



# GATX Corporation

## Greenhouse Gas (GHG) Emissions

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

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Scope 1 & Scope 2 GHG Emissions (MT CO <sub>2</sub> e)						
Scope	2021		2022		2023 <sup>1</sup>	
	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	17,066		16,715		14,646	
Scope 2 - Indirect Emissions from Purchased Energy	8,700	10,633	9,762	11,634	10,006	10,220
Total	25,766	27,699	26,477	28,349	24,652	24,866

GHG Emissions by Location (MT CO <sub>2</sub> e)						
Location Name	2021		2022		2023	
	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total	Location-Based Total	Market-Based Total
Rail International	3,987	4,764	3,701	4,524	3,923	2,288
Rail North America	21,779	22,935	22,776	23,825	20,665	22,500
Trifleet Leasing	-	-	-	-	64	78
Total	25,766	27,699	26,477	28,349	24,652 <sup>1</sup>	24,866 <sup>1</sup>

### Abbreviations

- CO<sub>2</sub>e- carbon dioxide equivalent - MT- metric tonnes

### 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 amended 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

<sup>1</sup> 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](#).

- control approach, GATX accounts for 100% of emissions from operations over which GATX or one of its subsidiaries has operational control. Operational control means that GATX has the authority to introduce and implement operating policies.
- Reporting year 2023 Rail North America data includes eight fixed facilities, all Rail North America offices, all data centers, and all Locomotive Service and Field Service Locations; reporting year 2023 Rail International data includes two fixed facilities, one warehouse, and all Rail International offices; and reporting year 2023 Trifleet Leasing data includes all Trifleet Leasing offices. Reporting year 2022 does not include one Rail North America data center, two Rail North America offices, one Rail International office and Trifleet Leasing offices, which are included in 2023 emissions calculations. Reporting year 2021 data includes Rail Russia and one Rail North America business office, which are no longer owned by GATX. 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<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. The majority of GATX's reported emissions are from CO<sub>2</sub> with the remainder being composed of CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. The remaining three greenhouse gases, PFCs, SF<sub>6</sub>, and NF<sub>3</sub>, 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 2023 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) - Commercial Sector 2013 and The Climate Registry's 2023 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) 2023 Guideline, International Energy Agency (IEA) CO<sub>2</sub> Emissions from Fuel Combustion 2023 - Year 2021, and US EPA eGRID 2024 (w/2022 Data). Scope 2 Market-Based Method (MBM) emissions were calculated using emission factors from the DEFRA 2023 Guideline, Environment Canada 2023 National Inventory Report (2021 data), IEA CO<sub>2</sub> Emissions from Fuel Combustion 2023 - Year 2021, RE-DISS European Residual Mix 2022 v2.0, US EPA eGRID 2024 (w/2022 Data), and 2023 Green-e Energy Residual Mix Emissions Rates (2021 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.
  - In reporting year 2023, 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 resulting in a reduction in the aforementioned emissions.
  - 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 of information, changes in our business or applicable governmental policies, or other factors, some of which may be beyond our control.

#### **Measurement Uncertainty in GHG Emissions Reporting:**

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