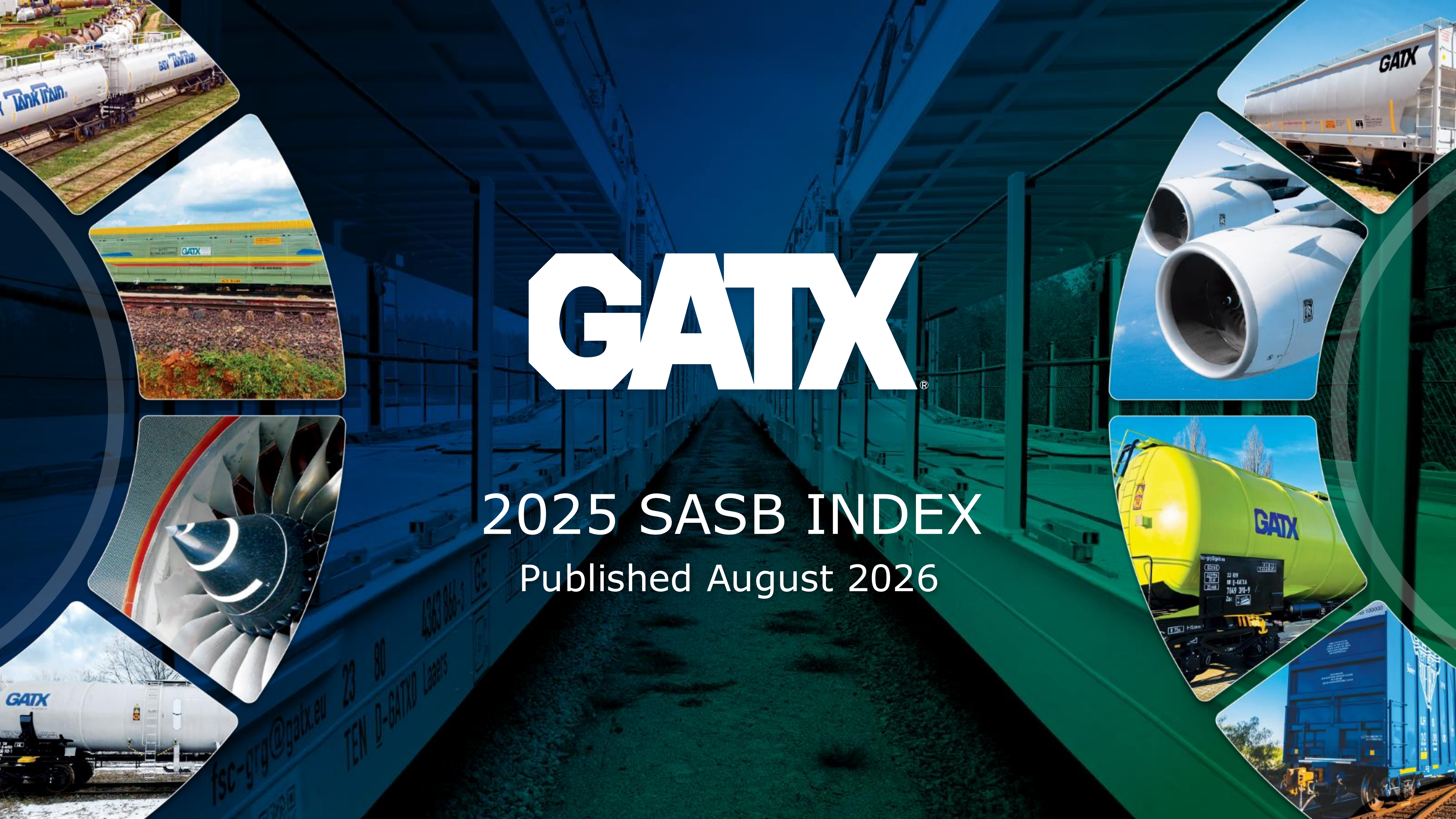


2025 SASB INDEX

Published August 2026

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, except to the extent required by applicable law.

The following factors, in addition to those discussed in our filings with the U.S. Securities and Exchange Commission, couldcause actual results to differ materially from our current expectations expressed in forward-looking statements:

