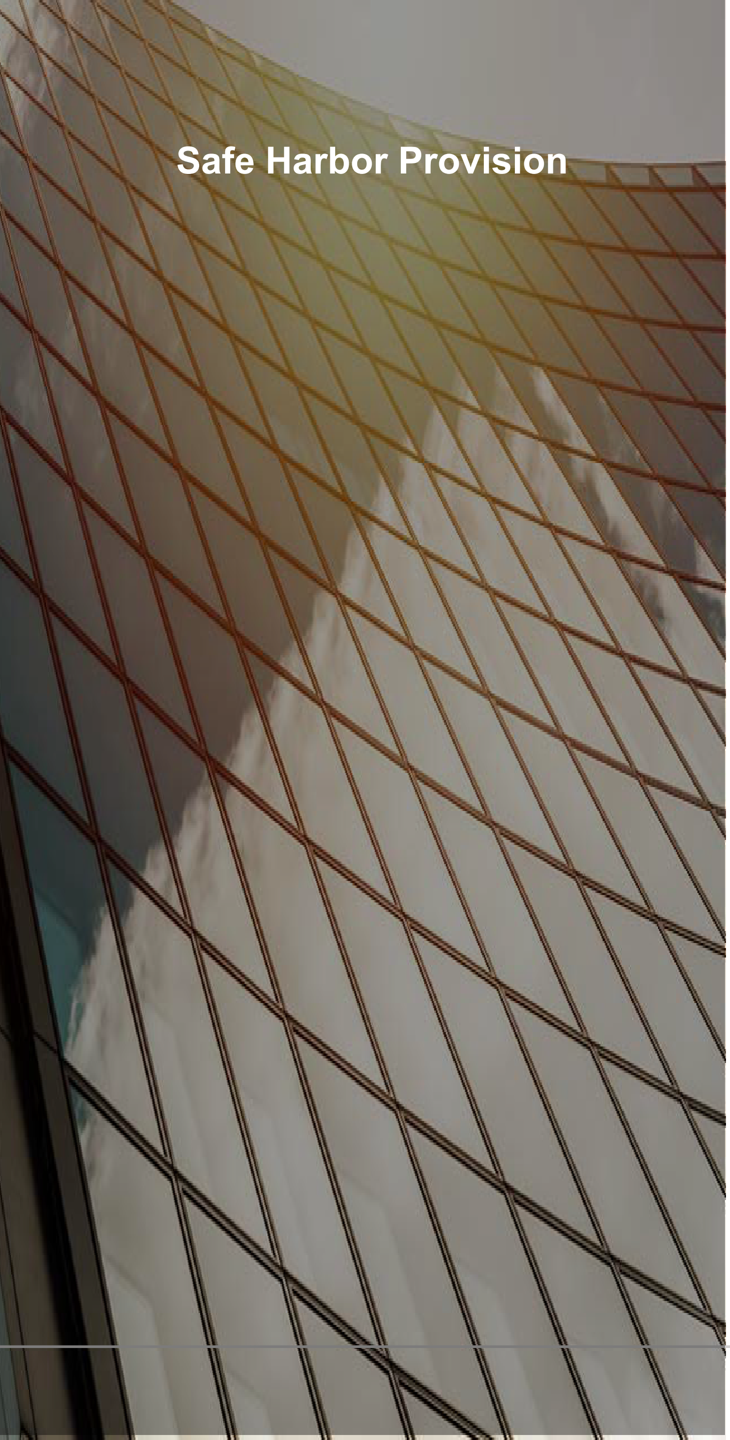
FLEETCOR®

1Q2020 Earnings Release Supplement

Refer to earnings release dated May 7, 2020 for further information



Safe Harbor Provision

This presentation contains forward-looking statements within the meaning of the federal securities laws. Statements that are not historical facts, including statements about FLEETCOR's beliefs, expectations, assumptions and future performance, are forward-looking statements. Forward-looking statements can be identified by the use of words such as "anticipate," "intend," "believe," "estimate," "plan," "seek," "project," "expect," "may," "will," "would," "could" or "should," the negative of these terms or other comparable terminology. Examples of forward-looking statements in this presentation include statements about FLEETCOR's beliefs, expectations and assumptions with respect to the lawsuit filed by the FTC, FLEETCOR’s intentions with respect to challenging such lawsuit and the potential impact of such lawsuit.

These forward-looking statements are not a guarantee of performance, and undue reliance should not be placed on such statements. The forward-looking statements included in this presentation are made only as of the date hereof, and FLEETCOR does not undertake, and specifically disclaims, any obligation to update any such statements as a result of new information, future events or developments except as specifically stated in this presentation or to the extent required by law. These forward-looking statements are subject to a number of risks and uncertainties that could cause actual results to differ materially from those contained in any forward-looking statement, such as adverse outcomes with respect to current and future legal proceedings, including, without limitation, the potential effects of the COVID-19 outbreak, including on consumer spending, global supply chains and financial markets, the FTC lawsuit, or actions of governmental or quasi-governmental bodies or standards or industry organizations with respect to our payment cards; fuel price and spread volatility; the impact of foreign exchange rates on operations, revenue and income; the effects of general economic and political conditions on fueling patterns and the commercial activity of fleets; changes in credit risk of customers and associated losses; failure to maintain or renew key business relationships; failure to maintain competitive product offerings; failure to maintain or renew sources of financing; failure to complete, or delays in completing, anticipated new partnership and customer agreements or acquisitions and to successfully integrate or otherwise achieve anticipated benefits from such partnerships and customer arrangements or acquired businesses; failure to successfully expand business internationally, other risks related to our international operations, including the potential impact to our business as a result of the United Kingdom’s referendum to leave the European Union, risks related to litigation, the impact of new tax regulations and the resolution of tax contingencies resulting in additional tax liabilities; as well as the other risks and uncertainties identified under the caption "Risk Factors" in FLEETCOR's Annual Report on Form 10-K for the year ended December 31, 2019 and subsequent filings made by FLEETCOR with the Securities and Exchange Commission ("SEC"). You may obtain FLEETCOR's SEC filings for free by visiting the SEC website at www.sec.gov or FLEETCOR's investor relations website at investor.fleetcor.com. Trademarks which appear in this presentation belong to their respective owners.

