Annual Sustainability Report 2021

Clean Energy

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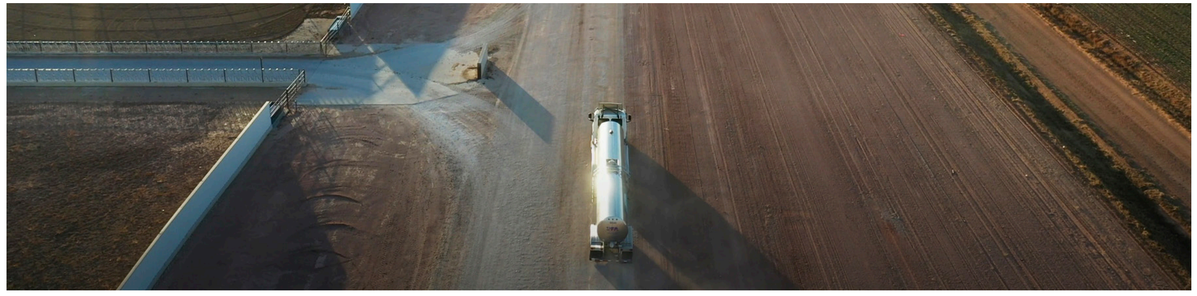


Letter from the CEO

A message from Andrew J. Littlefair, President and CEO

Every organization from governments to schools to large and small companies continued to grapple with the impact of the Covid pandemic last year. But at Clean Energy, 2021 turned out to be one of the most transformative in the company's history. A transformation that directly addresses one of the most critical issues of our time: climate change.

After surveying the needs of our customers, we discovered that one of their top goals is to dramatically reduce the greenhouse gas emissions produced by their vehicle fleets. We have provided a low carbon fuel alternative, renewable natural gas (RNG), since 2013 but realized we needed greater volumes of RNG to allow more customers to meet their sustainability goals. We also wanted to ensure that the RNG came from even lower carbon sources, particularly dairy farms because the manure from the cows produces such high levels of methane.

To guarantee a steady supply of this incredibly clean fuel for some of the country's largest fleets like Amazon, UPS, Republic Services, and transit agencies in New York City and Los Angeles, we decided to make significant investments in the production of additional RNG sources. We're doing this through joint ventures with TotalEnergies and bp, two international energy companies who have increasingly demonstrated their commitment to sustainability in recent years. We cemented those two JVs in the beginning of 2021 and quickly went to work signing partnerships with dairy owners around the country.

I had the privilege to meet with a number of these dairy owners; most of their dairies are family-run with multiple generations involved in the operations. These are hardworking men and women who have a passion for running their farms using environmentally friendly practices. The idea of turning the manure from their cows into an ultraclean fuel that will operate fleets of refuse trucks, city buses, or heavy-duty trucks is very appealing to them.

In November, Rocky Gingg, the owner of Del Rio Dairy in Friona, TX, and I ceremoniously broke ground on construction for a digester that will soon turn the manure from his 7,500 milking cows into a fuel that will make its way to Clean Energy's network of stations and be rated cleaner than any other form of transportation, including electric. Del Rio Dairy alone is expected to produce over a million gallons of RNG a year. That will move a lot of Amazon heavy-duty trucks and help the retail giant claim a dramatic reduction in their carbon footprint.

We signed long-term partnerships with dairy owners in Idaho, South Dakota, Wisconsin, and other states. More and more companies are entering the RNG-production business, which we welcome because it proves there is a market demand, and it will help to combat climate change. Yet dairy owners see an advantage to partner with Clean Energy because, since we have the largest network of stations in the country and more fleet customers, they know there will always be a vehicle for their RNG.

I'm proud that Clean Energy is doing its part in moving the world to a more sustainable future.

Speaking of customers, we have a new and very large one in Amazon. In April, we signed a fueling agreement with them that is already beginning to show strong results. A new fleet of Amazon heavy-duty trucks has fueled at over 85 different existing Clean Energy stations around the country by the end of 2021. We also agreed to build 19 new stations based on Amazon's continued expansion of their heavy-duty truck fleet powered by RNG. Amazon will be a large anchor customer at these new stations, but the stations will accommodate other customers and are located in high-traffic distribution-center areas and other busy corridors. And as more customers fuel with RNG, less greenhouse gases are going into the atmosphere.

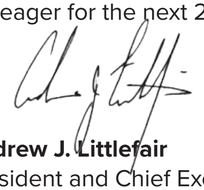
In our initial Corporate Sustainability Report in 2017, we placed a significant stake in the ground by challenging ourselves to provide low-carbon RNG at all Clean Energy stations by 2025. Because of our new focus and investment in the production of RNG, we are on a much firmer path to reach that goal. I'm pleased to say that by the end of 2021, over 78% of our vehicle fuel sales was RNG, and we are well on our way to achieving this goal.

Clean Energy continued to address the pandemic and focused on workforce health and sustainability, which remain core to Clean Energy's values. We maintained our focus on environmental, social and governance (ESG) excellence. We are proud to accelerate our ESG leadership in 2021 through engagement with our stakeholders and succeeded in building trust by encouraging a two-way dialogue while being accessible, open, and transparent about our business practices.

In doing so, we emerged from a difficult year with an even greater appreciation for what our stakeholders expect and how we can lead Clean Energy through strong financial and ESG performance. But more importantly, in the face of many personal, societal, and economic challenges, we remained strong.

As exciting and active as 2021 was, I am even more optimistic about 2022, which marks Clean Energy's 25th anniversary. We were one of the first companies to offer transportation fleets a solution to tackle the dirty-air problem, and now we are giving them a powerful tool to address the issue of our changing climate with RNG. We will continue to accelerate our own transformation with a new sense of urgency. Being open to new possibilities and embracing collaboration and partnerships will give Clean Energy the power to change something much bigger than ourselves. We want to achieve sustainable growth that makes a positive difference to people and the planet.

I'm eager for the next 25 years ahead.



Andrew J. Littlefair
President and Chief Executive Officer

About Clean Energy

Business Snapshot

Clean Energy Fuels Corp., a Delaware corporation ("Clean Energy"), is a leading renewable-energy company focused on the development, procurement, and distribution of renewable natural gas ("RNG") and conventional natural gas, in the form of compressed natural gas ("CNG") and liquefied natural gas ("LNG"), for the United States and Canadian transportation and bulk-fuel markets. RNG, which is delivered as either CNG or LNG, is created by the recovery and processing of naturally occurring, environmentally detrimental waste methane ("biogas") from non–fossil fuel sources—such as landfills, food scraps, wastewater, enteric fermentation, and livestock waste—for beneficial use as a replacement for fossil-based transportation fuels. Methane is one of the most potent, climate-harming greenhouse gases with a comparative impact on global warming that is 28 times more powerful than that of carbon dioxide.[1] By collecting methane-dense biogas that would have otherwise vented into the atmosphere, Clean Energy is ready to be one of the key global solution providers to reduce greenhouse gas emissions ("GHG") from methane.

Clean Energy is focused on developing, owning, and operating dairy and other livestock-waste RNG projects and supplying RNG (procured from our own projects or from third parties) to our customers in the heavy- and medium-duty commercial transportation sector. We have participated in the alternative vehicle fuels industry for 25 years and are the largest U.S. provider of RNG for commercial transportation.

We believe we were the first organization to supply RNG for vehicle fuel use in the U.S.A. in 2013, and sales of our RNG for such purpose have increased from 13.0 million gasoline gallon equivalents ("GGEs") to 167.0 million GGEs in 2021. We are North America's leading provider of one of the cleanest fuels for the commercial transportation market, based on both the number of stations we operate and the amount of GGEs delivered of RNG, CNG and LNG, which amounted to a total of 402.6 million GGEs in 2021. With the Company's focus on RNG, our sales of RNG have grown from 12% of our vehicle fuel sales in 2013 to 78% of our vehicle fuel sales in 2021 (excluding GGEs from O&M (as defined below) sales and non-vehicle sales).

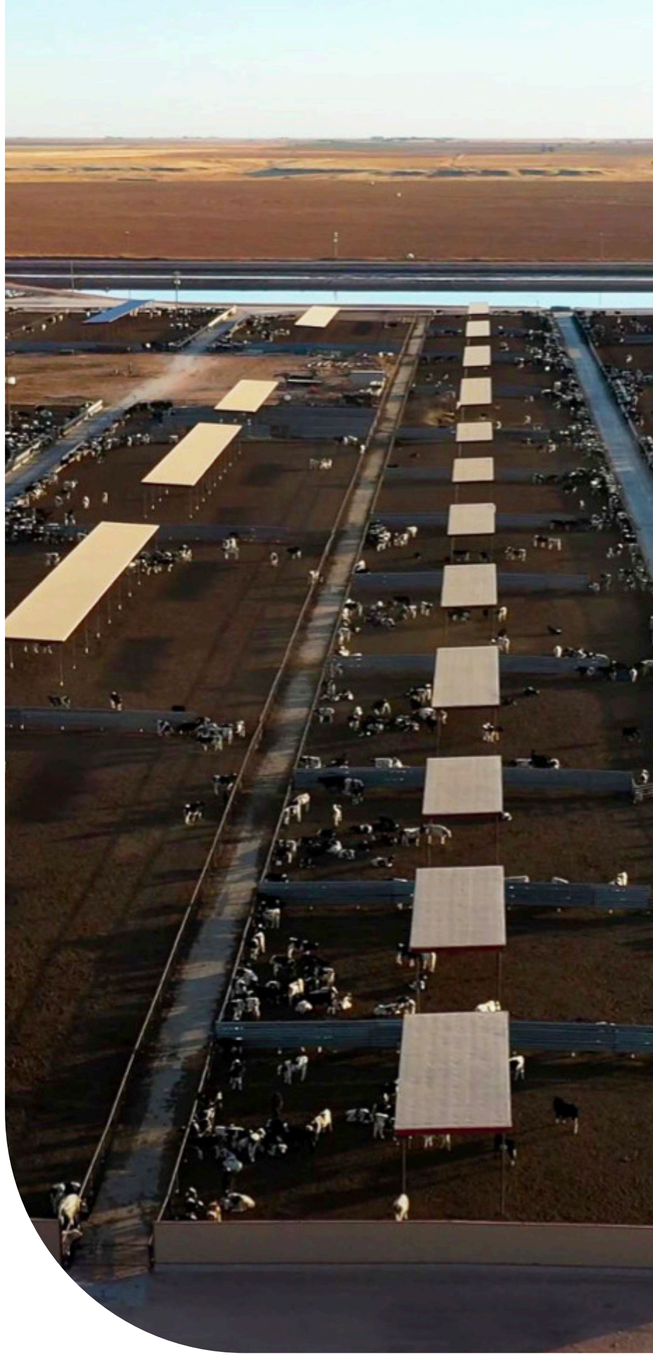
We believe that during 2021 we provided 58% and 47% of the RNG used for transportation fuel in California and the United States, respectively.

As a comprehensive renewable energy provider, we also design and build, as well as operate and maintain ("O&M"), public and private vehicle-fleet customer stations in the United States and Canada. Clean Energy transports and sells RNG and conventional natural gas via natural gas pipelines and interconnects. We sell U.S. federal and state (collectively, "Environmental Credits") we generate by selling RNG as a vehicle fuel, including Renewable Identification Numbers ("RIN Credits" or "RINs") under the U.S. Environmental Protection Agency (EPA) Renewable Fuel Standard 2 and credits under the ttCalifornia Low Carbon Fuel Standard and the Oregon Clean Fuel Standard (collectively, "LCFS Credits"). Clean Energy serves fleet-vehicle operators in a variety of markets, including heavy-duty trucking, airports, refuse, public transit, industrial, and government fleets.

Commercial transportation, including heavy-duty trucking, generates a significant amount of carbon dioxide and other climate-harming GHG emissions, and transitioning this sector to low- and negative-carbon-intensity fuels is a critical step towards reducing overall global GHG emissions.

Methane is 28 times more powerful as a greenhouse gas than carbon dioxide on a 100-year timescale.[1] By collecting methane from existing sources and transforming it into RNG, there is an overall reduction in greenhouse gas emissions impact.

As such, the reduction of methane emissions represents one of the biggest opportunities for mitigating climate change. According to the Global Carbon Project's Global Carbon Budget published in November 2021, 34.8 billion metric tons of carbon dioxide were emitted globally in 2020, of which 7.3 billion metric tons, or 21%, came from the transportation sector. There is a global demand for reducing GHG emissions, as evidenced by 96% of the world's countries having committed to the Paris Agreement, according to the United Nations Framework Convention on Climate Change. Also, 92% of S&P 500 companies are focusing on sustainability metrics, including GHG emissions, according to the Governance & Accountability Institute's Flash Report published in 2021.



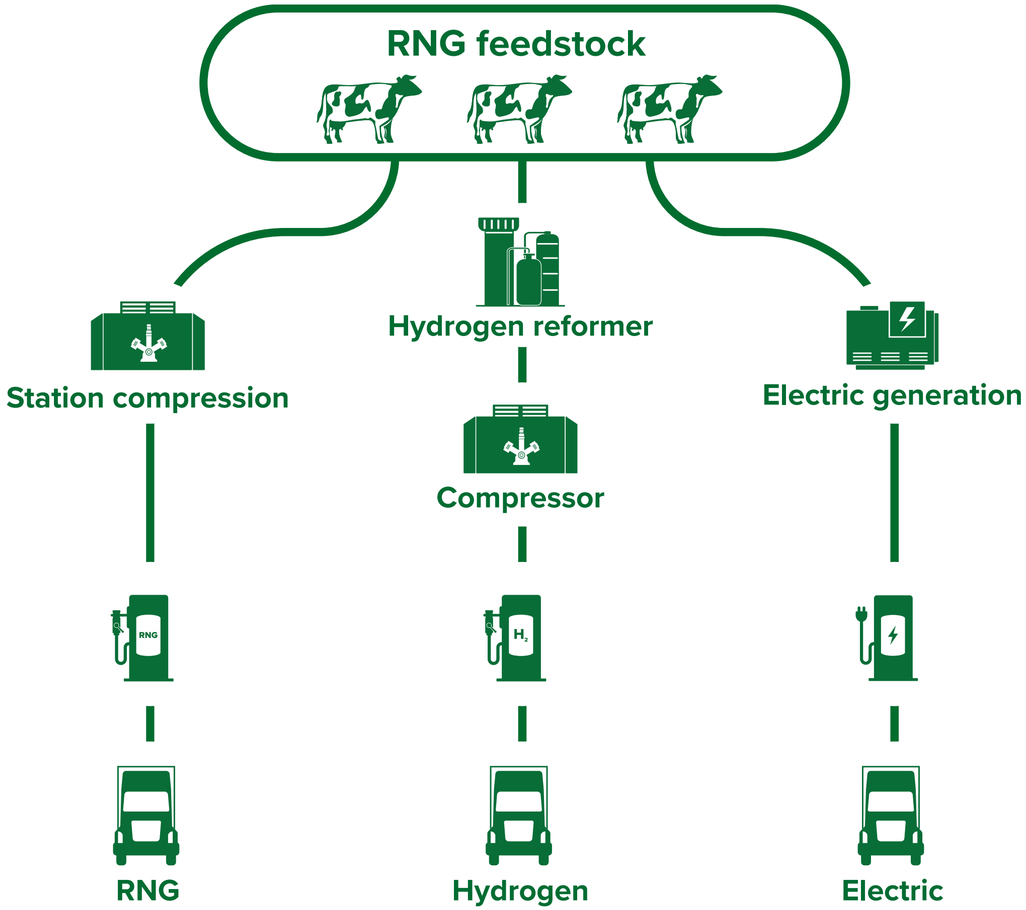
1 IPCC, 2021: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S.L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M.I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T.K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. Cambridge University Press. In Press

What allows RNG to have negative carbon-intensity values is that the production of RNG avoids more CO_2e emissions than are generated. Biogas, the primary source of RNG, is produced by microbes as they break down organic matter in the absence of oxygen. Our sources of commercial scale biogas are anaerobic digester gas (“ADG”), which is produced inside airtight tanks or covered lagoons used to breakdown organic matter such as dairy and other livestock waste, and landfill gas (“LFG”), which is produced by the decomposition of organic waste at landfills. Given the potential growth and positive environmental impact of RNG, Clean Energy continues to focus on obtaining more RNG supply by pursuing development and ownership of dairy and other livestock waste ADG projects independently and with partners including TotalEnergies S.E. (“TotalEnergies”) and BP Products North America (“bp”). In addition, Clean Energy secures long-term RNG-supply offtake agreements with RNG-production facility owners and developers.

Clean Energy believes that the current best use of RNG is as a replacement for fossil-based fuel in the transportation sector. We believe the most attractive market for RNG is U.S. heavy-duty Class 8 trucking. As of December 31, 2021, we deliver RNG to the transportation market through an increasing number of the 548 fueling stations we own, operate, or supply in 42 states and the District of Columbia in the U.S.A., including over 200 stations in California.

We also own, operate, or supply 25 fueling stations in Canada. We believe our stations and customer relationships allow us to deliver substantially more RNG to vehicle operators than any other participant in the market. As of December 31, 2021, we serve more than 1,000 fleet customers operating over 48,000 vehicles on our fuels.

In the long term, Clean Energy is excited about the opportunity to provide not only RNG but other fuels which use RNG as a feedstock, such as hydrogen and electricity. As operators deploy more hydrogen-powered vehicles, we can modify our fueling stations to reform our RNG and deliver clean hydrogen to customers. Our RNG can be used to generate clean electricity to power electric vehicles, and we have the capability to add electric vehicle charging at our station sites.



Our Products, Services, and Other Business Activities

RNG, CNG, and LNG Sales

RNG is chemically indistinguishable from conventionally sourced natural gas and benefits from the ability to use existing infrastructure for distribution. RNG can be injected into the existing natural-gas distribution network alongside conventional natural gas and delivered to vehicle fuel stations and liquefaction facilities. Further, the California Air Resources Board ("CARB") has determined that RNG holds some of the lowest carbon-intensity values of any on-road vehicle fuel, including fully renewable electric from solar and wind.

