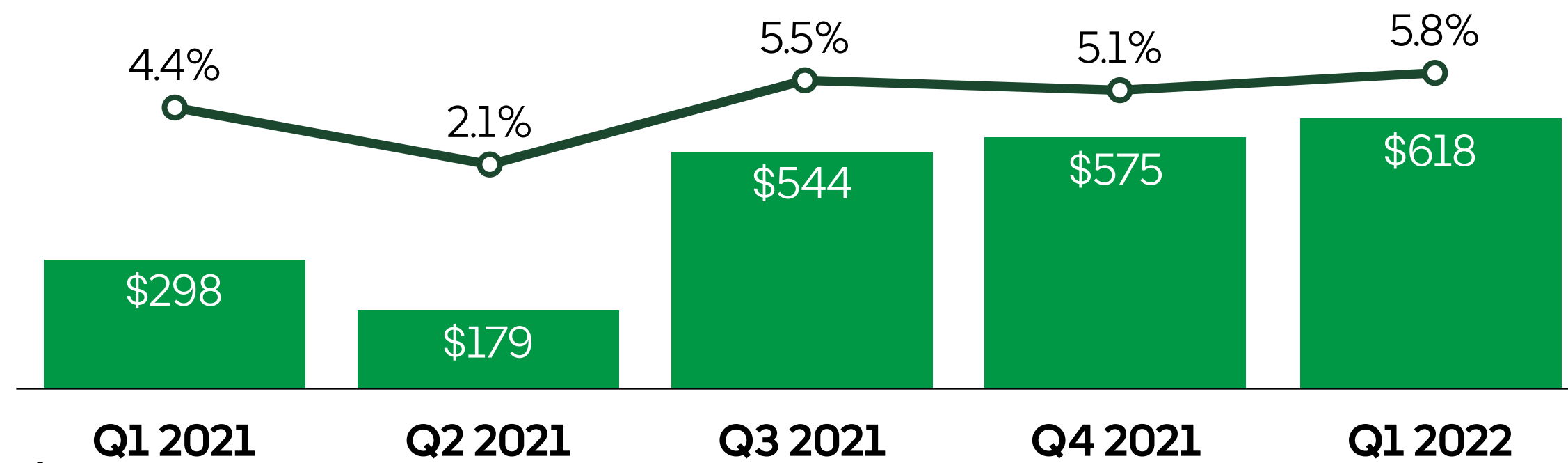


Revenue

% Constant Currency Growth YoY



Adjusted EBITDA



+\$320M

YoY improvement in Adjusted EBITDA

Revenue: Take Rate

Adjusted EBITDA: Segment Adjusted EBITDA Margin as a % of Gross Bookings

Note 1:

- a) Q1'21 Revenue includes the headwind of a \$600 million accrual made for the resolution of historical claims in the UK relating to the classification of drivers.
- b) Q3'21 Revenue includes the benefit of a \$123 million accrual release for the resolution of historical claims in the UK relating to the classification of drivers.
- c) Q4'21 Revenue includes the benefit of a \$19 million accrual release for the resolution of historical claims in the UK relating to the classification of drivers.
- d) Q1'22 Revenue includes the benefit of \$200 million as a result of business model changes in the UK.

Note 2: Take Rate is defined as Revenue as a percentage of Gross Bookings.

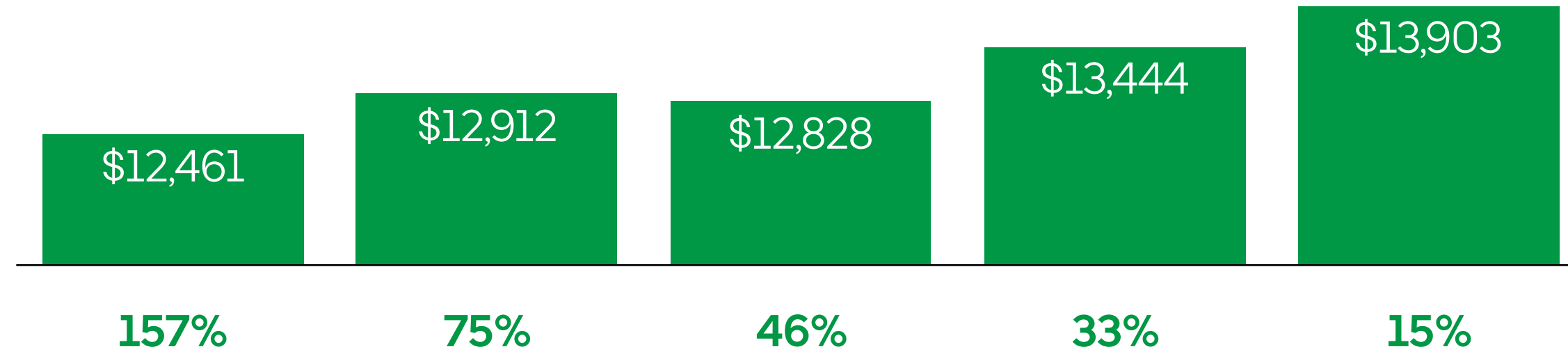
Note 3: See Non-GAAP reconciliations for reconciliation of non-GAAP measures.

