



Independent Accountants' Review Report

To the Management of Hertz Global Holdings, Inc.

We have reviewed Hertz Global Holdings, Inc.'s ("Hertz") schedule of select Scope 3 greenhouse gas indicators (the "Subject Matter") included in Appendix A for the year ended December 31, 2022, in accordance with the criteria also set forth in Appendix A (the "Criteria"). Hertz's management is responsible for the Subject Matter in accordance with the Criteria. Our responsibility is to express a conclusion on the Subject Matter based on our review.

Our review was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants ("AICPA") AT-C section 105, *Concepts Common to All Attestation Engagements*, and AT-C section 210, *Review Engagements*. Those standards require that we plan and perform our review to obtain limited assurance about whether any material modifications should be made to the Subject Matter in order for it to be in accordance with the Criteria. The procedures performed in a review vary in nature and timing from and are substantially less in extent than, an examination, the objective of which is to obtain reasonable assurance about whether the Subject Matter is in accordance with the Criteria, in all material respects, in order to express an opinion. Accordingly, we do not express such an opinion. Because of the limited nature of the engagement, the level of assurance obtained in a review is substantially lower than the assurance that would have been obtained had an examination been performed. As such, a review does not provide assurance that we became aware of all significant matters that would be disclosed in an examination. We believe that the review evidence obtained is sufficient and appropriate to provide a reasonable basis for our conclusion.

We are required to be independent of Hertz and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our review engagement. Additionally, we have complied with the other ethical requirements set forth in the Code of Professional Conduct and applied the Statements on Quality Control Standards established by the AICPA.

The procedures we performed were based on our professional judgment. Our review consisted principally of applying analytical procedures, making inquiries of persons responsible for the subject matter, obtaining an understanding of the data management systems and processes used to generate, aggregate and report the Subject Matter and performing such other procedures as we considered necessary in the circumstances.

As described in Appendix A, the Subject Matter is subject to measurement uncertainties resulting from limitations inherent in the nature and the methods used for determining such data. The selection of different but acceptable measurement techniques can result in materially different measurements. The precision of different measurement techniques may also vary. Furthermore, Scope 3 emissions are calculated based on a significant number of estimations and management assumptions due to the inherent nature of the Greenhouse Gas Protocol Corporate Standard and Technical Guidance for Calculating Scope 3 Emissions criteria.

Based on our review, we are not aware of any material modifications that should be made to the schedule of select greenhouse gas indicators for the year ended December 31, 2022, in order for it to be in accordance with the Criteria.

A handwritten signature in black ink that reads 'Ernst & Young LLP'.

Tampa, Florida
November 14, 2023



Appendix A

Schedule of Select Scope 3 Greenhouse Gas Indicators

For the year ended December 31, 2022

The reporting boundary of the Subject Matter includes emissions generated from corporate value chain activities (activities that are upstream and downstream of Hertz Global Holdings, Inc. (Hertz's) operations) associated with Hertz's global operations including operationally controlled subsidiaries. Exclusions to this boundary include: Scope 3 Category 3: Fuel- and Energy-Related Activities ("FERA") for which fleet emissions from Czech Republic and Slovakia are excluded and facility-level emissions are limited to corporate-owned locations and airport locations, and Scope 3 Category 14: Franchises for which non-fleet emissions are excluded. The Company has determined, through an evaluation of materiality that such operations represent a comparatively small portion of Hertz's overall business and the exclusion is immaterial to Hertz's overall GHG footprint. Scope 1 and 2 GHG emissions are not included in this presentation.

The majority of gases included in the Scope 3 reporting boundary are CO₂ with the remaining being composed of CH₄, N₂O, HFCs, PFCs, SF₆ and NF₃. The volume of these gases and their conversion to CO₂e utilize the emissions factors indicated in Table A in the section titled "Sources of emissions factors and global warming potentials" below.

Hertz calculates select categories of Scope 3 emissions referencing the criteria of the World Resources Institute (WRI)/World Business Council for Sustainable Development's (WBCSD) The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard, Revised Edition (GHG Protocol), WRI WBCSD GHG Protocol Scope 2 Guidance: An Amendment to the GHG Protocol Corporate Standard, and WRI WBCSD GHG Protocol Scope 3 Technical Guidance: A Supplement to the GHG Protocol Corporate Accounting and Reporting Standard (collectively, the "Criteria").

Data from suppliers or other value chain partners was not used in the calculation of emissions for any reported Scope 3 categories.