CNG is RNG or conventional natural gas that is compressed and dispensed in gaseous form. CNG is typically delivered by obtaining RNG or conventional natural gas from the pipeline and then compressing and storing it at a fueling station and dispensing it directly into a vehicle. Our CNG vehicle-fuel sales are made primarily through contracts with our customers or on a per fill-up basis at prices we set at public-access fueling stations based on prevailing market conditions. Through our subsidiary NG Advantage, LLC ("NG Advantage"), we also transport and sell CNG for non-vehicle purposes via virtual natural gas pipelines and interconnects to industrial and institutional energy users that do not have direct access to pipelines. The majority of the fuel sales from NG Advantage are applied in applications where the relatively cleaner natural gas is replacing fuel oil. NG Advantage also has the capability to transport RNG from production facilities to pipeline-injection sites using its fleet of 98 high-capacity trailers.

LNG is RNG or conventional natural gas that is cooled at a liquefaction facility to approximately -260 degrees Fahrenheit until it condenses into a liquid. We obtain LNG from our own liquefaction plants and from third-party suppliers. We own and operate LNG liquefaction plants near Boron, California and Houston, Texas, which we refer to as the "Boron Plant" and the "Pickens Plant," respectively. In 2021, we purchased 9.2% of our LNG from third-party suppliers, and we produced the remainder of our LNG at our plants. We sell LNG for use as a vehicle fuel on a bulk basis to fleet customers and through our network of public-access fueling stations. We deliver LNG with our fleet of 74 tanker trailers to fueling stations, where it is stored and then dispensed in liquid form into vehicles. The need to liquefy and transport LNG generally causes LNG to cost more than CNG. We sell LNG through supply contracts and on a per fill-up basis at prices we set at public-access fueling stations based on prevailing market conditions. Additionally, we sell LNG for non-vehicle purposes, including to customers who use LNG in rocket propulsion and oil fields, along with utility, industrial, marine, and rail applications.

Renewables Distribution and Development

To meet our commitment of supplying 100% RNG to all of our on-road natural-gas vehicle customers, Clean Energy's Renewables Development team continues to add to its supply base for RNG via procurement through third-party supply contracts and developing our own RNG projects.

The Clean Energy Renewables Distribution team creates pathways that allow for RNG production sources to be interconnected to dispensing stations and end customers that purchase the fuel. These pathways are government approved and allow for book-and-claim accounting to be used to allocate the environmental and economic benefits of RNG when used as a vehicle fuel.

Sales of Environmental Credits, O&M Credits, Station Construction and Engineering, Grant Programs

Sales of Environmental Credits
We sell U.S. federal and state credits (collectively, “Environmental Credits”) that we generate by selling RNG as a vehicle fuel, including Renewable Identification Numbers (“RIN Credits” or “RINs”) under the U.S. EPA-administered Renewable Fuel Standard 2 and credits under the California Low Carbon Fuel Standard and the Oregon Clean Fuel Standard (collectively, “LCFS Credits”), in addition to obtaining federal, state, and local grants and incentives. We then sell these Environmental Credits to third parties who must comply with federal and state emissions requirements. Generally, the number of Environmental Credits we generate increases as we sell higher volumes of RNG as a vehicle fuel.

O&M Services
We perform maintenance services on Clean Energy–owned and customer-owned fueling stations. Our maintenance program is backed by nearly 200 company-employed operations personnel and service technicians, an in-house 24/7 remote monitoring and call center, technician training center, computerized maintenance-management system, and inventory warehouses throughout the United States and Canada. For maintenance services, we charge a fixed monthly fee or per gallon fee based on volume of fuel dispensed at the station.

Station Construction and Engineering
We design and construct fueling stations and sell or lease some of these stations to our customers. We have served as the general contractor or supervised qualified third-party contractors to build over 726 natural gas fueling stations since 2008.

Grant Programs
We apply for and help our fleet customers apply for federal, state, and local grant programs in areas in which we operate. These programs can provide funding for vehicle purchases, fueling station construction, and vehicle-fuel sales. Our grants department submits federal, state, and local grants for all 50 states and Canada on behalf of our fleet customers. The department has been awarded $517 million in funding to date, and currently maintains a 90% success rate for grants awarded for both truck and infrastructure opportunities. In 2021, Clean Energy requested a 10-year high of $64 million in grant funding.

Grants Funding Awarded to date:

$517M

Materiality

In 2020, Clean Energy worked with Business for Social Responsibility (BSR) to conduct a materiality assessment to determine which sustainability issues were most material (important) to the company and its stakeholders. A sustainability materiality assessment considers a broad range of environmental, social, governance, and economic issues important to Clean Energy's business, employees, and external stakeholders. Our materiality assessment is a critical input to Clean Energy's sustainability strategy because it ensures that sustainability issues are identified, prioritized, managed, and communicated appropriately.

Clean Energy's materiality matrix highlights non-financial ESG risks and opportunities that are most relevant according to the Global Reporting Initiative's definition of materiality. The materiality assessment was key in identifying which environmental, social, and governance issues were the most relevant to our business to aid in developing our sustainability strategy and goals.

The materiality assessment from 2020 is still relevant to our 2021 operations, and therefore is still applicable to this report. We plan to conduct further iterations of this materiality assessment in future years to continue informing our sustainability strategy. For more information on the 2020 materiality assessment, please refer to our 2020 Sustainability Report.

Materiality Matrix: Priorities

Environment

Greenhouse Gas (GHG) and Air Emissions

Environmental and Social Impacts of Natural Gas Extraction, Processing, and Transport

Enabling Renewable Energy for Transportation

- Climate Transition Risk
- Water Stewardship
- Operational Energy Efficiency
- Supplier Social and Environmental Performance
- Biodiversity and Land Use
- Waste

Social

Employee Recruitment, Retention, and Engagement

Disproportionate Air-Quality Impacts in Low-Income Communities

- Employee and Contractor Safety
- Diversity, Equity, and Inclusion
- Human Rights
- Labor Standards and Employment Conditions

Governance

Policy Advocacy and Lobbying

Internal Governance Structures

- Disaster Preparedness and Response
- Infrastructure Safety and Security
- Business Ethics, Executive Compensation, and Incentives
- Policy Advocacy

Sustainability at Clean Energy

Our mission is to deliver renewable transportation fuels for a cleaner, safer, more equitable tomorrow. Addressing and preventing waste methane from entering the atmosphere and instead refining it into RNG, means that Clean Energy is not only preventing methane emissions but decarbonizing the heavy-duty trucking space at the same time. This concept is core to Clean Energy's environmental-sustainability strategy.

In 2020, we launched our strategy and goals to drive progress across three pillars: fueling the transition to renewable energy in transportation, building the workforce for the future, and advancing smart policies for systemic transition to renewable fuels. These pillars are in part informed by the United Nations' Sustainable Development Goals ("SDGs").

In 2021, we continued to focus on building trusted partnerships with our stakeholders to help achieve progress towards our goals as well as improving our operations to align with our sustainability initiatives. We recognize that environmental impact includes more than our products and that we must foster a culture of sustainability in our operations. Each of the three pillars of our sustainability strategy incorporate parts of our own business operations, to ensure that our advocacy and external progress in sustainability is aligned with our internal operations.

Contribution to the United Nations Sustainable Development Goals

As a renewable energy company, Clean Energy recognizes our responsibility in the development of sustainable transportation. Our commitment to driving the transition to renewable energy in transportation drives progress in SDGs 9 and 12 ("Industry, Innovation, and Infrastructure" and "Responsible Consumption and Production," respectively) through the responsible production of RNG and fuel dispensing infrastructure. Reduced emissions associated with the production and use of RNG instead of fossil fuels positively contribute to SDGs 7, 13, and 15 (Affordable and Clean Energy, Climate Action, and Life on Land, respectively).

Our second pillar of our sustainability strategy, building the workforce for the future of renewable energy, correlates to SDGs 4, 5, and 10 (Quality Education, Gender Equality, and Reduced Inequalities, respectively) as we strive to create and maintain a well-trained and diverse staff of employees.

Finally, our third pillar of advancing smart policies with government and non-government organizations contributes to SDG 16, Peace, Justice, and Strong Institutions, and should positively impact SDG 11, Sustainable Cities and Communities. Through collaborative efforts internally inside Clean Energy and externally with relevant stakeholders, we believe we can continue making progress that is in line with the United Nations SDGs.

Our Sustainability Strategy

Fueling the Transition to Renewable Energy in Transportation

Clean Energy is an increasingly versatile renewable energy company, and we are excited that we can enable our customers to transition to fuels with lower greenhouse gas emissions which help mitigate climate change and lower criteria-pollutant emissions. We are also committed to doing our part to reduce our own emissions across our operations and supply chain, while helping our customers reduce their environmental impacts by using low- and negative-carbon-intensity RNG fuels.

As a vertically integrated company, we are excited about the opportunities to be able to harness the power of otherwise unutilized and harmful methane sources to produce RNG. This then helps our customers reach their emissions-reduction targets and net-zero goals. We are advocates for the science-backed environmental benefits of RNG, and work to help communicate and educate on the benefits of its use as a transportation fuel.

Building the Workforce of the Future

At Clean Energy, we recognize that a diverse workforce with a culture of inclusivity and safety is critical to our success as a company. In alignment with global environmental, social, and governance reporting, we recognize the importance of maintaining a diverse and inclusive workforce and supplier base that is reflective of the communities in which we operate. We acknowledge the lack of diversity in the energy sector and strive to be part of the solution. The safety of our employees and contractors is also a top priority, and we strive to be a zero-incident workplace for our service technicians and staff, as well as our customers using our facilities.

Advancing the Transition to Renewable Fuels

Enacting systemic change across all industries will be necessary to achieve our collective climate goals. We recognize that the effects of climate change are already impacting the Earth today, and that the transition to a low-carbon economy is likely to bring new risks to businesses that do not adapt. We also recognize that conventional natural gas extraction and processing causes environmental and social impacts that must be appropriately and equitably managed. By investing in the green energy transition, we reduce our own risks and provide lasting benefits to society. To enable lasting change, we must ensure the adoption of performance-driven state and federal policies that accelerate the shift to renewable fuels with zero- or negative-carbon intensities in a way that does not place an undue burden on small businesses or underrepresented communities. Clean Energy is also committed to contributing to economic development in the communities where we conduct business by hiring local suppliers whenever possible.

Vision: Deliver renewable transportation fuels today, for a cleaner, safer, more equitable tomorrow

Fuel the transition to renewable energy in transportation

- GHG and Air Emissions
- Turn Customer Sustainability Goals into Reality
- Disproportionate Air-Quality Impacts
- Environmental and Social Impacts of Natural Gas Extraction, Processing, and Transport
- Operational Energy Efficiency
- Water Stewardship
- Biodiversity and Land Use
- Waste

Build the workforce for the future of renewable energy

- Employee Recruitment, Retention, and Engagement
- Diversity, Equity, and Inclusion
- Employee and Contractor Safety
- Business Ethics, Executive Compensation, and Incentives
- Labor Standards and Employment Conditions
- Human Rights
- Supplier Social and Environmental Performance
- Infrastructure Safety and Security

Advance smart policies that drive the transformation to zero-carbon fuels

- Policy, Advocacy, and Lobbying
- Climate-Transition Risk
- Disaster Preparedness and Response

Goals and Commitments

To drive our sustainability strategy forward, Clean Energy is committed to the following ambitious goals:

Fueling the Transition to Renewable Energy in Transportation

Goals	Targets[2]
We aim to: Become a climate-neutral company by 2035, on a trajectory aligned with science. This will be achieved by: 1. Reducing the impacts of our own operations. 2. Enabling our customers to achieve their climate targets for transportation with our products. 3. Working with our partners to reduce the sustainability impacts of our supply chain.	Include a fugitive-emissions reduction goal for Scope 1 and Scope 2 emissions by **2022**. Reduce Clean Energy's carbon footprint by 25% by **2025**, over a 2017 baseline.[3] Up to 75% of our third-party tanker truck fleets will run on CNG by **2025**.[4] Procure natural gas or other alternative fuel vehicles for all Clean Energy maintenance-fleet vehicles by **2022**. Institute Leak Detection and Repair Program (LDAR) at 100% of Clean Energy–owned stations by **2025**. Deliver 100% RNG to on-road vehicle customers by **2025**. In aggregate, the Carbon Intensity (CI) of all on-road vehicle fuel[5] we deliver to customers will be zero by **2025**. Reduce Scope 3 emissions by 25% by **2025** over a 2017 baseline.

[2] In 2020, we included an additional target to enable the adoption of 100,000 zero-carbon NG vehicles by 2025. Though Clean Energy does facilitate the sale of natural gas trucks, this target has been removed because it does not align with our set sales metrics, which are recorded in terms of gallons of fuel sold. To maintain a high level of transparency, we have removed this target since it does not directly reflect the gallons of fuel sold by Clean Energy.

[3] Carbon footprint here is defined as combined Scope 1, 2, and 3 emissions. The data from 2017 is incomplete relative to 2021's data, so moving forward this baseline will be updated to reflect a more recent and complete baseline of data.

[4] This goal has been modified from last year's goal of "75% of tanker fleet will run on RNG at least 50% of the time by 2025" to reflect the fact that the fleets which transport our LNG tankers are not owned or operated by Clean Energy but are rather contracted third parties. This limits our reporting capabilities, so we have chosen to remove the "50% of the time" stipulation to reflect that we have limited ability to track this information. Further, determining what tanker-carrying trucks are fueled with RNG versus conventional CNG would be an estimation based on fueling location, rather than actual data collection, therefore we have rephrased the goal to stipulate CNG use, which we can track.

[5] On-road vehicle fuel is defined as the fuel we sell in our Fuel-only and Fuel with O&M service contracts, less the production from NG Advantage.

Building the workforce of the future

Goals	Targets
We aim to: Maintain a diverse, equitable, and inclusive workforce and supplier base that is reflective of the communities in which we operate.	Increase number of women in full workforce to 40% by **2025**.
	Increase number of people of color in our full workforce to 40% by **2025**.
We aim to: Retain a talented workforce in which employees feel valued and engaged.	Fill 20% of senior leadership (VP level and above) roles by women by **2025**.
	Fill 20% of senior leadership (VP and above) roles by people of color by **2025**.
	Maintain gender- and racial-pay equity across our workforce and levels of management.
	Appropriate a portion of our annual spend to suppliers owned by people of color, women, and veterans by **2025**, wherever such suppliers are available.
	Maintain a voluntary turnover rate below 20% for our workforce each year.
	Achieve year-over-year improvement in employee satisfaction and engagement scores through **2025**, measured by an annual employee survey administered beginning in **2021**.

Advancing the transformation to renewable fuels

Goals	Targets
We aim to: Ensure alignment between our sustainability ambition and our advocacy positions.	Affirm that 100% of industry association (lobbying positions) align with Clean Energy's sustainability goals by EOY **2022**.
	We commit to disclosing all our political contributions in a publicly accessible and transparent way.

Governance

Clean Energy's Board of Directors provides independent oversight of Clean Energy's affairs, inclusive of but not limited to financial, operational, and economic issues. In this capacity, the Board is committed to greater attention and coverage of ESG topics, including climate-change impacts, GHG and air emissions, and infrastructure safety and security. The Board is dedicated to transparent communication on corporate-citizenship topics, and we strive to integrate our ESG strategy into our overall business strategy through this reporting process and future corporate sustainability reports. In 2021, Clean Energy welcomed three new Board members: Laurent Wolffsheim, Lorraine Paskett and Karine Boissy-Rousseau. Over the course of 2021, Clean Energy's Board of Directors received briefings on key sustainability initiatives and discussed key ESG topics material to the company.

Clean Energy is committed to maintaining open dialogues with our shareholders on governance, financial, and environmental topics provided in our Securities and Exchange Commission filings, Annual Report, plus this and future Corporate Sustainability Reports, which can all be found on our website. (www.cleanenergyfuels.com).

Stephen Scully
Chairman of the Board

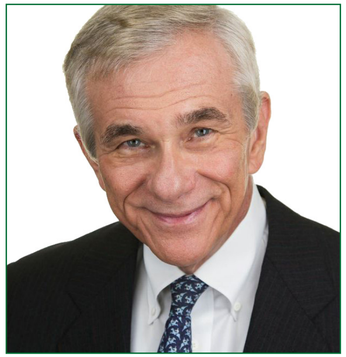
Andrew J. Littlefair
President and CEO

Lizabeth Ardisana

Karine Boissy-Rousseau

James C. Miller III

Lorraine Paskett



Kenneth M. Socha

Vincent C. Taormina

Parker A. Weil

Laurent Wolffsheim

Stakeholder Management

Ensuring active engagement with our customers, employees, business partners, nonprofit organizations, local communities, and other stakeholders is critical to Clean Energy. Stakeholder engagement allows us to pursue growth while addressing any material concerns regarding our energy development or distribution business segments. We consider local communities where natural gas is developed or where heavy-duty vehicles operate as part of our stakeholder group, motivating our mission to create low or net-zero emission transportation solutions. In addition to reducing transportation's environmental and social impact directly through RNG project development, Clean Energy will also support the development of renewable energy projects indirectly, by procuring electricity from renewable sources to power our operations. With NGOs, Clean Energy is excited to continue to work with organizations like the American Lung Association, Coalition for Clean Air, and Climate Resolve to promote clean air for everyone.