Note 4: All measures are for Mobility segment unless otherwise noted.

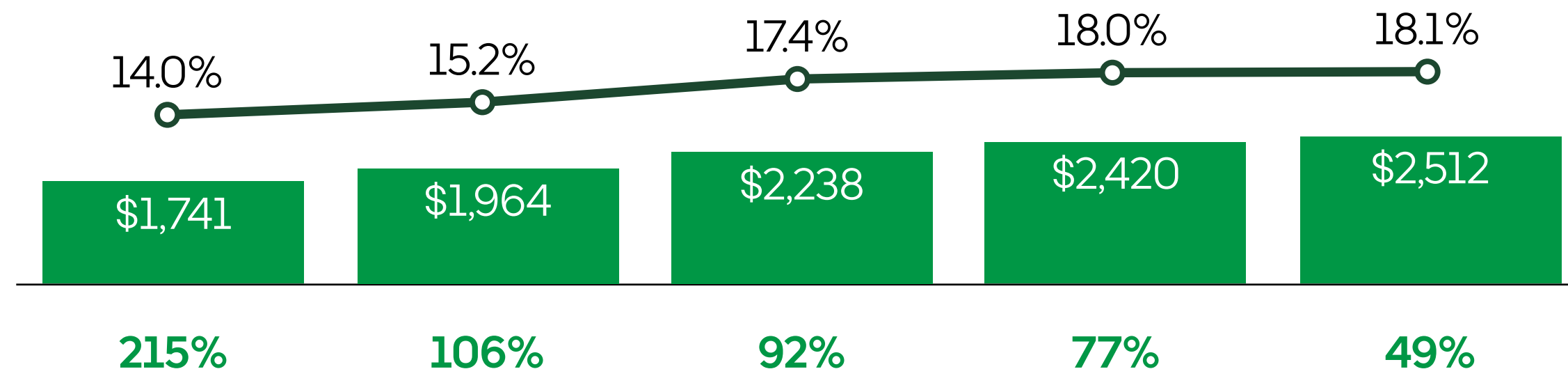
Delivery Highlights

\$ in Millions

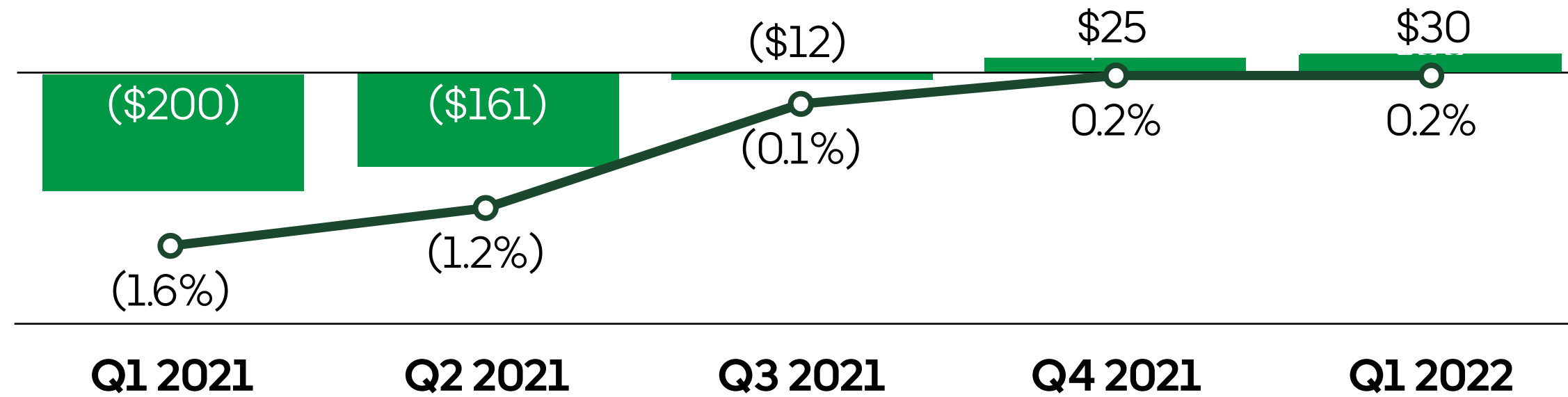
Gross Bookings
% Constant Currency Growth YoY



Revenue
% Constant Currency Growth YoY



Adjusted EBITDA



+49%

Revenue Growth YoY at Constant Currency

Revenue: Take Rate

Adjusted EBITDA: Segment Adjusted EBITDA Margin as a % of Gross Bookings

Note 1: Take Rate is defined as Revenue as a percentage of Gross Bookings.

