

A futuristic cityscape at night, featuring a multi-lane highway with vibrant light trails in orange, red, and blue. The background is filled with illuminated skyscrapers and digital overlays, including glowing blue lines and data-like patterns, creating a high-tech, cybernetic atmosphere.

DiDi Global Supplemental Information

December 2025

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Our Mission:

To Build a Better Journey

24

Countries¹

677mm

Annual
Active Users²

32mm

Annual Active
Drivers²

RMB430bn

Core Platform
GTV³

51mm

Core Platform Avg.
Daily Transactions⁴

RMB59.3bn

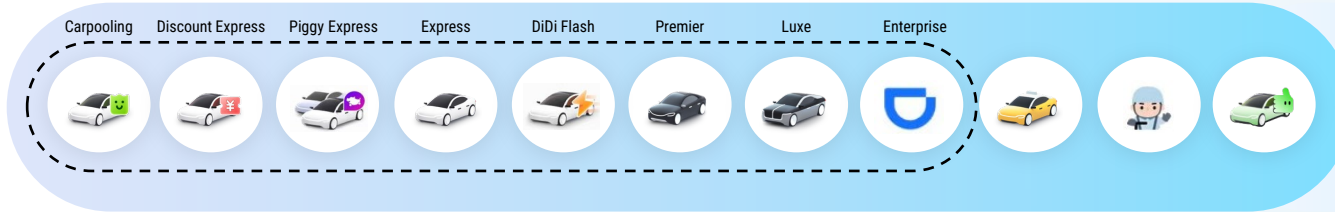
Total Cash⁵

World's Largest Mobility Technology Platform

Note: ¹ Includes 15 countries with direct operations and 9 via roaming partnerships. ² LTM data as of December 2024. ³ LTM data as of 2025Q3. Core Platform GTV refers to the summation of the GTV for the China Mobility and International segments. ⁴ Data of 2025Q3. Core Platform Average Daily Transactions refers to the average daily number of completed rides for the China Mobility segment and completed rides or food transactions for the International segment. ⁵ Data as of September 30, 2025. Total cash includes cash and cash equivalents and treasury investments.

