# UNITED STATES SECURITIES AND EXCHANGE COMMISSION

**Washington, D.C. 20549**

# FORM 10-K

**(Mark One)**

☒ **ANNUAL REPORT PURSUANT TO SECTION 13 OR 15(d) OF THE SECURITIES EXCHANGE ACT OF 1934**

**For the fiscal year ended: December 31, 2025**

**or**

☐ **TRANSITION REPORT PURSUANT TO SECTION 13 OR 15(d) OF THE SECURITIES EXCHANGE ACT OF 1934**

**For the transition period from to**

**Commission File Number: 001-33480**

# CLEAN ENERGY FUELS CORP.

(Exact name of registrant as specified in its charter)

| **Delaware** | **33-0968580** |
|---|---|
| (State or other jurisdiction of incorporation or organization) | (IRS Employer Identification No.) |

**4675 MacArthur Court, Suite 800, Newport Beach, CA 92660**
(Address of principal executive offices, including zip code)

**(949) 437-1000**
(Registrant's telephone number, including area code)

Securities registered pursuant to Section 12(b) of the Act:

| Title of each class | Trading Symbol(s) | Name of each exchange on which registered |
|---|---|---|
| Common stock, $0.0001 par value per share | CLNE | The Nasdaq Stock Market LLC |

Securities registered pursuant to section 12(g) of the Act: None

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act. Yes ☐ No ☒

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act. Yes ☐ No ☒

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. Yes ☒ No ☐

Indicate by check mark whether the registrant has submitted electronically every Interactive Data File required to be submitted pursuant to Rule 405 of Regulation S-T (§232.405 of this chapter) during the preceding 12 months (or for such shorter period that the registrant was required to submit such files). Yes ☒ No ☐

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, a smaller reporting company, or an emerging growth company. See the definitions of "large accelerated filer," "accelerated filer," "smaller reporting company," and "emerging growth company" in Rule 12b-2 of the Exchange Act.

Large accelerated filer ☐ Accelerated filer ☒ Non-accelerated filer ☐ Smaller reporting company ☐ Emerging growth company ☐

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. ☐

Indicate by check mark whether the registrant has filed a report on and attestation to its management's assessment of the effectiveness of its internal control over financial reporting under Section 404(b) of the Sarbanes Oxley Act (15 U.S.C. 7262(b)) by the registered public accounting firm that prepared or issued its audit report. ☒

If securities are registered pursuant to Section 12(b) of the Act, indicate by check mark whether the financial statements of the registrant included in the filing reflect the correction of an error to previously issued financial statements. ☐

Indicate by check mark whether any of those error corrections are restatements that required a recovery analysis of incentive-based compensation received by any of the registrant's executive officers during the relevant recovery period pursuant to §240.10D-1(b). ☐

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Act). Yes ☐ No ☒

The aggregate market value of the voting stock held by non-affiliates of the registrant as of June 30, 2025, the last business day of the registrant's most recently completed second fiscal quarter, was approximately $336,172,900. The treatment of persons as affiliates of the registrant for purposes of this calculation is not, and shall not be considered, a determination as to whether any such person is an affiliate of the registrant for any other purpose.

As of February 17, 2026, there were 219,430,950 shares of the registrant's common stock, par value $0.0001 per share, issued and outstanding.

**DOCUMENTS INCORPORATED BY REFERENCE**

Portions of the registrant's definitive proxy statement for its 2026 annual meeting of stockholders are incorporated by reference in Part III of this report.

**Clean Energy Fuels Corp.**

**Annual Report on Form 10-K**

**For the Fiscal Year Ended December 31, 2025**

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## CAUTIONARY NOTE REGARDING FORWARD-LOOKING STATEMENTS

This annual report on Form 10-K ("this report") contains "forward-looking statements" within the meaning of Section 27A of the Securities Act of 1933, as amended (the "Securities Act"), and Section 21E of the Securities Exchange Act of 1934, as amended (the "Exchange Act"). Forward-looking statements 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. In some cases, you can identify forward-looking statements by the following words: "if," "may," "might," "shall," "will," "can," "could," "would," "should," "expect," "intend," "plan," "goal," "objective," "initiative," "anticipate," "believe," "estimate," "predict," "project," "forecast," "potential," "continue," "ongoing" or the negative of these terms or other comparable terminology. The absence of these words, however, does not mean that a statement is not forward-looking. The forward-looking statements we make in this report include statements about, among other things, our future financial and operating performance, our growth strategies, including expectations regarding our delivery and sales of RNG (as defined below), station construction and development, our California Fleet Fund, the Cummins X15N engine, our investment in Pioneer Clean Fleet Solutions, and sale of U.S. federal, state and local government credits, and anticipated trends in our industry and our business.

The preceding list is not intended to be an exhaustive list of all of the topics addressed by our forward-looking statements. 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. Factors that might cause or contribute to such differences include, among others, those discussed in Item 1A. Risk Factors of this report, as such factors may be amended, supplemented or superseded from time to time by other reports we file with the Securities and Exchange Commission (the "SEC"). In addition, 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 in this report are made only as of the date of this report 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. You should, however, review the factors and risks we describe in the reports we will file from time to time with the SEC for the most recent information about our forward-looking statements and the risks and uncertainties related to these statements.

We qualify all of our forward-looking statements by this cautionary note.

* * * * * * *

Unless the context indicates otherwise, all references to *"*Clean Energy,*"* the *"*Company,*"* *"*we,*"* *"*us,*"* or *"*our*"* in this report refer to Clean Energy Fuels Corp., together with its majority and wholly owned subsidiaries.

We own registered or unregistered trademark or service mark rights to Clean Energy®. Although we do not use the "®" or "™" symbol in each instance in which one of our trademarks appears in this report, this should not be construed as any indication that we will not assert our rights thereto to the fullest extent under applicable law. Any other service marks, trademarks and trade names appearing in this report are the property of their respective owners.

Investors and others should note that we disseminate information to the public about our Company, our products, services and other matters through various channels, including our website (www.cleanenergyfuels.com), SEC filings, press releases, public conference calls and webcasts, in order to achieve broad, non-exclusionary distribution of information to the public. We encourage investors and others to review the information we make public through these channels, as such information could be deemed to be material information.

## PART I

### Item 1. Business.

**Overview**

Clean Energy Fuels Corp., a Delaware corporation, is a leading renewable energy company focused on the 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 ("U.S.") and Canadian transportation 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 dairy and other livestock waste and landfills—for environmentally beneficial use as a replacement for fossil-based transportation fuels at an affordable price. Methane is one of the most potent climate-harming greenhouse gases ("GHG") with a comparative impact on global warming that is about 28 times more powerful than that of carbon dioxide. We are focused on developing, owning, and operating dairy RNG projects and supplying RNG (currently procured from third party sources) to our customers in the heavy and medium-duty commercial transportation sectors. We have participated in the alternative vehicle fuels industry for over 28 years. We believe we are in a unique position because the valuable Environmental Credits (as defined below) are generated by the party that dispenses RNG into vehicle fuel tanks, and we believe we have access to more dispensers than any other market participant.

Clean Energy also sells bulk natural gas in the form of LNG and CNG to customers ranging from marine cargo ships to space aircraft to large paper mills.

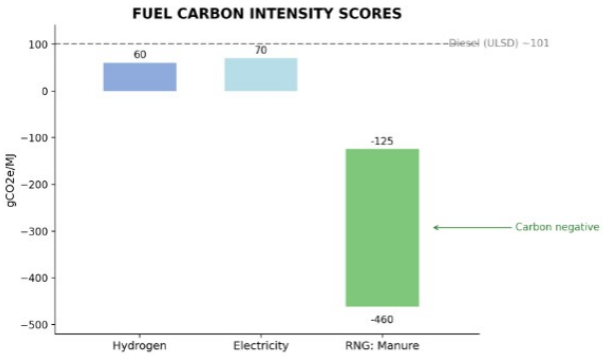
We believe we were the first organization to sell RNG as a vehicle fuel in the U.S., and sales of our RNG for such purpose have increased from 13.0 million gasoline gallon equivalents ("GGEs") in 2013 to 237.4 million GGEs in 2025. We calculate one GGE to equal 125,000 British Thermal Units ("BTUs") and, as such, one million BTUs ("MMBTU") equals eight GGEs. We are North America's leading provider of the cleanest fuel for the commercial transportation market, based on both the number of stations we operate and the amount of GGEs serviced and GGEs sold of RNG, in the form of CNG and LNG, which amounted to a total of 468 million GGEs in 2025. With the Company's focus on RNG, our sales of RNG volume have grown from 12% of our vehicle fuel sales in 2013 to 88% of our vehicle fuel sales in 2025 (excluding GGEs from O&M (as defined below) services sales and non-vehicle sales). We believe that during 2025 we provided 50% and 32% of the RNG used for transportation fuel in California and the U.S., respectively.

As a comprehensive clean energy solutions provider, we also design and build, as well as operate and maintain ("O&M"), public and private vehicle fueling stations in the U.S. and Canada; transport and sell RNG and conventional natural gas via "virtual" natural gas pipelines and interconnects; sell U.S. federal, state and local government credits (collectively, "Environmental Credits") we generate by selling RNG as a vehicle fuel, including Renewable Identification Numbers ("RIN Credits" or "RINs") under the federal Renewable Fuel Standard Phase 2 and credits under the California, Oregon, New Mexico and Washington Low Carbon Fuel Standards (collectively, "LCFS Credits"); and obtain federal, state and local tax credits, grants and incentives. We serve fleet vehicle operators in a variety of markets, including heavy-duty trucking, airports, refuse, public transit, industrial and institutional energy users, and government fleets. We believe these fleet markets will continue to present a growth opportunity for our vehicle fuels for the foreseeable future.

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 an airtight tank 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, our mission is to secure and sell as much RNG supply as possible. To that end we believe owning RNG facilities that provide a portion of our demand is beneficial. We do that on our own as well as through partnerships with TotalEnergies S.E. ("TotalEnergies"), BP Products North America ("bp") and Maas Energy. Further, we enter long-term RNG supply offtake agreements with well-known third parties that own RNG production facilities. Because our business transforms waste methane into a renewable source of energy, our RNG generates Environmental Credits under federal and state initiatives.

Depending on the source, the California Air Resources Board ("CARB") has determined that RNG can have a significantly negative carbon intensity score, enabling our customers to achieve a net carbon negative emissions profile.




California Air Resources Board "Current Fuel Pathways" 2025

At present, we see the best use of RNG as a replacement for fossil-based fuel, primarily diesel, being in the transportation sector. We believe the most attractive market for RNG is U.S. heavy-duty Class 8 trucking and, based on information from the American Trucking Association and our own internal estimates, we believe there are approximately 4.1 million Class 8 heavy-duty trucks operating in the U.S. that use over 40 billion gallons of fuel per year. As of December 31, 2025, we deliver RNG to the transportation market through 582 fueling stations we own, operate or supply in 43 states and the District of Columbia in the U.S., including over 200 stations in California. We also own, operate, or supply 27 fueling stations in Canada as of December 31, 2025. Critically, to generate Environmental Credits, the RNG must be placed in vehicle fuel tanks. We believe our stations and customer relationships allow us to sell substantially more RNG to vehicle operators than any other participant in the market – we calculate that we have access to more fueling stations and vehicle fleets than all our competitors combined. As of December 31, 2025, we served over 1,200 fleet customers operating over 65,000 vehicles on our fuels. We believe we are the only company in the U.S. that provides RNG vehicle fuel at scale in California and nationally.

**Our Principal Products, Services and Other Business Activities**

Our principal products, services and other business activities are described below. Information about the revenue we receive from these activities is discussed in this report in Item 7. "Management's Discussion and Analysis of Financial Condition and Results of Operations."

*Fuel Sales*

We sell RNG and conventional natural gas, in the form of CNG and LNG, as fuel for medium and heavy-duty vehicles.

- RNG is injected into natural gas pipelines, which allows RNG to be transported to vehicle fueling stations where it can be compressed and dispensed as CNG, and to liquefaction facilities where it is liquified and made into LNG. We source RNG from the DR JV (as defined below), and purchase RNG from bp and other third-party producers, comprising over 150 supply sources, typically under long-term RNG supply offtake agreements. In exchange for the agreement to offtake RNG supply, we and the supplier negotiate to determine what percentage share of the value of the Environmental Credit each party will retain. The value of the Environmental Credit is based on the realized value after the credit is sold to (purchased by) an obligated party or as agreed by the supplier and us as part of the negotiation. Our supply offtake agreements are variable and are based on actual RNG produced by the third-party producers, up to various maximum volume levels

as governed by the arrangement. In 2025, our third-party sourced RNG consisted of 40% ADG and 60% LFG.

Conventional natural gas is typically sourced from local utilities or third-party conventional natural gas marketers. We purchase conventional natural gas under North American Energy Standards Board base contracts on a spot market or short-term forward index basis or forward purchase contracts under take-or-pay arrangements that require us to purchase minimum volumes of conventional natural gas. Conventional natural gas is purchased on a normal purchase normal sale basis, as the conventional natural gas we purchase is for physical delivery of the commodity to our fueling stations for sale to customers.

- CNG is RNG or conventional natural gas that is compressed and dispensed in gaseous form. CNG is typically sold by obtaining RNG from our own RNG production facilities, third-party RNG suppliers or third-party RNG marketers or conventional natural gas from local utilities or third-party conventional natural gas marketers, compressing and storing it at a fueling station, and dispensing it directly into a vehicle. Our CNG vehicle fuel sales are primarily made 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 natural gas pipelines. NG Advantage also has the capability to transport CNG from production facilities to pipeline injection sites using its fleet of 96 high-capacity trailers.

- LNG is RNG or conventional natural gas that is cooled at a liquefaction facility to approximately negative 260 degrees Fahrenheit until it condenses into a liquid. We obtain LNG from our own liquefaction plants and from third-party suppliers. For LNG obtained from our own liquefaction plants, we supply the RNG, sourced from our own RNG production facilities, third-party RNG suppliers or third-party RNG marketers, or conventional natural gas, sourced from local utilities or third-party conventional natural gas marketers, to our liquefaction plants. 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. The Boron Plant can produce 98.5 million gallons of LNG per year and has a dual tanker trailer loading system and a 1.8 million gallon storage tank that can hold up to 1.5 million usable gallons. The Pickens Plant can produce 23.7 million gallons of LNG per year and includes a tanker trailer loading system and a storage tank that can hold up to 830,000 usable gallons. The Company continues to source substantially all of its LNG from its own liquefaction plants, with supplemental volumes purchased from third-party sources as needed. 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, and for utility, industrial, marine and rail applications.

*Sales of Environmental Credits.* We generate Environmental Credits consisting of RINs and LCFS Credits when we sell RNG for use as a vehicle fuel in the U.S. We 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. The number of Environmental Credits we sell and our revenue from these sales can vary depending on a number of factors, including the market for these credits, which has been volatile and subject to significant price fluctuations in recent periods (for example, in 2025, market prices for RINs were as high as $2.50 and as low as $2.05 and market prices for LCFS Credits were as high as $75.50 and low as $40.00), any changes to the federal and state programs under which the credits are generated and sold, and our ability to strictly comply with these programs.

*O&M Services.* We perform maintenance service on Clean Energy-owned and customer-owned fueling stations. Our maintenance program is backed by over 200 company employed service technicians and support personnel, an in-house 24/7 remote monitoring center, technician training center, computerized maintenance management system and inventory

warehouses throughout the U.S. and Canada. For maintenance services, we generally charge a fixed 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. Since 2008, we have served as the general contractor or supervised qualified third-party contractors to build over 470 natural gas fueling stations.

*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 Company's Sustainability Program**

Our vision is to deliver renewable transportation fuel for a cleaner, safer, more equitable tomorrow. We have a bold program, supported by ambitious goals to drive progress across four key pillars: fueling the transition to renewable energy in transportation, building the workforce for the future of renewable energy, advancing smart policies that drive the transformation to zero carbon fuels, and earning stakeholder trust.

***Fueling transportation's transition to renewable energy***

The fuel we provide enables our customers to transition from diesel to a solution with significantly lower GHG emissions and air quality impacts today. We are committed to pushing ourselves and our partners further by helping to produce and distribute 100% RNG and continuing to achieve lower carbon intensity scores on the RNG every year. We are also committed to doing our part to reduce our own emissions across our operations and supply chain.

***Building the workforce for the future of renewable energy***

At Clean Energy we have always had a strong focus on employee and contractor safety and strive to be a zero-incident workplace for our service technicians and staff, as well as our customers using our facilities. Looking towards the future, we will continue to focus on employee recruitment, retention, and engagement. It is important that we build a leadership team and supplier base that are reflective of the communities in which we operate.

***Advancing smart policies that drive the transformation to zero carbon fuels***

Widespread change will be necessary across all industries to achieve our collective climate goals while maintaining a vibrant economy. We recognize that some physical climate impacts are unavoidable in the near-term and that the transition to a low carbon economy may bring new risks to our business. We also recognize that natural gas extraction and processing causes environmental and social impacts that must be appropriately managed. By investing in the energy transition, our aim is to 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 from diesel and other transportation fuels with high GHG emissions and negative air quality impacts to zero net carbon emission transportation fuels. We are also committed to contributing to quality of life improvement and economic development in the communities where we conduct business, many of which are disadvantaged communities that suffer from poor air quality due to the use of transportation fuels, including diesel, that have high GHG emissions and significantly negative air quality impacts.

***Earning stakeholder trust***

To realize our ambitious goals we are building trusted partnerships with our stakeholders. We strive to act ethically and responsibly in all aspects of our business, seeking to meet expectations related to human rights, labor standards, air quality, water stewardship, operational energy efficiency, biodiversity and land use, disaster preparedness, business ethics, and other material topics.

**Market Opportunity**

***Increasing demand for RNG***

Demand for RNG produced from biogas is significant and growing in large part due to an increased focus by the U.S. public and investors, as well as federal, state, and local regulatory authorities, on reducing the emission of GHG, such as methane. According to the U.S. Environmental Protection Agency ("EPA"), methane is a significant GHG, which accounted for roughly 12% of all U.S. GHG emissions from human activities in 2022 and which has a comparative impact on global warming that is about 28 times more powerful than that of carbon dioxide over a 100-year period. Biogas processing facilities substantially reduce methane emissions at livestock farms and landfills, which together accounted for approximately 41% of U.S. methane emissions in 2022 according to the EPA.

Over the past decade we have seen the transportation sector be the fastest growing end market for RNG, where RNG is used as a replacement for fossil-based fuel. This growth has been principally driven by an increased focus on reducing GHGs, as well as Environmental Credits to support the production of renewable transportation fuels. According to data released in 2025 by The Transport Project, a national organization dedicated to the development of a growing, profitable, and sustainable market for vehicles powered by alternative fuels, "in 2024, 86% of all-natural gas motor fuel dispensed for transportation use in the United States was RNG." Further, RNG engines now commercially available for heavy-duty, regional-haul, refuse, transit, and vocational applications have been certified to satisfy CARB's optional low nitrogen oxide ("NOx") emission standard of 0.02 g/bhp-hr. This means that these engines emit 90% less smog-forming NOx than the existing regulatory standards, making them the lowest certified ultra-low NOx emission engines in the U.S.

Given public and investor calls for, and U.S. federal, state, and local regulatory trends and policies aimed at, reducing GHG emissions, we expect continued regulatory support for RNG as a replacement for fossil-based fuels and therefore continued and growing demand for RNG in the foreseeable future.

***Increasing vehicle availability***

RNG is a replacement for fossil-based fuels used in vehicles powered by internal combustion engines, including those traditionally fueled by gasoline or diesel. In the United States, a wide range of RNG-capable vehicles and engines are commercially available across heavy- and medium-duty applications, including long-haul and regional tractors, refuse trucks, transit and school buses, ready-mix trucks, delivery and vocational vehicles, and certain light-duty platforms such as pickup trucks and cargo and passenger vans.

Engine and vehicle availability for heavy-duty natural gas applications continued to expand in recent years. In 2024, Cummins Inc., a global engine manufacturer, introduced the X15N, a 15-liter natural gas engine designed for the heavy-duty truck market. The X15N is intended to support long-haul and regional haul operations and represents an additional engine option for fleets evaluating natural gas-powered vehicles.

In 2025, the Company launched its second heavy-duty truck demonstration program, featuring a Freightliner Cascadia Gen 5 day cab equipped with the Cummins X15N natural gas engine. The program is designed to provide fleet operators with the opportunity to evaluate heavy-duty vehicles powered by RNG under real-world operating conditions while utilizing the Company's nationwide RNG fueling network. The program builds on the Company's prior heavy-duty demonstration initiatives involving natural gas-powered vehicles.

In addition, in 2025 the Company made a $1.5 million strategic cost-method investment in Pioneer Clean Fleet Solutions, Inc ("Pioneer"). in exchange for 2,000,000 shares of its Series A Preferred Stock, which represented approximately 9% of the equity in the investee. Pioneer is a privately held company focused on providing low-carbon fleet leasing and fueling solutions. The investment is intended to support broader adoption of natural gas-powered heavy-duty vehicles by helping address certain barriers to fleet deployment, including vehicle access and financing solutions.

***Availability of long-term feedstock supply***

Biogas is collected and processed to remove impurities for use as RNG and injected into existing natural gas pipelines. RNG is fully interchangeable with and chemically identical to conventional natural gas. Common sources of biogas include livestock farms, landfills, and wastewater resource recovery facilities.

Livestock- and landfill-sourced biogas represent a significant opportunity to produce RNG and reduce GHG emissions. Although LFG has accounted for most of the growth in biogas projects to date, biogas from dairy and other livestock farm waste represents significant opportunities for RNG production that remain largely untapped. According to ICF Consulting, Inc., the global consulting services company, by 2040, the U.S. has the technical potential to annually produce up to 34.4 billion GGEs of RNG, including up to 20.6 billion GGEs of ADG RNG.

All-in prices paid for RNG from livestock farms can be significantly higher than prices for RNG from landfills due to higher value available from state-level low-carbon fuel incentives for these projects. Given our market leadership in RNG, we believe we are well-positioned to take advantage of this market.

***TotalEnergies Joint Venture***

On March 3, 2021, we entered into an agreement (the "TotalEnergies JV Agreement") with TotalEnergies to create 50-50 joint ventures to develop ADG RNG production facilities in the U.S. The TotalEnergies JV Agreement contemplates investing up to $400.0 million of equity in production projects, and TotalEnergies and the Company each committed to initially provide $50.0 million. Pursuant to the TotalEnergies JV Agreement, the Company and TotalEnergies have given each party a limited right of first opportunity to invest in ADG RNG projects they respectively originate. Currently, there is one ADG RNG joint venture project (the "DR JV") in operation pursuant to the TotalEnergies JV Agreement. This project is estimated to produce up to 0.8 million GGEs of RNG annually, all of which is available to the Company for sale to the vehicle fuels market.

***bp Joint Venture***

On April 13, 2021, pursuant to a memorandum of understanding we entered into with bp in December 2020, we entered into an agreement ("bp JV Agreement") with bp that created a 50-50 joint venture (the "bpJV") to develop, own and operate new ADG RNG production facilities in the U.S. From inception to December 31, 2025, we and bp have collectively contributed approximately $455.5 million of equity to the bpJV. Currently, there are five ADG RNG projects in operation and one large ADG RNG project under construction, which is planned to be completed in 2026. Collectively, the six ADG RNG projects in the bpJV are currently estimated to produce up to 8.2 million GGEs of RNG annually, and 100% of the RNG produced from these projects will be available to us for sale as vehicle fuel pursuant to our existing marketing agreement with bp.

***Maas Energy Works, LLC Joint Development***

On May 8, 2024, the Company entered into a joint development agreement (the "Maas JDA") with Maas Energy Works, LLC ("Maas"), granting the Company the exclusive right, subject to the Company's due diligence, to acquire, fund and participate in the development of certain ADG RNG production projects at dairy farms. Pursuant to the Maas JDA, the Company will provide financing to fund the development, construction, operation and maintenance of approved ADG RNG production projects, and Maas will manage and oversee the development, construction, operations and maintenance of such approved projects. The Company will record all the associated income/loss in earnings until a certain rate of return is achieved and then receive 49% of the income/loss in earnings with Maas receiving 51%. The Company contemplates investing up to $132.0 million of equity capital in production projects in connection with the Maas joint development. RNG produced from projects developed and constructed in connection with the Maas joint development will be available to the Company for sale as vehicle fuel.

Pursuant to the Maas JDA, each approved ADG RNG production project will be formed as a separate, special purpose project limited liability company that will be wholly-owned by a holding company (collectively, the "Project LLC"), which is jointly controlled by Maas and the Company. The Company accounts for its interest in the Project LLC using the equity

method of accounting because it has the ability to exercise significant influence but does not control the Project LLC's operations. In the year ended December 31, 2025, the Project LLC issued capital calls totaling $12.0 million, which has been contributed by the Company. Proceeds of the capital calls will be used to develop and construct ADG RNG projects

***The Company's Consolidated RNG Project***

As of December 31, 2025, we had one ADG RNG project that we consolidate ("South Fork"), which was placed into service in the fourth quarter of 2025. South Fork is expected to produce an estimated 2.6 million GGEs of RNG per year, all of which will be available to us for sale to the vehicle fuels market.

***Summary of RNG Projects***

The following table summarizes the RNG projects in operation and under construction in our portfolio as of December 31, 2025

| | Total Number of Projects | Estimated Production Capacity (GGEs in millions) (1) | Estimated Commercial Operation Date (2) |
|---|---|---|---|
| ***Projects in Operation*** | | | |
| TotalEnergies JV | 1 | 0.8 | |
| bpJV | 5 | 4.5 | |
| South Fork | 1 | 2.6 | |
| **Total for Projects in Operation** | 7 | 7.9 | |
| ***Projects in Construction*** | | | |
| bpJV | 1 | 4.0 | Q1 2026 |
| Maas JDA | 3 | 2.6 | Q2 2026 to Q2 2027 |
| **Total for Projects in Construction** | 4 | 6.6 | |
| **Total for Projects in Operation and Construction** | 11 | 14.5 | |

(1) Production Capacity is calculated as dependent upon the collective volume of manure feedstock that we currently estimate the project(s) and related dairy operations are capable of producing, annually. Our estimated production for the project(s) may not reflect actual production from the projects, which depends on many variables including, but not limited to: (i) herd size; (ii) quantity and quality of the manure; (iii) operational up-time of the facility; and (iv) actual productivity of the facility.

This table represents 100% of production capacity of the facilities without regard to the equity ownership interests, which are detailed in Note 3 – *Investments in Other Entities and Noncontrolling Interest in a Subsidiary to the accompanying consolidated financial statements*. The Company receives all the volume produced as supply sources.

(2) Expected Commercial Operation Date ("COD") for commencement of the RNG projects in construction is based on the Company's estimate as of the date of this report. CODs are estimates and are subject to change as a result of, among other things, various factors outside of the Company's control such as: (i) regulatory/permitting approval timing; (ii) disruption in supply chains; and (iii) construction challenges such as weather.

***Tourmaline Joint Development***

On April 18, 2023, we and Tourmaline Oil Corp. ("Tourmaline") announced a CAD $70 million Joint Development Agreement ("the Tourmaline JDA") to build and operate a network of CNG stations along key highway corridors across Western Canada. Under a 50-50 shared investment, the construction of these CNG fueling stations will allow heavy-duty

trucks and other commercial transportation fleets that operate in the area to transition to the use of CNG, a lower carbon and NOx alternative to gasoline and diesel. From inception to December 31, 2025, we and Tourmaline have collectively contributed approximately CAD$22.5 million of equity to the Tourmaline JDA. As of December 31, 2025, we operate four CNG fueling stations as part of the Tourmaline JDA in Edmonton, Calgary, Grande Prairie, Alberta and Kamloops, British Columbia. We expect to open additional CNG fueling stations in Chilliwack in British Columbia and Fort McMurray in Alberta in 2026, with additional locations being evaluated.

***Use of environmental credits to promote RNG growth***

When used as a transportation fuel, RNG generates additional revenue streams through Environmental Credits. These Environmental Credits are provided under a variety of programs, including the national Renewable Fuel Standards ("RFS"), and state-level LCFS programs.

The RFS program requires transportation fuel to contain a minimum volume of renewable fuel. To fulfill this regulatory mandate, the EPA obligates refiners and importers ("Obligated Parties") to blend renewable fuel with standard fuel to meet renewable volume obligations ("RVOs"). Obligated Parties can comply with RVOs by either blending RNG into their existing fuel supply or purchasing RINs. RINs are generated when eligible renewable fuels are produced or imported and blended with a petroleum product for use as a transportation fuel. The RFS program has been a key driver of growth in the RNG industry since 2014 when the EPA ruled that RNG, when used as a transportation fuel, would qualify for D3 RINs (for cellulosic biofuels), which are generally the most valuable among the four categories of RINs. In 2025, we estimate that we generated 31% of all D3 RINs in the U.S.