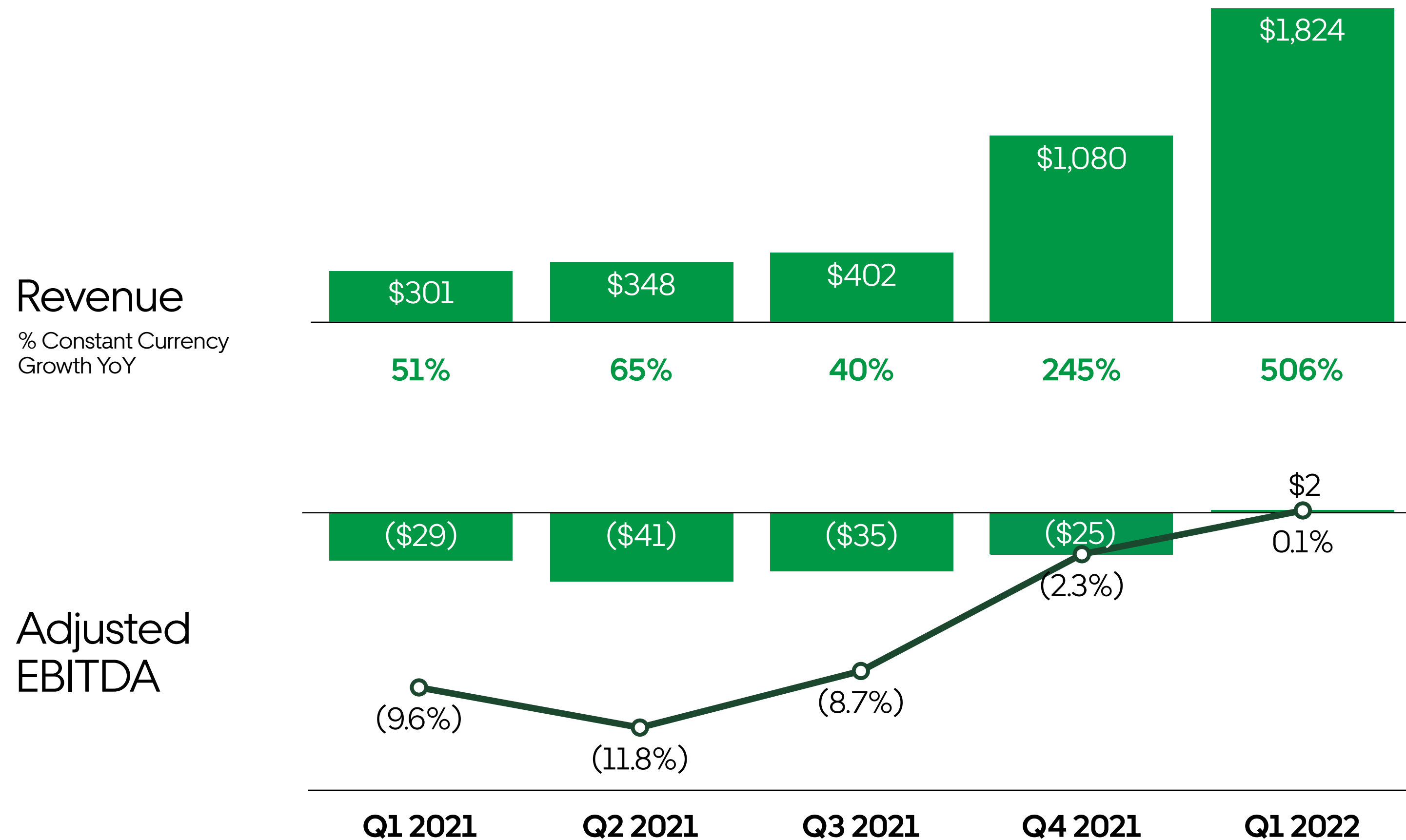
Note 2: See Non-GAAP reconciliations for reconciliation of non-GAAP measures.

Note 3: All measures are for Delivery segment unless otherwise noted.

Note 4: Revenue amounts for each quarter reported on this page include a \$250 million, \$427 million, \$519 million, \$548 million, and \$554 million net benefit related to Delivery business model changes in select markets for Q1'21, Q2'21, Q3'21, Q4'21, and Q1'22, respectively.

Freight Highlights

\$ in Millions



Revenue includes contributions from the acquisition of Transplace which closed on November 12, 2021

Freight delivered its first profitable quarter on an Adjusted EBITDA basis

Adjusted EBITDA: Segment Adjusted EBITDA Margin as a % of Revenue

Platform and Business Highlights

Financial and Operational Highlights

Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

Condensed Consolidated Statements of Operations (Unaudited)

\$ in Millions, except share amounts, which are in thousands, and per share amounts