Stakeholder	Examples of Engagement	Key Topics
Employees	Intranet, Employee Recognition Programs, Fitness Programs, Charitable Programs, Events, Meetings, Training Sessions	Company News, Employee Resources, Safety, Health and Wellness, Career Development, Benefits, Charitable Opportunities, Diversity, Labor Relations
Customers	Surveys, Growth Strategies, Account Management, Station Maintenance Trainings, Customer Onboarding	Product Information and Safety, Affordability, Reliability, Air Quality, Operations and Maintenance
Shareholders	Annual Report, Quarterly/Annual Disclosures, Investor Relations, Shareholder Meetings	Financial Statements, Risk Management, Sustainability, Governance Practices, Policy Engagement
Local Communities	Engagement Program, Community Events, Sponsorships	Air Quality, Economic Development
Government / Regulatory Agencies	Inspections, Facility Audits, Performance Disclosures	Environmental Impact, Taxes, Lobbying Efforts
Non-Governmental and Nonprofit Organizations	Sustainability Framework Setting, Community Meetings	Carbon Accounting, Avoided Emissions, Climate Change, Environmental Impact, Air Quality
Partners	Executive Briefings, Quarterly/Annual Disclosures	Profit, Government Policy, Sustainability, Natural Gas Technology
Suppliers	Written Updates, Support Supplier-Innovation Activities	Industry Issues and Concerns, Product Quality, New Product Innovation
Media	Press Releases, Social Media	Company News, Sustainability

What's New in 2021

Vehicle Fuel Market

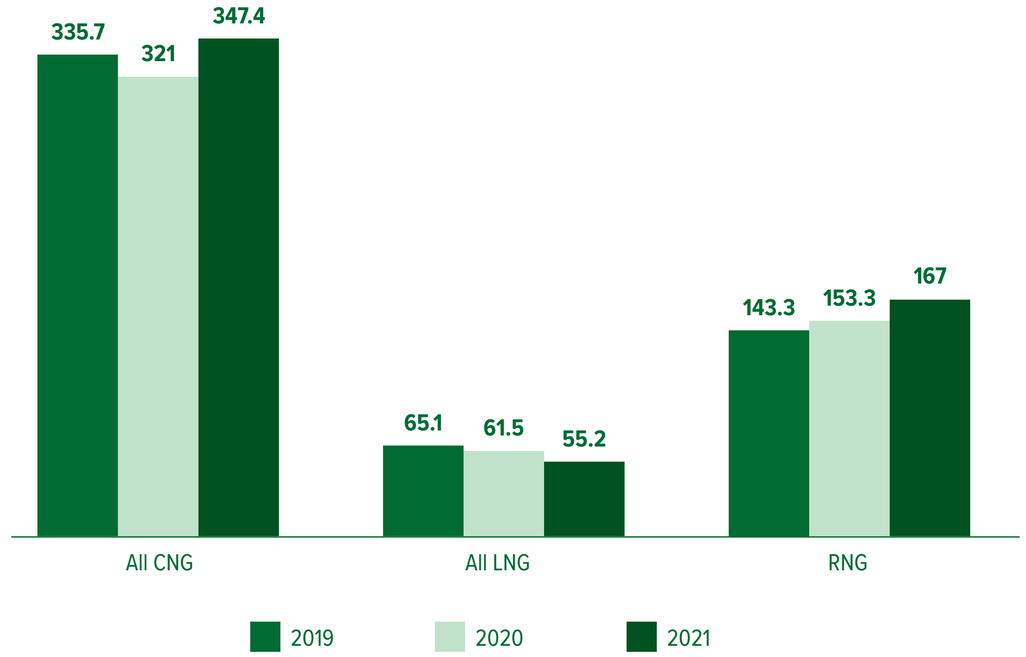
Fuel Sold

Clean Energy realized a 5.2% increase in the total amount of fuel sold in 2021, from 382.5 million GGE delivered in 2020 to 402.6 million GGE in 2021. Clean Energy's RNG sold increased from 153.3 million GGE in 2020 to 167 million GGE in 2021 for an increase of 8.9%. As more public policy is being considered to encourage low-carbon fuel programs and more large companies are adopting carbon-reduction pledges, there are positive signals that the low-carbon transportation-fuel market will continue to grow. Clean Energy is poised to continue supplying customers with RNG to help them reduce their greenhouse gas emissions and meet their sustainability goals.

RNG supply for the overall natural gas vehicle fuel market grew from 345 million GGE in 2020 to 390 million GGE in 2021. Of that 45 million GGE of growth in the production of renewable natural gas, Clean Energy's RNG sold is responsible for about 30%, or 13 million GGE, of that growth. This further shows Clean Energy's commitment to being a market leader in the RNG space. According to the 2021 on-road RNG-use report issues by NGVAmerica and the Coalition for Renewable Natural Gas, 64% of all on-road fuel used in natural gas vehicles was RNG.[6]

Interest in RNG has expanded across sectors, from traditional logistics carriers to large companies which operate as shippers of large volumes of product. The advancement of engine technologies can help further expand the potential customer base for RNG as a transportation fuel. Developments in the vehicle-engine space in 2021 included two different truck configurations in the medium-duty and heavy-duty space. In the heavy-duty space, Cummins Westport has announced the release of a 15 L natural gas engine in North America which weighs less than the next-largest available engine and has a wider operating range giving it the ability to be tuned to different workloads. In the medium-duty space, Cummins Westport offers a 6.7 L engine which now gives box and straight trucks the ability to use natural gas as a fuel option.

Gallons of Fuel Sold (in millions, GGE)



CNG refers to all compressed natural gas, whether of conventional or renewable origin.
LNG refers to all liquified natural gas, whether of conventional or renewable origin.
RNG refers to all renewable natural gas sold, both in compressed and liquified forms.

[6] NGVAmerica and Coalition for Renewable Natural Gas. (2022, May 2). 2021 On Road RNG Use Report.

Public Policy and Advocacy

In 2021, Clean Energy was able to supply increasing amounts of low- and negative-carbon-intensity RNG across the country. The adoption of negative-carbon-intensity fuels has been accelerated in California and Oregon partially due to their adoption of Low Carbon Fuel Standards. These policies evaluate the lifecycle carbon impacts of transportation fuels and reward lower carbon-intensity fuels. They are important to both drive the adoption of RNG and to measure and compare the environmental impact of different transportation fuels.

Clean Energy is optimistic about the adoption of similar standards in other states, which in 2021 expanded to include Washington state, whose Clean Fuel Standard is expected to be implemented beginning in 2023. Building on the momentum of Washington's adoption of a clean-fuel standard, Clean Energy is supportive of efforts to drive the implementation of similar policies in other states which incentivize the lowest carbon-intensity fuel possible.

In addition to clean-fuel standards, 2021 saw the allocation of $45 million in California state budget to support the adoption of low-NO_X trucks, helping drive down near-term criteria-pollutant emissions in some of the most polluted cities in the country. California's South Coast Air Quality Management District also passed an Indirect Source Rule to regulate emissions from warehouses and the vehicles which operate from them, recognizing that the use of low-NO_X natural gas trucks is key to reducing near-term pollution in industrial communities. Similarly, the Texas Emissions Reduction Plan (TERP) program was expanded to provide grants for used CNG trucks, thereby bolstering the secondary market and creating new potential customers.

Renewables Development

Partnership with bp and TotalEnergies

In 2021, Clean Energy grew our RNG supply from third-party offtakes by 50 million gallons, split between approximately 15 million GGE of landfill RNG and 35 million GGE of low-CI RNG. 2021 also marked Clean Energy's return to RNG project development to build out Clean Energy's supply of RNG.

Not only did Clean Energy increase our own investment in RNG production, but we also closed our first investments under our joint ventures with our partners bp and TotalEnergies. In our bp joint venture, we closed on 5+ dairy projects including the Millenkamp Dairy in Idaho, a project which will provide an anticipated five million gallons of very low carbon-intensity RNG annually which will flow into Clean Energy's fueling network. In a joint venture with TotalEnergies, up to $400M was committed to develop projects to produce negative,carbon-intensity RNG as well as RNG-fueling infrastructure to support the distribution value chain. In November 2021, we broke ground on our first project at Del Rio Dairy in Friona, Texas which, when operational, will supply 1.1 million GGE of RNG.

The new volume of RNG produced from these projects will help fulfill customer demand for RNG and contribute towards Clean Energy achieving our sustainability goals of delivering 100% RNG to on-road vehicle customers by 2025 and getting the aggregate carbon intensity of that fuel to be zero.

Renewables Distribution

The Clean Energy Renewables Distribution team creates pathways that allow for RNG production sources to be interconnected to dispensing stations and end customers that purchase the fuel. These pathways are government approved and allow for book-and-claim accounting to be used to allocate the environmental and economic benefits of RNG when used as a vehicle fuel. In 2021, the distribution team was able to continue to grow Clean Energy's ability to provide RNG by adding 9 new pathways for landfill and dairy projects and worked together with the sales team to expand our RNG customer base. Additionally, the Construction team built 19 new station projects in 2021, further increasing the ability of Clean Energy to distribute RNG.

100% RNG to on-road vehicle customers by 2025

bp

$100M
Committed to develop RNG projects

TotalEnergies

$400M
Committed to develop RNG projects

Clean Energy

1.1M
Gallons from first project


Fueling the
Transition to
Renewable Energy
in Transportation

Creating a Cleaner Future

Clean Energy acknowledges the existential threat that climate change poses to our planet and all those who live on it, which is why we have committed to becoming climate neutral by 2035. We understand the urgent need to decarbonize the transportation sector as quickly as possible and are proud to empower our customers to meet their sustainability goals and transform the transportation sector.

As a renewable fuel company, Clean Energy's primary purpose is to accelerate the adoption of renewable fuels used in the United States.

Decarbonizing the transportation sector requires cross-sector innovation, collaboration, and scalable strategies that think outside the box. At Clean Energy, we recognize that while electrification holds promise, we cannot instantly or even quickly electrify all transportation. Especially for heavy-duty trucking applications, there are significant obstacles to electrifying transportation, such as building additional renewable electricity generation capacity, upgrading electric grid infrastructure and transmission lines, supply-chain challenges, and constructing heavy-duty charging station infrastructure. Time is of the essence to decarbonize heavy-duty trucking, which is why Clean Energy is committed to accelerating the adoption of low-carbon, renewable fuels which can be deployed **today**. RNG is a critical part of the energy and fuel mix for a sustainable society and can immediately begin reducing greenhouse gas emissions and air pollution in our most populated transit corridors.

Transforming the Transportation Sector

Clean Energy is committed to reducing our environmental impact as well as that of our customers. We believe the use of negative-carbon-intensity RNG is the most immediate, cost-effective alternative fuel on the market, and that RNG is a key component of the energy mix needed for a sustainable future. Many of the fuel products offered by Clean Energy are considered low carbon in most U.S. states. We have demonstrated our commitment to procuring RNG and have doubled the number of RNG sources in our portfolio since 2020 to include over 60 projects. These RNG projects will help propel our plan to deliver 100% RNG to all our on-road vehicle customers by 2025.

Clean Energy is committed to accelerating the adoption of low-carbon, renewable fuels which can be deployed today.

Expanding our portfolio to include:

60+
Supply Sources

Creating a Cleaner Future

Becoming Climate Neutral by 2035

On a trajectory aligned with science, Clean Energy commits to becoming climate neutral by 2035 by:

- Delivering fuel with a declining CI on an annual basis between 2020 and 2025, with the goal of delivering 100% RNG fuel to all our on-road vehicle customers by 2025.
- Reducing the impacts of our own operations.
- Enabling our customers to achieve their sustainability targets for transportation through the use of our products.
- Working with our partners to reduce the environmental impacts of our supply chain.

Goals[7]

Target	2021 Update	
100% of fuel we deliver to on-road vehicle customers will be RNG by **2025**.	**+4%**	In 2021, 78% of the fuel we delivered to on-road vehicle customers was RNG, an increase from 74% in 2020. This is an ambitious goal which we are striving to accomplish in part through increased investments into RNG procurement and development.
In aggregate, the carbon intensity (CI) of all on-road vehicle fuel we deliver to customers will be zero by **2025**.	✓	In 2021, Clean Energy's weighted average portfolio carbon intensity for our RNG was -3.71 g CO_2e/MJ. We have met and surpassed this goal four years before our initial target date of 2025.
Reduce Clean Energy's carbon footprint[8] by 25% by **2025**, over a 2017 baseline.	**–21%**	Our total Scope 1, 2, and 3 emissions in 2021 were 5% lower than 2020 levels, and 21% lower than 2017 levels. We are on track to achieve the 25% reduction by 2025 and also plan to include additional near-term emissions targets in 2022.
Include a fugitive-emissions reduction goal for Scope 1 and Scope 2 emissions by **2022**.	2022	The fugitive emissions we reported for the first time in 2021 will help us inform strategy for setting a fugitive-emissions goal in 2022. Our Boron Plant fugitive emissions have decreased by about half since 2020, resulting in a significant reduction in our Scope 1 emissions.
Reduce Scope 3 emissions by 25% by **2025** over a 2017 baseline.	**–24%**	In 2021, Clean Energy's Scope 3 emissions were 24% lower than the reported Scope 3 emissions for 2017. We achieved year-over-year emissions reductions of 4% for our Scope 3 emissions from 2020 to 2021.
Procure natural gas or other alternative-fuel vehicles for all Clean Energy maintenance-fleet vehicles by **2022**.	🚌	In 2021, all new vans and trucks were equipped with bi-fuel ability, allowing 100% of the brand-new fleet vehicles to operate on CNG/RNG.
Institute Leak Detection and Repair (LDAR) Program at 100% of Clean Energy–owned stations[9] by **2025**.	🔍	By December 31, 2021, 78 Clean Energy–owned stations had LDAR programs in place. In 2021, LDAR inspections were performed at a total 83 Clean Energy sites. 2021 was the first year that Clean Energy collected fugitive-emissions data from an integrated LDAR Dashboard, and this will allow us to better track station fugitive emissions going forward.
Up to 75% of our third-party tanker truck fleets will run on CNG by **2025**.[10]	🚚	In 2021, we collected baseline data on the third-party tanker trucks which distribute our LNG. Currently 19% of these third-party trucks are fueled with RNG. The data collected this past year will help us inform strategy for achieving this goal by 2025.

[7] In our 2020 annual sustainability report, we included an additional target to enable the adoption of 100,000 zero-carbon NG vehicles by 2025. Though Clean Energy does facilitate the sale of natural gas trucks, this target has been removed because it does not align with our set sales metrics, which are recorded in terms of gallons of fuel sold. To maintain a high level of transparency, we have removed this target since it does not directly reflect the gallons of fuel sold by Clean Energy.

[8] Our carbon footprint refers to the collective sum of Scope 1, 2, and 3 emissions.

[9] Referring to stations owned by Clean Energy only, as these indicate where we have feasible ability to institute these programs.

[10] This goal has been modified from last year's goal of "75% of tanker fleet will run on RNG at least 50% of the time by 2025" to reflect the fact that the fleets which transport our LNG tankers are not owned or operated by Clean Energy but are rather contracted third parties. This limits our reporting capabilities, so we have chosen to remove the "50% of the time" stipulation to reflect that we have limited ability to track this information. Further, determining what tanker-carrying trucks are fueled with RNG versus conventional CNG would be an estimation based on fueling location, rather than actual data collection, therefore we have rephrased the goal to stipulate CNG use, which we can track.

About Renewable Natural Gas

Low-Carbon RNG

Over the past decade, the transportation sector has been the fastest growing market for RNG, where it is used as a drop-in replacement for fossil-based fuel. The growth of RNG in transportation is driven primarily by a push in both private and public sectors to reduce GHG emissions. Another driver for the growth of RNG is that biomethane generates environmental credits from clean-fuel standards which support and incentivize the use of renewable and alternative transportation fuels. Clean Energy first introduced RNG to the transportation market in 2013, and since has evolved from selling exclusively conventional natural gas to more and more RNG, which was 78% of the fuel we delivered to on-road vehicle customers in 2021.[11]

Clean Energy is the country's largest provider of the cleanest fuels for the transportation market.

RNG was once a niche product, but today the demand for the fuel outpaces the current supply. In 2021, Clean Energy has continued to focus on obtaining a consistent supply by expanding our portfolio to include over 60 RNG supply sources to meet customer needs.

Some of the largest heavy-duty fleets in the world such as Amazon, UPS, Republic Services, Los Angeles County Metropolitan Transportation Authority (Metro), and the New York Metropolitan Transportation Authority (MTA) are already successfully operating thousands of vehicles on RNG, with demand growing each day.

Who we're fueling with RNG:

1,000
Fleet Customers

48,000
Vehicles

[11] On-road vehicle fuel is defined as the fuel we sell in our Fuel-only and Fuel with O&M service contracts, less the production from NG Advantage.

Carbon Intensity

One of our most important environmental indicators is the carbon intensity of our fuel. A Carbon Intensity, or CI value, is a calculation of the amount of greenhouse gas emissions emitted throughout a fuel's life cycle, from production to combustion in an engine. Lifecycle emissions are also known as "well-to-wheel" or "cradle-to-grave" emissions, indicating that the emissions are considered through the entirety of the fuel's stages.

RNG from dairy manure is one of the only fuels that has negative Carbon-Intensity (CI) values

A higher carbon-intensity value means that the fuel generates more carbon dioxide–equivalent emissions over its lifetime. Part of what determines a fuel's carbon-intensity value is the type of feedstock used to create it, such as landfill waste, wastewater, or dairy-cow waste. RNG from dairy manure is one of the only fuels that has negative Carbon-Intensity (CI) values under California's LCFS. The California Air Resources Board has verified that RNG from some feedstocks has a lower carbon intensity than fully renewable electricity from solar and wind.

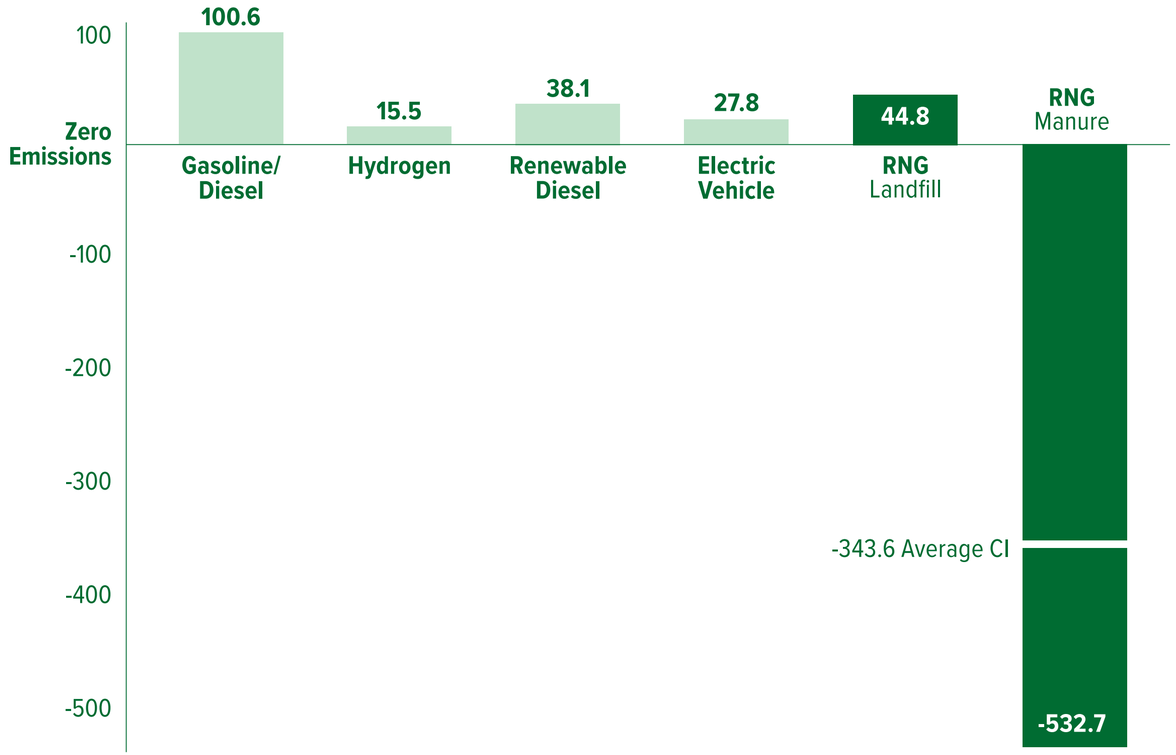
Negative-Carbon-Intensity RNG

In 2021, Clean Energy's weighted average portfolio carbon intensity for our RNG was -3.71 g CO_2e/MJ. This means that we have achieved our goal of having our aggregate fuel carbon intensity below zero,[12] four years before our initial target date of 2025. Having an overall negative carbon intensity means that the fuel we delivered under the LCFS in 2021 had, on average, avoided more carbon dioxide–equivalent emissions than were generated in the lifecycle of producing, refining, transporting, and using the fuel. The net effect of this is a benefit to the environment and a reduction of net greenhouse gases.