The monetization of RNG also benefits from low-carbon fuel initiatives at the state-level, specifically from established programs in California, Oregon, New Mexico, and Washington. California's LCFS ("CA LCFS") program requires fuel producers and importers to reduce the carbon intensity ("CI") of their products, with goals of a 10% reduction in carbon emissions from 1990 levels by 2020 and a 20% reduction by 2030. CARB awards CA LCFS credits to RNG projects based on each project's CI score relative to the target CI score for gasoline and diesel fuels. The CI score represents the overall net impact of carbon emissions for each RNG pathway and is determined on a project-by-project basis. Because our business involves the capture and transformation of waste methane into a renewable source of energy, our customers are able to significantly reduce, if not eliminate, GHG emissions from their commercial transportation activities. Further, CARB calculates RNG produced by livestock farms as carbon negative, generating substantial incremental CA LCFS credits. Multiple other states, including New York and Illinois are considering LCFS initiatives like those implemented in California, Oregon, New Mexico, and Washington. In 2025, we estimate that we generated 46% of all LCFS credits under Bio-CNG and Bio-LNG pathways in the CA LCFS.

**Our Strategy**

We aim to maintain and increase our position as the leading provider of RNG to the commercial vehicle market in North America, and our goal is to deliver 100% RNG to our entire fueling infrastructure. We support this objective through a multi-pronged strategy of:

- promoting the adoption by fleets of the Cummins X15N natural gas engine;
- promoting the environmental and economic benefits of RNG for fleet vehicles already using conventional CNG and easily transitioning to lower emissions RNG;
- increasing supply of RNG through the development of new project investment opportunities, expanding our existing supplier portfolio, and leveraging our existing fuel network and customer relationships;
- empowering our customers to achieve their sustainability and carbon reduction objectives;
- leveraging our management expertise; and

- utilizing our environmental, health and safety and compliance leadership.

***Promoting the adoption by fleets of the Cummins X15N natural gas engine.***

In 2024, Cummins Inc. released the anticipated X15N engine. The X15N engine is the first 15-liter natural gas engine to come to market, in the United States and Canada, and is expected to match the performance and reliability of its diesel counterpart. The X15N engine has power ratings up to 500hp, torque up to 1850 lb-ft, and a 700+ mile range and is designed to suit the needs of long-haul applications. We believe the adoption of the X15N engine by existing and prospective customers presents many opportunities for us and our existing network of natural gas fueling stations. We believe we are uniquely positioned to facilitate the adoption of the X15N engine, and increase the take-up of RNG as a fueling solution in the long-haul transportation space.

***Promoting the environmental and economic benefits of RNG for fleet vehicles.***

We believe that RNG has unique characteristics to both reduce harmful GHG emissions and be a fuel that can be priced less than incumbent fuels like diesel. Not only is RNG produced at dairies scored by CARB as having a much lower CI, but it also, on average, costs less per gallon than a gallon of diesel. By simultaneously replacing fossil-based fuels and reducing overall methane emissions, our business has a substantial positive environmental impact. In addition to its methane emission benefits, the increased production and use of RNG have several other environmental benefits. Anaerobically digested livestock waste produces significantly less odor than conventional storage and land application systems. The odor of stored livestock waste mainly comes from volatile organic acids and hydrogen sulfide, which has a “rotten egg” smell. In an anaerobic digester, volatile organic compounds are reduced to methane and carbon dioxide, which are odorless gases. The volatized fraction of hydrogen sulfide is captured with the collected ADG and destroyed. Anaerobic digestion provides several water quality and land conservation benefits as well. Digesters, particularly heated digesters, can destroy more than 90% of disease-causing bacteria that might otherwise enter surface waters and pose a risk to human and animal health. Digesters also reduce biochemical oxygen demand (“BOD”). BOD is one measure of the potential for organic wastes to reduce dissolved oxygen in natural waters. Because fish and other aquatic organisms need minimum levels of dissolved oxygen for survival, farm practices that reduce BOD protect the health of aquatic ecosystems. In addition to protecting local water resources, implementing anaerobic digesters on livestock facilities improves soil health. Adding digestate to soil increases the organic matter content, reduces the need for chemical fertilizers, improves plant growth and alleviates soil compaction. Further, digestion converts nutrients in manure to a more accessible form for plants to use. The risks of water and soil contamination from flooding of open lagoons are also mitigated by digesters.

***Increasing supply of RNG through the development of new project investment opportunities, expanding our existing supplier portfolio, and leveraging our extensive fueling station network and customer relationships.***

In our view, the market has not yet unlocked the full potential of RNG. We believe we were the first company to deliver RNG to the commercial vehicle fuels market, have the most extensive RNG fueling infrastructure and customer relationships, and our stations and customer relationships allow us to obtain and deliver substantially more RNG to vehicle operators than any other participant in the market. This is important because RNG must be placed in vehicle fuel tanks to generate the Environmental Credits.

Dependable and economic sources of RNG are critical to our success. We continue to leverage our relationships built over the past several decades to identify and execute new RNG project development and supply offtake opportunities. These come from our relationships with feedstock owners and project developers who value our long operating history, strong reputation in the industry and unmatched access to fueling infrastructure and vehicle operators for certainty of Environmental Credit generation. Based on the foregoing, we believe that we are presented with nearly every material development, supply and distribution opportunity in the market.

We exercise financial discipline in pursuing projects by targeting project returns that are in line with the relative risk of the specific projects and associated feedstock costs and any related attributes that can be monetized. We also support third parties that own RNG production facilities by entering into long-term RNG supply offtake agreements. As these facility owners expand their operations, we provide additional access to our fueling infrastructure and customer relationships.

As of December 31, 2025, we obtain RNG from over 220 supply sources. We believe that we have one of the largest and most diverse supply portfolios in the RNG industry, which allows us to provide certainty of RNG supply to our vehicle operator customers.

In our view, all the foregoing gives us a competitive advantage relative to existing and new market entrants.

***Empowering our customers to achieve their sustainability and carbon reduction objectives.***

We believe we are uniquely positioned to empower our customers to achieve their sustainability and carbon reduction goals and do it affordably. Because our business involves the capture and transformation of waste methane into a renewable source of energy, we believe our customers can significantly reduce, if not eliminate, GHG emissions from their commercial transportation activities. Further, our RNG is available today to reduce climate harming GHG and meet sustainability objectives and at a cost to customers that is very competitive to other fuels like diesel. We also assist our customers in their transition to cleaner transportation fuels by helping them obtain federal, state and local tax credits, grants and incentives, providing vehicle financing, including through multiple marketing and incentive programs, engineering and constructing fueling stations, and facilitating customer selection of vehicle specifications that best meet their needs.

***Management expertise***

Our management team has decades of combined experience in the alternative vehicle fueling industry. We believe our team's proven track record in alternative vehicle fuels and focus on RNG gives us a strategic advantage in continuing to grow our business profitably. Our diverse experience and integration of key technical, environmental, and administrative support functions, along with our first-to-market advantage, further our ability to successfully deliver RNG to the commercial vehicle fuels market.

***Environmental, health and safety and compliance leadership***

Our executive team places the highest priority on the health and safety of our staff and third parties, as well as the preservation of the environment. Our corporate culture is built around supporting these priorities, as reflected in our well-established practices and policies. By setting and maintaining high standards in the renewable energy field, we are often able to contribute positively to the safety practices and policies of our partners and customers. Our high safety standards include use of wireless gas monitoring safety devices, active monitoring of all field workers, performing environmental health and safety ("EHS") audits and using technology throughout our safety processes from employee training in compliance with operational processes and procedures to emergency preparedness. By extension, we incorporate our EHS standards into our subcontractor selection qualifications to ensure that our commitment to high EHS standards is shared by our subcontractors. For 2025, our Total Recordable Incident Rate ("TRIR") was 1.1, which is lower than the 2024 national average of 2.6 TRIR for all industries. As of December 31, 2025, we have not received any U.S. Occupational Health and Safety Administration ("OSHA") or state OSHA citations in the last five years.

**How We Generate Revenue**

We generate revenue from selling RNG and conventional natural gas as a vehicle fuel, as well as by selling the associated Environmental Credits. RNG volume made up 88% of our vehicle fuel sales in 2025, and our goal is for 100% of our vehicle fuel sales to be RNG. Although RNG has the same chemical composition as natural gas from fossil sources, it has unique Environmental Credits assigned to it due to its origin from low- and negative-carbon, renewable sources. The Environmental Credits that we sell are composed of RINs and state low-carbon fuel credits, including LCFS credits, which are generated from the conversion of biogas to RNG that is used as a transportation fuel.

In addition to revenues generated from sales of RNG and conventional natural gas as a vehicle fuel and Environmental Credits, we also generate revenues by providing O&M services for public and private RNG and natural gas vehicle fleet customer stations; selling and servicing compressors and other equipment used in RNG production and at RNG and natural gas stations; and obtaining federal, state and local tax credits, grants and incentives.

We are experts in the engineering, design and construction of fueling stations. When we build stations for customers, we charge construction, other fees, or lease rates based on the size and complexity of the project. Since 2008, we have served as the general contractor or supervised qualified third-party contractors to build over 470 fueling stations.

- Equipment for RNG stations consists of compressors, storage tanks, and dispensers.
- As operators deploy hydrogen-powered vehicles, we can modify our fueling stations and build additional stations to dispense clean hydrogen produced from our RNG. The equipment for hydrogen stations includes compressors, storage tanks, and dispensers, although the cost of adding hydrogen fueling may be significant.
- We also have the capability to add high speed level 3 electric vehicle charging at our station sites, and our RNG can be used as a clean resource to power electric vehicles via on-site generation and/or routing to the electric grid serving our stations, although the cost of adding electric vehicle charging capacity may be significant.

**Key Customer Markets**

We serve customers in a variety of markets, including trucking, airports, refuse and public transit. We believe these customer markets are well-suited for the adoption of RNG and other alternative vehicle fuels because they consume relatively high volumes of fuel, refuel at centralized locations or along well-defined routes and/or are facing increasingly stringent emissions or other environmental requirements. During the years ended December 31, 2023, 2024 and 2025, zero, one and one customer accounted for 10% or more of our total revenue, respectively.

***Trucking***

We believe heavy-duty trucking represents the greatest opportunity for the expansion of RNG fueling. We estimate there are approximately 4.1 million Class 8 heavy-duty trucks operating in the U.S. using over 40 billion gallons of fuel each year. Because these high-mileage vehicles consume substantial amounts of fuel, operators can derive significant benefits from the carbon and GHG reductions associated with our vehicle fuels, while doing it at competitive costs versus diesel. We are focused on fueling more heavy-duty trucks, and many well-known shippers, manufacturers, retailers and other truck fleet operators have started to use RNG fueled trucks to move their freight, including, among others, Amazon, Pepsi Frito-Lay, FedEx, Anheuser-Busch, USPS, UPS, Kroger, KeHe Distributors, Kenan Advantage Group, and Estes Express.

***California RNG Fleet Fund***

Clean Energy's California Fleet Fund is an incentive program to help California fleets transition to RNG. Fleets can receive up to $50,000 for a Freightliner or Peterbilt truck equipped with an X15N engine. These trucks must fuel at the Clean Energy network of stations in California. In 2025, customers did not contract any trucks under the California Fleet Fund, however we expect 50 trucks to be ordered under the California Fleet Fund in 2026.

***Airports***

We estimate that vehicles serving airports in the U.S., including airport delivery fleets, rental car and parking passenger shuttles and taxis, consume an aggregate of approximately two billion gallons of fuel per year. Additionally, many U.S. airports face emissions challenges and are under regulatory directives and political pressure to reduce pollution, particularly as part of any expansion plans. As a result, many of these airports have adopted various strategies to address tailpipe emissions, including rental car and hotel shuttle consolidation and requiring or encouraging service vehicle operators to switch their fleets to our vehicle fuels.

***Refuse***

We believe that there are nearly 200,000 refuse trucks in the U.S. that collect and haul refuse and recyclables, which aggregately consume approximately two billion gallons of fuel per year. We estimate that approximately 60% of new refuse trucks are capable of operating on RNG, up from approximately 3% of new refuse trucks in 2008. Refuse haulers are increasingly adopting trucks that run on our vehicle fuels to realize operational savings and to address demands for reduced emissions from the public, investors, and governmental agencies. As of December 31, 2025, we fuel approximately 16,200 refuse vehicles for customers including Waste Management, Republic Services, Waste Connections, GFL Environmental, Atlas Disposal, Burrtec, CR&R, Recology and Waste Pro, among others. We also provide vehicle fueling services to municipal refuse fleets.

***Public Transit***

We believe that there are over 71,000 municipal transit buses operating in the U.S. In many areas, increasingly stringent emissions standards have limited the fueling options available to public transit operators. Also, transit agencies typically fuel at a central location and use high volumes of fuel. We estimate that transit agencies in the U.S. consume approximately one billion gallons of fuel per year. Many transit agencies have been early adopters of vehicles using our fuels, and more than 30% of existing transit buses and approximately 25% of new transit buses can operate on RNG. As of December 31, 2025, public transit customers for which we serve include the Los Angeles County Metropolitan Transit Authority, New York MTA, Foothill Transit (Los Angeles County, California), Orange County Transit Authority, Santa Monica Big Blue Bus, Dallas Area Rapid Transit, Phoenix Transit, New Jersey Transit, Jacksonville Transportation Authority, NICE Bus (Nassau County, New York) and Washington Metro Area Transportation Authority.

**Competition**

There are many other companies operating in the renewable energy and waste-to-energy space. Regarding RNG production and supply, our primary competition is from other companies or solutions for access to biogas from waste. Evolving customer preferences, regulatory conditions, ongoing waste industry trends, and project economics have a strong effect on the competitive landscape. We have demonstrated a track record of strategic flexibility across our history which has allowed us to pivot towards projects and markets that we believe deliver optimal returns and stockholder value in response to changes in market, regulatory and competitive pressures. The biogas and RNG markets are heavily fragmented. We believe we are in a strong position to compete for new project development and supply opportunities. Competition for such opportunities, however, including the prices being offered for fuel supply, affect the profitability of the opportunities we pursue, and may make opportunities unsuitable to pursue.

The market for vehicle fuels is highly competitive. The biggest competition for RNG use as a vehicle fuel is diesel because most vehicles in our key markets are powered by this fuel. Many established businesses are in the market for RNG and other alternatives for use as vehicle fuel, including alternative vehicle and alternative fuel companies, refuse collectors, industrial gas companies, truck stop and fuel station owners, fuel providers, utilities and their affiliates and other organizations. We also compete with suppliers of other alternative vehicle fuels, including renewable diesel, biodiesel and ethanol, as well as producers and fuelers of alternative vehicles, including hybrid, electric and hydrogen-powered vehicles. Additionally, our stations compete directly with other natural gas fueling stations and indirectly with electric vehicle charging stations and fueling stations for other vehicle fuels. In addition, we transport and sell CNG through NGAdvantage's virtual natural gas pipelines and interconnects and compete with other participants in this market.

If the alternative vehicle fuel market grows then the number and type of participants in this market and their level of capital and commitments to alternative vehicle fuel programs will increase. We compete for vehicle fuel users based on demand for the type of fuel, which may be affected by a variety of factors, including, among others, cost, supply, availability, quality, cleanliness, and safety of the fuel; cost, availability and reputation of vehicles and engines; convenience and accessibility of fueling stations; regulatory mandates and other requirements; and recognition of the brand. We believe we compare favorably with our competitors based on these factors; however, some of our competitors have substantially greater financial, marketing, and other resources than we have. As a result, these competitors may be able to respond more quickly to changes in customer preferences, legal requirements or other industry or regulatory trends; devote greater resources to the development, promotion and sale of their products; adopt more aggressive pricing policies,

dedicate more effort to infrastructure and systems development in support of their business or product development activities; implement more robust or creative initiatives to advance customer acceptance of their products; or exert more influence on the regulatory landscape that impacts the vehicle fuels market.

**Governmental Regulation**

We are subject to a variety of federal, state and local laws and regulations relating to the environment, health and safety, labor and employment, building codes and construction, zoning and land use, the government procurement process, any political activities or lobbying in which we may engage, public reporting and taxation, among others. Many of these laws and regulations are complex, change frequently and have become more stringent over time. Any changes to existing regulations, adoption of new regulations or failure by us to comply with applicable regulations may result in significant additional expense to us or to our customers or a variety of administrative, civil, and criminal enforcement measures, any of which could have a material adverse effect on our business, reputation, financial condition and results of operations. Certain regulations that significantly affect our various operating activities are described below. Compliance with these regulations has not had a material effect on our capital expenditures, earnings, or competitive position to date, but new regulations or amendments to existing regulations to make them more stringent could have such an effect in the future. We cannot estimate the expenses we may incur to comply with potential new laws or changes to existing laws, or the other potential effects these laws may have on our business, and these unknown costs and effects are not specifically contemplated by our existing customer agreements or our budgets and cost estimates.

We are subject to federal, state, and local air quality, solid waste, and water quality regulations and permitting requirements. Specific construction and operating permit requirements may differ among states. Specific permits we frequently must obtain include air permits, nonhazardous waste management permits, pollutant discharge elimination permits, and beneficial use permits. We must also maintain compliance with relevant federal, state and local environmental, health and safety requirements.

RNG projects are subject to federal RFS program regulations. The EPA administers the RFS program with volume requirements for several categories of renewable fuels. The EPA's RFS regulations establish rules for fuel supplied and administer the RIN system for compliance, trading credits and rules for waivers. The EPA calculates a blending standard for each year based on estimates of gasoline usage from the Department of Energy's Energy Information Agency. Separate quotas and blending requirements are determined for cellulosic biofuels, biomass-based diesel, advanced biofuels, and total renewable fuel. Further, we are required to register each RNG project with the EPA and relevant state regulatory agencies. We qualify our RINs through a voluntary Quality Assurance Plan, which typically takes from three to five months from first injection of RNG into the commercial pipeline system. Further, we may make a large project investment prior to receiving the regulatory approval and RIN qualification. In addition to registering each RNG project, we are subject to quarterly audits under the Quality Assurance Plan of our projects to validate our qualification.

Our operations are also subject to state renewable fuel standard regulations. The CA LCFS program requires producers of petroleum-based fuels to reduce the CI of their products, which began with a quarter of a percent in 2011 to a 10% total reduction by 2020, and a 20% total reduction by 2030. Petroleum importers, refiners and wholesalers can either develop their own low-carbon fuel products or buy LCFS credits from other companies that develop and sell low-carbon alternative fuels, such as biofuels, electricity, natural gas, or hydrogen. We are subject to a qualification process like that for RINs, including verification of CI levels and other requirements existing for LCFS credits.

Before an RNG project can be developed, all Resource Conservation and Recovery Act ("RCRA") Subtitle D requirements (requirements for nonhazardous solid waste management) must be satisfied. In particular, because methane is explosive in certain concentrations and poses a hazard if it migrates, biogas collection systems must meet RCRA Subtitle D standards for gas control. RNG projects may be subject to other federal, state and local regulations that impose requirements for nonhazardous solid waste management.

Certain of our operations may be subject to federal requirements to prepare for and respond to spills or releases from tanks and other equipment and provide training on operation, maintenance and discharge prevention procedures and the applicable pollution control laws. We may be required to develop spill prevention, control and countermeasure plans to memorialize our preparation and response plans and to update them on a regular basis.

Our operations may result in liability for hazardous substances or other materials placed into soil or groundwater. Pursuant to the Comprehensive Environmental Response, Compensation and Liability Act of 1980 or other federal, state, or local laws governing the investigation and cleanup of sites contaminated with hazardous substances, we may be required to investigate and/or remediate soil and groundwater contamination at our projects, contiguous and adjacent properties and other properties owned and/or operated by third parties.

Additionally, biogas projects may need to obtain National Pollutant Discharge Elimination System permits if wastewater is discharged directly to a receiving water body. If wastewater is discharged to a local sewer system, biogas projects may need to obtain an industrial wastewater permit from a local regulatory authority for discharges to a Publicly Owned Treatment Works. The authority to issue these permits may be delegated to state or local governments by the EPA. The permits, which typically last five years, limit the quantity and concentration of pollutants that may be discharged. Permits may require wastewater treatment or impose other operating conditions to ensure compliance with the limits. In addition, the Clean Water Act and implementing state laws and regulations require individual permits or coverage under general permits for discharges of storm water runoff from certain types of facilities.

On September 23, 2020, the California Governor issued an Executive Order N-79-20 setting goals for expanding the sale and use of zero-emission vehicles within California, including 100% of in-state sales of new passenger cars and trucks to be zero-emission by 2035, and 100% of medium- and heavy-duty truck vehicles in California to be zero-emission by 2045 for all operations where feasible. The Governor also directed CARB to develop and propose regulations to achieve these goals consistent with state and federal law. As a result, CARB adopted the Advanced Clean Truck ("ACT") rule in June 2020 which mandates the manufacture of zero emissions trucks ("ZETs") by January 2024, and the Advanced Clean Fleet ("ACF") rule, adopted in April of 2023, which mandates fleets to increasingly purchase ZETs starting in 2025. ACT received an EPA waiver from the Biden Administration whereas the ACF rule did not. Consequently, CARB chose to withdraw the ACF's waiver application on January 13, 2025. In April 2025, Congress voted to repeal the federal waiver for the ACT, and the State of California subsequently filed a lawsuit with the intent of preserving the regulation. The timing of resolution of the litigation is uncertain, and absent a legal victory, California will face difficulties in implementing any provisions of the ACT. We expect California will face difficulties in implementing the ACT without significant fleet purchase requirements. In September 2025, CARB repealed the ACF provisions concerning high-priority fleets and drayage vehicles. Currently, ACF can only legally mandate state and local government fleets to purchase ZETs which may be insufficient to sustain the manufacturing numbers required by ACF over time. To succeed, ACT may need to be significantly modified to include low NOx trucks that meet a minimum of 50mg NOx emissions standard as set by CARB's Omnibus rule. Executive Order B55-18 sets a statewide target to achieve carbon neutrality no later than 2045. The transitioning of California's energy markets to increased reliance on renewable and carbon-free sources has the potential to create favorable market conditions for RNG but could also harm our vehicle fueling business. Future regulatory actions will be required to meet the state's zero-emission and carbon neutrality targets.

**Employees and our Human Capital**

As of December 31, 2025, we employed 503 people. We have not experienced any work stoppages, and none of our employees are subject to collective bargaining agreements.

The success and growth of our business is significantly correlated with our ability to recruit, train, promote and retain talented individuals at all levels of our organization. To succeed in a competitive labor market, we have developed and maintain key recruitment and retention strategies. These include competitive salary structures, including bonus compensation programs, and competitive benefits policies, including paid time off for vacations, sick leave and holidays, short-term disability coverage, group term life insurance, and various retirement savings and incentive plans.

Safety of our personnel is a core value of Clean Energy and maintaining a safe work environment is critical to an energy company's ability to attract and retain employees.

**Sales and Marketing**

We market our brands, products and services primarily through our direct sales force, which includes sales representatives covering all of our major geographic and customer markets, as well as attendance at trade shows,

participation in industry conferences and events, and public relations, social media and paid advertising campaigns. Our sales and marketing teams also work closely with federal, state and local government agencies to provide education about the value of our vehicle fuels and to keep abreast of proposed and newly adopted regulations that affect our industry.

**Seasonality**

To some extent, we experience seasonality in our results of operations. Some of our customers tend to consume more of our vehicle fuels in the summer months, when buses and other fleet vehicles use more fuel to power their air conditioning systems, which typically translate to an increased volume of fuel sold in the summer months. In addition, natural gas commodity prices tend to be higher in the fall and winter months, due to increased overall demand for natural gas for heating during these periods.

**Intellectual Property**

Our intellectual property rights primarily consist of trade secrets, patents, know-how, trademarks and copyrights, and we rely on a combination of trademark laws, patent laws, trade secret laws, copyrights laws, confidentiality provisions and other contractual provisions to protect these rights and our proprietary information. These intellectual property rights help us to protect our innovations, retain existing business and secure new relationships with customers.

We have a total of 13 issued patents currently active, including 10 patents issued by the United States Patent and Trademark Office ("USPTO") and 3 patents issued by the Canadian Intellectual Property Office ("CIPO"), expiring between 2027 and 2036. Additionally, we have 6 registered trademarks, including 3 trademarks registered with the USPTO and 3 trademarks registered with the CIPO, with renewal dates between 2026 and 2035, and 6 trademark applications pending, including 3 trademark applications pending with the USPTO and 3 trademark applications pending with the CIPO.

**More Information**

Our website is located at www.cleanenergyfuels.com. We make available, free of charge on our website, our annual reports on Form 10-K, quarterly reports on Form 10-Q, current reports on Form 8-K and amendments to those reports filed or furnished pursuant to Section 13(a) or 15(d) of the Exchange Act as soon as reasonably practicable after we electronically file such material with, or furnish it to, the SEC. The SEC maintains a website at www.sec.gov that contains reports, proxy and information statements and other information regarding issuers that file electronically with the SEC, including us. All references to our website in this report are inactive textual references, and the contents of our website are not incorporated into this report.

**Item 1A. —Risk Factors**

An investment in our Company involves a high degree of risk of loss. You should carefully consider the risk factors discussed below and all of the other information included in this report before you make any investment decision regarding our securities. We believe the risks and uncertainties described below are the most significant we face, but additional risks and uncertainties not known to us or that we currently deem immaterial could also be or become significant. The occurrence of any of these risks could harm our business, financial condition, results of operations, prospects and reputation and could cause the trading price of our common stock to decline.

***Risks Related to Our Business***

***Our success is dependent on the willingness of fleets and other customers to adopt our vehicle fuels, which may not occur in a timely manner, at expected levels or at all.***

Our success is highly dependent on the adoption by fleets and other customers of our RNG and conventional natural gas vehicle fuels. The market for our vehicle fuels has experienced slow, volatile and unpredictable growth in many sectors. For example, adoption and deployment of our vehicle fuels in heavy-duty trucking has been slower and more limited than we anticipated. Also, other important fleet markets, including airports, refuse, and public transit, had slower

volume and customer growth in recent years that may continue. If the market for our vehicle fuels does not develop at improved rates or levels, or if a market develops but we are not able to capture a significant share of the market or the market subsequently declines, our business, prospects, financial condition, and operating results would be harmed.

Factors that may influence the adoption of our vehicle fuels, many of which are beyond our control, include, among others: lack of demand for trucks that use our vehicle fuels; adoption or expansion of government policies, programs, funding or incentives, or increased publicity or popular sentiment in favor of vehicles or fuels other than RNG and natural gas, including long-standing support for diesel-powered vehicles, changes to emissions requirements applicable to vehicles and fleets powered by diesel, RNG, natural gas, or other vehicle fuels and/or growing support for renewable diesel, electric and hydrogen-powered vehicles; limitations on the capabilities of utilities to provide services to meet our requirements (for example, natural gas utilities may be unable to expand piping or provide services for new expansions, and electric utilities may lack the capacity to provide service for our projects); perceptions about the benefits of our vehicle fuels relative to diesel and other alternative vehicle fuels, including with respect to factors such as supply, cost savings, environmental benefits and safety; increases, decreases or volatility in the supply, demand, use and prices of crude oil, diesel, RNG, natural gas and other vehicle fuels, such as electricity, hydrogen, renewable diesel, biodiesel and ethanol; inertia among fleets and fleet vehicle operators, who may be unable or unwilling to prioritize converting a fleet to our vehicle fuels over an operator's other general business concerns, particularly if the operator is not sufficiently incentivized by emissions regulations or other requirements or lacks demand for the conversion from its customers, drivers, or other stakeholders; vehicle cost, fuel efficiency, availability, quality, safety, convenience (to fuel and service), design, performance and residual value, as well as operator perception with respect to these factors, generally and in our key customer markets and relative to comparable vehicles powered by other fuels; the development, production, cost, availability, performance, sales and marketing and reputation of engines that are well-suited for the vehicles used in our key customer markets, including heavy-duty trucks and other fleets; increasing competition in the market for vehicle fuels generally, and the nature and effect of competitive developments in this market, including improvements in or perceived advantages of other vehicle fuels and engines powered by these fuels; the impact of federal or state laws, orders or regulations mandating or in support of new or additional limits on GHG emissions, "tailpipe" emissions or internal combustion engines, including the ACT, the September 2020 Executive Order, the ACF regulation, the January 2025 Executive Order, and the June 2025 Executive Order (each as defined below); the availability and effect of environmental, tax or other government regulations, such as the One Big Beautiful Bill Act ("OBBBA"), programs or incentives that promote our products or other alternatives as a vehicle fuel, including certain programs under which we generate credits by selling RNG as a vehicle fuel, as well as the market prices for such credits; and emissions and other environmental regulations and pressures on producing, transporting, and dispensing our fuels.

In addition, as our customers and partners react to economic conditions, such as tariffs, government shutdowns, and market volatility, and the potential for a recession, they may reduce spending and take additional precautionary measures to limit or delay expenditures and preserve capital and liquidity. Reductions in spending, delays in purchasing decisions, lack of renewals, inability to attract new customers, uncertainty about business continuity as well as pressure for extended billing terms or pricing discounts could limit our ability to grow our business and negatively affect our operating results and financial condition.

***We are dependent on the production of vehicles and engines in our key customer and geographic markets by manufacturers, over which we have no control.***

Vehicle and engine manufacturers control the development, production, quality assurance, cost and sales and marketing of their products, which shapes the performance, availability and reputation of these products in the marketplace. We are dependent on these manufacturers to succeed in our target markets, and we have no influence or control over their activities. A small number of manufacturers, chiefly Cummins, produce engines that use our vehicle fuels. The number of manufacturers making vehicles that use our fuels is limited as well. These manufacturers may decide not to expand or maintain, or may decide to discontinue or curtail, their engine or vehicle product lines for a variety of reasons, including as a result of the cost of development and production as a result of increased tariffs in the U.S. or retaliatory tariffs against the U.S., or adoption or modification of government policies or programs such as the ACT, the September 2020 Executive Order, the ACF, the January 2025 Executive Order and the OBBBA. The limited production of engines and vehicles that use our fuels increases their cost and limits availability, which restricts large-scale adoption, and may reduce resale value, which may contribute to operator reluctance to convert their fleets to vehicles that use our fuels. In addition, some operators

have communicated to us that earlier models of heavy-duty truck engines using our fuels have a reputation for unsatisfactory performance, and that this reputation or their first-hand experiences of such performance may be a factor in operator decisions regarding whether to convert their fleets to vehicles that use our fuels. If manufacturers of vehicles and engines that use our fuels develop unsatisfactory vehicles or engines, then our business, financial condition, and results of operations may be adversely affected.