	Three Months Ended March 31,	
	2021	2022
Revenue	\$2,903	\$6,854
Costs and expenses		
Cost of revenue, exclusive of depreciation and amortization shown separately below	1,710	4,026
Operations and support	423	574
Sales and marketing	1,103	1,263
Research and development	515	587
General and administrative	464	632
Depreciation and amortization	212	254
Total costs and expenses	\$4,427	\$7,336
Loss from operations	(\$1,524)	(\$482)
Interest expense	(115)	(129)
Other income (expense), net	1,710	(5,557)
Income (loss) before income taxes and income (loss) from equity method investments	71	(6,168)
Provision for (benefit from) income taxes	185	(232)
Income (loss) from equity method investments	(8)	18
Net loss including non-controlling interests	(122)	(5,918)
Less: net income (loss) attributable to non-controlling interests, net of tax	(14)	12
Net loss attributable to Uber Technologies, Inc.	(\$108)	(\$5,930)
Net loss per share attributable to Uber Technologies, Inc. common stockholders:		
Basic	(\$0.06)	(\$3.03)
Diluted	(\$0.06)	(\$3.04)
Weighted-average shares used to compute net loss per share attributable to common stockholders:		
Basic	1,858,525	1,953,989
Diluted	1,858,525	1,957,731

Condensed Consolidated Balance Sheets (Unaudited)

\$ in Millions

	As of December 31,	As of March 31,
	2021	2022
Assets		
Cash and cash equivalents	\$4,295	\$4,184
Restricted cash and cash equivalents	631	543
Accounts receivable, net	2,439	2,476
Prepaid expenses and other current assets	1,454	1,462
Total current assets	\$8,819	\$8,665
Restricted cash and cash equivalents	2,879	2,865
Investments	11,806	6,247
Equity method investments	800	624
Property and equipment, net	1,853	1,853
Operating lease right-of-use assets	1,388	1,439
Intangible assets, net	2,412	2,269
Goodwill	8,420	8,435
Other assets	397	415
Total assets	\$38,774	\$32,812

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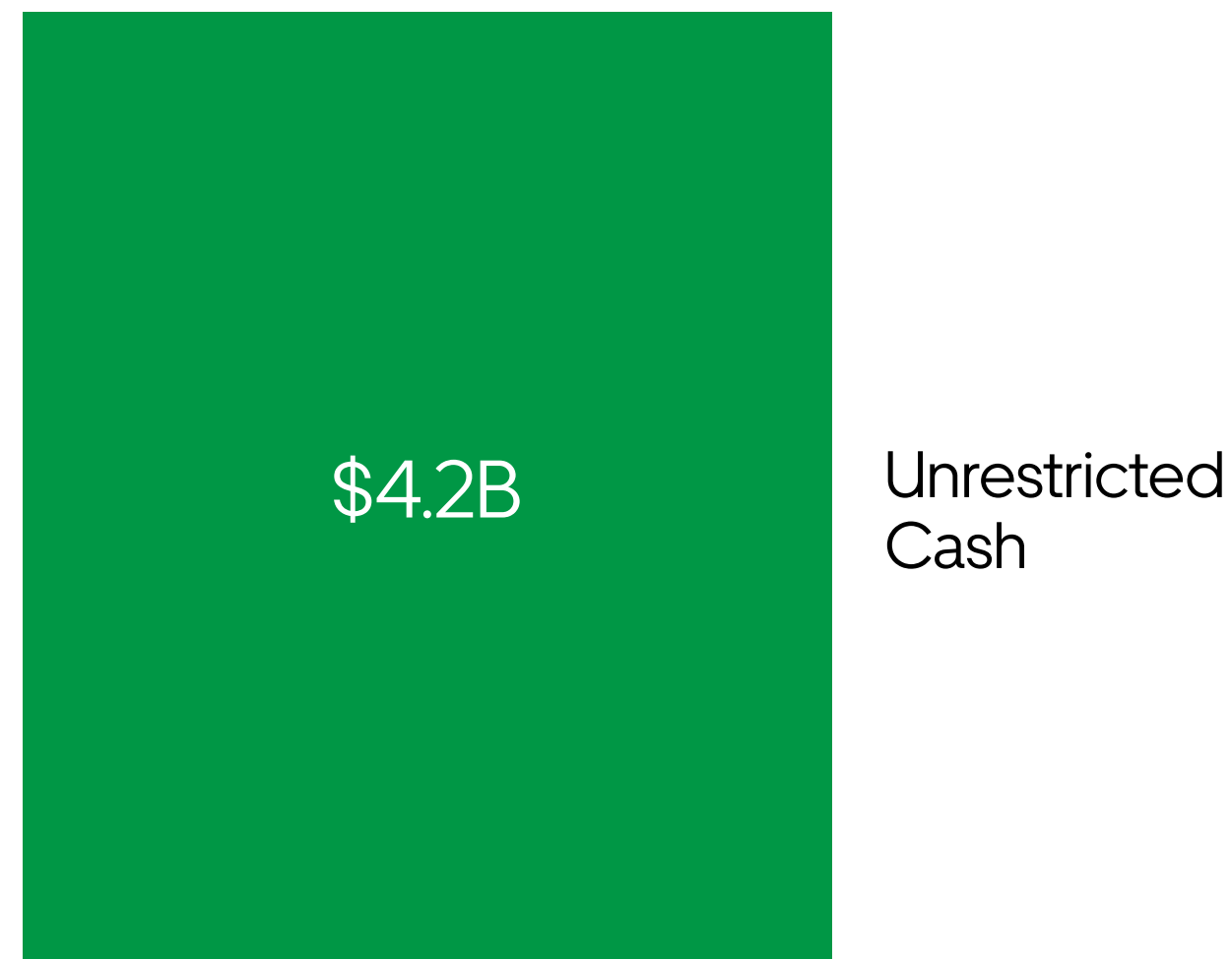
Condensed Consolidated Balance Sheets (Unaudited)

