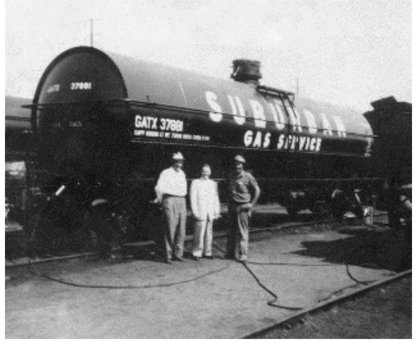

GATX

2024 COMPANY OVERVIEW

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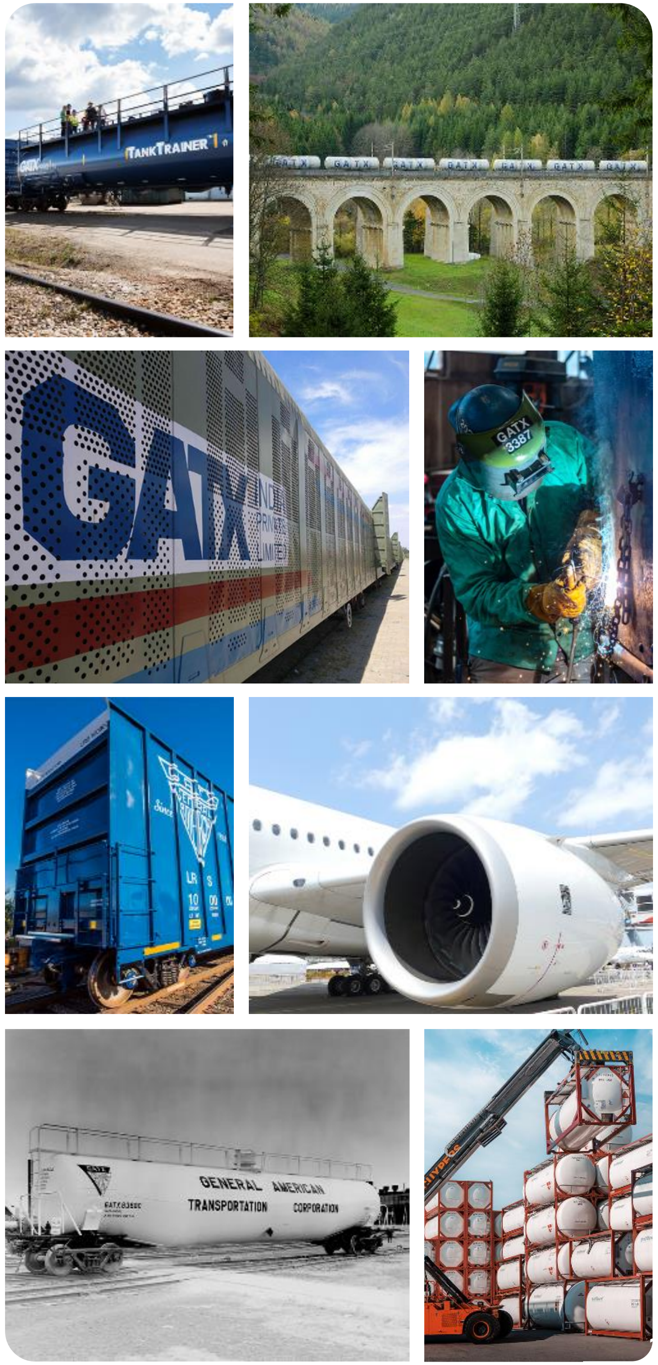


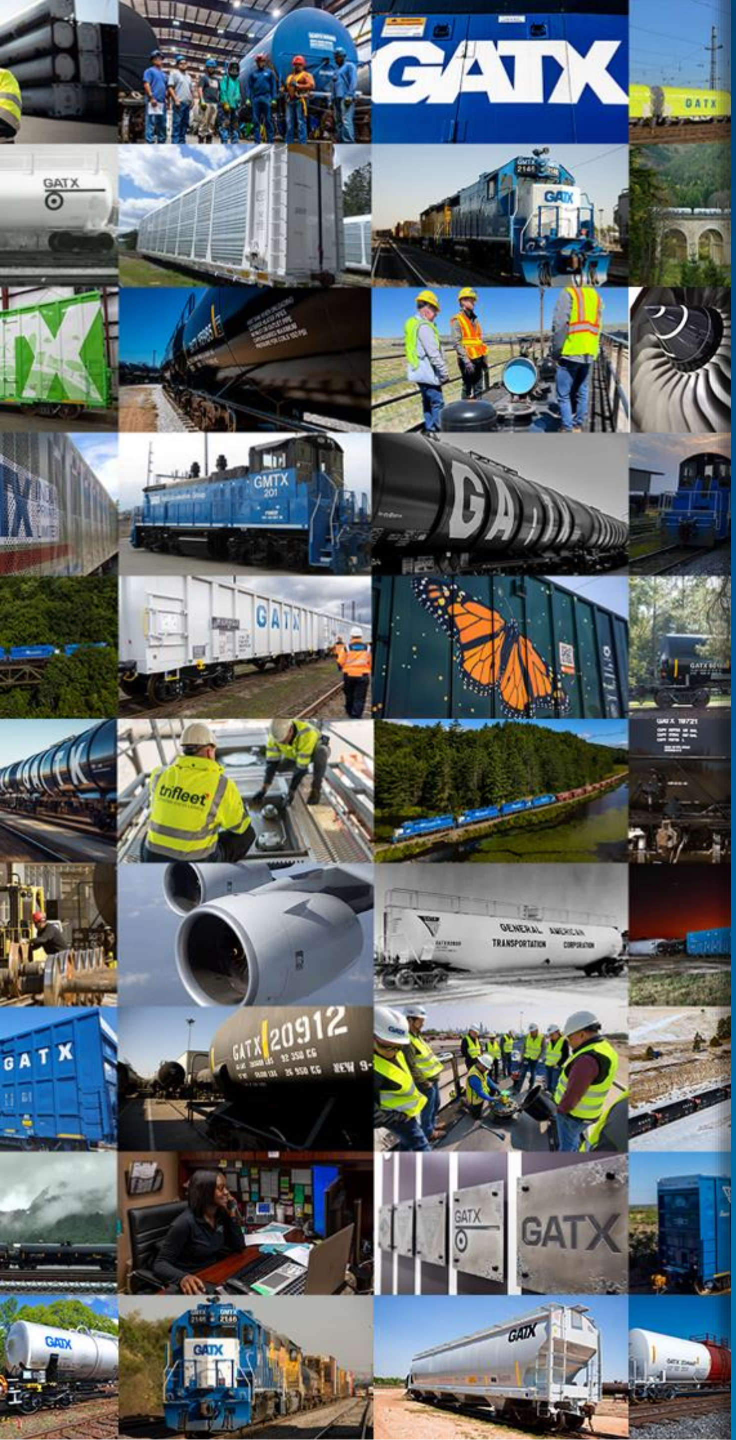
Forward-Looking Statements

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 filings with the SEC, including our Annual Report on Form 10-K for the year ended December 31, 2023, and subsequent reports on Form 10-Q, could cause actual results to differ materially from our current expectations expressed in forward-looking statements:

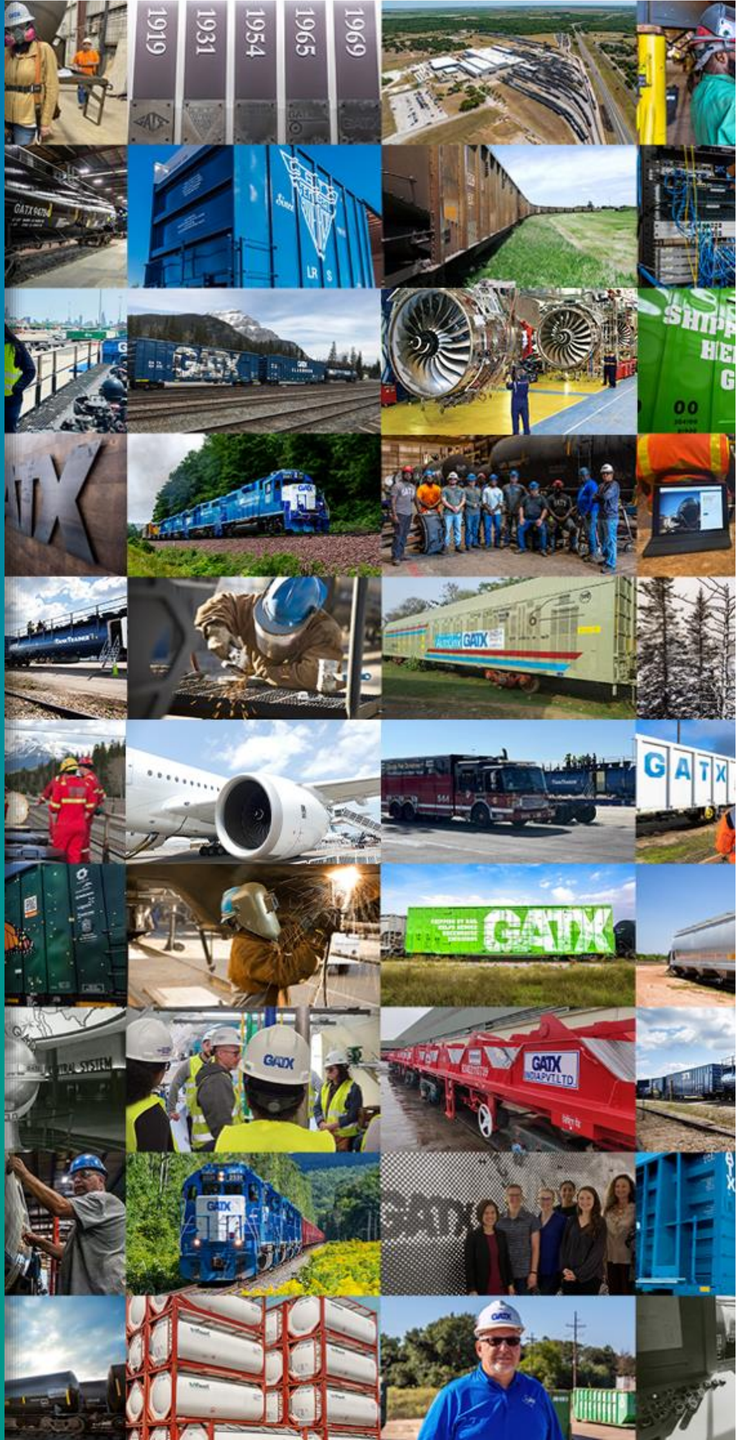
- a significant decline in customer demand for our transportation assets or services, including as a result of:
  - prolonged inflation or deflation
  - high interest rates
  - weak macroeconomic conditions and world trade policies
  - weak market conditions in our customers' businesses
  - adverse changes in the price of, or demand for, commodities
  - changes in railroad operations, efficiency, pricing and service offerings, 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 global conflicts, geographic exposure and customer concentrations
  - customers' desire to buy, rather than lease, our transportation assets
  - other operational or commercial needs or decisions of our customers
- 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
- competitive factors in our primary markets, including competitors with significantly lower costs of capital
- 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
- 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 maintain and secure our information technology infrastructure from cybersecurity threats and related disruption of our business
- 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 natural disasters, and other environmental, social and governance matters
- U.S. and global political conditions and the impact of increased geopolitical tension and wars, including the ongoing war between Russia and Ukraine and resulting sanctions and countermeasures, on domestic and global economic conditions in general, including supply chain challenges and disruptions
- prolonged inflation or deflation
- fluctuations in foreign exchange rates
- deterioration of conditions in the capital markets, reductions in our credit ratings, or increases in our financing costs
- the emergence of new variants of COVID-19 or the occurrence of another widespread health crisis and the impact of measures taken in response
- 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

History and Business Overview



VISION STATEMENT

“EMPOWERING OUR CUSTOMERS TO PROPEL THE WORLD FORWARD”



GATX's 125+Year History

1898 – Established as railcar lessor with 28 railcars

1907 – Began manufacturing railcars

1919 – Initiated quarterly dividend

1920 – Began listing on the NYSE

1936 – Began rail investment in Canada

1984 – Exited railcar manufacturing

1994 – Began rail investment in Europe & Mexico

1998 – Formed Rolls-Royce & Partners Finance affiliates

2003 – Acquired 100% ownership in European rail joint venture & formed GATX Rail Europe (GRE)

2012 – Began rail investments in India

2020 – Acquired Trifleet, one of the largest tank container lessors globally

2021 – Formed GATX Engine Leasing (GEL)

2023 – $11.3B in assets and ~148K wholly owned railcars worldwide

As of 12/31/2023

GATX Business Segments

RAIL NORTH AMERICA

- One of the largest railcar lessors with a diversified fleet of over 110,400 railcars
- The only diversified lessor with wholly owned, full-scale, network-wide repair and maintenance capability for tank and freight cars
- Strong customer credit quality, diversification in car types and commodities carried
- Approximately $3.3 billion of contractual lease receipts

$6.65B
NBV

RAIL INTERNATIONAL

- GATX Rail Europe (GRE) is a leading European tank car and freight car lessor with over 29,000 railcars
- Strong customer credit quality, diversification in car types, geography, and commodities carried
- GATX Rail India is the largest private railcar lessor in India with over 8,800 railcars

$1.97B
NBV

ENGINE LEASING

- Composed of our 50% ownership in the Rolls-Royce and Partners Finance joint ventures (collectively, the "RRPF affiliates" or "RRPF") and our wholly owned aircraft spare engine leasing entity, GATX Engine Leasing (GEL)
- RRPF, a leading worldwide lessor of aircraft spare engines, owns 399 engines
- GATX Engine Leasing (GEL) owns 29 aircraft spare engines

$2.03B
*RRPF NBV**
(50% basis)

$714M
GEL NBV

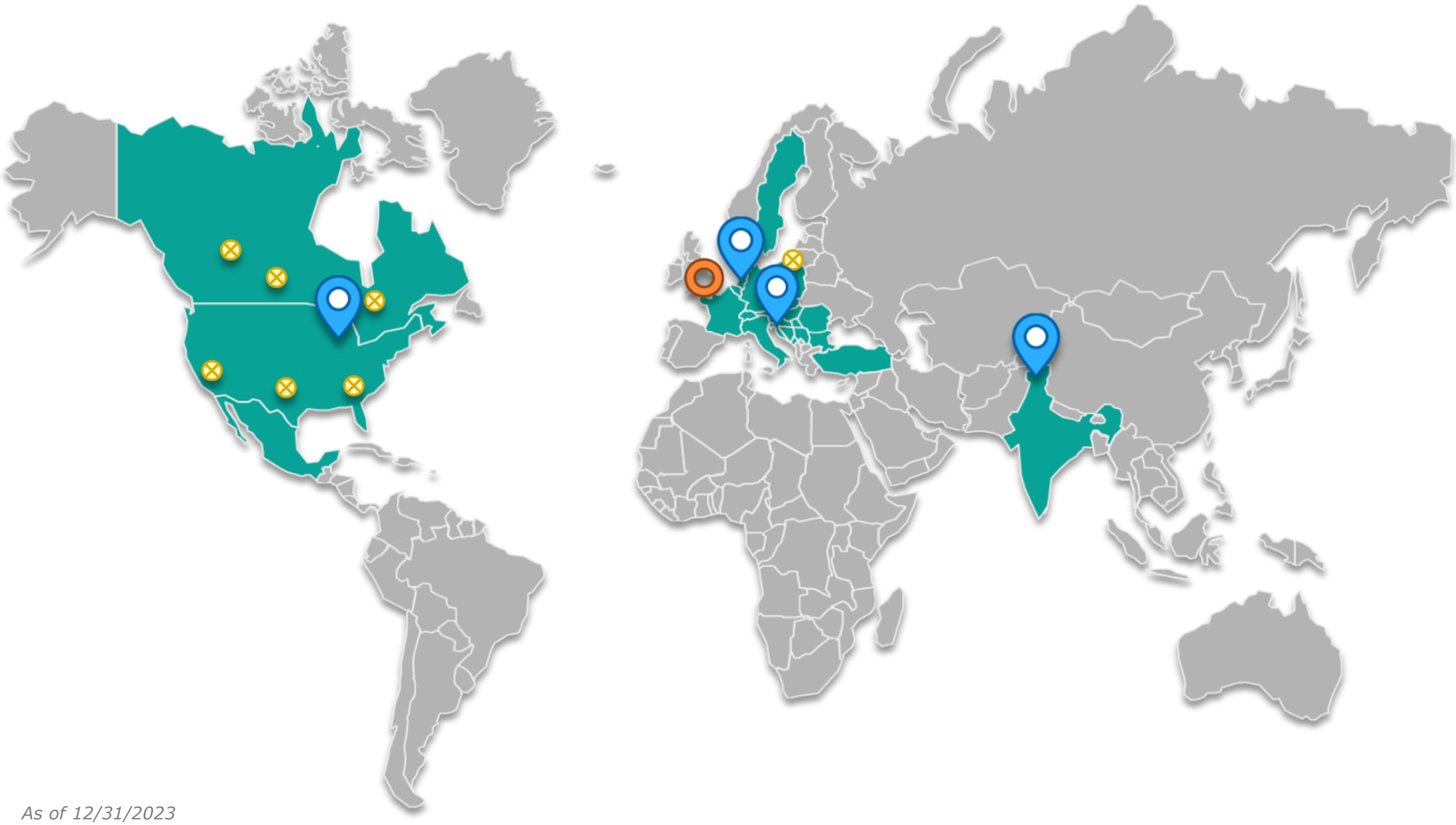
TRIFLEET

- One of the largest tank container lessors in the world with an owned and managed fleet of nearly 24,000 tank containers
  - Trifleet utilizes a global network of offices and depots providing tank container leasing and services worldwide
- Trifleet's tank containers transport a variety of liquids and gases and are leased to a diverse base of customers in the chemical, industrial gas, energy, food grade, and pharmaceutical industries

$222M
NBV

As of 12/31/2023
**Based on the equity method to account for investments in joint ventures, investment in RRPF was $626.8 million as of 12/31/23*

GATX's Strong Global Presence



GATX Primary Rail Operations Footprint
(excludes leasing footprint for RRPF and Trifleet)

GATX Headquarters Locations
- GATX Corporation Headquarters *(Chicago, IL)*
- GATX Rail Europe *(Vienna, Austria)*
- GATX Rail India *(Gurgaon, India)*
- Trifleet *(Dordrecht, Netherlands)*

Major Maintenance Facilities
(excludes non-major maintenance facilities, customer site locations & mobile units)

Rolls-Royce & Partners Finance Headquarters *(London, United Kingdom)*

As of 12/31/2023

GATX's Portfolio Includes:

APPROXIMATELY	INTEREST IN OVER	Nearly
148,500	**425**	**24,000**
RAILCARS	AIRCRAFT SPARE ENGINES	TANK CONTAINERS

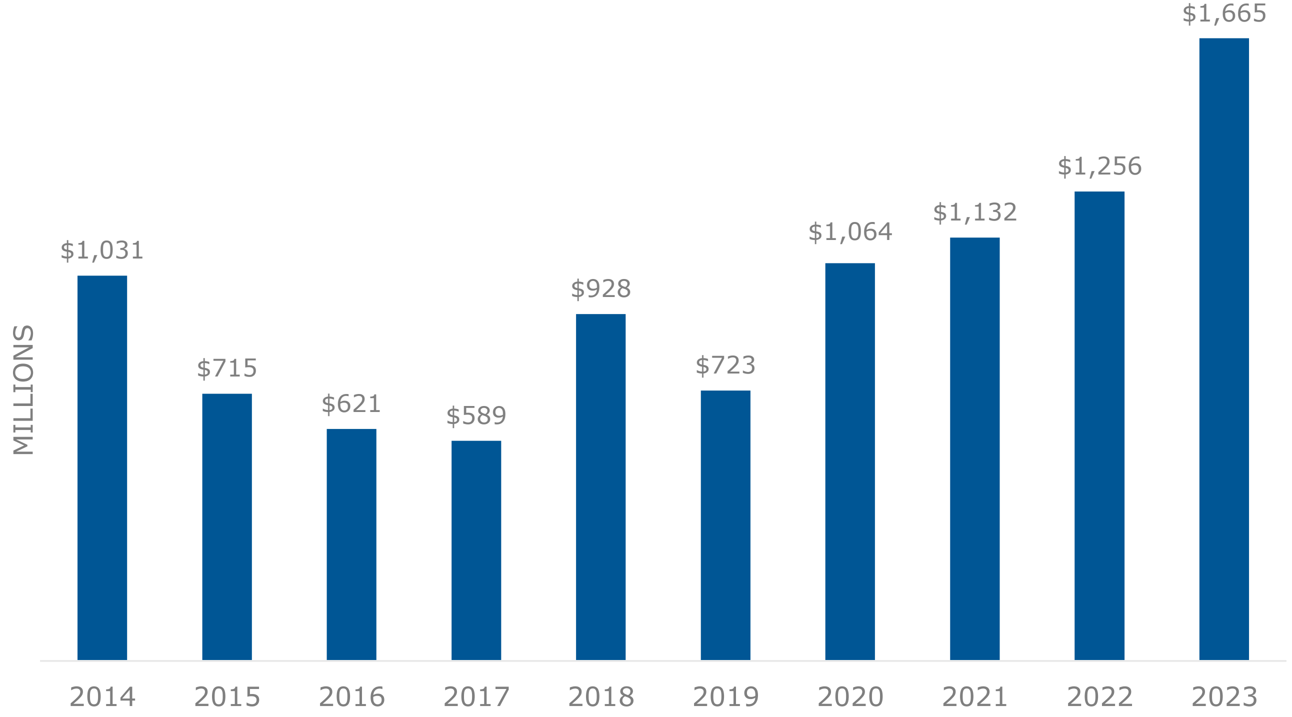
Capital Allocation Framework

PRIORITY 1

Invest in long-lived, widely used, service-intensive assets to maximize shareholder value

$9.7 billion of investments over the past decade

Investment Volume*



**2017-2023 reflects continuing operations. The information for 2016 and prior has not been recast for discontinued operations presentation*
Note: Investment volume may include non-cash items

Capital Allocation Framework

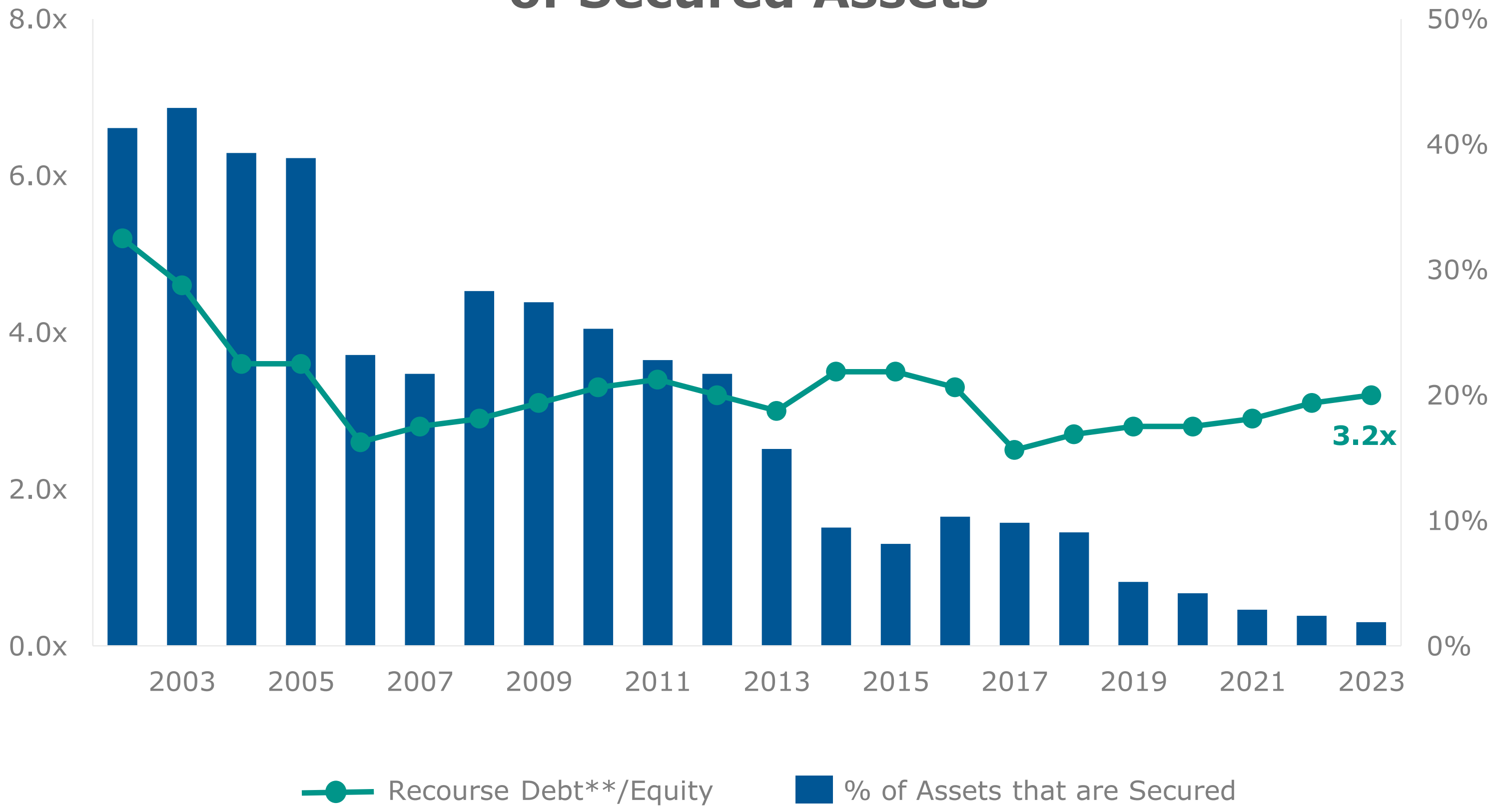
PRIORITY 2

Optimize the balance sheet

Maintain capacity for opportunistic investments

Maintain solid investment grade ratings; currently rated BBB/Baa2/BBB+*

Leverage & Reduction of Secured Assets



*GATXs long-term issuer rating as of 12/31/23 by Standard & Poor's, Moody's, and Fitch Ratings, respectively
**Total Recourse Debt = On-Balance Sheet Recourse Debt + Off-Balance Sheet Recourse Debt + Capital Lease Obligations + Commercial Paper and Bank Credit Facilities, Net of Unrestricted Cash and Short-Term Investments
(In accordance with the new lease accounting standard, off-balance sheet assets and recourse debt are no longer applicable beginning in 2019)

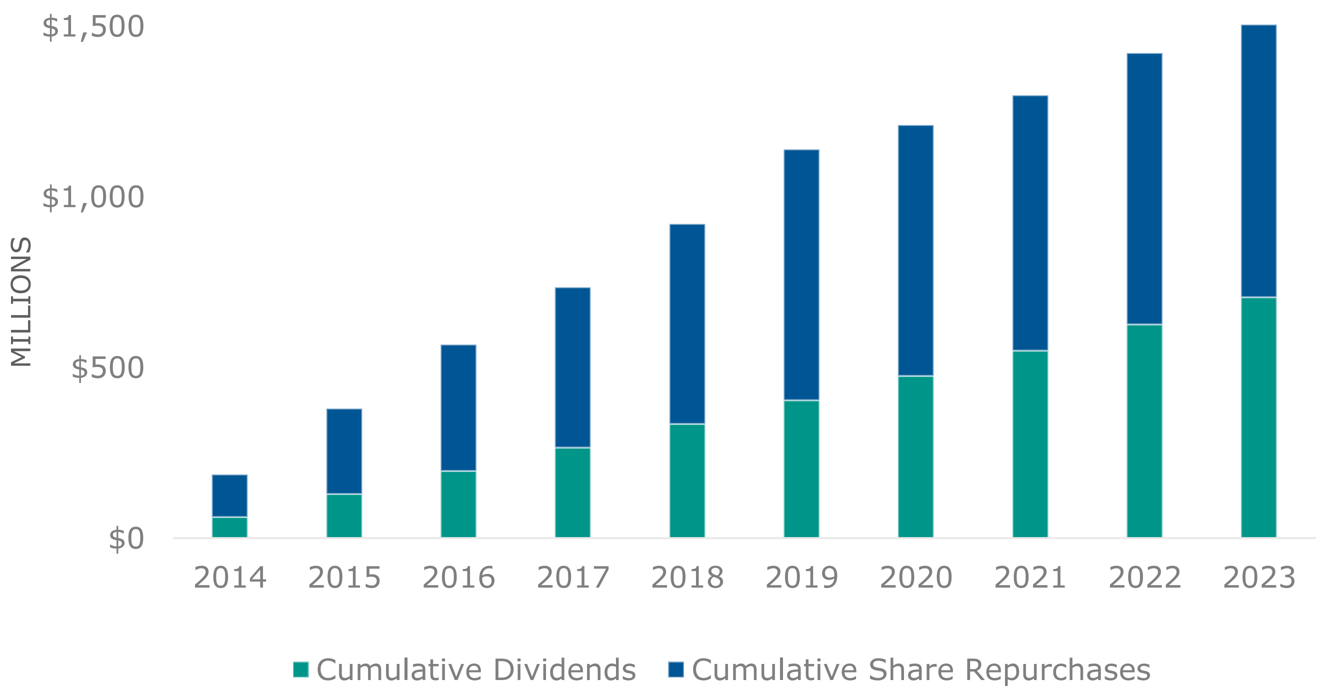
Capital Allocation Framework

PRIORITY 3

Return excess cash to shareholders

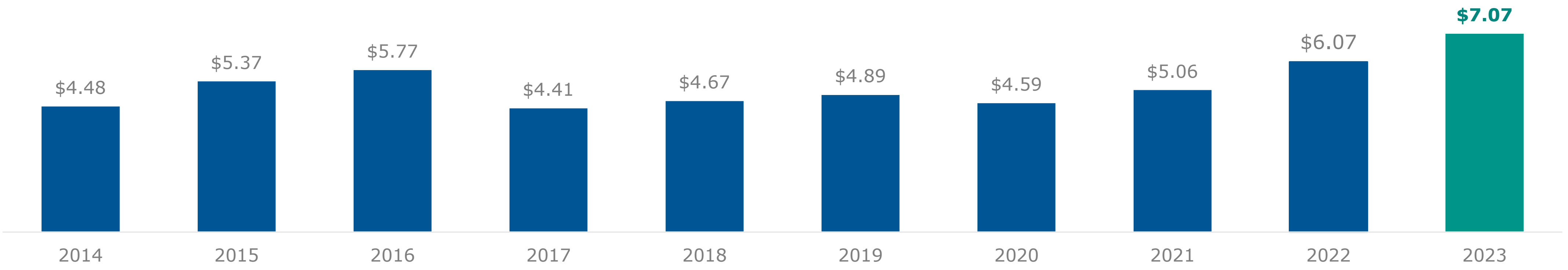
Over the past decade, more than $1.5 billion returned to shareholders

Cumulative Cash Returned to Shareholders

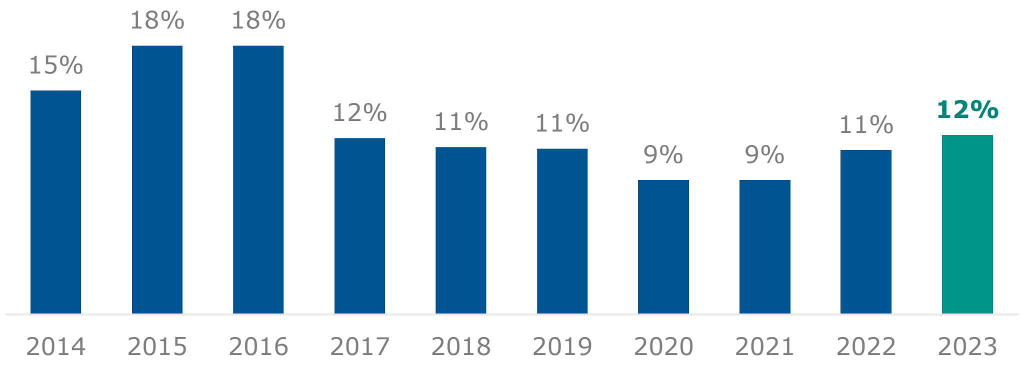


GATX Financial Highlights

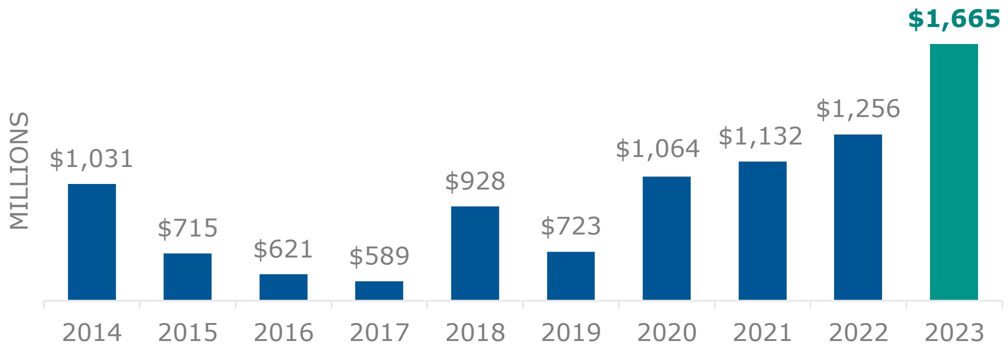
Income Per Diluted Share, excluding tax adjustments and other items (non-GAAP)*



Return on Equity, excluding tax adjustments and other items (non-GAAP)**



Investment Volume*



*2017-2023 reflects continuing operations. The information for 2016 and prior has not been recast for discontinued operations presentation
**Beginning in 2017, our equity, which is used in this calculation, increased by $315.9 million and $16.5 million in 2017 and 2018, respectively, as a result of tax benefits recorded related to the 2017 Tax Cuts and Jobs Act
Note: Investment volume may include non-cash items
See appendix for Reconciliation of Non-GAAP Measures.

ESG Programs and Initiatives

OVERSIGHT BY INDEPENDENT GOVERNANCE COMMITTEE OF THE BOARD

Health and Safety

- We strive to maintain the highest levels of safety by fostering a culture that makes safety a top priority
- We strive to ensure that our railcar maintenance facility employees and inspectors, who are essential workers in the rail industry, can safely perform their jobs every day
- We are recognized as a Responsible Care Partner by the American Chemistry Council and the Chemical Industry Association of Canada

Human Capital Management

- We are committed to fostering a diverse and inclusive environment where employees feel valued and welcomed to be their best personally and professionally
- We design our talent development program to provide employees with the resources they need to help achieve their career goals, build management skills, and lead their teams and organizations
- We conduct an annual compensation analysis that seeks to achieve pay equity across gender, race, and ethnicity for professional, managerial, and executive level positions

Environmental Impact

- We maintain a Sustainability page on the GATX website to highlight environmental and social responsibility accomplishments and provide key performance data to our stakeholders
- We publish Scope 1 and Scope 2 greenhouse gas emissions and continue to assess our full value chain impacts on the environment in an effort to identify opportunities to reduce those impacts
- We issue an annual Sustainability Accounting Standards Board (SASB) report that discloses relevant metrics

Community Engagement

- We support causes in communities where employees live and work, establishing a company culture that values strong corporate citizenship
- We organize local volunteer events to encourage employees to give back through programs that focus on addressing the needs of underserved populations and building vibrant communities
- Over the last 27 years, GATX and its employees have donated more than $5 million to Make-A-Wish Illinois through corporate contributions and employee giving and fundraising

As of 12/31/2023

GATX Highlights

Disciplined Management Team
Long-term focused and experienced in managing across the business cycle

Market Leadership in Essential Businesses Globally
across majority of the markets we operate

Superior Asset Allocation
Highly diversified portfolio of transportation assets worldwide; North American railcar fleet with ~160 car types serving nearly 600 commodities spread across 840+ customers

Critical Service Offerings
valued by customers across our business segments worldwide

Operational Excellence
Strong safety record while delivering best-in-class service to customers

High Level of Quality Cash Flow
via contractual lease receipts from a diverse base of customers

Effective Capital Allocation
Well-positioned with a strong balance sheet to capitalize on attractive investment opportunities

Consistent Return of Capital to Our Owners
2024 marks our 106th consecutive year of paying a dividend

As of 12/31/2023

Railcar Leasing Business Model

Proven Business Model

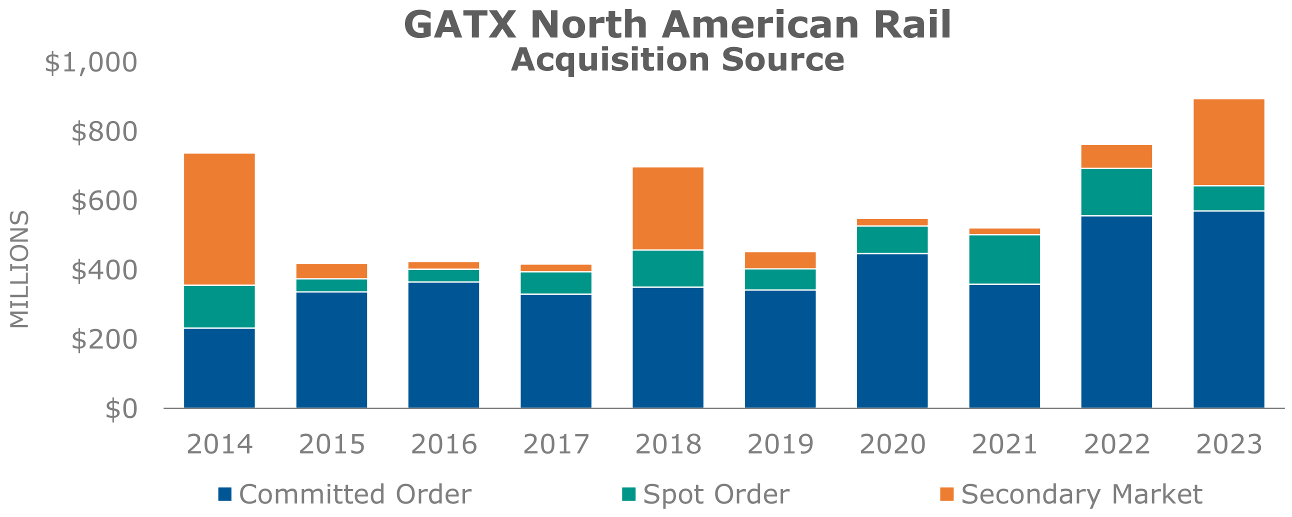
BUY
the railcar at an economically attractive and competitively advantaged price at the right time

SERVICE
the railcar in a manner that maximizes safety, quality, and customer satisfaction

LEASE
the railcar to a quality customer at an attractive rate for a term that reflects the business cycle

MAXIMIZE
the value of the railcar by selling or scrapping at the optimal time

Business Model: BUY



DISCIPLINED INVESTMENT APPROACH

GATX recognizes that railcars are long-lived assets and returns are achieved over decades.