***Our RNG business may not be successful.***

Our RNG business consists of procuring RNG from projects we plan to develop and own or from projects owned by third-party producers and reselling this RNG through our fueling infrastructure. The success of our RNG business depends on our ability to secure, on acceptable terms, a sufficient supply of RNG; sell this RNG in adequate volumes and at prices that are attractive to customers and produce acceptable margins for us; and sell Environmental Credits we may generate under applicable federal or state programs from our sale of RNG as a vehicle fuel at favorable prices, as well as our ability to appropriately balance supply we take with demand from customers. Our ability to maintain an adequate supply of RNG is subject to risks affecting RNG production, including unpredictable production levels or other difficulties due to, among others, problems with equipment, severe weather, droughts, financial condition or bankruptcy or insolvency of the applicable ADG and LFG source owner, health crises and pandemics, construction delays, technical difficulties, high operating costs, limited availability, unfavorable composition of collected feedstock gas, and plant shutdowns caused by upgrades, expansion, required maintenance, or other operational issues. The agriculture industry generally, and the dairy industry in particular, are subject to risks and uncertainties that may lead to financial and other challenges impacting RNG production levels and potentially our future investments in RNG projects. For example, bankruptcies at dairy farm partners with whom we have contracted for our projects have occurred, and in the future bankruptcies could have a material adverse impact on our RNG production, contractual rights, and investment for such projects.

Our ability to balance supply with demand from customers is subject to risk where we are committed to acquire RNG produced by third-party producers that could exceed the level of demand of our customers. If we are unable to maintain an adequate supply of RNG or are oversupplied with RNG versus customer demand, our business, financial condition, and performance could be negatively affected. In addition, increasing demand for RNG will result in more robust competition for supplies of RNG, including from other vehicle fuel providers, gas utilities and other users and providers. If we or any of our RNG suppliers experience these or other difficulties in RNG production processes, or if competition for RNG development projects and supply increases, then our supply of RNG and our ability to resell it as a vehicle fuel could be jeopardized

Our ability to generate revenue from our sale of RNG or our generation and sale of Environmental Credits depends on many factors, including the markets for RNG as a vehicle fuel and for Environmental Credits. The markets for Environmental Credits have been volatile and unpredictable in recent periods, and the prices for these credits are subject to fluctuations (see "Our Principal Products, Services and Other Business Activities—Sales of Environmental Credits" in this report for more information on the fluctuations in 2025). Additionally, the value of Environmental Credits, and consequently the revenue levels we may receive from our sale of these credits, may be adversely affected by changes to the federal and state programs under which these credits are generated and sold, such as any adverse impacts from the OBBBA, prices for and use of oil, diesel or gasoline, the inclusion of additional qualifying fuels in the programs, increased production and use of other fuels in the programs, or other conditions. Our ability to generate revenue from sales of Environmental Credits depends on our strict compliance with these federal and state programs, which are complex and can involve a significant degree of judgment. If the agencies that administer and enforce these programs disagree with our judgments, otherwise determine we are not in compliance, conduct reviews of our activities or make changes to the programs, then our ability to generate or sell these credits could be restricted, permanently limited, or lost entirely, and we could also be subject to fines or other sanctions. Any of these outcomes could force us to purchase credits in the open market to cover any credits we have contracted to sell, retire credits we may have generated but not yet sold, reduce or eliminate a significant revenue stream, or incur substantial additional and unplanned expenses. Any permanent or temporary discontinuation or suspension of federal and state programs that provide credits, grants and incentives, such as the AFTC, which expired on December 31, 2024 and has not been renewed, or the Section 45Z Production Tax Credit would also adversely impact our revenue. Moreover, in the absence of programs that allow us to generate and sell Environmental Credits or other federal and state programs that support the RNG vehicle fuel market, or if our customers are not willing to pay a premium for RNG, we may be unable to operate our RNG business profitably or at all.

***Our commercial success depends on our ability and the ability of our third-party supply sources to successfully develop and operate projects and produce expected volumes of RNG.***

Our specific focus on RNG exposes us to risks related to the supply of and demand for RNG and Environmental Credits, the cost of capital expenditures, government regulation, including increased and/or new tariffs on equipment supply and raw materials, and economic conditions, among other factors. As an RNG supplier we may also be negatively affected by lower RNG production resulting from lack of feedstock, mechanical breakdowns, faulty technology, competitive markets, or changes to the laws and regulations that mandate the use of renewable energy sources. In addition, other factors related to the development and operation of renewable energy projects could adversely affect our business, including: changes in pipeline gas quality standards or other regulatory changes that may limit our ability to transport RNG on pipelines for delivery to vehicles or increase the costs of processing RNG to allow for such deliveries; construction risks, including the risk of delay, that may arise because of inclement weather, natural disasters, accidents, labor disruptions, disputes, or increases in costs for or shortages of equipment and construction materials; operating risks; weather conditions; financial condition of the applicable source owner, including obstacles to their ability to adequately fund their operations or pay vendors and creditors; health of the applicable dairy herd; consolidation in the dairy industry; budget overruns; possible liabilities because of unforeseen environmental, construction, technological or other complications; failures or delays in obtaining desired or necessary rights, including leases and feedstock agreements; diseases and health crises; and failures or delays in obtaining and keeping in good standing permits, authorizations and consents from local city, county, state and U.S. federal governments as well as local and U.S. federal governmental organizations. Any of these factors could prevent completion or operation of projects, or otherwise adversely affect our business, financial condition, and results of operations.

***Acquisition, financing, construction, and development of projects by us or our partners that own projects and divestitures, investments or other strategic relationships, may not commence on anticipated timelines or at all, may not meet expectations, and may otherwise harm our business.***

Our strategy is to continue to expand, including through the acquisition of additional projects and by signing additional supply agreements with third-party project owners. From time to time, we and our partners enter into nonbinding letters of intent for projects. Until the negotiations are final, however, and the parties have executed definitive documentation, we or our partners may not be able to consummate any development or acquisition transactions, or any other similar arrangements, on the terms set forth in the applicable letter of intent or at all. The acquisition, financing, construction and development of projects involves numerous risks, including: the ability to obtain financing for a project on acceptable terms or at all; difficulties in identifying, obtaining, and permitting suitable sites for new projects; failure to obtain all necessary rights to land access and use; inaccuracy of assumptions with respect to the cost and schedule for completing construction; inaccuracy of assumptions with respect to the biogas potential, including quality, volume, and asset life; delays in deliveries or increases in the price of equipment or materials; permitting and other regulatory issues, license revocation and changes in legal requirements; increases in the cost of labor, labor disputes and work stoppages; potential business, financial stress or bankruptcy of partners or applicable source owners; failure to receive quality and timely performance of third-party or utility services; unforeseen engineering and environmental problems; cost overruns, including as a result of increased and/or new tariffs on equipment supply and raw materials; accidents involving personal injury or the loss of life; weather conditions, catastrophic events, including fires, explosions, earthquakes, droughts and acts of terrorism; and other force majeure events.

Additionally, we may acquire or invest in other companies or businesses or pursue other strategic transactions or relationships, such as joint ventures, collaborations, divestitures, or other similar arrangements. These strategic transactions and relationships and any others we may pursue in the future involve numerous risks, any of which could harm our business, performance and liquidity, including, among others, the following: difficulties integrating the operations, personnel, contracts, service providers and technologies of an acquired company or partner; diversion of financial and management resources from existing operations or other opportunities; failure to realize the anticipated synergies or other benefits of a transaction or relationship; risks of entering new customer or geographic markets in which we may have limited or no experience; potential loss of our or an acquired company's or partner's key employees, customers, vendors or assets in the event of an acquisition or investment; and incurrence of substantial costs or debt or equity dilution to fund an acquisition, investment or other transaction or relationship, as well as possible write-offs or impairment charges relating to any businesses we partner with, invest in or acquire. Further, our partners, including

TotalEnergies, bp and Chevron, may reallocate their resources from RNG to other renewable or low carbon vehicle fuels. Any such action would have a material adverse effect on our plans, results of operations and financial condition.

***To secure ADG RNG from new projects we develop, we typically face a long and variable development cycle that requires significant resource commitments and a long lead time before we realize revenue.***

The development, design and construction process for ADG RNG projects generally lasts between 12 to 24 months on average. Prior to entering into a letter of intent with respect to an ADG RNG project, we typically conduct a preliminary assessment of whether the site is commercially viable based on our expected return on investment, investment payback period, and other operating metrics, as well as whether the necessary permits to develop a project on that site are available. After entering into a project letter of intent, we perform a more detailed review of the site's facilities, including a life-cycle assessment, which serves as the basis for the final specifications of the project. Finally, we negotiate and execute contracts with the site owner and other parties. This extended development process requires the dedication of significant time and resources from our personnel, with no certainty of success or recovery of our expenses. Further, upon commencement of operations, to achieve expected production levels, receive necessary registrations and approvals from the Environmental Protection Agency ("EPA") and CARB it can take an extended period of time that is unpredictable which can impact when and how much revenue is generated. All these factors, and in particular, expenditures on development of projects that will not generate significant revenue in the near term, can contribute to fluctuations in our financial performance and increase the likelihood that our operating results in a particular period will fall below investor expectations.

***Livestock waste and dairy farm projects are dependent on LCFS credits and RINs.***

Livestock waste and dairy farm projects are heavily dependent on the LCFS credits and, to a lesser extent, RINs for commercial viability. If CARB reduces the CI score that it applies to waste conversion projects, such as dairy digesters, the number of LCFS credits for RNG generated at livestock waste and dairy farm projects will decline. Additionally, revenue from LCFS credits also depends on the price per LCFS credit. LCFS credit prices are driven by various market forces, including the supply of and demand for LCFS credits, which depends on the demand for traditional and other renewable fuels and mandated CI targets, which determine the number of LCFS credits required to offset LCFS deficits. Fluctuations in the price of LCFS credits or the number of LCFS credits assigned will significantly affect the success of our livestock waste and dairy farm projects. RINs and LCFS credit prices have fluctuated in recent years and will likely continue to be volatile. A significant decline in the value of LCFS credits could adversely affect our business, financial condition, and results of operations.

***We have a history of losses and may incur additional losses in the future.***

We have incurred pre-tax losses in the past, may incur losses in the future, and may never sustain profitability, any of which would adversely affect our business, prospects and financial condition and may cause the price of our common stock to fall. Furthermore, historical losses may not be indicative of future losses, and our future losses may be greater than our past losses. In addition, to try to achieve or sustain profitability, we may choose or be forced to take actions that result in material costs or material asset or goodwill impairments. For instance, we have recorded significant charges in connection with our closure of certain fueling stations, our determination that certain assets were impaired because of the foregoing, and other actions. We review our assets for impairment whenever events or changes in circumstances indicate that the carrying value of an asset or asset group may not be recoverable, and we perform a goodwill impairment test on an annual basis and between annual tests in certain circumstances, in each case in accordance with applicable accounting guidance and as described in the financial statements and related notes included in this report. For example, due to a decline in the market price of our common stock during the first quarter of 2025, we determined that an indicator of potential goodwill impairment existed and as such, we performed an interim goodwill impairment test of our single reporting unit and determined that the carrying value of the Company's single reporting unit exceeded its fair value. A goodwill impairment loss for the Company's single reporting unit was recognized in the amount of $64.3 million in the first quarter of 2025, which comprised the total amount of goodwill of the Company before giving effect to the impairment. In addition, changes to the use of our assets, divestitures, changes to the structure of our business, significant negative industry or economic trends, disruptions to our operations, inability to effectively integrate any acquired businesses, further market capitalization declines, or other similar actions or conditions could result in additional asset impairment or goodwill

impairment charges or other adverse consequences, any of which could have material negative effects on our financial condition, our results of operations and the trading price of our common stock.

***Any potential future plans for hydrogen and electric vehicle stations may require significant cash investments and management resources and may not meet our expectations.***

As operators deploy hydrogen powered vehicles, we may plan to modify our fueling stations, build additional hydrogen stations, and deliver clean hydrogen. Further, we have the capability to add electric charging at our sites, and we believe our RNG can be used to generate clean electricity to power vehicles. These plans would require significant cash investments and management resources and may not meet our expectations with respect to additional sales of our vehicle fuels. We have experience constructing hydrogen fueling stations, but such facilities cost significantly more than traditional RNG vehicle fueling stations. In addition, we have not yet added electric charging capability to any of our stations, and the cost of such capability may be significant. We will need to ensure compliance with all applicable regulatory requirements, including obtaining any required permits and land use rights, which could take considerable time and expense and is subject to the risk that government support in certain areas may be discontinued or further reduced, such as the result of the OBBBA. If we are unable to modify our stations to provide hydrogen or add electric charging to our stations, or if we experience delays in doing so, our stations may be unable to meet our customer demand, which may negatively impact our business, prospects, financial condition, and operating results. Additionally, even if we are able to successfully modify our stations to provide hydrogen or electric charging stations, we will be dependent on the manufacturers of hydrogen and electric vehicles to succeed in our target markets, and we will have no influence over their activities. See the risks discussed under "*We are dependent on the production of vehicles and engines in our key customer and geographic markets by manufacturers, over which we have no control*," above and elsewhere in these risk factors.

***Increases, decreases and general volatility in the prices of RNG, natural gas, crude oil, diesel, renewable diesel and Environmental Credits could adversely affect our business.***

The prices of RNG, natural gas, crude oil, diesel, renewable diesel, and Environmental Credits have been volatile, and this volatility may continue to increase. Factors that have caused, and may in the future cause, volatility in the prices of RNG, natural gas, crude oil, diesel, renewable diesel, and Environmental Credits include, among others, changes in supply and availability of crude oil, RNG and other renewable transportation fuels, and natural gas, government regulations, inventory levels, customer demand, price and availability of alternatives, weather conditions, negative publicity about crude oil or natural gas drilling, production or transportation techniques and methods, worldwide economic, military, health and political conditions, transportation costs and the price of foreign imports. If the prices of crude oil and diesel are low or decline, or if the price of RNG or natural gas increases without corresponding increases in the prices of crude oil and diesel or Environmental Credits, we may not be able to offer our customers an attractive price for our vehicle fuels, market adoption of our vehicle fuels could be slowed or limited and we may be forced to reduce the prices at which we sell our vehicle fuels in order to try to attract new customers or prevent the loss of demand from existing customers. Natural gas and crude oil prices are expected to remain volatile for the near future because of market uncertainties over supply and demand, including due to the state of the world economy, geopolitical conditions, tariffs, military conflicts, instability in the Middle East as well as instability in other countries that are active oil producers such as Venezuela, energy infrastructure and other factors. Fluctuations in natural gas prices affect the cost to us of the natural gas commodity. High natural gas prices adversely affect our operating margins when we cannot pass the increased costs through to our customers. Conversely, lower natural gas prices reduce our revenue when the commodity cost is passed through to our customers.

Pricing conditions may also exacerbate the cost differential between vehicles that use our fuels and diesel-powered vehicles, which may lead operators to delay or refrain from purchasing or converting to our vehicle fuels. Generally, vehicles that use our fuels cost more initially than diesel-powered vehicles because the components needed for a vehicle to use our fuels add to the vehicle's base cost. Operators then seek to recover the additional base cost over time through a lower cost to use our fuels. Operators may, however, perceive an inability to timely recover these additional initial costs if our vehicle fuels are not available at prices sufficiently lower than diesel. Such an outcome could decrease our potential customer base and harm our business prospects.

***We face increasing competition from competitors, many of which have far greater resources, customer bases and brand awareness than we have, and we may not be able to compete effectively with these businesses.***

The market for vehicle fuels is highly competitive. The biggest competition for our products is diesel because most vehicles in our key markets are powered by diesel. We also compete with suppliers of other alternative vehicle fuels, including renewable diesel, biodiesel, and ethanol, as well as producers and fuelers of alternative vehicles, including hybrid, electric and hydrogen-powered vehicles. Additionally, our stations compete directly with other natural gas fueling stations and indirectly with electric vehicle charging stations and fueling stations for other vehicle fuels. Many businesses are in the market for RNG and other alternatives for use as vehicle fuel, including alternative vehicle and alternative fuel companies, refuse collectors, industrial gas companies, private equity groups, commodity traders, truck stop and fuel station owners, fuel providers, gas marketers, utilities and their affiliates and other organizations. If the alternative vehicle fuel market grows, the number and type of participants in this market and their level of capital and other commitments to alternative vehicle fuel programs could increase. Many of our competitors have substantially greater customer bases, brand awareness and financial, marketing and other resources than we have. As a result, these competitors may be able to respond more quickly to changes in customer preferences, legal requirements or other industry or regulatory trends; devote greater resources to the development, promotion and sale of their products; adopt more aggressive pricing policies; dedicate more effort to infrastructure and systems development in support of their business or product development activities; implement more robust or creative initiatives to advance customer acceptance of their products; or exert more influence on the regulatory landscape that affects the vehicle fuels market. We expect competition to increase in the vehicle fuels market generally. In addition, if the demand for alternative vehicle fuels, including RNG, increases, then we expect competition to also increase. Any such increased competition may reduce our customer base and revenue and may lead to increased pricing pressure, reduced operating margins and fewer expansion opportunities.

***We rely on information technology in our operations, and any material failure, inadequacy, interruption, or security failure of that technology could harm our business.***

Increased global cybersecurity threats and more sophisticated and targeted computer crime pose a risk to the security of our information systems and the confidentiality, availability and integrity of our data. There have been highly publicized cases in which organizations of various types and sizes have reported the unauthorized disclosure of customer or other confidential information, as well as cybersecurity incidents involving the dissemination, theft and destruction of corporate information, intellectual property, cash or other valuable assets. There have also been highly publicized cases in which hackers have requested "ransom" payments in exchange for not disclosing customer or other confidential information or for not disabling the target company's computer or other systems. Implementing security measures designed to prevent, detect, mitigate or correct these or other cybersecurity threats involves significant costs. Despite implementing security measures, we have, from time to time, experienced cyberattacks or other cybersecurity incidents that have threatened our data and information systems. It is possible that future cybersecurity incidents could materially and adversely affect our business. We cannot provide assurance that our safety and security measures will prevent our information systems from improper functioning or damage, or the improper access or disclosure of personally identifiable information such as in the event of cybersecurity incidents. Any information technology security threats that are successful against our security measures could, depending on their nature and scope, lead to the compromise of confidential information, improper use of our systems and networks, manipulation and destruction of data, operational disruptions, and substantial financial outlays. A cybersecurity incident could occur and persist for an extended period without detection, and an investigation of any successful cybersecurity incident would likely require significant time, costs and other resources to complete. We may be required to expend significant financial resources to protect against or to remediate such cybersecurity incidents. In addition, our information technology infrastructure and information systems are vulnerable to damage or interruption from natural disasters, power loss and telecommunications failures.

We rely on third party service providers, software as a service providers, and technologies to operate critical business systems and process sensitive information. Our ability to monitor these third parties' information security practices is limited, and they may not have adequate information security measures in place, or they may suffer unexpected downtime due to power loss, computer system or data network failures. If such third parties experience any security incident or other type of interruption, our information systems may become disabled or inaccessible, disrupting our operations.

Additionally, the integration of Internet of Things ("IoT") and Artificial Intelligence ("AI") technologies into our business operations expose us to various operational, cybersecurity, and regulatory risks. The reliance on IoT and AI systems for critical business operations necessitates high levels of system reliability and performance. Any malfunction, failure, or suboptimal performance of these systems can disrupt business activities, resulting in downtime, reduced productivity, and financial losses. Inaccurate, incomplete, or corrupted data can lead to flawed decision-making, inefficiencies, and potential financial and operational risks. IoT and AI systems also increase our vulnerability to cybersecurity threats. Further, the use of IoT and AI technologies involves collecting and processing large volumes of personal and proprietary data. Any mishandling or unauthorized access to this data can result in privacy breaches, regulatory penalties, and loss of customer trust. The regulatory landscape for IoT and AI technologies is evolving rapidly. The Company must ensure compliance with existing and emerging regulations related to data protection, privacy, and cybersecurity. Non-compliance could result in significant legal and financial penalties and impact business operations.

Any failure to maintain proper function, security and availability of the information systems and the data maintained in those systems we use could interrupt our operations, damage our reputation, subject us to liability claims or regulatory penalties, harm our business relationships or increase our security and insurance costs, which could have a material adverse effect on our business, financial condition and results of operations.

***NG Advantage may not be successful.***

NG Advantage provides "virtual pipelines" to transport CNG by truck from compression facilities to pipeline interconnects and to industrial and commercial customer users that do not have direct access to natural gas pipelines. NG Advantage faces unique risks, including among others: it has a history of net losses; NG Advantage may need to raise additional capital, which may not be available, may only be available on onerous terms, or may only be available from the Company; the labor market for truck drivers is very competitive, which increases NG Advantage's difficulty in meeting its delivery obligations; NG Advantage often transports CNG in trailers over long distances and these trailers may be involved in accidents; and NG Advantage's CNG trailers may become subject to new or changed regulations that could adversely affect its business. If NG Advantage fails to manage any of these risks, our business, financial condition, liquidity, results of operations, prospects and reputation may be harmed. In addition, we have been a significant source of financing for NG Advantage. If NG Advantage needs to raise additional capital and is not able to obtain financing from external sources, we may need to provide additional debt or equity capital to allow NG Advantage to satisfy its commitments and maintain operations.

***Our station construction activities subject us to business and operational risks.***

As part of our business activities, we design and construct vehicle fueling stations that we either own and operate ourselves or sell to our customers. These activities require a significant amount of judgment in determining where to build and open fueling stations, including predictions about fuel demand that may not be accurate for any of the locations we target. As a result, we have built stations that we may not open for fueling operations, and we may open stations that fail to generate the volume or profitability levels we anticipate, either or both of which could occur due to a lack of sufficient customer demand at the station locations or for other reasons. For any stations that are completed but unopened, we would have substantial investments in assets that do not produce revenue, and for any stations that are open and underperforming, we may decide to close the stations. We have nearly completed stations that are not open for fueling operations. Some of these stations are subject to agreements that will expire prior to us being able to open such stations and, as a result, we will incur substantial additional costs and non-cash asset impairments or other charges to remove equipment located at such stations, which could cause the price of our common stock to decline. For example, our Liquified Natural Gas Fueling Station and LNG Master Sales Agreement with Pilot Travel Centers, LLC ("Pilot") expired in August 2025 per its terms. In connection with the decision for non-renewal of the Pilot agreement, and subsequent removal of the station equipment and site improvements, the Company recognized $54.4 million, in 2025, associated with accelerated depreciation expense and incremental asset retirement obligation ("ARO") charges.

We also face many operational challenges in connection with our station design and construction activities. For example, we may not be able to identify suitable locations for the stations we or our customers seek to build. Additionally, even if preferred sites can be located, we may encounter land use or zoning difficulties, problems with utility services, challenges obtaining and retaining required permits and approvals or local resistance, including due to reduced operations

of permitting agencies because of health crises or budgetary constraints, any of which could prevent us or our customers from building new stations on these sites or limit or restrict the use of new or existing stations. Any such difficulties, resistance or limitations or any failure to comply with local permit, land use or zoning requirements could restrict our activities or expose us to fines, reputational damage or other liabilities, which would harm our business and results of operations. In addition, we act as the general contractor and construction manager for new station construction and facility modification projects, and we typically rely on licensed subcontractors to perform the construction work. We may be liable for any damage we or our subcontractors cause or for injuries suffered by our employees or our subcontractors' employees during the course of work on our projects.

Additionally, increased and/or new tariffs on equipment supply and raw materials, and shortages of skilled subcontractor labor could significantly delay a project or otherwise increase our costs. For example, the Trump Administration has imposed broad-based tariffs on imports from many countries, including China, Mexico, Canada, Japan, as well as countries of the European Union. Such tariffs are expected to cause the cost of procuring material and equipment used in the construction and development of our stations to significantly increase. Further, our expected profit from a project is based in part on assumptions about the cost of the project, and cost overruns, delays or other execution issues may, in the case of projects we complete and sell to customers, result in our failure to achieve our expected margins or cover our costs, and in the case of projects we build and own, result in our failure to achieve an acceptable rate of return. If any of these events occur, our business, operating results and liquidity could be negatively affected.

***We have significant contracts with government entities, which are subject to unique risks.***

We have, and expect to continue to seek, long-term fueling station construction, maintenance and fuel sale contracts with various government bodies, which accounted for 30%, 22% and 23% of our revenue in 2023, 2024 and 2025, respectively. In addition to normal business risks, including the other risks discussed in these risk factors, our contracts with government entities are often subject to unique risks, some of which are beyond our control. For example, long-term government contracts and related orders are subject to cancellation if adequate appropriations for subsequent performance periods are not made. Further, the termination of funding for a government program supporting any of our government contracts or any other governmental action that results in reduced support for our government contracts could result in the loss of anticipated future revenue attributable to the contract. Moreover, government entities with which we contract are often able to modify, curtail or terminate contracts with us at their convenience and without prior notice, and would only be required to pay for work completed and commitments made at or prior to the time of termination.

In addition, government contracts are frequently awarded only after competitive bidding processes, which are often protracted. In many cases, unsuccessful bidders for government contracts are provided the opportunity to formally protest the contract awards through various agencies or other administrative and judicial channels. The protest process may substantially delay a successful bidder's contract performance, result in cancellation of the contract award entirely and distract management. As a result, we may not be awarded contracts for which we bid, and substantial delays or cancellation of contracts may follow any successful bids as a result of any protests by other bidders. The occurrence of any of these risks could have a material adverse effect on our results of operations and financial condition.

***Our results of operations fluctuate significantly and are difficult to predict.***

Our results of operations have historically experienced, and may continue to experience, significant fluctuations as a result of a variety of factors, including, among others, the amount and timing of our vehicle fuel sales, Environmental Credit sales and recognition of government credits, station construction sales, grants and incentives, such as AFTC, which expired on December 31, 2024 and has not been renewed; fluctuations in commodity, station construction and labor costs, including as a result of increased and/or new tariffs on equipment supply and raw materials; fluctuations in expenditures and resource commitments due to new ADG RNG project developments; variations in the fair value of certain of our derivative instruments that are recorded in revenue; sales of compressors and other equipment used in RNG production and at fueling stations; the amount and timing of our billing, collections and liability payments; weather and seasonality; contractual developments such as new contracts or renewals, amendments, modifications or terminations of existing contracts; and the other factors described in these risk factors.

Our performance in certain periods has also been affected by transactions or events that have resulted in significant cash or non-cash gains or losses. These or other similar gains or losses may not recur, in the same amounts or at all in future periods. These significant fluctuations in our operating results may render period-to-period comparisons less meaningful, such as with respect to periods impacted by non-cash asset impairment charges related to station closures, and investors in our securities should not rely on the results of one period as an indicator of performance in any other period. Additionally, these fluctuations in our operating results could cause our performance in any period to fall below the financial guidance we may have provided to the public or the estimates and projections of the investment community, which could negatively affect the price of our common stock.

***A pandemic, epidemic or other infectious disease outbreaks may adversely harm our business.***

Our business may be adversely impacted by a future pandemic or epidemic, such as the COVID-19 pandemic. For example, as a result of the COVID-19 pandemic, we experienced increased costs on equipment and construction services, and longer lead times on equipment and materials orders. Any future pandemic, epidemic, or infectious disease outbreak could also adversely affected our business through delaying the adoption of our RNG and natural gas vehicle fuels by heavy-duty trucks or delaying increased usage of our vehicle fuels; decreasing the volume of truck and fleet operations, including shuttle buses at airports, refuse trucks, and public transportation generally, and disrupting production of vehicles and engines that use our fuels. Any of the foregoing may result in decreased demand for our vehicle fuels, plant closures, decreased manufacturing capacity, and delays in deliveries, which would negatively impact our business, operations, and financial condition.

***Our future success will depend on our ability to attract and retain qualified management, technical, and other personnel.***

Our future success is dependent on the services and performance of our executive officers and other key management, engineering, information technology, scientific, manufacturing and operating personnel. The loss of the services of any such personnel could materially adversely affect our business. Our ability to achieve our strategic plans will also depend on our ability to attract and retain additional qualified personnel. Recruiting key personnel in our industry is highly competitive and we cannot assure you that we will be able to do so. Our inability to attract and retain additional qualified personnel, or the departure of key employees, could materially and adversely affect our strategic plans and, therefore, our business, results of operations and financial condition. In addition, our inability to attract and retain sufficient personnel to quickly increase production at our facilities when and if needed to meet increased demand may adversely impact our ability to respond rapidly to any new product, growth or revenue opportunities.