This presentation includes non-GAAP financial measures, which are key measures used by the Company and investors as supplemental measures to evaluate the overall operating performance of companies in our industry. By providing these non-GAAP financial measures, together with reconciliations, we believe we are enhancing investors' understanding of our business and our results of operations, as well as assisting investors in evaluating how well we are executing strategic initiatives. See appendix for additional information regarding these GAAP financial measures and a reconciliation to the nearest corresponding GAAP measure.

COVID-19 Response

Safety	◦ Health and safety of our employees and communities is our priority ◦ Actively working on plans for return to the workplace safely
Business Continuity	◦ Continuing operations for critical IT systems and client-facing staff to ensure uninterrupted payment services
Balance Sheet & Liquidity	◦ Low leverage with substantial borrowing capacity ◦ Strengthened our liquidity position: ~$1.5 billion available
Expenses	◦ Slowing discretionary sales and technology spending ◦ Furloughed contractors; cut CEO salary by 100% and other executive's salary by 50%;
Credit	◦ Reducing exposure by closely managing credit lines and collections intensity

1Q20 Highlights

6% Revenue growth

5% Organic revenue[1] growth

12% Adjusted net income per diluted share[1] growth

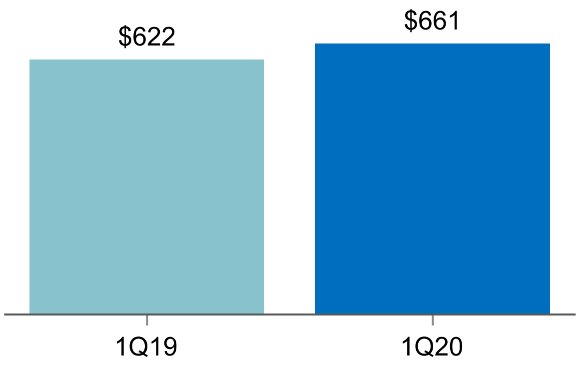
90.7% Customer retention[2]

2% Sales booking[3] growth

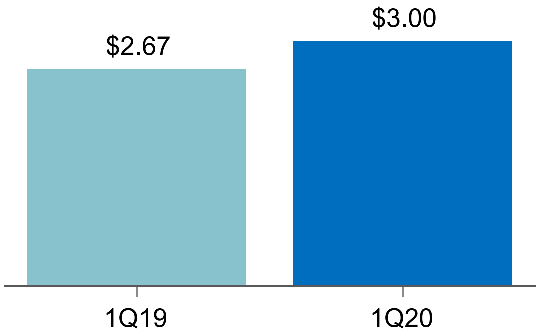
> 30k new accounts added

Total Revenue

($ in millions)