GATX avoids chasing short-term, unsustainable market trends.

COMPETITIVE ASSET COST

GATX places committed orders at appropriate points in the business cycle.

GATX uses multiple manufacturing sources to achieve economically attractive and competitively advantaged new car costs.

OPPORTUNISTIC INVESTMENT

GATX consistently identifies attractive opportunities across the business cycle.

GATX acquires new railcars in the spot market and used railcars in the secondary market

BEST-IN-CLASS TECHNICAL CAPABILITIES

GATX's engineering team works with customers to customize railcar specifications to meet their needs.

GATX's Quality team performs car inspections and quality control checks during the manufacturing process.

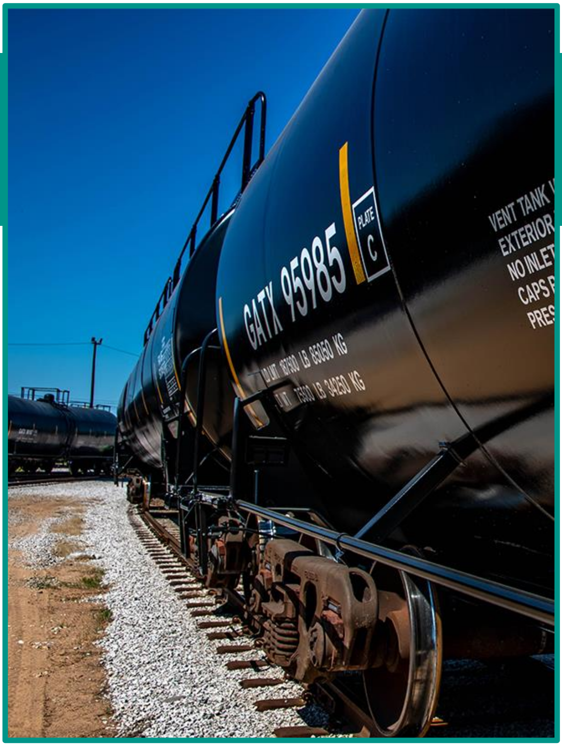
Business Model: BUY

GATX'S RAILCAR SUPPLY STRATEGY

Acquire railcars from a variety of sources versus manufacturing its own railcars

GATX's Sources of Railcar Supply

- Large, multi-year orders for new cars
- Spot orders for new cars to meet specific customer demand
- Fleet acquisitions of existing cars from other industry participants



Benefits of Railcar Supply Strategy

- Access to attractively priced railcars
- Ability to grow our high quality fleet and reliably meet customer demand
- Avoids volatility, high fixed costs, and sub-optimal asset allocation often associated with railcar manufacturing

Business Model: LEASE

Customers prefer GATX because of its diverse fleet, technical expertise to meet unique needs, and superior ongoing service

HIGH FLEET UTILIZATION

- Focus on keeping the fleet deployed, adjusting rate and term to capture maximum value throughout cycles
  - 98%+ utilization for over a decade
- Invest in the maintenance capabilities to support customers' needs

CAR AVAILABILITY

- Maintain the most diverse fleet in the industry to satisfy varying customer demands
- Utilize multi-year committed orders with railcar manufacturers to maintain a steady stream of high-quality, modern, and cost-advantaged railcars

98%+ Utilization on Average

840+ Customers

CUSTOMER VALUE

~160 Railcar Types

<0.5% Customer Reject Rate

STRONG CUSTOMER RELATIONSHIPS

- We deploy our large sales force to service and develop a high-quality and diverse base of over 840 customers in Rail North America
- Focus on long-term customer relationships
  - Average tenure of top 10 customers in North America is 50 years

DELIVERY

- Develop lease structures that fit customers' needs
- Deploy industry leading QA and inspection teams to confirm that railcars meet GATX and customers' specifications before acceptance

Rail North America statistics as of 12/31/2023

Business Model: SERVICE

GATX has built a strong market position by focusing on full-service leasing in North America and Europe

MAINTENANCE

- Customers utilize GATX to assist with managing the complex process of maintaining railcars
- Premium service minimizes railcar quality issues and unexpected downtime
- Efficient maintenance network, including seven GATX-owned maintenance facilities in North America and one in Europe
- In 2023, GATX completed nearly 30,000 service events through our owned facilities and third-party maintenance network in North America

ENGINEERING

- GATX's engineering team consists of mechanical, structural, and chemical engineers
- GATX's engineers tailor railcar solutions to meet customers' needs, taking into consideration commodity carried, location, and layout of facilities
- GATX has extensive experience preparing railcars for new services, helping to both meet changing customer needs and maximize the value of GATX's fleet

TRAINING

- GATX offers various training at our headquarters, at customer sites, at our maintenance facilities, and through our TankTrainer™ rolling classroom
- GATX's TankTrainer™ program has provided training to thousands of customers, first responders, and employees in North America over its 30+ year tenure

TECHNOLOGY

- MyGATXRail.com provides Rail North America customers with real-time fleet management capability and maintenance data
- Shop Portal provides Rail North America GATX personnel with state-of-the-art technology for car inspection, maintenance instructions, and reporting in real-time
- RailPulse™ is a joint venture created to facilitate the adoption of telematics across the North American railcar fleet in order to help drive industry growth

REGULATORY

- As a railcar lessor, GATX takes an active leadership role in the complex regulatory landscape
- Our employees are actively involved in key industry groups in North America and Europe
- Customers choose GATX because we assist with the complex and labor-intensive processes associated with maintaining periodic compliance requirements for a railcar fleet

As of 12/31/2023

Business Model: MAXIMIZE

GATX optimizes its fleet through selling railcars in the secondary market or scrapping them at the end of their useful lives. Our fleet of cost-advantaged, well-maintained modern railcars, leased to quality customers, allows us the opportunity to realize significant remarketing income through cycles

REMARKETING INCOME *(Income from sale of owned assets)*

- GATX opportunistically sells cars in the secondary market to optimize a diversified, high-performing railcar fleet
- Over the last 10 years, GATX Rail North America generated an average of $68 million of remarketing income per year

Rail North America	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Approximate # of units sold*	2,700	3,900	2,700	1,600	3,200	3,700	1,700	3,900	6,800	3,300
Remarketing income ($ millions)	$62.6	$67.4	$46.3	$44.6	$66.1	$58.9	$39.2	$81.6	$104.6	$112.1

SCRAPPING GAINS

- GATX typically realizes gains when railcars are scrapped at the end of their useful lives
- Over the last 10 years, GATX Rail North America and Rail International generated an average of approximately $9.4 million of scrapping gains per year

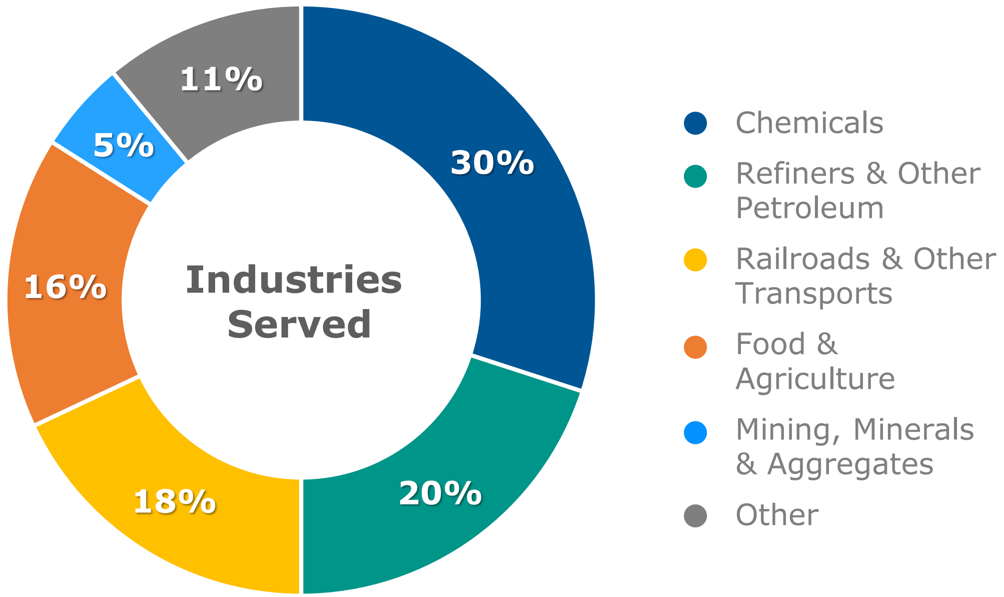
Rail North America and Rail International	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Approximate # of units scrapped*	3,200	2,600	3,900	4,800	3,400	3,300	3,800	4,300	2,600	2,100
Scrapping gains/(loss) ($ millions)	$16.1	$9.5	$3.2	$8.5	$14.5	$(2.3)**	$0.1	$16.6	$16.9	$10.8

**Includes boxcars and locomotives*
***Includes a $3.8 million scrap loss on customer damaged cars that was largely offset by an early termination fee*

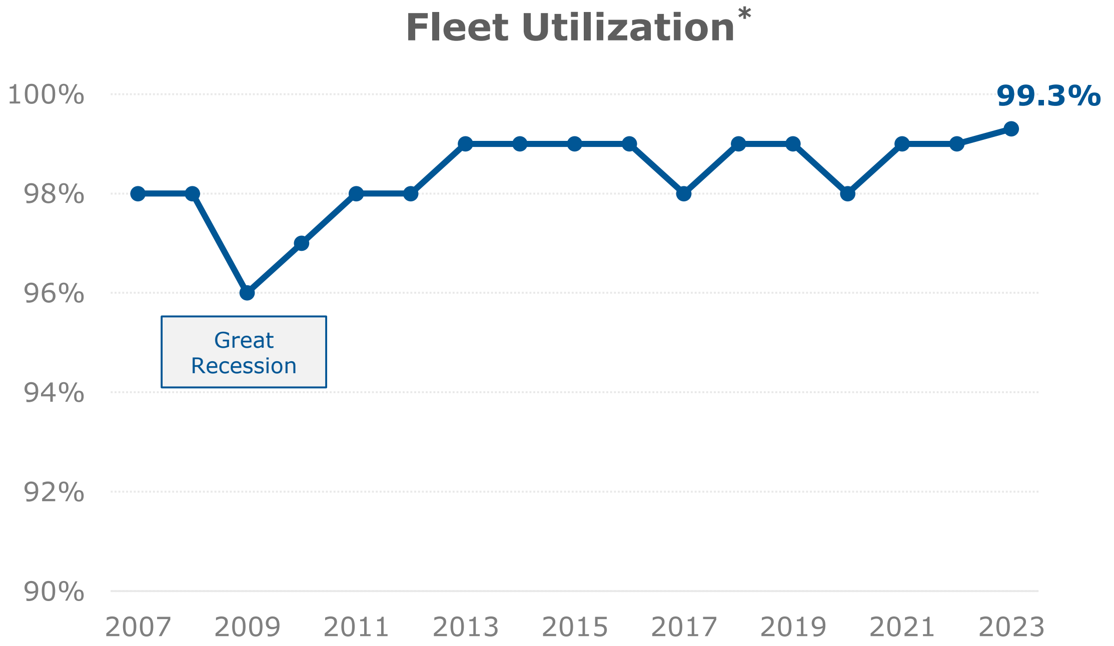
Rail North America

GATX Rail North America Overview

2023 OVERVIEW	WHOLLY OWNED FLEET COUNT	CAR TYPE COUNT	AVERAGE FLEET AGE	LOCOMOTIVE COUNT	NUMBER OF CUSTOMERS	COUNTRIES OF OPERATION
	110,400+	~160	18 years	500+	840+	U.S., Canada & Mexico



Based on 2023 Rail North America Revenue



Fleet Utilization*

**Excludes boxcar fleet*

Industry Ownership:
North America

Approximately 1.65 million railcars

RAILROADS

- Ownership of railcars continues to decline
- Virtually no tank car ownership due to complexities and regulations
- Focuses capital investment on infrastructure

28% (2008) ➡ **16% (2024)**

LESSORS

- Shift from railroad- and shipper-owned railcars to lessors
- Lessors dominate the tank car segment due to complex services and compliance requirements

43% (2008) ➡ **57% (2024)**

SHIPPERS

- Shipper ownership share has declined slightly
- Alternative focus of capital on core business versus railcar investments
- Railcar maintenance and management not a core competency

20% (2008) ➡ **17% (2024)**

TTX

- Railroad-owned equipment pool focused on box, flat, intermodal, and gondola cars
- Overall market share has remained steady since 2008

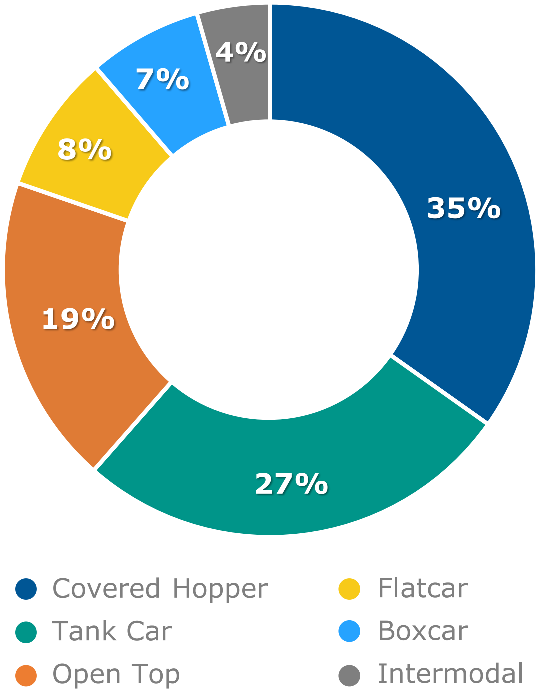
9% (2008) ➡ **10% (2024)**

Source: UMLER as of April 2024

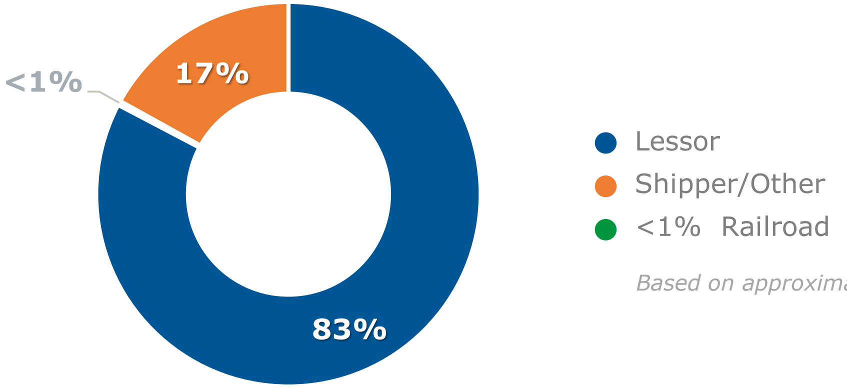
Industry Fleet and Ownership Mix:
North America

Railcars by Type

(Approximately 1.65M railcars)