**Risks Related to Our Indebtedness and Other Capital Resources.**

***We may need to raise additional capital to continue to fund our business, which could have negative effects and may not be available when needed, on acceptable terms or at all.***

We require capital to pay for capital expenditures, operating expenses, any mergers, acquisitions or strategic investments, capital calls related to our joint ventures, transactions or relationships we may pursue, and to make principal and interest payments on our indebtedness. If we cannot fund any of these activities with capital on-hand or cash provided by our operations, we may seek additional capital from other sources, such as by selling assets or pursuing debt or equity financing. Asset sales and equity or debt financing may not be available when needed, on terms favorable to us or at all. Any sale of our assets to generate cash proceeds may limit our operational capacity and could limit or eliminate any revenue streams or business plans that are dependent on the sold assets. Any issuances of our common stock or securities convertible into our common stock to raise capital would dilute the ownership interest of our existing stockholders. Any additional debt financing we may pursue could require us to make significant interest or other payments. In addition, higher levels of indebtedness could increase our risk of non-repayment, adversely affect our creditworthiness, and amplify the other risks associated with our existing debt, which are discussed elsewhere in these risk factors. Further, we may incur substantial costs in pursuing any capital-raising transactions, including investment banking, legal and accounting fees. On the other hand, if we are unable to obtain capital in amounts sufficient to fund our obligations, expenses, and strategic initiatives, we could be forced to suspend, delay or curtail our business plans or operating activities or could default on

our contractual commitments. Any such outcome could negatively affect our business, performance, liquidity, and prospects.

***Our indebtedness could adversely affect our financial condition or operating flexibility and prevent us from fulfilling our obligations under our credit agreement and other indebtedness we may incur, and we may not generate sufficient cash flow from our business to pay our debt.***

On December 12, 2023, we and our wholly-owned direct subsidiary Clean Energy entered into a senior secured first lien term loan agreement (as amended, supplemented or otherwise modified, the "Stonepeak Credit Agreement") with the lenders from time to time party thereto, including certain affiliates of Stonepeak Partners LP ("Stonepeak Partners"), a leading alternative investment firm specializing in infrastructure and real assets, and Alter Domus Products Corp., as the administrative agent for the lenders and collateral agent for the secured parties, pursuant to which the Lenders funded a $300,000,000 senior secured term loan and committed to making an additional $100,000,000 of delayed draw term loans available for the two-year period after closing. As of December 31, 2025, we had total consolidated indebtedness of $226.7 million, net of debt discount, and we may incur additional debt in the future. Our outstanding and any future indebtedness could make us more vulnerable to adverse changes in general U.S. and worldwide economic conditions, including rising interest rates, regulatory, and competitive conditions, limit our flexibility to plan for or react to changes in our business or industry, place us at a disadvantage compared to our competitors that have less debt, or limit our ability to borrow or otherwise raise additional capital as needed.

Our payments of amounts owed under our various debt instruments will reduce our cash resources available for other purposes, including pursuing strategic initiatives, transactions or other opportunities, satisfying our other commitments, and generally supporting our operations. Moreover, our ability to make these payments depends on our future performance, which is subject to economic, financial, competitive and other factors, including those described in these risk factors, and many of which are beyond our control. Our business may not generate sufficient cash from operations to service our debt. If we cannot meet our debt obligations from our operating cash flows, we may pursue one or more alternative measures. Any repayment of our debt with equity, however, would dilute the ownership interests of our existing stockholders. We are permitted under the Stonepeak Credit Agreement to incur additional debt under certain conditions. If new debt were to be incurred in the future, the related risks that we now face could intensify. The Stonepeak Credit Agreement requires us and our subsidiaries, on a consolidated basis, to comply with a maximum total net leverage ratio, a minimum interest coverage ratio, and a minimum liquidity test. In addition, the Stonepeak Credit Agreement contains certain covenants that limit or restrict our and our subsidiaries' ability to incur liens, incur indebtedness, dispose of assets, make investments, make certain restricted payments, merge or consolidate, amend our charter documents and certain other agreements, and enter into speculative hedging arrangements. In the event of any default on our debt obligations, the holders of the indebtedness could, among other things, declare all amounts owed immediately due and payable and foreclose on our assets that serve as collateral. Any such declaration could deplete all or a large portion of our available cash flow, and thereby reduce the amount of cash available to pursue our business plans or force us into bankruptcy or liquidation.

***Our warranty reserves may not adequately cover our warranty obligations, which could result in unexpected costs.***

We provide product warranties with varying terms and durations for the stations we build and sell, and we establish reserves for the estimated liability associated with these warranties. Our warranty reserves are based on historical trends and any specifically identified warranty issues known to us, and the amounts estimated for these reserves could differ materially from the warranty costs we may actually incur. We would be adversely affected by an increase in the rate or volume of warranty claims or the amounts involved in warranty claims, any of which could increase our costs beyond our established reserves and cause our cash position and financial condition to suffer.

**Risks Related to Environmental Health and Safety and Governmental and Environmental Regulations**

***Our business is influenced by environmental, tax and other government regulations, programs and incentives that promote our vehicle fuels, and their modification or repeal could negatively affect our business.***

Our business is influenced by federal, state, and local tax credits, rebates, grants and other government programs and incentives that promote or exclude the use of our vehicle fuels. These include various government programs that make grant funds available from the purchase of vehicles and construction of fueling stations or dairy digesters, as well as the AFTC, which expired on December 31, 2024 and has not been renewed, under which we generated revenue for our vehicle fuel sales. For example, the OBBBA, which was signed into law on July 4, 2025, includes a number of restrictions and additional requirements on the ability of taxpayers to claim or transfer certain tax credits historically claimed by the Company. Many of these additional requirements will be subject to future guidance issued by the U.S. Treasury Department. The effect of the OBBBA and any such subsequent guidance could impact our ability to claim such tax credits and may adversely impact our financial results. Additionally, our business is influenced by laws, rules and regulations that require reductions in carbon emissions and/or the use of renewable fuels, such as the programs under which we generate Environmental Credits.

These programs and regulations, which have the effect of encouraging the use of RNG as a vehicle fuel, have and could in the future expire or be repealed or amended for a variety of reasons. For example, parties with an interest in gasoline and diesel, electric or other alternative vehicles or vehicle fuels, including lawmakers, regulators, policymakers, environmental or advocacy organizations, producers of alternative vehicles or vehicle fuels, or other powerful groups, may invest significant time and money in efforts to delay, repeal or otherwise negatively influence regulations and programs that promote RNG. Many of these parties have substantially greater resources and influence than we have. Further, challenges to agencies' rules and regulations and their interpretations of such rules and regulations, and changes in federal, state or local political, social or economic conditions, including as a result of a lack of legislative focus on these programs and regulations or prolonged U.S. government shutdown, could result in their modification, delayed adoption or repeal. For example, the Inflation Reduction Act of 2022 ("IRA") contains credits and tax incentives that have been and may in the future be beneficial to us but an executive order issued by President Trump in January 2025 (the "January 2025 Executive Order") has paused disbursement of certain funds under the IRA and there can be no assurance that we will be able to continue to benefit from such credits and tax incentives in the future.

We cannot predict which additional measures may be adopted or the impact of current and additional measures on the programs and regulations we rely on, such as Environmental Credits, which could have a material adverse effect on our business, financial condition and results of operations. Any failure to adopt, delay in implementing, expiration, repeal or modification of these programs and regulations, or the adoption of any programs or regulations that encourage the use of other alternative fuels or alternative vehicles over RNG, could reduce the market for RNG as a vehicle fuel and harm our operating results, liquidity, and financial condition.

***To benefit from Environmental Credits, RNG projects are required to be registered and are subject to audit.***

Our RNG projects are required to be registered with the EPA and relevant state regulatory agencies. Further, we qualify our RINs through a voluntary Quality Assurance Plan, which typically takes from three to five months from first injection of RNG into the commercial pipeline system. We also must certify RNG pathways with CARB, which typically takes from 15 to 18 months from first injection of RNG into the commercial pipeline system. Delays in obtaining registration, RIN qualification, and any LCFS credit qualification of a new project could delay future revenues from a project and could adversely affect our cash flow. Further, we may make large investments in projects prior to receiving the regulatory approval and RIN qualification. By registering RNG projects with the EPA's voluntary Quality Assurance Plan and by establishing RNG pathways under CARB's LCFS program, we are subject to third-party audits and on-site visits of projects to validate generated RINs and overall compliance with the federal renewable fuel standard and the LCFS. We are also subject to a separate third party's annual attestation review. The Quality Assurance Plan provides a process for RIN owners to follow, for an affirmative defense to civil liability, if used or transferred Quality Assurance Plan verified RINs were invalidly generated. A project's failure to comply could result in remedial action, including penalties, fines, retirement of RINs, or termination of the project's registration, any of which could adversely affect our business, financial condition and results of operations.

***Our business could be negatively affected by federal or state laws, orders or regulations mandating new or additional limits on GHG emissions, "tailpipe" emissions or internal combustion engines.***

Federal or state laws, orders or regulations have been adopted, such as California's AB 32 cap and trade law, and may in the future be adopted that impose limits on GHG emissions or otherwise require the adoption of zero-emission electric vehicles. The effects of GHG emission limits on our business are subject to significant uncertainties based on, among other things, the timing of any requirements, the required levels of emission reductions, the nature of any market-based or tax-based mechanisms adopted to facilitate reductions, the relative availability of GHG emission reduction offsets, the development of cost-effective, commercial-scale carbon capture and storage technology and supporting regulations and liability mitigation measures, the range of available compliance alternatives, and our ability to demonstrate that our vehicle fuels qualify as a compliance alternative under any statutory or regulatory programs to limit GHG emissions. If our vehicle fuels are not able to meet GHG emission limits or perform as well as other alternative fuels and vehicles, our solutions could be less competitive. Furthermore, additional federal or state taxes could be implemented on "tailpipe" emissions or on methane emissions generally, which would have a negative impact on the cost of our vehicle fuels, as compared to vehicle fuels that do not generate tailpipe emissions.

In June 2020, CARB adopted the Advanced Clean Trucks (the "ACT") regulation, which requires manufacturers to sell a gradually increasing proportion of zero-emission electric trucks, vans and pickup trucks from 2024 onwards. By the year 2045, the ACT seeks to have every new commercial vehicle sold in California be zero-emissions. In April 2025, Congress voted to repeal the federal waiver for the ACT, and the State of California subsequently filed a lawsuit with the intent of preserving the regulation. The timing of resolution of the litigation is uncertain, and absent a legal victory, California will face difficulties in implementing any provisions of the ACT.

Further, in September 2020, the Governor of the State of California issued an executive order (the "September 2020 Executive Order") providing that it shall be the goal of California that (i) 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035, (ii) 100% of medium- and heavy-duty vehicles in California will be zero-emission by 2045 for all operations, where feasible, and by 2035 for drayage trucks, and (iii) the state will transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible. The September 2020 Executive Order also directed CARB to develop and propose regulations and strategies aimed at achieving the foregoing goals.

In June 2025, the Governor of the State of California issued an executive order following federal appeal of the ACT, reaffirming the State's commitment to accelerate the deployment of zero-emission technologies, including passenger, medium, and heavy duty vehicles, consistent with the deployment targets and other actions directed in the 2020 Executive Order, to the extent consistent with state law and other requirements (the June 2025 Executive Order). In April 2025, Congress voted to repeal the federal waiver for the ACT, and the State of California subsequently filed a lawsuit with the intent of preserving the regulation. The timing of resolution of the litigation is uncertain, and absent a legal victory, California will face difficulties in implementing any provisions of the ACT.

In April 2023, CARB adopted the Advanced Clean Fleets (the "ACF") regulation, which requires all public transit truck fleets, including municipal and other governments, be zero emission by 2042. The ACF regulation also sought to end the sale of combustion trucks in California in 2036. The ACF did not receive a federal EPA waiver and CARB chose to withdraw the ACF's waiver application in January 2025. In September 2025, CARB repealed the ACF provisions concerning high-priority fleets and drayage vehicles. As it stands now, the ACF can only legally mandate state and local government fleets to purchase ZETs which may be insufficient to sustain the manufacturing numbers required by the ACF over time.

Among other things, we believe the intent of the ACT, the September 2020 Executive Order, the June 2025 Executive Order, and the remaining provisions of the ACF regulation, is to limit and ultimately discontinue the production and use of internal combustion engines because such engines have "tailpipe" emissions. Implementation of such regulations, and the continued uncertainty about potential future regulations and executive actions may slow, delay or prevent the adoption by fleets and other commercial customers of our vehicle fuels, particularly in California. Moreover, other states have enacted, or have taken steps to enact, similar regulations, which may slow, delay, change, or prevent the adoption of our vehicle fuels in those states as well. These actions could result in state funding and incentive programs being directed only to the adoption of zero emission vehicles.

***Our business is subject to a variety of government regulations, including environmental regulations, which may restrict our operations and result in costs and penalties or otherwise adversely affect our business and ability to compete.***

We are subject to a variety of federal, state and local laws and regulations relating to the environment, health and safety, labor and employment, building codes and construction, zoning and land use, the government procurement process, any political activities or lobbying in which we may engage, public reporting and taxation, among others. It is difficult and costly to manage the requirements of every authority having jurisdiction over our various activities and to comply with their varying standards. Many of these laws and regulations are complex, change frequently, may be unclear and difficult to interpret and have become more stringent over time. Any changes to existing regulations, adoption of new regulations, or judicial rulings regarding such regulations, may result in significant additional expense to us or our customers. For example, our operations are and will be subject to federal, state and local environmental laws and regulations, including laws relating to the use, handling, storage, disposal of and human exposure to hazardous materials. Contamination at properties we own or operate, will own or operate, or formerly owned or operated to which hazardous substances were sent by us, are subject to the Comprehensive Environmental Response, Compensation and Liability Act, which can impose liability for the full amount of remediation-related costs without regard to fault, for the investigation and cleanup of contaminated soil and ground water, for impacts to human health and for damages to natural resources.

Further, from time to time, as part of the regular evaluation of our operations, including newly acquired or developing operations, we may be subject to compliance audits by regulatory authorities, which may distract management from our revenue-generating activities and involve significant costs and use of other resources. Also, we often need to obtain facility permits or licenses to address, among other things, storm water or wastewater discharges, waste handling and air emissions in connection with our operations, which may subject us to onerous or costly permitting conditions or delays if permits cannot be timely obtained. Our failure to comply with any applicable laws and regulations could result in property damage, bodily injury or a variety of administrative, civil and criminal enforcement measures, including, among others, assessment of monetary penalties, imposition of corrective requirements, including cleanup costs, or prohibition from providing services to government entities. If any of these enforcement measures were imposed on us, our business, financial condition, and performance could be negatively affected.

***Our operations entail inherent safety and environmental risks, which may result in substantial liability to us.***

Our operations entail inherent safety risks, including risks associated with equipment defects, malfunctions, failures, and misuses. For example, operation of LNG pumps requires special training because of the extremely low temperatures of LNG. Also, LNG tanker trailers and CNG fuel tanks and trailers could rupture if involved in accidents or improper maintenance or installation. Further, improper refueling of vehicles that use our fuels or operation of vehicle fueling stations could result in sudden releases of pressure that could cause explosions. In addition, our operations may result in the venting of methane, which is flammable and is a potent GHG. These safety and environmental risks could result in uncontrollable flows of our fuels, fires, explosions, death, or serious injury, any of which may expose us to liability for personal injury, wrongful death, property damage, pollution and other environmental damage. We may incur substantial liability and costs if any such damages are not covered by insurance or are more than our policy limits, or if environmental damage causes us to violate applicable GHG emissions or other environmental laws. Additionally, the occurrence of any of these events with respect to our fueling stations or our other operations could materially harm our business and reputation. Moreover, the occurrence of any of these events to any other organization in our vehicle fuel business could harm our industry generally by negatively affecting perceptions about, and adoption levels of, our vehicle fuels.

**Risks Related to Our Common Stock**

***A significant portion of our outstanding common stock is owned or otherwise subject to acquisition by three equityholders, each of which may have interests that differ from the Company's other stockholders and which now or in the future may be able to influence the Company's corporate decisions, including a change of control.***

After giving effect to the issuance of the Amazon Warrant and the Stonepeak Warrant ((as defined in Note 12 – Stockholders' Equity to the accompanying financial statements), Total Marketing Services, S.A.S ("TMS"), a wholly owned subsidiary of TotalEnergies, owned approximately 19% of our outstanding shares of common stock as of December 31, 2025. In addition, TotalEnergies was granted certain special rights that our other stockholders do not have in connection

with its acquisition of this ownership position, including the right to designate two individuals to serve as directors of our Company and a third individual to serve as an observer on certain of our board committees. The Amazon Warrant was immediately exercisable by Amazon Holdings for 4.999% of our outstanding common stock when issued. Subject to additional vesting through fuel purchase from the Company pursuant to the Fuel Agreement, the Amazon Warrant will be exercisable for up to 19.999% of our outstanding common stock on a fully diluted basis (determined at the time of issuance), subject to certain anti-dilution provisions, and Amazon Holding's beneficial ownership will initially be contractually limited to the beneficial ownership limitation unless Amazon Holdings gives the Company 61 days' notice that it is waiving such limitation. The Stonepeak Warrant is exercisable at any time after December 12, 2025 for up to 9.999% of our common stock outstanding immediately after giving effect to such exercise, and Stonepeak's beneficial ownership will initially be contractually limited to such beneficial ownership limitation unless Stonepeak gives the Company 61 days' notice that it is waiving such limitation. TotalEnergies or other current or future large stockholders may be able to influence or control matters requiring approval by our stockholders, including the election of directors, mergers and acquisitions, or other extraordinary transactions. Large stockholders may have interests that differ from other stockholders and may vote or otherwise act in ways with which the Company or other stockholders disagree or that may be adverse to your interests. A concentration of stock ownership may also have the effect of delaying, preventing or deterring a change of control of our Company, which could deprive our stockholders of an opportunity to receive a premium for their shares of our common stock as part of a sale of our Company and could affect the market price of our common stock. Conversely, such a concentration of stock ownership may facilitate a change of control under terms other stockholders may not find favorable or at a time when other stockholders may prefer not to sell.

***Sales of our common stock, or the perception that such sales may occur, could cause the market price of our stock to drop significantly, regardless of the state of our business.***

All outstanding shares of our common stock are eligible for sale in the public market, subject in certain cases to the requirements of Rule 144 under the Securities Act of 1933, as amended (the "Securities Act"). Also, shares of our common stock that may be issued upon the exercise, vesting or conversion of our outstanding stock options and restricted stock units may be eligible for sale in the public market, to the extent permitted by Rule 144 and the provisions of the applicable stock option and restricted stock unit agreements or if such shares have been registered under the Securities Act. Sales of large amounts of our common stock by large stockholders, or the perception that such sales may occur, could cause the market price of our common stock to decline, regardless of the state of the Company's business. Our common stock held by TMS, our common stock underlying the Amazon Warrant, and our common stock underlying the Stonepeak Warrant may be sold in the public market under Rule 144 or in registered sales or offerings pursuant to registration rights held by each entity. If these shares are sold, or if it is perceived that they may be sold, in the public market, the trading price of our common stock could decline.

***The price of our common stock may continue to fluctuate significantly, and you could lose all or part of your investment.***

The market price of our common stock has experienced, and may continue to experience, significant volatility. Factors that may cause volatility in the price of our common stock, many of which are beyond our control, include, among others, the following: the factors that may influence the adoption of our vehicle fuels, as discussed elsewhere in these risk factors; our ability to implement our business plans and initiatives and their anticipated, perceived or actual level of success; failure to meet or exceed any financial guidance we have provided to the public or the estimates and projections of the investment community; the market's perception of the success and importance of any of our acquisitions, divestitures, investments or other strategic relationships or transactions; the amount and timing of sales of, and prices for, Environmental Credits; actions taken by state or federal governments to mandate or otherwise promote or incentivize alternative vehicles or vehicle fuels over, or to the exclusion of, RNG; technical factors in the public trading market for our common stock that may produce price movements that may or may not comport with macro, industry or company-specific fundamentals, including, without limitation, the sentiment of retail investors (including as may be expressed on financial trading and other social media sites and other means of shareholder engagement with one another and the Company) and investor response to Company disclosures, the amount and status of short interest in our common stock, access to margin debt, and trading in options and other derivatives on our common stock; changes in political, regulatory, health, economic and market conditions; and a change in the trading volume of our common stock.

In addition, the securities markets have from time-to-time experienced significant price and volume fluctuations that are unrelated to the operating performance of particular companies, but which have affected the market prices of these companies' securities. These market fluctuations may also materially and adversely affect the market price of our common stock. Volatility or declines in the market price of our common stock could have other negative consequences, including, among others, further impairments to our assets, potential impairments to our goodwill and a reduced ability to use our common stock for capital-raising, acquisitions or other purposes. The occurrence of any of these risks could materially and adversely affect our financial condition, results of operations and liquidity and could cause further declines in the market price of our common stock.

**Item 1B. Unresolved Staff Comments.**

None.

**Item 1C. Cybersecurity.**

We maintain an information security program as part of our enterprise-wide risk management system. Our information security program is managed by our Group Vice President, whose portfolio includes top level oversight of information technology, information security and IT risk management. The Group Vice president is responsible, along with his team, for leading company-wide cybersecurity strategy, policy, standards, architecture, and processes. Our Group Vice President has served in that role since 2012 and has been in cybersecurity related roles for 25 years. Our Group Vice President and IT Director provide periodic updates to our Board of Directors, Audit Committee, and other senior management members. These updates include, among other risk management issues, updates on the Company's cybersecurity risks and threats, the status of projects to strengthen our information security systems, assessments of the information security program, and the emerging threat landscape.

Our information security program is regularly evaluated by internal and external experts with the results of those reviews reported to the Board of Directors, Audit Committee, and senior management. We also collaborate with thought leaders in cybersecurity including with key vendors, business partners, cybersecurity and data breach response counsel, and industry participants as part of our continuing efforts to evaluate and improve the effectiveness of our information security policies and procedures. This collaboration allows us to rapidly adopt industry best practices developed through firsthand experience mitigating cyber incidents.

When reviewing potential threats or cybersecurity incidents, our Board of Directors has delegated the authority to the Audit Committee to set up crisis incident management teams comprised of senior management and appropriate specialists. These crisis incident management teams report on an as needed basis to the Audit Committee and full Board of Directors to keep them informed and seek direction where necessary.

We are not aware of any risks from cybersecurity threats, including as a result of any cybersecurity incidents, which have materially affected or are reasonably likely to materially affect our company, including our business strategy, results of operations, or financial condition. Refer to "Item 1A. Risk Factors" in this annual report on Form 10-K, including "*We rely on information technology in our operations, and any material failure, inadequacy, interruption, or security failure of that technology could harm our business*," for additional discussion about cybersecurity-related risks.

**Item 2. Properties.**

Our corporate headquarters are located at 4675 MacArthur Court, Suite 800, Newport Beach, California 92660, where we occupy approximately 48,000 square feet of office space. Our lease for this facility expires in June 2028.

We own and operate the Boron Plant in Boron, California, approximately 125 miles from Los Angeles. In November 2006, we entered into a 30-year ground lease for the 36 acres on which this plant is situated. The Boron Plant can produce 98.5 million gallons of LNG per year and has a dual tanker trailer loading system and a 1.8 million gallon

storage tank that can hold up to 1.5 million usable gallons. The plant had a production utilization rate of 59.3% and 59.2% for the years ended December 31, 2024 and 2025, respectively.

We own and operate the Pickens Plant, located in Willis, Texas. During the years ended December 31, 2023 and December 31, 2024, the Pickens Plant was offline in order to make major repairs and replace certain specialized equipment not readily available in the marketplace. In January, 2025, the Pickens Plant recommenced production of LNG. The Company capitalized costs of $2.2 million during the year ended December 31, 2025, to complete the major repairs and replace the specialized equipment. The Company recognized revenue of $6.2 million for the year ended December 31, 2025, from the sale of LNG fuel volumes produced at the Pickens Plant.

We own, operate or supply 582 fueling stations in the U.S. and 27 in Canada. Fueling stations are facilities where RNG or conventional natural gas is dispensed in the form of CNG or LNG into the fuel tanks of vehicles for use as transportation fuel. We own station equipment throughout the U.S. (See Note 9 to the accompanying financial statements) that is used for dispensing CNG or LNG at properties we lease under long-term lease arrangements (See Note 15 to the accompanying financial statements). Additionally, we operate fueling stations or supply CNG or LNG to fueling stations where our customer owns the fueling station equipment. At these stations, we operate under the following arrangements: (i) provide O&M services on a per gallon or fixed fee basis and do not directly sell CNG or LNG, or (ii) provide O&M services and also have a fuel supply sales agreement for CNG or LNG with our customer.

**Item 3. Legal Proceedings.**

From time to time, we may become involved in various legal proceedings that arise in the ordinary course of our business, including lawsuits, claims, audits, government enforcement actions and related matters. It is not possible to predict when or if these proceedings may arise, nor is it possible to predict the outcome of any proceedings that do arise, including, among other things, the amount or timing of any liabilities we may incur, and any such proceedings could have a material effect on us regardless of outcome. In the opinion of management, however, we are not a party, and our properties are not subject, to any pending legal proceedings that are material to us.

**Item 4. Mine Safety Disclosures.**

None.

## PART II

### Item 5. Market for Registrant's Common Equity, Related Stockholder Matters and Issuer Purchases of Equity Securities.

**Market Information**

Our common stock trades on The Nasdaq Global Select Market under the symbol "CLNE."

**Holders**

There were approximately 52 holders of record of our common stock as of February 18, 2026. The actual number of holders of our common stock is greater than this number of record holders and includes stockholders who are beneficial owners, but whose shares are held in street name by brokers or held by other nominees.

**Issuer Purchases of Equity Securities**

On March 12, 2020, the Company's Board of Directors approved a share repurchase program of up to $30.0 million (exclusive of fees and commissions) of the Company's outstanding common stock (the "Repurchase Program"). On December 7, 2021, the Company's Board of Directors approved an increase in the aggregate purchase amount under the Repurchase Program from $30.0 million to $50.0 million (exclusive of fees and commissions). The Repurchase Program does not have an expiration date, and it may be suspended or discontinued at any time.

On March 27, 2025, the Company's Board of Directors determined to resume repurchases of shares of the Company's common stock pursuant to the Repurchase Program. As of December 31, 2025, the Company has utilized a total of $31.3 million under the Repurchase Program from its inception to repurchase 14,301,158 shares of common stock, and a total of $18.7 million of authorized funds remain available for common stock repurchase under the Repurchase Program.

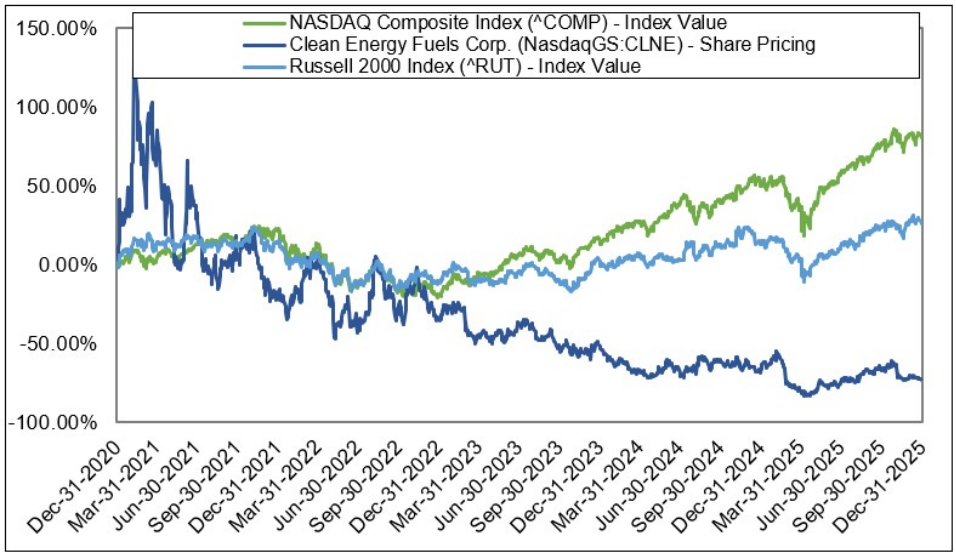
The Repurchase Program does not obligate the Company to acquire any specific number of shares. Repurchases under the Repurchase Program may be effected from time to time through open market purchases, privately negotiated transactions, structured or derivative transactions, including accelerated share repurchase transactions, or other methods of acquiring shares, in each case subject to market conditions, applicable securities laws and other relevant factors. Repurchases may also be made under plans complying with Rule 10b5-1 under the Securities Exchange Act of 1934, as amended (the "Exchange Act").

No shares were repurchased during the year ended December 31, 2024. There were 4,913,818 shares repurchased during the year ended December 31, 2025 for a purchase price of $7.9 million. Any share repurchases under the Repurchase Program require consent from the Company's creditor, Stonepeak Partners (as defined in Note 11 to the accompanying consolidated financial statements), to remain in compliance with covenants under the Credit Agreement. The Company received consent from its creditor to purchase up to $15 million under the Repurchase Program. Any additional repurchases would require additional consent from the Company's creditor, Stonepeak Partners.