\$ in Millions

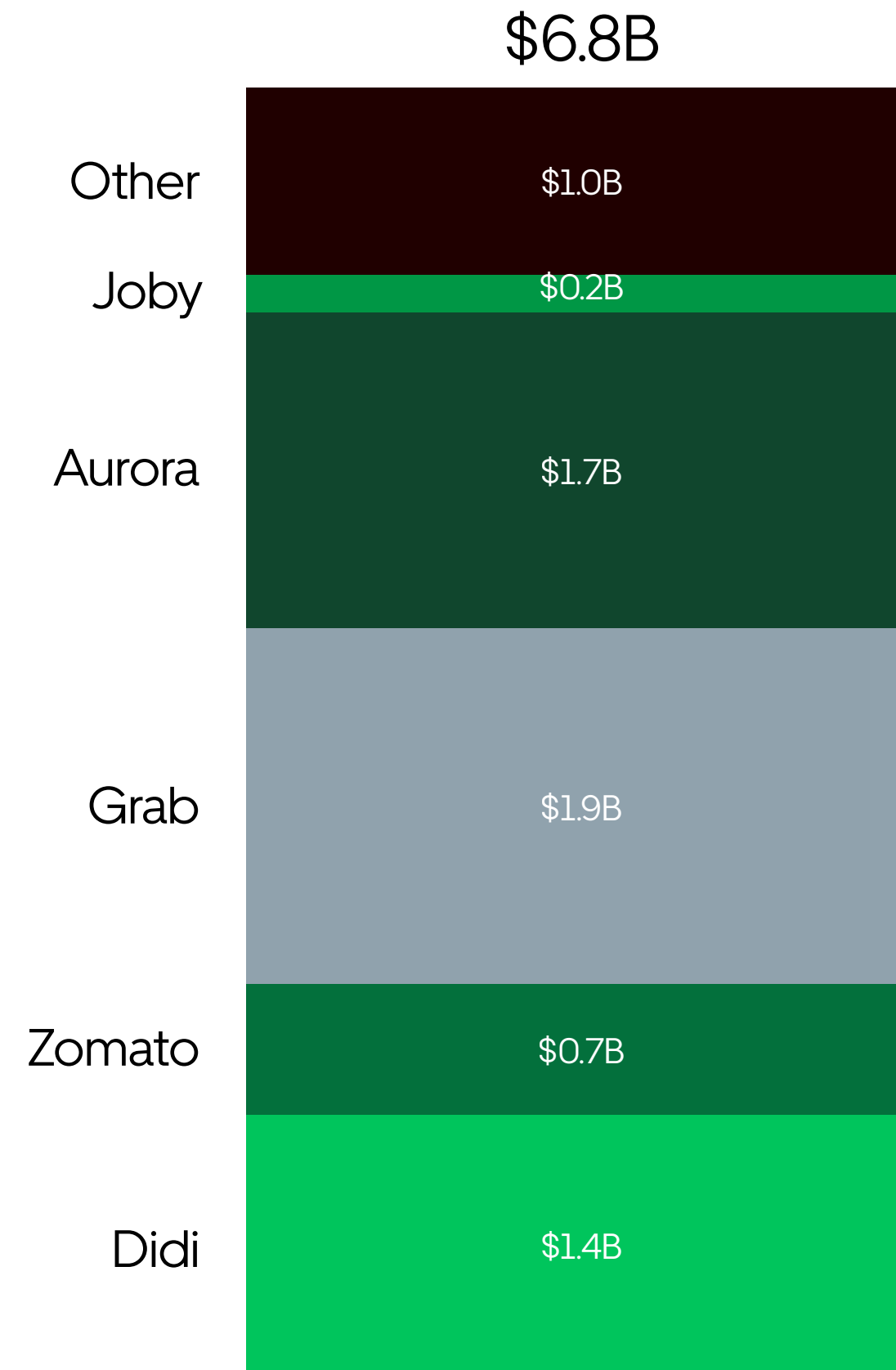
	As of December 31,	As of March 31,
	2021	2022
Liabilities, redeemable non-controlling interests and equity		
Accounts payable	\$860	\$862
Short-term insurance reserves	1,442	1,415
Operating lease liabilities, current	185	209
Accrued and other current liabilities	6,537	6,166
Total current liabilities	\$9,024	\$8,652
Long-term insurance reserves	2,546	2,709
Long-term debt, net of current portion	9,276	9,273
Operating lease liabilities, non-current	1,644	1,681
Other long-term liabilities	935	679
Total liabilities	\$23,425	\$22,994
Redeemable non-controlling interests	204	205
Equity		
Common stock	-	-
Additional paid-in capital	38,608	38,977
Accumulated other comprehensive loss	(524)	(505)
Accumulated deficit	(23,626)	(29,556)
Total Uber Technologies, Inc. stockholders' equity	\$14,458	\$8,916
Non-redeemable non-controlling interests	687	697
Total equity	\$15,145	\$9,613
Total liabilities, redeemable non-controlling interests and equity	\$38,774	\$32,812