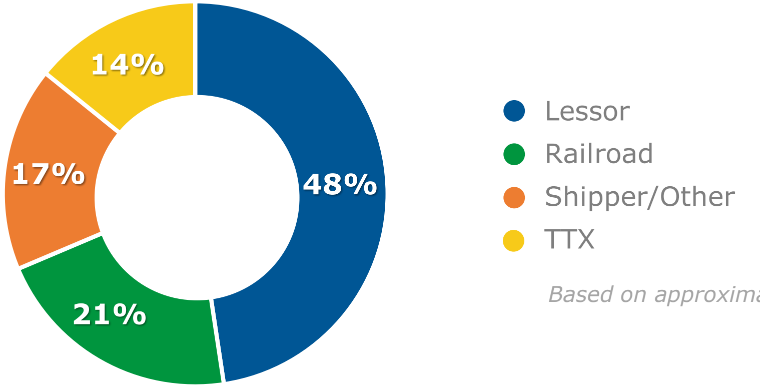


Tank Car Ownership Share



Based on approximately 439K tank cars

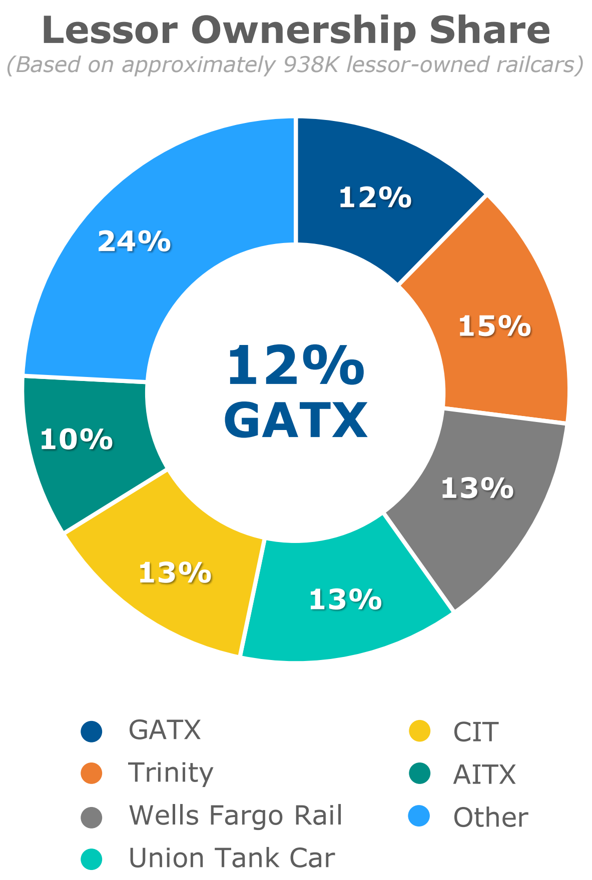
Freight Car Ownership Share

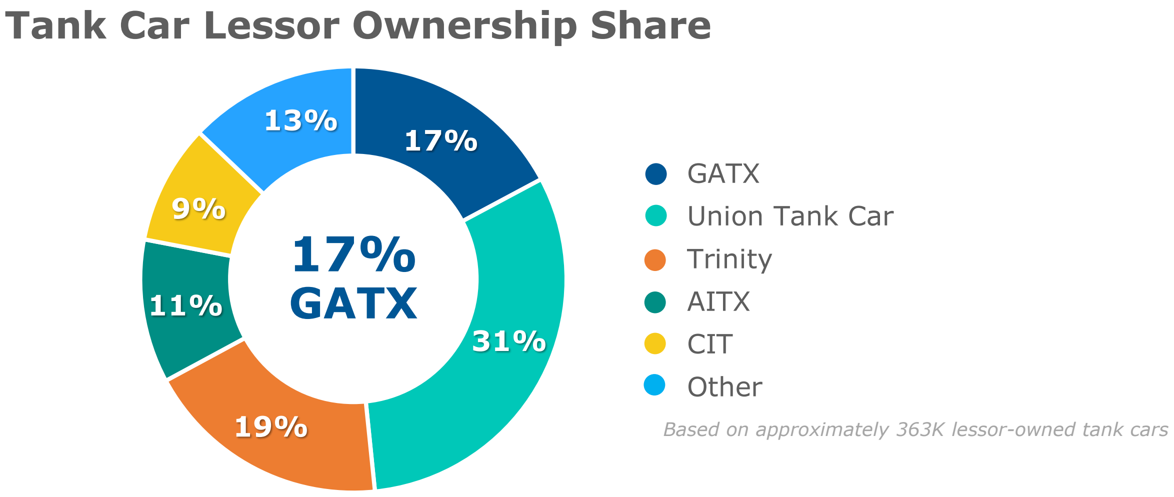


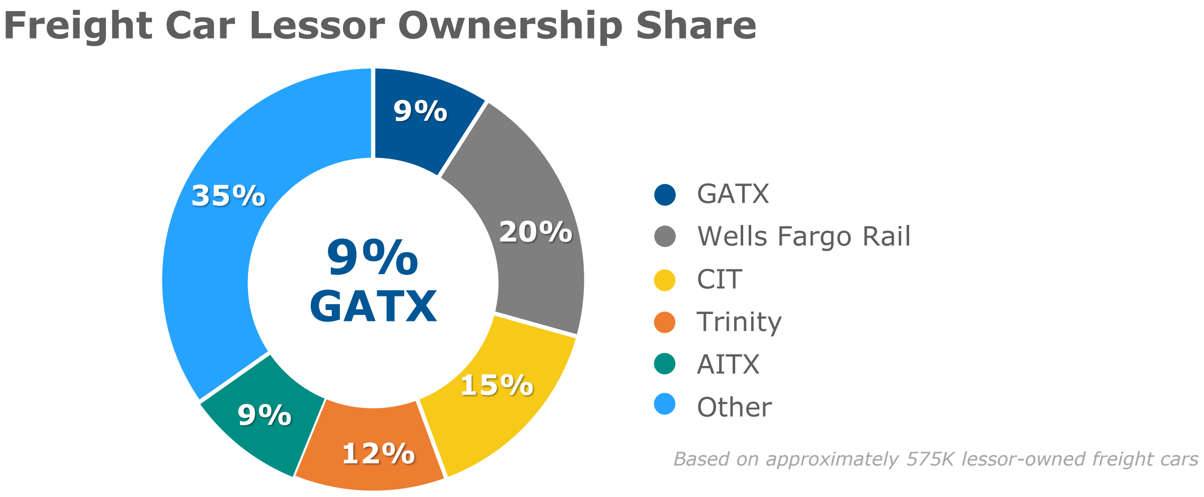
Based on approximately 1.2M freight cars

Source: Umler as of April 2024

Lessor Market Share: North America

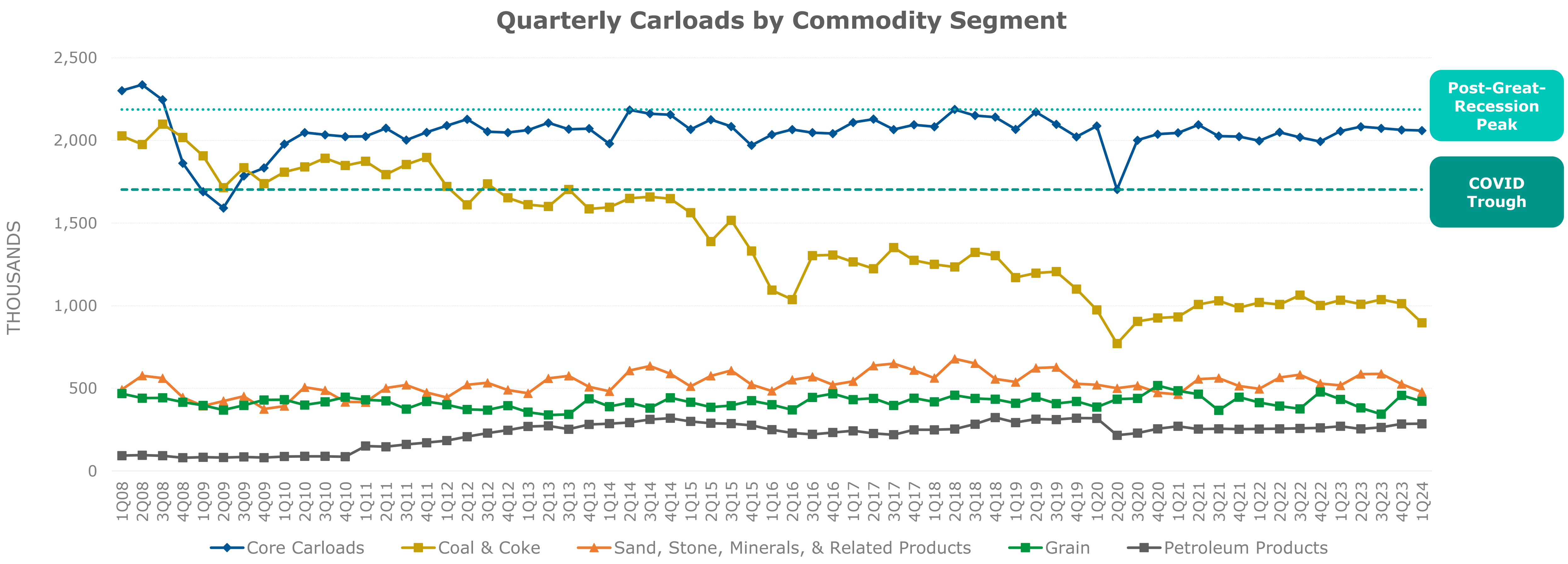






Source: Umler as of April 2024

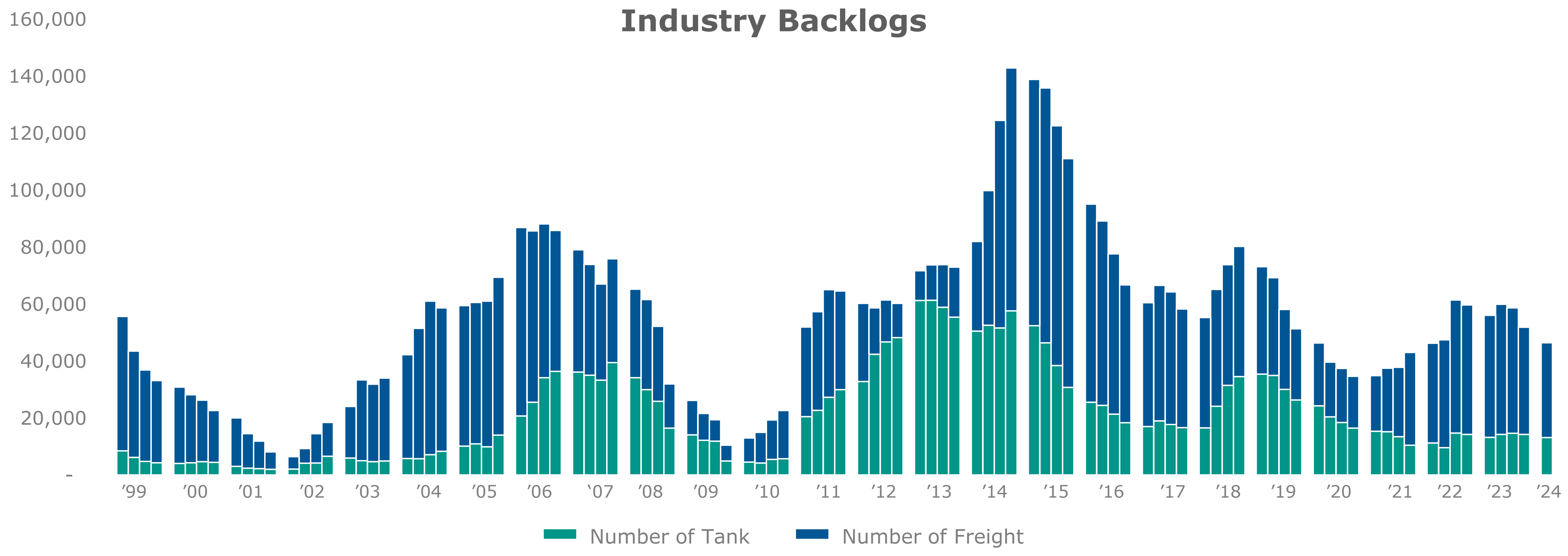
Industry Commodity Carloadings:
North America



Source: Association of American Railroads

Industry Backlog:
North America

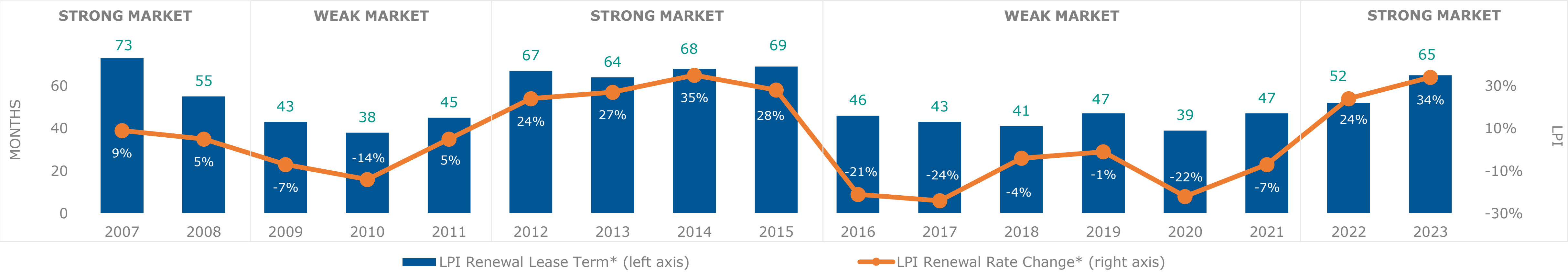
Cyclicality of the industry is illustrated by order backlogs at railcar manufacturers



Source: Railway Supply Institute as of April 2024

GATX Rail North America:
Actively Managing Through Cycles

GATX adjusts our offered term structure of rates based on market conditions to maximize term during strong markets and maximize future remarketing optionality during weak markets



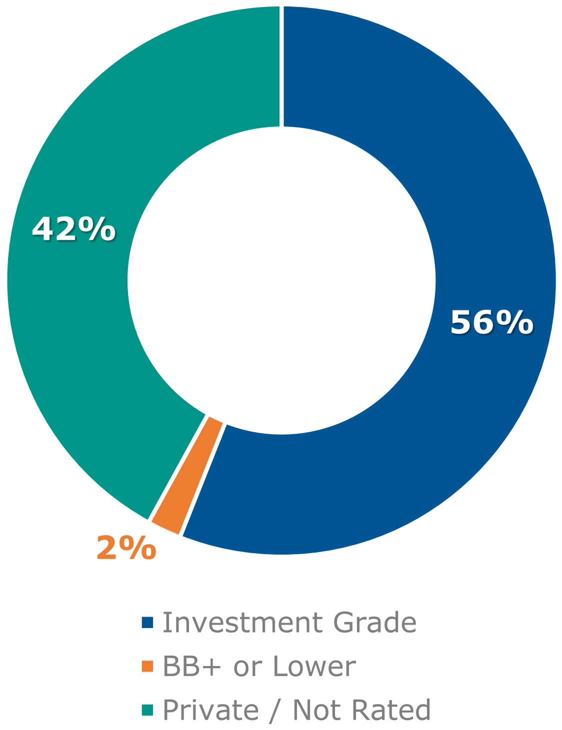
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Approximate # of railcars scheduled for renewal*	17,500	15,000	17,000	21,000	20,000	21,000	20,000	17,000	12,500	15,100	13,900	17,800	17,800	20,000	18,500	18,700	19,400
Renewal Success Rate*	60%	54%	62%	77%	82%	81%	86%	81%	67%	75%	83%	82%	71%	83%	86%	84%	N/A
Utilization*	98%	96%	97%	98%	98%	99%	99%	99%	99%	98%	99%	99%	98%	99%	99%	99%	N/A

**Excludes boxcar fleet*
LPI = Lease Price Index: The average renewal lease rate change is reported as the percentage change between the average renewal lease rate and the average expiring lease rate of GATX's North American railcar fleet (excluding boxcars).
Renewal Success Rate: The percentage of expiring leases that were renewed with the existing lessee.

As of 12/31/2023; Reflects modified LPI methodology announced in July 2023.

GATX Rail North America:
Diverse Customer Portfolio

Credit Ratings of the Top 50 Customer Families



GATX serves more than **840 individual customers**

Largest customer represents **less than 5%** of total lease revenue

Average relationship tenure of top 10 customers is **50 years**

Top 20 customers account for **less than 35% of total lease revenue**

Note: Top 20 customers based on 2023 revenue; Customer families sometimes include more than one customer account; the ratings noted generally reflect the credit quality of the rated parent entity. Lease obligations of subsidiaries are not necessarily guaranteed by the rated parent entity.

As of 12/31/2023

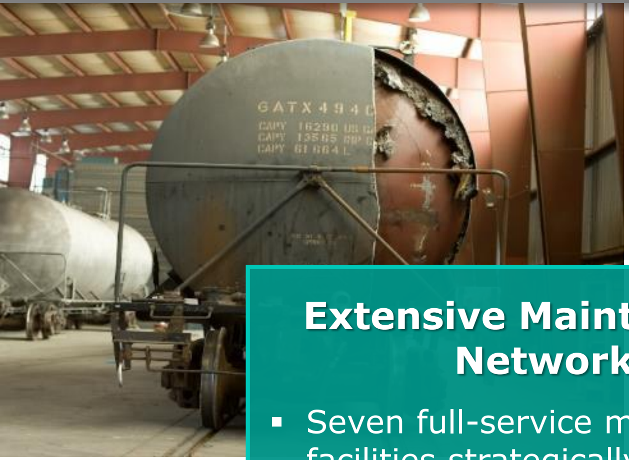
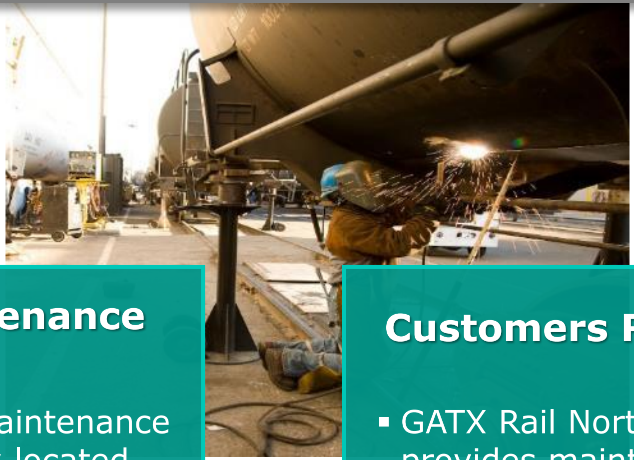
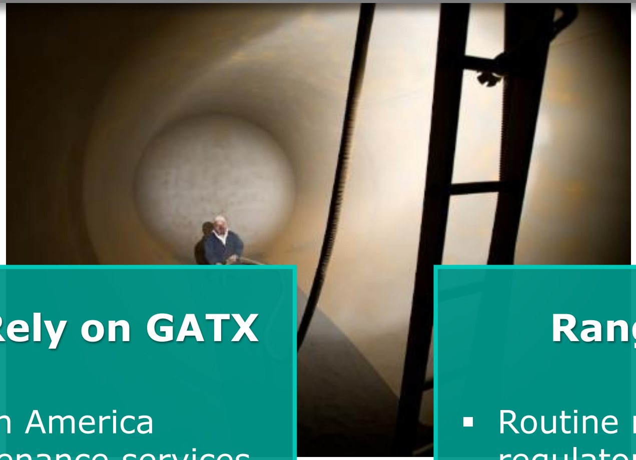
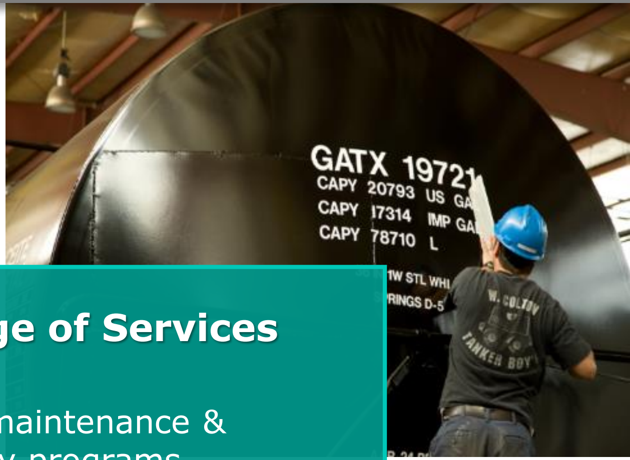
GATX Rail North America:
Diverse Fleet

