GATX Corporation Greenhouse Gas (GHG) Emissions

All Global Locations: Rail North America, Rail Europe, Rail India, and Trifleet Leasing

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At GATX, we are committed to providing innovative, unparalleled service that enables our customers to transport what matters safely and sustainably. With high-capacity shipping capabilities, significant transportation range, and fuel efficiency, we believe that rail transport is one of the most sustainable modes of transport compared to other alternatives (e.g., trucking)*. We uphold a continuous improvement mindset and aim to enhance our processes and business management with sustainability impacts and efforts in mind.

Scope 1 & Scope 2 GHG Emissions (MT CO_2e)[1]

Scope	2023[2]		2024		2025	
	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total
Scope 1 - Direct Emissions[3]	14,646		14,231		19,389	
Scope 1 - Biogenic Emissions[4]	-		96		75	
Scope 2 - Indirect Emissions from Purchased Energy	10,006	10,220	11,396	10,774	10,753	9,464
Total Scope 1 & 2 Emissions	**24,652**	**24,866**	**25,627**	**25,005**	**30,142**	**28,853**
Scope 1 Emissions Intensity (MT CO_2e/$million revenue)	10.38		8.98		11.14	
Scope 2 Emissions Intensity (MT CO_2e/$million revenue)	7.09	7.24	7.19	6.80	6.18	5.44

GHG Emissions by Business (MT CO_2e)[1]

Business Segment	2023[2]		2024		2025	
	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total
Rail International[5]	3,923	2,288	3,952	2,057	3,530	1,748
Rail Europe (GRE)	-	-	-	-	3,436	1,654
Rail India (GIPL)	-	-	-	-	94	94
Rail North America[3]	20,665	22,500	21,612	22,874	26,555	27,047
Rail North America – Biogenic Emissions[4]	-		96		75	
Trifleet Leasing	64	78	63	74	57	58
Total Scope 1 & 2 Emissions	**24,652**	**24,866**	**25,627**	**25,005**	**30,142**	**28,853**

Abbreviations
- CO_2e - carbon dioxide equivalent
- MT - metric tonnes

[1] Each reporting year encompasses data from January 1-December 31. Data excludes GATX aircraft spare engines as they do not meet criteria for Scope 1 and 2 emissions.

[2] 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 sought assurance for 2024 or 2025 emissions figures.

[3] 2025 data values include emissions from flaring customer commodities from tank cars, consistent with updated emissions scoping guidance.

[4] In reporting year 2024 and 2025, 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.

[5] In 2025, the GATX Rail International business segment was disaggregated for purposes of this report into GATX Rail Europe (GRE) and GATX Rail India (GIPL) to provide more transparency into Rail International metrics.

*RSI Logistics. *Is Rail Better for the Environment Than Trucks?* https://www.rsilogistics.com/blog/is-rail-better-for-the-environment-than-trucks/

GATX

Emissions Reduction Efforts

In 2023, GATX implemented a flare optimization project at our Colton, California facility. This project involved upgrading Colton's flare systems to enhance energy efficiency and reduce emissions by minimizing natural gas usage. In 2024, the facility received the Energy Efficiency Award by the American Chemistry Council (ACC) for aligning with the ACC's Responsible Care® Program to promote safety, environmental responsibility, and continuous improvement.

Two Rail Europe locations purchased Renewable Energy Guarantees of Origin (REGOs) in reporting years 2023-2025. These REGOs ensure that a reported amount of electric power at these locations was produced from renewable energy sources. Where these REGOs applied, GATX adjusted Rail Europe's Scope 2 MBM emissions in accordance with the GHG Protocol Scope 2 Guidance.

During the 2024 reporting year, two Rail Europe locations participated in green-tariff programs, with participation expanding to three locations in 2025 to further increase renewable electricity consumption. Green-tariff programs allow 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 Europe's Scope 2 MBM emissions for the locations participating in these programs.

Methodology Notes

- GATX's GHG inventory is prepared in accordance with the World Resources Institute and the World Business Council for Sustainable Development's Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard, as supplemented by the GHG Protocol Scope 2 Guidance (collectively the GHG Protocol).
- Scope 1 emissions include emissions from the use and combustion of diesel, renewable diesel, gasoline, natural gas, propane, refrigerants, and liquefied petroleum gas. Scope 2 emissions include emissions from the use of district heating and electric power.
- GATX measures and reports on its emissions under an organizational boundary using 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 deemed within its "operational control," meaning, where GATX or one of its subsidiaries has the authority to introduce and implement operating policies. This includes electricity usage for colocation data centers where we have sufficient information. In 2023 and 2024, all operations within its "operational control" were identified in GATX's Annual Report on Form 10-K for the applicable year. In 2025, GATX included within its operational control designation those locations disclosed in its Annual Report plus two additional locations in Germany.
- 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. Other greenhouse gases, i.e., PFCs, SF_6, and NF_3, are not applicable to GATX's reported emissions.
- Emission factors used for reporting year 2025 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 (US EPA) Mandatory Reporting Rule - Final Rule (40 CFR 98) - Industrial Sector 2013, The Climate Registry's 2025 General Reporting Protocol – USA Commercial and Transport Sectors, and the UK Department for Environment Food and Rural Affairs (DEFRA) 2025 - Bioenergy - Outside of scopes - Biodiesel. Scope 1 refrigerant emissions were calculated using the US EPA HFC Emissions Accounting Tool. Scope 2 LBM emissions were calculated using emission factors from the DEFRA 2025 Guideline, Environment Canada 2025 National Inventory Report (2023 data), International Energy Agency (IEA) CO2 Emissions from Fuel Combustion 2025 - Year 2023, and US EPA eGRID 2025 (w/2023 Data), Revision 2. Scope 2 MBM emissions were calculated using emission factors from the DEFRA 2025 Guideline, Environment Canada 2025 National Inventory Report (2023 data), IEA CO_2 Emissions from Fuel Combustion 2025 - Year 2023, RE-DISS European Residual Mix 2024, and 2025 Green-e Energy Residual Mix Emissions Rates (2023 certified sales). 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 (GWP).
- The majority of GATX's Scope 1 and 2 emissions are calculated using activity data (e.g., invoices). Emissions from activity data were calculated using the 'activity data x emission factor x GWP' calculation methodology. Where activity data is unavailable, we used various estimation methodologies that consider square footage, building type, and historical data. These methodologies are mainly used for smaller locations and minimally contribute to GATX's reported emissions.
- Standards and metrics used in preparing this report, including underlying data, continue to evolve and are based on expectations and assumptions believed reasonable at the time of preparation, but should not be considered guarantees. Methodologies, including the calculation of GHG emissions and related reductions, continue to evolve and we cannot guarantee that our approach will align with the preferences of particular stakeholders or any particular standards in the future. Our disclosures may differ from information included in certain regulatory reporting or may be modified in the future due to framework requirement revisions, availability or quality of information, changes in our business or applicable governmental policies, or other factors beyond our control. GHG emission reporting is subject to measurement uncertainties resulting from inherent limitations and the methods used for determining such data. The selection of different acceptable measurement techniques may result in significantly different measurements. The precision of different measurement techniques may also vary.
- This report contains certain forward-looking statements, which are based on estimates and assumptions that are inherently uncertain. 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.