PROTECTING OUR PLANET

ENVIRONMENTAL STEWARDSHIP

DRIVING DOWN OUR FOOTPRINT

RECOGNIZING OUR RESPONSIBILITY

Ryder’s logistics and transportation services require fuel, electricity, water, facilities, and equipment to support our extensive network. We manage these resources carefully and partner with our customers to minimize potential risks to the environment from our business, particularly by limiting consumption, performing effective waste management, and reducing emissions that contribute to climate change. We aim to utilize natural resources efficiently and responsibly to limit our environmental impact while driving our competitive advantage.

We strive to safeguard our environment and its resources through continuous innovation of our services, technology, and operations. These efforts include reducing greenhouse gas (GHG) emissions by utilizing and promoting cleaner burning fuels; working closely with Original Equipment Manufacturers (OEMs) to incorporate the latest and most effective green solutions into trucks and tractors; and ensuring that our vehicles and our customers’ fleets are well-maintained and operating efficiently. We operate under LEAN principles in our warehouses to improve resource conservation, minimize waste, and maximize efficiency. In particular, we focus on environmental issues related to fuel consumption, vehicle emissions, facility energy use, and automotive waste management.

Our customers rely on Ryder for effective fleet management and supply chain solutions. We offer efficiencies and scalability that customers could not achieve on their own, including a level of responsible resource management they can harness to profile green solutions for their own stakeholders. To optimize our customers’ operations, we deploy cutting-edge equipment, enhanced engineering, advanced data analytics, and digital technology. We also partner with diverse alternative fuel vehicle (AFV) providers to offer the broadest and most flexible transportation services available.

CORE PROGRAMS AND INITIATIVES

- RESOURCE CONSERVATION
- REGULATORY COMPLIANCE
- EMISSIONS REDUCTION
- WASTE MANAGEMENT

OUR APPROACH

The Corporate Governance and Nominating Committee (Governance Committee) provides oversight for Ryder’s environmental initiatives and programs, overall emissions reduction strategy, regulatory compliance efforts, climate-related risks, and opportunities to mitigate impacts from climate change. An environmental report is provided annually to the Governance Committee, and periodic updates are provided on our environmental progress, including key performance metrics and target updates. The Governance Committee, which regularly updates the full Board of Directors on these initiatives, also monitors and oversees the Company’s progress towards achieving our sustainability principles and goals.

In addition to managing our climate strategy, the Vice President of Environmental, Real Estate, and Fuel Services maintains day-to-day operational responsibility for our environmental programs, providing comprehensive central support services with a strong focus on improving Ryder's operating efficiencies and sustainable development. The function reports to the Chief Legal Officer. Ryder's Environmental Services Team oversees our core programs for resource conservation, waste management, regulatory compliance, and GHG emissions reduction. We develop initiatives to address fuel storage and distribution, spill prevention and response, GHG reporting, energy, and water sustainability, among others. To mitigate risks to our operations—including those related to climate change—our Environmental Services Team and Corporate Risk Managers evaluate priorities and determine material risk thresholds annually to ensure appropriate controls are in place.

MANAGEMENT SYSTEMS & DATA COLLECTION

Ryder has a long-standing commitment to sound environmental practices that reduce risk and build value for us and our customers. We have maintained a formal environmental policy since 1991, which is updated periodically to reflect regulatory changes and customer needs. Our Environmental Policy Statement reflects our commitment to supporting the goals of sustainable development, environmental protection, and pollution prevention in our business. We develop and administer programs to support this environmental policy, which align with the guiding principles documented in the Environmental Policy and Control Manual, available to all employees through the Ryder Policy Portal. Our Environmental Management System (EMS), which aligns to ISO 14001 standards in many areas, is designed to continually identify new areas of risk, monitor regulatory compliance gaps, and ensure identified corrective actions are completed. It also allows us to manage and modify our environmental impacts internally based on customer-specific program requests. We have achieved ISO 14001 conformance at select customer sites in the United States, Canada, Mexico, and the United Kingdom, based on customer requests.