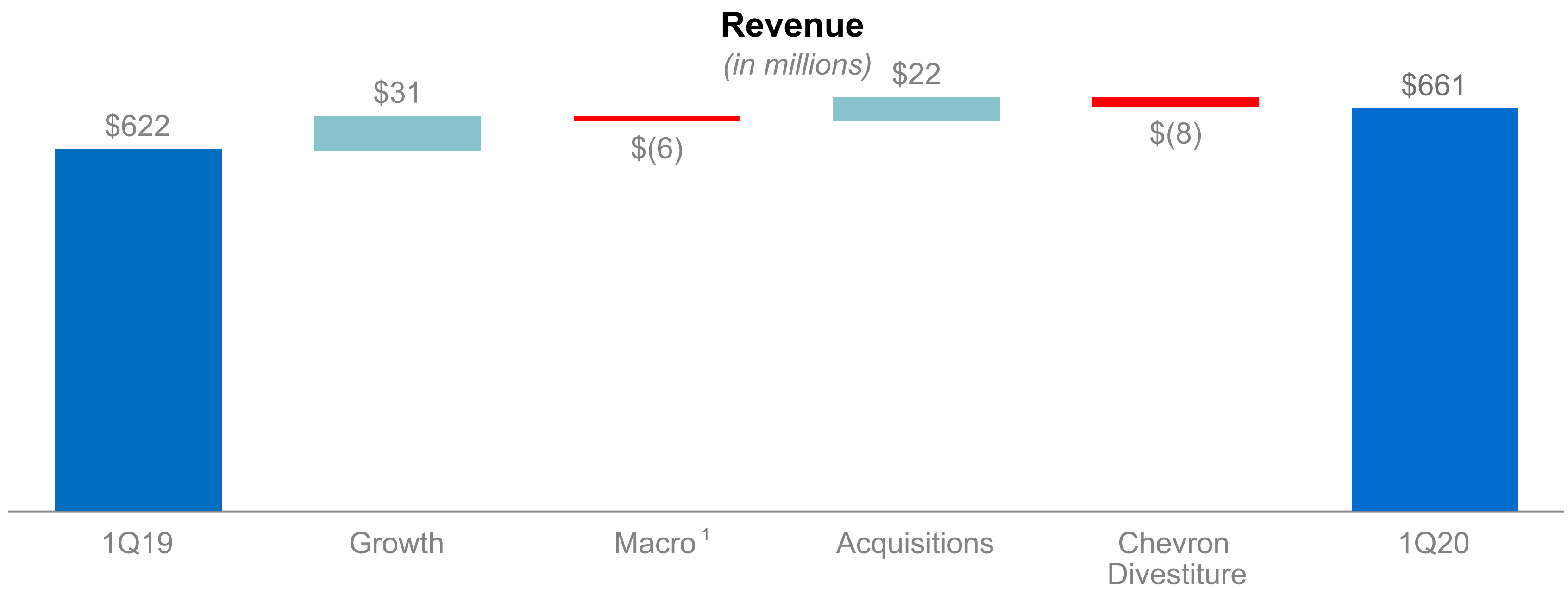


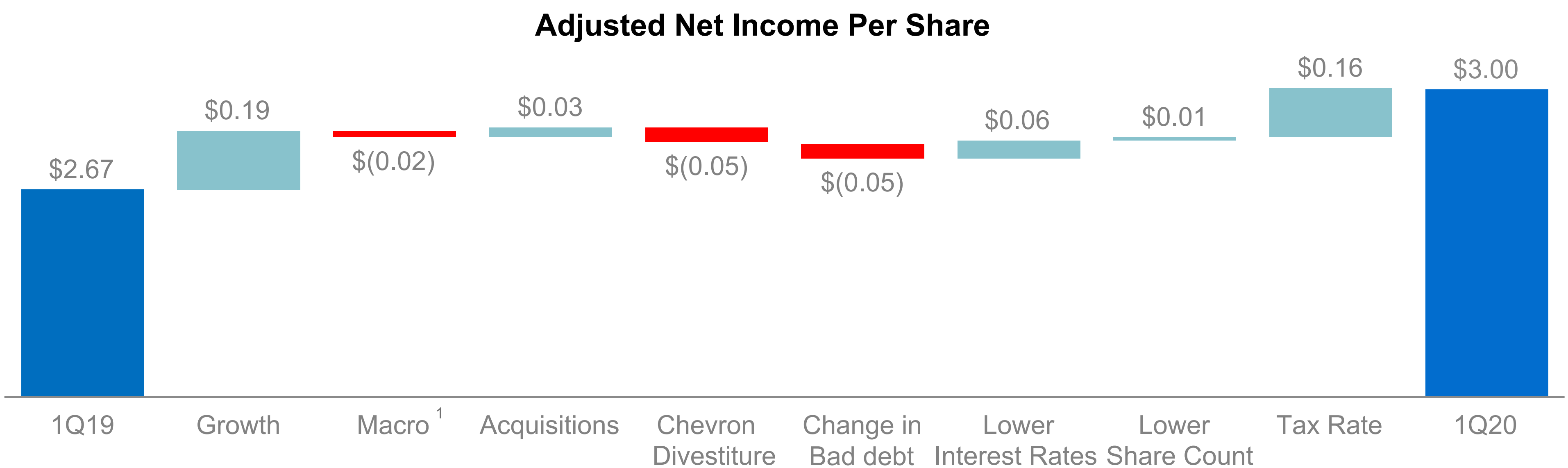
Adjusted Net Income Per Share[1]



1. Non-GAAP financial measures; See appendix for reconciliation of non-GAAP measures to GAAP
2. Based on volume relevant to business or product (e.g., gallons, spend, etc.) weighted by revenue; excludes US Petroleum Marketers as the end fleet customer is not a customer of FLEETCOR, businesses where we are a processor instead of an issuer, Cambridge due to the nature of business customer and Chevron divestiture
3. YOY new sales change over 1Q19; Sales bookings are the expected first year revenue contribution from new sales based on initial volume activity or expected contract value

1Q20 Bridge vs Prior Year





1. Macro consists of approximately $21 million for the negative impact of movements in foreign exchange rates, partially offset by approximately $15 million of fuel price and fuel price spread benefit

1Q20 Results at a Glance

($ in millions, except for per share data)

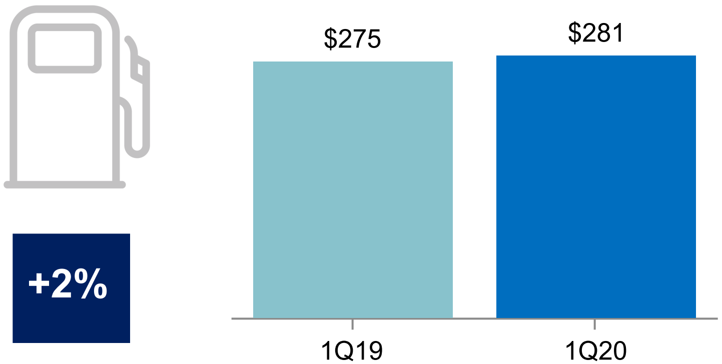
	1Q19	1Q20	Y/Y
Total Revenue	$622	$661	6%
GAAP Net Income	$172	$147	(15)%
GAAP Net Income per Diluted Share	$1.93	$1.67	(14)%
Adjusted Net Income[1]	$238	$264	11%
Adjusted Net Income per Diluted Share[1]	$2.67	$3.00	12%

1. Non-GAAP financial measures; See appendix for reconciliation of non-GAAP measures to GAAP

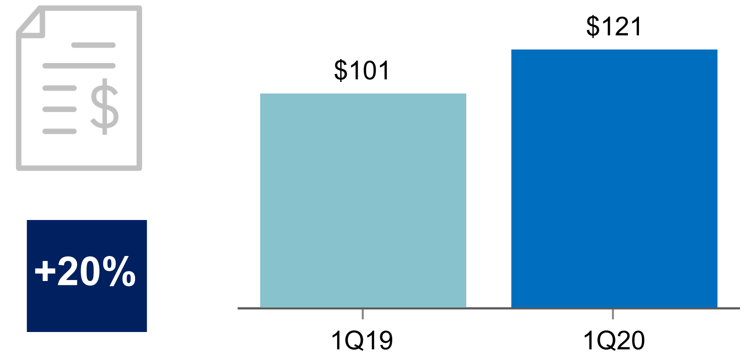
1Q20 Organic Revenue Growth Performance[1]

($ in millions)

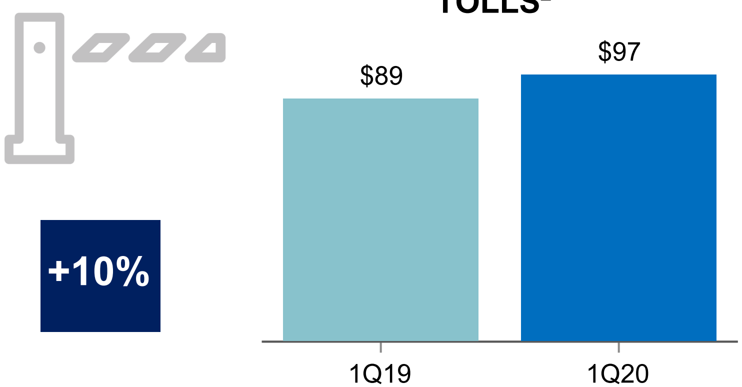
FUEL[2]