- a significant decline in customer demand for our transportation assets or services, including as a result of:
  - prolonged inflation or deflation
  - high interest rates
  - weak macroeconomic conditions and world trade policies
  - 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
  - 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 geopolitical tensions or conflicts (such as hostilities in the Middle East), geographic exposure, customer concentrations and energy costs
  - customers' desire to buy, rather than lease, our transportation assets
  - other operational or commercial needs or decisions of our customers
- reduced demand for our rail assets resulting from a change in pricing, service offerings, or operating conditions of North American railroads
- competitive factors in our primary markets
- threatened or implemented changes in tariffs or other global trade policies
- higher costs associated with increased assignments of our transportation assets following non-renewal of leases or a significant increase in compliance-based maintenance events
- 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, including the recent acquisition of the Wells Fargo fleet
- U.S. and global political conditions and the impact of increased geopolitical tension, civil unrest and armed conflict, including the war with Iran, on domestic and global economic conditions
- potential obsolescence of our assets
- 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
- failure to successfully negotiate collective bargaining agreements with the unions representing a substantial portion of our employees
- inability to attract, retain, and motivate qualified personnel, including key management personnel
- inability to protect our information technology from cybersecurity threats
- risks posed by artificial intelligence
- 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
- changes in, or failure to comply with, laws, rules, and regulations
- environmental liabilities and remediation costs
- operational, functional and regulatory risks associated with climate change, severe weather events, and other environmental concerns
- risks associated with sustainability concerns
- prolonged inflation or deflation or interest rate increases
- deterioration of conditions in the capital markets, reductions in our credit ratings, or increases in our financing costs
- fluctuations in foreign exchange rates
- inability to obtain cost-effective insurance
- changes in assumptions, increases in funding requirements or investment losses in our pension and post-retirement plans
- inadequate allowances to cover credit losses in our portfolio
- asset impairment charges we may be required to recognize
- inability to maintain effective internal control over financial reporting and disclosure controls and procedures
- risks of a widespread health crisis

2025 SASB Disclosure

GATX Corporation (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 India. 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 over 500 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 majority of our 2025 revenues. Our railcars have long useful lives so we work to 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 sustainability disclosures and practices. The Governance Committee of the GATX Board of Directors has primary oversight responsibility for our ongoing and developing sustainability efforts.

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

GATX evaluated various SASB industry group standards and considered the SASB framework for the Industrial Machinery & Goods standard to be relevant in light of our maintenance service operations within our core railcar leasing business. However, certain metrics are not applicable to GATX’s business model, as specified. This disclosure does not include data from aircraft spare engines and marine vessels (the last of our marine vessels were sold in 2023).

The inclusion of information contained in this report should not be construed as a characterization regarding the materiality or financial impact of that information. While certain matters discussed in this report may be significant, any significance should not be read as necessarily rising to the level relevant for purposes of complying with, or reporting pursuant to, the U.S. federal securities laws and regulations, or any other similar laws or regulations.

SASB 2025 Index

SASB Topic	Accounting Metric	SASB Code	Unit of Measure	Disclosure/Comments 2023	Disclosure/Comments 2024	Disclosure/Comments 2025
Energy Management[1]	Total energy consumed[2]	RT-IG-130a.1	GJ	Rail North America: **332,838** Rail International: **37,871** Trifleet Leasing: **589**	Rail North America[4]: **338,822** Rail International: **39,078** Trifleet Leasing: **613**	Rail North America: **334,634** Rail International: **40,400** Trifleet Leasing: **613**
	Percentage of electricity from grid[2]		%	Rail North America: **24** Rail International: **42** Trifleet Leasing: **100**	Rail North America: **26** Rail International: **47** Trifleet Leasing: **100**	Rail North America: **20** Rail International: **39** Trifleet Leasing: **100**
	Percentage of electricity from renewable sources[2]		%	Rail North America: **0** Rail International[3]: **67** Trifleet Leasing: **0**	Rail North America: **0** Rail International[5]: **72** Trifleet Leasing: **0**	Rail North America: **0** Rail International[5]: **84** Trifleet Leasing: **0**
	Normalized Electricity Usage	N/A	kWh per Labor Hour	Rail North America: **15.26** Rail International: **5.99** Trifleet Leasing: **N/A**	Rail North America: **15.42** Rail International: **5.41** Trifleet Leasing: **N/A**	Rail North America: **13.52** Rail International: **5.81** Trifleet Leasing: **N/A**

Note: Disclosures reflect results for the respective calendar years ended December 31.

[1] GATX measures and reports on its energy metrics under an organizational boundary using the "operational control approach" each year. Under the operational control approach, GATX accounts for energy from operations deemed within its operational control, meaning, where GATX or one of its subsidiaries has the authority to introduce and implement operating policies. In 2025, GATX included within its operational control designation those locations disclosed in its Annual Report plus two additional locations in Germany. Normalized Electricity Usage excludes office locations to better align with the underlying methodology of this metric, as a substantial majority of electricity consumption is attributable to maintenance facility activities rather than office activities.

[2] 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.

[3] In reporting year 2023, Renewable Energy Guarantees of Origin (REGOs) documentation was externally verified as part of a broader limited assurance exercise for our scope 1 and scope 2 emissions. GATX Corporation has not currently sought assurance for 2024 or 2025 figures.

[4] Total energy consumed in reporting year 2024 has been updated to reflect a calculation correction.

[5] In reporting years 2024 and 2025, Rail International purchased REGOs and participated in green-tariff programs to increase its consumption of electricity from renewable sources.