In addition to overseeing initiatives to support our sustainability goals, our Environmental Services Team provides guidance to our employees and businesses to ensure compliance with all relevant regulations. Our business is subject to various environmental laws promulgated by federal, state, local, and foreign governmental agencies. To mitigate risks of noncompliance, cost increases, or hindrances to our environmental initiatives, we continually prepare for new laws, rules, or regulations that could be issued, adopted, or changed at any time. As we adapt to the changing environment, we have the opportunity to innovate and set industry-leading standards ahead of regulations. As an example, we have been testing and adopting lower emission engine technologies, with the aim to provide fuel efficient and reliable vehicle options that benefit the environment while minimizing costs for Ryder and our customers.

Our Environmental Services Team routinely conducts facility compliance audits to assess environmental risks and controls, as well as to assist our operations in conforming to the Ryder EMS. This internal review program is the cornerstone of our environmental risk assessment. At the end of each year, we review audit findings and associated inspection results to evaluate compliance deficiencies, new and potential areas of opportunity and risk, and other issues that may necessitate action or present opportunity for program improvement. As part of this formalized review process, we meet with key suppliers to analyze service and waste reports to identify year-over-year trend shifts and areas for improved resource conservation, waste reduction, and operational efficiencies. Our continuous improvement programs include ongoing initiatives for greater resource management and energy savings.

Energy use and utility data—including electricity, natural gas, water, and solid waste—are continuously tracked through Ryder's internal software. Each month, more than 4,500 utility bills are captured and recorded within our environmental data tracking tool. Our Environmental Services Team conducts regular and comprehensive audits of utility bills to identify opportunities to reduce energy consumption and improve efficiencies, specifically targeting locations with high costs or usage. These assessments of utility bill data are also part of our annual CDP emissions reporting. Management processes are in place to ensure proper follow-up to reduce usage and costs through repairs or behavioral changes.

EVALUATION OF CLIMATE-RELATED RISKS & OPPORTUNITIES

As a leading logistics and transportation company, Ryder's mission is to provide innovative solutions that are reliable, safe, and efficient; and to enable our customers to deliver on their promises. We are committed to closely monitoring, responding to, and mitigating climate-related risks, such as those related to regulations, changing markets, severe weather, and other events that may reduce efficiencies or cause significant business disruptions to fleet utilization and operations for both our customers and Ryder. Across the company, we continue to evaluate evolving climate change risks and industry best management practices.

Ryder's process for identifying and assessing climate-related risks includes evaluation, management, and on-going review of financial, regulatory, customer, employment, insurance, and environmental risks at both a company and asset level. At the company level, we utilize insurance underwriting risk management modelling systems and an integrated EMS to manage climate change risks; ensure compliance; promote business opportunity and growth; and create a competitive advantage through environmental programs consistent with Ryder's long-term business strategy.

Many of our customers operate in cyclical or seasonal industries that may be significantly impacted by unanticipated weather, growing conditions (such as droughts, insects, or disease), natural disasters, and other climate-related conditions. These events could also have harmful implications for our customers in the food and beverage industry, which depends on a stable climate to provide essentials for consumers. These collective impacts can result in reductions to freight volume shipped or customers' need for our services, which could materially affect our operating results and financial condition. Similarly, our operations may be affected by climate-related factors such as increased severe weather, including floods, fires, hurricanes, and earthquakes, at operating locations where we have vehicles, warehouses, and other facilities. These weather events can adversely affect the performance of our fleet, result in damage to our vehicles and facilities, make our workforce temporarily unavailable in impacted areas, increase fuel costs, and result in other business interruptions. Insurance to protect against loss of business and other related consequences resulting from these natural occurrences is subject to coverage limitations, depending on the nature of the risk insured. Circumstantially, insurance may not be sufficient to cover all damages nor continue to be available at commercially reasonable rates. Even with insurance, if any natural occurrence leads to a catastrophic interruption of service, we may not be able to mitigate significant disruptions to our operations.