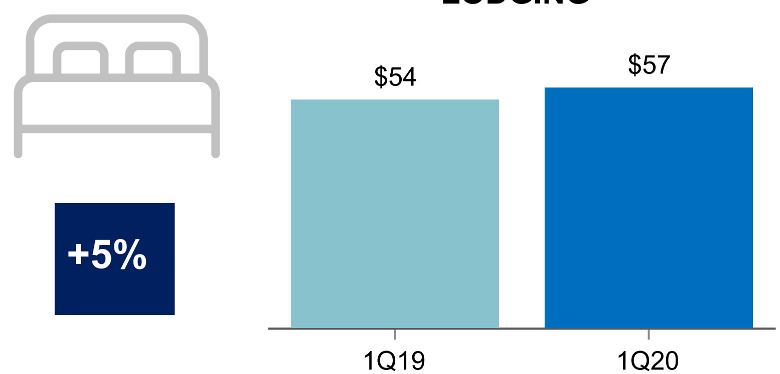
CORPORATE PAYMENTS[2,3]



TOLLS[2]



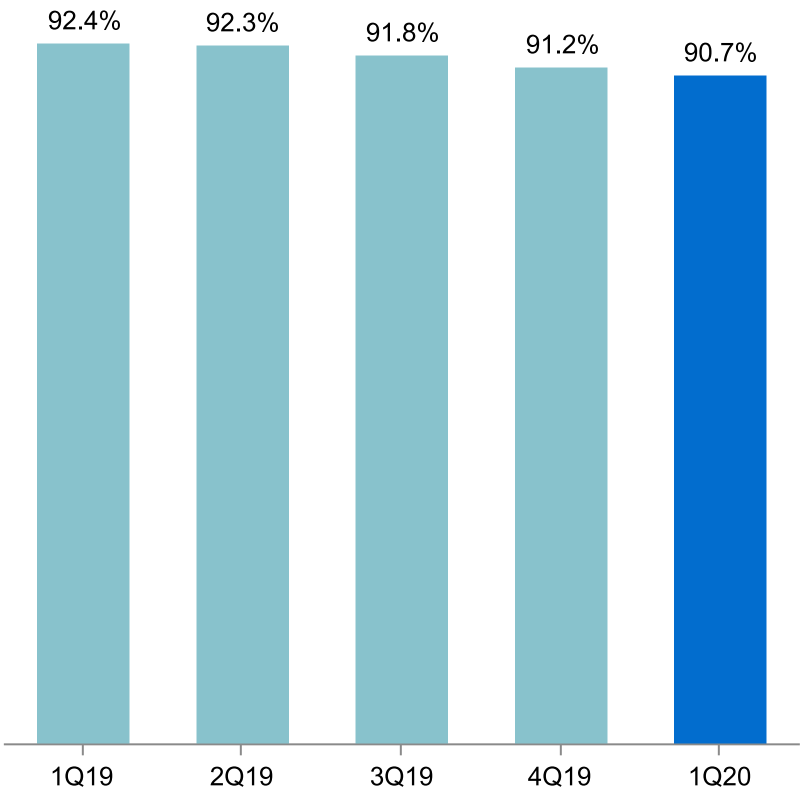
LODGING[2]



1. Non-GAAP financial measures; See appendix for reconciliation of non-GAAP measures to GAAP
2. Adjusted to remove impact of changes in macroeconomic environment to be consistent with the same period of prior year, using constant fuel prices, fuel price spreads and foreign exchange rates, as well as one-time items. Pro forma to include acquisitions, exclude dispositions, and one-time items. Reflects adjustments related to one-time items not representative of normal business operations
3. Reflects certain reclassifications of revenue between product categories as the Company realigned its corporate payments business, resulting in reclassification of payroll/paycard revenue from corporate payments to other

1Q20 Revenue Retention and Organic Revenue Growth Trends

Revenue-Weighted Volume Retention[1]



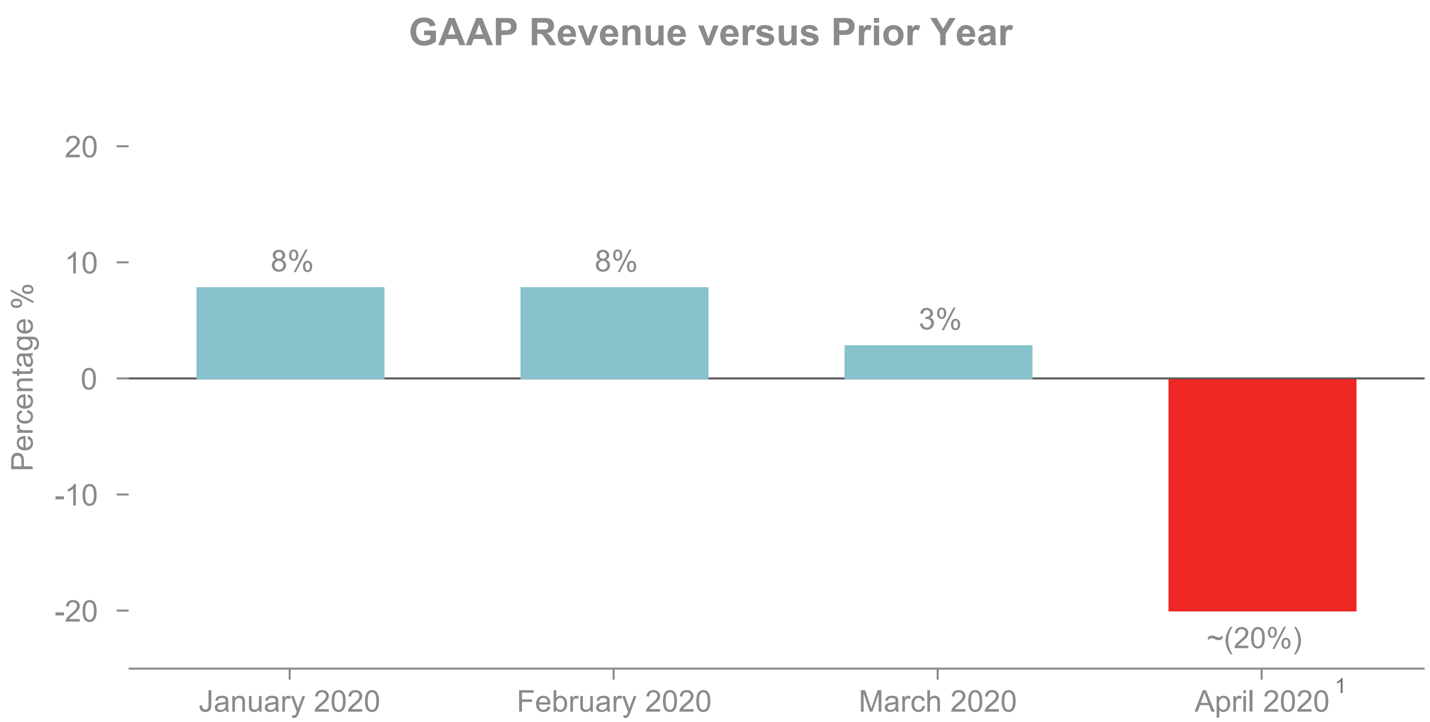
Organic Revenue Growth by Product[2]