Our Products for Everyone and Every Purpose

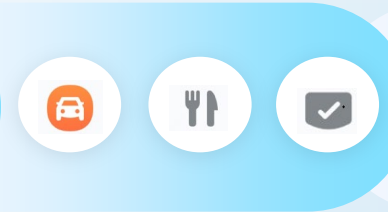
China Mobility



Ride Hailing

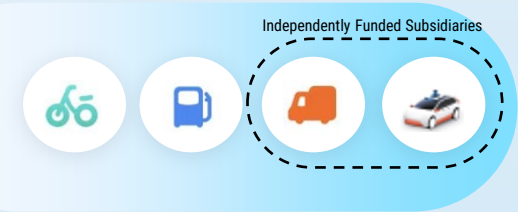
Online Taxi
Chauffeur
Hitch

International

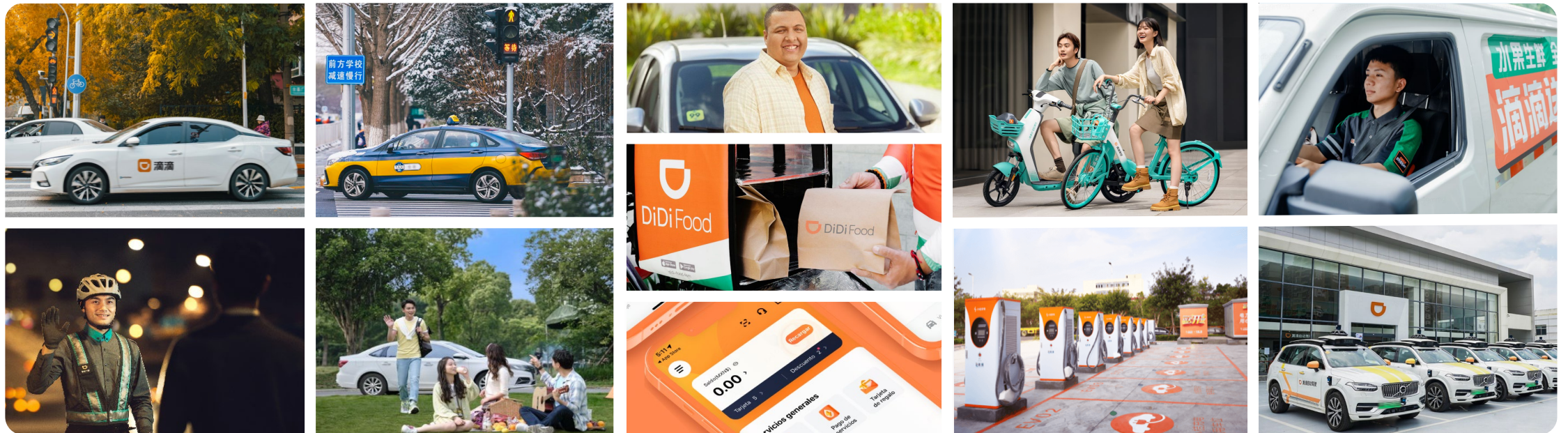


Ride
Food
Fintech

Other Initiatives



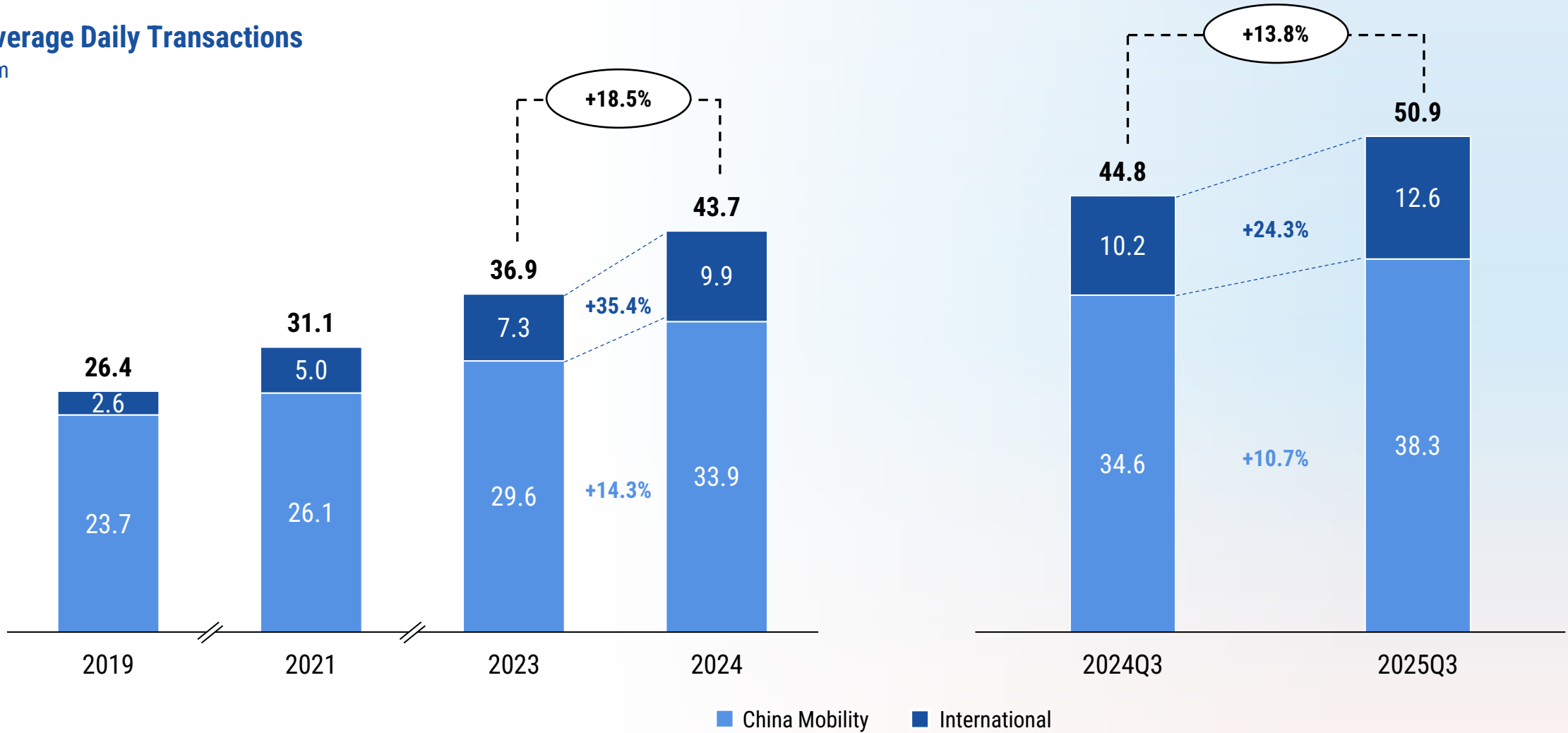
Bike & E-Bike
Energy Services
Intra-City Freight
Autonomous Driving