Through our climate-related risk assessments, we always consider relevant risks related to current and emerging regulations, technology, legal issues, markets, reputation, and acute and chronic physical impacts. The table below provides examples of key climate-related risks to our business based on financial and strategic impacts:

Types of Risk	Explanation
Current regulation	The climate change regulations adopted and proposed in California have had significant financial costs to our organization and our customers.
Emerging regulation	Fuel and vehicle efficiency regulations are relevant to our organization and our customers and new technologies.
Technology	New vehicle and fuel technologies, such as alternative fuels, are relevant to our organization and our customers.
Legal	Changes in the regulatory environment can result in increased fuel efficiency mandates, accelerated deployment of alternative fuel vehicles, or carbon taxes, all of which will directly impact our industry.
Market	Market changes in fuel costs and shifts in supply and demand could influence our business and financials.
Reputation	Increased shareholder and customer expectations regarding GHG reductions can directly impact our reputation and reduce customer demand for our transportation services.
Acute physical	During natural disasters or other extreme weather events, we extend our transportation and supply chain environmental expertise, technology, and infrastructure to customers and organizations in need. On the other hand, we could also experience supply chain disruptions, particularly due to the small pool of OEMs.
Chronic physical	Long-term climate change risks such as sea level rise and heat waves can also influence our operations and the operations of our customers.

As an industry leader, Ryder is uniquely positioned to assist our customers in managing climate-related risks. We have the technical knowledge and expertise to monitor and adapt to continually changing technologies, market demands, maintenance requirements, and regulatory standards. We help our customers meet new fuel economy and fuel efficiency standards by offering state-of-the-art equipment, such as AFVs.

We continue to develop new solutions and services that meet our customers' changing needs by investing in emerging technologies, research, and development. These advancements facilitate increased fuel efficiency and reduced fuel consumption, which decreases environmental impacts from both Ryder and our customers. We also develop and offer diagnostic technologies allowing customers to manage their fleet or individual vehicles to improve operational efficiency, enhance safety, and reduce emissions.

ENERGY & EMISSIONS

In alignment with our sustainability principle to protect our planet, we strive to reduce emissions along our whole value chain. As a leading logistics and transportation company, we have a unique opportunity and ability to continually reduce the environmental impacts of our operations and those of the tens of thousands of customers we serve. Whether we are deploying AFVs, optimizing distribution networks, or operating energy-efficient warehouses, Ryder helps customers reduce emissions and drive long-term value for their businesses.

After meeting our 2020 goal early to reduce Scope 1 and Scope 2 emissions 20% over a 2009 baseline, we recently implemented new targets to drive our strategy over the next three years while we finalize our long-term targets. To develop our new emissions targets, we closely tracked and evaluated material factors that influence our emissions across the value chain. We identified priorities that present the greatest opportunity to reduce emissions and close existing data gaps while evaluating the resources available (and needed) to achieve our goals. Our new goals, which have been reviewed by the Board of Directors, aim to complete the following:

- Reduce Scope 1 emissions (company-operated fleet) 10% by 2024, over 2018 baseline;
- Reduce Scope 2 emissions (company-operated facilities) 30% by 2024, over 2018 baseline; and,
- Reduce Scope 3 emissions (downstream leased equipment) 15% by 2024, over 2018 baseline.

Through our iterative reporting process, we actively measure and manage progress toward our emissions reduction goals. We compile, report, and publish Scope 1, 2, and 3 emissions annually as part of the CDP Climate Change Questionnaire. We also perform periodic third-party verifications of our emissions accounting standards and integrate findings into new management standards. To learn more about our emissions tracking and reporting, see our 2020 CDP Climate Change response.

IMPROVING EFFICIENCY IN OUR OPERATIONS

We strive to reduce emissions from Ryder operations, vehicles, and the buildings in which we operate by collaborating with employees, suppliers, and customers to improve resource conservation and energy efficiency. To accomplish this, we focus on improving fuel economy, implementing energy efficiency and conservation programs, tracking energy consumption with internal software, developing employee engagement campaigns through regular employee communications, and enhancing internal equipment standards. We aim to contribute to a reduction in our operational energy consumption and address both our Scope 1 and 2 emissions through these efforts.

The majority of Ryder's Scope 1 emissions stem from vehicles that we own or operate. As our fleet steadily grows over the years to support increased business demand, fuel usage and GHG emissions inevitably increase. We have developed several initiatives to reduce diesel fuel consumption, including alternative fuel programs (natural gas and electric), enhanced driver training on fuel efficiencies, and onboard technology upgrades. For more information about how we are improving our fleet to minimize Scope 1 emissions, see the report section on Fleet Energy & Emissions.

