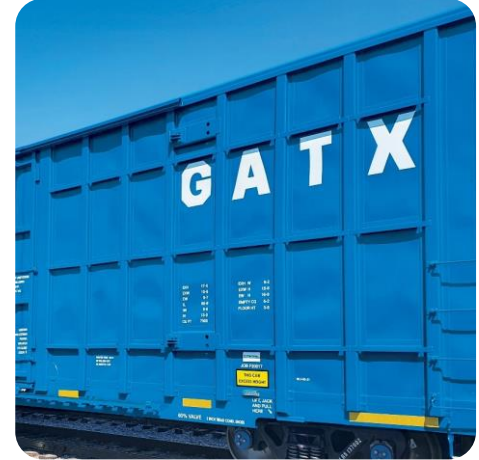




GATX

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Forward-Looking Statements

Statements in this report not based on historical facts are "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995 and, accordingly, involve known and unknown risks and uncertainties that are difficult to predict and could cause our actual results, performance, or achievements to differ materially from those discussed. Forward-looking statements include statements as to our future expectations, beliefs, plans, strategies, objectives, events, conditions, financial performance, prospects, or future events. In some cases, forward-looking statements can be identified by the use of words such as "may," "could," "expect," "intend," "plan," "seek," "anticipate," "believe," "estimate," "predict," "potential," "outlook," "continue," "likely," "will," "would", and similar words and phrases. Forward-looking statements are necessarily based on estimates and assumptions that, while considered reasonable by us and our management, are inherently uncertain. Accordingly, you should not place undue reliance on forward-looking statements, which speak only as of the date they are made, and are not guarantees of future performance. We do not undertake any obligation to publicly update or revise these forward-looking statements.

The following factors, in addition to those discussed under "Risk Factors" and elsewhere in our other filings with the U.S. Securities and Exchange Commission ("SEC"), including in our Annual Report on Form 10-K for the year ended December 31, 2021 and in any subsequent reports on Form 10-Q, could cause actual results to differ materially from our current expectations expressed in forward looking statements:

- the duration and effects of the global COVID-19 pandemic and any mandated pandemic mitigation requirements, including adverse impacts on our business, personnel, operations, commercial activity, supply chain, the demand for our transportation assets, the value of our assets, our liquidity, and macroeconomic conditions
- exposure to damages, fines, criminal and civil penalties, and reputational harm arising from a negative outcome in litigation, including claims arising from an accident involving our transportation assets
- inability to maintain our transportation assets on lease at satisfactory rates due to oversupply of assets in the market or other changes in supply and demand
- a significant decline in customer demand for our transportation assets or services, including as a result of:
 - weak macroeconomic conditions
 - weak market conditions in our customers' businesses
 - adverse changes in the price of, or demand for, commodities
 - changes in railroad operations, efficiency, pricing and service offerings, including those related to "precision scheduled railroading"
 - changes in, or disruptions to, supply chains
 - availability of pipelines, trucks, and other alternative modes of transportation
 - changes in conditions affecting the aviation industry, including reduced demand for air travel, geographic exposure and customer concentrations
 - other operational or commercial needs or decisions of our customers
 - customers' desire to buy, rather than lease, our transportation assets
- higher costs associated with increased assignments of our transportation assets following non-renewal of leases, customer defaults, and compliance maintenance programs or other maintenance initiatives
- events having an adverse impact on assets, customers, or regions where we have a concentrated investment exposure
- financial and operational risks associated with long-term purchase commitments for transportation assets
- reduced opportunities to generate asset remarketing income
- inability to successfully consummate and manage ongoing acquisition and divestiture activities
- reliance on Rolls-Royce in connection with our aircraft spare engine leasing businesses, and the risks that certain factors that adversely affect Rolls-Royce could have an adverse effect on our businesses
- fluctuations in foreign exchange rates
- inflation and deflation
- failure to successfully negotiate collective bargaining agreements with the unions representing a substantial portion of our employees
- asset impairment charges we may be required to recognize
- deterioration of conditions in the capital markets, reductions in our credit ratings, or increases in our financing costs
- changes in banks' inter-lending rate reporting practices and the phasing out of LIBOR
- competitive factors in our primary markets, including competitors with significantly lower costs of capital
- risks related to our international operations and expansion into new geographic markets, including laws, regulations, tariffs, taxes, treaties or trade barriers affecting our activities in the countries where we do business
- changes in, or failure to comply with, laws, rules, and regulations
- U.S. and global political conditions, including the ongoing military action between Russia and Ukraine
- inability to obtain cost-effective insurance
- environmental liabilities and remediation costs
- potential obsolescence of our assets
- inadequate allowances to cover credit losses in our portfolio
- operational, functional and regulatory risks associated with severe weather events, climate change and natural disasters
- inability to maintain and secure our information technology infrastructure from cybersecurity threats and related disruption of our business
- changes in assumptions, increases in funding requirements or investment losses in our pension and post-retirement plans
- inability to maintain effective internal control over financial reporting and disclosure controls and procedures