Summary of liquidity position and equity stakes

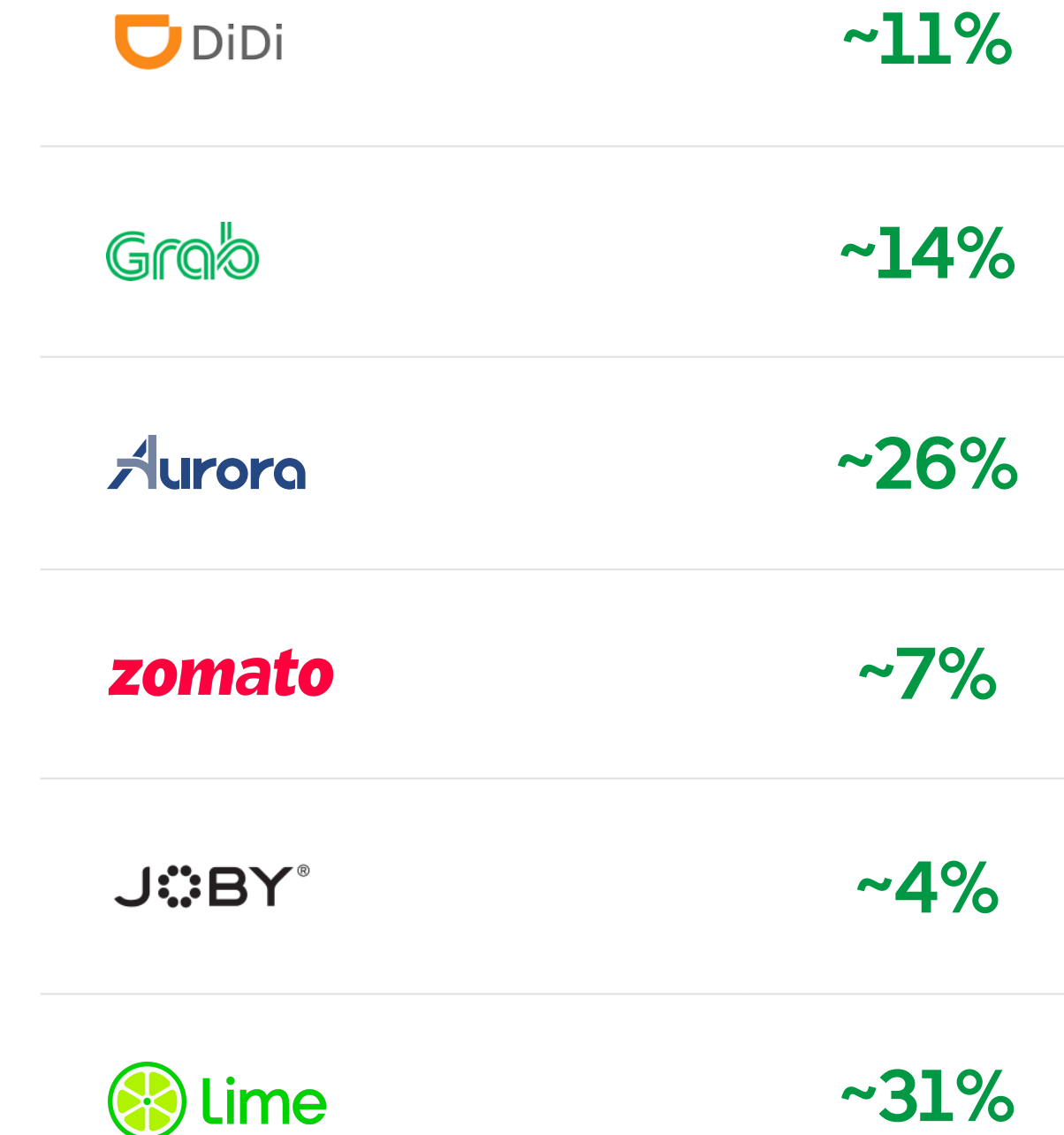
Liquidity Position



Equity Stakes (Carrying value)



Uber's Ownership Position



Note 1: Liquidity position excluding revolver. Undrawn revolver provides an additional liquidity of \$2.0B, net of letters of credit. As of March 31, 2022, Uber's long-term debt was roughly \$9.3 billion.

Note 2: All equity stakes and dollar ownership amounts based on carrying value as of March 31, 2022, which may be different than potential market transaction values.

Note 3: As of March 31, 2022, Uber owns approximately 612M shares of Zomato, 536M shares of Grab, 301M shares of Aurora, 26M shares of Joby, and 144M ordinary shares of Didi (each ADS listed on the NYSE represents 0.25 ordinary shares).

Note 4: Ownership stake percentages as of March 31, 2022 and based on a fully diluted basis.