While stationary emissions are a much smaller part of our overall carbon footprint, we strive to minimize the energy use and GHG emissions associated with our maintenance facilities, warehouses, and administrative buildings. Our resource conservation initiatives, targeted facility upgrades, and improved building maintenance programs have played a key role in reducing Scope 2 emissions year-over-year.

Our Environmental and Real Estate Services Teams conduct periodic site reviews and encourage facility managers to routinely evaluate equipment and buildings to save on energy demands. As part of Ryder's comprehensive, centralized Building Maintenance Program, we plan upgrades to increase the energy efficiency of our building equipment and systems across the whole enterprise. This program covers HVAC systems, electric and lighting system repairs and replacements, air compressor maintenance, and other improvements. From 2018 to 2019, we invested nearly $4 million in equipment upgrades to these systems, which improved energy efficiency by approximately 60%.

Through these efforts to upgrade our facilities, we invested $9.2M since 2009, including $2.5M in 2019-2020 to upgrade over 130 facilities with LED lighting. LED lights last five times longer than fluorescent lights and use at least 75% less energy than incandescent lighting. This initiative is projected to yield approximately 17% annual energy savings, equaling 1,820 MT CO$_2$e per year. To date, we have completed over 439 lighting upgrades to improve facility energy efficiency and have avoided approximately 6,263 MT of CO$_2$e emissions.

We continue to evaluate and adjust our internal management processes to reduce energy consumption and emissions on a larger strategic scale. For example, we recently incorporated new "energy saving" review criteria for new construction projects or major upgrades at owned sites. Additionally, we encourage employees to identify, implement, and take ownership of initiatives that further reduce facility energy use through lighting management and improved equipment maintenance procedures. Field employees can access our energy reporting tool, which tracks Scope 1 and 2 emissions and provides visibility of local operations. Management receives internal reports on GHG trends and energy usage updates, and the information is distributed to field employees to support transparency. Business unit directors are incentivized to measure, track, and attain targets for energy use reductions and associated GHG emissions reductions from conservation programs, awareness campaigns, and other activities.

The following figures summarize our historical energy consumption throughout our operations, fuel type by percentage, and emissions reduction through energy avoided. Figures for the 2020 fiscal year have not yet been finalized as of publication of the report. We will supplement the table with 2020 information as soon as data is finalized.

HISTORICAL ENERGY CONSUMPTION THROUGHOUT RYDER OPERATIONS

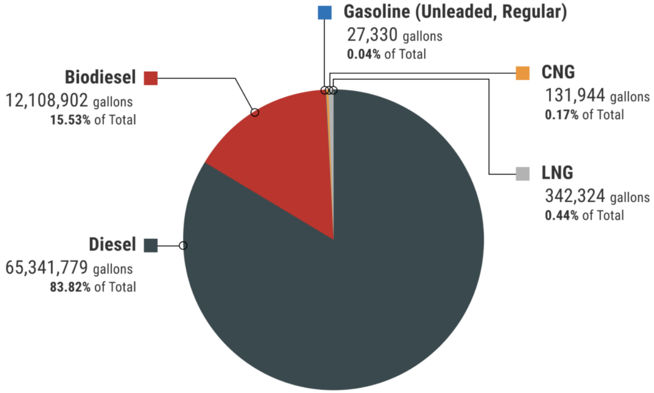
SOURCE	UNIT	2016	2017	2018	2019
Diesel consumption	GJ	10,500,586	10,097,272	10,992,218	11,566,269
Electricity consumption	GJ	886,588	844,285	869,869	817,299
Heating fuel consumption	GJ	581,893*	596,571*	803,457	875,509
Energy consumption (non-renewable sources)	GJ	11,969,068*	11,538,128*	12,665,544	13,259,076
Energy consumption (renewable sources/biodiesel)	GJ	not reported	1,604,437	1,638,977	1,755,120

Total energy consumption	GJ	11,969,068*	13,142,565*	14,304,521	15,014,196

*We made updates to several environmental metrics from our 2017-2018 Corporate Sustainability Report. These updates are a result of improvements made in our metric accounting practices and a few data errors/corrections errors discovered after publication of the 2017-2018 Corporate Sustainability Report.

In 2019, we avoided 472,433 GJ of energy, equivalent to 39,785 MT CO_2e, due to our emissions reduction projects. This represented a reduction of about 5% of our total Scope 1 and 2 emissions compared to 2018.