As we continue to source more negative CI-fuels, the CI of our overall fuel portfolio continues to decline. Today, only fuels delivered in California and Oregon have a verified CI rating in the United States, based on the Low Carbon Fuel Standard and Clean Fuels Programs of those states.

According to the most recent CARB data available[13] on the aggregate carbon intensities for alternative fuels, gaseous RNG has the lowest average carbon-intensity value of any alternative fuel and is the only fuel which has an average negative carbon-intensity value.

Carbon Intensity [gCO_2e/MJ]



Source: California Air Resources Board, Q4 2021 LCFS data, and certified pathways as of April 19, 2022.

[12] This weighted average portfolio carbon intensity only accounts for fuel dispensed to on-road customers with a verified carbon intensity value under the California Low Carbon Fuel Standard.

[13] California Air Resources Board, CI Quarterly Summaries https://ww2.arb.ca.gov/resources/documents/low-carbon-fuel-standard-reporting-tool quarterly-summaries. Quarter 4, 2021 volumetric averages for gasoline, diesel, fossil CNG, Renewable Diesel, Electricity for California grid, and Hydrogen are referenced in this chart.

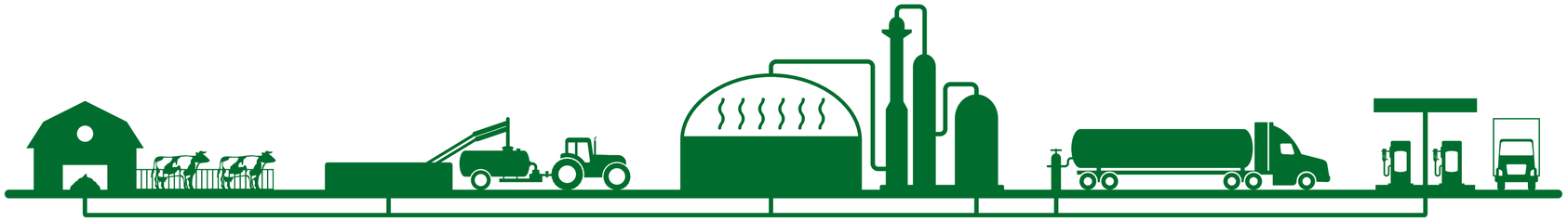
About Renewable Natural Gas

Cow Manure as a Climate Solution

Clean Energy recognizes the critical role that reducing methane emissions plays in minimizing global warming. Methane is a greenhouse gas that is 28 times more powerful than carbon dioxide on a 100-year timescale.[14] As such, the reduction of methane emissions represents one of the biggest opportunities for mitigating climate change. In the United States, dairies are one of the largest emitters of methane, with manure management from livestock being responsible for 10% of all US methane emissions.[15] Adopting alternative manure management systems, such as digesters, is cited in the US Methane Emissions Reduction Action Plan as a key methane-reducing tactic to help the United States achieve its methane-reduction goals.[16] A major outcome of the COP 26 annual UN Climate Change Conference in Scotland was the Global Methane Pledge, in which signatory countries including the United States pledged to reduce methane emissions by 30% between 2020 and 2030.

Within the last decade, dairy farmers around the country have been realizing the environmental and economic benefits of adding RNG production to their facilities and installing on-site digesters that capture the methane before it can be released into the atmosphere and contribute to global warming. The production of RNG from dairy manure improves manure-management practices at the dairies we work with, while reducing potent methane emissions. Not only are these methane emissions being diverted from going directly into the atmosphere, but the gas is repurposed as RNG. This provides an additional revenue stream for farmers while displacing the use of fossil fuels in heavy-duty vehicles.

How RNG Is Made



Collect and extract
Methane is derived from various existing organic waste sources such as landfills and farms. Methane emissions from dairy-cow manure which would have otherwise been released directly into the atmosphere are instead captured in a digester.

Process and purify
After the biogas is collected from the organic waste, it is processed to required standards of purity, at which point it is chemically indistinguishable from fossil natural gas.

Enters interstate fuel pipeline
Once compressed or liquefied, RNG is sent into the interstate fuel pipeline system.

Made available at fueling stations
The RNG is routed to designated Clean Energy stations, which fuel an array of commercial vehicles. The resulting tailpipe emissions are still not as potent as the methane emissions from diary manure would have been if it were not turned into RNG.

End use in vehicle
Once dispensed, the RNG is used in natural gas engines as a drop-in replacement for conventional natural gas. The resulting carbon dioxide tailpipe emissions are weaker greenhouse gases than the methane emissions avoided at the production project, resulting in a net negative carbon-intensity value.

[14] IPCC, 2021: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S.L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M.I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T.K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. Cambridge University Press. In Press

[15] Inventory of U.S. Greenhouse Gas Emissions and Sinks | US EPA https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

[16] U.S. Methane Emissions Reduction Action Plan (whitehouse.gov) https://www.whitehouse.gov/wp-content/uploads/2021/11/US-Methane-Emissions-Reduction-Action-Plan-1.pdf

Del Rio Dairy RNG Project

Shortly after the COP 26 summit in Glasgow, where methane emission reduction strategies were highlighted, Clean Energy broke ground on a renewable natural-gas digester at Del Rio Dairy in Friona, TX. This was the first project in our joint venture with TotalEnergies to produce negative-carbon-intensity RNG for use as a transportation fuel. When complete, the Del Rio Dairy digester project will collect the methane-emitting waste from more than 7,500 milking cows, capture the resulting biogas, and generate an anticipated 1.1 million gallons of RNG annually. All the RNG fuel produced at the family-owned and operated Del Rio Dairy will make its way into Clean Energy's nationwide network of RNG stations.

The additional negative-carbon-intensity RNG volume will not only help achieve our goal of delivering 100% RNG to our on-road vehicle customers by 2025 but will further contribute to the lowering of our RNG-portfolio carbon intensity. In 2021, we achieved our goal to have a weighted average RNG portfolio carbon intensity of zero or lower, thanks in part to negative-carbon-intensity RNG coming from dairy farms.

Landfill Gas and the Circular Economy

In addition to RNG from dairy manure, landfill gas is a key source of the RNG that Clean Energy supplies. Landfills are a considerable source of methane emissions, accounting for 17% of the total methane emissions in the United States in 2019.[17] Methane is produced in landfills when food scraps and other organic waste decompose in a low oxygen environment. Capturing the biogas produced from landfills and turning it into RNG reduces potent greenhouse gases at the source. Many of the customer vehicles that Clean Energy fuels are refuse trucks, and in turn these trucks can be fueled by the same waste they collect. Collecting existing waste products such as landfill biogas, refining it, and using it as an input to fuel trucks and displace fossil-fuel use makes landfill gas a key component in approaching a more circular economy.

Total methane emissions in the US:

17%
Landfill

[17] U.S. Methane Emissions Reduction Action Plan (whitehouse.gov)
https://www.whitehouse.gov/wp-content/uploads/2021/11/US-Methane-Emissions-Reduction-Action-Plan-1.pdf

Addressing Methane Leaks

Natural gas is composed mostly of methane, a potent greenhouse gas that has 28 times the global warming potential of carbon dioxide. By using RNG as a transportation fuel, total lifecycle greenhouse gas emissions are greatly reduced when compared to other fuel alternatives on the market today. RNG is renewable because it uses preexisting methane sources, such as livestock manure, landfills, food waste, and wastewater as feedstocks, instead of extracting fossil gas from the Earth.

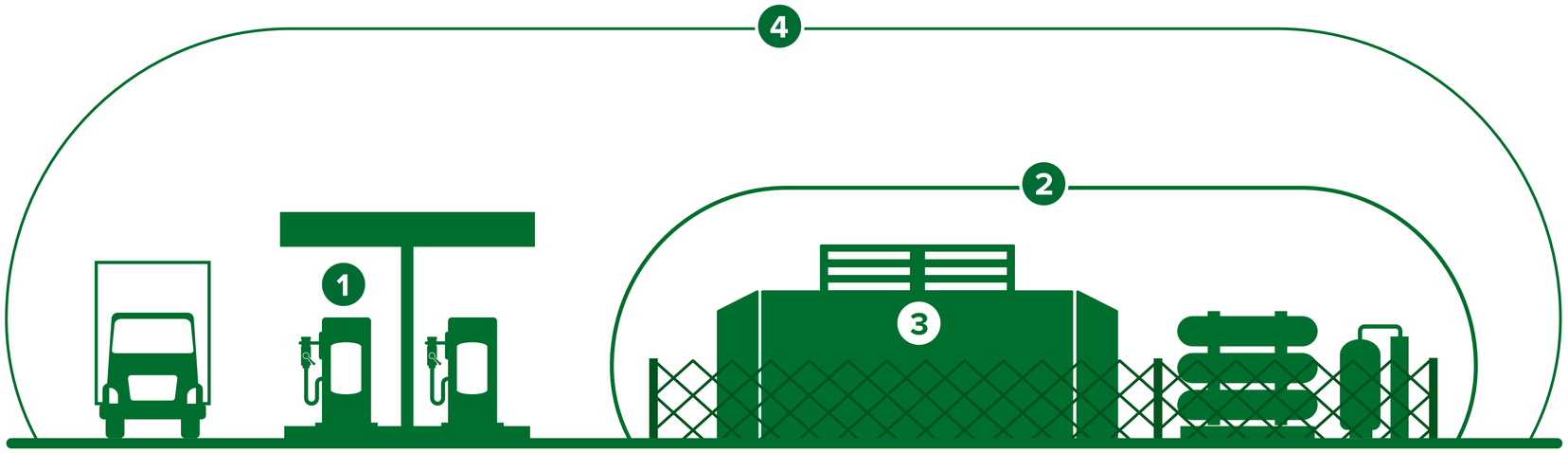
RNG makes use of methane emissions from waste streams which often would have otherwise been emitted directly to the atmosphere.

Clean Energy recognizes the negative environmental impacts of natural gas, or specifically methane, leaking into the atmosphere from any application, and its adverse effect on climate change. These leaks can occur at any stage of production, transportation, distribution, or storage by function of the existing equipment technology and human error when dispensing.

In addition to contributing to atmospheric greenhouse gases, natural-gas leaks waste fuel that could have otherwise been used. It is critical from both a safety, environmental, and economic perspective to address leaks as soon as they are found. Once found, the root cause is identified and corrective action is taken so that they do not recur. To improve in these areas, Clean Energy looks for abnormally high fugitive-methane emissions by installing technology which can detect methane leaks at our vehicle fueling stations, alerting staff in case of significant leakage so that the problem can be remedied in a timely matter.

Environmental and Social Impacts of Natural Gas Extraction, Processing, and Transport

Conventional natural-gas extraction, processing, and transport all have a resulting environmental and social impact. The extraction of natural gas involves drilling and gas-gathering systems, compression and transport which can result in pollution and unintended methane leakage. The construction of pipelines can also affect local and sometimes Indigenous communities. Clean Energy acknowledges all these concerns and going forward is committed to transforming our company to supply 100% RNG for all our on-road vehicle customers. This not only minimizes our impact resulting from conventional natural-gas development, but also presents economic opportunity and jobs in the local communities where RNG projects are planned to be developed.



1. Nozzle

2. Valve actuator

3. Crankcase venting

4. General leakage

Leak Detection and Repair

Methane leakage can occur at vehicle fueling stations and is an environmental concern because of methane's classification as a powerful greenhouse gas. To minimize our impact, Clean Energy has implemented a Leak Detection and Repair (LDAR) program to lead the industry in the management, reduction, and control efforts of fugitive-methane emissions from gas leakage. For more information on the LDAR Program, see "Station Fugitive Emissions" on page 36.

Fugitive Emissions

There are several locations where fugitive emissions at a station could occur, and Clean Energy has categorized them into four main categories: the nozzle, the crankcase, the valve actuator, and a catchall for all other reported leaks. For nozzle venting, it is assumed some gas is lost due to safe practice of depressurizing the nozzle before disconnections. Crankcases and valve actuators leak gas during normal operation, and other examples of incidents that could cause gas leaks include fittings and seals, meters, safety relief valves that failed to reseat properly after activation, and other equipment.

There are fugitive emissions that occur with compression and dispensing operations at a CNG station. Some of the compressor stations have natural-gas-piloted actuators to authorize the flow of CNG into a vehicle. Clean Energy is committed to switch these natural-gas-piloted actuators to be pneumatically operated by compressed air, to eliminate these natural gas emissions. In 2021, all new Clean Energy–owned stations are being built with pneumatic actuators operated by compressed air instead of natural gas, and we will continue to systematically transition to compressed-air actuators.

Clean Energy also seeks to reduce fugitive emissions from crankcase venting. This occurs as gas is pressurized at the station to over 3600 psi from the local utility line. Most compressor crankcases are not pressurized and utilize pressure packing between the crankcase and cylinders to prevent gas slippage. By replacing the pressure packing, we can help to control and minimize this gas slippage as the packing wears down over time.

As natural gas flows from production to dispensing, other reasons for leaks do sometimes appear. Clean Energy adheres to all regulations regarding fugitive emissions, and we target to mitigate all leaks from Clean Energy infrastructure in less than 15 days in line with the EPA's voluntary 15-day repair guideline, meeting this goal in 2021 with an average mitigation time of 12.86 days.[18]

[18] United States Environmental Protection Agency. Leak Detection and Repair: A Best Practices Guide. https://www.epa.gov/compliance/leak-detection-and-repair-best-practices-guide

Greenhouse Gas Emissions

Clean Energy is continuously working to decrease our own operational impact, which is reflected in the reductions of our Scope 1 and 2 emissions. Scope 3 emissions from indirect business operations are the most substantial category of our emissions, as these emissions include those generated from the end combustion of our fuel, also known as “tailpipe emissions,” when it is used by our customers and third parties. Scope 1, 2, and 3 emissions do not account for the avoided emissions from methane diversion at RNG projects, and therefore do not reflect the negative carbon intensity of some of our RNG fuel over its lifecycle.

Our Successes

We are proud of the success of our RNG business and the growth of our RNG volumes, including the ultralow and negative-CI volumes we are selling to customers today. We believe our RNG volumes will continue to grow as we expand our RNG-supply portfolio through third party providers and new project development opportunities.

RNG has grown from being a niche product to one where the demand is outpacing the current supply. Our negative-carbon-intensity RNG is derived from animal agriculture operations that previously did not capture methane or use the captured methane as a productive fuel. We look forward to powering a significant percentage of the transportation sector with this renewable fuel in the near-term.

Our Biggest Challenges

While we transition to providing 100% RNG to our on-road vehicle customers, we work to procure as much RNG as possible to meet customer demand. We continue to increase the amount of RNG fuel supplied, which in 2021 made up 78% of the fuel we delivered to on-road vehicle customers. RNG is a key strategic pillar of Clean Energy and is driven by the Low-Carbon Fuel Standards and Renewable Fuels Standard administered by the U.S. EPA.

2021
Emissions Data

Clean Energy's 2021 Greenhouse Gas Inventory

Improvements Since 2020

Clean Energy is proud to report and disclose our most comprehensive Scope 1, 2, and 3 emissions data to date.

Emissions data for 2021 is the most comprehensive and accurate emissions data reporting Clean Energy has been able to publish to date.

Since our 2017 and 2020 reports, we have been able to account for and report on more aspects of our supply chain and direct operations and have utilized more accurate emissions factors for operational processes. Biogenic carbon dioxide emissions from the end use of our RNG product are now reported separately from our Scope 1, 2, and 3 categories as per the guidance of the Greenhouse Gas Protocol Corporate Standard. We have recalculated 2020 data where possible to align with the reporting methodology we are using for 2021, to ensure these two years of data can be compared. The recalculated 2020 emissions data can be found in our Climate Change complete greenhouse gas inventory on page 58. Given these changes, the 2021 and 2020 data may not be directly comparable to that of 2017. Clean Energy plans to establish new baselines for our emissions targets in light of our improved emissions calculation methodology.