2021 SASB Disclosure

GATX is in the business of owning and leasing long-lived transportation assets. We are the leading global railcar lessor, leasing railcars in North America, Europe, and Asia. Most of our railcar leases are service-intensive leases under which we provide maintenance, engineering, administrative, and a variety of other value-added services. Our worldwide railcar fleet consists of diverse railcar types that our customers use to ship nearly 600 different commodities.




In addition, we invest in aircraft spare engines with Rolls-Royce plc, a leading manufacturer of commercial aircraft jet engines, in a group of joint ventures called Rolls-Royce and Partners Finance (RRPF) that lease aircraft spare engines. We also invest directly in aircraft spare engines that are managed by RRPF. Furthermore, we own Trifleet Leasing Holding B.V., one of the world's largest tank container lessors and a complementary business to railcar leasing.

Railcar leasing remains our core business, accounting for approximately 94% of our 2021 revenue. Our railcars have long useful lives; thus, we proactively manage our business with a long-term view. In doing so, we strive to operate and grow in a sustainable and socially responsible manner. We are also committed to continually improving both the measurement and the transparency of our environmental, social, and governance (ESG) disclosures and practices. The Governance Committee of the GATX Board of Directors has primary oversight responsibility for our ongoing and developing ESG efforts



GATX evaluated various SASB industry group standards and considered the SASB framework for the Industrial Machinery & Goods standard to be a relevant one in light of our maintenance service operations within our core railcar leasing business. However, we specified when metrics were not applicable to GATX's business model. Based on GATX's materiality assessment, this disclosure does not include data from aircraft spare engines, Trifleet, and marine vessels. The inclusion of information contained in this disclosure should not be construed as a characterization regarding the materiality or financial impact of that information.

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| SASB Topic | Accounting Metric | SASB Code | Unit of Measure | Disclosure/Comments | |
|---|---|--------------|-----------------|--|--|
| | | | | 2020 | 2021 |
|  Energy Management | Total energy consumed ¹ | RT-IG-130a.1 | GJ | Rail North America: 305,000 Rail International: 35,719 | Rail North America: 301,565 Rail International: 35,424 |
| | Percentage of electricity from grid ¹ | | % | Rail North America: 24 Rail International: 33 | Rail North America: 23 Rail International: 34 |
| | Percentage of electricity from renewable sources ¹ | | % | Rail North America: 19 Rail International: 96 | Rail North America: 31 Rail International: 95 |
|  Employee Health & Safety³ | Total Recordable Injury Rate (TRIR) | RT-IG-320a.1 | Rate | Rail North America: 3.50 Rail International: 2.12 | Rail North America: 2.39 Rail International: 1.50 |
| | Fatality Rate | | | Rail North America: 0.00 Rail International: 0.00 | Rail North America: 0.00 Rail International: 0.00 |
| | Near Miss Frequency Rate (NMFR) ² | | | Rail North America: 394.01 Rail International: 62.64 | Rail North America: 419.14 Rail International: 121.95 |
|  Fuel Economy & Emissions in Use-phase | Sales-weighted fleet fuel efficiency for medium- and heavy-duty vehicles | RT-IG-410a.1 | N/A | GATX leases railcars and is not directly involved in the design or manufacturing of engines for transportation purposes. These accounting metrics are not applicable to GATX. | GATX leases railcars and is not directly involved in the design or manufacturing of engines for transportation purposes. These accounting metrics are not applicable to GATX. |
| | Sales-weighted fuel efficiency for non-road equipment | RT-IG-410a.2 | | | |
| | Sales-weighted fuel efficiency for stationary generators | RT-IG-410a.3 | | | |
| | Sales-weighted emissions of (a) NOx and (b) PM for: (1) marine diesel engines, (2) locomotive diesel engines, and (3) other non-road diesel engines | RT-IG-410a.4 | | | |