Solid Home Progress, Rapid International Gains

Average Daily Transactions

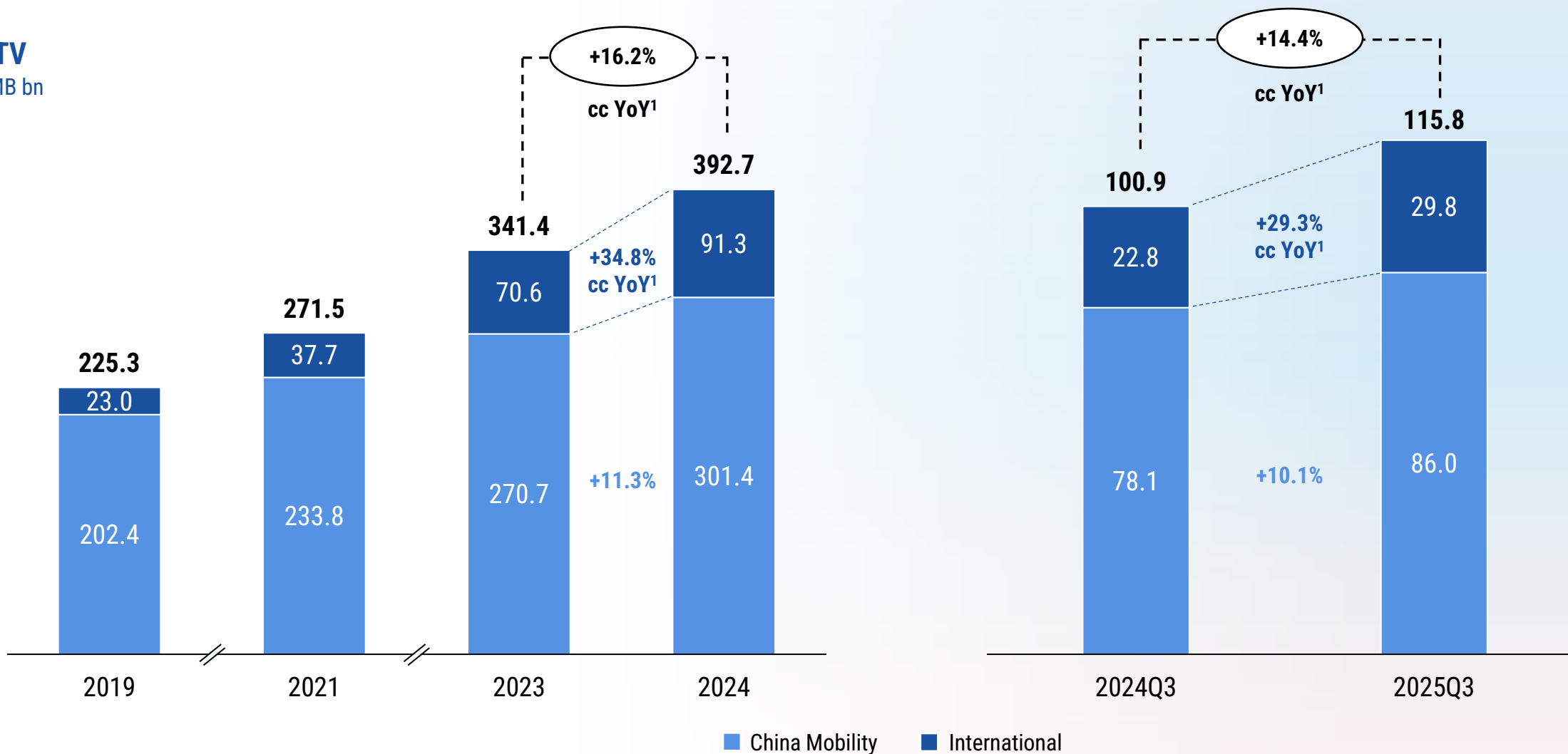
mm



Note: Average Daily Transactions refers to the average daily number of completed rides for the China Mobility segment and completed rides or food transactions for the International segment.