	CAR TYPE	COMMODITIES CARRIED	% OF FLEET	% of NBV
TANK CARS	General Service Tank Cars: *20k-25k gallon*	Liquid fertilizers, asphalt, food-grade oils	**15.8%**	**12.1%**
TANK CARS	General Service Tank Cars *>25k gallon*	Food-grade oils, lubricating oils, light chemicals	**11.9%**	**10.3%**
TANK CARS	High-Pressure Tank Cars	LPG, VCM, propylene, carbon dioxide	**10.5%**	**8.0%**
TANK CARS	DOT-117 for Flammable Liquids	Ethanol & methanol, light petroleum products (crude oil, fuel oils, diesels, gasoline, etc.), chemicals (styrene, glycols, etc.), alcohol, resins	**7.1%**	**16.3%**
TANK CARS	General Service Tank Cars: *13k-19k gallon*	Molten sulfur, clay slurry, caustic soda, corn syrup	**6.8%**	**7.7%**
TANK CARS	Other Specialty Tank Cars	Acids (sulfuric, hydrochloric, phosphoric, acetic, nitric, etc.), coal tar pitch, specialty chemicals	**4.3%**	**3.9%**
TANK CARS	**TOTAL TANK**		**56.4%**	**58.3%**
FREIGHT CARS	Gravity Covered Hoppers: *>4k cubic feet*	Grain, sugar, fertilizer, potash, lime, soda ash, bentonite	**9.9%**	**8.4%**
FREIGHT CARS	Boxcars	Paper products, lumber, canned goods, food and beverages	**8.4%**	**7.7%**
FREIGHT CARS	Pneumatic and Specialty Covered Hoppers	Plastic pellets, flour, corn starch, mineral powder, lime, clay, cement	**7.3%**	**4.5%**
FREIGHT CARS	Open-top Cars	Aggregates, coal, coke, woodchips, scrap metal, steel coils	**6.0%**	**4.2%**
FREIGHT CARS	Gravity Covered Hoppers: *<4k cubic feet*	Sand, cement, roofing granules, fly ash, dry chemicals	**4.5%**	**3.4%**
FREIGHT CARS	Intermodal Railcars	Containerized goods	**3.8%**	**7.1%**
FREIGHT CARS	Other	Flatcars (lumber and steel), automotive (finished vehicles)	**3.7%**	**6.4%**
FREIGHT CARS	**TOTAL FREIGHT**		**43.6%**	**41.7%**

As of 12/31/2023

GATX Rail North America:
Maintenance Network

GATX is known for safety, integrity, and quality of our operations and superior execution

Extensive Maintenance Network

- Seven full-service maintenance facilities strategically located throughout the U.S. and Canada
- One customer site location
- One railcar mobile repair unit
- One locomotive mobile repair unit

Customers Rely on GATX

- GATX Rail North America provides maintenance services on railcars and locomotives
- In 2023, GATX completed ~30,000 maintenance events through its owned and third-party maintenance network

Range of Services

- Routine maintenance & regulatory programs
- Maintenance services include:
  - Mechanical repairs
  - Interior cleaning
  - Interior/exterior blasting
  - Interior/exterior coatings
  - Valve maintenance
  - Qualification & more

As of January 5, 2024

GATX Rail North America: Maintenance Network

Investments made in recent years allowed GATX to enhance safety while increasing the percentage of fixed shop repairs completed in our owned maintenance network, which we believe is the best in the industry

Since 2017, we have invested over $165 million into our owned network

TECHNOLOGY

- Implemented new platform and system aimed at **streamlining work content, work instructions, and billing**

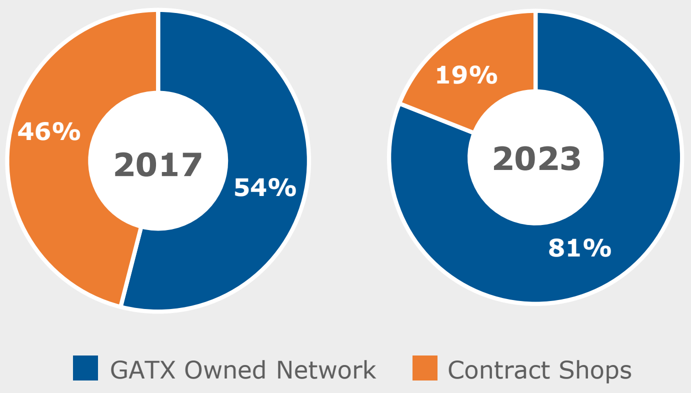
NETWORK RATIONALIZATION

- Closed/sold 19 cost ineffective locations since 2017, while increasing total cars repaired in our owned network by approximately 20% over the same time period

INFRASTRUCTURE INVESTMENT IN OUR CORE NETWORK

- Focused on 1) safety and employee welfare, 2) productivity, and 3) capacity expansion/increased capabilities, with the goal of achieving ***economies of scale*** in our core network
- Ability to service ***more car types*** in our core network

Fixed Shop Repairs in Owned Network vs. Contract Shops



All while continuing to prioritize and maintain the highest level of safety and quality at our shops

GATX Rail North America:
Training and Regulatory Participation

Deep Knowledge on Industry Regulations

Our employees are actively involved in numerous regulatory committees and trade and supplier associations.

Association of American Railroads

RAILWAY SUPPLY INSTITUTE
Support, Connection, Advocacy

Railway Association of Canada

Training and Safety

With our one-of-a-kind TankTrainer program, we have provided training on tank car operations and safety since 1993.

Continued partnerships with American Chemistry Council, Chemistry Industry Association of Canada, and Responsible Care.

American Chemistry Council

RESPONSIBLE CARE®
OUR COMMITMENT TO SUSTAINABILITY

CHEMISTRY INDUSTRY ASSOCIATION OF CANADA

As of 12/31/2023

GATX Rail North America:
Technology Focus

RAILPulse

RailPulse™ is a coalition of forward-thinking railcar owners who have joined together to **facilitate and accelerate the adoption of GPS and other telematics technology** across the North American railcar network. RailPulse™ is creating a new railcar telematics technology platform that will transform rail shipping and enhance the customer experience.

CREATED TO DEVELOP A NEW TECHNOLOGY PLATFORM

that provides real-time data via GPS and other telematics technology across the North American Railcar fleet

GOALS OF THE NEW PLATFORM:

- Increase adoption of railcar telematics
- Provide meaningful insights into rail performance
- Help drive growth for our industry
- Enable broad range of devices to work in a device-agnostic platform

Represents **30%** of North American railcar fleet

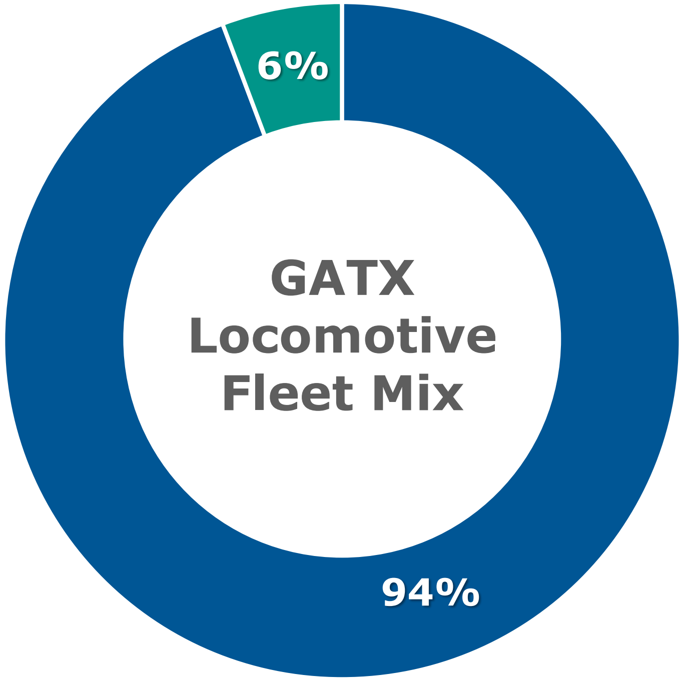
Early-Access released in 2023

Full public launch anticipated in **2024**

As of 12/31/2023

GATX Rail North America:
Locomotive Leasing

GATX owns more than 500 locomotives, over 90% of which are four-axle locomotives



● Four-Axle ● Six-Axle

$100.1M NBV

KEY ATTRIBUTES

Four-Axle Locomotives	Six-Axle Locomotives
▪ Low/Medium Horsepower ▪ Typically used in lighter-duty applications ▪ Predominantly used by industrial users and regional and short-line railroads	▪ Mostly High Horsepower ▪ Typically used in mainline and heavy-haul applications ▪ More often used by large railroads



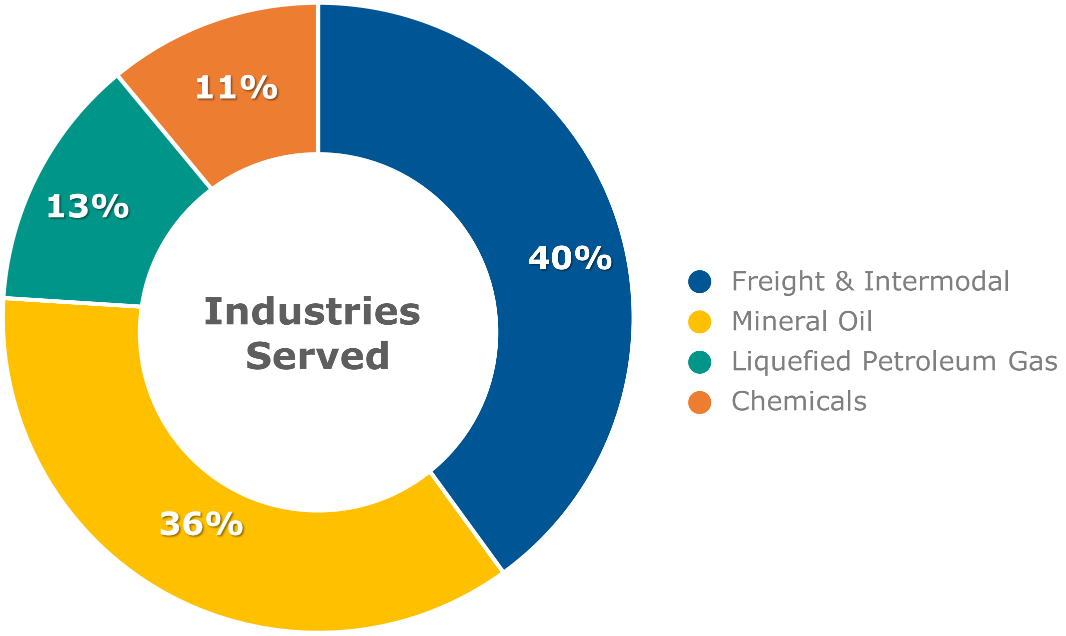
As of 12/31/2023

Rail International

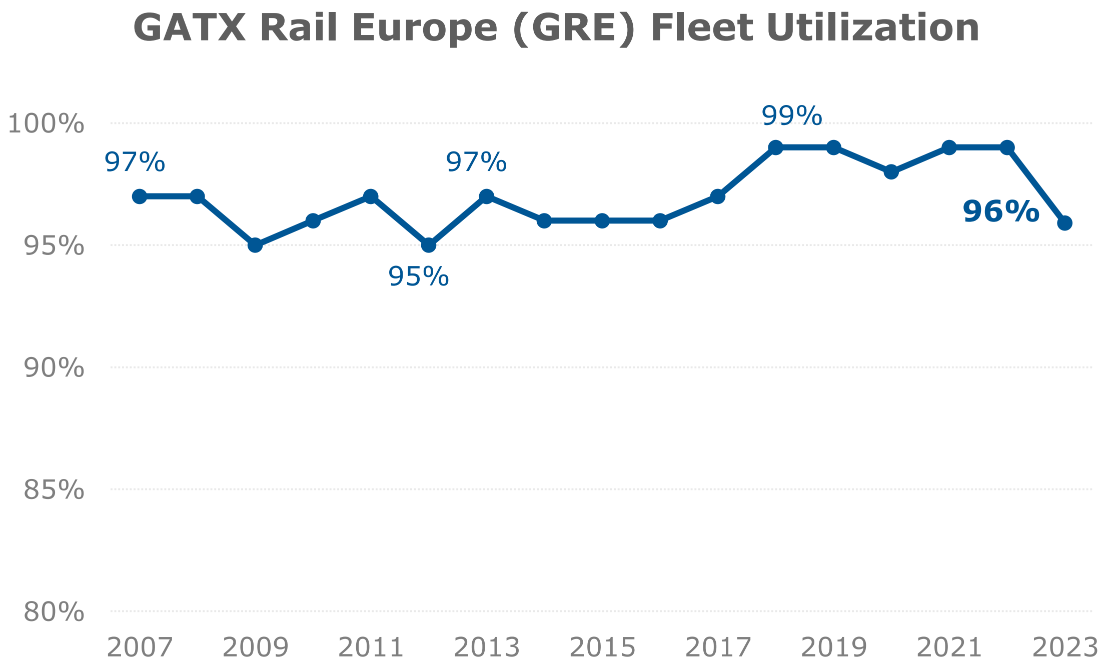
GATX Rail International Overview

2023 OVERVIEW

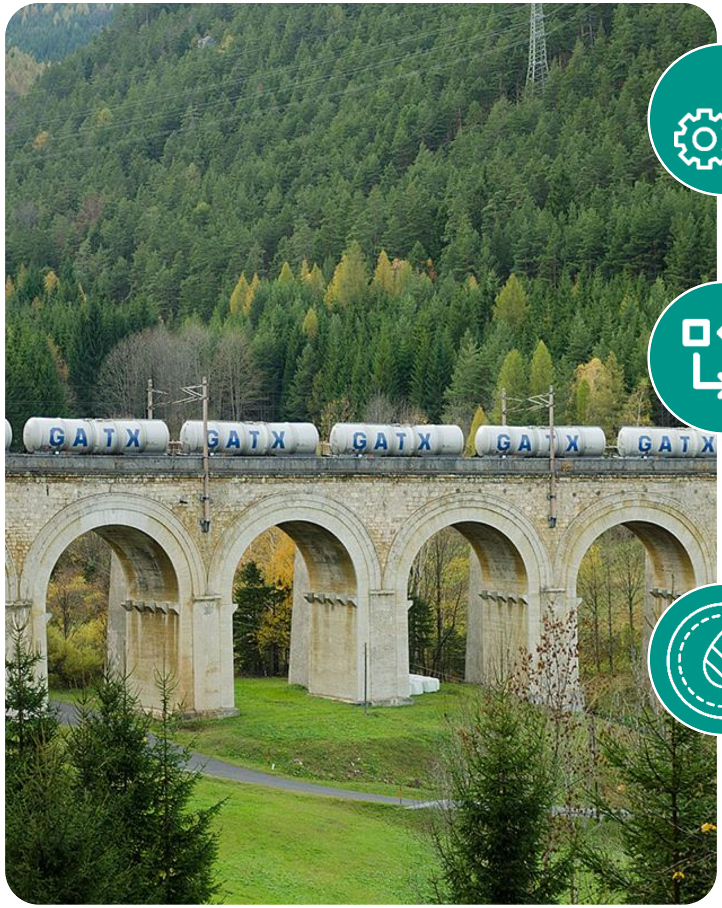
FLEET COUNT	AVERAGE FLEET AGE (GRE)	NUMBER OF CUSTOMERS	PRIMARY COUNTRIES OF OPERATION
Europe (GRE): 29,200+ India: 8,800+	17 years	275+	Germany, Poland, Austria, India, Switzerland, France, Hungary, Czech Republic, Romania, The Netherlands



Based on 2023 Rail International Fleet Count



Industry Snapshot:
Europe



RELATIVELY LIMITED MANUFACTURING CAPACITY

- Helps avoid creating an excess supply of industry railcars

OLDER INDUSTRY FLEET

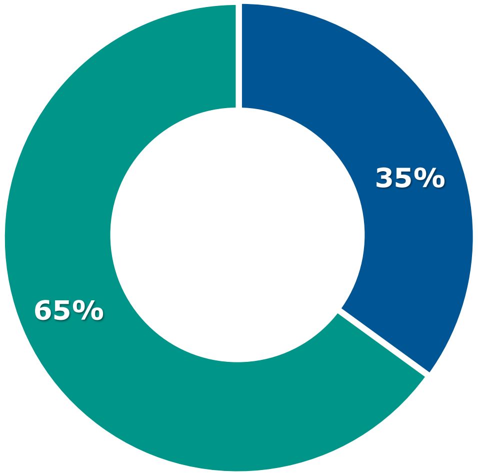
- Key segments continue to demonstrate opportunity to replace aging, smaller, and less efficient railcars

GREEN INITIATIVES DRIVING MODAL SHARE SHIFT FROM ROAD TO RAIL

- The European Green Deal, adopted in 2019, committed to turning the EU into the first climate neutral continent by 2050
  - Target of doubling EU's rail freight traffic by 2050 (for example, freight rail modal share in Germany at ~20%)**

Railcar Ownership*

(Based on approximately 680K railcars)



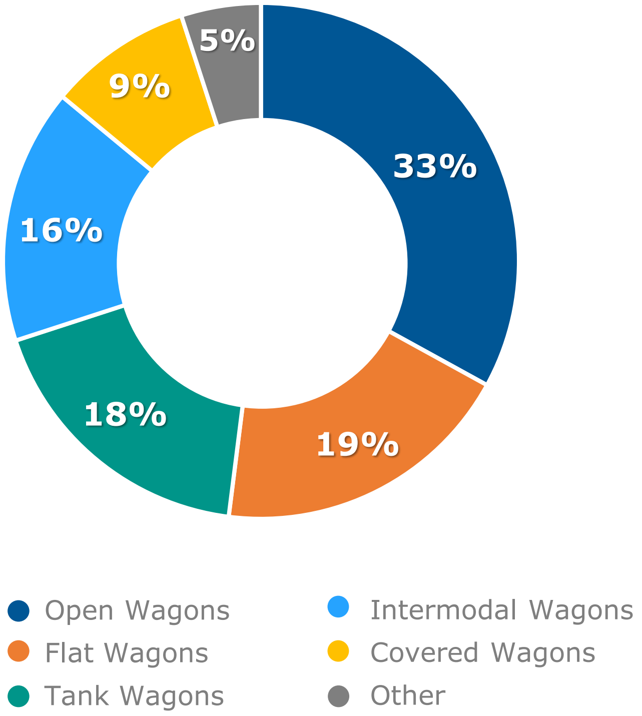
*Based on GATX management estimates as of January 2024

**(2020). Sustainable & Smart Mobility Strategy. European Commission. / Federal Statistical Office of Germany

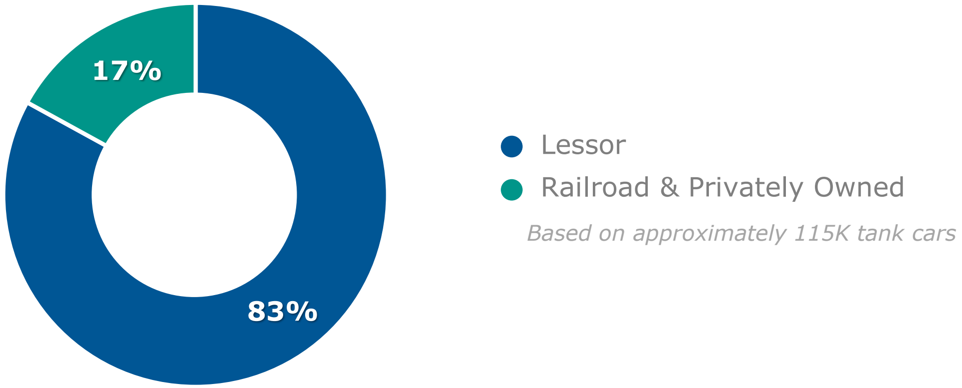
Industry and Fleet Ownership:
Europe

Railcars by Type

(Approximately 680K railcars)