2021 GHG Emissions	Greenhouse Gases (values in metric tons)				Pollutants (values in metric tons)	
Emissions Scope	**CO_2**	**CH_4**	**N_2O**	**CO_2e**	**NO_x**	**SO_x**
Scope 1[19]	4,895.9	1,852.2	0.2	57,750	1.2	0.02
CEF Fleet[20]	2,910.1	9.2	0.2	3,225.3	1.2	0.02
CE-Owned Stations[21] Fugitive Emissions	—	178.9	—	5,008	—	—
LNG Plant Flaring	1,985.7	0.0	0.0	1,988	—	—
LNG Plant Fugitive Emissions[22]	—	1,664.2	—	47,529	—	—
Scope 2 (Market-Based)	54,395.2	2.8	0.3	54,527	14.0	9.5
Purchased Electricity: LNG Plants[23]	36,337.1	1.6	0.1	36,394	5.2	6.5
Purchased Heating: LNG Plants	6,102.2	0.1	0.0	6,108.5	—	—
Purchased Electricity: Stations	10,574.6	0.9	0.1	10,631	7.8	2.8
Purchased Electricity: Facilities	1,381.3	0.2	0.0	1,394	0.9	0.2
Scope 3[24]	1,420,524.3	9,565.0	1.5	1,689,250.0	1,451.7	27.5
Use of Sold Product (Tailpipe Emissions)	1,261,614.7	9,509.6	0.8	1,528,093	1,418.6	10.5
Transportation and Distribution of LNG	4,035.2	13.2	0.0	4,915	2.4	0.0
Non-CE Owned Stations Fugitive Emissions[20]	—	36.7	—	1,027	—	—
Purchased Electricity from Customer Owned Stations	44,403.7	3.5	0.5	44,630	30.7	17.0
LNG Plant Return Gas Combustion	110,470.7	2.1	0.2	110,584	—	—
TOTAL	**1,479,815.3**	**11,420.1**	**1.97**	**1,801,527**	**1,466.9**	**37.1**

[19] Following the Greenhouse Gas Protocol Corporate Standard, biogenic carbon dioxide emissions from the use of RNG in our own fleet are reported separately from the Scopes.

[20] Methodology to calculate fleet emissions using GREET modeling was updated to reflect emissions factors from 2020–2021 for several different vehicle types

[21] This value is derived from actuator, nozzle, crankcase, and LDAR-detected leaks.

[22] In 2021, only Boron fugitive emissions were calculated and reported. In the future, we aim to improve metering at our Pickens plant so we can directly meter the associated fugitive emissions of that plant.

[23] Scope 2 NO_x and SO_x emissions from purchased electricity for our LNG plants only includes NOx and SO_x emissions from the grid electricity used by the Pickens Plant.

[24] Following the Greenhouse Gas Protocol Corporate Standard, biogenic carbon dioxide emissions from the use of RNG in our customer fleets are reported separately from the Scopes.

Performance on Company Emissions Reductions within the Scopes

Operational Energy Efficiency

Clean Energy recognizes the threat of climate change and the impacts associated with it. We are committed to reducing our emissions and are focused on using renewable energy when possible. Another way we are working on reducing our Scope 1 and 2 emissions can be attributed to strong energy-efficiency measures we have implemented across our operations. Our team is committed to purchasing the most energy-efficient equipment available and is always identifying new ways to improve our energy footprint.

LNG Plant Emissions

Clean Energy currently operates two LNG Plants: The Boron Plant in California and the Pickens Plant in Texas. These two plants use electricity to upgrade and supercool natural gas, which creates liquefied natural gas. LNG fuel has various transportation applications including, but not limited to, on-road, maritime, and aerospace. Though LNG is a versatile fuel, its production contributes significantly to the company's carbon footprint in Scope 2 electricity use, Scope 1 fugitive-methane emissions, and Scope 3 off-site combustion of gas for electricity production.

Clean Energy will continue to look for ways to increase operational energy efficiency and decrease fugitive-methane emissions at our LNG Plants. In addition, we seek to source renewable energy and/or responsible sourced gas (RSG) for these locations to reduce our emissions impact and power the plant operations more sustainably.

Boron Plant Efficiency Metrics

In 2021, significant efficiencies and improvements were achieved at our Boron facility, which resulted in lower electricity usage and less fugitive emissions. We were able to increase production while decreasing electricity consumption resulting in a 22.7% increase in operational electricity efficiency versus 2020. The amount of kilowatt hours of electricity used per LNG gallon sold decreased from 1.27 kWh/LNG gallon in 2020 to 0.99 kWh/LNG gallon in 2021. This efficiency increase came through multiple improvements including optimizing our LNG blend to be less energy-intensive to develop due to modern engine requirements.

Thanks largely to a reduction in fugitive emissions at our Boron Plant, Clean Energy achieved a 45% reduction in Scope 1 emissions in 2021 versus 2020.

Fugitive emissions at the Boron Plant were cut by 47.5% from 2020 to 2021, from 5.85% gas loss in 2020 to 3.07% in 2021, resulting in a significant reduction of over 48,000 metric tons of Scope 1 emissions.

Avoided and Biogenic Emissions

45,486
Emissions Benefit from RNG Lifecycle (metric tons CO_2e)

994
Scope 1 Biogenic CO_2 Emissions (metric tons)

752,632
Scope 3 Biogenic CO_2 Emissions (metric tons)

The weighted average carbon intensity (CI) for RNG we supplied in 2021 was -3.71 g CO_2e/MJ.

This number aggregates the net avoided emissions resulting from the production and use of the RNG Clean Energy supplied in 2021 which has a carbon intensity verified by the California Air Resources Board.

Boron Plant Emissions and Production	2020 recalculated per 2021 methodology	2021
Boron Scope 1 Fugitive Emissions (MT CO_2e)	96,309[25]	47,529
Boron Scope 1 Flaring Emissions (MT CO_2e)	5,493	1,988
Boron Scope 2 Emissions from Electricity and Heating (MT)	39,856[26]	31,746
Boron Scope 3 Emissions from Return Gas Used to Make Electricity (MT)	143,875	110,584
Actual Gas Loss	5.85%	3.07%
Boron Total kWh Usage	56,050,226	41,051,000
LNG Production (LNG Gal)	41,318,646	41,428,932
Production Efficiency (kWh/LNG gal)	1.28	0.99

[25] The data reported in our 2020 report for our LNG plant fugitive emissions incorrectly assumed emissions factors for combusted or flared natural gas. Since fugitive emissions are those which escape through leakage or other inefficiencies, they are not combusted and therefore have a much higher emissions factor. This year we have adjusted the fugitive emissions data from 2020 to account for this updated emissions factor.

[26] The Boron electricity emissions from 2020 have been recalculated this year to account for a more accurate emissions factor for the electricity generation. Boron sources electricity from a nearby cogeneration plant which uses waste gas from Boron operations to generate electricity, instead of electricity from the grid. Therefore, the corresponding emissions factor is higher than that of the grid in this location, resulting in more CO_2e emissions than were previously reported for 2020.

Station Fugitive Emissions

After LNG production plants, natural gas leakage at stations represents the second largest source of Scope 1 emissions for the company. 2021 marks the first year in which Clean Energy calculated greenhouse gas emissions impact from fugitive emissions at selected stations. Assumptions on how calculations were made on leakage for the nozzle, crankcase, gas actuator and other leaks are detailed earlier in Addressing Methane Leaks (page 30).

Because crankcase venting had the highest volume of leaks of the four fugitive-emissions categories for stations, it respectively had the highest greenhouse gas emissions impact and represents one of the key areas to research on options for reducing Clean Energy's station-emission impact. In 2021, the LDAR inspections performed at 78 Clean Energy–owned stations showed the following aggregated volume of leakage for each of the four categories.

Station Fugitive Emissions

Leaks and Vents	Metric Tons of Methane	Metric Tons of Carbon Dioxide Equivalent (CO_2e)
Nozzle Vent	2.39	66.81
Crankcase Vent	163.36	4,573.95
Gas Actuator	1.99	55.60
All Other Leaks	11.13	311.62
Total	**178.9**	**5,008.0**

Renewable Energy for Stations

Clean Energy's stations use electricity to compress natural gas so that it can be dispensed as a vehicle fuel. There is a significant opportunity for Clean Energy to be able to procure renewable electricity to power these stations, which will continue to be a focus area for our sustainability strategy for the coming years.

In 2021, Clean Energy continued to make strides towards reducing the company's Scope 2 carbon footprint by using renewable energy to power our fueling stations. In Texas, Clean Energy secured an agreement to procure wind energy for over three million kilowatt hours of electricity per year in 2020, which continued to provide renewable electricity in 2021.

Similarly, Clean Energy worked with Community Choice Aggregation (CCA) programs in California to procure 100% renewable energy for an additional 134,000 kWh used to power stations in California.

Renewable Energy Credits ("RECs") retired from the renewable electricity procured in both Texas and California resulted in a Scope 2[27] reduction of 1,224 MT CO_2e, about 10.4% of the total company Scope 2 footprint from our stations.

Renewable Energy Procurement in 2021

	Renewable Electricity Procured in 2021 (kWh)	Emissions Reduction (metric tons CO_2e)
Texas Stations	3,025,000	1,196
California Stations	134,000	28
Total	**3,159,000**	**1,224**

[27] This refers to market-based scope 2 emissions.

Clean Energy Service Fleet Vehicles Emissions

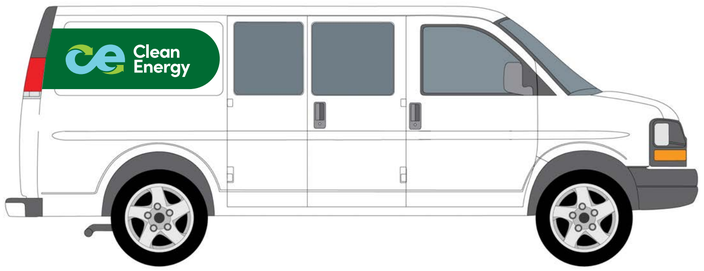
Clean Energy operates a fleet of vehicles used to service our stations and for other operational uses. In 2020, 95% of Clean Energy–operated vehicles were fueled with natural gas. In 2021, that percentage stayed the same at 95%. Our fleet Scope 1 emissions lowered from 3,411 metric tons CO2e to 3,225 metric tons CO2e and we are working towards achieving our goal of procuring natural gas or other alternative fuel vehicles for all Clean Energy maintenance fleet vehicles by 2022.

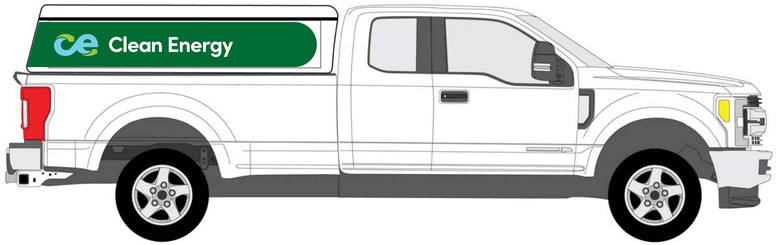
Facilities

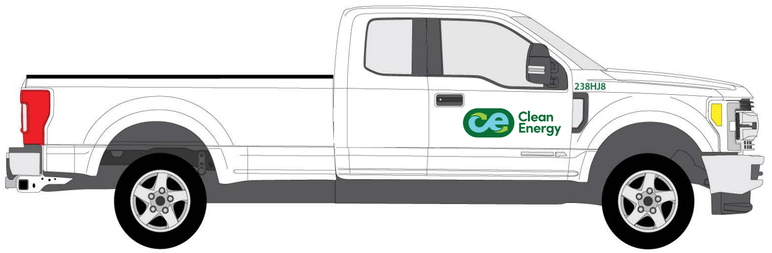
In 2021, Clean Energy added a reporting category for the greenhouse gas emissions from facilities where we operate, as well as from subsidiaries in which we have at least a 50% equity stake. This category includes emissions from our facilities including headquarters, sales offices, and warehouses, as well as emissions from subsidiaries including Clean Energy's Cryogenics division and NG Advantage. Currently, our subsidiary facilities represent the largest emissions impact within this category.

Facilities

Location	2021 Electricity Usage (kWh)	Scope 2 Emissions (metric tons CO_2e)
Headquarters	58,525	5
Satellite Offices	52,847	8
Warehouses	176,382	31
Subsidiaries	12,256,606	1,349
Total	**12,544,360**	**1,393**







Fuel Sold

As a fuel provider, our Scope 3 emissions from the end use of our fuel (Scope 3, Category 11 “Use of Sold Products”) makes up a significant portion of our carbon footprint. Though our Scope 3 emissions from fuel sold increased by 3% in 2021 versus 2020, this increase is attributed to increased gallons of fuel sold. Though our fuel sold increased by 20 million GGE, or 5.3%, since 2020, our Scope 3 emissions from fuel sold only increased 2%, since much of the increase in fuel volume were gallons of RNG.

We calculate that our customers were able to reduce their emissions from the use of our fuel by a collective 752,148 MT of CO_2e in 2021.

This demonstrates how RNG is a powerful and immediate tool our customers can use to make progress towards their decarbonization goals.

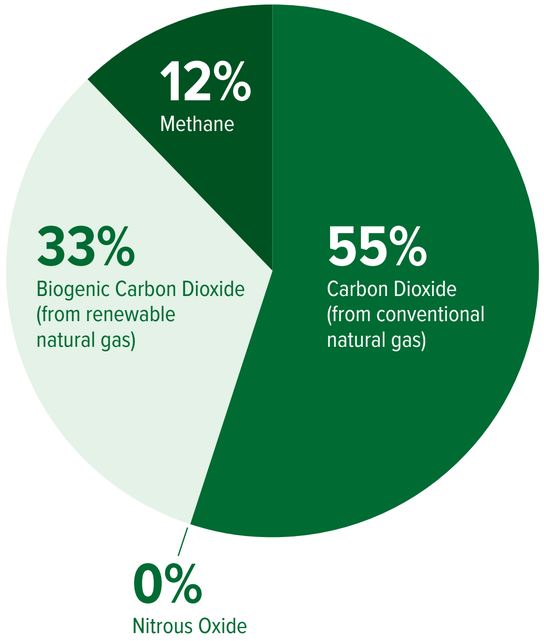
Our 2020 Scope 3 emissions from fuel sold have been recalculated to align with our reporting methodology for 2021. In the future, we will set additional targets using our updated emissions data. As an increasing portion of Clean Energy’s portfolio of fuel sold becomes RNG, our reportable Scope 3 GHG emissions from fuel sold could be reduced by 90–98% versus a conventional natural gas portfolio. The same emissions benefit Clean Energy realizes in our Scope 3 emissions from fuel sold can be realized by our customers in their Scope 1 emissions from fuel used in their own vehicles, establishing Clean Energy as a decarbonization-solutions provider and partner to the transportation industry.

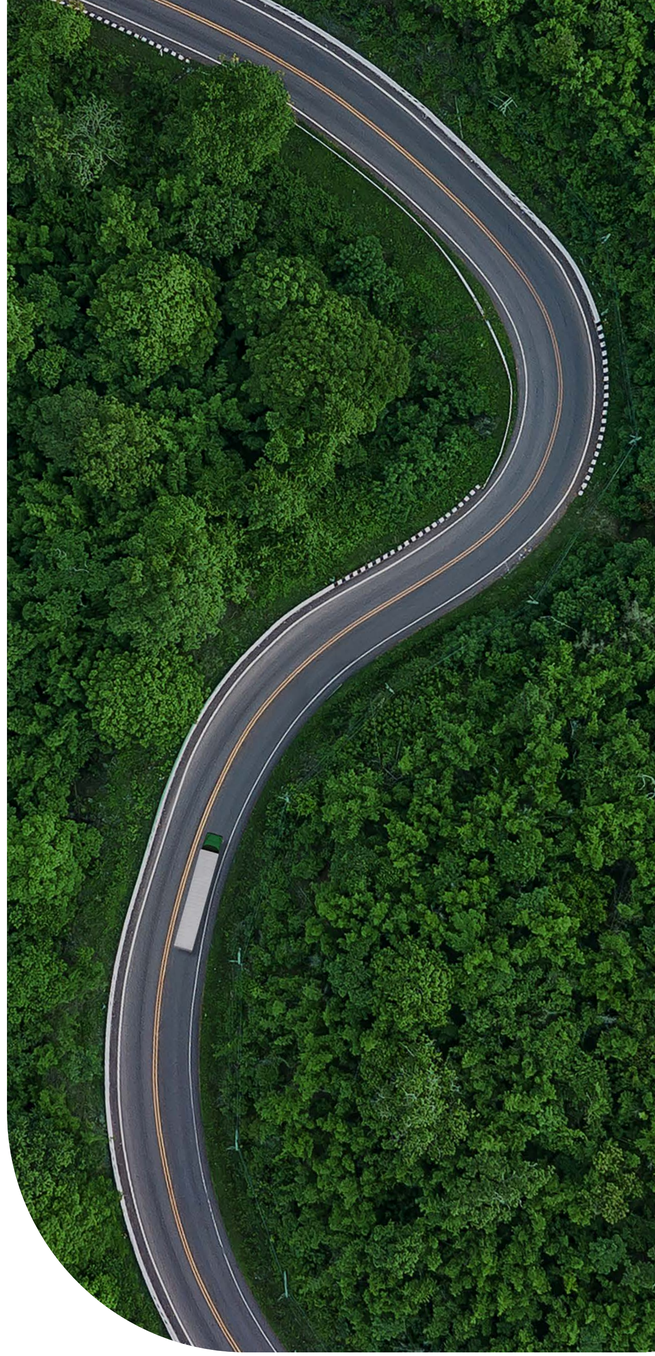
Fuel Sold Emissions	2020	2021
Scope 3 Emissions from Fuel Sold (metric tons CO_2e)	1,501,477	1,528,093
Biogenic CO_2e Emissions from Fuel Sold (metric tons)	699,375	752,148

Summary

Clean Energy is committed to reducing the emissions impact of our operations in line with our goal to be a climate-neutral company by 2035. In 2021, we were able to report on emissions from more areas of our business than ever before, including electricity emissions from our facilities, fugitive emissions from Clean Energy–owned stations, and additional data on our LNG plants. Due to increased operational efficiencies, real emissions reductions, and improved reporting methodology, Clean Energy reported 21% lower total emissions (Scope 1, 2, and 3 combined) than the 2017 baseline. Clean Energy looks forward to setting additional ambitious goals in the future, which will be established using a baseline of data which accounts for these improved reporting methodologies and updated data from 2020 and 2021.

2021 Fuel Sold Tailpipe Emissions Composition (MT CO_2e)





Customer Impacts: Turning Sustainability Goals into Reality

We Turn Sustainability Goals into Reality

By using RNG from Clean Energy instead of fossil fuels, our customers can reduce their reportable tailpipe emissions from transportation by up to 98%[28] versus diesel.