2019 FUEL USED FOR ROAD TRANSPORT (%)



REDUCING EMISSIONS FOR OUR CUSTOMERS

The majority of Ryder's energy and emissions footprint is generated in our downstream value chain, most notably from the fuel combustion and lifecycle GHG emissions associated with Ryder-leased and rented vehicles operated by our customers. We strive to contribute to more efficient, sustainable transportation solutions by targeting reductions in the Scope 3 emissions, which represent the greatest opportunity for improvement.

To meet our new emissions reduction targets, we will work collaboratively with suppliers and business partners to reduce both upstream and downstream emissions through expanded supplier and customer engagement, with a strong focus on improving fuel efficiency and increasing alternative fuel technology in our leased vehicles. We focus on low carbon technology deployment by continuing to increase the utilization of AFVs in our fleet, ensuring facilities can perform maintenance on commercial electric vehicles (EVs), and expanding EV charging availability in our facilities. Our goal is to train at least 10% of our technicians to support and maintain AFVs over the next five years.

We promote fuel-saving recommendations provided by the U.S. EPA SmartWay® program to support our customers and offer industry-leading vehicle performance, optimized fuel efficiency, and technical support for reducing carbon emissions. By engaging Ryder's Supply Chain Solutions (SCS) and Dedicated Transportation Solutions (DTS) services, our customers benefit from maximizing freight tonnage delivered per shipment and per mile, putting fewer vehicles on the road, and minimizing fleet emissions and related fuel costs. Additionally, our Fleet Management Solutions (FMS) customers typically upgrade and replace equipment at the end of the lease term to ensure they are always equipped with the latest, most fuel efficient, and environmentally friendly vehicles. To learn more about how we help our customers reduce the carbon footprint of their fleets, see Fleet Energy & Emissions.

HIGHLIGHT STORY: U.S. EPA SMARTWAY® PARTNERSHIP

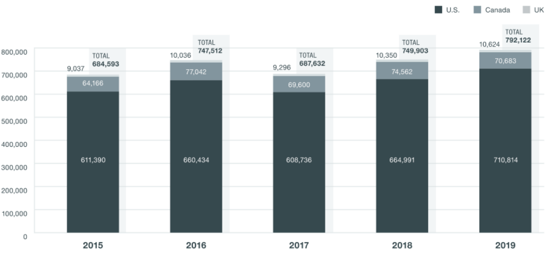
To support transparency and accountability on behalf of our customers, we measure fuel and energy efficiency metrics associated with fleet operations. Through our multiyear partnership with the U.S. EPA SmartWay® program, we measure, benchmark, and continuously improve our performance on environmental metrics associated with supply chain logistics and freight transportation. The SmartWay program enables us to promote energy efficiency and reduce GHG emissions for our customers by providing annual updates and implementing SmartWay Verified Technologies. In 2020, Ryder was recognized as a SmartWay High Performer. Just over 2% of all SmartWay truck carriers operate fleets that meet the SmartWay High Performer criteria metrics. High Performer SmartWay carriers burn less fuel, drive cleaner, and emit fewer pollutants—including carbon, particulate matter, or nitrogen oxide—for every mile they travel and for every ton of freight they move, compared to their SmartWay peers. We have also helped our customers achieve recognition under the SmartWay program by working closely together to optimize transportation and logistics solutions.

We also offer one of the largest fleets with a telematics product offering in the industry. Our fleets and rental vehicles, as well as select leased vehicles, are equipped with onboard technology that allows continuous monitoring of vehicle location, mileage, speed, direction, and other key performance metrics. The systems enable continuous improvement by collecting diagnostic data, such as idle time, fuel consumption, average speed, miles logged, and hard braking events. Data from the onboard computers are used to improve driver performance, calculate fleet emissions, and find opportunities to increase efficiency, improve service, optimize productivity, and reduce emissions. From 2014 through 2018, Ryder implemented a program called RyderROI to improve the fuel economy of our DTS fleet by setting standards for three driver-controlled behaviors: RPM (shifting patterns), Overspeed, and Idling. Telematics data was used to track and report on fuel efficiency performance at the driver and account levels and to reinforce fuel efficient driver behaviors using coaching, incentives, and educational communications. In 2021, we will be launching fuel efficient training for all DTS drivers modeled after the RyderROI program and using telematics to track driver performance improvements and emissions reductions.