	1Q19	2Q19	3Q19	4Q19	1Q20
Fuel	10%[3]	9%[3]	10%[3]	9%[3]	2%
Corporate Payments[4]	20%	29%	30%	18%	20%
Tolls	15%	17%	17%	17%	10%
Lodging	6%	13%	17%	14%	5%
Gift	(3)%	2%	(16)%	(6)%	(12)%
Other[4]	8%	8%	5%	6%	—%
Total Organic Growth	11%	13%	11%	10%	5%

1. Based on volume relevant to business or product (e.g., gallons, spend, etc.) weighted by revenue; excludes US Petroleum Marketers as the end fleet customer is not a customer of FLEETCOR, businesses where we are a processor instead of an issuer, Cambridge due to the nature of business customer and Chevron divestiture
2. See GAAP to non-GAAP reconciliation in appendix; Adjusted to remove the impact of changes in the macroeconomic environment to be consistent with the same period of prior year, using constant fuel prices, fuel price spreads and foreign exchange rates, as well as one-time items. Pro forma to include acquisitions, exclude dispositions, and one-time items. Reflects adjustments related to one-time items not representative of normal business operations
3. Reflects adjustments related to one-time items not representative of normal business operations, including Chevron divestiture
4. Reflects certain reclassifications of revenue between product categories as the Company realigned its corporate payments business, resulting in reclassification of payroll paycard revenue from corporate payments to other

GAAP Revenue Growth - Q1 Actuals and April Estimate

- Q1 GAAP revenue grew 6%, decelerating in the second half of March
- Current estimates for April 2020 is for revenue to decline ~20% vs. prior year



1. April 2020 represents an estimate and is considered a forward-looking statement within the meaning of the federal securities laws. Statements that are not historical facts, including statements about FLEETCOR's beliefs, expectations and future performance, are forward-looking statements. These forward-looking statements are subject to a number of risks and uncertainties that could cause actual results to differ materially from those contained in any forward-looking statement

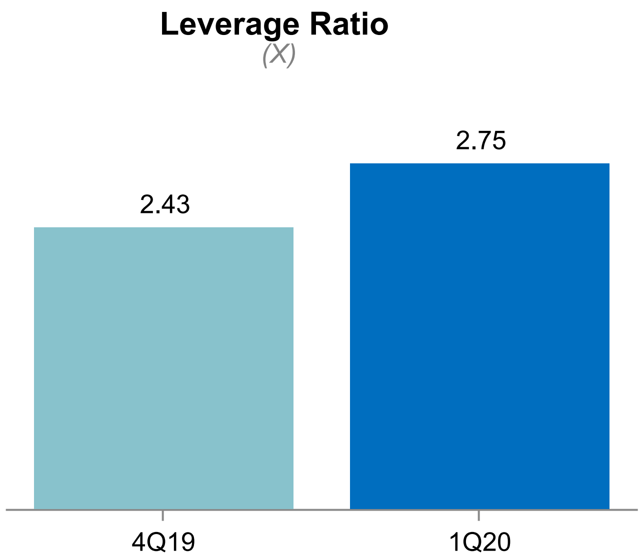
April Volumes by Week versus Prior Year

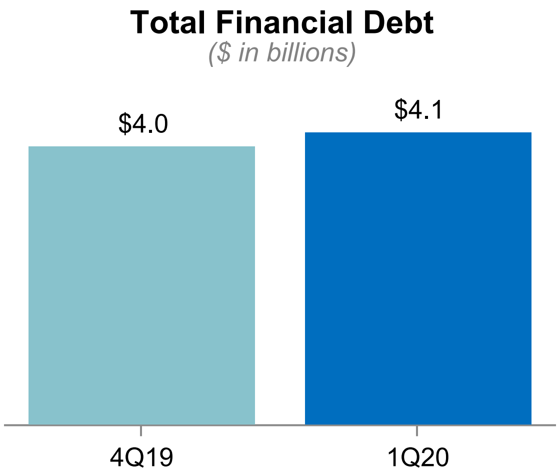
- We're experiencing sudden volume declines in many of our businesses, although it appears that declines are bottoming out