¹ Data based on reporting locations. Energy usage for several GATX offices is based on a pro-rata share of building usage or estimated values.

² GATX defines a near miss broadly and encourages employees to report in order to build awareness within our employee population and help identify potential hazards before they cause an incident. The methodology for the NMFR calculation has been modified from that used to calculate NMFR in our 2020 SASB Report. The 2021 NMFR calculation reflects hours only from our eight Rail North America fixed facilities, two Rail International fixed facilities, and Locomotive Field Service location, while the 2020 NMFR calculation in this Report has been updated to reflect the new methodology.

³ Rates are for all full-time employees. Data includes incidents and hours from all locations except Near Miss Frequency Rate (NMFR) is limited to fixed operational facilities.

Note: Reflects data from 1/1/21- 12/31/21

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| SASB Topic | Accounting Metric | SASB Code | Unit of Measure | Disclosure/Comments | |
|--|--|--------------|-----------------|---|---|
| | | | | 2020 | 2021 |
|  Remanufacturing Design & Services | Revenue from remanufacturing products and remanufacturing services | RT-IG-440a.1 | % | <p>Although GATX Rail North America (Rail N.A.) and GATX Rail Europe (GRE) both perform maintenance utilizing internally and externally rebuilt/remanufactured components (e.g., valves, side frames, etc.), remanufacturing services does not constitute a source of revenue for GATX. Percentage of rebuilt/remanufactured components is used to reflect our remanufacturing service efforts.</p> <ol style="list-style-type: none"> 1) Percentage of remanufactured railcar parts spend compared to total spend on parts (Rail N.A. & GRE): 18% 2) Percentage of applicable bogies/valves rebuilt in-house compared to total bogies/valves added to railcars (Rail N.A. & GRE): 57% 3) Percentage of wheel sets rebuilt in-house compared to total wheel sets put on existing railcars (GRE only)³: 96% | <p>Although GATX Rail North America (Rail N.A.) and GATX Rail Europe (GRE) both perform maintenance utilizing internally and externally rebuilt/remanufactured components (e.g., valves, side frames, etc.), remanufacturing services does not constitute a source of revenue for GATX. Percentage of rebuilt/remanufactured components is used to reflect our remanufacturing service efforts.</p> <ol style="list-style-type: none"> 1) Percentage of remanufactured railcar parts spend compared to total spend on parts (Rail N.A. & GRE): 16% 2) Percentage of applicable bogies/valves rebuilt in-house compared to total bogies/valves added to railcars (Rail N.A. & GRE): 59% 3) Percentage of wheel sets rebuilt in-house compared to total wheel sets put on existing railcars (GRE only)³: 99.5% |
|  Materials Sourcing | Description of the management of risks associated with the use of critical materials | RT-IG-440b.1 | N/A | <p>GATX leased assets may contain limited quantities of critical materials with current negligible impact to the ongoing supply of these materials.</p> | <p>GATX leased assets may contain limited quantities of critical materials with current negligible impact to the ongoing supply of these materials.</p> |

³ Rail North America does not rebuild wheel sets
Note: Reflects data from 1/1/21 - 12/31/21

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| Activity Metric | SASB Code | Unit of Measure | Disclosure/Comments |
|--|-------------|-----------------|---|
| Number of units produced by product category | RT-IG-000.A | Number | Rail N.A. and Rail International do not manufacture railcars. |
| Number of employees | RT-IG-000.B | Number | 1,863 |



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