**Performance Graph**

*This performance graph shall not be deemed "soliciting material" or "filed" with the SEC or subject to Regulation 14A or 14C or to the liabilities of Section 18 of the Exchange Act, or incorporated by reference into any filing under the Securities Act or the Exchange Act, except to the extent that we specifically request that such information be treated as soliciting material or specifically incorporate it by reference into such a filing. The graph is required by applicable rules of the SEC and is not intended to forecast, predict or be indicative of the possible future performance of our common stock.*

The following graph compares the five-year total return to holders of our common stock relative to the cumulative total returns of the Nasdaq Global Market Index and the Russell 2000 Index. The graph assumes that $100 was invested in our common stock and in each of these indices at the close of market on December 31, 2020 (the last trading day before the beginning of our fifth preceding fiscal year). We chose to include the Russell 2000 Index because it includes issuers with similar market capitalizations and due to the lack of a comparable industry or line-of-business index or peer group, as we are the only actively traded public company whose only line of business is to sell natural gas for use as a vehicle fuel and the associated equipment and services necessary to use natural gas as a vehicle fuel.




**Item 6. [Reserved].**

**Item 7. Management's Discussion and Analysis of Financial Condition and Results of Operations.**

*The following Management's Discussion and Analysis of Financial Condition and Results of Operations (this discussion, as well as discussions under the same heading in our other periodic reports, are referred to as the "MD&A") should be read together with our audited consolidated financial statements and the related notes included in this report, and all cross references to notes included in this MD&A refer to the identified note in such consolidated financial statements. This section of this report generally discusses 2025 and 2024 items and year-to-year comparisons of 2025 to 2024. Discussions of 2023 items and year-to-year comparisons of 2024 and 2023 that are not included in this report can be found in "Management's Discussion and Analysis of Financial Condition and Results of Operations" in Part II, Item 7 of our Annual Report on Form 10-K for the year ended December 31, 2024, filed with the SEC on February 24, 2025.*

***Cautionary Note Regarding Forward-Looking Statements***

*This MD&A contains forward-looking statements. See the discussion about these statements under "Cautionary Note Regarding Forward-Looking Statements" at the beginning of this report.*

**Overview**

We are North America's leading provider of the cleanest fuel for the transportation market, based on the number of stations operated and the amount of gasoline gallon equivalents ("GGEs") of renewable natural gas ("RNG") and conventional natural gas sold. We calculate one GGE to equal 125,000 British Thermal Units ("BTUs") and, as such, one million BTUs ("MMBTU") equals eight GGEs. Through our sales of RNG, which is derived from biogenic methane produced by the breakdown of organic waste, we help thousands of vehicles, from airport shuttles to city buses to waste and heavy-duty trucks, reduce their amount of climate-harming greenhouse gases ("GHG") from 60% to over 400% based on determinations by the California Air Resources Board ("CARB"), depending on the source of the RNG, while also reducing criteria pollutants such as Nitrogen Oxides, or NOx. RNG is either delivered as compressed natural gas ("CNG") or liquefied natural gas ("LNG").

As a clean energy solutions provider, we supply RNG (sourced from third party sources and from our anaerobic digester gas ("ADG") RNG joint venture projects with TotalEnergies S.E. and BP Products North America, Inc. ("bp") (see Note 3 to the accompanying consolidated financial statements) and conventional natural gas (sourced from third party suppliers), in the form of CNG and LNG, for medium and heavy-duty vehicles; design and build, as well as operate and maintain ("O&M"), public and private vehicle fueling stations in the United States ("U.S.") and Canada; develop and own dairy ADG RNG production facilities; sell and service compressors and other equipment used in RNG production and at fueling stations; transport and sell RNG and conventional natural gas via "virtual" natural gas pipelines and interconnects; sell U.S. federal, state and local government credits (collectively, "Environmental Credits") we generate by selling RNG as a vehicle fuel, including Renewable Identification Numbers ("RIN Credits" or "RINs") under the federal Renewable Fuel Standard Phase 2 and credits under the California, Oregon, New Mexico and Washington Low Carbon Fuel Standards (collectively, "LCFS Credits"); and obtain federal, state and local tax credits, grants and incentives.

At present, we see the best use of RNG 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 and, based on information from the American Trucking Association and our own internal estimates, we believe there are approximately 4.1 million Class 8 heavy-duty trucks operating in the U.S. that use over 40 billion gallons of fuel per year. As of December 31, 2025, we deliver RNG to the transportation market through over 580 fueling stations we own, operate or supply in 43 states and the District of Columbia in the U.S., including over 200 stations in California. We also own, operate, or supply 27 fueling stations in Canada as of December 31, 2025.

Critically, to generate the Environmental Credits, RNG must be placed in vehicle fuel tanks. We believe our stations and customer relationships allow us to deliver substantially more RNG to vehicle operators than any other participant in the market – we calculate that we have access to more fueling stations and vehicle fleets than all our competitors combined. As of December 31, 2025, we served over 1,200 fleet customers operating over 65,000 vehicles on our fuels.

Over the longer term, we remain committed to RNG, which we believe is a viable, scalable clean fuel solution for medium- and heavy-duty transportation. At the same time, we continue to monitor the development and adoption of alternative use cases and technologies, including hydrogen-powered and electric vehicles, and we evaluate how our existing assets and capabilities may support these solutions where economically viable. For example, we believe RNG may be used as a feedstock to generate electricity that could support electric vehicle charging and other applications. While RNG remains central to our long-term strategy, we believe our platform provides flexibility to support a range of lower-carbon transportation solutions as market conditions, customer preferences, and technology evolve.

**Impact of Tariffs, Inflation and Interest Rates**

We continue to monitor changes in the U.S. Government's trade policy, including the tariffs announced by the U.S. Government in the current year. Trade restrictions and increases in tariffs did not have a significant effect on our business, financial condition, and results of operations during the year ended December 31, 2025. The Company does not directly import products from regions subject to significant tariff increases, however we do not know whether, or the extent to which, tariffs may impact our customers, which include fleet owners and operators across all heavy-duty trucking sectors. In addition, tariffs may increase the risk of elevated inflation, which may increase our input costs. The nature of such trade restrictions and tariffs remains unclear. For more information, see "Risk Factors" in Part I, Item 1A of this report.

In recent periods, we have experienced increases in commodity and supply chain costs due to inflationary pressures. The future duration and extent of these pressures and effects are difficult to predict. Although we have partially offset these increased costs through price increases for our products and services, our efforts to manage the current inflationary pressure and to recover inflation-based cost increases from our customers may be hampered by the structure of our contracts as well as the competitive and economic conditions of the markets in which we serve. For more information, see "Risk Factors" in Part I, Item 1A of this report.

As of December 31, 2025, the majority of our debt outstanding represents a long-term loan bearing a fixed rate of interest. Changes in market interest rates do not affect the interest expense incurred from this outstanding long-term debt instrument. However, changes in market interest rates may affect the interest rate and corresponding interest expense on any new issuance of short-term and long-term debt securities. See "Quantitative and Qualitative Disclosures about Market Risk" in Item 7A of this report for more information.

**Performance Overview**

This performance overview discusses matters on which our management focuses in evaluating our financial condition and our operating results.

*Sources of Revenue*

The following table presents our sources of revenue:

| | Year Ended December 31, | | |
|---|---|---|---|
| **Revenue (in millions)** | **2023** | **2024** | **2025** |
| Product revenue[1]: | | | |
| Volume-related[2] | | | |
| Fuel sales[3] [5] | $ 287.0 | $ 258.9 | $ 287.7 |
| Change in fair value of derivative instruments[4] | (0.2) | (0.1) | (1.7) |
| RIN Credits | 25.9 | 39.0 | 32.2 |
| LCFS Credits | 9.9 | 9.9 | 13.1 |
| AFTC[6] | 20.9 | 23.8 | 0.2 |
| Total volume-related product revenue | 343.5 | 331.5 | 331.5 |
| Station construction sales | 26.4 | 25.2 | 34.0 |
| Total product revenue | 369.9 | 356.7 | 365.5 |
| Service revenue[7]: | | | |
| O&M services | 52.7 | 56.9 | 56.7 |
| Other services | 2.6 | 2.3 | 2.6 |
| Total service revenue | 55.3 | 59.2 | 59.3 |
| Total revenue | $ 425.2 | $ 415.9 | $ 424.8 |

(1) A discussion of product revenue is included below under "Results of Operations."

(2) Our volume-related product revenue primarily consists of sales of RNG and conventional natural gas, in the form of CNG and LNG, and sales of RINs and LCFS Credits in addition to changes in fair value of our derivative instruments. More information about our GGEs of fuel sold in the periods is included below under "Key Operating Data," and more information about our derivative instruments, which consist of commodity swap and customer fueling contracts, is included in Note 6 to the accompanying financial statements.

(3) Includes $60.6 million, $60.8 million and $66.1 million of non-cash stock-based sales incentive contra-revenue charges related to the Amazon Warrant (as defined in Note 12 to the accompanying financial statements) for the years ended December 31, 2023, 2024 and 2025, respectively.

(4) The change in fair value of unsettled derivative instruments is related to the Company's commodity swap and customer fueling contracts. The amounts are classified as revenue because the Company's commodity swap contracts are used to economically offset the risk associated with the diesel-to-natural gas price spread resulting from customer fueling contracts under the Company's *Zero Now* truck financing program.

(5) Includes net settlement of the Company's commodity swap derivative instruments. For the years ended December 31, 2023, 2024 and 2025, net settlement payments recognized in fuel revenue were $4.9 million, $2.4 million and $0.0 million, respectively.

(6) Represents the federal alternative fuel tax credit ("AFTC"). AFTC was available for vehicle fuel sales made through December 31, 2024.

(7) O&M services revenue includes revenues earned from providing operating and maintenance services on natural gas fueling stations owned by our customers for fixed fees or per gallon fees based on the volume of fuel dispensed at the customer station. If we provide the fuel in addition to the O&M services, we include the revenues associated with providing the fuel in volume-related product revenue. More information about our GGEs serviced in the periods relating to O&M services is included below under "Key Operating Data." Additionally, a discussion of service revenue is included below under "Results of Operations."

*Key Operating Data*

In evaluating our operating performance, we focus primarily on: (1) the amount of total fuel volume we sell to our customers with particular focus on RNG volume as a subset of total fuel volume, (2) O&M services volume dispensed at facilities we do not own but where we provide O&M services on a per-gallon or fixed fee basis, (3) our station construction cost of sales, and (4) net income (loss) attributable to us. The following tables present our key operating data for the years ended December 31, 2023, 2024 and 2025. Certain gallons are included in both fuel and service volumes when the Company sells fuel (product revenue) to a customer and provides maintenance services (service revenue) to the same customer.

| **Fuel volume, GGEs[1] sold (in millions), correlating to total volume-related product revenue** | **Year Ended December 31,** | | |
|---|---|---|---|
| | **2023** | **2024** | **2025** |
| RNG[5] | 225.7 | 236.7 | 237.4 |
| Conventional natural gas | 62.5 | 60.8 | 62.7 |
| Total fuel volume | 288.2 | 297.5 | 300.1 |

| **Other operating data (in millions)** | **Year Ended December 31,** | | |
|---|---|---|---|
| | **2023** | **2024** | **2025** |
| Station construction cost of sales | $ 24.4 | $ 24.4 | $ 28.8 |
| Net loss attributable to Clean Energy Fuels Corp. [2] [3] [4] | $ (99.5) | $ (83.1) | $ (222.0) |

(1) GGEs are calculated based on the conversion rate of one MMBTU equaling eight GGEs.

(2) Includes $20.9 million, $23.8 million, and $0.2 million of AFTC revenue for the years ended December 31, 2023, 2024 and 2025, respectively.

(3) Includes $60.6 million, $60.8 million and $66.1 million of non-cash stock-based sales incentive contra-revenue charges relating to the Amazon Warrant (as defined in Note 12) for the years ended December 31, 2023, 2024 and 2025, respectively.

(4) Includes an unrealized gain (loss) from the change in fair value of commodity swap and customer fueling contracts of $(0.2) million, $(0.1) million and $(1.7) million for the years ended December 31, 2023, 2024 and 2025, respectively. See Note 6 for more information regarding the commodity swap and customer contracts.

(5) We predominantly source RNG from third parties. The TotalEnergies JV project began supplying us RNG in 2023, and five of the six bpJV projects began supplying us RNG in 2024. The amount of RNG supplied by our joint venture projects was less than 1% of RNG fuel volume sold in 2023, 2024 and 2025

The following table summarizes the production volumes from our RNG project portfolio for the years ended December 31 2023, 2024 and 2025:

| Production volume, GGEs (in millions) | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| ***TotalEnergies JV*** | | | |
| Number of projects | 1 | 1 | 1 |
| Production volume | 0.4 | 0.8 | 0.8 |
| ***bpJV*** | | | |
| Number of projects | - | 5 | 5 |
| Production volume | - | 1.0 | 1.5 |
| ***Maas JDA*** | | | |
| Number of projects | - | - | - |
| Production volume | - | - | - |
| ***South Fork*** | | | |
| Number of projects | - | - | 1 |
| Production volume | - | - | 0.4 |

The TotalEnergies JV project was placed into operation during 2023, and is expected to produce up to 0.8 million GGEs of RNG annually.

Five of six projects under the bpJV were in operation during 2024, with four of the projects being placed in operation during the summer of 2024. The six projects under the bpJV Agreement are estimated to produce up to 8.5 million GGEs of RNG annually. Our estimated production may not reflect actual production from the projects, which depends on many variables including, but not limited to: (i) quantity and quality of the manure; (ii) operational up-time of the facility; and (iii) actual productivity of the facility.

The Company's consolidated South Fork Dairy project is described below in 2025-2026 Key Developments.

The joint development agreement project with Maas Energy Works, LLC ("Maas") is currently under construction.

*2025 – 2026 Key Developments*

*South Fork:* The RNG facility located at South Fork Dairy in Dimmitt, Texas was successfully placed in service in the fourth quarter of 2025. The facility is one of the largest RNG production plants in the country. South Fork's herd comprises 16,000 dairy cows and has the capability to produce approximately 2.6 million gallons of low-carbon RNG annually. The facility will process up to 300,000 gallons of dairy manure each day utilizing the four anaerobic digesters on-site, along with manure processing and advanced gas conversion equipment. The RNG produced is injected directly into an on-site gas line. The Company will receive 100 percent of the RNG fuel produced at South Fork Dairy.

*Partial Repayment of Term Loan:* The Company voluntarily repaid $65.0 million of principal towards the outstanding Stonepeak debt, bringing down the outstanding principal from $315.0 million to $250.0 million as of December 31, 2025.

*Fueling Station Equipment Removal:* In January 2025, we received notice from Pilot Travel Centers, LLC ("Pilot") of non-renewal of the Liquified Natural Gas Fueling Station and LNG Master Sales Agreement, dated August 2, 2010 ("the Pilot Agreement"), which expired August 1, 2025, in accordance with the agreement. In March 2025, we made the decision to allow the Pilot Agreement to expire, and to remove the station equipment and site improvements from each of the sites. In connection with the removal of station equipment and site improvements, the Company recognized $54.4 million, for the year-ended December 31, 2025, associated with the accelerated depreciation expense and incremental asset retirement obligation charges.

*Pickens Plant Repairs Completed*: We own and operate the Pickens Plant, located in Willis, Texas. During the years ended December 31, 2023, and December 31, 2024, the Pickens Plant was offline to make major repairs and replace certain specialized equipment not readily available in the marketplace. In January 2025, the Pickens Plant recommenced production of LNG. The Company capitalized costs of $2.2 million, through December 31, 2025, to complete the major repairs and replace the specialized equipment. The Company recognized revenue of $6.2 million for the year-ended December 31, 2025, from the sale of LNG fuel volumes produced at the Pickens Plant.

*OBBBA Tax Law Changes*: On July 4, 2025, the One Big Beautiful Bill Act (the "OBBBA") was signed into law. The OBBBA makes substantial changes to the Internal Revenue Code, including making permanent many of the tax provisions enacted under the 2017 Tax Cuts and Jobs Act that were previously scheduled to expire at the end of 2025. The legislation also modifies, accelerates the phase-out of, or otherwise affects a number of tax incentives targeting energy transactions and renewable energy investments, including certain incentives applicable to the Company's operations. Significant provisions affecting the Company include the production tax credits ("PTCs") generated in connection with certain renewable fuel and energy-related projects. The OBBBA modifies the availability and duration of PTCs applicable to future production from certain projects, which may allow the Company to continue to benefit from such credits with respect to qualifying activities and production volumes, subject to statutory requirements and regulatory guidance. The Company is evaluating the potential impact of these changes on its current and planned projects. The ultimate benefit of future PTCs will depend on factors including production levels, credit eligibility, prevailing market conditions, and implementation guidance.

S*ale of Investment Tax Credits ("ITC"):* On June 30, 2025, our 50-50 joint venture with BP (the "bpJV"), sold $29.5 million in ITCs for gross proceeds of $27.2 million. The credits were generated by four of the dairy RNG production facilities.

*Share Repurchase Activity*: During the year-ended December 31, 2025, the Company repurchased 4,913,818 shares of common stock under its Repurchase Program (as defined in Note 12 to the accompanying consolidated financial statements). From the Repurchase Program's inception, the Company has utilized a total of $31.3 million to repurchase a total of 14,301,158 shares of common stock. A total of $18.7 million of authorized funds remain available for common stock repurchases.

*East Valley Dairy Farm Bankruptcy*: In April 2024, the dairy farm partner to an ADG RNG production project located in East Valley, Idaho that is currently under construction by the bpJV filed for Chapter 11 bankruptcy protection in the Bankruptcy Court for the District of Idaho (the "Bankruptcy Court"). The bpJV is party to contracts with the dairy farm partner and certain of its affiliates ("the Debtors") to lease land and to receive manure feedstock for the ADG RNG production facility currently in construction.

The Debtors subsequently filed multiple amended plans of reorganization, the most recent of which was filed on June 4, 2025 (the "Debtor Plan") that, among other things, contemplates providing the Debtors until November 2027 to close on additional financing. The Debtor Plan includes a determination by the Debtors to "assume" (accept) the agreements between Debtor entities and bpJV entities. In June 2025, the final Debtor Plan was confirmed by the bankruptcy court and the Debtors emerged from bankruptcy on September 1, 2025 (i.e. the Debtor Plan went "effective").

As of December 31, 2025, the bpJV has invested approximately $265 million to fund construction of the project and other project-related costs. Remaining costs to complete the project are estimated to be approximately $4 million. Upon completion, the project is expected to produce approximately 3.5 million gallons of RNG annually.

*Ash Grove Dairy Farm Bankruptcy:* On June 11, 2025, Ash Grove Dairy LLP ("AGD") filed for voluntary Chapter 11 bankruptcy protection in the United States Bankruptcy Court for the District of Minnesota ("the bankruptcy court"). The bpJV owns and operates a fully constructed and operational anaerobic digester facility producing RNG at the Ash Grove Dairy farm in Lake Benton, MN. The project is owned and operated through a wholly owned subsidiary, Ash Grove Renewable Energy, LLC ("ProjectCo") of the bpJV.

The Debtor and ProjectCo have successfully reached an agreement on amended terms of the parties' manure supply contract and related contracts. As such, on January 7, 2026, the Debtor filed a motion to assume and perform under the ProjectCo contracts, and on February 12, 2026, the Court granted the assumption motion. As of December 31, 2025, a plan has not yet been confirmed.

As of December 31, 2025, bpJV had an investment of approximately $20.8 million in ProjectCo that funded the construction of the project and other project-related costs.

**Key Trends**

*Market for RNG and conventional natural gas as a Vehicle Fuel*

According to CARB, RNG and conventional natural gas are cleaner than gasoline and diesel fuel based on the GHG emissions produced by vehicles operated by these fuels. Additionally, RNG and conventional natural gas are generally less expensive for vehicle operators than gasoline and diesel on an energy equivalent basis. According to the U.S. Energy Information Administration, demand for renewable and conventional natural gas fuels in the U.S. has increased in recent years and is expected to continue to increase. We expect our sales of RNG and conventional natural gas to grow as more companies look to operate in an increasingly sustainable way. In addition to pressure from lawmakers, regulators and non-governmental organizations, the investment community has dramatically increased demands on companies to diminish their contributions to climate change. We believe that RNG is the best tool available today to reduce climate-harming GHG and meet sustainability objectives.

The market for our vehicle fuels, however, is a relatively new and developing market. As a result, it is difficult to accurately predict demand for our vehicle fuels, in general and in any specific geographic and customer markets, and consequently our timing and level of investment in particular markets may not be consistent with any growth in demand in these markets. Further, the new and developing nature of the market for our vehicle fuels has led to slow, volatile or unpredictable growth in many sectors. For example, to date, adoption and deployment of natural gas vehicles, both in general and in certain of our key customer markets, including heavy-duty trucking, have been slower than we anticipated.

We believe challenging market conditions are caused by a number of factors, including the following:

- Volatile prices for oil and diesel, which may decrease the price advantage of our fuels. In addition, these pricing conditions have led us to reduce the prices we charge some customers for our fuels, which has reduced our profit margins.

- With the change in presidential Administrations, the previous focus on electric vehicles has dramatically shifted to a more neutral policy on alternative fuels. The Trump Administration has rolled by most if not all federal EV mandates and incentives and have limited the ability for states like California to implement their own. Yet California continues to push for various measures to increase the use of electric, hydrogen and other zero-emission vehicles. Among other things, we believe many California lawmakers and regulators' desire to limit and ultimately discontinue the production and use of internal combustion engines is because such engines have "tailpipe" emissions..

- We believe the lack of substantial growth of heavy-duty trucks operated by RNG has been driven by an overall soft market in heavy-duty trucks purchases and the higher cost of the natural gas engine compared to a diesel engine. If these conditions continue, then the growth levels in this market will continue to be low. We believe the newest models of heavy-duty natural gas truck engines provide fleets with an attractive alternative to diesel engines allowing for emissions reductions and still have the same performance standards. To the extent these or other factors have contributed to curtailed demand or slowing growth in the market for our vehicle fuels, we believe they have also contributed to decreases in station construction activity in certain periods, as the success of this activity is dependent on the success of the market for our vehicle fuels generally. Moreover, we believe these factors have materially contributed to the volatility and declines in our stock price and market capitalization in recent years, which has and could in the future lead to decreased cash flows and indications of asset or goodwill impairment. If these adverse macroeconomic conditions and other uncertainties in our industry persist, our financial results and stock price may continue to be adversely affected.

In spite of these market conditions, we believe our key customer markets, including heavy-duty trucking, airports, refuse, and public transit, are well-suited for the adoption of our vehicle fuels because they consume relatively high volumes of fuel, refuel at centralized locations or along well-defined routes and/or are facing increasingly stringent emissions or other environmental requirements. We also expect the lower GHG emissions associated with our RNG vehicle fuel will result in increased demand for this fuel, resulting in our continued delivery of increasing volumes of RNG to our vehicle fleet customers. Additionally, we anticipate that, over time, cities and communities in the U.S. and Canada will follow large cities in Europe in banning diesel vehicles. If these projections materialize, we believe there will be growth in the consumption of our vehicle fuels in our key customer and geographic markets, and our goal is to capitalize on this growth if and when it materializes. In that event, we expect our operating costs and capital expenditures would increase in connection with any growth of our business in the future.

*Our Performance*

*Overview.* Our gross revenue mostly consists of volume-related product and service revenue and station construction sales. Our revenue can vary between periods due to a variety of factors, including, among others, the amount and timing of vehicle fuel sales, natural gas commodity prices, station construction sales, sales of Environmental Credits, and recognition of government credits, grants and incentives, such as AFTC, which expired on December 31, 2024 and has not been renewed. In addition, our volume-related product revenue has been subject to fluctuations as a result of our entry into certain commodity swap arrangements in October 2018 and ended in June 2024, because the changes in fair value of these and certain other derivative instruments, including existing and anticipated fueling contracts under our *Zero Now* truck financing program, are included in volume-related product revenue. Furthermore, our volume-related product revenue has been affected by the Amazon Warrant Charges resulting from immediate vesting of a portion of the Amazon Warrant and subsequent vesting associated with fuel purchases made by Amazon and its affiliates.

Our cost of sales can also vary between periods due to a variety of factors, including fluctuations in natural gas commodity prices, station construction and labor costs, as well as the other factors that impact our revenue levels described above.

In addition, our performance in certain periods has been affected by transactions or events that have resulted in significant cash or non-cash gains or losses. Such gains or losses may not recur regularly, in the same amounts or at all in future periods and, with respect to non-cash gains and losses, do not impact our liquidity.

These significant fluctuations in our operating results may render period-to-period comparisons less meaningful, especially given the current uncertainties relating to macro-economic growth and inflation trends, and investors in our securities should not rely on the results of one period as an indicator of performance in any other period. Additionally, these fluctuations in our operating results could cause our performance in any period to fall below the financial guidance we may have provided to the public or the estimates and projections of the investment community, which could negatively affect the price of our common stock.

See “Results of Operations” below for more information about our performance in 2024 and 2025.

*Fuel Volume.* The amount of RNG and conventional natural gas, in the form of CNG and LNG, that we sold increased by 0.9% from 2024 to 2025. While RNG volumes increased modestly year over year, we continue to believe that demand for RNG as a vehicle fuel is supported by its ability to significantly reduce lifecycle GHG emissions compared to conventional fossil-based fuels, as well as ongoing focus by policymakers, regulators, non-governmental organizations, and the investment community on emissions reduction initiatives. Demand for RNG can vary from period to period based on factors including vehicle availability, customer adoption timelines, fuel pricing, regulatory programs, and the pace of fleet conversion. Over the longer term, we believe RNG adoption may increase as fleets continue to evaluate lower-carbon fuel alternatives and as additional RNG-powered vehicle options become commercially available. To the extent demand for RNG increases, we expect our joint ventures with TotalEnergies, bp and Maas, together with our expanded RNG supply agreements, to support higher volumes of RNG vehicle fuel sold and increased generation of RINs and LCFS credits, which would positively impact volume-related product revenue. However, increased demand for RNG may also result in greater competition for RNG supply, including from other vehicle fuel providers, gas utilities, and other RNG end users. To help support long-term RNG supply availability, we continue to invest in RNG production projects and are pursuing the development and ownership of livestock waste ADG projects, both independently and through partnerships, including with TotalEnergies, bp, and Maas.

*Environmental Credits.* When we sell RNG for use as a vehicle fuel, we are eligible to generate RINs and LCFS Credits, which we then seek to sell to third parties.

The markets for RINs and LCFS Credits have been volatile and unpredictable in recent periods, and the prices for these credits have been subject to significant fluctuations. For example, in 2025, market prices for RINs have been as high as $2.51 and as low as $2.05. Additionally, the value of RINs and LCFS Credits, and consequently the revenue levels we may receive from our sale of these credits, may be adversely affected by changes to the federal and state programs under which these credits are generated and sold, prices for and use of oil, diesel or gasoline, the inclusion of additional qualifying fuels in the programs, increased production levels of other fuels in the programs, or other conditions. See the risks discussed under “Our business is influenced by environmental, tax and other government regulations, programs and incentives that promote our vehicle fuels, and their modification or repeal could negatively affect our business,” in Part I, Item 1A of this report for more information. Further, our ability to generate revenue from sales of these credits depends on our strict compliance with these federal and state programs, which are complex and can involve a significant degree of judgment. If the agencies that administer and enforce these programs disagree with our judgments, otherwise determine we are not in compliance, conduct reviews of our activities or make changes to the programs, then our ability to generate or sell these credits could be temporarily restricted pending completion of reviews or as a penalty, permanently limited or lost entirely, and we could be subject to fines or other sanctions. Any of these outcomes could force us to purchase credits in the open market to cover any credits we have contracted to sell, retire credits we may have generated but not yet sold, reduce or eliminate a significant revenue stream or incur substantial additional and unplanned expenses.

**Risk Management Activities**

From time to time, we enter into fuel sales contracts that require us to sell CNG or LNG to our customers at a fixed price. These contracts expose us to the risk that the price of natural gas commodity may increase above the natural gas commodity cost component included in the price at which we are committed to sell the natural gas to our customers.

In an effort to mitigate the volatility of our earnings related to any futures contracts and to reduce our risk related to our fixed price sales contracts, we operate under a policy pursuant to which we purchase future physical delivery, fixed price contracts to hedge our exposure to variability in expected future cash flows related to a particular fixed price contract or bid. Subject to the conditions set forth in the policy, we purchase physical delivery fixed price contracts in quantities reasonably expected to effectively hedge our exposure to cash flow variability related to fixed price sales contracts entered into after the date of the policy.

Unless otherwise agreed in advance by our Board of Directors and the derivatives committee thereof, we will conduct our futures contract activities and enter into fixed price sales contracts only in accordance with our policy.

Due to the restrictions of our policy, we expect to offer few fixed price sales contracts to our customers. If we do offer a fixed price sales contract, we anticipate including a price component that would cover our estimated cash requirements

over the duration of the future physical delivery fixed price contracts. The amount of this price component will vary based on the anticipated volume and the natural gas price component to be covered under the fixed price sales contract.

In October 2018, in support of our *Zero Now* truck financing program, we executed two commodity swap contracts with TotalEnergies Gas & Power North America, an affiliate of TotalEnergies, for a total of five million diesel gallons annually from April 1, 2019 to June 30, 2024. These commodity swap contracts were intended to manage risks related to the diesel-to-natural gas price spread in connection with the natural gas fuel supply commitments we made in our fueling agreements with fleet operators that participate in the *Zero Now* program.

**Critical Accounting Policies and Estimates**

This discussion is based upon our consolidated financial statements included in this report, which have been prepared in accordance with accounting principles generally accepted in the United States of America ("U.S. GAAP"). The preparation of consolidated financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the amounts reported in the consolidated financial statements and accompanying notes. Actual results could differ from those estimates and may result in material effects on our operating results and financial position.