The following charts outline our year-over-year GHG emissions performance, excluding figures for the 2020 fiscal year, which were not finalized as of the date of this report. We will supplement the charts below once such figures are available.

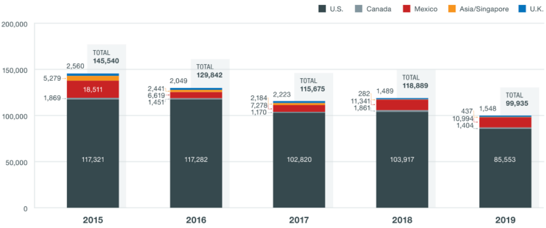
YEAR-OVER-YEAR GHG EMISSIONS PERFORMANCE

SCOPE 1 (METRIC TONS CO_2e)



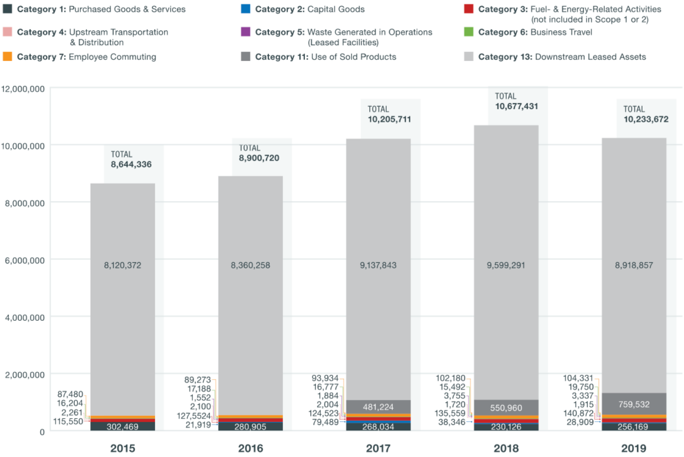
Our Scope 1 fleet emissions are calculated using the total miles traveled by each fleet, converting to gallons based on miles per gallon, and multiplying the total gallons by the EPA's defined emissions standards for each fuel type.

SCOPE 2 (LOCATION-BASED) (METRIC TONS CO_2e)



Our Scope 2 emissions are calculated by measuring the electricity usage in kilowatt hours and applying a region-specific conversion factor retrieved from EPA's eGrid database (eGrid 2016) contained within Ryder's energy tracking software tool, "EnergyCap." Non-eGrid emission factors are manually uploaded into "Energy Cap" and include factors for international facilities sourced from The Climate Registry (TCR 2017).

SCOPE 3 GHG EMISSIONS (METRIC TONS CO_2e)



Ryder has expanded the tracking of Scope 3 emissions since 2008, but began formally modeling and reporting Scope 3 emissions in 2011 using the World Resource Institute (WRI) GHG Protocol Corporate Value Chain Accounting and Reporting Standard as the basis for Scope 3 reporting in the CDP. Scope 3 Category 13 emissions represent around 90% of our Scope 3 GHG inventory. The emissions are computed using the same methodology used for Scope 1 mobile fleet emission calculations. Additional Scope 3 category computations are based on distinct source data using established standards and guidelines, listed here: EPA SmartWay tool, U.S. Department of Transportation, Federal Highway Administration, Highway Statistics, The Climate Registry, DEFRA GHG Protocol Mobile Combustion Tool. As of 2020, we report on nine of the fourteen Scope 3 sources, including purchased goods and services, capital goods, and waste generated in operations.

WATER SUSTAINABILITY

We recognize the importance of water conservation and sustainability to ensure that high-quality water remains available for future generations. Water use in our operations is primarily for vehicle washing, restrooms, and employee wash areas. We measure, track, and report water use internally in order to identify conservation opportunities and flag anomalies in water usage to repair leaks as quickly as possible. Early in 2019, our Ryder Environmental Services Team conducted a pilot water-related analysis from data collected at 500+ Ryder locations to identify water usage archetypes and to internally benchmark water-related variables by facility size, age, region, fleet size, and other characteristics. We identified sites with high water consumption and determined opportunities to reduce use, which will serve as case studies for improved water management and reduction efforts company-wide. These efforts include data collection on water-intensive equipment and vehicle wash systems at Ryder locations, as well as improved standards for procuring more efficient plumbing and facility equipment going forward.