Helping Customers Meet their Emissions Targets

Clean Energy is a leader in transitioning the energy industry by delivering low-emission fuel in every market we serve. We work to minimize our own operational emissions, while providing a product which helps our customers to reduce their own. Businesses are under intense pressure from regulations and stakeholders to adopt aggressive emissions reductions targets. For many of our customers, addressing the emissions from their fleets is a key focus of their emissions reduction plans. Under the GHG Protocol, an international standard for reporting emissions, RNG produces about 90–98% lower Scope 1 greenhouse gas emissions than diesel. Clean Energy enables our customers to achieve their sustainability targets partially, or even entirely, using our products and to reduce their emissions at a cost that is comparable to diesel.

Our growing investments in our RNG business enables more of our customers to significantly reduce greenhouse gas emissions from their commercial transportation activities by supporting the collection and conversion of waste methane into a renewable energy source. In some cases, as with our refuse customers, their trucks can operate using RNG produced from landfills containing waste that they collect.

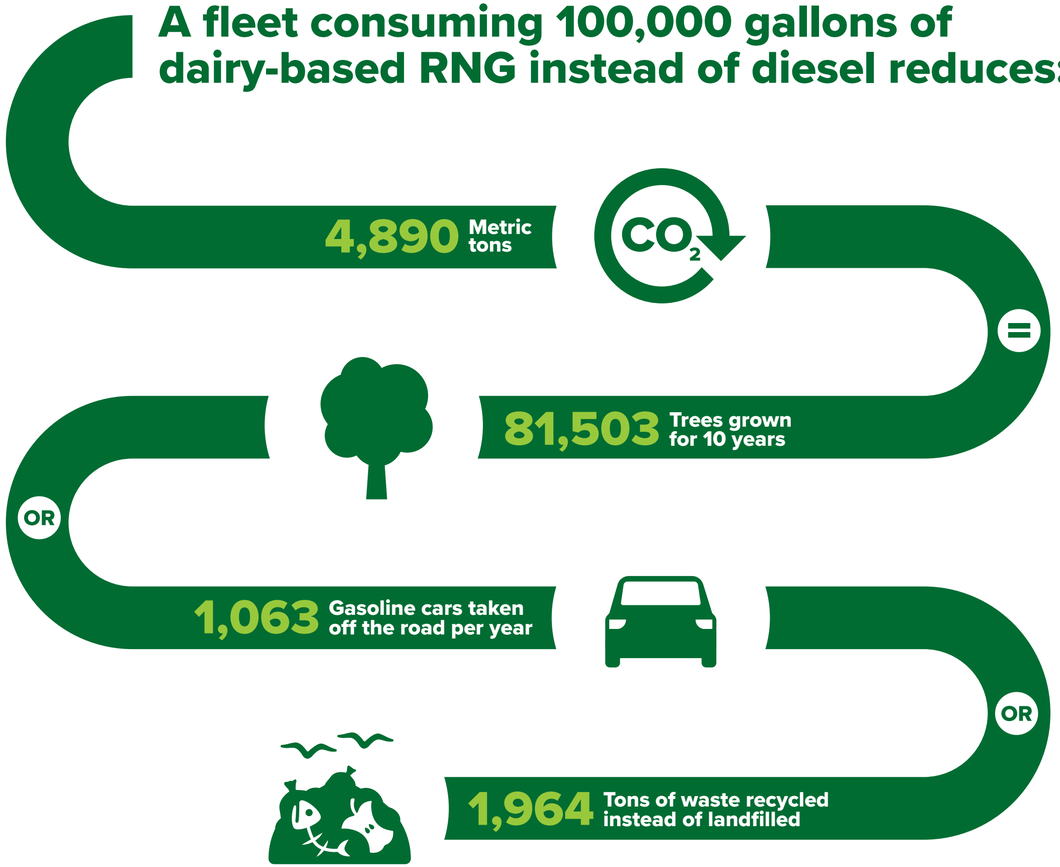
In addition to providing our customers with a low-carbon fuel option, we assist in their transition to lower emission transportation fuels with training and support programs, securing federal and state grants and incentives, and even providing vehicle financing through our grants programs. We also provide engineering and construction of fueling stations along with aiding customers in selecting vehicles that best meet their needs.

We work to minimize our own operational emissions, while providing a product which helps our customers to reduce their own.

Barriers to supplying 100% RNG to all on-road vehicle customers by 2025

Clean Energy is successfully transitioning on-road vehicle customers' fleets from diesel, gasoline, and other fuels with higher carbon footprints to RNG. However, one of our key challenges is being able to meet the growing demand of all customers.

We have established partnerships with TotalEnergies and bp to procure more RNG. However, the national market for RNG is always evolving and we will continue to face new regulatory and market changes that may alter the marketplace. New demands for RNG, such as utility RNG procurement goals to drive decarbonization in the pipeline, may ultimately divert some RNG from its end use as a transportation fuel for vehicles.



Environmental Protection Agency. Greenhouse Gases Equivalencies Calculator—Calculations and References. EPA. https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references

[28] The 98% emissions reduction refers to the reportable tailpipe emissions within Scope 1 and 3 per the Greenhouse Gas Protocol Corporate Standard. Using the emissions rates provided by Argonne National Laboratory's GREET model, a 2021 heavy-duty long-haul truck CNG engine running on RNG will generate 98% lower GHG emissions than a diesel 2021 engine for the same type of vehicle.

Amazon Partnership

In April of 2021, Clean Energy announced our partnership with Amazon to provide low- and negative-carbon-intensity RNG to fuel Amazon's vehicles. This was the biggest deal ever made in Clean Energy's history and includes the construction of 19 new fueling stations across the country with another 27 existing stations made available to Amazon.

Accelerating the Adoption of Port Trucks Powered with RNG

To help drayage fleets meet the impending 2023 deadline for transitioning to alternative fuel-powered trucks in the Ports of LA and Long Beach, Clean Energy submitted and was awarded a $5 million grant in 2018 designed to assist truck owners who could not qualify for current grant programs. The Market Acceleration Program (MAP) was implemented in August of 2020 and completed in February of 2021.

The goal of MAP was to shorten the time it takes to receive funding approval through the California grant programs from 9–18 months down to 30 days. This maximizes the time that it takes to get emission reduction from the scrapped diesel trucks. MAP successfully submitted applications for 46 drayage trucks with an average of 8.5 days from the application to approval and a current average time of 94 days from application to the dismantling of the old diesel counterparts. All the new trucks will run 100% on RNG when deployed.

LNG for Maritime Fuel

Clean Energy announced our largest maritime fuel supply agreement to date with World Fuel Services, Inc., with an estimated 78 million gallons of liquefied natural gas (LNG) for three Pasha Hawaii container ships. These two ships using LNG supplied by Clean Energy's plant in Boron, CA will become one of the first natural gas-powered containerships to call on the U.S. West Coast and the first to service Hawaii.

Clean Energy is expanding the Boron LNG plant by adding a production train that increases production by 50 percent. The use of LNG instead of liquid fuel oil will result in the immediate reduction of air pollutants around the ports in Hawaii and Southern California, including a 90% reduction in nitrogen oxide, 25% reduction in carbon dioxide, and zero sulfur emissions.

George Pasha, IV, president and CEO of Pasha Hawaii, stated that "These ships represent our commitment to our customers and the environmental health of both Hawaii and Southern California. Partnering with Clean Energy and World Fuel Services brings us one step closer to achieving this goal."

Hydrogen Fueling with Foothill Transit

In October, Foothill Transit awarded Clean Energy a contract to design, construct, and maintain a hydrogen station and supply liquid-hydrogen fuel for Foothill Transit, an environmentally friendly bus service in Southern California that averages 14 million rides a year to over 12 million customers. This contract further demonstrates Clean Energy's ability to move to alternative fuels as our customers expand to other technologies, as RNG represents 33.3% of the hydrogen feedstock for Foothill Transit buses. This hydrogen station is Clean Energy's fourth, adding to the company's long history of evaluating and exploring hydrogen technology.

Foothill Transit has been a 20-year partner with Clean Energy and is currently operating over 300 of their buses with renewable natural gas (RNG) at two stations built by Clean Energy. The agency has now entrusted Clean Energy to build its first hydrogen station in Pomona, CA, as it expands into another clean alternative fuel. The contract is valued at more than $13 million.

RNG to Electricity: BTR Energy Investment

Alongside bp, Clean Energy has invested in BTR Energy, a cleantech company whose platform has the power to track renewable electricity units from the point of generation to the point of dispensing at a charging station. This automated traceability allows for electricity made from renewable sources, such as RNG to participate in clean-fuel programs like the Low Carbon Fuel Standard in California. We believe RNG is the best low-carbon fuel to accelerate the energy transition away from fossil fuels, no matter the technology. This investment is a strategic move that enables us to indirectly participate in the light-duty EV industry, while also providing insight into the market for electricity made from renewable sources that could allow for portfolio diversification in the future.

How We Combat Disproportionate Air-Quality Impacts

At Clean Energy, we believe natural gas-fueled vehicles offer the most immediate, cost-effective solution to reduce criteria-pollutant emissions from transportation and improve local air quality where our trucks operate.

We acknowledge that the effects of air pollution and climate change are risk multipliers which affect some communities and demographics more than others. RNG can be a powerful agent for creating immediate positive environmental change, as it not only reduces powerful greenhouse gases at the point of production but also reduces criteria air pollutants in the local communities where natural gas-powered vehicles operate.

Reducing NO_X Emissions in Local Communities

Addressing local air quality has been, and will continue to be, a key concern of our stakeholders including customers, local communities, regulatory agencies, and nongovernmental organizations. NO_X, or nitrogen oxides, is a criteria pollutant which contributes to acid rain, smog, and is harmful to human respiratory systems.[29] Diesel tailpipe emissions have been linked to significant health effects[30] resulting from relatively high NO_X emissions. These tailpipe emissions of pollutants contribute to disproportionate environmental and health impacts in communities located around major infrastructure—such as shipping ports or major highways—which tend to be low-income neighborhoods. When used as a transportation fuel in place of diesel or gasoline, natural gas produces up to 90% lower tailpipe NO_X emissions, improving local air quality.

While we are working towards providing all on-road vehicle customers with 100% RNG by 2025, we acknowledge that Clean Energy's industrial activities include natural gas compression and liquefaction, which may emit air pollutants. We adhere to comprehensive treatment measures to manage these risks and report on these emissions through annual reporting.

Using Clean Energy CNG in a fleet instead of diesel reduces NO_X emissions by 90%.

Deploying RNG-powered Vehicles

Clean Energy understands that mitigating disproportionate air-quality impacts on low-income communities and communities of color requires innovative solutions that can be implemented as quickly as possible. That is why we've invested so heavily to make 100% RNG a reality for our on-road vehicle customers as soon as possible.

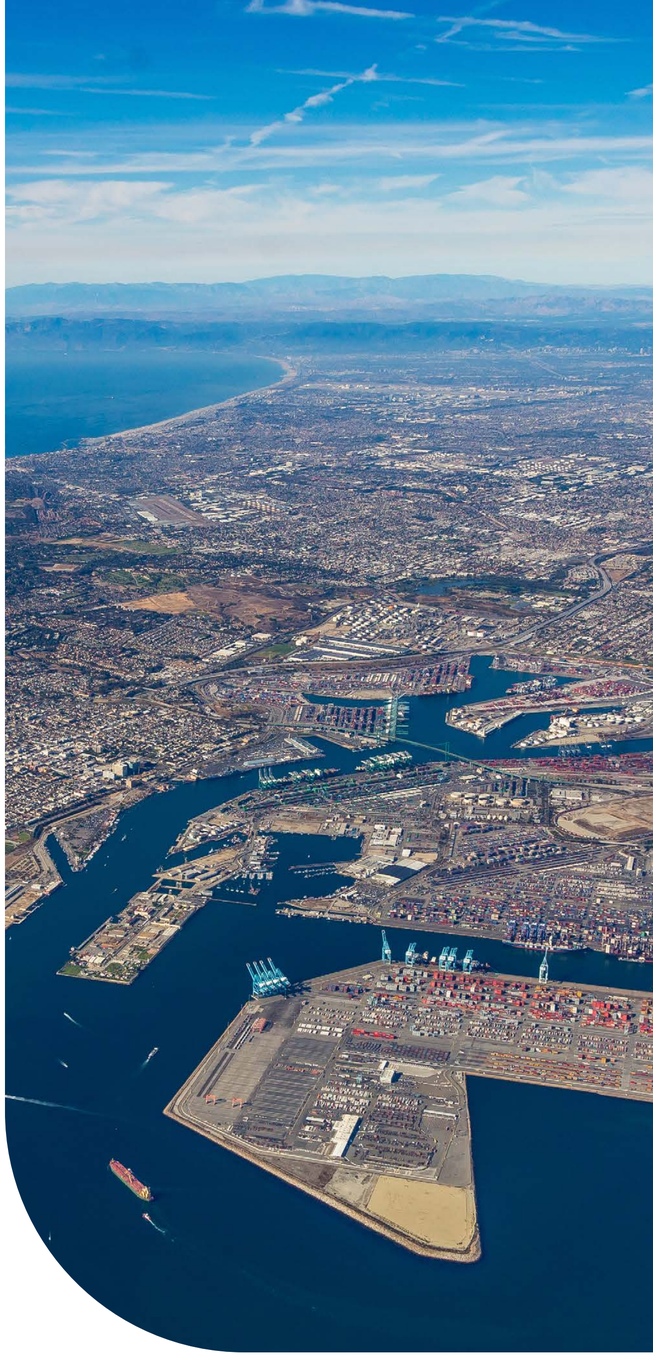
While we work to achieve this goal, we are partnering with trucking companies to deploy RNG-powered vehicles that operate in urban areas. These vehicles include RNG-powered heavy-duty trucks that transport freight from ports, reducing NO_X emissions in the port cities, as well as medium-duty trucks for last-mile delivery and other operations. We also support refuse companies and transit operators in major cities around the U.S. to deploy collection trucks and buses for public transportation that are fueled by RNG.

Zero Now

To facilitate transitioning trucking fleets to utilizing our lower emission fuels, we launched the Zero Now financing program, which is intended to increase the deployment of commercially available RNG heavy-duty trucks in the U.S. We do this by partnering with the OEMs and dealer groups that provide RNG heavy-duty trucks to our customers, assisting them with the incremental cost. They also enter fueling agreements with Clean Energy, and we provide monthly volumes of RNG at prices that are lower than the cost of diesel.

Adopt-a-Port

In the Ports of Los Angeles and Long Beach, Clean Energy's Adopt-a-Port program with Chevron continues to gain momentum, with more fleets switching to RNG. Chevron has committed to provide a total of $28 million of financing to trucking companies serving the ports region as well as owner-operators to purchase new RNG heavy-duty trucks. The air quality around the ports is some of the worst in the country, but this program is working to allow those who live and work in the area to breathe cleaner air. So far, more than 200 heavy-duty trucks have been contracted through the program and over 400 more are being processed, which will help to clean the air in and around the ports and significantly reduce greenhouse gas emissions. As demand for RNG accelerates, more clean natural gas trucks are expected to hit the roads in the Port of Los Angeles and elsewhere, where Clean Energy can provide both the fuel and infrastructure to help fleets realize immediate and significant carbon reductions.



[29] Environmental Protection Agency. Basic Information about NO2. EPA. https://www.epa.gov/no2-pollution/basic-information-about-no2#What%20is%20NO2

[30] Environmental Protection Agency. Learn About Impacts of Diesel Exhaust and the Diesel Emissions Reduction Act (DERA). EPA. https://www.epa.gov/dera/learn-about-impacts-diesel-exhaust-and-diesel-emissions-reduction-act-dera

Water Stewardship

Clean Energy aims to minimize its impact on local watersheds to ensure water quality is not negatively affected by our operations. We comply with all regulatory requirements related to stormwater, wastewater discharge, and hazardous-waste storage. Where possible, Clean Energy looks for water-recycling programs to minimize water usage in industrial processes.

RNG is not a fossil fuel and is neither sourced nor produced using the same energy and water-intensive methods as fossil natural gas. Biogenically sourced RNG allows Clean Energy to deliver the same high quality natural gas to our customers without the water use associated with hydraulic fracking.

To minimize water impact, we install drought-tolerant landscaping or hardscape at all Clean Energy–owned stations. All vendors hired to power wash our stations are required to capture and dispose of any water used on-site in accordance with local regulations. For each of our facilities, we identify water-quality impacts during the station design and planning phase. During this phase, we work with local regulators to address potential concerns related to water-quality or environmental impacts which guides our decision whether to move forward with specific projects. We also implement stormwater best management practices to minimize any potential non-stormwater discharge that may affect local waterbodies.

Energy-efficient fueling

One of the benefits of CNG is the ability to take advantage of off-peak energy prices. When working with customers, we recommend fueling at night during non-peak times, which reduces our energy footprint and impact on the grid while decreasing costs for our customers. When possible, we control the amount of time our compressors start and stop during the day to minimize fueling during peak hours. Our team also consults and recommends ways for our customers to reduce electricity consumption at their fueling stations.

Biodiversity and Land Use

Clean Energy takes all necessary steps to understand the potential impacts of our operations on sensitive and protected areas. We avoid operation in or near sensitive environments and mitigate all potential impacts on biodiversity. We continue to monitor our land impact and will address it in the future if needed. All sites are developed in existing industrial locations.

Waste

Clean Energy is committed to having a low environmental impact in all areas of our operations. We comply with all federal, state, and local laws pertaining to recycling and disposing of materials. We continually seek ways for us to reduce our waste before we implement recycling procedures.

Recycling paper

In 2021, 10,480 pounds of paper used by Clean Energy have been recycled by our downstream vendor. This benefit is equivalent to preserving 126 trees.[31]

Recycling oil

In 2021, we continued to recycle oil through our internal recycling programs. We recycled 89% of all oil processed at our facilities. Any oil unable to be processed in our facilities is sent to local material recovery facilities that can process contaminated oil.

[31] The original data was sourced from the Paper Calculator™ and additional calculations were conducted by our third-party paper vendor to determine equivalencies.

Building the Workforce of the Future

Building the Workforce of the Future

Approach

Clean Energy acknowledges the lack of diversity in the renewable-energy sector and strives to be part of the solution.

It is important that we maintain and further develop a diverse and inclusive workforce that is reflective of the communities in which we operate. We recognize room for improvement in diversity within our workforce and strive to continuously progress. That's why we've outlined ambitious goals to reach by 2025 and are working to increase the number of women and people of color in our workforce to 40% each, respectively, within the next four years.