Condensed Consolidated Statements of Cash Flows (Unaudited)

\$ in Millions

Three Months Ended March 31,

	2021	2022
Cash flows from operating activities		
Net loss including non-controlling interests	(\$122)	(\$5,918)
Adjustments to reconcile net loss to net cash provided by (used in) operating activities:		
Depreciation and amortization	212	254
Bad debt expense	23	18
Stock-based compensation	281	359
Gain on business divestiture	(1,684)	-
Deferred income taxes	120	(281)
Loss (income) from equity method investments, net	8	(18)
Unrealized (gain) loss on debt and equity securities, net	(63)	5,570
Impairments of goodwill, long-lived assets and other assets	16	13
Impairment of equity method investment	-	182
Revaluation of MLU B.V. call option	-	(181)
Unrealized foreign currency transactions	13	(15)
Other	65	5
Change in assets and liabilities, net of impact of business acquisitions and disposals:		
Accounts receivable	(35)	(26)
Prepaid expenses and other assets	(67)	(20)
Collateral held by insurer	108	-
Operating lease right-of-use assets	38	42
Accounts payable	(3)	8
Accrued insurance reserves	(27)	134
Accrued expenses and other liabilities	556	(72)
Operating lease liabilities	(50)	(39)
Net cash provided by (used in) operating activities	(\$611)	\$15

Continued:

Condensed Consolidated Statements of Cash Flows (Unaudited)

\$ in Millions

	Three Months Ended March 31,	
	2021	2022
Cash flows from investing activities		
Purchases of property and equipment	(71)	(62)
Purchases of marketable securities	(336)	-
Purchases of non-marketable equity securities	(803)	(13)
Purchase of notes receivable	(216)	-
Proceeds from maturities and sales of marketable securities	696	-
Proceeds from sale of non-marketable equity securities	500	-
Acquisition of businesses, net of cash acquired	(28)	(59)
Other investing activities	8	(1)
Net cash used in investing activities	(\$250)	(\$135)
Cash flows from financing activities		
Principal repayment on Careem Notes	(194)	-
Principal payments on finance leases	(47)	(62)
Other financing activities	15	(51)
Net cash used in financing activities	(\$226)	(\$113)
Effect of exchange rate changes on cash and cash equivalents, and restricted cash and cash equivalents	(46)	20
Net decrease in cash and cash equivalents, and restricted cash and cash equivalents	(1,133)	(213)
Cash and cash equivalents, and restricted cash and cash equivalents		
Beginning of period	7,391	7,805
Reclassification from assets held for sale during the period	349	-
End of period	\$6,607	\$7,592

Platform and Business Highlights

Financial and Operational Highlights

Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

Adjusted EBITDA Reconciliation (Unaudited)

\$ in Millions

	Three Months Ended				
	Mar 31, '21	Jun 30, '21	Sep 30, '21	Dec 31, '21	Mar 31, '22
Mobility	\$298	\$179	\$544	\$575	\$618
Delivery	(200)	(161)	(12)	25	30
Freight	(29)	(41)	(35)	(25)	2
All Other	(11)	-	-	-	-
Corporate G&A and Platform R&D	(417)	(486)	(489)	(489)	(482)
Adjusted EBITDA	(\$359)	(\$509)	\$8	\$86	\$168
Add (deduct):					
Legal, tax, and regulatory reserve changes and settlements	(551)	(140)	98	67	-
Goodwill and asset impairments/loss on sale of assets	(57)	-	-	(100)	(13)
Restructuring and related charges	-	-	-	-	(2)
Mass arbitration fees	-	-	(43)	-	-
Legacy auto insurance transfer	-	-	(103)	-	-
Loss on lease arrangements, net	-	-	-	-	(7)
Acquisition, financing and divestitures related expenses	(36)	(26)	(23)	(17)	(14)
Accelerated lease costs related to cease-use of ROU assets	(2)	-	-	(3)	-
COVID-19 response initiatives	(26)	(15)	(10)	(3)	(1)
Depreciation and amortization	(212)	(226)	(218)	(246)	(254)
Stock-based compensation expense	(281)	(272)	(281)	(334)	(359)
Other income (expense), net	1,710	1,943	(1,832)	1,471	(5,557)
Interest expense	(115)	(115)	(123)	(130)	(129)
Income (loss) from equity method investments	(8)	(7)	(13)	(9)	18
(Provision for) benefit from income taxes	(185)	479	101	97	232
Net (income) loss attributable to non-controlling interest, net of tax	14	32	15	13	(12)
Net income (loss) attributable to Uber Technologies, Inc.	(\$108)	\$1,144	(\$2,424)	\$892	(\$5,930)