	Impact	KPI	FY 2020 - Week Ending				
			March 28th	April 7th	April 14th	April 21st	April 28th
1. NAF							
Local (FM + MC)	Yellow	Gallons	(18%)	(22%)	(25%)	(19%)	(18%)
Partner	Yellow	Gallons	(27%)	(31%)	(33%)	(27%)	(26%)
Trucking	Yellow	Transactions	(13%)	(17%)	(23%)	(18%)	(20%)
2. International Fuel							
UK	Red	Liters	(34%)	(48%)	(59%)	(37%)	(34%)
Russia	Yellow	Liters	17%	(18%)	(9%)	(15%)	(8%)
Western & Central Europe	Yellow	Liters	(43%)	(40%)	(51%)	(29%)	(24%)
3. Corporate Payments							
Virtual Card	Yellow	Spend	(13%)	(18%)	(24%)	(15%)	(15%)
Full AP	Green	Spend	47%	61%	30%	49%	61%
FX	Green	Revenue	(8%)	9%	(22%)	16%	33%
4. Brazil							
Toll	Green	Tags	8%	8%	7%	7%	7%
Fuel B2B	Yellow	Liters	(7%)	(18%)	(26%)	(17%)	(19%)
Benefits	Red	Spend	(31%)	(3%)	(6%)	(57%)	(38%)
5. Lodging							
Workforce	Yellow	Room Nights	(12%)	(19%)	(30%)	(26%)	(25%)
Airline	Red	Room Nights	(35%)	(58%)	(65%)	(69%)	(70%)
6. Gift							
SVS	Red	Transactions	(46%)	(44%)	(52%)	(45%)	(46%)

Balance Sheet Structured for Flexibility and Capacity

- Total available liquidity at April end: ~$1.5 billion
  - ~$352 million of total borrowing capacity available under current credit agreements as of March 31, 2020
  - Closed on an additional $250 million revolving bridge loan April 24, 2020
  - Total unrestricted cash of $1.07 billion
- Leverage ratio of 2.75x, up from 2.43x at year end 2019
- Total debt of ~$4.1 billion, up from $4.0 billion
- Repurchased 2.1 million shares for $530 million in Q1 2020
  - ~$326 million total remaining under current share repurchase authorization





2020 Guidance Suspended

- As a result of the unprecedented conditions across all of our markets, we are suspending our full-year 2020 guidance. We have updated the assumptions we are using as the basis for our planning.

ASSUMPTIONS

- Interest expense of $145 million;
- Approximately 87.5 million shares fully diluted shares outstanding;
- An adjusted tax rate of 19% to 20%; and
- No impact related to acquisitions or material new partnership agreements not already disclosed

Appendix Non-GAAP to GAAP Reconciliations

About Non-GAAP Financial Measures

This presentation includes certain measures described below that are non-GAAP financial measures. Adjusted net income is calculated as net income, adjusted to eliminate (a) non-cash stock based compensation expense related to share based compensation awards, (b) amortization of deferred financing costs, discounts and intangible assets, amortization of the premium recognized on the purchase of receivables, and our proportionate share of amortization of intangible assets at our equity method investment, (c) integration and deal related costs, and (d) other non-recurring items, including the impact of the Tax Act, impairment charges, asset write-offs, restructuring costs, gains due to disposition of assets and a business, loss on extinguishment of debt, legal settlements/litigation, and the unauthorized access impact. We calculate adjusted net income to eliminate the effect of items that we do not consider indicative of our core operating performance. Adjusted net income is a supplemental measure of operating performance that does not represent and should not be considered as an alternative to net income or cash flow from operations, as determined by U.S. generally accepted accounting principles, or U.S. GAAP, and our calculation thereof may not be comparable to that reported by other companies. We believe it is useful to exclude non-cash stock based compensation expense from adjusted net income because non-cash equity grants made at a certain price and point in time do not necessarily reflect how our business is performing at any particular time and stock based compensation expense is not a key measure of our core operating performance. We also believe that amortization expense can vary substantially from company to company and from period to period depending upon their financing and accounting methods, the fair value and average expected life of their acquired intangible assets, their capital structures and the method by which their assets were acquired; therefore, we have excluded amortization expense from our adjusted net income. We also believe one-time non-recurring expenses, gains, losses, and impairment charges do not necessarily reflect how our investments and business are performing. We have also excluded a write-off of a customer receivable due to their liquidation as a result of the impact of COVID-19 to their business.

Management uses adjusted net income:

- as a measurement of operating performance because it assists us in comparing performance on a consistent basis;
- for planning purposes including the preparation of internal annual operating budget;
- to allocate resources to enhance the financial performance of our business; and
- to evaluate the performance and effectiveness of operational strategies

We believe adjusted net income and adjusted net income per diluted share are key measures used by the Company and investors as supplemental measures to evaluate the overall operating performance of companies in our industry. By providing these non-GAAP financial measures, together with reconciliations, we believe we are enhancing investors' understanding of our business and our results of operations, as well as assisting investors in evaluating how well we are executing strategic initiatives.

Reconciliations of GAAP results to non-GAAP results are provided in the attached Appendix.

Cambridge customer-driven loss in Q1

Key points:

- Falling under the category of the extraordinary impact of the COVID-19 pandemic, our Cambridge business experienced a very large, one-off bad debt loss in the 1Q20, resulting from a large trading client in the agricultural commodity space entering voluntary liquidation
- Approximately ~30% of our Cambridge revenue comes from hedging and ~70% comes from making international payments
- Cambridge does not take FX risk. Our books and/or positions are covered by back-to-back offsetting transactions with banks daily
- This is credit loss due to a customer's inability to cover their AP/ margins calls and voluntary liquidation
- While we do believe there is a chance of some recovery through the liquidation process, we have determined it appropriate to take a provision for the full bad debt loss of $90m on the customer due to uncertainty of any future recovery

What happened:

- Our largest customer by volume, who used hedge positions in the normal course of business to protect their trade exposure, defaulted on their payment obligation
- FX and commodity markets experienced extremely unfavorable price volatility due to both the pandemic and subsequent shuttering of the economy, causing out of the money hedge positions
- The oil price shock of the OPEC price war caused additional unusual emerging market currency movements, resulting in hedges that were even further out of the money
- Cambridge's counterparty bank issued margin calls, which we settled
- When we went to collect our margin call from the customer, the customer couldn't pay