Resilient GTV

GTV
RMB bn



Note: ¹ Constant currency GTV is generally calculated by translating current period GTV using the corresponding prior period's monthly exchange rates for currencies other than RMB.

01 Segment Update

Sustained Competitive Edge Fueled by Dual Flywheel

Liquidity Network

Shared mobility

- More driver supply
- Less wait time lower cost per km
- More rider demand
- Increased income more flexibility



Improve Efficiency



Supply Enablement Network

Electric and autonomous driving solutions

- Increased savings from scale effect
- Lower operating cost
- Higher earnings
- More driver supply

Electric
Mobility
Solutions

Driving EV
Adoption

Electric
Charging

Leasing

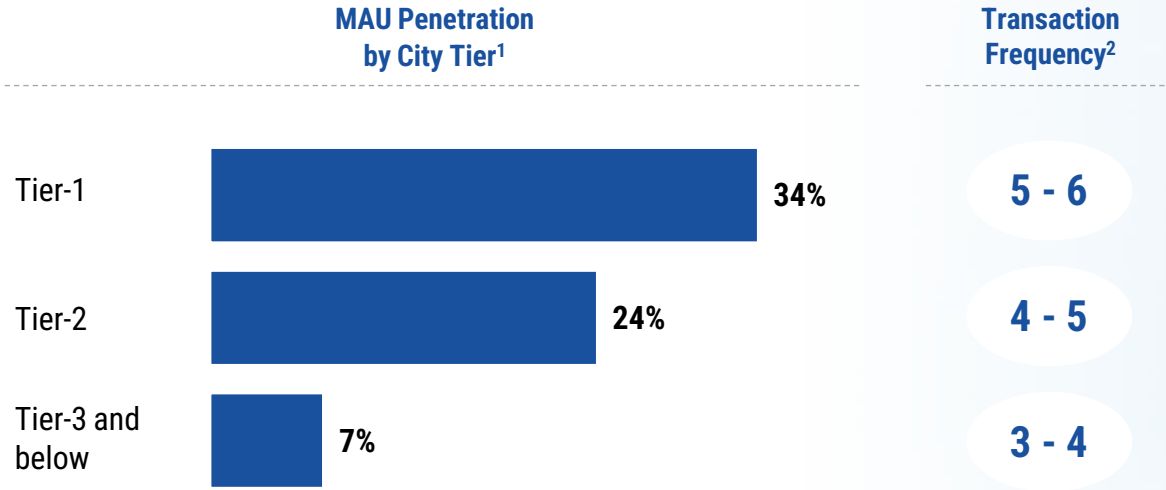
Operating and
Asset
Management

Autonomous
Driving

Autonomous
Driving Operating
Platform

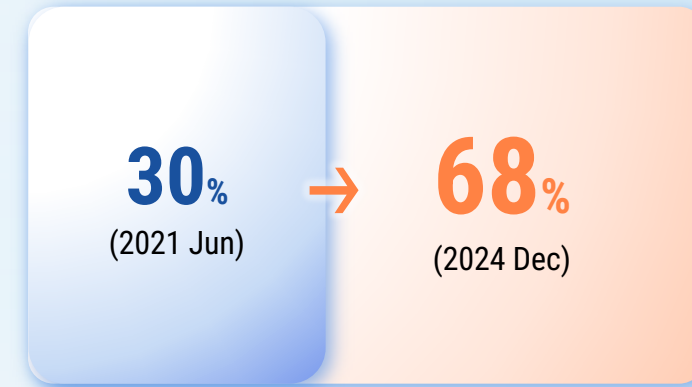
Plenty of Headroom for Growth Thanks to Affordability and Convenience