Indicator name	Reported Value in Metric tons of CO2 equivalent	Contextual Information related to the Criteria
Scope 3 Category 1: Purchased Goods and Services (PG&S) GHG emissions	372,638	Emissions from purchased goods and services are calculated using the spend-based method, as defined by the Greenhouse Gas Protocol Scope 3 Technical Guidance. Spend data was derived from Hertz's general ledger, specifically operational expense (OPEX) and selling, general & administrative (SG&A) accounts for the year ended December 31, 2022. U.S. EPA Environmentally-Extended Input-Output (EEIO) emission factors were assigned to the relevant general ledger accounts, and the corresponding EEIO commodity code emission factors were then applied to the spend categories to determine emissions.
Scope 3 Category 2: Capital Goods GHG Emissions	2,690,565	Emissions from capital goods are calculated using the spend-based method, as defined by the Greenhouse Gas Protocol Scope 3 Technical Guidance. Spend data was derived from systems tracking capital expenditures for the year ended December 31, 2022. Relevant EPA EEIO emission factors were assigned to the types of capital additions and the corresponding EEIO commodity code emission factors were then applied to the spend categories to determine emissions.
Scope 3 Category 3: Fuel and Energy Related Activities GHG Emissions	916,671	Emissions from fuel and energy related activities (FERA) are calculated using the average-data method, as defined by the Greenhouse Gas Protocol Scope 3 Technical Guidance. The primary input data for the FERA emissions calculation is 2022 Scope 1 (natural gas, diesel, gasoline, propane, refrigerants, No. 2 fuel oil and jet fuel) and Scope 2 (Location-Based Method, electricity), as previously reported by Hertz. International Energy Agency (IEA) Transmission & Distribution (T&D) loss emission factors and Department for Environment Food and Rural Affairs (DEFRA) Well-To-Tank (WTT) emission factors are applied to the Scope 1 and 2 data to determine Scope 3 emissions. Fleet emissions from Czech Republic and Slovakia are excluded and facility-level emissions are limited to corporate-owned locations and airport locations due to immateriality.
Scope 3 Category 5: Waste GHG Emissions	1,947	Emissions from waste are calculated using the average-data method, as defined by the Greenhouse Gas Protocol Scope 3 Technical Guidance. Dollar value of spend is used as a proxy to estimate waste volume and weight, given the dollar amount charged by providers for waste collection is largely based on the amount of waste generated. Spend data was derived from Hertz's general ledger, operational expense (OPEX) accounts for the year ended December 31, 2022. U.S. EPA EEIO emission factors were assigned to the relevant general



Indicator name	Reported Value in Metric tons of CO2 equivalent	Contextual Information related to the Criteria
		<p>ledger spend categories, and the corresponding EEIO commodity code emission factors were then applied to the spend categories to determine emissions.</p> <p>Non-U.S.-tire vendors that both sell and dispose of tires are accounted for in Category 1: Purchased Goods and Services (PG&S). Waste from locations where Hertz pays for waste hauling as a component of “Common Area Maintenance Fees” are also captured in Category 1: PG&S.</p>
Scope 3 Category 6: Business Travel GHG Emissions	5,181	<p>Emissions from business travel are calculated using the spend-based method, as defined by the Greenhouse Gas Protocol Scope 3 Technical Guidance. Spend data was derived from their employee travel system for the year ended December 31, 2022. U.S. EPA EEIO emission factors were assigned to the relevant spend categories, and the corresponding EEIO commodity code emission factors were then applied to the spend categories to determine emissions.</p> <p>Hertz’s business travel emissions do not include Hertz brands of rental cars as those emissions are captured in Scope 1 and 2 based on the fact that employees utilize Hertz-owned vehicles when traveling for business.</p>
Scope 3 Category 14: Franchise GHG Emissions	1,512,237	<p>Emissions from franchises are calculated using the average-data method, as defined by the Greenhouse Gas Protocol Scope 3 Technical Guidance. Franchise vehicle emissions are calculated by extrapolating average internal combustion engine vehicle (ICEV) emissions intensity (emissions per vehicle per year), as identified through the calculation of Scope 1 GHG emissions, onto the number of franchise vehicles as a proxy. Hertz utilizes this per vehicle emission factor, as opposed to a per mile emission factor, for their franchise fleet to calculate emissions. The number of franchise vehicles are identified through the franchise reporting system, which monitors the total number of franchise vehicles. The number of franchise vehicles is based upon franchise owners self-reporting their total number of franchise vehicles.</p> <p>Non-fleet franchise emissions are excluded due to immateriality.</p>

Note on Non-financial Reporting:

Non-financial information is subject to measurement uncertainties resulting from limitations inherent in the nature and the methods used for determining such data. The selection of different but acceptable measurement techniques can result in materially different measurements. The precision of different measurements techniques may also vary.



Table A – Note on Sources of emissions factors and global warming potentials:

Indicator name	Emissions factors	Global warming potentials utilized
Scope 3 Category 1: Purchased Goods and Services GHG emissions	U.S. EPA Environmentally-Extended Input-Output (EEIO) Supply Chain Greenhouse Gas Emission Factors v1.2 by NAICS-6 (last updated April 20, 2023)	2021 IPCC Sixth Assessment Report
Scope 3 Category 2: Capital Goods GHG Emissions	U.S. EPA Environmentally-Extended Input-Output (EEIO) Supply Chain Greenhouse Gas Emission Factors v1.2 by NAICS-6 (last updated April 20, 2023)	2021 IPCC Sixth Assessment Report
Scope 3 Category 3: Fuel and Energy Related Activities GHG Emissions	International Energy Agency (IEA) Transmission & Distribution (T&D) Loss emission factors (2022) 2021 Well-to-tank (WTT) emissions factors for natural gas and electricity (for the US) from the UK Department for Environment Food and Rural Affairs (DEFRA) GHG Reporting Conversion Factors 2022 WTT Batter Electric Vehicle and EV T&D emission factors, 2022 DEFRA GHG Reporting Conversion Factors	2021 IPCC Sixth Assessment Report
Scope 3 Category 5: Waste GHG Emissions	U.S. EPA Environmentally-Extended Input-Output (EEIO) Supply Chain Greenhouse Gas Emission Factors v1.2 by NAICS-6 (last updated April 20, 2023)	2021 IPCC Sixth Assessment Report
Scope 3 Category 6: Business Travel GHG Emissions	U.S. EPA Environmentally-Extended Input-Output (EEIO) Supply Chain Greenhouse Gas Emission Factors v1.2 by NAICS-6 (last updated April 20, 2023)	2021 IPCC Sixth Assessment Report
Scope 3 Category 14: Franchise GHG Emissions	Hertz-calculated per vehicle emissions rate, using the corporate fleet as a proxy	2021 IPCC Sixth Assessment Report