



GATX

GATX 2022 SASB INDEX

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Forward-Looking Statements

Statements in this presentation 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 our Form 10-K for the year ended December 31, 2022, and subsequent reports on Form 10-Q, could cause actual results to differ materially from our current expectations expressed in forward-looking statements:

- the impact of the ongoing military action between Russia and Ukraine, including sanctions and countermeasures, on domestic and global economic and geopolitical conditions in general, including supply chain challenges and disruptions
- the duration and effects of the global COVID-19 pandemic and measures taken in response, including adverse impacts on our 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 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 or increased interest rates
 - 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" or labor strikes or shortages
 - 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
- prolonged inflation or deflation
- inability to attract, retain and motivate qualified personnel, including key management personnel
- 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
- 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
- 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 climate change, severe weather events and natural disasters, and other environmental, social and governance matters
- 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

2022 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 and accounted for a substantial majority of our 2022 revenues. 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. 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.



For more details, please visit the Sustainability and Corporate Governance pages on our website (www.gatx.com).

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SASB Topic	Accounting Metric	SASB Code	Unit of Measure	Disclosure/Comments		
				2020	2021	2022
 Energy Management	Total energy consumed ¹		GJ	Rail North America: 326,648 Rail International: 37,687	Rail North America: 351,633 Rail International: 46,678	Rail North America: 375,025 Rail International: 36,948
	Percentage of electricity from grid ¹	RT-IG-130a.1	%	Rail North America: 22 Rail International: 31	Rail North America: 20 Rail International: 27	Rail North America: 22 Rail International: 37
	Percentage of electricity from renewable sources ¹		%	Rail North America: 0 Rail International: 0	Rail North America: 0 Rail International: 0	Rail North America: 0 Rail International: 0
	Normalized Electricity Usage ¹	N/A	kWh per Labor Hour	Rail North America: 18.72 Rail International: 5.21	Rail North America: 18.37 Rail International: 5.95	Rail North America: 21.84 Rail International: 6.58
 Employee Health & Safety³	Total Recordable Injury Rate (TRIR)			Rail North America: 3.50 Rail International: 2.12	Rail North America: 2.39 Rail International: 1.50	Rail North America: 1.70 Rail International: 1.50
	Fatality Rate	RT-IG-320a.1		Rail North America: 0.00 Rail International: 0.00	Rail North America: 0.00 Rail International: 0.00	Rail North America: 0.00 Rail International: 0.00
	Near Miss Frequency Rate (NMFR) ²		Rate	Rail North America: 394.01 Rail International: 62.64	Rail North America: 419.14 Rail International: 121.95	Rail North America: 392 Rail International: 114
	Lost Time Incident Rate	N/A		Rail North America: 1.41 Rail International: 1.28	Rail North America: 0.68 Rail International: 1.31	Rail North America: 0.49 Rail International: 1.31
	Days Away Restricted Transferred Rate (DART)	N/A		Rail North America: 1.57 Rail International: 1.28	Rail North America: 0.77 Rail International: 1.31	Rail North America: 0.57 Rail International: 1.31



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. Percent of electricity from the grid is the total electrical usage divided by total energy usage. Further, as part of our continuing efforts to improve the quality of the data that we collect and calculate, GATX adjusted its data collection processes and calculation methodologies, including engaging a new data management tool, for the 2022 reporting year. Based on our revised processes, we have restated our energy data for reporting years 2020 and 2021, which has led to limited impacts to previously disclosed data for those years.

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.

³ Rates are for all full-time employees. Data includes incidents and hours from all locations except Near Miss Frequency Rate (NMFR), which is limited to fixed operational facilities. Further, all incidents are calculated based on number of incidents x 200,000/total working hours.

Note: Disclosures reflect results for the years ended December 31

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SASB Topic	Accounting Metric	SASB Code	Unit of Measure	Disclosure/Comments									
 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.									
	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											
 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> <p>1) Percentage of remanufactured railcar parts spend compared to total spend on parts (Rail N.A. & GRE):</p> <table border="0"> <tr> <td>2020: 18%</td> <td>2021: 16%</td> <td>2022: 13%</td> </tr> </table> <p>2) Percentage of applicable bogies/valves rebuilt in-house compared to total bogies/valves added to railcars (Rail N.A. & GRE):</p> <table border="0"> <tr> <td>2020: 57%</td> <td>2021: 59%</td> <td>2022: 61%</td> </tr> </table> <p>3) Percentage of wheel sets rebuilt in-house compared to total wheel sets put on existing railcars (GRE only⁴):</p> <table border="0"> <tr> <td>2020: 96%</td> <td>2021: 99.5%</td> <td>2022: 98%</td> </tr> </table>	2020: 18%	2021: 16%	2022: 13%	2020: 57%	2021: 59%	2022: 61%	2020: 96%	2021: 99.5%	2022: 98%
2020: 18%	2021: 16%	2022: 13%											
2020: 57%	2021: 59%	2022: 61%											
2020: 96%	2021: 99.5%	2022: 98%											

⁴ Rail North America does not rebuild wheel sets
 Note: Disclosures reflect results for the years ended December 31

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SASB Topic	Accounting Metric	SASB Code	Unit of Measure	Disclosure/Comments
Materials Sourcing	Description of the management of risks associated with the use of critical materials	RT-IG-440b.1	N/A	GATX leased assets may contain limited quantities of critical materials with current negligible impact to the ongoing supply of these materials.
Activity Metrics	Number of units produced by product category	RT-IG-000.A	Number	Rail North America and Rail International do not manufacture railcars.
Activity Metrics	Number of employees ⁵	RT-IG-000.B	Number	1,904

⁵ As of 12/31/2022



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