We believe the critical accounting policies discussed below affect our more significant estimates made in preparing our consolidated financial statements. See Notes 1 and 2 to the accompanying financial statements for more information about these and our other significant accounting policies.

*Revenue Recognition*

In general, revenue is recognized when control of the promised goods or services is transferred to our customers, in an amount that reflects the consideration to which we expect to be entitled in exchange for the goods or services. To achieve that core principle, a five-step approach is applied: (1) identify the contract with a customer, (2) identify the performance obligations in the contract, (3) determine the transaction price, (4) allocate the transaction price to the performance obligations in the contract, and (5) recognize revenue allocated to each performance obligation when we satisfy the performance obligation. A performance obligation is a promise in a contract to transfer a distinct good or service to the customer and is the unit of account for revenue recognition.

We recognize revenue on various products and services.

Our volume-related product revenue consists of sales of RNG and conventional natural gas, in the form of CNG and LNG, AFTC incentives, and sales of RINs and LCFS Credits in addition to Amazon Warrant Charges (as defined in Note 12 to the accompanying financial statements) and changes in fair value of our derivative instruments.

RNG and conventional natural gas are sold pursuant to contractual commitments over defined delivery periods. These contracts typically include a stand-ready obligation to supply natural gas. We recognize fuel revenue in the amount to which we have the right to invoice. We have a right to consideration based on the amount of GGEs of fuel dispensed by the customer and current pricing conditions. Customers are typically billed on a monthly basis. Since payment terms are less than a year, we have elected the practical expedient which allows us to not assess whether a customer contract has a significant financing component.

Our service revenue consists of sales of O&M and other services. O&M and other services are sold pursuant to contractual commitments over defined performance periods. These contracts typically include a stand-ready obligation to provide O&M and/or other services based on a committed and agreed upon routine maintenance schedule or when and if called upon by the customer.

We recognize O&M and other services revenue in the amount to which we have the right to invoice. We have a right to consideration based on services rendered or on the amount of GGEs of fuel dispensed by the customer multiplied by an agreed-upon rate. Customers are typically billed on a monthly basis. Since payment terms are less than a year, we have elected the practical expedient which allows us to not assess whether a customer contract has a significant financing component.

We sell RIN Credits and LCFS Credits to third parties that need the credits to comply with federal and state requirements. Revenue is recognized on these credits when there is an agreement in place to monetize the credits at a determinable price and the RNG fuel has been sold. The sales price for some environmental credit transactions may not be determinable in the period during which the RNG was sold as pricing is established in the quarter after the RNG was sold. In these circumstances, revenue from RIN and LCFS credits is recognized once the sales price has been established and therefore is considered determinable.

Changes in fair value of derivative instruments relates to our commodity swap and certain customer fueling contracts under our *Zero Now* truck financing program. The contracts are measured at fair value with changes in the fair value recorded in our consolidated statements of operations in the period incurred. The amounts are classified as revenue because our commodity swap contracts are used to economically offset the risk associated with the diesel-to-natural gas price spread resulting from existing and anticipated customer fueling contracts under our *Zero Now* truck financing program.

Amazon Warrant Charges are determined based on the grant date fair value of the award, and the associated non-cash stock-based sales incentive charges, which are recorded as a reduction of revenue, are recognized as the customer purchases fuel and vesting conditions become probable of being achieved. See Note 1 to the accompanying financial statements for additional information.

Station construction contracts are generally short-term, except for certain larger and more complex stations, which can take up to 24 months to complete. For most of our station construction contracts, the customer contracts with us to provide a significant service of integrating a complex set of tasks and components into a single station. Hence, the entire contract is accounted for as one performance obligation.

We recognize station construction revenue over time as we perform under these contracts because of the continual transfer of control of the goods to the customer, who typically controls the work in process. Revenue is recognized based on the extent of progress towards completion of the performance obligation and is recorded proportionally as costs are incurred. Costs to fulfill our obligations under these contracts typically include labor, materials and subcontractors' costs, other direct costs and an allocation of indirect costs.

Refinements of estimates to account for changing conditions and new developments are continuous and characteristic of the process. Many factors that can affect contract profitability may change during the performance period of the contract, including differing site conditions, the availability of skilled contract labor, the performance of major suppliers and subcontractors, and unexpected changes in material costs. Because a significant change in one or more of these estimates could affect the profitability of these contracts, the contract price and cost estimates are reviewed periodically as work progresses and adjustments proportionate to the cost-to-cost measure of progress are reflected in contract revenues in the reporting period when such estimates are revised as discussed above. Provisions for estimated losses on uncompleted contracts are recorded in the period in which the losses become known.

In certain contracts with our customers, we agree to provide multiple goods or services, including construction of and sale of a station, O&M services, and sale of fuel to the customer. These contracts have multiple performance obligations because the promise to transfer each separate good or service is separately identifiable and distinct. This evaluation requires significant judgment and the decision to combine a group of contracts or separate the combined or single contract into multiple performance obligations could change the amount of revenue recognized in one or more periods.

We allocate the contract price to each performance obligation using best estimates of the standalone selling price of each distinct good or service in the contract. The primary method used to estimate the standalone selling price for fuel and O&M services is observable standalone sales, and the primary method used to estimate the standalone selling price for station construction sales is the expected cost plus a margin approach because we sell customized customer-specific

solutions. Under this approach, we forecast expected costs of satisfying a performance obligation and then add an appropriate margin for the good or service.

AFTC was considered variable consideration because it can either increase or decrease the transaction price based on volumes of vehicle fuel sold. Additionally, AFTC was not recognized as revenue until it was authorized through federal legislation, which also provides a determinable price. We recognized revenue in the period the credit was authorized through federal legislation. The AFTC expired on December 31, 2024 and has not been renewed.

We collect and remit taxes assessed by various governmental authorities that are imposed on and concurrent with revenue-producing transactions between us and our customers. These taxes may include, among others, fuel, sales and value-added taxes. We report the collection of these taxes on a net basis and they are excluded from revenue and cost of sales.

*Fair Value Measurements*

We have established a framework that follows the authoritative guidance for fair value measurements with respect to assets and liabilities that are measured at fair value on a recurring basis and non-recurring basis. Under the framework, fair value is defined as the exit price, or the amount that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants, as of the measurement date. The framework also establishes a hierarchy for inputs used in measuring fair value that maximizes the use of observable inputs and minimizes the use of unobservable inputs by requiring that the most observable inputs be used when available. Observable inputs are inputs market participants would use in valuing the asset or liability and are developed based on market data obtained from sources independent of our Company. Unobservable inputs are inputs that reflect our assumptions about the factors market participants would use in valuing the asset or liability and are developed based upon the best information available in the circumstances. The hierarchy consists of the following three levels: Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities; Level 2 inputs include quoted prices for similar assets or liabilities in active markets, quoted prices for identical or similar assets or liabilities in markets that are not active, and inputs (other than quoted prices) that are observable for the asset or liability, either directly or indirectly; Level 3 inputs are unobservable inputs for the asset or liability. Categorization within the valuation hierarchy is based upon the lowest level of input that is significant to the fair value measurement.

*Impairment of Goodwill and Long-Lived Assets*

Goodwill represents the excess of costs incurred over the fair value of the net assets of acquired businesses. We assess our goodwill using either a qualitative or quantitative approach to determine whether it is more likely than not that the fair value of our reporting unit is less than its carrying value. We are required to use judgment when applying the goodwill impairment test, including, among other considerations, the identification of reporting unit(s), the assessment of qualitative factors, and the estimation of fair value of a reporting unit in the quantitative approach. We determined that we are a single reporting unit for the purpose of performing the goodwill impairment test. We perform the impairment test annually on October 1st, or more frequently if facts or circumstances change that would indicate that the carrying amount may be impaired.

During the first quarter of 2025, we determined that the Company had a sustained decline in its share price. This circumstance warranted an interim impairment test as we determined that it was more likely than not that a goodwill impairment loss had been incurred.

A quantitative goodwill impairment analysis was performed as of March 31, 2025. The quantitative goodwill impairment test estimated the fair value of the Company's single reporting unit based on its market value of invested capital plus a market participant acquisition premium derived from recent merger and acquisition transactions in comparable industry and market sectors as those in which the Company operates. The carrying value exceeded fair value, by an amount greater than the carrying value of goodwill.

Accordingly, a goodwill impairment loss for the Company's single reporting unit was recognized in the amount of $64.3 million in the period ended March 31, 2025, which comprised the total amount of goodwill of the Company before

giving effect to the impairment and is recognized as “Impairment of goodwill” on the consolidated statement of operations for the year ended December 31, 2025.

We review the carrying value of our long-lived assets, including property and equipment and intangible assets with finite useful lives, for impairment whenever events or changes in circumstances indicate that the carrying value of an asset or asset group may not be recoverable. Events that could result in an impairment review include, among others, a significant decrease in the operating performance of a long-lived asset or asset group or the decision to close a fueling station. Impairment testing involves a comparison of the sum of the undiscounted future cash flows of the asset or asset group to its carrying amount. If the sum of the undiscounted future cash flows exceeds the carrying amount, then no impairment exists. If the carrying amount exceeds the sum of the undiscounted future cash flows, then a second step is performed to determine the amount of impairment, if any, to be recognized. An impairment loss is recognized to the extent that the carrying amount of the asset or asset group exceeds its fair value. The fair value of the asset or asset group is based on estimated discounted future cash flows of the asset or asset group using a discount rate commensurate with the related risk. The estimate of future cash flows requires management to make assumptions and to apply judgment, including forecasting future sales and expenses and estimating useful lives of the assets. These estimates can be affected by a number of factors, including, among others, future results, demand and economic conditions, many of which can be difficult to predict.

*Recently Adopted Accounting Pronouncements and Recently Issued Accounting Pronouncements.*

See Note 1 to the accompanying financial statements for information about recently adopted accounting pronouncements and recently issued accounting pronouncements.

**Results of Operations**

The discussions below compare our results of operations in 2025 and 2024. Historical results are not indicative of the results to be expected in the current period or any future period.

*2025 Compared to 2024*

The table below presents, for each period, each line item of our statement of operations as a percentage of our total revenue for the period. The narrative that follows provides a comparative discussion of certain of these line items between periods.

| | Year Ended December 31, | |
|---|---|---|
| | 2024 | 2025 |
| **Statements of Operations Data:** | | |
| Revenue: | | |
| Product revenue | 85.8 % | 86.0 % |
| Service revenue | 14.2 | 14.0 |
| Total revenue | 100.0 | 100.0 |
| Operating expenses: | | |
| Cost of sales (exclusive of depreciation and amortization shown separately below): | | |
| Product cost of sales | 60.0 | 64.3 |
| Service cost of sales | 9.1 | 8.6 |
| Selling, general and administrative | 26.9 | 26.3 |
| Depreciation and amortization | 10.8 | 23.2 |
| Impairment of Goodwill | — | 15.1 |
| Impairment of investments in equity securities | 1.9 | — |
| Total operating expenses | 106.8 | 137.5 |
| Operating loss | (8.7) | (37.6) |
| Interest expense | (7.7) | (12.4) |
| Interest income | 3.4 | 2.7 |
| Other income, net | — | 0.6 |
| Loss from equity method investments | (6.4) | (6.3) |
| Loss before income taxes | (19.4) | (53.0) |
| Income tax (expense) benefit | (0.6) | 0.7 |
| Net loss | (20.0) | (52.3) |
| Loss attributable to noncontrolling interest | 0.1 | 0.1 |
| Net loss attributable to Clean Energy Fuels Corp. | (19.9)% | (52.2)% |

*Product revenue.* Product revenue for 2025 increased by $8.8 million to $365.5 million, representing 86.0% of total revenue, compared to $356.7 million, representing 85.8% of total revenue, for 2024. The increase was primarily due to (1) increased volumes of vehicle fueling at our stations including $6.2 million of LNG sales from our Pickens plant that reopened in 2025 and higher pricing partially due to higher underlying natural gas commodity costs in 2025 as compared to 2024, partially offset by an increase of $5.3 million in non-cash stock-based sales incentive contra-revenue charges relating to the Amazon Warrant, resulting in a $28.8 million net increase in fuel sales in 2025 compared to 2024 and (2) an increase in station construction sales of $8.8 million due to increased construction activities. The increase in product revenue between periods was partially offset by (1) a decrease in RIN revenue of $6.8 million partially attributable to lower RIN credit prices partially offset by higher share of RIN values in 2025 when compared to 2024, (2) an increase in LCFS credits of $3.1 million primarily due to a higher share of LCFS values and higher low CI volume in 2025 when compared to 2024, (3) a decrease in AFTC revenue of $23.6 million due to the expiration of the programs in December 2024, and (4) a change in fair value of our commodity swap and customer contracts entered into connection with our truck financing program, as we recognized unrealized loss of $1.7 million in 2025 compared to an unrealized loss of $0.1 million in 2024.

*Service revenue.* Service revenue for 2025 increased $0.2 million to $59.4 million, representing 14.0% of total revenue, compared to $59.2 million, representing 14.2% of total revenue, for 2024. The increase was primarily due to an increase in GGEs serviced in 2025 when compared to those in 2024.

*Product cost of sales.* Product cost of sales for 2025 increased by $23.7 million to $273.3 million, representing 64.3% of total revenue, from $249.6 million, representing 60.0% of total revenue, in 2024. The increase was primarily due to higher underlying natural gas commodity costs and increased volumes of vehicle fueling at our stations, with a $4.4 million increase in station construction costs.

*Service cost of sales.* Service cost of sales for 2025 decreased by $1.3 million to $36.6 million, representing 8.6% of total revenue, from $37.9 million, representing 9.1% of total revenue, in 2024. The decrease was primarily due to less repair work performed at private stations.

*Selling, general and administrative.* Selling, general and administrative expenses were $111.8 million in each of 2025 and 2024.

*Depreciation and amortization.* Depreciation and amortization increased by $53.8 million to $98.6 million in 2025, from $44.7 million in 2024. The increase was primarily due to the accelerated depreciation expense relating to the change in depreciable life of the Pilot station assets. Refer to note 9 of the accompanying financial statements for further detail.

*Impairment of Investments in Equity Securities.* Impairment of Investments in Equity Securities decreased by $8.1 million to $0 million in 2025, from $8.1 million in 2024. The impairment was primarily due to the investee's deteriorating financial results in late 2024.

*Impairment of goodwill.* Impairment of goodwill increased by $64.3 million in 2025, from $0 million in 2024. This represents the goodwill impairment loss for the Company's single reporting unit, which was recognized in the first quarter of 2025 in the amount of $64.3 million and comprises the total amount of goodwill of the Company.

*Interest expense.* Interest expense increased by $20.5 million to $52.7 million in 2025 from $32.2 million in 2024, primarily due to additional fees and non-cash adjustments associated with the Company's voluntary partial prepayment of debt in December 2025 (Refer to Note 11 in the accompanying financial statements).

*Interest income.* Interest income decreased by $2.6 million to $11.4 million in 2025 from $14.0 million in 2024, primarily due to lower average interest rates of the Company's short-term investments and loan receivables.

*Loss from equity method investments.* Loss from equity method investments increased by $0.2 million to $26.7 million in 2025 from $26.6 million in 2024, due to the operating results of SAFE S.p.A., Rimere and our joint ventures with TotalEnergies and bp, and our other equity method investees.

*Income tax (expense) benefit.* Income tax benefit was $2.8 million in 2025 compared to income tax expense of $2.7 million in 2024. Income tax expense and/or benefit is primarily related to deferred taxes associated with goodwill and other indefinite-lived deferred tax liabilities, and the Company's expected state tax expense.

*Loss attributable to noncontrolling interest.* In 2025 and 2024, we recorded a gain of $0.6 million and $0.6 million, respectively, for the noncontrolling interest in the net loss of NG Advantage, LLC ("NG Advantage"). The noncontrolling interest in NG Advantage represents a 6.7% minority interest that was held by third parties during both the 2025 and 2024 periods.

**Seasonality and Inflation**

To some extent, we experience seasonality in our results of operations. Some of our customers tend to consume more of our vehicle fuels in the summer months, when buses and other fleet vehicles use more fuel to power their air conditioning systems, which typically translate to an increased volume of fuel sold in the summer months. In addition, natural gas commodity prices tend to be higher in the fall and winter months, due to increased overall demand for natural gas for heating during these periods.

Historically, inflation has not significantly affected our operating results; however, costs for construction, repairs, maintenance, electricity and insurance are all subject to inflationary pressures, which could affect our ability to maintain our stations adequately, build new stations, expand our existing facilities or pursue additional facilities, and could materially impact our operating costs.

**Liquidity and Capital Resources**

*Liquidity*

Liquidity is the ability to meet present and future financial obligations through operating cash flows, the sale or maturity of investments or the acquisition of additional funds through capital management. Our financial position and liquidity are, and will continue to be, influenced by a variety of factors, including the level of our outstanding indebtedness and the principal and interest we are obligated to pay on our indebtedness; the amount and timing of any capital calls related to the joint venture(s) with TotalEnergies and/or bp, or any other joint venture we may enter into in the future; the amount and timing of any additional debt or equity financing we may pursue; our capital expenditure requirements; any merger, divestiture or acquisition activity; and our ability to generate cash flows from our operations. We expect cash provided by our operating activities to fluctuate as a result of a number of factors, including our operating results and the factors that affect these results, including the amount and timing of our vehicle fuel sales, station construction sales, sales of RINs and LCFS Credits and recognition of government credits, grants and incentives, if any; fluctuations in commodity, station construction and labor costs; supply chain issues and unfavorable macroeconomic events, including inflationary pressures; environmental credit prices; variations in the fair value of certain of our derivative instruments that are recorded in revenue; and the amount and timing of our billing, collections and liability payments.

*Cash Flows*

*Operating Activities*. Cash provided by operating activities was $85.5 million in 2025, compared to cash provided by operating activities of $64.6 million in 2024. The increase in cash provided by operating activities was primarily attributable to changes in working capital resulting from the timing of cash receipts, accruals, billings and payments.

*Investing Activities*. Cash provided by investing activities was $66.6 million in 2025, compared to cash used in investing activities of $77.7 million in 2024. The increase in cash provided by investing activities was primarily attributable to a $35.4 million increase in maturities of short-term investments and a $59.6 million decrease in purchases of short-term investments. In addition, purchases of and deposits on property, plant and equipment decreased by $39.3 million compared to the prior year, and investments in other entities declined by $19.9 million. These increases in cash provided were partially offset by a $19.3 million increase in payments and deposits on equipment and manure rights related to ADG RNG production projects.

*Financing Activities*. Cash used in financing activities was $82.1 million in 2025, compared to $1.9 million in 2024. The increase in cash used in financing activities was primarily attributable to the Company's voluntary early prepayment of $65.0 million of principal under its Stonepeak Credit Agreement (as defined in Note 11 to the accompanying financial statements), as well as the Company's payment of a related early prepayment fee of $5.3 million. The increase was also driven by $7.9 million of share repurchase activity during 2025.

*Capital Expenditures, Indebtedness and Other Uses of Cash*

We require cash to fund our capital expenditures, operating expenses and working capital and other requirements, including costs associated with fuel sales; outlays for the design and construction of new fueling stations; additions or other modifications to existing fueling stations; RNG production facilities; debt repayments and repurchases; repurchases of common stock; purchases of heavy-duty trucks that use our fuels; additions or modifications of LNG production facilities; supporting our operations, including maintenance and improvements of our infrastructure; supporting our sales and marketing activities, including support of legislative and regulatory initiatives; financing vehicles for our customers; any investments in other entities; any mergers or acquisitions, including acquisitions to expand our RNG production capacity; pursuing market expansion as opportunities arise, including geographically and to new customer markets; and to fund other activities or pursuits and for other general corporate purposes.

Our business plan calls for approximately $25.0 million in capital expenditures in 2026. These capital expenditures primarily relate to the construction of fueling stations, IT software and equipment and LNG plant costs, and we expect to fund these expenditures primarily through cash on hand and cash generated from operations. Further, in 2026, we anticipate deploying up to approximately $42.0 million to develop ADG RNG production facilities. As of December 31, 2025, we have invested $365.6 million in the development of ADG RNG production facilities, which includes $283.9 million contributed to our joint ventures.

We had total indebtedness, consisting of our debt and finance leases, of approximately $254.0 million in principal amount as of December 31, 2025, of which approximately $1.4 million, $1.5 million, $0.7 million, $250.3 million, $0.1 million and $0.0 million are expected to become due in 2026, 2027, 2028, 2029, 2030 and thereafter, respectively. Based on our outstanding indebtedness and applicable interest rates as of December 31, 2025, we expect our total interest payment obligations relating to our indebtedness to be approximately $29.2 million for the year ending December 31, 2026. We plan to and believe we are able to make all expected principal and interest payments in the next 12 months.

We also have indebtedness, including the amount representing interest, from our operating leases of approximately $156.4 million as of December 31, 2025, of which approximately $17.2 million, $17.4 million, $17.4 million, $16.7 million, $15.9 million and $71.9 million are expected to become due in 2026, 2027, 2028, 2029, 2030 and thereafter, respectively.

We intend to make payments under our various debt instruments when due and pursue opportunities for earlier repayment and/or refinancing if and when these opportunities arise. Although we believe we have sufficient liquidity and capital resources to repay our debt coming due in the next 12 months, we may elect to suspend, or limit repurchases under, our share repurchase program or pursue alternatives, such as refinancing, or debt or equity offerings, to increase our cash management flexibility.

*Sources of Cash*

Historically, our principal sources of liquidity have consisted of cash on hand, cash provided by our operations, including, if available, AFTC and other government credits, grants and incentives, cash provided by financing activities, and sales of assets. As of December 31, 2025, excluding current portion of restricted cash, we had total cash and cash equivalents and short-term investments of $156.1 million, compared to $217.5 million as of December 31, 2024.

We expect cash provided by our operating activities to fluctuate depending on our operating results, which can be affected by the factors described above, such as the non-renewal of AFTC, as well as the other factors described in this MD&A and Item 1A. “Risk Factors” of this report.

Subject to the following paragraph, we believe our cash and cash equivalents and short-term investments and anticipated cash provided by our operating and current or future financing activities will satisfy our expected business requirements for at least the 12 months following the date of this report. Subsequent to that period, we may need to raise additional capital to fund any planned or unanticipated capital expenditures, investments, debt repayments, share repurchases or other expenses that we cannot fund through cash on-hand, cash provided by our operations or other sources. Moreover, we may use our cash resources faster than we predict due to unexpected expenditures or higher-than-expected expenses due to unfavorable macroeconomic events, including inflationary pressures or otherwise, in which case we may need to seek capital from alternative sources sooner than we anticipate. The timing and necessity of any future capital raise would depend on various factors, including our rate and volume of, and prices for, natural gas fuel sales and other volume-related activity, new station construction, debt repayments (either before or at maturity) and any potential mergers, acquisitions, investments, divestitures or other strategic relationships we may pursue, as well as the other factors that affect our revenue and expense levels as described in this MD&A and elsewhere in this report.

If we deploy additional capital to develop ADG RNG production facilities and fueling stations to support contracted RNG fueling volume, we could be required to raise additional capital.

We may raise additional capital through one or more sources, including, among others, obtaining equity capital, including through offerings of our common stock or other securities, obtaining new or restructuring existing debt, selling assets, or any combination of these or other potential sources of capital. We may not be able to raise capital when needed,

on terms that are favorable to us or our stockholders or at all. Any inability to raise necessary capital may impair our ability to develop and maintain fueling infrastructure, invest in strategic transactions or acquisitions or repay our outstanding indebtedness and may reduce our ability to support and build our business and generate sustained or increased revenue.

**Material Cash Requirements**

The table below presents our material cash requirements, including the scheduled maturities of our contractual obligations and our commitments for capital expenditures as of December 31, 2025. This table excludes certain potential cash requirements because they may involve future cash payments that are considered uncertain and cannot be estimated because they vary based upon future conditions; however, the exclusion of these obligations should not be construed as an implication that they are immaterial, as they could significantly affect our short- and long-term liquidity and capital resource needs depending on a variety of future events, facts and conditions.

| | Payments Due by Period | | | | |
|---|---|---|---|---|---|
| **Contractual Obligations: (in thousands)** | **Total** | **Less than 1 year** | **1 - 3 years** | **3 - 5 years** | **More than 5 years** |
| Long-term debt [1] | $ 345,322 | $ 24,151 | $ 48,345 | $ 272,826 | $ — |
| Finance lease obligations [2] | 4,510 | 1,629 | 2,378 | 503 | — |
| Operating lease commitments [3] | 156,430 | 17,162 | 34,831 | 32,562 | 71,875 |
| Long-term take-or-pay contracts [4] | 9,938 | 9,938 | — | — | — |
| Construction contracts [5] | 16,691 | 16,691 | — | — | — |
| Total | $ 532,891 | $ 69,571 | $ 85,554 | $ 305,891 | $ 71,875 |

(1) Represents long-term debt, including future interest payments, to finance acquisitions, equipment purchases and development of RNG production projects.

(2) Consist of finance lease obligations, including future interest payments, relating to financing of equipment purchases.

(3) Represent various leases including ground leases for our Boron, California plant and fueling stations, property leases relating to our office spaces, and leases for equipment.

(4) Represent estimated commitment relating to our long-term, quarterly natural gas purchase contracts with a take-or-pay commitment.

(5) Consist of our obligations to fund various fueling station construction projects including our commitment to construct certain fueling stations in Canada pursuant to the Joint Development Agreement with Tourmaline of which 50% of the station construction costs is expected to be reimbursed by Tourmaline. The amount presented is net of amounts funded through December 31, 2025 and excludes contractual commitments relating to station sales contracts.

**Off-Balance Sheet Arrangements**

As of December 31, 2025, we had the following off-balance sheet arrangements that have had, or are reasonably likely to have, a material current or future effect on our financial condition, changes in financial condition, revenue or expenses, results of operations, liquidity, capital expenditures or capital resources:

- Outstanding surety bonds for construction contracts and general corporate purposes totaling $65.2 million;
- A loan commitment to an equity method investee;
- Quarterly fixed-price natural gas purchase contracts with take-or-pay commitments, the amount of which is shown under “Contractual Obligations” above; and
- One long-term natural gas sale contract with a fixed supply commitment.

We provide surety bonds primarily for construction contracts in the ordinary course of our business, as a form of guarantee. No liability has been recorded in connection with our surety bonds because, based on historical experience and available information, we do not believe it is probable that any amounts will be required to be paid under these arrangements for which we will not be reimbursed.

As of December 31, 2025, we had quarterly fixed-price natural gas purchase contracts with take-or-pay commitments extending through March 2026.

In addition, as of December 31, 2025, we had a fixed supply arrangement with UPS for the supply and sale of 170.0 million GGEs of RNG through March 2026.

**Item 7A. Quantitative and Qualitative Disclosures about Market Risk.**

In the ordinary course of our business, we are exposed to various market risks, including commodity price risks, risks related to foreign currency exchange rates, and risks related to fluctuations in interest rates.

**Commodity Price Risk**

We are subject to market risk with respect to our sales of natural gas, which have historically been subject to volatile market conditions. Our exposure to market risk is heightened when we have a fixed-price sales contract with a customer that is not covered by a futures contract, or when we are otherwise unable to pass through natural gas price increases to customers. Natural gas prices and availability are affected by many factors, including, among others, drilling activity, supply, weather conditions, overall economic conditions and foreign and domestic government regulations.

Natural gas costs represented $190.6 million, $124.0 million, and $143.0 million of our cost of sales in 2023, 2024, and 2025, respectively.

We have prepared a sensitivity analysis to estimate our exposure to price risk with respect to our commodity swap contracts. If the diesel-to-natural gas price spread were to fluctuate by 10% as of December 31, 2025, we would expect a corresponding fluctuation in the fair value of our commodity swap contracts of approximately $0.2 million.

**Foreign Currency Exchange Rate Risk**

For the year ended December 31, 2025, our primary exposure to foreign currency exchange rates relates to our Canadian operations that had certain outstanding accounts receivable and accounts payable denominated in Canadian dollar, which were not hedged.

We have performed a sensitivity analysis to estimate our exposure to market risk with respect to our monetary transactions denominated in a foreign currency. If the exchange rates on these assets and liabilities were to fluctuate by 10% from the rates as of December 31, 2025, we would expect a corresponding fluctuation in the value of the net assets to be $0.3 million.

In addition, we are exposed to market price risk relating to the diesel-to-natural gas price spread associated with the natural gas fuel supply commitments we make in our fueling agreements with fleet operators who participate in the Company's truck financing program.

**Item 8. Financial Statements and Supplementary Data.**

**INDEX TO CONSOLIDATED FINANCIAL STATEMENTS**


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**Report of Independent Registered Public Accounting Firm**

To the Stockholders and Board of Directors
Clean Energy Fuels Corp.:

*Opinions on the Consolidated Financial Statements and Internal Control Over Financial Reporting*

We have audited the accompanying consolidated balance sheets of Clean Energy Fuels Corp. and subsidiaries (the Company) as of December 31, 2025 and December 31, 2024, the related consolidated statements of operations, comprehensive loss, stockholders' equity, and cash flows for each of the years in the three-year period ended December 31, 2025, and the related notes and financial statement schedule II (collectively, the consolidated financial statements). We also have audited the Company's internal control over financial reporting as of December 31, 2025, based on criteria established in Internal Control – Integrated Framework (2013) issued by the Committee of Sponsoring Organizations of the Treadway Commission.