Goals

Target	Update
Increase number of women in full workforce to 40% by **2025**	In 2021 our workforce consisted of 23% women, an increase from 21.5% in 2020.
Increase number of people of color in our full workforce to 40% by **2025**	In 2021, 32.6% of our workforce were people of color.
Fill 20% of senior leadership (VP level and above) with women by **2025**	3.7% Out of 27 positions that are VP level and above, one position (3.7%) is held by a woman.
Fill 20% of senior leadership (VP and above) roles with people of color by **2025**	7.4% Out of 27 positions that are VP level and above, two positions (7.4%) are held by people of color.
We pledge to maintain gender and racial pay equity across our workforce and levels of management	Clean Energy, as a federal contractor, has been tracking pay data for years and is an active participant in Affirmative Action. We use external salary data and disparate impact reports to be sure we are providing a fair and equitable wage to all employees.
Make a portion of our annual spend with suppliers owned by people of color, women, and veterans wherever such suppliers are available.	Clean Energy works with local suppliers, vendors, and contractors where possible.
Maintain a voluntary turnover rate below 20% for our workforce each year	We maintained this target in 2021 with a voluntary turnover rate of 17.7% in our workforce.
Maintain high employee satisfaction and engagement scores through **2025**, measured by an annual employee survey administered beginning in **2021**.	We launched our annual employee satisfaction and engagement survey in 2021 and will continue to benchmark in 2022 and beyond. Our employee engagement and satisfaction ratings were high in 2021.

Employee Recruitment, Retention, and Engagement

Clean Energy strives to be the employer of choice in the alternative transportation-fuels sector. We understand that we are only as successful as our workforce and have made ample investments in recruitment, retention, and employee engagement.

Our human resources department is highly organized and functions within six centers of excellence that incorporates leadership, best practices, research, employee support and training. We also place a strong emphasis on mentorship and empower our management teams to be effective leaders. Additionally, we have a detailed onboarding process that gives new employees the time and space to learn about Clean Energy's business strategy in detail so they can become effective team members in little time.

Investing in Relationships

Clean Energy understands that strong relationships between management and employees are crucial for running a successful business, which is why we offer considerable opportunities for team-building activities both inside and outside the office.

Workforce Demographics

10%
Asian

4.1%
Black or African American

14.7%
Hispanic or Latino

0.2%
Native Hawaiian or Pacific Islander

62.7%
White

4.8%
Not specified

3.5%
Two or more races

2021 Training, Recruitment, and Retention

Training	292 training courses offered
	100% of employees completed at least one training in 2021.
Recruiting	Filled 112 open positions from a pool of 597 qualified candidates.
	29% of new hires were women.
	40% of new hires were people of color
Retention	Total employee turnover of 21% (84% voluntary and 16% involuntary).
	Promotions were awarded to 32 employees, 8 of whom are female

Our Workforce Today

In United States	77% are male
	23% are female
	32.6% are people of color
In leadership roles of VP and above (27 positions, including C-level Officers)	3.7% are women
	7.4% are people of color
In 2020, 13.6% of our workforce were active, former, or retired military members	In 2021, 13.1% of our workforce were active, former, or retired military members

Giving Back

Clean Energy's Partnership with the American Lung Association

For the third year, Clean Energy has continued to be one of the top company sponsors of American Lung Association (Los Angeles/Orange County Chapter), raising a total of $123,182.40 through our Workplace Giving Program and other fundraising initiatives.

Of this total, our employees generously donated with paycheck deductions and/or onetime donations, which the company matched 100%, for a total of $63,582.40. These funds were used to sponsor the Lung Association's "I Wear Turquoise" campaign, for which our President and CEO Andrew J. Littlefair serves as an ambassador.

We also linked our Lung Association fundraising efforts to the company's annual 10K Steps-A-Day wellness challenge, for which Clean Energy committed to donating $1,000 for each one million steps walked by our workforce. In total, we raised $7,600 for the American Lung Association through this initiative.

In 2021, Mr. Littlefair was recognized as an honoree at "Champions Unite," the Lung Association's annual gala, for being a trailblazer leading the way to protecting lung health and clean air. Through outreach to our corporate vendors, we raised $52,000 in sponsorships from this event alone.

American Lung Association.

Supporting Our Workforce During Covid 19

In 2021, the world continued to feel the effects of the COVID-19 pandemic. Beginning in 2020, the COVID-19 pandemic prompted federal, state, and local governments to restrict normal daily activities which resulted in travel bans, quarantines, "shelter-in-place" orders, business limitations, and shutdowns. Some of these governmental restrictions have since been scaled back or lifted, although the development of the Delta and Omicron variants resulted in a fluctuating regulatory environment concerning these restrictions. Given the dynamic nature of these circumstances, as an essential business, we have worked hard to build systems that allow us to remain flexible and support our employees the best we can. We have made a concerted effort to remain flexible and agile by meeting our employees, customers, and stakeholders at their own comfort levels during these uncertain times.

Diversity, Equity, and Inclusion

Having a representation of all genders, races, ethnicities, national origins, ages, and sexual orientations plays a significant role in creating the thriving culture of inclusivity we strive for. This includes efforts to ensure equal opportunity, fair recruitment, and equal remuneration, along with deploying recruitment strategies that are accessible and reach diverse candidate pools. This also includes supplier diversity.

The Clean Energy Board of Directors welcomed three new members in 2021. Clean Energy's Board of Directors consists of 10 people including our CEO; three of the members are women, and two self-identify as an underrepresented minority.

Our Recruitment Partners

Clean Energy partners with America's Job Exchange to recruit employees from underserved communities. Through our partnership with America's Job Exchange, we're able to work with 167 organizations to increase job-description visibility. The organizations we recruit through include the NAACP Los Angeles, U.S. Vets Inglewood, and the Young Women's Freedom Center, and we have also engaged the Long Beach Community College to recruit skilled technical candidates in the Los Angeles area.

To further our recruitment reach, we post all our job descriptions on Indeed, which reaches a diverse audience of over 250 million candidates. To ensure our recruiting practices are equitable, we also post hiring advertisements on our company vehicles for increased visibility among potential candidates that don't have access to the internet.

Fostering a Diverse Workforce

In 2021, we had 100% participation in company-wide training. Diversity, Equity, and Inclusion training is an annual training we provide to our employees. Each year, we elect a topic relating to Diversity, Equity, and Inclusion (DEI) and provide our employees with an opportunity to deepen their understanding of these topics to build a more inclusive culture. To further support our goal of improving the diversity of employees, Clean Energy has also invested in coaching sessions for hiring managers to assist them in selecting candidates.

During calendar year 2021, there were 292 various training courses offered in which our employees participated. The trainings offered in 2021 included, but are not limited to, Preventing Discrimination Harassment, A Manager's Guide to Diversity, Inclusion and Accommodation, The Fundamentals of Leadership, The Successful Managers Handbook, and 8 Examples of Unconscious Bias in Hiring. Technical training was also offered, including Service Technician 101, Preventative Maintenance Procedures, and Safety in the Workplace.

Employee and Contractor Safety

Clean Energy places the highest priority on the health and safety of our staff and third parties, as well as the preservation of the environment. We believe that safety begins with a foundation of strong policies and procedures which establish Clean Energy's tone and expectations regarding health and safety. We promote employee engagement through training and mentoring programs which are essential to cultivating a positive safety culture. Utilization of risk-based methodologies, tools, and other technologies allow us to address workplace hazards and maintain a safe and healthy work environment for our employees.

By extension, we incorporate our EHS standards into our contractor selection and vetting process to ensure that our Contractors share the same commitment to the environment, health, and safety. Key safety metrics can be found under "Safety" on page 59.

Process Safety

At Clean Energy, process safety begins with sound engineering and design principles, as well as good operating and maintenance practices to address the management of hazards. We have a proactive approach to process safety by focusing on the detection and resolution of potential issues to ensure, to the extent possible, that risks are mitigated before incidents occur.

A Culture of Safety

At Clean Energy, our goal is to have a zero-incident workplace every year. We aim to accomplish this with a strong safety culture consisting of established policies and procedures, employee engagement through robust training and mentorship programs, and having open communication between employees and the management team.

Clean Energy Driver Safety Program

Our Driver Safety Program is essential to maintaining a safe roadway for our employees and fellow drivers. Our training program focuses on improving defensive driving techniques and to promote safe driving practices. All field employees are assigned driver-safety training at the time of hire and participate in a refresher course on a biennial basis.

Additionally, Clean Energy vehicles are equipped with onboard cameras and monitoring software. These systems are paramount to increasing event visibility, improved driver safety, and vehicle tracking.

Human Rights

Strong customer and community relationships are at the core of our business and respect for human rights is the foundation. Our commitment to human rights is reflected in our internal Code of Ethics and Whistleblower policies. We are committed to minimizing any adverse effects that our infrastructure or operations may have on people and communities. We have also committed to conducting periodic reviews to assess our human-rights impact and plan on reporting on this in greater detail in future reports.

Labor Standards and Employment Conditions

Maintaining a Healthy Work Environment

The health and safety of our personnel is one of Clean Energy's core values. We believe maintaining a safe work environment is key to our ability to attract, and retain employees. Our ability to recruit, train, promote and retain talented individuals at all levels of our organization is significantly correlated to the success and growth of our business. To succeed in a competitive labor market, we have developed progressive recruitment and retention strategies. These include competitive salary structures, bonus compensation programs, and competitive benefits policies that include paid time off for vacations, sick leave, and holidays. We also offer short-term disability coverage, life insurance, and various retirement savings and incentive plans. As a company, we also support freedom of association and do not have any policies that would prohibit our employees' activities in this respect.

Supplier Social and Environmental Performance

We aim to include social and environmental performance indicators in our criteria for new suppliers in the future. These performance indicators include diversity, equity, and inclusion metrics as well as emissions-reporting evaluations and sustainability commitments. We recognize that our responsibility as a company extends beyond our direct operations and encompasses the positive impact we can have throughout our supply chain.

Infrastructure Safety and Security

Clean Energy is committed to providing a safe and secure space wherever we conduct business. All stations are built to the strictest standards to ensure a safe fueling experience for our customers. Key station systems and equipment are secured within locked compounds to prevent tampering. Additionally, our stations are equipped with cameras which leverage the latest in AI and edge computing to uncover actionable insights in real time.

Data Security Resiliency

Clean Energy has invested significantly in cloud-based systems to ensure all company data is protected and to gain additional resiliency when compared to storing information on-site in the event of a natural disaster. We have also invested in extensive data-backup systems and have maintained a 99.999% network uptime with 0% data loss in 2021.

In addition, Clean Energy developed a "Data Disaster and Response" plan that safeguards our information systems in the event of a natural disaster. This plan is continuously updated as technologies evolve, and our team also performs annual disaster drills to confirm connectivity of Tier 1 applications in the event of an outage.

Business Ethics, Executive Compensation, and Incentives

As a publicly traded company, Clean Energy recognizes and respects our responsibility to our shareholders for the stewardship of company assets and resources. Clean Energy complies with all laws and regulations and has corporate structures in place to ensure that all employees and company representatives conduct themselves responsibly.

Clean Energy has a board of directors that provides independent oversight of our affairs, which includes but is not limited to financial, operational, and economic issues. The board is dedicated to transparent communication on corporate citizenship topics, and we strive to maintain a diverse board that brings a wealth of expertise and experience across all lines of business.

Code of Ethics

Clean Energy is subject to regulations both in the United States and abroad, and we require that all employees, officers, and directors of the company comply fully with both the spirit and the letter of all laws, rules, and regulations that apply. Clean Energy employees also receive training on our corporate policies, which include our Code of Ethics, Anti-Corruption Policy, Insider Trading Policy, Political Activities Compliance Policy, Social Media Guidelines, and Whistleblower Policy.

Anti-Corruption Policy

Our Anti-Corruption Policy explicitly prohibits engagement in bribery or corruption in any form. Clean Energy policy requires compliance with all applicable global anti-corruption laws, including the United States Foreign Corrupt Practices Act (FCPA).

Executive Compensation

The compensation committee of our board of directors oversees the design and administration of our executive compensation program. The primary objectives of our executive officer compensation program are to attract, retain, and motivate talented and dedicated executive officers; to reward individual performance and achievement of key corporate objectives, including the objectives set forth in our annual strategic plan, without promoting excessive or unnecessary risk-taking; to align the interests of our executives with those of our stakeholders; and to provide compensation that we believe is fair in light of an executive's experience, responsibilities, performance, and tenure with our company, and in relation to the compensation provided to other executives of our company and comparable executives at certain peer companies.

We seek to actively engage with our stockholders to discuss various compensation and governance matters and consider their feedback in determining executive compensation. Our stockholders can cast an advisory vote on executive compensation, or a "say-on-pay" vote, once every year. At our annual meeting of stockholders held in 2021, our executive compensation received a favorable advisory vote from approximately 94.67% of the votes cast on the proposal at the meeting (which excludes abstentions and broker non-votes). We believe the high degree of support on our 2021 say-on-pay proposal demonstrates that stockholders support our executive compensation program.

Smart Policies for Systemic Transformation to Renewable Fuels

Policy, Advocacy, and Lobbying

Approach

We work across all our markets to advocate for strategic policies that advance RNG as a strategy for fighting the climate-change impacts of transportation.

Clean Energy has an active public policy and regulatory affairs team that leads policy advocacy and lobbying efforts on the federal and state levels. We work hard internally to affirm that our advocacy efforts are supported with the most up-to-date information and to quickly identify new areas of political support as demand for RNG evolves.

Our public policy and regulatory-affairs group also provides regularly scheduled legislative updates to our senior executive management team and sales force to foster two-way communication from the field and to provide policy input.

Political Contributions

Clean Energy makes political contributions to elected officials who show an interest in tackling clean air issues by implementing practical solutions. We make contributions at the federal, state, and local level, and the budget for contributions vary based on election versus non-election years. Contribution amounts are also based on state and local rule limits and can be influenced by a member's seniority, committee-assignment, and relationship with the company, or our business strategy. We do not give any political contributions outside of the United States, and all our contributions are publicly reported based on state and local rules. We are committed to continuously affirming that 100% of all industry association and lobbying positions align with Clean Energy's sustainability goals.

Goals

Target	Update
Affirm that 100% of industry association (lobbying positions) align with Clean Energy's sustainability goals by EOY **2022**	Our policy team has confirmed that 100% of our industry associations align with Clean Energy's sustainability strategy and goals and will continue to maintain this.
We commit to disclosing all our political contributions in a publicly accessible and transparent way	Clean Energy is 100% compliant with all state and federal regulations for reporting political contributions and will continue to be compliant in the future.

Our legislative goals:

- **Adopt clean fuel standards**
- **Incentivize the adoption of low NO_x trucks**
- **Incorporate RNG into mass-transit-authority mandates and vehicle-fleet regulations**
- **Enable the production of more RNG supply**

Climate Transition Risk

As the world pushes towards a net-zero future, Clean Energy acknowledges the possible risks and opportunities associated with climate change. Our 2020 Annual Sustainability Report was the first time that Clean Energy formally considered climate transition risk as part of our strategy. In 2021 and beyond we will continue to assess the major areas of climate transition risk for the company and industry and plan accordingly for mitigating these risks. We will refer to the Task Force on Climate Related Financial Disclosures (TCFD) as we develop our approach.

Physical Risks

One effect of global climate change is the increase in frequency and severity of weather events, and the losses resulting from these events could have a material adverse effect on our business and the markets in which we operate. We cannot predict whether, or to what extent, natural disasters may occur or increase. We acknowledge that the increased frequency or severity of these events could directly impact our business and understand that we need to be prepared. Our ability to supply negative-carbon-intensity RNG relies on the stability of the dairy farms from which the biogas is sourced. Any impacts of climate change such as droughts, floods, and other natural disasters which affect dairy agriculture could also impact negative-carbon-intensity RNG supply. In addition, information on our strategy for mitigating natural disaster risk in our operations and data resiliency is outlined to the side.

Disaster Preparedness and Response
Clean Energy has a formal Emergency Preparedness and Response Plan to safely operate through emergency conditions at every station. We prepare for natural disasters so that we can ensure that natural gas is transported securely, mitigating the impacts from severe weather events.

Transporting CNG
CNG is transported via underground pipelines consisting of a 2.5-million-mile delivery system. Because most natural gas is delivered via pipelines, supply is less impacted by road conditions and has repeatedly been found to be more resilient than delivered fuels. With backup power generators, our resiliency is further improved in severe weather events. As we work toward supplying our on-road vehicle customers with 100% RNG by 2025, we anticipate being able to utilize the same underground delivery systems.

Transporting LNG
Clean Energy delivers LNG via contracted third-party haulers who transport Clean Energy's 74 tanker trailers to fueling stations, where the LNG is stored and then dispensed in liquid or gaseous form into vehicles. The transportation of our fuel by highway and roads presents inherent risks related to extreme weather events so stations are designed for reasonable on-site storage for operational flexibility.

Regulatory and Compliance Risk

In addition to better understanding the physical risks that climate change poses to our company, we also looked at the potential risks associated with rapidly transitioning to a low-carbon emission economy, such as extensive policy, legal, technology and market changes. Clean Energy and the renewable natural gas industry will be impacted by pricing fluctuations in LCFS credit or RIN prices, regulatory amendments, new compliance standards for RNG feedstock projects such as landfills and dairies, and other risks. To mitigate these risks, we have a dedicated Policy team who provide expertise in these fields, keeping our teams informed of upcoming proposals or changes and actively participating in policy advocacy and development.

Alternative Fuel Competition Risk

Just as with any product, RNG is subject to risk associated with the performance of competitors. It is evident that RNG is not the only renewable alternative fuel in the heavy-duty transportation market, and that there is competition from electric vehicles, hydrogen, renewable diesel, and other technologies. Currently, there are significant financial, technological, and operational challenges associated with some other alternative fuels. Nonetheless, Clean Energy believes that negative-carbon-intensity RNG is the most cost-effective solution to reducing short-lived climate pollutants and overall GHGs from transportation today. In addition, Clean Energy is poised to be able to offer hydrogen fuel produced from RNG to our customers in the future, which helps us diversify and further mitigate this risk. Given there is a pathway to use RNG to create electricity, there is also the ability to use RNG to power electric vehicles which addresses one of the largest technological competitors in the renewable fuel space today. Clean Energy has invested in a company, BTR Energy, which has developed a software that will allow electric vehicles to track the electric molecules produced from RNG.