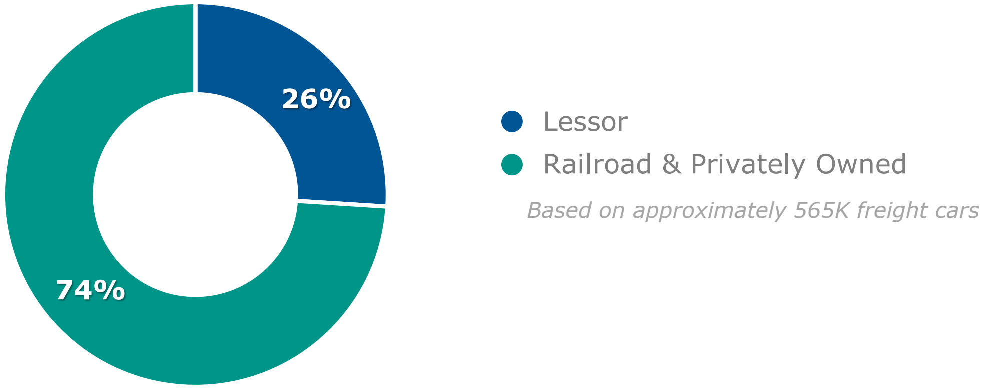


Tank Car Ownership Share



Based on approximately 115K tank cars

Freight Car Ownership Share



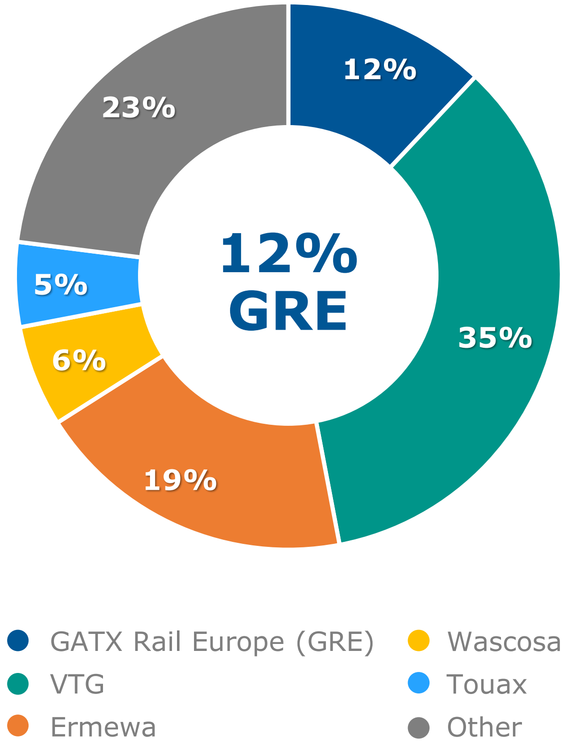
Based on approximately 565K freight cars

Source: GATX management estimates as of January 2024

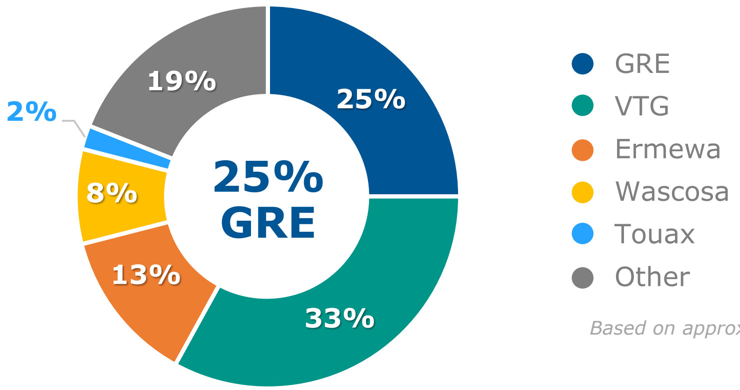
Lessor Market Share: Europe

Lessor Ownership Share

(Based on approximately 241K lessor-owned railcars)

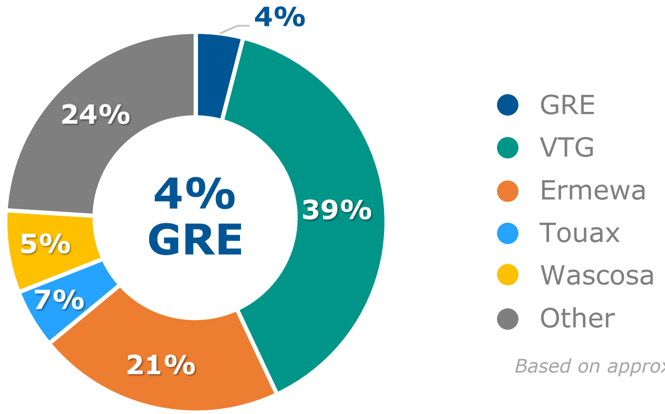


Tank Car Lessor Ownership Share



Based on approximately 95K lessor-owned tank cars

Freight Car Lessor Ownership Share

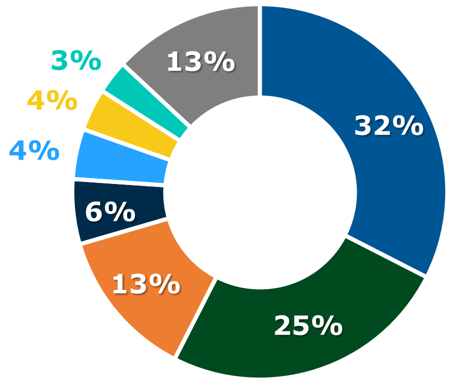


Based on approximately 146K lessor-owned freight cars

Source: GATX management estimates as of January 2024

GATX Rail Europe (GRE):
Major Rail Markets

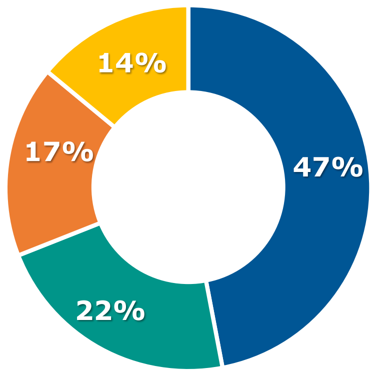
70% of GRE's revenue is generated in Germany, Poland, and Austria: strong freight rail transport economies



Countries Served

- Germany
- Poland
- Austria
- Switzerland
- France
- Hungary
- Czech Republic
- Other

Based on 2023 GRE Revenues



Industries Served

- Mineral Oil
- Freight and Intermodal
- LPG
- Chemicals

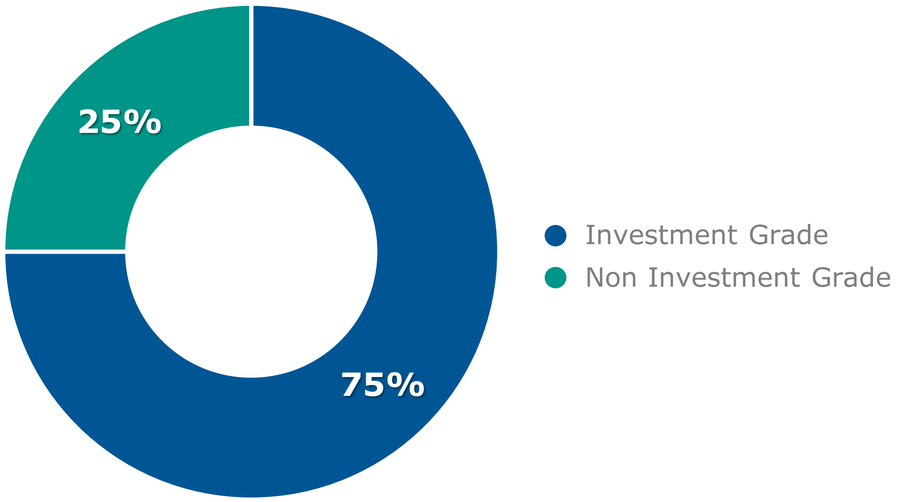
Based on 2023 Rail Europe Fleet Count

CAR TYPE	COMMODITIES CARRIED
Mineral Oil	Light mineral oil (gasoline, jet fuel, diesel oils, light heating oils), dark mineral oil (heavy heating oils, lubricating oils, coal tar, bitumen, asphalt), crude oil, bio diesel, styrene, acetone, methanol, ethanol
Liquefied Petroleum Gas (LPG)	Propane, butane, propylene, butadiene, light carbohydrate fractions, cooling gas mixtures, chloromethanes
Chemicals	Liquid fertilizers, acids (hydrochloric, sulfur, phosphoric, etc.), bases (carbohydrates, solutions, soda lye, sodium hypochlorite, etc.), aromatics (benzene, toluene, xylenes, phenol, etc.), liquid sulfur, hydrogen peroxide, resins and glues, solvents
Freight and Intermodal	Containers/trailers, steel coils, timber, lime, cement, coal, coke, gravel, sand, silica sand, and

GATX Rail Europe (GRE):
Diverse Customer Portfolio

GRE's newer and higher capacity railcar fleet attracts top-tier customers

Credit Ratings of Top 20 Customer Families



Top 20 customers based on 2023 revenue

Diverse customer base with approximately **260 customers**

8 of top 10 customers have done business with us **>20 years, five for 30 years**

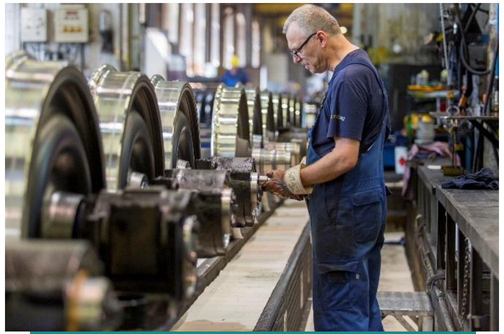
Average remaining lease term **21 months**

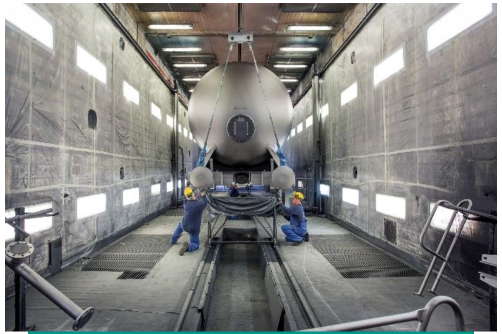
Renewal success rates have been **consistently high**

Note: Customer families may include more than one customer account; the ratings noted generally reflect the credit quality of the rated parent entity. Lease obligations of subsidiaries are not necessarily guaranteed by the rated parent entity.

As of 12/31/2023

GATX Rail Europe (GRE):
Service Offerings





MAINTENANCE

- GRE's goal is maximum railcar availability for its customers
- Proven track record of extremely high safety standards and technical expertise
- Owned workshop in Poland and certified contract shop partners
- GRE arranges for the cleaning of tank and freight cars combined with scheduled repairs to minimize downtime

ENGINEERING

- Decades of engineering experience
- GRE can adapt special railcars in its owned workshop to meet customer needs
- GRE helps to oversee the entire process from conceptual design to construction to the delivery of new and modernized railcars

ASSEMBLY

- Ability to assemble our own new railcars at our Ostróda, Poland workshop
- GRE's owned assembly facility, combined with extensive modernization expertise, allows us to achieve the highest standards in safety and quality
- Tailored solutions offered to customers

SUPPORT

- Comprehensive customer service
- Telematics & sensor solution to better serve our customers
- Deep industry-specific know-how combined with understanding of individual transportation needs

MODERNIZATION

- Over the last 10 years, GRE has invested over $1.4 billion to grow and diversify its railcar fleet
- With an average age of 17 years, GRE has one of the youngest and most modern railcar fleets in Europe
- Customer-specific adaptations and additional equipment can be implemented in many railcar types

Industry Overview:
India

State-Owned Indian Railways has a number of initiatives in progress to increase freight rail modal share in the country

Rail Freight Transport

SIGNIFICANT POTENTIAL

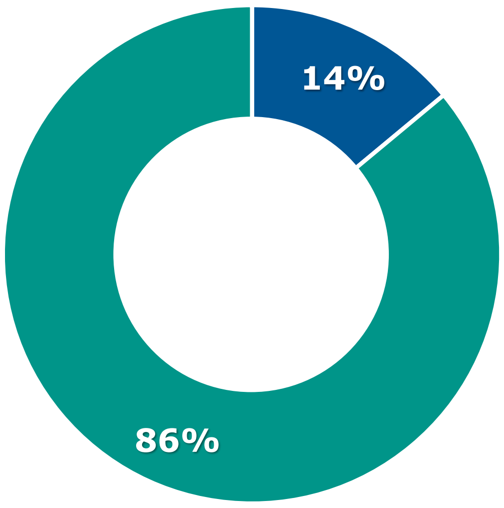
- Large railway network, historically dominated by passenger service
- Commodities move long distances
- Economic growth drives increase in import/export
- Focus on investments in infrastructure and manufacturing capacity

GOVERNMENT SUPPORT

- Recognizes need for sustainable transportation to support the country's emissions intensity reduction target
- Indian Railway's stated target of ~40-45% freight rail modal share by 2030 (currently ~30% rail); target to realize 3 billion tons loading per annum by 2027 (~2x of existing freight loading)
- Developing initiatives to encourage more private ownership and leasing of railcars
- Dedicated freight corridors between major hubs
  - Eastern and Western routes (combined cost of ~$10B), Eastern route commissioned and large stretches of Western route operational
  - Four new corridors in planning stage

Railcar Ownership

(Based on approximately 358K railcars)

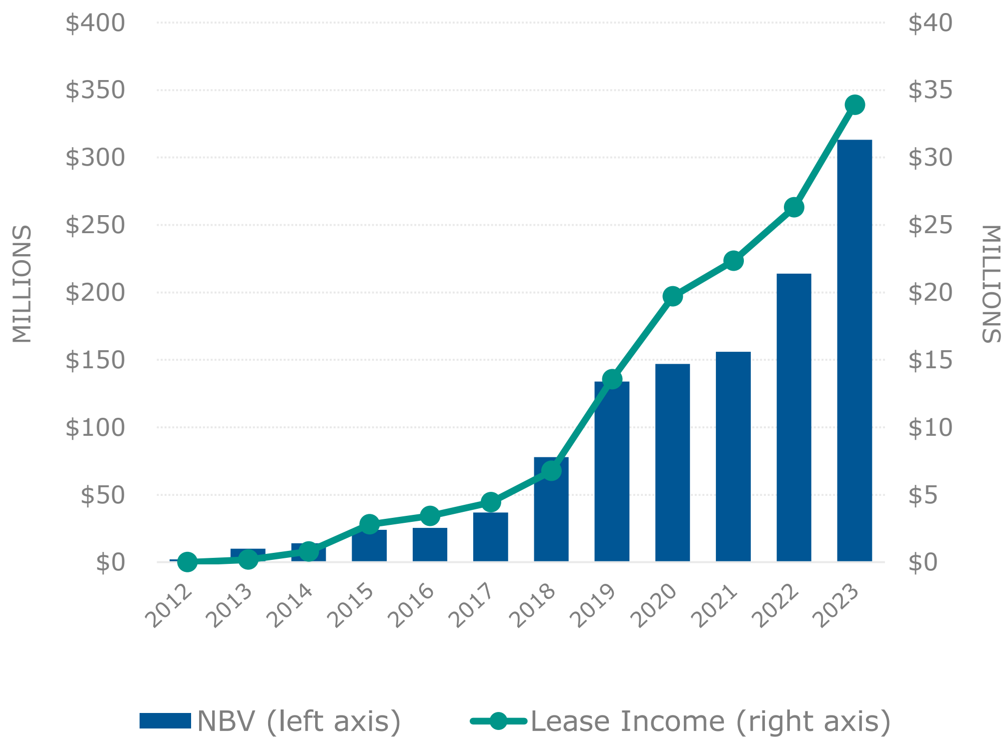


As of 12/31/2023

GATX Rail India Overview

GATX obtained the first-ever wagon leasing license in India in 2012 and is the largest private railcar lessor in India

GATX's Growth in India



Key Attributes

High Growth Opportunity

Actively seeks attractive investment opportunities to grow and diversify the fleet

Wholly Owned Fleet of Over 8,800 Railcars

Serving customers in the automotive, container, steel, cement, and bulk commodities transport sector

Strong Utilization and Long Lease Term

100% fleet utilization with average remaining lease term of 6 years

Local Technical and Operational Capabilities

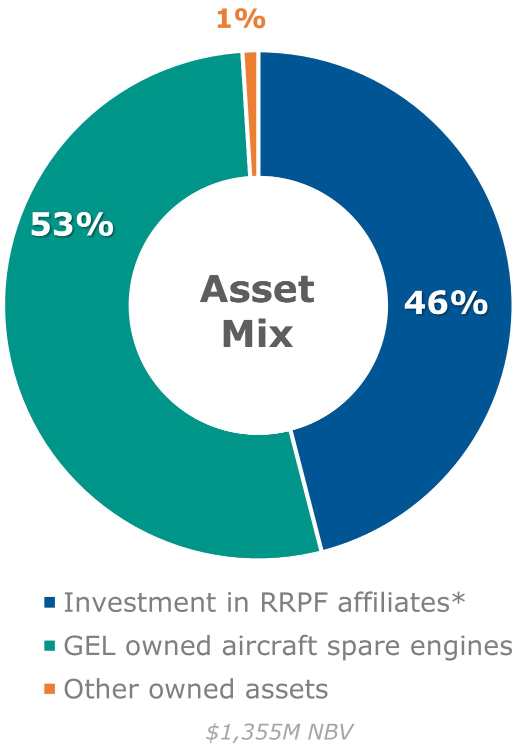
Leverages GATX's fleet management expertise to generate competitive advantages and premium customer services

As of 12/31/2023

Engine Leasing

Engine Leasing Overview

2023 OVERVIEW	SPARE ENGINE COUNT	AVERAGE FLEET AGE	ESTIMATED USEFUL LIFE	TYPICAL LEASE TERM	RRPF FLEET UTILIZATION
	RRPF: 399 GEL: 29	RRPF: 13 years GEL: 4 years	20-30 years	3-12 years	95.5%



Rolls-Royce & Partners Finance (RRPF) affiliates

The RRPF affiliates, our 50%-owned group of joint ventures with Rolls-Royce plc, lease aircraft spare engines to commercial aircraft operators worldwide and to Rolls-Royce for their engine maintenance program