SASB 2025 Index

SASB Topic	Accounting Metric	SASB Code	Unit of Measure	Disclosure/Comments		
				2023	2024	2025
Employee Health & Safety[1]	Total Recordable Injury Rate (TRIR)	RT-IG-320a.1	Rate	Rail North America: **1.49** Rail International: **1.69** Trifleet Leasing: **0.00**	Rail North America: **1.33** Rail International: **1.65** Trifleet Leasing: **0.00**	Rail North America: **2.86** Rail International: **1.04** Trifleet Leasing: **0.00**
	Fatality Rate			Rail North America: **0.00** Rail International: **0.00** Trifleet Leasing: **0.00**	Rail North America: **0.00** Rail International: **0.00** Trifleet Leasing: **0.00**	Rail North America: **0.00** Rail International: **0.00** Trifleet Leasing: **0.00**
	Near Miss Frequency Rate (NMFR)[2]			Rail North America: **355.75** Rail International: **233.97** Trifleet Leasing: **0.00**	Rail North America: **366.68** Rail International: **147.32** Trifleet Leasing: **0.00**	Rail North America: **371.09** Rail International: **154.19** Trifleet Leasing: **0.00**
	Lost Time Incident Rate	N/A		Rail North America: **0.55** Rail International: **1.02** Trifleet Leasing: **0.00**	Rail North America: **0.30** Rail International: **0.99** Trifleet Leasing: **0.00**	Rail North America: **0.82** Rail International: **0.86** Trifleet Leasing: **0.00**
	Days Away Restricted Transferred Rate (DART)	N/A		Rail North America: **0.55** Rail International: **1.02** Trifleet Leasing: **0.00**	Rail North America: **0.37** Rail International[3]: **0.99** Trifleet Leasing: **0.00**	Rail North America: **1.16** Rail International: **0.86** Trifleet Leasing: **0.00**

Note: Disclosures reflect results for the respective calendar years ended December 31.

[1] 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 facilities. All incidents are calculated based on number of incidents x 200,000/total working hours.

[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] Data has been updated to reflect a calculation correction.

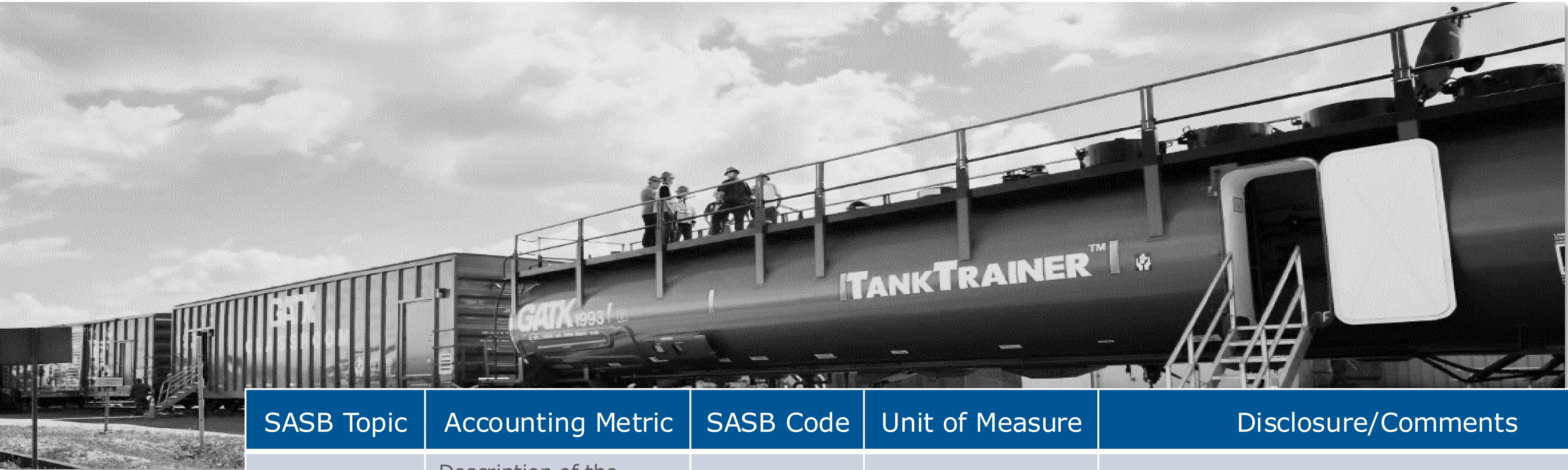
SASB 2025 Index

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 tank containers 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[1]	Revenue from remanufacturing products and remanufacturing services	RT-IG-440a.1	$ (millions)	Although GATX Rail North America (Rail N.A.) and GATX Rail Europe (GRE) both perform maintenance using internally and externally rebuilt/remanufactured components (e.g., valves, side frames, etc.), remanufacturing services does not constitute a source of revenue for GATX. Total spend of rebuilt/remanufactured components is used to reflect our remanufacturing service efforts. • Total spend of remanufactured railcar parts (Rail N.A. & GRE): **2023:** $18.5 | **2024:** $20.4 | **2025:** $20.5

Note: Disclosures reflect results for the respective calendar years ended December 31.

[1] *This accounting metric is not applicable to Trifleet Leasing.*

SASB 2025 Index



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	GATX does not manufacture.
Activity Metrics	Number of employees[1]	RT-IG-000.B	Number	2,246 global GATX employees

[1] *As of 12/31/2025*

GATX Corporation
233 S. Wacker Drive
Chicago, IL 60606-7147

312.621.6200 (800.428.8161)
ir@gatx.com
GATX.com