Healthy Room to Improve User Engagement



EV Penetration to Amplify Operating Leverage

EV Mileage Penetration on DiDi Platform

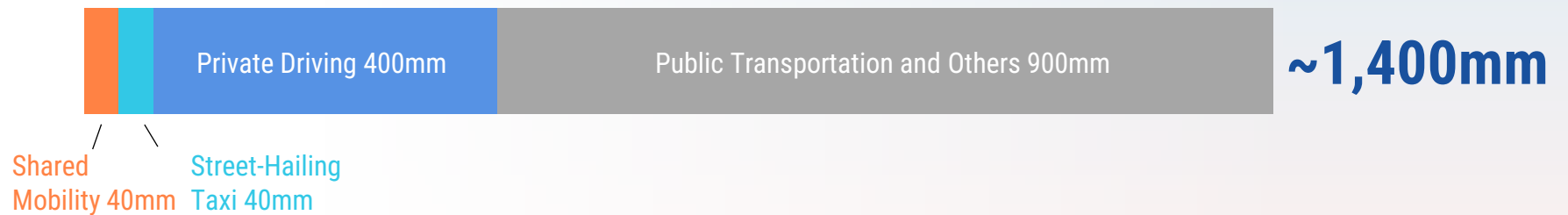


China Shared Mobility Penetration

2.9% of China Total Trips

1:1 Shared Mobility vs Street-Hailing Taxi

China Total Trips per Day³



Notes: ¹ The penetration is calculated by dividing the Monthly Active Users count of DiDi's Ride Hailing service by the population in different city tier. Data of 2020Q4. ² The frequency represent DiDi's Ride Hailing service's transactions taken by users who have taken at least one transaction in a given month. Data of 2020Q4. ³ From CIC.

Localized Offerings in a High Potential Market

Market Leadership

2nd

Largest Internet Transaction Platform in LatAm¹

13mm

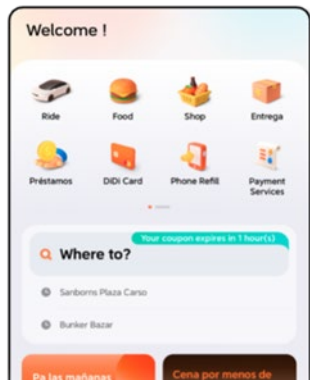
International Average Daily Transactions²

RMB105bn

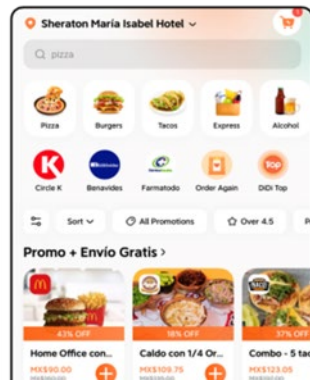
International GTV³

Comprehensive Offerings

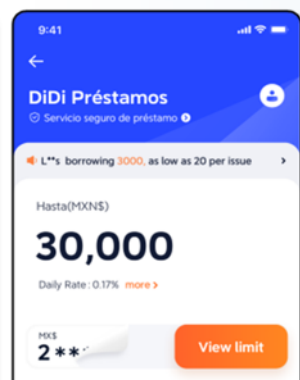
Ride



Food



Fintech



99 in Brazil



55mm Platform Active Users



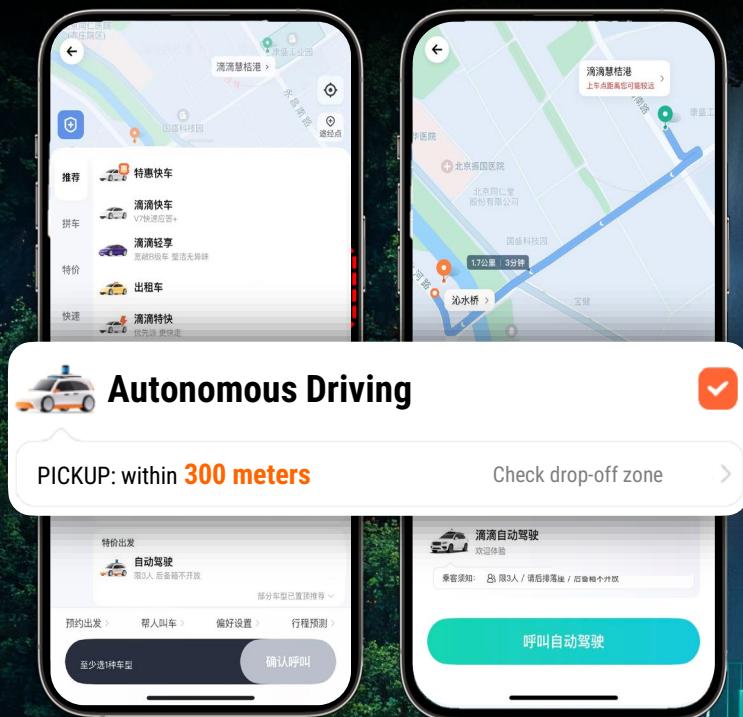
Largest Courier Network

Source: Euromonitor, CIC.