In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of the Company as of December 31, 2025 and December 31, 2024, and the results of its operations and its cash flows for each of the years in the three-year period ended December 31, 2025, in conformity with U.S. generally accepted accounting principles. Also in our opinion, the Company maintained, in all material respects, effective internal control over financial reporting as of December 31, 2025 based on criteria established in Internal Control – Integrated Framework (2013) issued by the Committee of Sponsoring Organizations of the Treadway Commission.

*Basis for Opinions*

The Company's management is responsible for these consolidated financial statements, for maintaining effective internal control over financial reporting, and for its assessment of the effectiveness of internal control over financial reporting, included in the accompanying Management's Report on Internal Control Over Financial Reporting. Our responsibility is to express an opinion on the Company's consolidated financial statements and an opinion on the Company's internal control over financial reporting based on our audits. We are a public accounting firm registered with the Public Company Accounting Oversight Board (United States) (PCAOB) and are required to be independent with respect to the Company in accordance with the U.S. federal securities laws and the applicable rules and regulations of the Securities and Exchange Commission and the PCAOB.

We conducted our audits in accordance with the standards of the PCAOB. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the consolidated financial statements are free of material misstatement, whether due to error or fraud, and whether effective internal control over financial reporting was maintained in all material respects.

Our audits of the consolidated financial statements included performing procedures to assess the risks of material misstatement of the consolidated financial statements, whether due to error or fraud, and performing procedures that respond to those risks. Such procedures included examining, on a test basis, evidence regarding the amounts and disclosures in the consolidated financial statements. Our audits also included evaluating the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements. Our audit of internal control over financial reporting included obtaining an understanding of internal control over financial reporting, assessing the risk that a material weakness exists, and testing and evaluating the design and operating effectiveness of internal control based on the assessed risk. Our audits also included performing such other procedures as we considered necessary in the circumstances. We believe that our audits provide a reasonable basis for our opinions.

*Definition and Limitations of Internal Control Over Financial Reporting*

A company's internal control over financial reporting is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. A company's internal control over financial reporting includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the

transactions and dispositions of the assets of the company; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorizations of management and directors of the company; and (3) provide reasonable assurance regarding prevention or timely detection of unauthorized acquisition, use, or disposition of the company's assets that could have a material effect on the financial statements.

Because of its inherent limitations, internal control over financial reporting may not prevent or detect misstatements. Also, projections of any evaluation of effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

*Critical Audit Matter*

The critical audit matter communicated below is a matter arising from the current period audit of the consolidated financial statements that was communicated or required to be communicated to the audit committee and that: (1) relates to accounts or disclosures that are material to the consolidated financial statements and (2) involved our especially challenging, subjective, or complex judgments. The communication of a critical audit matter does not alter in any way our opinion on the consolidated financial statements, taken as a whole, and we are not, by communicating the critical audit matter below, providing a separate opinion on the critical audit matter or on the accounts or disclosures to which it relates.

*Application of tax laws and regulations*

As discussed in Note 1 and 7 to the consolidated financial statements, the Company recognized $16.6 million of investment tax credits (ITCs) within Prepaid expenses and other current assets as of December 31, 2025. The investment tax credit under Section 48 of the Internal Revenue Code was expanded to include qualified biogas property and is available for the Company's Renewable Natural Gas (RNG) dairy projects. These ITCs are non-refundable tax credits that are transferable under Section 6418. The Company elected a policy to account for the ITCs outside of ASC 740, Income Taxes, and analogize to International Accounting Standards 20, Accounting for Government Grants and Disclosure of Government Assistance. The application of tax laws and regulations to determine the qualified biogas property costs that comprise the basis for the ITC is subject to legal and factual interpretation, judgment, and uncertainty. Tax laws and regulations themselves are subject to change as a result of changes in fiscal policy, changes in legislation, the evolution of regulations, and court rulings.

We identified the evaluation of the Company's application of tax laws and regulations related to ITCs as a critical audit matter. Challenging auditor judgment, and specialized skills and knowledge, were required to evaluate the ITCs generated from one of the Company's RNG dairy projects because of the need to interpret and apply the relevant tax laws and regulations.

The following are the primary procedures we performed to address the critical audit matter. We evaluated the design and tested the operating effectiveness of certain internal controls over the Company's investment tax credit process, including a control over the Company's interpretation and application of the relevant tax laws. We involved tax professionals with specialized skills and knowledge, who assisted in evaluating the eligibility of the qualified biogas property costs incurred under Section 48 of the Internal Revenue Code that are the basis of ITCs to determine appropriate application of the tax laws and regulations.

/s/ KPMG LLP

We have served as the Company's auditor since 2001.

Irvine, California
February 24, 2026

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**CONSOLIDATED BALANCE SHEETS**
**(In thousands, except share and per share data)**

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| **Assets** | | |
| Current assets: | | |
| Cash, cash equivalents and restricted cash | $ 91,562 | $ 157,756 |
| Short-term investments | 127,970 | 552 |
| Accounts receivable, net of allowance of $1,965 and $2,069 as of December 31, 2024 and December 31, 2025, respectively | 107,683 | 100,793 |
| Other receivables | 14,630 | 6,193 |
| Inventory | 43,434 | 43,906 |
| Notes receivable - related party | 2,372 | — |
| Prepaid expenses and other current assets | 26,117 | 41,139 |
| Total current assets | 413,768 | 350,339 |
| Operating lease right-of-use assets | 90,598 | 87,922 |
| Land, property and equipment, net | 365,319 | 324,040 |
| Notes receivable and other long-term assets, net | 38,245 | 22,194 |
| Investments in other entities | 265,268 | 262,325 |
| Goodwill | 64,328 | — |
| Intangible assets, net | 6,365 | 9,896 |
| Total assets | $ 1,243,891 | $ 1,056,716 |
| **Liabilities and Stockholders' Equity** | | |
| Current liabilities: | | |
| Current portion of debt | $ 40 | $ 52 |
| Current portion of finance lease obligations | 920 | 1,303 |
| Current portion of operating lease obligations | 8,027 | 9,095 |
| Accounts payable | 33,301 | 26,176 |
| Accrued liabilities | 105,563 | 96,106 |
| Deferred revenue | 6,871 | 18,423 |
| Total current liabilities | 154,722 | 151,155 |
| Long-term portion of debt | 265,327 | 226,727 |
| Long-term portion of finance lease obligations | 1,766 | 2,531 |
| Long-term portion of operating lease obligations | 89,049 | 85,920 |
| Other long-term liabilities | 13,496 | 25,316 |
| Total liabilities | 524,360 | 491,649 |
| Commitments and contingencies (Note 14) | | |
| Stockholders' equity: | | |
| Preferred stock, $0.0001 par value. 1,000,000 shares authorized; no shares issued and outstanding | — | — |
| Common stock, $0.0001 par value. 454,000,000 shares authorized; 223,456,994 shares and 219,331,992 shares issued and outstanding as of December 31, 2024 and December 31, 2025, respectively | 22 | 22 |
| Additional paid-in capital | 1,730,090 | 1,796,957 |
| Accumulated deficit | (1,012,542) | (1,234,566) |
| Accumulated other comprehensive loss | (4,297) | (2,992) |
| Total Clean Energy Fuels Corp. stockholders' equity | 713,273 | 559,421 |
| Noncontrolling interest in subsidiary | 6,258 | 5,646 |
| Total stockholders' equity | 719,531 | 565,067 |
| Total liabilities and stockholders' equity | $ 1,243,891 | $ 1,056,716 |

See accompanying notes to consolidated financial statements.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**CONSOLIDATED STATEMENTS OF OPERATIONS**
**(In thousands, except share and per share data)**

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Revenue: | | | |
| Product revenue | $ 369,824 | $ 356,709 | $ 365,467 |
| Service revenue | 55,335 | 59,156 | 59,366 |
| Total revenue | 425,159 | 415,865 | 424,833 |
| Operating expenses: | | | |
| Cost of sales (exclusive of depreciation and amortization shown separately below): | | | |
| Product cost of sales | 309,901 | 249,627 | 273,283 |
| Service cost of sales | 33,719 | 37,918 | 36,642 |
| Selling, general and administrative | 112,265 | 111,834 | 111,838 |
| Depreciation and amortization | 45,674 | 44,737 | 98,606 |
| Impairment of goodwill | — | — | 64,328 |
| Impairment of investments in equity securities | — | 8,102 | — |
| Total operating expenses | 501,559 | 452,218 | 584,697 |
| Operating loss | (76,400) | (36,353) | (159,864) |
| Interest expense | (22,924) | (32,179) | (52,687) |
| Interest income | 11,148 | 14,005 | 11,383 |
| Other income, net | 165 | 106 | 2,449 |
| Loss from equity method investments | (12,510) | (26,576) | (26,737) |
| Loss before income taxes | (100,521) | (80,997) | (225,456) |
| Income tax (expense) benefit | 423 | (2,692) | 2,820 |
| Net loss | (100,098) | (83,689) | (222,636) |
| Loss attributable to noncontrolling interest | 601 | 619 | 612 |
| Net loss attributable to Clean Energy Fuels Corp. | $ (99,497) | $ (83,070) | $ (222,024) |
| Net loss attributable to Clean Energy Fuels Corp. per share: | | | |
| Basic and diluted | $ (0.45) | $ (0.37) | $ (1.01) |
| Weighted-average common shares outstanding: | | | |
| Basic and diluted | 222,904,785 | 223,346,127 | 220,648,541 |

See accompanying notes to consolidated financial statements.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**CONSOLIDATED STATEMENTS OF COMPREHENSIVE LOSS**
**(In thousands)**

| | Year Ended December 31, 2023 | | | Year Ended December 31, 2024 | | | Year Ended December 31, 2025 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Clean Energy Fuels Corp. | Noncontrolling Interest | Total | Clean Energy Fuels Corp. | Noncontrolling Interest | Total | Clean Energy Fuels Corp. | Noncontrolling Interest | Total |
| Net loss | $ (99,497) | $ (601) | $(100,098) | $ (83,070) | $ (619) | $(83,689) | $ (222,024) | $ (612) | $(222,636) |
| Other comprehensive income (loss), net of tax: | | | | | | | | | |
| Foreign currency translation adjustments net of $0 tax in 2023, 2024 and 2025 | 1,261 | — | 1,261 | (2,397) | — | (2,397) | 1,520 | — | 1,520 |
| Reclassification of gain on extinguishment of loan receivable classified as available-for-sale securities, to earnings (Note 3) | — | — | — | — | — | — | (215) | | (215) |
| Unrealized gain (loss) on available-for-sale securities, net of $0 tax in 2023, 2024 and 2025 | 342 | — | 342 | 219 | — | 219 | | — | — |
| Total other comprehensive income (loss), net of tax | 1,603 | — | 1,603 | (2,178) | — | (2,178) | 1,305 | — | 1,305 |
| Comprehensive loss | $ (97,894) | $ (601) | $ (98,495) | $ (85,248) | $ (619) | $(85,867) | $ (220,719) | $ (612) | $(221,331) |

See accompanying notes to consolidated financial statements.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**CONSOLIDATED STATEMENTS OF STOCKHOLDERS' EQUITY**
**(In thousands, except share data)**

| | Common stock | | Additional Paid-In Capital | Accumulated Deficit | Accumulated Other Comprehensive Income (Loss) | Noncontrolling Interest in Subsidiary | Total Stockholders' Equity |
|---|---|---|---|---|---|---|---|
| | Shares | Amount | | | | | |
| Balance, December 31, 2022 | 222,437,429 | 22 | 1,553,668 | (829,975) | (3,722) | 7,478 | 727,471 |
| Issuance of common stock, net of issuance costs | 589,537 | — | 685 | — | — | — | 685 |
| Shares withheld related to net share settlement | — | — | (175) | — | — | — | (175) |
| Stock-based compensation | — | — | 23,336 | — | — | — | 23,336 |
| Stock-based sales incentive charges | — | — | 38,388 | — | — | — | 38,388 |
| Issuance of common stock warrants | — | — | 42,435 | — | — | — | 42,435 |
| Net loss | — | — | — | (99,497) | — | (601) | (100,098) |
| Other comprehensive loss | — | — | — | — | 1,603 | — | 1,603 |
| Balance, December 31, 2023 | 223,026,966 | 22 | 1,658,339 | (929,472) | (2,119) | 6,877 | 733,647 |
| Issuance of common stock | 430,028 | — | 474 | — | — | — | 474 |
| Shares withheld related to net share settlement | — | — | (340) | — | — | — | (340) |
| Stock-based compensation | — | — | 10,803 | — | — | — | 10,803 |
| Stock-based sales incentive charges | — | — | 60,764 | — | — | — | 60,764 |
| Issuance of common stock warrants | — | — | 50 | — | — | — | 50 |
| Net loss | — | — | — | (83,070) | — | (619) | (83,689) |
| Other comprehensive loss | — | — | — | — | (2,178) | — | (2,178) |
| Balance, December 31, 2024 | 223,456,994 | 22 | 1,730,090 | (1,012,542) | (4,297) | 6,258 | 719,531 |
| Issuance of common stock | 788,816 | 0 | 302 | — | — | — | 302 |
| Repurchase of common stock | (4,913,818) | (0) | (7,938) | — | — | — | (7,938) |
| Shares withheld related to net share settlement | — | — | (499) | — | — | — | (499) |
| Stock-based compensation | — | — | 8,869 | — | — | — | 8,869 |
| Stock-based sales incentive charges | — | — | 66,101 | — | — | — | 66,101 |
| Issuance of common stock warrants | — | — | 32 | — | — | — | 32 |
| Net loss | — | — | — | (222,024) | — | (612) | (222,636) |
| Other comprehensive income | — | — | — | — | 1,305 | — | 1,305 |
| Balance, December 31, 2025 | 219,331,992 | $ 22 | $1,796,957 | $ (1,234,566) | $ (2,992) | $ 5,646 | $ 565,067 |

See accompanying notes to consolidated financial statements.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**CONSOLIDATED STATEMENTS OF CASH FLOWS**
**(In thousands)**

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| **Cash flows from operating activities:** | | | |
| Net loss | $ (100,098) | $ (83,689) | $ (222,636) |
| Adjustments to reconcile net loss to net cash provided by operating activities: | | | |
| Depreciation and amortization | 45,674 | 44,737 | 98,606 |
| Provision for credit losses and inventory | 1,773 | 2,682 | 4,007 |
| Stock-based compensation expense | 23,336 | 10,803 | 8,869 |
| Stock-based sales incentive charges | 60,609 | 60,764 | 66,101 |
| Change in fair value of derivative instruments | 158 | 131 | 1,664 |
| (Gain)/Loss on sale of BTR equity and convertible promissory note | — | — | (2,058) |
| Amortization of debt financing costs | 1,571 | 4,775 | 5,294 |
| Amortization of discounts and Section 30C tax credit | (6,279) | (6,343) | (4,162) |
| Loss on disposal of property and equipment | 863 | 468 | 2,707 |
| Loss on extinguishment of debt | 5,367 | — | 11,515 |
| Extinguishment of unamortized discount on expiration of deferred drawdown | — | — | 11,260 |
| Asset impairments and other charges | 634 | 380 | — |
| Impairment of goodwill | — | — | 64,328 |
| Impairment of investments in equity securities | — | 8,102 | — |
| Loss from equity method investments | 12,510 | 26,576 | 26,737 |
| Non-cash lease expense | 6,854 | 9,385 | 9,017 |
| Deferred income taxes | (515) | 2,630 | (2,876) |
| Accretion of ARO liabilities | — | — | 393 |
| Changes in operating assets and liabilities: | | | |
| Accounts and other receivables | (7,711) | (8,177) | (2,788) |
| Inventory | (11,391) | (57) | (4,435) |
| Prepaid expenses and other assets | 510 | 6,033 | 2,285 |
| Operating lease liabilities | (3,957) | (6,087) | (8,402) |
| Accounts payable | 14,770 | (18,784) | (1,590) |
| Deferred revenue | (883) | 2,205 | 11,476 |
| Accrued liabilities and other | (18) | 8,045 | 10,217 |
| Net cash provided by operating activities | 43,777 | 64,579 | 85,529 |
| **Cash flows from investing activities:** | | | |
| Purchases of short-term investments | (491,253) | (914,210) | (854,581) |
| Maturities and sales of short-term investments | 479,288 | 950,644 | 986,021 |
| Payment and deposits on equipment and manure rights for ADG RNG production projects | (20,348) | (14,959) | (34,205) |
| Purchases of and deposits on property and equipment | (100,934) | (64,997) | (25,679) |
| Grant proceeds for capital projects | 1,947 | 952 | — |
| Proceeds received for joint development and construction of station projects | 3,224 | 6,980 | 3,359 |
| Disbursements for loans receivable | (3,500) | (10,398) | (4,000) |
| Proceeds from paydowns, maturities, and sales of loans receivable | 2,256 | 310 | 3,544 |
| Investments in other entities | (73,450) | (32,892) | (16,488) |
| Advance to DR JV | (5,500) | — | — |
| Proceeds from repayment of advance by DR JV | 5,500 | — | — |
| Proceeds from settlement of insurance claims | 495 | 314 | — |
| Proceeds from disposal of property and equipment | 262 | 576 | 5,128 |
| Net cash provided by (used in) provided by investing activities | (202,013) | (77,680) | 63,099 |
| **Cash flows from financing activities:** | | | |
| Issuance of common stock | 242 | 64 | (37) |
| Repurchase of common stock | — | — | (7,938) |
| Payment of tax withholdings on net settlement of equity awards | (175) | (340) | (499) |
| Fees paid for lender and debt issuance costs | (9,484) | (890) | — |
| Proceeds for Adopt-A-Port program | 955 | 3,390 | 465 |
| Repayment of proceeds for Adopt-A-Port program | (1,441) | (1,934) | (2,549) |
| Proceeds from debt instruments | 300,255 | — | — |
| Repayments of debt instruments and finance lease obligations | (151,148) | (2,234) | (1,217) |
| Repayment of Stonepeak Debt | — | — | (65,000) |
| Payments of debt extinguishment costs | (83) | — | (5,336) |
| Net cash provided by (used in) financing activities | 139,121 | (1,944) | (82,111) |
| Effect of exchange rates on cash, cash equivalents and restricted cash | 128 | (356) | (323) |
| Net increase in cash, cash equivalents and restricted cash | (18,987) | (15,401) | 66,194 |
| Cash, cash equivalents and restricted cash, beginning of period | 125,950 | 106,963 | 91,562 |
| Cash, cash equivalents and restricted cash, end of period | $ 106,963 | $ 91,562 | $ 157,756 |
| Supplemental disclosure of cash flow information: | | | |
| Income taxes paid | $ 77 | $ 60 | $ 41 |
| Interest paid, net of $2,587 and $2,057, $7,120 capitalized, respectively | $ 16,360 | $ 27,402 | $ 14,958 |
| Supplemental disclosure of non-cash financing activity: | | | |
| Interest paid-in-kind | $ — | $ — | $ (15,000) |

See accompanying notes to consolidated financial statements.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS**

**Note 1 —Summary of Significant Accounting Policies**

***The Company and Nature of Business***

Clean Energy Fuels Corp., together with its majority and wholly owned subsidiaries (hereinafter collectively referred to as the "Company," unless the context or the use of the term indicates or requires otherwise) is engaged in the business of selling renewable and conventional natural gas as alternative fuels for vehicle fleets and related fueling solutions to its customers, primarily in the United States ("U.S.") and Canada. The Company's principal business is supplying renewable natural gas ("RNG") and conventional natural gas, in the form of compressed natural gas ("CNG") and liquefied natural gas ("LNG"), for medium and heavy-duty vehicles and providing operation and maintenance ("O&M") services to public and private vehicle fleet customer stations. The Company is also focused on developing, owning, and operating dairy and other livestock waste RNG projects and supplying RNG (procured from third party sources and from the DR JV (as defined below), one of the Company's jointly owned RNG production facilities (see Note 3)) to its customers in the heavy and medium-duty commercial transportation sector.

As a comprehensive clean energy solutions provider, the Company also designs and builds, as well as operates and maintains, public and private vehicle fueling stations in the United States and Canada; sells and services compressors and other equipment used in RNG production and at fueling stations; transports and sells RNG and conventional natural gas, in the form of CNG and LNG, via "virtual" natural gas pipelines and interconnects; sells U.S. federal, state and local government credits it generates by selling RNG in the form of CNG and LNG as a vehicle fuel, including Renewable Identification Numbers ("RIN Credits" or "RINs") under the federal Renewable Fuel Standard Phase 2 and credits under the California, Oregon, New Mexico and Washington Low Carbon Fuel Standards (collectively, "LCFS Credits"); and obtains federal, state and local tax credits, grants and incentives.

***Basis of Presentation***

The accompanying consolidated financial statements include the accounts of the Company and its subsidiaries, and, in the opinion of management, reflect all adjustments, which include only normal recurring adjustments, necessary to state fairly the Company's consolidated financial position, results of operations, comprehensive income (loss), stockholders' equity, and cash flows in accordance with accounting principles generally accepted in the United States of America ("U.S. GAAP"). All intercompany accounts and transactions have been eliminated in consolidation.

***Use of Estimates***

The preparation of consolidated financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect the amounts reported in the accompanying consolidated financial statements and these notes. Actual results could differ from those estimates and may result in material effects on the Company's operating results and financial position. Significant estimates made in preparing the accompanying consolidated financial statements include (but are not limited to) those related to revenue recognition, fair value measurements, goodwill and long-lived asset valuations and impairment assessments, income tax valuations, stock-based compensation expense and stock-based sales incentive charges.

***Inventory***

Inventory consists of raw materials and spare parts, work in process and finished goods and is stated at the lower of cost (first-in, first-out) or net realizable value. The Company evaluates inventory balances for excess quantities and obsolescence by analyzing estimated demand, inventory on hand, sales levels and other information and reduces inventory balances to net realizable value for excess and obsolete inventory based on this analysis.

Inventories consisted of the following as of December 31, 2024 and 2025 (in thousands):

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Raw materials and spare parts | $ 43,434 | $ 43,906 |
| Total inventory | $ 43,434 | $ 43,906 |

***Derivative Instruments and Hedging Activities***

In connection with the Company's *Zero Now* truck financing program, the Company entered into commodity swap contracts in October 2018 intended to manage risks related to the diesel-to-natural gas price spread in connection with the natural gas fuel supply commitments the Company makes in its fueling agreements with fleet operators that participate in the *Zero Now* program. The Company has not designated any derivative instruments as hedges for accounting purposes and does not enter into such instruments for speculative trading purposes. These derivative instruments are recorded in the accompanying consolidated balance sheets and are measured as either an asset or liability at fair value with changes in fair value recognized in earnings. See Note 6 for more information.

***Property and Equipment***

Property and equipment are recorded at cost. Depreciation and amortization are recognized over the estimated useful lives of the assets using the straight-line method. The estimated useful lives of depreciable assets are three to twenty years for LNG liquefaction plant assets, up to ten years for station equipment and LNG trailers, and three to seven years for all other depreciable assets. Leasehold improvements are amortized over the shorter of their estimated useful lives or related lease terms. Periodically, the Company receives cash grant funding to assist in the financing of fueling station construction. The Company initially records the grant proceeds as a reduction of the cost of the respective asset and subsequently amortizes the grant proceeds over the estimated useful life of the asset, resulting in lower total depreciation expense recognized over the estimated useful life of the asset.

Grant proceeds received for the years ended December 31, 2023 and 2024 were approximately $1.9 million and $1.0 million, respectively. No grant proceeds were received for the year ended December 31, 2025. Gross grant proceeds of $26.8 million and $22.9 million were included in "Land, property and equipment, net" in the accompanying consolidated balance sheets as of December 31, 2024 and 2025, respectively. Related accumulated amortization of the grant proceeds was $18.0 million and $15.0 million as of December 31, 2024 and 2025, respectively. The Company recorded amortization expense relating to grant proceeds of $1.5 million, $1.1 million and $1.7 million for the years ended December 31, 2023, 2024 and 2025, respectively.

***Leases***

At the inception of a contract the Company assesses whether the contract is, or contains, a lease. The Company's assessment is based on: (1) whether the contract involves the use of a distinct identified asset, (2) whether the Company obtains the right to substantially all the economic benefit from the use of the asset throughout the period, and (3) whether the Company has the right to direct the use of the asset. The commencement date of the contract is the date the lessor makes the underlying asset available for use by the lessee.

Right-of-use ("ROU") assets represent the Company's right to use an underlying asset during the lease term and lease liabilities represent obligations to make lease payments arising from the lease. ROU assets and lease liabilities are recognized at the commencement date based on the net present value of fixed lease payments over the lease term. ROU assets also include any initial direct costs and advance lease payments made and exclude lease incentives. Lease liabilities also include terminal purchase options when deemed reasonably certain to exercise. The Company's lease term includes options to extend when it is reasonably certain that it will exercise that option. The Company has elected not to recognize ROU assets and lease liabilities for short-term leases that have a term of 12 months or less; the Company recognizes lease expense for these leases on a straight-line basis over the lease term.

As most of the Company's operating leases do not have an implicit rate that can be readily determined, the Company uses its secured incremental borrowing rate for the same term as the underlying lease based on information available at lease commencement. For finance leases, the Company uses the rate implicit in the lease.

The lease classification affects the expense recognition on the consolidated statements of operations. Operating lease charges are recorded in "Cost of sales, exclusive of depreciation and amortization," and "Selling, general and administrative" expense. Finance lease charges are split, whereby depreciation on assets under finance leases is recorded in "Depreciation and amortization" expense and an implied interest component is recorded in "Interest expense." The expense recognition for operating leases and finance leases is substantially consistent with legacy accounting.

***Long-Lived Assets***

The Company reviews the carrying value of its long-lived assets, including property and equipment and intangible assets with finite useful lives, for impairment whenever events or changes in circumstances indicate that the carrying value of an asset or asset group may not be recoverable. Events that could result in an impairment review include, among others, a significant decrease in the operating performance of a long-lived asset or asset group or the decision to close a fueling station. Impairment testing involves a comparison of the sum of the undiscounted future cash flows of the asset or asset group to its carrying amount. If the sum of the undiscounted future cash flows exceeds the carrying amount, then no impairment exists. If the carrying amount exceeds the sum of the undiscounted future cash flows, then a second step is performed to determine the amount of impairment, if any, to be recognized. An impairment loss is recognized to the extent that the carrying amount of the asset or asset group exceeds its fair value. The fair value of the asset or asset group is based on estimated discounted future cash flows of the asset or asset group using a discount rate commensurate with the related risk. The estimate of future cash flows requires management to make assumptions and to apply judgment, including forecasting future sales and expenses and estimating useful lives of the assets. These estimates can be affected by a number of factors, including, among others, future results, demand, and economic conditions, many of which can be difficult to predict.

There were no impairments of the Company's long-lived assets in the years ended December 31, 2023, 2024 and 2025.

Intangible assets with finite useful lives are amortized over their respective estimated useful lives using the straight-line method. The estimated useful lives of intangible assets with finite useful lives are one to eight years for customer relationships, one to fifty years for acquired contracts, two to ten years for trademarks and trade names, and three years for non-compete agreements.

The Company's intangible assets as of December 31, 2024 and 2025 were as follows (in thousands):

| | 2024 | 2025 |
|---|---|---|
| Customer relationships | $ 5,376 | $ 5,376 |
| Acquired contracts | 10,749 | 15,249 |
| Trademark and trade names | 2,700 | 2,700 |
| Non-compete agreements | 860 | 860 |
| Total intangible assets | 19,685 | 24,185 |
| Less accumulated amortization | (13,320) | (14,289) |
| Net intangible assets | $ 6,365 | $ 9,896 |

No amortization expense relating to intangible assets was recognized for the years ended December 31, 2023, 2024 and, $0.1 million was recognized in 2025.

In connection with the Company's investment in anaerobic digester gas ("ADG") RNG production projects, the Company acquired contractual rights relating to manure feedstock totaling $0.0 million and $4.5 million in 2024 and 2025, respectively. The amounts paid for contractual rights to manure feedstock are classified and included under "Acquired contracts" in the table above. The acquired contractual rights to manure feedstock have a contractual term ranging from 20 to 50 years and will be amortized over the contractual term using the straight-line method of amortization, commencing on the date of commercial operation of the ADG RNG facility.

Estimated amortization expense subsequent to the year ended December 31, 2025 is expected to be approximately $0.5 million in 2026, $0.5 million in 2027, $0.5 million in 2028, $0.5 million in 2029, $0.5 million in 2030, and $12.9 million thereafter.

***Impairment of Goodwill and Long-Lived Assets***

Goodwill represents the excess of costs incurred over the fair value of the net assets of acquired businesses. We assess goodwill using either a qualitative or quantitative approach to determine whether it is more likely than not that the fair value of our single reporting unit is less than its carrying value. Judgment is required when applying the goodwill impairment test, including, among other considerations, the identification of reporting unit(s), the assessment of qualitative factors, and the estimation of fair value of a reporting unit in the quantitative approach. We have determined that the Company has one single reporting unit for the purpose of the goodwill impairment test. The goodwill impairment test is performed annually on October 1st, or more frequently if facts or circumstances change that would indicate that the carrying amount of the Company may be impaired.

During the first quarter of 2025, we determined that the Company had a sustained decline in its share price. This circumstance warranted an interim impairment test as we determined that it was more likely than not that a goodwill impairment loss had been incurred.