ESG Reporting Risk

The ESG reporting landscape is rapidly evolving to meet stakeholders' demands for transparency, accuracy, completeness, and accountability. Given the myriad of frameworks, standards, and protocols for reporting emissions and climate metrics, the environmental impact and resulting effect of RNG on our customers' sustainability goals and reporting may be subject to the type of reporting framework chosen. To mitigate this risk, Clean Energy is actively participating in workstreams to not only stay informed with the latest developments in the ESG reporting space but also provide our industry expertise and feedback where needed. It is our goal to ensure that the full environmental benefit of RNG can be accurately and transparently communicated in our customers' ESG reporting.

Data and Additional Information

About This Report

This represents Clean Energy's first consecutive annual Sustainability Report. Data in this report relates to the 2021 calendar year. Our last Sustainability Report was published in May 2021, covering 2020 performance. Clean Energy plans to continue to provide annual sustainability reporting. The scope of the information included in this report is all business under Clean Energy Fuels as defined by the Greenhouse Gas Protocol Corporate Standard equity share approach.

For questions and feedback, please contact sustainability@cleanenergyfuels.com

This report was prepared referencing the Global Reporting Initiative (GRI) Standards. The content within the report was informed by Clean Energy's 2020 materiality assessment, outlined in the Materiality section of this report.

Performance

To the right and following page are metrics related to climate change, the environment, people, safety, and performance. Please refer to our 2021 Annual Report on Form 10-K for information on financial performance.

Additional Information	2019	2020	2021
% of Clean Energy fleet that is powered by natural gas	91%	95%	95%
Number of Clean Energy–owned stations with LDAR	Not calculated	34[41]	78
Municipal Water Utility	Not calculated	131,017 m^3	166,610 m^3

Climate Change

Emissions Scope	2020 (recalculated, MT CO_2e)	2021 (MT CO_2e)
Scope 1[32]	105,212	57,750
CEF Fleet[33]	3,411	3,225
CE-Owned Stations[34] (Fugitive Emissions)	N/A	5,008
LNG Plant Flaring	5,493	1,988
LNG Plant Fugitive Emissions[35]	96,309	47,529
Scope 2 (Market-based)	60,930	54,527
Purchased Electricity: LNG Plants	48,353[36]	36,394
Purchased Heating: LNG Plants	2,805[37]	6,109[38]
Purchased Electricity: Stations	9,771	10,631
Purchased Electricity: Facilities	N/A	1,394
Scope 3[39]	1,735,923	1,689,250
Use of Sold Product (tailpipe)	1,501,477[40]	1,528,093
Transportation & Distribution of LNG	9,653	4,915
Non-CE Owned Station Fugitive Emissions	N/A	1,027
Purchased Electricity from Customer Owned Stations	80,918	44,630
LNG Plant Return Gas Combustion	143,875	110,584
Total Footprint (Scope 1 + 2 + 3)	**1,902,065**	**1,801,527**

[32] Following the Greenhouse Gas Protocol Corporate Standard, biogenic carbon dioxide emissions from the use of RNG in our own fleet are reported separately from the Scopes. The 2020 data has been recalculated to separate the biogenic carbon dioxide emissions from Scope 1 where appropriate.

[33] Methodology to calculate Clean Energy's Scope 1 fleet emissions was updated to use the GREET model emissions factors for different vehicle and engine types.

[34] This value only includes emissions from actuator, nozzle, crankcase, and LDAR-detected leaks at Clean Energy–owned public stations.

[35] In 2020 and 2021, Clean Energy only measured fugitive emissions from our Boron Plant, so the LNG Plant Fugitive emissions only reflect data for our Boron Plant. In the future, we aim to improve metering at our Pickens plant so we can account for the associated fugitive emissions of that plant.

[36] Scope 2 emissions from electricity for our LNG Plants has been recalculated using corrected emissions factors. Our Boron LNG facility is powered by a portion of the natural gas output which is converted into electricity, rather than grid electricity. The emissions factor for the natural gas generator is higher than that of the California state electricity grid, therefore the emissions from electricity use at the Boron Plant were higher than previously reported in our 2020 Annual Sustainability Report. This figure has been updated accordingly.

[37] Our 2020 Scope 2 emissions from purchased heating at our LNG plants only includes emissions associated with heating for the Boron Plant, not the Pickens Plant. Our 2020 emissions from purchased heating for LNG Plants includes heating for both the Boron and Pickens Plants.

[38] Our 2021 emissions from purchased heating for LNG Plants includes heating for both the Boron and Pickens Plants.

[39] Following the Greenhouse Gas Protocol Corporate Standard, biogenic carbon dioxide emissions from the use of RNG in our customer fleets are reported separately from the Scopes. The 2020 data has been recalculated to separate the biogenic carbon dioxide emissions from Scope 3 where appropriate.

[40] Emissions from fuel sold were recalculated using corrected emissions factors in line with the assumed vehicle type the fuel is combusted in according to sector. These calculations use the Argonne National Lab GREET model emission factors.

[41] In our 2020 report, we incorrectly stated that 100% of our stations have LDAR implemented. This figure has been corrected in 2021.

Performance

People	2019	2020	2021
Employees	409	428	443
U.S. Employees	392	411	422
Employees Outside of U.S.A.	17	17	21
Men	327	336	339
Women	82	92	104
New Hires	126	95	112
Collective Bargaining Agreement Members	0%	0%	0%
Total Employee Turnover	27.3%	18.9%	21.08%
Promotions Given	37	27	32
Trainings Offered	227	234	292
Trainings Completed	3,478	3,122	6,369

Safety	2019	2020	2021
Work-Related Fatality	0	0	0
Lost Day Rate (LDR)	0.8	0	0.2
Vehicle and Personal Injury Rate (TRIR)	2.02	1.67	1.55
U.S. Occupational Health and Safety Administration (“OSHA”) or state OSHA citations	0	0	0

Performance	2019	2020	2021
Total Number of Stations	550	540	548
Natural Gas Sold	400.8	382.5	402.6
CNG Sold	335.7	321.0	347.4
LNG Sold	65.1	61.5	55.2
RNG Sold (both compressed and liquefied)	143.3	153.1	167

Forward-Looking Statements Disclaimer

This annual sustainability report contains "forward-looking statements" which are statements other than historical facts. These statements relate to future events or circumstances or our future performance, and they are based on our current assumptions, expectations, and beliefs concerning future developments and their potential effect on our business. Although the forward-looking statements we make reflect our good faith judgment based on available information, they are only predictions of future events and conditions. Accordingly, our forward-looking statements involve known and unknown risks, uncertainties, and other factors that may cause our or our industry's actual results, levels of activity, performance, or achievements to be materially different from any future results, levels of activity, performance, or achievements expressed or implied by our forward-looking statements.

We operate in a competitive and rapidly evolving industry in which new risks emerge from time to time, and it is not possible for us to predict all of the risks we may face. Nor can we assess the impact of all factors on our business or the extent to which any factor or combination of factors could cause actual results to differ from our expectations. As a result of these and other potential risks and uncertainties, our forward-looking statements should not be relied on or viewed as guarantees of future events or conditions. All of our forward-looking statements speak only as of the date they are made and, except as required by law, we undertake no obligation to update publicly any forward-looking statements for any reason, including to conform these statements to actual results or to changes in our expectations.

We qualify all of our forward-looking statements by this cautionary note. Our reports with the Securities and Exchange Commission ("SEC") contain additional information about risk factors that may cause our actual future performance and results to differ from any of our forward-looking statements.

A Note on Materiality

In this sustainability report, the word "materiality" is primarily used to describe issues which have a relevant or significant impact on Clean Energy's environmental, social, and governance ("ESG") goals and strategy. The term "materiality" as used in this report has a different meaning than when used in the context of SEC disclosure obligations and as defined by Rule 405 under the Securities Act of 1933. Issues deemed material for purposes of this report and for purposes of determining our ESG strategy may not be considered material for SEC reporting purposes. Inclusion of information in this report does not indicate that the subject or information is material to Clean Energy's business or operating results.

GRI content index

Statement of use: Clean Energy has reported the information cited in this GRI content index for the period calendar year 2021 with reference to the GRI Standards.

GRI 1 used: GRI 1: Foundation 2021.

Topic	Standard	GRI Standard Item	Disclosure	Location (Section, page #)
General	GRI 2: General Disclosures 2021	2-1	Organizational details	Business Snapshot, pg. 7 Closing page, pg. 68
		2-2	Entities included in the organization's sustainability reporting	About This Report, pg. 58
		2-3	Reporting period, frequency, and contact point	About This Report, pg. 58
		2-4	Restatements of information	Improvements Since 2020, pg. 34 About This Report, pg. 58
		2-5	External assurance	This report was not assured
		2-6	Activities, value chain and other business relationships	Business Snapshot, pg. 7 Our Products, Services, and Other Business Activities, pg. 9
		2-7	Employees	Employee Recruitment, Retention, and Engagement, pg. 47 Performance, pg. 59
		2-9	Governance structure and composition	Governance, pg. 16
		2-10	Nomination and selection of the highest governance body	Business Ethics, Executive Compensation, and Incentives, pg. 52
		2-11	Chair of the highest governance body	Governance, pg. 16
		2-12	Role of the highest governance body in overseeing the management of impacts	Governance, pg. 16 Business Ethics, Executive Compensation, and Incentives, pg. 52
		2-13	Delegation of responsibility for managing impacts	Governance, pg. 16
		2-19	Remuneration policies	Executive Compensation, pg. 52

Topic	Standard	GRI Standard Item	Disclosure	Location (Section, page #)
General (continued)	GRI 2: General Disclosures 2021 (continued)	2-20	Process to determine remuneration	Executive Compensation, pg. 52
		2-22	Statement on sustainable development strategy	Letter from the CEO, pg. 4
		2-23	Policy commitments	Human Rights, pg. 50 Business Ethics, Executive Compensation, and Incentives, pg. 52
		2-25	Processes to remediate negative impacts	Addressing Methane Leaks, pg. 30 How we Combat Disproportionate Air Quality Impacts, pg. 42 Building the Workforce for the Future, pg. 46
		2-26	Mechanisms for seeking advice and raising concerns	Human Rights, pg. 50 Code of Ethics, pg. 52
		2-28	Membership associations	Stakeholder Management, pg. 17 Giving Back, pg. 48
		2-29	Approach to stakeholder engagement	Stakeholder Management, pg. 17
		2-30	Collective bargaining agreements	Performance, pg. 59
GHG and Air Emissions	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Our Sustainability Strategy, pg. 13 Goals and Commitments, pg. 14 Creating a Cleaner Future, pg. 24 Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34 How We Combat Disproportionate Air Quality Impacts, pg. 42
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 305: Emissions 2016	305-1	Direct (Scope 1) GHG emissions	Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34 Performance on Company Emissions Reductions within the Scopes, pg. 35 Station Fugitive Emissions, pg. 36 Clean Energy Service Fleet Emissions, pg. 37 About This Report, pg. 58
		305-2	Energy indirect (Scope 2) GHG emissions	Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34 Performance on Company Emissions Reductions within the Scopes, pg. 35 Station Fugitive Emissions, pg. 36 About This Report, pg. 58

Topic	Standard	GRI Standard Item	Disclosure	Location (Section, page #)
GHG and Air Emissions (continued)	GRI 305: Emissions 2016 (continued)	305-3	Other indirect (Scope 3) GHG emissions	Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34 Performance on Company Emissions Reductions within the Scopes, pg. 35 Fuel Sold, pg. 38 About This Report, pg. 58
		305-4	GHG emissions intensity	Goals and Commitments, pg. 14 Creating a Cleaner Future, pg. 24 Del Rio Dairy RNG Project, pg. 28 Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34 Boron Plant Efficiency Metrics, pg. 35
		305-5	Reduction of GHG emissions	Creating a Cleaner Future, pg. 24 Avoided and Biogenic Emissions, pg. 35 Boron Plant Emissions and Production, pg. 35 Renewable Energy for Stations, pg. 36 Clean Energy Service Fleet Vehicle Emissions, pg. 37 Fuel Sold, pg. 38 Climate Change, pg. 58
		305-7	Nitrogen oxides (NO_X), sulfur oxides (SO_X), and other significant air emissions	Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34
	GRI 302: Energy 2016	302-1	Energy consumption within the organization	Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34
		302-3	Energy intensity	Boron Plant Emissions and Production, pg. 35 Boundary within CE: LNG Plants
		302-4	Reduction of energy consumption	Boron Plant Efficiency Metrics, pg. 35 Boundary within CE: LNG Plants
		302-5	Reductions in energy requirements of products and services	Boron Plant Emissions and Production, pg. 35 Boundary within CE: LNG Plants

Topic	Standard	GRI Standard Item	Disclosure	Location (Section, page #)
Customer Energy Efficiency and GHGs	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Clean Energy's 2021 Greenhouse Gas Inventory, pg.35
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 302: Energy 2016	302-2	Energy consumption outside of the organization	Clean Energy's 2021 Greenhouse Gas Inventory, pg. 34 Fuel Sold, pg. 38
Disproportionate Air Quality Impacts	GRI 3: Material Topics 2021	3-1	Process to determine material topics	How We Combat Disproportionate Air Quality Impacts, pg. 42
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 413: Local Communities 2016	413-2	Operations with significant actual and potential negative impacts on local communities	How We Combat Disproportionate Air Quality Impacts, pg. 42 *Omissions: Partial, specific locations not disclosed*
GRI 3: Material Topics 2021 Employee Recruitment, Retention, and Engagement	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Employee Recruitment, Retention, and Engagement, pg. 47
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 404: Training and Education 2016	404-2	Programs for upgrading employee skills and transition assistance programs	Employee Recruitment, Retention, and Engagement, pg. 47 Diversity, Equity, and Inclusion, pg. 49 Employee and Contractor Safety, pg. 50 Performance, pg. 59
	GRI 401: Employment 2016	401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	Maintaining a Healthy Work Environment, pg. 51
Diversity, Equity, and Inclusion (DEI)	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Diversity, Equity, and Inclusion, pg. 49
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 401: Employment 2016	401-1	New employee hires and employee turnover	Employee Recruitment, Retention, and Engagement, pg. 47 Performance, pg. 59
	GRI 405: Diversity and Equal Opportunity 2016	405-1	Diversity of governance bodies and employees	Employee Recruitment, Retention, and Engagement, pg. 47 Performance, pg. 59

Topic	Standard	GRI Standard Item	Disclosure	Location (Section, page #)
Employee and Contractor Safety	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Employee and Contractor Safety, pg. 50
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 403: Occupational Health and Safety 2018	403-1	Occupational health and safety management system	Employee and Contractor Safety, pg. 50 Maintaining a Healthy Work Environment, pg. 51
		403-5	Worker training on occupational health and safety	Diversity, Equity, and Inclusion, pg. 49
		403-6	Promotion of worker health	Giving Back, pg. 48
		403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	How We Combat Disproportionate Air Quality Impacts, pg. 42 Addressing Methane Leaks, pg. 30
		403-9	Work-related injuries	Performance, pg. 59
Policy, Advocacy, and Lobbying	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Policy, Advocacy, and Lobbying, pg. 54
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 415: Public Policy 2016	415-1	Political contributions	Political Contributions, pg. 54
Environmental and Social Impacts of Natural Gas Extraction, Processing, and Transport	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Physical Risks, pg. 55
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 416: Customer Health and Safety 2016	416-1	Assessment of the health and safety impacts of product and service categories	How We Combat Disproportionate Air Quality Impacts, pg. 42
		416-2	Incidents of noncompliance concerning the health and safety impacts of products and services	Performance, pg. 59
Climate Transition Risk	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Climate Transition Risk, pg. 55
		3-2	List of material topics	
		3-3	Management of material topics	

Topic	Standard	GRI Standard Item	Disclosure	Location (Section, page #)
Human Rights	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Employee and Contractor Safety, pg. 50
		3-2	List of material topics	
		3-3	Management of material topics	
Labor Standards and Employment Conditions	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Labor Standards and Employment Conditions, pg. 51
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 403: Occupational Health and Safety 2018	403-2	Hazard identification, risk assessment, and incident investigation	Our Sustainability Strategy, pg. 13 Employee and Contractor Safety, pg. 50 Labor Standards and Employment Conditions, pg. 51
Operational Energy Efficiency	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Operational Energy Efficiency, pg. 35 Boundary within CE: LNG Plants
		3-2	List of material topics	
		3-3	Management of material topics	
Biodiversity and Land Use	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Biodiversity and Land Use, pg. 44
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 304: Biodiversity 2016	304-2	Significant impacts of activities, products, and services on biodiversity	Biodiversity and Land Use, pg. 44 *Omissions: Partial disclosure on CE Sites being developed in existing industrial locations, we aim to improve the disclosure in future reports*
Waste	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Our Sustainability Strategy, pg. 13 About Renewable Natural Gas, pg. 27 Landfill Gas and the Circular Economy, pg. 29
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 306: Waste 2020	306-3	Waste generated	Waste, pg. 44

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Water Stewardship	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Water Stewardship, pg. 43
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 303: Water and Effluents 2018	303-1	Interactions with water as a shared resource	Water Stewardship, pg. 43 Boundary within CE: All *Omissions: Partial disclosure, high level discussion on water impacts and management in operations. We aim to improve the disclosure in future reports*
		303-5	Water consumption	About This Report, Additional Information, pg. 58 Boundary within CE: LNG Plants *Omissions: Partial disclosure, with water consumption from LNG Plants, but not from other facilities like company offices*
Disaster Preparedness and Response	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Data Security Resiliency, pg. 51 Climate Transition Risk, pg. 55
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 201: Economic Performance 2016	201-2	Financial implications and other risks and opportunities due to climate change	Climate Transition Risk, pg. 55–56
Infrastructure Safety and Security	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Labor Standards and Employment Conditions, pg. 51
		3-2	List of material topics	
		3-3	Management of material topics	
Business Ethics, Executive Compensation, and Incentives	GRI 3: Material Topics 2021	3-1	Process to determine material topics	Business Ethics, Executive Compensation, and Incentives, pg. 52
		3-2	List of material topics	
		3-3	Management of material topics	
	GRI 205: Anti-corruption 2016	205-2	Communication and training about anti-corruption policies and procedures	Anti-Corruption Policy, pg. 52

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