Notes: ¹ Company data, ranked by average daily transactions. ² Data of 2025Q3. Average Daily Transactions refers to the average daily number of completed rides or food transactions for the International segment. ³ LTM Data of 2025Q3.

Build the Future of Shared Mobility

China Mobility | International | Other Initiatives



Services Partners

Charging & Maintenance Network

Asset Management Partners

Fleet Management



DiDi Voyager

1,000+
Staff

Pilots
Guangzhou
Beijing
Shanghai

Series D
Financing

Leveraging Strategic and Investment Partnerships

China Mobility | International | Other Initiatives



Mona

Accelerate Smart EV Adoption
with XPENG



**Autonomous
Driving**

Independently Financed
since 2019



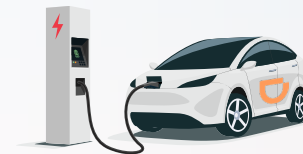
**Intra-City
Freight**

Independently Financed
since 2021



Bike & E-Bike

Improving User Engagement
Optimizing Asset Efficiency



Energy Services

1 in China's Public Charging Market¹
Reducing Operating Cost for Drivers

Notes: ¹ From CIC. In terms of public charging volume in China.

02 Financial Results

Quarterly Unaudited Results

<i>(In RMB millions except transactions)</i>	2024Q3	2025Q3	% Change	% Change (Constant currency ¹)
Operational highlights				
Transactions (in millions)	4,118	4,685	13.8%	
China Mobility	3,183	3,523	10.7%	
International	935	1,162	24.3%	
GTV	100,876	115,819	14.8%	14.4%
China Mobility	78,121	86,020	10.1%	
International	22,755	29,799	31.0%	29.3%
Platform Sales²	18,465	22,847	23.7%	
China Mobility	16,054	19,821	23.5%	
International	2,411	3,026	25.5%	
Financial highlights				
Profit (loss) for the period	932	1,463	n/m	
Profit (loss) attributable to equity holders of DiDi	929	1,459	n/m	
Adjusted EBITDA (Non-IFRS)³	2,486	1,591	n/m	
Adjusted EBITA (Non-IFRS)⁴	1,744	861	n/m	
China Mobility	2,488	2,983	n/m	
International	(296)	(1,683)	n/m	
Other Initiatives	(448)	(439)	n/m	
Adjusted profit for the period (Non-IFRS)⁵	2,221	1,369	n/m	

Note: ¹ Constant currency GTV is generally calculated by translating current period GTV using the corresponding prior period's monthly exchange rates for currencies other than RMB. ² Platform Sales refers to GTV less all of the earnings and incentives paid to drivers and partners, tolls, fees, taxes and others. ³ Adjusted EBITDA is defined as profit (loss) for the period/year before (i) investment income (loss), net, (ii) share of profit (loss) of equity method investees, (iii) interest income, (iv) finance (costs) income, net, (v) fair value changes of preferred shares issued by subsidiaries, (vi) income tax benefit (expense), (vii) share-based compensation expenses, (viii) amortization of intangible assets, (ix) impairment of goodwill and intangible assets acquired from business combination, (x) gain or loss on disposal or deemed disposal of subsidiaries, (xi) provision for the previously disclosed shareholder class action lawsuit, and (xii) depreciation of property and equipment and right-of-use-assets. ⁴ Adjusted EBITA is defined as profit (loss) for the period/year before (i) investment income (loss), net, (ii) share of profit (loss) of equity method investees, (iii) interest income, (iv) finance (costs) income, net, (v) fair value changes of preferred shares issued by subsidiaries, (vi) income tax benefit (expense), (vii) share-based compensation expenses, (viii) amortization of intangible assets, (ix) impairment of goodwill and intangible assets acquired from business combination, (x) gain or loss on disposal or deemed disposal of subsidiaries, (xi) provision for the previously disclosed shareholder class action lawsuit. ⁵ Adjusted profit (loss) is defined as profit (loss) for the period/year before (i) share-based compensation expense, (ii) amortization of intangible assets, (iii) impairment of goodwill and intangible assets acquired from business combination, (iv) gain or loss on disposal or deemed disposal of subsidiaries, (v) investment income (loss) on certain investments, net, (vi) reconciling items on the share of profit (loss) of equity method investees, (vii) fair value changes of preferred shares issued by subsidiaries, (viii) provision for the previously disclosed shareholder class action lawsuit, and (ix) tax effects on non-IFRS adjustments.