Cambridge customer-driven loss (continued)

Why couldn't they pay:

- The COVID-19 panic completely froze their underlying business, ports closed under quarantine around the world preventing them from loading and unloading their agricultural products and earning revenue

- When the FX trading partners tried to collect, the sheer size of their total outstanding obligations were far in excess of the client's ability to pay

What have we done:

- We have received government insurance on many of our client's positions

- We have implemented a policy to close or cap all client trading above the client's established credit limit

We believe this is truly one-off, as this business has delivered less than 1.5% bad debt loss as a percentage of revenue for as long as we have data, even prior to our acquisition of Cambridge in Q317

Reconciliation of Net Income to Adjusted Net Income*

($ in millions, except per share amounts)

	Three Months Ended March 31,	
	2020	2019
Net income	$147	$172
Stock based compensation	14	13
Amortization of intangible assets, premium on receivables, deferred financing costs and discounts	50	54
Investment loss	2	16
Legal settlements/litigation	(6)	—
Integration and deal related costs[2]	3	—
Write-off of customer receivable	90	—
Total pre-tax adjustments	154	82
Income tax impact of pre-tax adjustments at the effective tax rate[1]	(37)	(15)
Adjusted net income	$264	$238
Adjusted net income per diluted share	$3.00	$2.67
Diluted shares	88	89

1. Excludes the results of the Company's investment in 2019 on our effective tax rate, as results from Masternaut investment reported within the consolidated statements of income on a post-tax basis and no tax-over-book outside basis difference
2. Beginning in the first quarter of 2020, the Company included integration and deal related costs in its definition to calculate adjusted net income and adjusted net income per diluted share. Prior period amounts were approximately $1.6 million, which we consider immaterial

- Columns may not calculate due to rounding

Calculation of Organic Growth*

($ in millions)

	1Q20 ORGANIC GROWTH		
	2020 Macro Adj[3]	2019 Pro forma[2]	%
Fuel Cards	$281	$275	2%
Corporate Payments	121	101	20%
Tolls	97	89	10%
Lodging	57	54	5%
Gift	42	48	(12)%
Other[1]	68	69	—%
Consolidated Revenues, net	$667	$636	5%

	1Q19 ORGANIC GROWTH			2Q19 ORGANIC GROWTH			3Q19 ORGANIC GROWTH			4Q19 ORGANIC GROWTH		
	2019 Macro Adj[3]	2018 Pro forma[2]	%	2019 Macro Adj[3]	2018 Pro forma[2]	%	2019 Macro Adj[3]	2018 Pro forma[2]	%	2019 Macro Adj[3]	2018 Pro forma[2]	%
Fuel Cards[4]	$279	$255	10%	$291	$268	9%	$300	$272	9%	$310	$285	9%
Corporate Payments[5]	98	82	20%	114	88	29%	121	93	30%	122	103	18%
Tolls	103	89	15%	94	80	17%	89	76	13%	101	87	17%
Lodging	42	39	6%	50	45	13%	56	48	4%	64	57	14%
Gift	48	50	(3)%	36	35	2%	48	58	(3)%	48	51	(6)%
Other[1,5]	66	61	8%	69	64	8%	73	70	5%	77	72	6%
Consolidated Revenues,	$637	$576	11%	$654	$580	13%	$688	$617	11%	$721	$654	10%

* Columns may not calculate due to rounding.

1. Other includes telematics, maintenance, food, payroll/paycard and transportation related businesses
2. Pro forma to include acquisitions and exclude dispositions, consistent with the comparable period's ownership
3. Adjusted to remove the impact of changes in the macroeconomic environment to be consistent with the same period of prior year, using constant fuel prices, fuel price spreads and foreign exchange rates
4. Adjustments related to one-time items not representative of normal business operations and Chevron divestiture
5. Reflects certain reclassifications of revenue between product categories as the Company realigned its corporate payments business, resulting in reclassification of payroll paycard revenue from corporate payments to other

Reconciliation of Non-GAAP to GAAP Revenue by Product - 2020

(in millions)

2020 Organic Revenue Growth*	Macro Adjusted[1] 1Q20	Pro Forma[2] 1Q19
FUEL		
Pro forma and macro adjusted	**$ 281**	**$ 275**
Impact of acquisitions/dispositions/customer loss[3]	—	8
Impact of fuel prices/spread	15	—
Impact of foreign exchange rates	(4)	—
As reported	**$ 292**	**$ 283**
CORPORATE PAYMENTS		
Pro forma and macro adjusted	**$ 121**	**$ 101**
Impact of acquisitions/dispositions	—	(4)
Impact of fuel prices/spread	—	—
Impact of foreign exchange rates	$ (1)	$ —
As reported	**$ 120**	**$ 96**
TOLLS		
Pro forma and macro adjusted	**$ 97**	**$ 89**
Impact of acquisitions/dispositions	—	—
Impact of fuel prices/spread	—	—
Impact of foreign exchange rates	(15)	—
As reported	**$ 83**	**$ 89**
LODGING		
Pro forma and macro adjusted	**$ 57**	**$ 54**
Impact of acquisitions/dispositions	—	(12)
Impact of fuel prices/spread	—	—
Impact of foreign exchange rates	$ —	—
As reported	**$ 57**	**$ 42**

Reconciliation of Non-GAAP to GAAP Revenue by Product - 2020

(continued, in millions)

2020 Organic Revenue Growth*	Macro Adjusted[1] 1Q20	Pro Forma[2] 1Q19
GIFT		
Pro forma and macro adjusted	**$ 42**	**$ 48**
Impact of acquisitions/dispositions	—	—
Impact of fuel prices/spread	—	—
Impact of foreign exchange rates	—	—
As reported	**$ 42**	**$ 48**
OTHER[4]		
Pro forma and macro adjusted	**$ 68**	**$ 69**
Impact of acquisitions/dispositions	—	(5)
Impact of fuel prices/spread	—	—
Impact of foreign exchange rates	$ (2)	$ —
As reported	**$ 67**	**$ 63**
FLEETCOR CONSOLIDATED REVENUES		
Pro forma and macro adjusted	**$ 667**	**$ 636**
Impact of acquisitions/dispositions/customer loss[3]	—	(14)
Impact of fuel prices/spread	15	—
Impact of foreign exchange rates	(21)	—
As reported	**$ 661**	**$ 622**