GATX Engine Leasing (GEL)

GATX opportunistically invests in aircraft spare engines through GEL, our wholly owned entity, with engines managed by RRPF

*Based on the equity method to account for investments in joint ventures, investment in RRPF was $626.8 million as of 12/31/23

Aircraft Spare Engine Leasing Industry

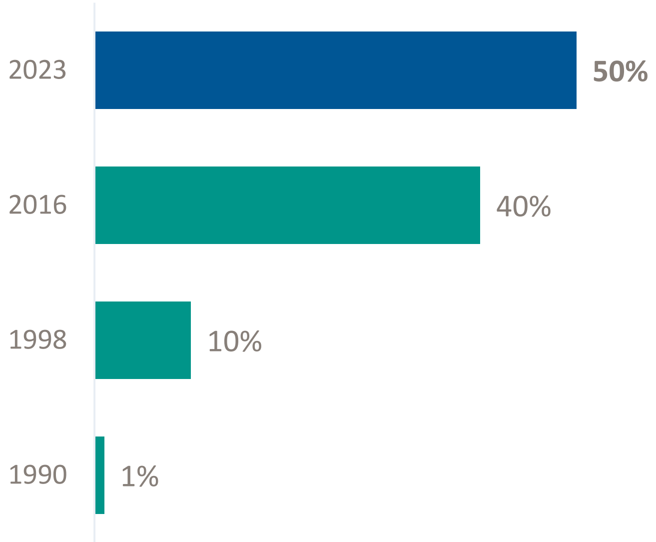
Aircraft spare engines are attractive and reliable leasing assets

- Robust residual value characteristics
- Retain value better over the long term compared to air frames

Aircraft engines need regular scheduled maintenance (3-5 year intervals) which takes between 90 and 120 days

- Spare engines are maintained to ensure the fleet remains operationally undisrupted
- Spare engine ratio to engines installed on aircraft recommended by manufacturers:
  - 8-10% narrow body
  - 10-15% wide body

Percentage of leased vs. owned aircraft spare engines by airlines has increased over time



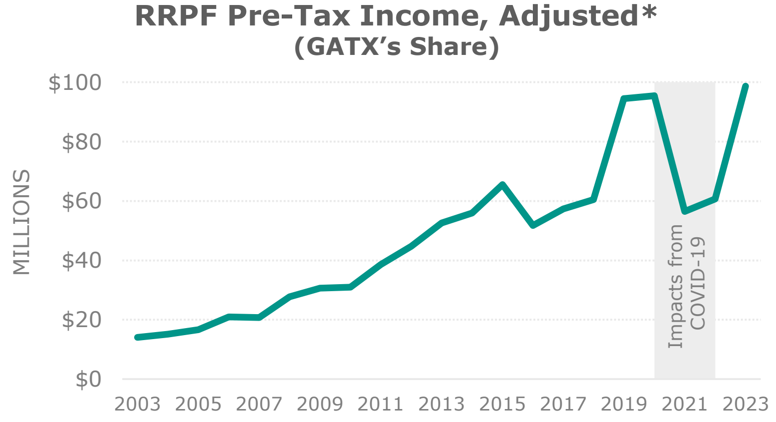
Percent of Industry's Spare Engines Leased*

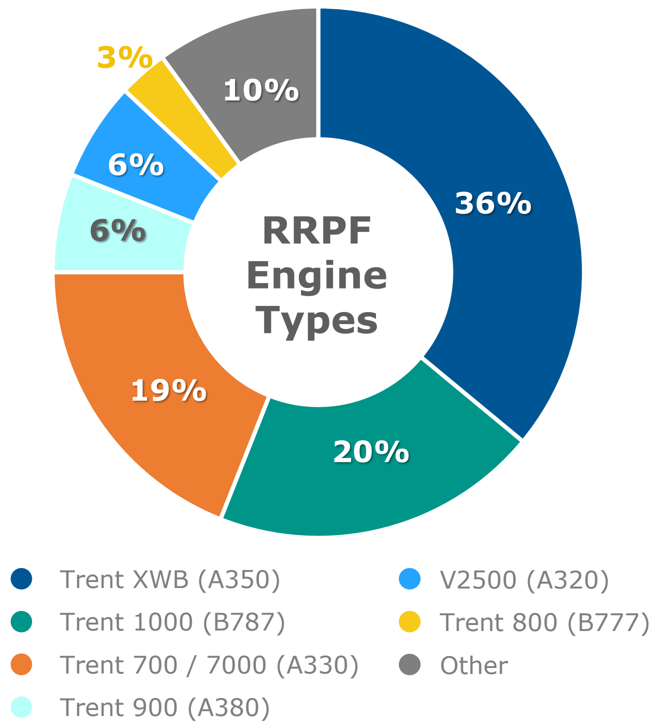
*Based on RRPF management estimate as of 12/31/2023

RRPF Affiliates Overview

Rolls-Royce & Partners Finance (RRPF) affiliates

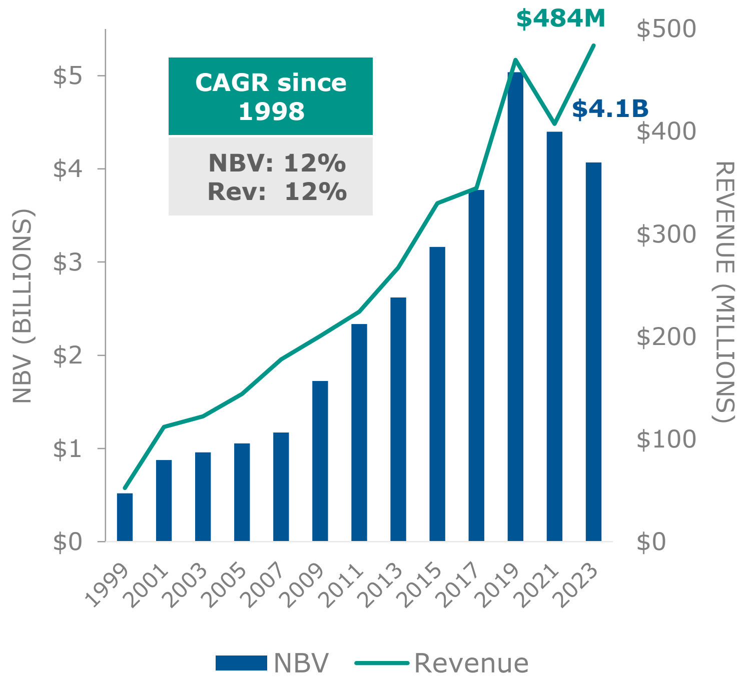
- RRPF's portfolio consists of 399 aircraft spare engines with a net book value of $4.1 billion, of which GATX owns 50%





Based on NBV of approximately $4.1B; 100% of RRPF's portfolio, of which GATX has a 50% ownership

Strong Growth in NBV and Revenue since GATX's First Partnership with Rolls-Royce in 1998



(100% Basis)

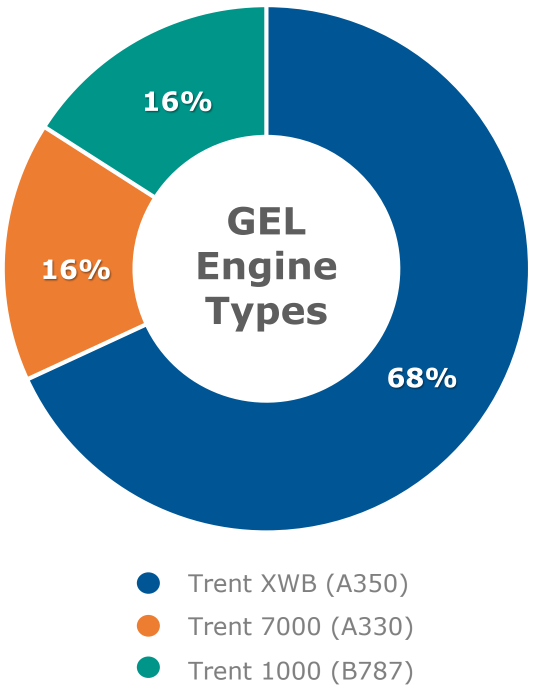
*Non-GAAP – excludes tax adjustments and other items

As of 12/31/2023

GATX Engine Leasing (GEL) Overview

GATX Engine Leasing (GEL)

- GEL is GATX's wholly owned aircraft spare engine leasing business
- GEL owns 29 aircraft spare engines with a net book value of $714 million
    - 14 engines are on long-term leases with airline customers
    - 15 engines are employed in an engine capacity agreement with Rolls-Royce for use in its engine maintenance programs
- All engines at GEL are managed by the RRPF affiliates



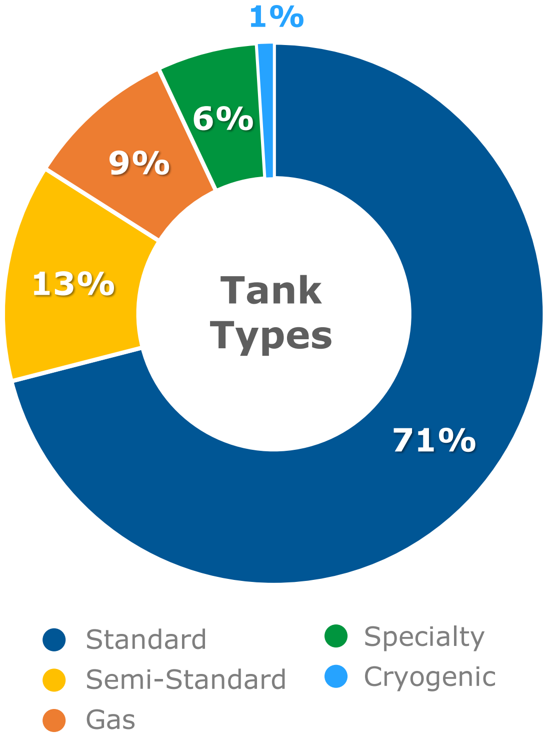
Based on NBV of $714M

As of 12/31/2023

Trifleet

Trifleet Overview

2023 OVERVIEW	FLEET COUNT	AVERAGE FLEET AGE	ESTIMATED USEFUL LIFE	TYPICAL LEASE TERM	NUMBER OF CUSTOMERS	PRIMARY COUNTRIES OF OPERATION
	~24,000 owned and managed tank containers	7 years	15-25 years	1-5 years	~300	Singapore, China, Germany, The Netherlands, United States



Key Attributes

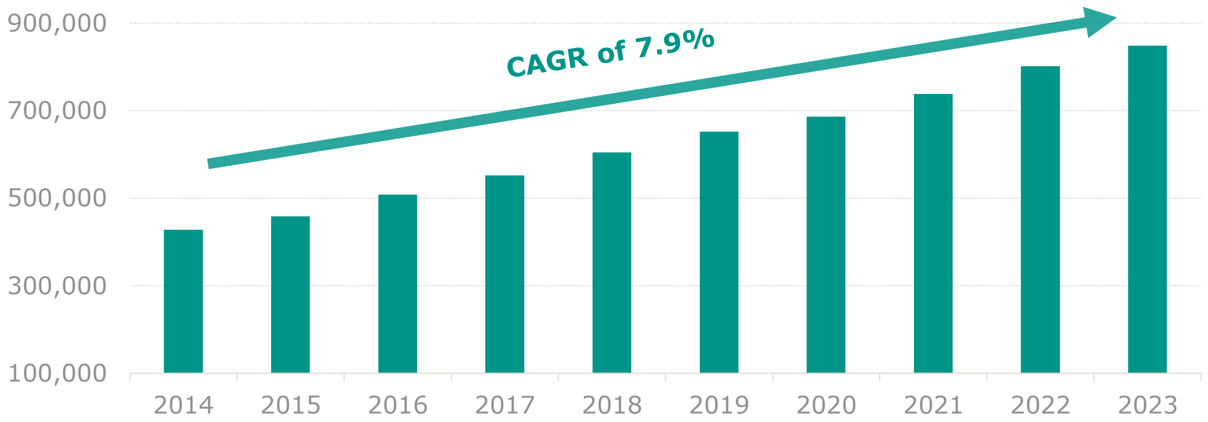
- Experienced management team
- Strong safety track record
- Excellent brand and customer service
- Attractive fleet and global network
- Opportunities for growth

As of 12/31/2023

Tank Container Industry Snapshot

- Tank containers transport **a variety of liquids and gases** and can be transported and stored as standard dry box containers for **all ship, rail, and road journeys**
- **The tank container industry has grown significantly in recent years,** driven by increasing global demand for bulk liquid and liquified gas transport
- Tank containers are recognized as a **safe, flexible, and efficient** mode of transport

Global Tank Container Fleet Growth

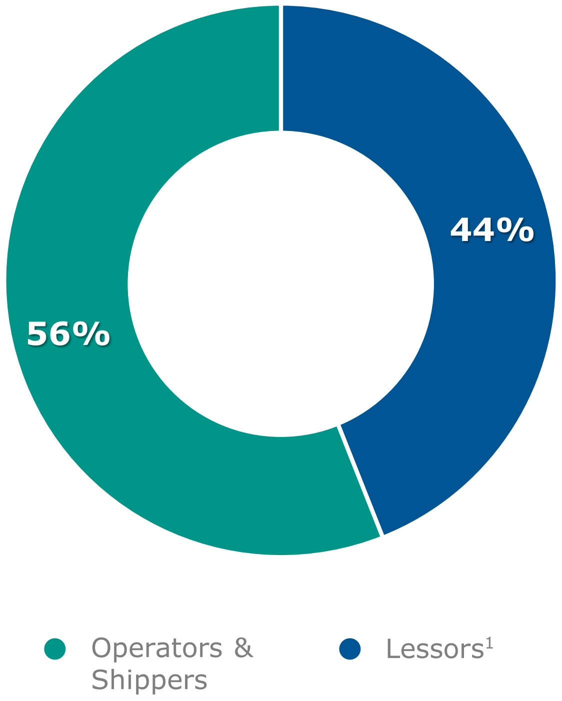


Source: International Tank Container Organization 2024 Global Tank Container Fleet Survey

Industry Ownership and Market Share

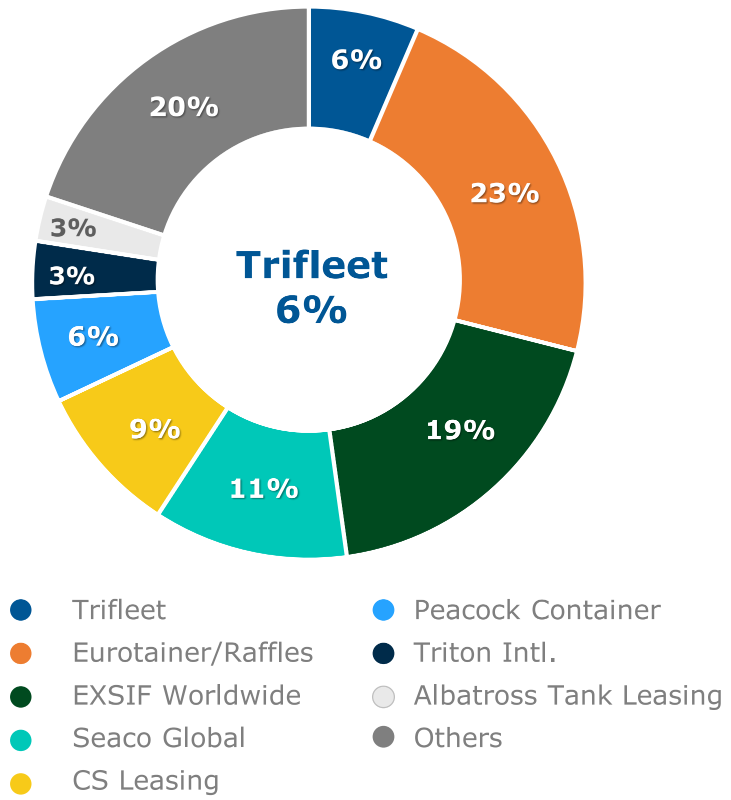
Industry Ownership

(Based on global tank container fleet of approximately 848K)



Top Lessors Ownership Share[1]

(Based on approximately 376K tank containers in leasing company fleets)



Source: International Tank Container Organization, 2024 Global Tank Container Fleet Survey
[1]Includes owned and managed tank containers

Financial Highlights

Financial Profile Summary

FUNDING AND LIQUIDITY

- Strong, stable, and predictable cash flow
- Contractual future lease receipts from high-quality and diversified customer base
- Consistent access to capital markets through cycles
- Robust contingent funding plan with diverse sources
- Capital spending flexibility

CAPITALIZATION AND LEVERAGE

- Strong balance sheet with limited secured debt
- Balanced debt maturity profile

EARNINGS AND PROFITABILITY

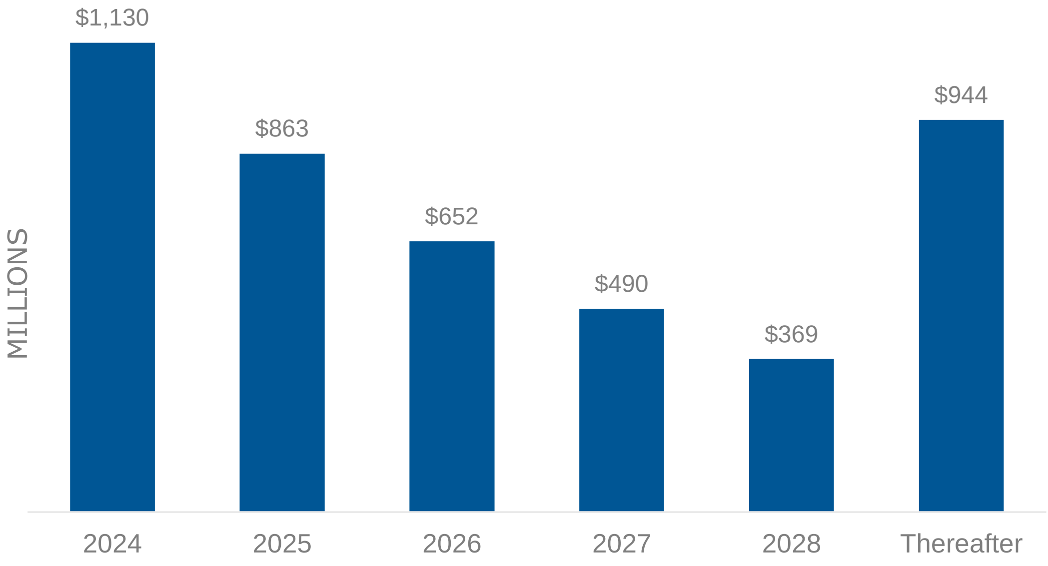
- Track record of strong returns through cycles
- Solid and sustained customer relationships

ASSET QUALITY

- Market leader in railcar leasing business with deep asset knowledge
- Primarily long-lived, widely used transportation assets with a service component
- Use of secondary market to optimize fleet quality and diversity