FACILITY WATER USE

	2009 (BASELINE)	2017	2018	2019
Water Use (mgal)	290,570	196,631	174,590	163,113

*Includes water used for vehicle washing performed in Ryder wash bays; excludes mobile washing water and additional 1% of water used for irrigation/landscaping.

Wastewater recovered from Ryder's vehicle washing activities is collected and discharged either through wash bays to municipal sewers or captured by mobile vacuum systems and carried offsite for pre-treatment through a multi-stage processing system. Once heavy solids are removed, treated water is discharged to publicly-owned treatment works systems.

VEHICLE WASH WATER

YEAR	WASH WATER COLLECTED (GAL)	TREATMENT METHODS	DISPOSAL DESTINATION
2020 (JUN)	392,176	Filtration, Pretreatment, Discharge to Permitted POTW	POTW

2019	827,775	Filtration, Pretreatment, Discharge to Permitted POTW	POTW
2018	1,424,625*	Filtration, Pretreatment, Discharge to Permitted POTW	POTW
2017	1,024,625*	Filtration, Pretreatment, Discharge to Permitted POTW	POTW

*We made updates to several environmental metrics from our 2017-2018 Corporate Sustainability Report. These updates are a result of improvements made in our metric accounting practices and a few data errors/corrections errors discovered after publication of the 2017-2018 Corporate Sustainability Report."

WASTE & RECYCLING

We are dedicated to waste reduction in our own operations and for our customers. Automotive waste generated from our fueling and maintenance locations is our most significant waste stream, as our core business involves operating and maintaining a large vehicle fleet. In 1998, Ryder implemented a comprehensive automotive waste recycling program, which includes lubricants, used oil, solvents, used oil filters, tires, batteries, and oily water. Today, the majority of these waste products are either recycled or refined and reused. We work closely with our primary waste disposal vendors to continually minimize waste while increasing recycling efforts company-wide. We work with Ryder-preferred and qualified vendors that (i) prioritize diverting as much waste as possible away from landfills; (ii) focus on waste recycling, reuse, and disposal; and (iii) have significant experience with waste management, especially automotive waste. This allows us to maximize energy and cost efficiencies and limit our environmental impacts. The following examples illustrate our commitment to waste reduction:

- **Used oil recycling:** Ryder's vast network of maintenance facilities generates quality used oil, which is reused or recycled by our vendors. The refined oil yields finished base oils and light distillates.
- **Oil filter recycling:** We routinely replace automotive oil filters during our preventive maintenance processes and engage qualified vendors to collect and send used oil filters to recycling facilities, diverting material through a two-stage separation and shredding process. This program yields reusable shredded steel, recycles pulverized filter media, and re-refines used oil. Virtually all materials are either refined or used as an alternative energy source (e.g., as industrial fuel at cement kilns or energy plants that generate electricity).
- **Tire retreading:** From December 2019 to November 2020, Ryder purchased 215,267 new tires and 333,772 retreaded tires. By utilizing retreads on our fleet vehicles, Ryder helps keep approximately 34 million pounds of waste out of landfills every year. Retread tires require 15 fewer gallons of oil to produce than a new tire and approximately 90-100 pounds less total new raw material than a new tire. As such, Ryder saved 5,006,580 gallons of oil and 30,039,480 pounds of new resources and material.

RYDER RECYCLES

2.2M
GALLONS OF USED OIL

701,495
GALLONS OF OILY WATER

10,320
DRUMS OF USED OIL FILTERS*

37,354 GALLONS OF SOLVENT (HAZARDOUS)	1.8M OIL FILTERS*

* Ryder crushes oil filters prior to recycling. Assumes 175 crushed used oil filters per 55 gal drum; 16.5 lbs per 55 gal; and 7.4 lbs/gal of used oil per drum.