Non-GAAP Costs and Operating Expenses Reconciliations (Unaudited) \$ in Millions

	Three Months Ended				
	Mar 31, '21	Jun 30, '21	Sept 30, '21	Dec 31, '21	Mar 31, '22
Revenue	\$2,903	\$3,929	\$4,845	\$5,778	\$6,854
GAAP Cost of Revenue, excluding D&A	1,710	2,099	2,438	3,104	4,026
COVID-19 response initiatives	(11)	(6)	-	(1)	(1)
Goodwill and asset impairment/loss on sale of assets	-	-	-	4	-
Acquisition, financing, and divestitures related expenses	-	-	(4)	-	-
Legacy auto insurance transfer	-	-	(101)	-	-
Non-GAAP Cost of Revenue	\$1,699	\$2,093	\$2,333	\$3,107	\$4,025
Non-GAAP Operating Expenses					
GAAP Operations and support	\$423	\$432	\$475	\$547	\$574
Restructuring and related charges	-	-	-	-	(2)
Goodwill and asset impairment/loss on sale of assets	-	-	-	(4)	-
COVID-19 response initiatives	-	(1)	-	-	-
Acquisition, financing and divestitures related expenses	(3)	(3)	-	(3)	(1)
Legacy auto insurance transfer	-	-	(2)	-	-
Stock-based compensation	(28)	(38)	(42)	(31)	(33)
Non-GAAP Operations and support	\$392	\$390	\$431	\$509	\$538

Continued:

Non-GAAP Costs and Operating Expenses Reconciliations (Unaudited) \$ in Millions

	Three Months Ended				
	Mar 31 '21	Jun 30 '21	Sept 30 '21	Dec 31 '21	Mar 31 '22
GAAP Sales and marketing	\$1,103	\$1,256	\$1,168	\$1,262	\$1,263
Acquisition, financing and divestitures related expenses	(3)	(1)	(1)	-	-
COVID-19 response initiatives	(5)	(2)	(2)	-	-
Stock-based compensation	(22)	(19)	(18)	(24)	(22)
Non-GAAP Sales and marketing	\$1,073	\$1,234	\$1,147	\$1,238	\$1,241
GAAP Research and development	\$515	\$488	\$493	\$558	\$587
Acquisition, financing and divestitures related expenses	(13)	(5)	(3)	(1)	-
Goodwill and asset impairment/loss on sale of assets	(42)	-	-	(10)	-
Stock-based compensation	(133)	(149)	(152)	(180)	(196)
Non-GAAP Research and development	\$327	\$334	\$338	\$367	\$391
GAAP General and administrative	\$464	\$616	\$625	\$611	\$632
Legal, tax, and regulatory reserve changes and settlements	49	(65)	(25)	67	-
Goodwill and asset impairment/loss on sale of assets	(15)	-	-	(86)	(13)
Loss on lease arrangements, net	-	-	-	-	(7)
Acquisition, financing, and divestitures related expenses	(17)	(17)	(15)	(17)	(12)
Accelerated lease costs related to cease-use of ROU assets	(2)	-	-	(3)	-
Mass arbitration fees	-	-	(43)	-	-
Stock-based compensation	(98)	(66)	(69)	(99)	(108)
Non-GAAP General and administrative	\$381	\$468	\$473	\$473	\$492

Revenue Excluding UK Accrual Reconciliations

\$ in Millions

	Three Months Ended				
	Mar 31 '21	Jun 30 '21	Sep 30 '21	Dec 31 '21	Mar 31 '22
Revenue Excluding UK Accrual reconciliation					
Revenue	2,903	3,929	4,845	5,778	6,854
Add back:					
UK Accrual	600	-	(123)	(19)	-
Revenue Excluding UK Accrual	\$3,503	\$3,929	\$4,722	\$5,759	\$6,854

	Three Months Ended				
	Mar 31 '21	Jun 30 '21	Sep 30 '21	Dec 31 '21	Mar 31 '22
Mobility Revenue Excluding UK Accrual reconciliation					
Mobility Revenue	853	1,617	2,205	2,278	2,518
Add back:					
UK Accrual	600	-	(123)	(19)	-
Mobility Revenue Excluding UK Accrual	\$1,453	\$1,617	\$2,082	\$2,259	\$2,518

Business model change impact on Cost of Revenue

\$ in Millions

	Three Months Ended				
	Mar 31 '21	Jun 30 '21	Sep 30 '21	Dec 31 '21	Mar 31 '22
Non-GAAP Cost of Revenue	\$1,699	\$2,093	\$2,333	\$3,107	\$4,025
Delivery business model change impact*	\$390	\$560	\$697	\$726	\$740
Mobility business model change impact*	\$0	\$0	\$0	\$0	\$160
Non-GAAP Cost of Revenue (% of Gross Bookings)	8.7%	9.6%	10.1%	12.0%	15.2%
Non-GAAP Cost of Revenue (excl. business model change impacts, % of Gross Bookings)	6.7%	7.0%	7.1%	9.2%	11.8%

Note 1: Delivery business model changes in some countries resulted in the classification of certain Delivery payments and incentives as Cost of Revenue.

Note 2: Mobility business model change in the UK resulted in the classification of certain Mobility payments and incentives as Cost of Revenue.

Note 3: The impacts to Cost of Revenue due to business model changes shown here only reflect the portion that impacted Cost of Revenue for the Delivery and Mobility segments. Delivery and Mobility business model changes also resulted in impacts to other financial statement line items but are not shown here.