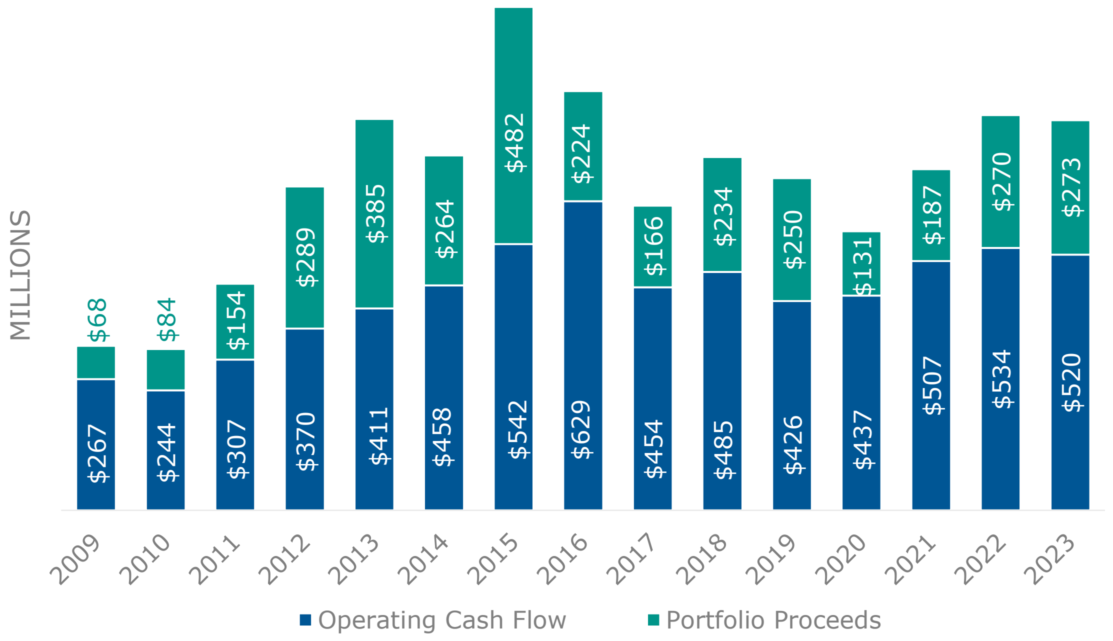
Financial Highlights:
High-Quality and Consistent Cash Flows

GATX Contractual Future Lease Receipts*



GATX has over $4.4 billion in contractual future lease receipts

Operating Cash Flow & Portfolio Proceeds**

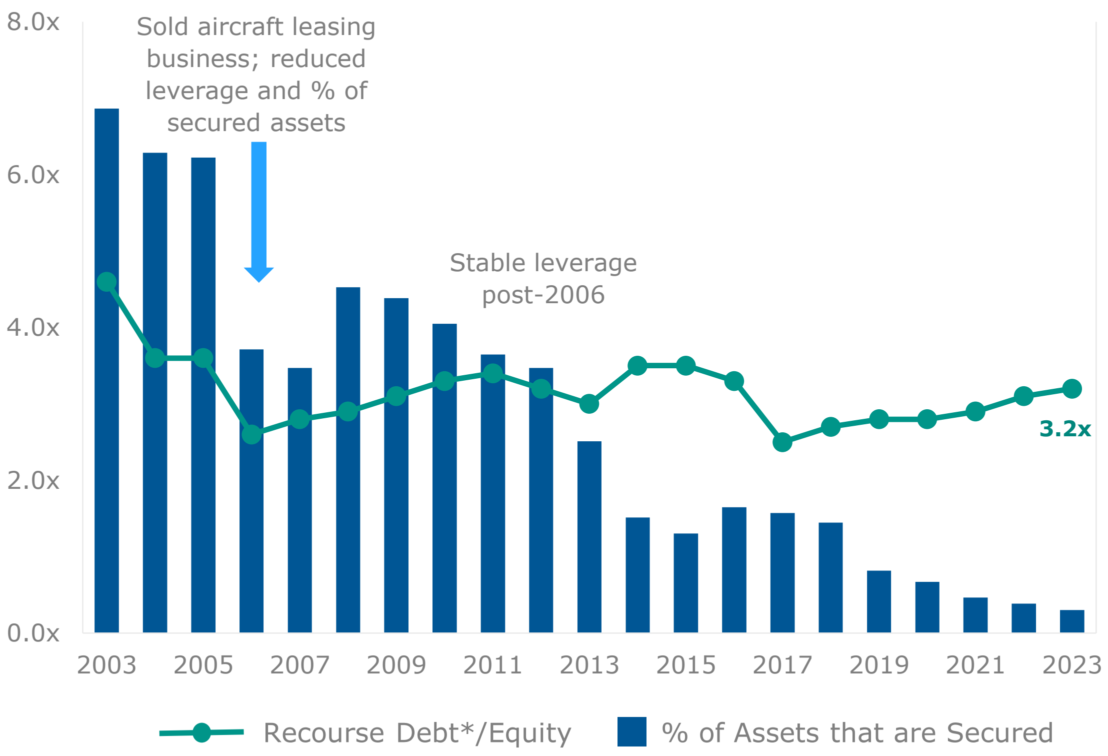


Our strong operating cash flow provides tremendous capital allocation flexibility

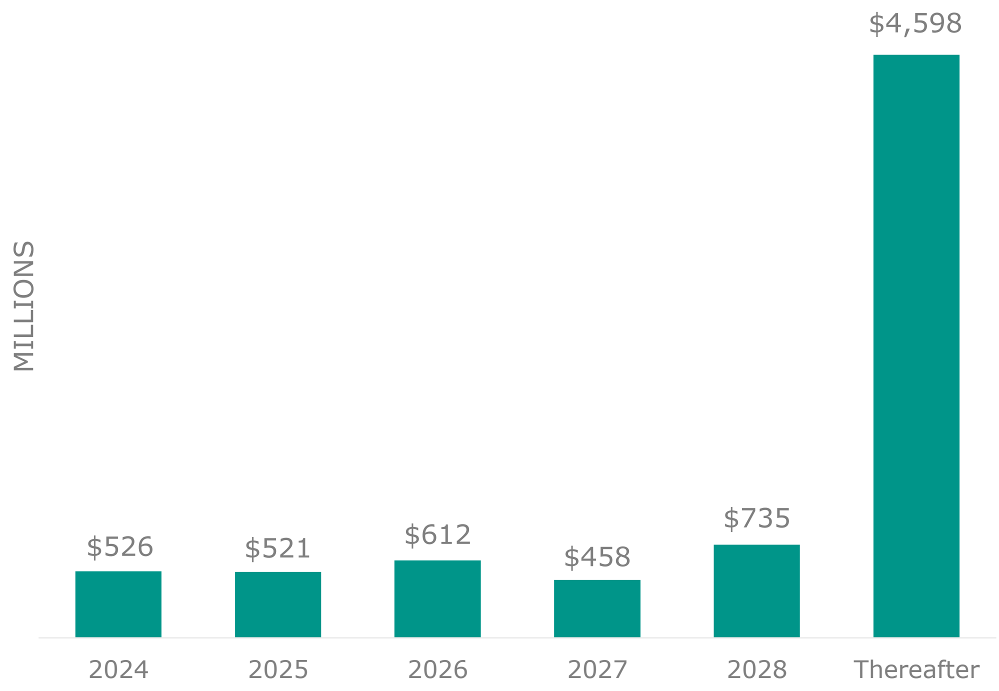
*Reflects GATX's consolidated operations, excluding RRPF
**2017-2023 reflects continuing operations. Information for 2016 and prior has not been recast for discontinued operations presentation
As of 12/31/2023

Financial Highlights:
Strong Balance Sheet

Leverage & Reduction of Secured Assets



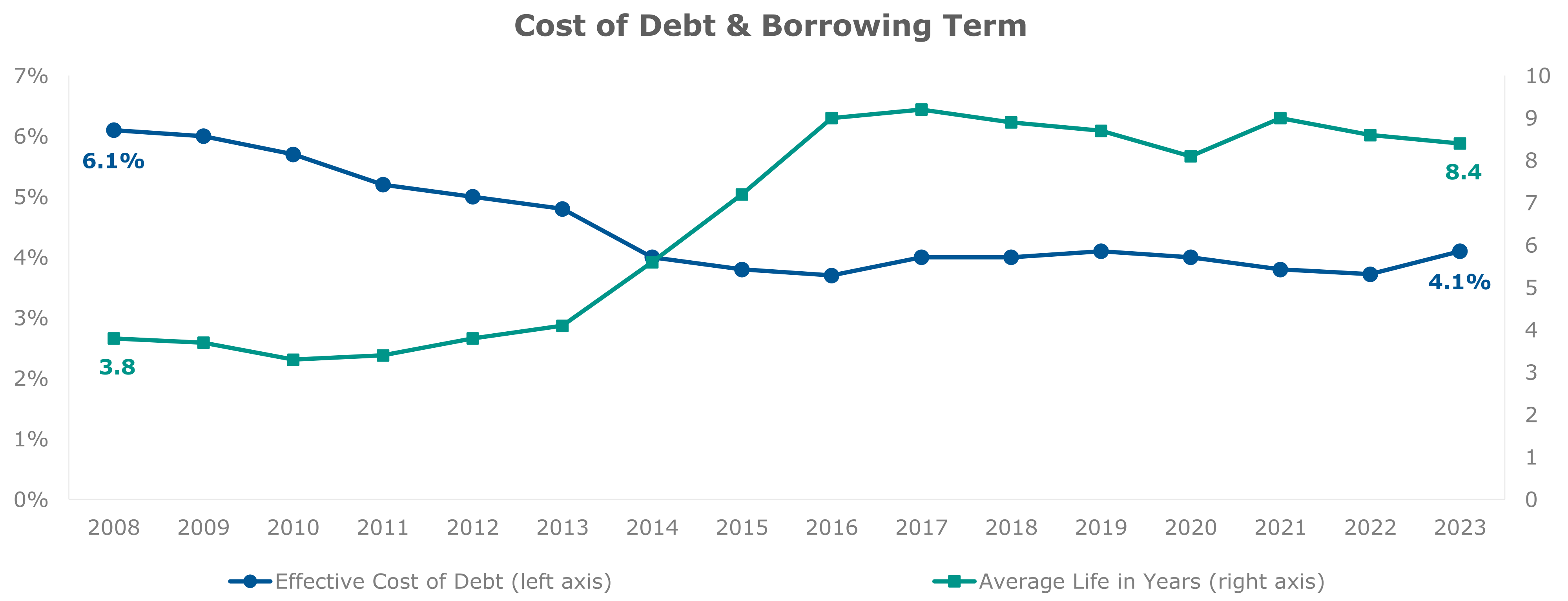
Future Debt Obligations



*Total Recourse Debt = On-Balance Sheet Recourse Debt + Off-Balance Sheet Recourse Debt + Capital Lease Obligations + Commercial Paper and Bank Credit Facilities, Net of Unrestricted Cash and Short-Term Investments
(In accordance with the new lease accounting standard, off-balance sheet assets and recourse debt are no longer applicable beginning in 2019)
As of 12/31/2023

Financial Highlights:
Focus on Balance Sheet Optimization

Over the past 15 years, GATX has lowered borrowing costs while lengthening the average borrowing term



As of 12/31/2023

Reconciliation of Non-GAAP Measures

Reconciliation of Non-GAAP Measures

Net Income *(in millions)*	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Net income (GAAP)	$ 205.0	$ 205.3	$ 257.1	$ 502.0	$ 211.3	$ 211.2	$ 151.3	$ 143.1	$ 155.9	$ 259.2
Less: Net income from discontinued operations (GAAP)	n/a	n/a	n/a	34.2	20.8	30.4	1.1	-	-	-
Net income from continuing operations (GAAP)	$ 205.0	$ 205.3	$ 257.1	$ 467.8	$ 190.5	$ 180.8	$ 150.2	$ 143.1	$ 155.9	$ 259.2
Adjustments attributable to pre-tax income from continuing operations:										
Loss on Specialized Gas Vessels at Engine Leasing (formerly Portfolio Management)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 34.3	$ 4.0
Net (gain) loss on Rail Russia at Rail International	-	-	-	-	-	-	-	-	14.6	(0.3)
Environmental remediation costs	-	-	-	-	-	-	-	-	5.9	-
Net insurance proceeds	-	-	-	-	-	-	-	(5.3)	-	-
Debt extinguishment costs	-	-	-	-	-	-	-	4.5	-	-
Cost attributable to the closure of a maintenance facility at Rail International	-	-	-	-	9.5	-	-	-	-	-
Net loss (gain) on wholly owned Engine Leasing (formerly Portfolio Management) marine investments	-	9.2	2.5	(1.8)	-	-	-	-	-	-
Railcar impairment at Rail North America	-	-	29.8	-	-	-	-	-	-	-
Residual sharing settlement at Engine Leasing (formerly Portfolio Management)	-	-	(49.1)	-	-	-	-	-	-	-
Early retirement program	-	9.0	-	-	-	-	-	-	-	-
Total adjustments attributable to pre-tax income from continuing operations	$ -	$ 18.2	$ (16.8)	$ (1.8)	$ 9.5	$ -	$ -	$ (0.8)	$ 54.8	$ 3.7
Income taxes thereon, based on applicable effective tax rate	$ -	$ (6.9)	$ 7.2	$ 0.7	$ (3.1)	$ -	$ -	$ 0.2	$ (1.5)	$ -
Other income tax adjustments attributable to income from continuing operations:										
Income tax rate changes	$ -	$ 14.1	$ -	$ -	$ -	$ (2.8)	$ -	$ -	$ (3.0)	$ (3.0)
Net operating loss valuation allowance adjustment	-	-	-	-	-	-	-	-	-	(2.3)
Impact of the Tax Cuts and Jobs Act of 2017	-	-	-	(293.2)	(16.7)	-	-	-	-	-
Foreign tax credit utilization	-	-	(7.1)	-	(1.4)	-	-	-	-	-
Total other income tax adjustments attributable to income from continuing operations	$ -	$ 14.1	$ (7.1)	$ (293.2)	$ (18.1)	$ (2.8)	$ -	$ -	$ (3.0)	$ (5.3)
Adjustments attributable to affiliates' earnings from continuing operations, net of taxes:										
Aircraft spare engine impairment at RRPF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 11.5	$ -
Income tax rate changes	-	(7.7)	(3.9)	-	-	-	12.3	39.7	-	-
Net loss (gain) on Engine Leasing (formerly Portfolio Management) marine affiliate	-	11.9	(0.6)	-	-	-	-	-	-	-
Total adjustments attributable to affiliates' earnings from continuing operations, net of taxes	$ -	$ 4.2	$ (4.5)	$ -	$ -	$ -	$ 12.3	$ 39.7	$ 11.5	$ -
Net Income from continuing operations, excluding tax adjustments and other items (non-GAAP)	$ 205.0	$ 234.9	$ 235.9	$ 173.5	$ 178.8	$ 178.0	$ 162.5	$ 182.2	$ 217.7	$ 257.6
Adjustments attributable to discontinued operations, net of taxes:										
Net casualty gain at ASC	n/a	n/a	n/a	-	-	(8.1)	-	-	-	-
Impact of the Tax Cuts and Jobs Act of 2017	n/a	n/a	n/a	(22.7)	0.2	-	-	-	-	-
Total adjustments attributable to discontinued operations, net of taxes	n/a	n/a	n/a	$ (22.7)	$ 0.2	$ (8.1)	$ -	$ -	$ -	$ -
Net income from discontinued operations, excluding tax adjustments and other items (non-GAAP)	n/a	n/a	n/a	$ 11.5	$ 21.0	$ 22.3	$ 1.1	$ -	$ -	$ -
Net income from consolidated operations, excluding tax adjustments and other items (non-GAAP)	**$ 205.0**	**$ 234.9**	**$ 235.9**	**$ 185.0**	**$ 199.8**	**$ 200.3**	**$ 163.6**	**$ 182.2**	**$ 217.7**	**$ 257.6**

Notes:

- *As of December 31, 2023, the Company had sold all marine assets, including the Specialized Gas Vessels, and we no longer have any marine operations. As a result, in the first quarter of 2024, we have changed the name of the Portfolio Management business segment to Engine Leasing to reflect the prospective operations of the segment.*
- *The information for 2012-2016 in the tables above has not been recast for discontinued operations presentation.*

Reconciliation of Non-GAAP Measures

Earnings per Share	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Diluted earnings per share from continuing operations (GAAP)	$ 4.48	$ 4.69	$ 6.29	$ 11.88	$ 4.98	$ 4.97	$ 4.24	$ 3.98	$ 4.35	$ 7.12
Diluted earnings per share from discontinued operations (GAAP)	n/a	n/a	n/a	0.87	0.54	0.84	0.03	-	-	-
Diluted earnings per share from consolidated operations (GAAP)	$ 4.48	$ 4.69	$ 6.29	$ 12.75	$ 5.52	$ 5.81	$ 4.27	$ 3.98	$ 4.35	$ 7.12
Diluted earnings per share from continuing operations, excluding tax adjustments and other items (non-GAAP)	$ 4.48	$ 5.37	$ 5.77	$ 4.41	$ 4.67	$ 4.89	$ 4.59	$ 5.06	$ 6.07	$ 7.07
Diluted earnings per share from discontinued operations, excluding tax adjustments and other items (non-GAAP)	n/a	n/a	n/a	0.29	0.55	0.62	0.03	-	-	-
Diluted earnings per share from consolidated operations, excluding tax adjustments and other items (non-GAAP)	$ 4.48	$ 5.37	$ 5.77	$ 4.70	$ 5.22	$ 5.51	$ 4.62	$ 5.06	$ 6.07	$ 7.07

Note: The information for 2014-2016 in the table above has not been recast for discontinued operations presentation.

Reconciliation of Non-GAAP Measures

On- and Off-Balance Sheet Assets	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total assets (GAAP)	$ 6,919.9	$ 6,894.2	$ 7,105.4	$ 7,422.4	$ 7,616.7	$ 8,285.1	$ 8,937.6	$ 9,541.7	$ 10,072.0	$ 11,326.0
Off-balance sheet assets (1):										
Rail North America	606.1	488.7	456.5	435.7	430.2	-	-	-	-	-
Discontinued operations	11.7	6.8	2.6	-	-	-	-	-	-	-
Total off-balance sheet assets	$ 617.8	$ 495.5	$ 459.1	$ 435.7	$ 430.2	$ -	$ -	$ -	$ -	$ -
Total assets, as adjusted (non-GAAP)	$7,537.7	$7,389.7	$7,564.5	$7,858.1	$8,046.9	$8,285.1	$8,937.6	$9,541.7	$10,072.0	$11,326.0

(1) Off-balance sheet assets apply to each of the years 2018 and prior. In accordance with the new lease accounting standard, off-balance sheet assets are no longer applicable beginning in 2019.