GATX Corporation
Greenhouse Gas (GHG) Emissions

All Global Locations: Rail North America, Rail International, and Trifleet Leasing

Published September 2025

Scope 1 & Scope 2 GHG Emissions (MT CO_2e)						
Scope	2022		2023[1]		2024	
	Location-Based Total by Scope	Market-Based Total by Scope	Location-Based Total by Scope	Market-Based Total by Scope	Location-Based Total by Scope	Market-Based Total by Scope
Scope 1 - Direct Emissions	16,715		14,646		14,231	
Scope 1 - Biogenic Emissions[2]	-		-		96	
Scope 2 - Indirect Emissions from Purchased Energy	9,762	11,634	10,006	10,220	11,396	10,774
Total Scope 1 & 2 Emissions	26,477	28,349	24,652	24,866	25,627	25,005

GHG Emissions by Business (MT CO_2e)						
Business Segment	2022		2023		2024	
	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total
Rail International	3,701	4,524	3,923	2,288	3,952	2,057
Rail North America	22,776	23,825	20,665	22,500	21,612	22,874
Rail North America – Biogenic Emissions[2]	-		-		96	
Trifleet Leasing	-	-	64	78	63	74
Total Scope 1 & 2 Emissions	26,477	28,349	24,652[1]	24,866[1]	25,627	25,005

Abbreviations

- CO_2e- carbon dioxide equivalent - MT- metric tonnes

[1] GATX Corporation engaged Ernst & Young LLP (EY), an independent third party, to conduct limited assurance over the 2023 total scope 1 emissions, scope 2 location-based method (LBM) emissions, and scope 2 market-based method (MBM) emissions. This process was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. For the assurance report, visit this link. GATX Corporation has not currently sought assurance for 2022 or 2024 emissions figures.

[2] In reporting year 2024, GATX utilized renewable diesel derived from biological sources, resulting in biogenic CO_2 emissions. In accordance with the GHG Protocol guidelines, these emissions are reported separately from fossil CO_2 emissions and are not included in GATX's net GHG totals. They are presented to support stakeholder understanding of our fuel choices and sustainability strategy.

Notes

- Each reporting year encompasses data from January 1-December 31.
- GATX's GHG inventory is prepared in accordance with the World Resources Institute (WRI) and the World Business Council for Sustainable Development's (WBCSD) The Greenhouse Gas (GHG) Protocol: A Corporate Accounting and Reporting Standard as supplemented by the GHG Protocol Scope 2 Guidance (collectively the GHG Protocol).
- GATX measures and reports on its emissions under a control approach, and GATX defines its organizational boundary conditions according to the "operational control approach" for Scope 1 and 2 sources each year. Under the operational control approach, GATX accounts for 100% of emissions from operations identified in GATX's Annual Report for the applicable year deemed within its “operational control,” i.e. where GATX or one of its subsidiaries has the authority to introduce and implement operating policies. Based on our understanding of current guidance for information technology, this includes electricity usage for colocation data centers where we have sufficient information.
- Data does not include aircraft spare engines and marine vessels as they do not meet criteria for Scope 1 and 2 emissions.
- GATX’s emissions are inclusive of the following greenhouse gases in the reporting boundary: CO_2, CH_4, N_2O, and HFCs. The majority of GATX’s reported emissions are from CO_2 with the remainder being composed of CH_4, N_2O, and HFCs. The remaining three greenhouse gases, PFCs, SF_6, and NF_3, are not applicable to GATX’s reported emissions.
- Scope 1 emissions includes emissions from the use of diesel, gasoline, natural gas, propane, and refrigerants. Scope 2 emissions includes emissions from the use of district heating and electric power.
- Emission factors used for reporting year 2024 Scope 1 and 2 emissions calculations are from governmental and non-governmental organizations' sources. Scope 1 emissions were calculated using emission factors from the United States Environmental Protection Agency (EPA) Mandatory Reporting Rule (MRR) - Final Rule (40 CFR 98) - Industrial Sector 2013 and The Climate Registry’s 2025 General Reporting Protocol. Scope 2 Location-Based Method (LBM) emissions were calculated using emission factors from the Department for Environment Food and Rural Affairs (DEFRA) 2024 Guideline, Environment Canada 2025 National Inventory Report (2023 data), International Energy Agency (IEA) CO2 Emissions from Fuel Combustion 2024 - Year 2022, and US EPA eGRID 2025 (w/2023 Data). Scope 2 Market-Based Method (MBM) emissions were calculated using emission factors from the DEFRA 2024 Guideline, Environment Canada 2025 National Inventory Report (2023 data), IEA CO2 Emissions from Fuel Combustion 2024 - Year 2022, RE-DISS European Residual Mix 2023, and 2024 Green-e Energy Residual Mix Emissions Rates (2022 certified sales) v2.0. Additionally, where available, GATX utilizes utility-specific emission factors that support its market-based inventory. For certain jurisdictions in which GATX operates, residual mix emission factors are not currently available for use in the Scope 2 MBM emissions calculation and this may result in double counting between electricity consumers. GATX utilizes IPCC's Sixth Assessment Report (AR6) as its source for global warming potentials.
- In reporting year 2023 and 2024, Renewable Energy Guarantees of Origin (REGOs) were purchased as contractual instruments on behalf of two Rail International locations. These REGOs guarantee that a reported amount of electric power at these locations was produced from renewable energy sources. Where these REGOs applied, GATX adjusted Rail International’s Scope 2 MBM emissions in accordance with the GHG Protocol Scope 2 Guidance.
- In reporting year 2024, two Rail International locations enrolled in green tariff programs to increase their consumption of electricity from renewable sources. A green tariff program allows electricity customers to purchase renewable energy through their utility, often at a premium rate, to support clean energy generation and reduce carbon emissions. In accordance with the GHG Protocol Scope 2 Guidance, GATX adjusted Rail International’s Scope 2 MBM emissions for the locations participating in these programs.
- The majority of GATX’s Scope 1 and 2 emissions are calculated using activity data (e.g., invoices). For locations where activity data is unavailable, GATX uses various estimation methodologies that consider square footage, building type, and historical data. These methodologies are mainly used for smaller locations, which minimally contribute to GATX’s reported emissions.
- Standards and metrics used in preparing this report, including the underlying data used in preparing such metrics, continue to evolve and are based on expectations and assumptions believed to be reasonable at the time of preparation, but should not be considered guarantees. We expect methodologies, including regarding the calculation of GHG emissions and associated reductions, to continue to evolve and we cannot guarantee that our approach will align with the preferences of any particular stakeholder or any particular standard in the future. Moreover, our disclosures based on any standards may change in the future due to revisions in framework requirements, availability or quality of information, changes in our business or applicable governmental policies, or other factors, some of which may be beyond our control. Moreover, in certain circumstances, information included herein may differ from information included in regulatory reporting due to differences in methodologies for the calculation of certain metrics or other factors which may be in or out of our control.

Measurement Uncertainty in GHG Emissions Reporting:

GHG emission reporting is subject to measurement uncertainties resulting from limitations inherent in 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.