* Columns may not calculate due to impact of rounding

1. Adjusted to remove the impact of changes in the macroeconomic environment to be consistent with the same period of prior year, using constant fuel prices, fuel price spreads and foreign exchange rates, as well as one-time items
2. Pro forma to include acquisitions and exclude dispositions and one-time items, consistent with previous period ownership
3. Adjustments related to one-time items not representative of normal business operations
4. Other includes telematics, maintenance, food and transportation related businesses

Reconciliation of Non-GAAP to GAAP Revenue by Product - 2019

(in millions)

2019 Organic Revenue Growth*	Macro Adjusted[1]				Pro Forma[2,3]			
	4Q19	3Q19	2Q19	1Q19	4Q18	3Q18	2Q18	1Q18
FUEL								
Pro forma and macro adjusted	**$ 310**	**$ 300**	**$ 291**	**$ 279**	**$ 285**	**$ 272**	**$ 268**	**$ 255**
Impact of acquisitions/dispositions	—	—	4	8	14	11	10	11
Impact of fuel prices/spread	(10)	—	7	6	—	—	—	—
Impact of foreign exchange rates	—	(4)	(6)	(10)	—	—	—	—
As reported	**$ 299**	**$ 296**	**$ 295**	**$ 283**	**$ 299**	**$ 283**	**$ 278**	**$ 265**
CORPORATE PAYMENTS								
Pro forma and macro adjusted	**$ 122**	**$ 121**	**$ 114**	**$ 98**	**$ 103**	**$ 93**	**$ 88**	**$ 82**
Impact of acquisitions/dispositions	—	—	—	—	(4)	(3)	(3)	—
Impact of fuel prices/spread	—	—	—	—	—	—	—	—
Impact of foreign exchange rates	—	(1)	(1)	(2)	—	—	—	—
As reported	**$ 122**	**$ 120**	**$ 112**	**$ 96**	**$ 99**	**$ 90**	**$ 86**	**$ 82**
TOLLS								
Pro forma and macro adjusted	**$ 101**	**$ 89**	**$ 94**	**$ 103**	**$ 87**	**$ 76**	**$ 80**	**$ 90**
Impact of acquisitions/dispositions	—	—	—	—	—	—	—	—
Impact of fuel prices/spread	—	—	—	—	—	—	—	—
Impact of foreign exchange rates	(8)	(1)	(8)	(14)	—	—	—	—
As reported	**$ 93**	**$ 89**	**$ 86**	**$ 89**	**$ 87**	**$ 76**	**$ 80**	**$ 90**
LODGING								
Pro forma and macro adjusted	**$ 64**	**$ 56**	**$ 50**	**$ 42**	**$ 57**	**$ 48**	**$ 45**	**$ 39**
Impact of acquisitions/dispositions	—	—	—	—	(13)	—	—	—
Impact of fuel prices/spread	—	—	—	—	—	—	—	—
Impact of foreign exchange rates	—	—	—	—	—	—	—	—
As reported	**$ 64**	**$ 56**	**$ 50**	**$ 42**	**$ 43**	**$ 48**	**$ 45**	**$ 39**

Reconciliation of Non-GAAP to GAAP Revenue by Product - 2019

(continued, $ in millions)

2019 Organic Revenue Growth*	Macro Adjusted[1]				Pro Forma[2]			
	4Q19	3Q19	2Q19	1Q19	4Q18	3Q18	2Q18	1Q18
GIFT								
Pro forma and macro adjusted	**$ 48**	**$ 48**	**$ 36**	**$ 48**	**$ 51**	**$ 58**	**$ 35**	**$ 50**
Impact of acquisitions/dispositions	—	—	—	—	(3)	(1)	(1)	(1)
Impact of fuel prices/spread	—	—	—	—	—	—	—	—
Impact of foreign exchange rates	—	—	—	—	—	—	—	—
As reported	**$ 48**	**$ 48**	**$ 36**	**$ 48**	**$ 48**	**$ 57**	**$ 33**	**$ 49**
OTHER[4]								
Pro forma and macro adjusted	**$ 77**	**$ 73**	**$ 69**	**$ 66**	**$ 72**	**$ 70**	**$ 64**	**$ 61**
Impact of acquisitions/dispositions	—	—	—	—	(5)	(5)	(1)	—
Impact of fuel prices/spread	—	—	—	—	—	—	—	—
Impact of foreign exchange rates	(4)	(1)	(2)	(3)	—	—	—	—
As reported	**$ 73**	**$ 72**	**$ 68**	**$ 63**	**$ 68**	**$ 65**	**$ 63**	**$ 61**
FLEETCOR CONSOLIDATED								
Pro forma and macro adjusted	**$ 721**	**$ 688**	**$ 654**	**$ 637**	**$ 654**	**$ 617**	**$ 580**	**$ 576**
Impact of acquisitions/dispositions	—	—	4	8	(11)	2	5	10
Impact of fuel prices/spread	(10)	—	7	6	—	—	—	—
Impact of foreign exchange rates	(12)	(7)	(17)	(28)	—	—	—	—
As reported	**$ 699**	**$ 681**	**$ 647**	**$ 622**	**$ 643**	**$ 620**	**$ 585**	**$ 586**

* Columns may not calculate due to impact of rounding.
1. Adjusted to remove impact of changes in macro environment to be consistent with the same period of prior year, using constant fuel prices, fuel price spreads and foreign exchange rates, as well as one-time items
2. Pro forma to include acquisitions and exclude dispositions and one-time items, consistent with previous period ownership
3. Adjustments related to one-time items not representative of normal business operations
4. Other includes telematics, maintenance, food, payroll/paycard and transportation related businesses