Ryder works closely with our primary solid waste disposal suppliers to increase waste minimization, waste diversion, and recycling efforts company-wide. Through an initiative launched in 2018, all Ryder locations have evaluated recycling services. As part of our vendor sourcing criteria, we prioritize waste vendors who optimize reuse technologies that divert waste from landfills and leverage waste-to-energy technologies. Some of our SCS warehouses generate packaging materials, and approximately 4,000 tons of cardboard are recycled from these operations annually. We continuously evaluate cardboard recycling opportunities to identify opportunities for enhancement, such as increasing the number of SCS facilities utilizing single-stream recycling. Additionally, Ryder operates compactors and augers to increase recycling efficiencies, and we work closely with our customers to implement customized waste management practices.

WASTE GENERATED & RECYCLING YEAR-OVER-YEAR

AUTOMOTIVE WASTE

TYPE OF WASTE*	UNIT	2016	2017	2018	2019
Hazardous Waste**	Gallons	48,332	42,069	47,516	48,844
Non-hazardous Liquid Waste	Gallons	3,692,469	3,704,467	3,727,249	3,940,011
Scrap Batteries	Number	115,204	128,912	127,591	138,767
Tires Retreaded	Number	data not available	337,448	348,251	310,079

*100% of Ryder's automotive waste (hazardous and non-hazardous) is recovered and managed using preferred approved vendors who utilize re-use and/or recycle technologies versus landfill disposal.

**Parts washing solvents only. Volumes not reported are contaminated fuel, anti-freeze, and automotive liquids.

NON-AUTOMOTIVE WASTE

TYPE OF WASTE	UNIT	2016	2017	2018	2019
Mixed Solid Waste*	tons	data not available	23,504	25,409	24,307
Recycled Waste**	tons	data not available	6,625	6,101	6,325
Supply Chain Packaging Waste	tons	data not available	4,781	4,739	3,907
Electronic Waste total (recycled)	tons	data not available	22	22	39
Universal Waste total (recycled)***	lbs	data not available	2,027	3,279	9,422

*Estimated based on approximately 80% of locations.

** Cardboard, paper, plastics, cans.

*** Light bulbs, small batteries (non-hazmat).

HIGHLIGHT: AWARDS & RECOGNITION

IL G75: In 2020, Ryder was named an Inbound Logistics "Green Supply Chain Partner" for the 12th consecutive year in recognition of our deep commitment to efficiency and sustainability.

Supply & Demand Chain Executive: The Supply & Demand Chain Executive's 2020 Green Supply Chain Award recognizes companies making green or sustainability a core part of their supply chain strategy and working to achieve measurable sustainability goals within the global supply chain. (2008 – 2010, 2012, 2014, 2016, 2019-2020).

Ryder was named by Newsweek to its inaugural list of "America's Most Responsible Companies" in 2020 for its ongoing commitment to corporate social responsibility related to the environment, social causes, and corporate governance.

2020 GREEN SUPPLY CHAIN AWARD
SUPPLY & DEMAND CHAIN EXECUTIVE
13th Annual

AMERICA'S MOST RESPONSIBLE COMPANIES 2020
Newsweek
POWERED BY statista

ADDITIONAL RESOURCES

- CDP reports (on the Sustainability Page)

ARCHIVE OF PREVIOUS REPORTS →

REPORT DOWNLOADS

Note Regarding Forward-Looking Statements: Certain statements and information included in this report are "forward-looking statements" within the meaning of the Federal Private Securities Litigation Reform Act of 1995. The principal forward-looking statements in this report include our sustainability goals, commitments and programs; our business outlook, plans, priorities, initiatives and objectives; our assumptions and expectations; and the scope and impact of our risks and opportunities. These forward-looking statements are based on our current goals, plans and expectations and are subject to risks, uncertainties and assumptions which could cause actual results to differ materially from historical experience or from future results expressed or implied by such forward-looking statements. Although we believe there is a reasonable basis for the forward-looking statements, our actual results could be materially different. Forward-looking statements involve projections, and assumptions about our business outlook. Accordingly, these forward-looking statements should be evaluated with consideration given to the many risks and uncertainties that could cause actual results and events to differ materially from those in the forward-looking statements including those risks set forth in our periodic filings with the Securities and Exchange Commission. New risks emerge from time to time. It is not possible for management to predict all such risk factors or to assess the impact of such risks on our business. Accordingly, all such forward-looking statements speak only as of the date they are made, and we undertake no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events, or otherwise.

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Ryder® Ever better.™