A quantitative goodwill impairment analysis was performed as of March 31, 2025. The quantitative goodwill impairment test estimated the fair value of the Company's single reporting unit based on its market value of invested capital plus a market participant acquisition premium derived from recent merger and acquisition transactions in comparable industry and market sectors as those in which the Company operates. The carrying value exceeded fair value, by an amount greater than the carrying value of goodwill.

Accordingly, a goodwill impairment loss for the Company's single reporting unit was recognized in the amount of $64.3 million in the period ended March 31, 2025, which comprised the total amount of goodwill of the Company before giving effect to the impairment and is recognized as "Impairment of goodwill" on the consolidated statement of operations for the year-ended December 31, 2025.

As a result of this impairment loss, the Company has no goodwill remaining as of December 31, 2025.

***Revenue Recognition***

The Company recognizes revenue when control of the promised goods or services is transferred to its customers, in an amount that reflects the consideration to which it expects to be entitled in exchange for the goods or services. To achieve that core principle, a five-step approach is applied: (1) identify the contract with a customer, (2) identify the performance obligations in the contract, (3) determine the transaction price, (4) allocate the transaction price to the performance obligations in the contract, and (5) recognize revenue allocated to each performance obligation when the Company satisfies the performance obligation. A performance obligation is a promise in a contract to transfer a distinct good or service to the customer and is the unit of account for revenue recognition.

The Company is generally the principal in its customer contracts because it has control over the goods and services prior to them being transferred to the customer, and as such, revenue is recognized on a gross basis. Sales and usage-based taxes are excluded from revenues. Revenue is recognized net of allowances for returns and any taxes collected from customers, which are subsequently remitted to governmental authorities.

***Product Revenue***

*Volume-Related*

The Company's volume-related product revenue consists of sales of RNG and conventional natural gas, in the form of CNG and LNG, AFTC (defined below) incentives, and sales of RINs and LCFS Credits in addition to Amazon Warrant Charges (defined in Note 12) and changes in fair value of the Company's derivative instruments associated with providing fuel to customers under contracts.

RNG and conventional natural gas are sold pursuant to contractual commitments over defined delivery periods. These contracts typically include a stand-ready obligation to supply natural gas. The Company applies the 'right to invoice' practical expedient and recognizes fuel revenue in the amount to which the Company has the right to invoice. The Company has a right to consideration based on the amount of gasoline gallon equivalents ("GGEs") of fuel dispensed by the customer and current pricing conditions. The Company calculates one GGE to equal 125,000 British Thermal Units ("BTUs"), and, as such, one million BTUs ("MMBTU") equal eight GGEs. Customers are typically billed on a monthly basis. Since payment terms are less than a year, the Company has elected the practical expedient which allows it to not assess whether a customer contract has a significant financing component.

Contract modifications are not distinct from the existing contract and are typically renewals of fuel sales. As a result, these modifications are accounted for as if they were part of the existing contract. The effect of a contract modification on the transaction price is recognized prospectively.

The Company sells RINs and LCFS Credits to third parties that need the credits to comply with federal and state requirements. Revenue is recognized on these credits when there is an agreement in place to monetize the credits at a determinable price and the RNG fuel has been sold. The sales price for some environmental credit transactions may not be determinable in the period in which the RNG was sold as pricing is established in the quarter after the RNG was sold. In these circumstances, revenue from RIN and LCFS credits is recognized once the sales price has been established and therefore is considered determinable.

Amazon Warrant Charges are determined based on the grant date fair value of the award, and the associated non-cash stock-based sales incentive charges, which are recorded as a reduction of revenue, are recognized as the customer purchases fuel and vesting conditions become probable of being achieved. See discussion under "Amazon Warrant" below and Note 12 for additional information.

The changes in fair value of derivative instruments relate to the Company's commodity swap and customer fueling contracts under the *Zero Now* truck financing program. The contracts are measured at fair value with changes in fair value recorded in the accompanying consolidated statements of operations in the period incurred. The amounts are classified as revenue because the Company's commodity swap contracts are used to economically offset the risk associated with the diesel-to-natural gas price spread resulting from existing and anticipated customer fueling contracts under the Company's *Zero Now* truck financing program. See Note 6 for more information about these derivative instruments. For the years ended December 31, 2023, 2024 and 2025, changes in the fair value of commodity swaps and customer contracts amounted to a losses of $0.2 million, $0.1 million, and $1.7 million, respectively.

AFTC is generated when RNG or conventional natural gas is sold for use as fuel to operate a motor vehicle. The AFTC expired on December 31, 2024 and has not been renewed. See discussion under "Alternative Fuel Excise Tax Credit" below for more information about AFTC, which is not recognized as revenue until the period the credit is authorized through federal legislation.

*Station Construction Sales*

Station construction contracts are generally short-term, except for certain larger and more complex stations, which can take up to 24 months to complete. For most of the Company's station construction contracts, the customer contracts with the Company to provide a significant service of integrating a complex set of tasks and components into a single station. Hence, the entire contract is accounted for as one performance obligation.

The Company recognizes revenue over time as the Company performs under its station construction contracts because of the continual transfer of control of the goods to the customer, who typically controls the work in process. Revenue is recognized based on the extent of progress towards completion of the performance obligation and is recorded proportionally as costs are incurred. Costs to fulfill the Company's obligations under these contracts typically include labor, materials and subcontractors' costs, other direct costs and an allocation of indirect costs.

Refinements of estimates to account for changing conditions and new developments are continuous and characteristic of the process. Many factors that can affect contract profitability may change during the performance period of the contract, including differing site conditions, the availability of skilled contract labor, the performance of major suppliers and subcontractors, and unexpected changes in material costs. Because a significant change in one or more of these estimates could affect the profitability of these contracts, the contract price and cost estimates are reviewed periodically as work progresses and adjustments proportionate to the cost-to-cost measure of progress are reflected in contract revenues in the reporting period when such estimates are revised. Provisions for estimated losses on uncompleted contracts are recorded in the period in which the losses become known.

Contract modifications are typically expansions in scope of an existing station construction project. As a result, these modifications are accounted for as if they were part of the existing contract. The effect of a contract modification on the transaction price and the Company's measure of progress for the performance obligation to which it relates is recognized as an adjustment to revenue (either as an increase or a reduction) on a cumulative catch-up basis.

Under the typical payment terms of the Company's station construction contracts, the customer makes either performance-based payments ("PBPs") or progress payments. PBPs are interim payments of the contract price based on quantifiable measures of performance or the achievement of specified events or milestones. Progress payments are interim payments of costs incurred as the work progresses. For some of these contracts, the Company may be entitled to receive an advance payment. The advance payment typically is not considered a significant financing component because it is used to meet working capital demands that can be higher in the early stages of a construction contract and to protect the Company if the customer fails to adequately complete some or all of its obligations under the contract. In addition, the customer retains a small portion of the contract price until completion of the contract. Such retained portion of the contract price is not considered a significant financing component because the intent is to protect the customer.

In certain contracts with its customers, the Company agrees to provide multiple goods or services, including construction of and sale of a station, O&M services, and sale of fuel to the customer. These contracts have multiple performance obligations because the promise to transfer each separate good or service is separately identifiable and distinct. This evaluation requires significant judgment and the decision to combine a group of contracts or separate the combined or single contract into multiple performance obligations could change the amount of revenue recognized in one or more periods.

The Company allocates the contract price to each performance obligation using best estimates of the standalone selling price of each distinct good or service in the contract. The primary method used to estimate the standalone selling price for fuel and O&M services is observable standalone sales, and the primary method used to estimate the standalone selling price for station construction sales is the expected cost plus a margin approach because the Company sells customized customer-specific solutions. Under this approach, the Company forecasts expected costs of satisfying a performance obligation and then adds an appropriate margin for the good or service.

***Service Revenue***

*O&M Services*

O&M and other services are sold pursuant to contractual commitments over defined performance periods. These contracts typically include a stand-ready obligation to provide O&M and/or other services based on a committed and agreed upon routine maintenance schedule or when and if called upon by the customer.

The Company applies the 'right to invoice' practical expedient and recognizes O&M and other services revenue in the amount to which the Company has the right to invoice. The Company has a right to consideration based on services rendered or on amount of GGEs of fuel dispensed by the customer multiplied by an agreed-upon rate. Customers are typically billed on a monthly basis. Since payment terms are less than a year, the Company has elected the practical expedient which allows it to not assess whether a customer contract has a significant financing component.

Contract modifications are not distinct from the existing contract and are typically renewals of O&M and other service sales. As a result, these modifications are accounted for as if they were part of the existing contract. The effect of a contract modification on the transaction price is recognized prospectively.

*Other services*

The majority of other services revenue consist of sales of used natural gas heavy-duty trucks purchased by the Company and management fees relating to management services provided to the Company's equity method investees and joint ventures with TotalEnergies and bp (each as defined in Note 3). Revenue on sales contracts of used natural gas trucks is recognized at the point in time when the customer accepts delivery of the truck. Management fee revenue is recognized over time on a monthly basis as services are rendered by the Company.

***Alternative Fuel Excise Tax Credit***

Under separate pieces of U.S. federal legislation, the Company was eligible to receive a federal alternative fuel excise tax credit ("AFTC") for its natural gas vehicle fuel sales made between October 1, 2006 and December 31, 2024 (as amended by the Inflation Reduction Act of 2022 (the "IRA")). The AFTC credit was equal to $0.50 per GGE of CNG that the Company sold as vehicle fuel, and $0.50 per diesel gallon of LNG that the Company sold as vehicle fuel in 2023 and 2024.

Based on the service relationship with its customers, either the Company or its customer claimed the credit. The Company recorded its AFTC credits, if any, as revenue in its consolidated statements of operations because the credits were fully payable to the Company and did not offset income tax liabilities. As such, the credits were not deemed income

tax credits under the accounting guidance applicable to income taxes. The AFTC credit expired on December 31, 2024 and has not been renewed.

***LNG Transportation Costs***

The Company records the costs incurred to transport LNG to its customers in "Product cost of sales" in the accompanying consolidated statements of operations.

***Advertising Costs***

Advertising costs are expensed as incurred. Advertising costs were immaterial for the years ended December 31, 2023, 2024 and 2025.

***Stock-Based Compensation***

The Company recognizes compensation expense for all stock-based payment arrangements over the requisite service period of the award and recognizes forfeitures as they occur. For service and performance-based stock options, the Company determines the grant date fair value using the Black-Scholes option pricing model, which requires the input of certain assumptions, including the expected life of the stock-based payment award, stock price volatility and risk-free interest rate. For market-based stock options, the Company determines the grant date fair value using the Monte Carlo simulation model, which requires the input of certain assumptions, including the derived service period and the volatility of the Company's stock price. For restricted stock units, the Company determines the grant date fair value based on the closing market price of its common stock on the date of grant.

***Amazon Warrant***

The Amazon Warrant (as defined in Note 12) is accounted for as an equity instrument and measured in accordance with ASC 718, *Compensation – Stock Compensation*. To determine the fair value of the Amazon Warrant, the Company used the Black-Scholes option pricing model, which is based in part on assumptions that require management to use judgment. For awards granted to a customer, which are not in exchange for distinct goods or services, the fair value of the awards earned based on service or performance conditions is recorded as a reduction of the transaction price in accordance with ASC 606, *Revenue from Contracts with Customers*. Based on the fair value of the award, the Company determines the amount of non-cash stock-based sales incentive charges on the customer's pro-rata achievement of vesting conditions, which is recorded as a reduction of revenue in the consolidated statements of operations.

***Stonepeak Warrant***

The Stonepeak Warrant (as defined in Note 12), issued in conjunction with the funding of the Senior Term Loan, is deemed as a separate unit of account from the Loan Facility based on evaluation of the contractual terms of the Stonepeak Credit Agreement and the Warrant Agreement (as defined in Notes 11 and 12, respectively). As a result, amounts are allocated to the Stonepeak Warrant using the relative fair value method and are accounted for as paid-in capital. The Stonepeak Warrant is classified as an equity instrument because the underlying warrants (1) do not embody an obligation of the Company, (2) are deemed to be indexed to the Company's own common stock, and (3) meet all the conditions for equity classification. As a result, the Stonepeak Warrant is measured at fair value as of the issuance date, and subsequent changes in fair value will not be recognized in earnings. The fair values of the Stonepeak Warrant as of the issuance date were determined using the Black-Scholes option pricing model. In addition, upon the recognition of the Stonepeak Warrant, the Company recognized a warrant asset and additional debt discount to the gross principal of the Senior Term Loan. The additional debt discount relating to the Stonepeak Warrant will be amortized using the interest method in accordance with ASC 835-30, *Imputation of Interest*, over the contractual term of the Loan Facility and will be recognized in earnings as interest expense in the consolidated statements of operations. The warrant asset will be proportionately

reclassified to debt discount when amounts are drawn from the delayed draw term loan commitment, reducing the initial net carrying amount of the funded debt.

***Tourmaline Joint Development***

In April 2023, the Company and Tourmaline Oil Corp. ("Tourmaline") announced a CAD $70 million Joint Development Agreement to build and operate a network of CNG stations along key highway corridors across Western Canada. Under a 50-50 shared investment, the Company and Tourmaline expect to construct and commission up to 20 CNG fueling stations over the next five years, allowing heavy-duty trucks and other commercial transportation fleets that operate in the area to transition to the use of CNG, a lower carbon alternative to gasoline and diesel. Costs associated with station construction and profit and loss arising from station operation are shared 50-50 between the Company and Tourmaline. This arrangement between the Company and Tourmaline to jointly develop, build and operate CNG fueling stations is accounted for in accordance with ASC 808, *Collaborative Arrangements*, which states that (1) costs incurred and revenue generated from transactions with third parties be separately recorded by each participant in its own financial statements, (2) the participant who is deemed to be the principal for a given transaction under ASC 606, *Revenue from Contracts with Customers*, will record the transaction on a gross basis in its financial statements, and (3) payments between participants that are within the scope of other authoritative accounting literature on income statement classification shall be accounted for using the relevant provisions of that literature. If the payments are not within the scope of other authoritative accounting literature, then the income statement classification for the payments shall be based on an analogy to authoritative accounting literature or if there is no appropriate analogy, a reasonable, rational, and consistently applied accounting policy election.

In accordance with ASC 606, the Company determined that it is the principal for the revenue generated from third parties under this collaborative arrangement with Tourmaline; as such, the associated revenue and cost of sales generated and incurred are recognized on a gross basis in the consolidated statements of operations. Net participation of profit and loss owed to or from Tourmaline is recorded as an increase or decrease to cost of sales, respectively, because the transaction is not deemed to be with a customer within the scope of ASC 606. Capitalized station costs are presented at half of the total development and construction costs in the consolidated balance sheets, corresponding to the Company's 50% ownership in the shared assets.

***Income Taxes***

Income taxes are computed using the asset and liability method. Under this method, deferred income taxes are recognized by applying enacted statutory tax rates applicable to future years to differences between the tax bases and financial carrying amounts of existing assets and liabilities. The impact on deferred taxes of changes in tax rates and laws, if any, is applied to the years during which temporary differences are expected to be settled and are reflected in the consolidated financial statements in the period of enactment. Valuation allowances are established when management determines it is more likely than not that deferred tax assets will not be realized. When evaluating the need for a valuation analysis, we use estimates involving a high degree of judgment including projected future U.S. GAAP income and the amounts and estimated timing of the reversal of any deferred tax assets and liabilities.

The Company has a recognition threshold and a measurement attribute for the financial statement recognition and measurement of tax positions taken or expected to be taken in a tax return. For those benefits to be recognized, a tax position must be more likely than not sustainable upon examination by taxing authorities based on the technical merits of the position. The amount recognized is measured as the largest amount of benefit that has a greater than 50 percent likelihood of being realized upon ultimate settlement. The Company recognizes potential accrued interest and penalties related to unrecognized tax benefit in income tax expense.

The Company operates within multiple domestic and foreign taxing jurisdictions and is subject to audit in these jurisdictions. These audits can involve complex issues, which may require an extended period of time to resolve. Although

the Company believes that adequate consideration has been given to these issues, it is possible that the ultimate resolution of these issues could be significantly different from originally estimated.

***Investment Tax Credit***

On August 16, 2022, the Inflation Reduction Act (the "IRA") was signed into law and offers tax incentives targeting renewable energy technologies. The investment tax credit ("ITC") under Section 48 of the Internal Revenue Code ("IRC") was expanded to include qualified biogas property and is available for the Company's RNG dairy projects. These ITCs are non-refundable tax credits that are transferable under Section 6418. GAAP does not directly address how the transferability feature in credits affects the accounting for the generation or sale of those credits. As such, the Company believes there are a number of acceptable approaches to account for the aforementioned ITCs. The Company elected a policy to account for the ITC outside of ASC 740, Income Taxes, and analogize to International Accounting Standards ("IAS") 20, Accounting for Government Grants and Disclosure of Government Assistance. The Company records the ITC, at fair value, when it is considered probable that the Company will receive the ITC which the Company has determined is when the RNG production facility is placed into service.

During the year ended December 31, 2025, the Company recorded ITC assets within "Prepaid expenses and other current assets", and "Deferred income" in the accompanying consolidated balance sheets for the estimated proceeds from the sale of ITCs of $16.6 million. The deferred income will be amortized over the 20-year life of the respective RNG facility. For the year ended December 31, 2025, the Company recognized $0.1 million of amortization in "Other income" on the accompanying consolidated statements of operations related to the ITC.

As of December 31, 2025, the estimated amortization of deferred income related to the ITC for the next five years and thereafter is as follows (in thousands):

| Year Ending | Amount |
|---|---|
| 2026 | $ 828 |
| 2027 | 828 |
| 2028 | 828 |
| 2029 | 828 |
| 2030 | 828 |
| Thereafter | 12,423 |
| Total | $ 16,564 |

***Net Loss Per Share***

Basic net loss per share is computed by dividing the net loss attributable to Clean Energy Fuels Corp. by the weighted-average number of common shares outstanding and common shares issuable for little or no cash consideration during the period. Diluted net loss per share is computed by dividing the net loss attributable to Clean Energy Fuels Corp. by the weighted-average number of common shares outstanding and common shares issuable for little or no cash consideration during the period and potentially dilutive securities outstanding during the period, and therefore reflects the dilution from common shares that may be issued upon exercise or conversion of these potentially dilutive securities, such as stock options, warrants, convertible notes and restricted stock units. The dilutive effect of stock awards and warrants is computed under the treasury stock method. The dilutive effect of convertible notes and restricted stock units is computed under the if-converted method. Potentially dilutive securities are excluded from the computations of diluted net loss per share if their effect would be antidilutive.

***Foreign Currency Translation and Transactions***

The Company uses the local currency as the functional currency of its foreign subsidiary and equity method investment. Accordingly, all assets and liabilities outside the U.S. are translated into U.S. dollars at the rate of exchange in effect at the balance sheet date. Revenue and expense items are translated at the weighted-average exchange rates prevailing during the period. Foreign currency translation adjustments are recorded in "Accumulated other comprehensive loss" in stockholders' equity.

Foreign currency transactions occur when there is a transaction denominated in other than the respective entity's functional currency. The Company records the changes in the exchange rate for these transactions in its consolidated statements of operations. For each of the years ended December 31, 2023, 2024 and 2025, foreign exchange transaction gains and (losses) were immaterial and were included in "Other income, net" in the accompanying consolidated statements of operations.

***Comprehensive Loss***

Comprehensive loss is defined as the change in equity (net assets) of a business enterprise during the period from transactions and other events and circumstances from non-owner sources. The difference between net loss and comprehensive loss for the years ended December 31, 2023, 2024 and 2025 was comprised of the Company's foreign currency translation adjustments and unrealized gains and losses on available-for-sale securities.

***Concentration of Credit Risk***

Credit is extended to all customers based on financial condition, and collateral is generally not required. Concentrations of credit risk with respect to trade receivables are limited because of the large number of customers comprising the Company's customer base and dispersion across many different industries and geographies. Certain international customers, however, have historically been slower to pay on trade receivables. Accordingly, the Company continually monitors collections and payments from its customers and maintains a provision for estimated credit losses based upon its historical experience and any specific customer collection issues that it has identified. Although credit losses have historically been within the Company's expectations and the provisions established, the Company cannot guarantee that it will continue to experience the same credit loss rates that it has in the past.

***Recently Adopted Accounting Pronouncements***

In December 2023, the Financial Accounting Standards Board ("FASB") issued Accounting Standards Update ("ASU") No. 2023-09, Income Taxes (Topic 740): Improvement to Income Tax Disclosures. This ASU enhances annual income tax disclosures by requiring entities to disclose specific categories and greater disaggregation of information in the rate reconciliation table and income taxes paid disaggregated by jurisdiction. The ASU is effective on a prospective basis for annual periods beginning after December 15, 2024, with early adoption permitted. The Company adopted ASU 2023-09 for the year ended December 31, 2025, and applied the new disclosure requirements prospectively to the current annual period. Prior period disclosures have not been adjusted to reflect the new disclosure requirements. See Note 13 Income Taxes in the accompanying notes to the consolidated financial statements for further details.

In March 2024, the FASB issued ASU No. 2024-01, Compensation-Stock Compensation (Topic 718): Scope Application of Profits Interest and Similar Awards. This ASU improves U.S. GAAP by adding an illustrative example to demonstrate how an entity should apply the scope guidance in paragraph 718-10-15-3 to determine whether profits interest and similar awards should be accounted for in accordance with Topic 718. The ASU is effective for annual periods, including interim periods within those years, beginning after December 15, 2024, with early adoption allowed. The Company adopted this ASU in the first quarter of 2025. The adoption of this ASU did not have a material effect on the Company's consolidated financial statements and related disclosures.

In August 2023, the FASB issued ASU 2023-05, Business Combinations – Joint Venture Formations (Topic 805-60): Recognition and Initial Measurement, which requires joint venture entities to initially measure all contributions received and liabilities assumed upon its formation at fair value. The guidance is applicable to joint venture entities with a formation date on or after January 1, 2025. The Company adopted the provisions of this ASU as of January 1, 2025. The adoption of this ASU did not have an impact on the Company's consolidated financial statements as the Company has not formed any new joint ventures in the period. The Company will apply this ASU prospectively to future joint ventures.

***Recent Accounting Pronouncements Not Yet Adopted***

In November 2024, the FASB issued ASU No. 2024-03, Income Statement-Reporting Comprehensive Income-Expense Disaggregation Disclosures (Subtopic 220-40): Disaggregation of Income Statement Expenses. This ASU requires disclosure, in the notes to financial statements, of specific information about certain costs and expenses. The ASU is effective for annual periods beginning after December 15, 2026, and interim periods beginning after December 15, 2027, with early adoption allowed. The Company is evaluating the adoption impact of this ASU on the Company's consolidated financial statements and related disclosures.

**Note 2 —Revenue from Contracts with Customers**

***Disaggregation of Revenue***

The table below presents the Company's revenue disaggregated by revenue source (in thousands):

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Product revenue: | | | |
| Volume-related | | | |
| Fuel sales[1] | $ 286,956 | $ 258,858 | $ 287,661 |
| Change in fair value of derivative instruments[2] | (158) | (131) | (1,664) |
| RIN Credits | 25,860 | 39,019 | 32,234 |
| LCFS Credits | 9,885 | 9,954 | 13,054 |
| AFTC[3] | 20,854 | 23,817 | 198 |
| Total volume-related product revenue | 343,397 | 331,517 | 331,483 |
| Station construction sales | 26,427 | 25,192 | 33,984 |
| Total product revenue | 369,824 | 356,709 | 365,467 |
| Service revenue: | | | |
| O&M services | 52,660 | 56,886 | 56,732 |
| Other services | 2,675 | 2,270 | 2,634 |
| Total service revenue | 55,335 | 59,156 | 59,366 |
| Total revenue | $ 425,159 | $ 415,865 | $ 424,833 |

(1) Includes non-cash stock-based sales incentive contra-revenue charges associated with the Amazon Warrant for the years ended December 31, 2023, 2024 and 2025 of $60.6 million, $60.8 million and $66.1 million, respectively. See Note 12 for more information.

(2) Represents changes in fair value of derivative instruments related to the Company's commodity swap and customer fueling contracts associated with the Company's *Zero Now* truck financing program. The amounts are classified as revenue because the Company's commodity swap contracts are used to economically offset the risk associated with the diesel-to-natural gas price spread resulting from customer fueling contracts under the Company's *Zero Now* truck financing program. See Note 1 and Note 6 for more information about these derivative instruments.

(3) AFTC was available for vehicle fuel sales made through December 31, 2024, at which time the program expired. See Note 1 for more information.

***Remaining Performance Obligations***

Remaining performance obligations represent the transaction price of customer orders for which the work has not been performed. As of December 31, 2025, the aggregate amount of the transaction price allocated to remaining performance obligations was $50.6 million, which related to the Company's station construction sale contracts. The Company expects to recognize revenue on the remaining performance obligations under these contracts over the next 12 to 24 months.

For volume-related revenue, the Company has elected to apply an optional exemption, which waives the requirement to disclose the remaining performance obligation for revenue recognized through the 'right to invoice' practical expedient.

***Costs to Fulfill a Contract***

The Company capitalizes costs incurred to fulfill its contracts that (1) relate directly to the contract, (2) are expected to generate resources that will be used to satisfy the Company's performance obligations under the contract, and (3) are expected to be recovered through revenue generated under the contract. Contract fulfillment costs are recorded to depreciation expense as the Company satisfies its performance obligations over the term of the contract. These costs primarily relate to set-up and other direct installation costs incurred by NG Advantage, LLC ("NG Advantage") for equipment that must be installed on customers' land before NG Advantage is able to deliver CNG to the customer because the customer does not have direct access to the natural gas pipelines. These costs are classified in "Land, property, and equipment, net" in the accompanying consolidated balance sheets. As of December 31, 2024 and 2025, these capitalized costs incurred to fulfill contracts were $7.8 million and $7.0 million, respectively, with accumulated depreciation of $6.3 million and $5.8 million, respectively, and related depreciation expense of $0.2 million, $0.5 million and $0.4 million for the years ended December 31, 2023, 2024 and 2025, respectively.

***Tourmaline Joint Development***

In April 2023, the Company and Tourmaline announced a Joint Development Agreement to build and operate a network of CNG stations in Western Canada. Costs associated with station construction and profit and loss arising from station operation are shared 50-50 between the Company and Tourmaline (see Note 1).

The table below presents the financial information of the Joint Development with Tourmaline included in the consolidated statements of operations (in thousands):

| | Year Ended December 31, | |
|---|---|---|
| | 2024 | 2025 |
| Revenue | $ 588 | $ 1,244 |
| Gross profit | 203 | (174) |
| Operating loss | (511) | $ (2,274) |

***Contract Balances***

The timing of revenue recognition, billings and cash collections results in billed accounts receivable, unbilled receivables (contract assets), and customer advances and deposits (contract liabilities) in the accompanying consolidated balance sheets. Changes in the contract asset and liability balances during the year ended December 31, 2025, were not materially affected by any factors outside the normal course of business.

As of December 31, 2024 and 2025, the Company's contract balances were as follows (in thousands):

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Accounts receivable, net | $ 107,683 | $ 100,793 |
| | | |
| Contract assets - current | $ 2,987 | $ 3,946 |
| Contract assets - non-current | 1,945 | 1,548 |
| Contract assets - total | $ 4,932 | $ 5,494 |
| | | |
| Contract liabilities - current | $ 6,870 | $ 17,595 |
| Contract liabilities - non-current | 76 | — |
| Contract liabilities - total | $ 6,946 | $ 17,595 |

*Accounts Receivable, Net*

"Accounts receivable, net" in the accompanying consolidated balance sheets include billed and accrued amounts that are currently due from customers. The amounts due are stated at their net estimated realizable value. The Company maintains an allowance to provide for the estimated amount of receivables that will not be collected. The allowance is based on an assessment of customer creditworthiness, historical payment experience, the age of outstanding receivables, and economic conditions that may affect a customer's ability to pay.

*Contract Assets*

Contract assets include unbilled amounts typically resulting from the Company's station construction sale contracts, when the cost-to-cost method of revenue recognition is utilized and revenue recognized exceeds the amount billed to the customer, and right to payment is not just subject to the passage of time. Amounts may not exceed their net realizable value. Contract assets are classified as current or noncurrent based on the timing of billings. The current portion is included in "Other receivables" and in "Prepaid expenses and other current assets" and the noncurrent portion is included in "Notes receivable and other long-term assets, net" in the accompanying consolidated balance sheets.

*Contract Liabilities*

Contract liabilities consist of billings in excess of revenue recognized from the Company's station construction sale contracts and payments received from customers in advance of the satisfaction of performance obligations and are classified as current or noncurrent based on when the revenue is expected to be recognized. The current portion and noncurrent portion of contract liabilities are included in "Deferred revenue" and in "Other long-term liabilities," respectively, in the accompanying consolidated balance sheets. Contract liabilities of $6.9 million and $17.6 million were classified as current as of December 31, 2024 and 2025, respectively, and $0.1 million and $0 million were classified as noncurrent as of December 31, 2024 and 2025, respectively.

Revenue recognized during the year ended December 31, 2024 relating to the Company's contract liability balances as of December 31, 2023 was $3.4 million. Changes in the contract liability balances between December 31, 2024 and 2025 were primarily driven by billings in excess of revenue and advances from customers recognized in 2025, partially offset by $3.3 million of revenue recognized relating to the Company's contract liability balances as of December 31, 2024.

**Note 3 —Investments in Other Entities and Noncontrolling Interest in a Subsidiary**

***TotalEnergies Joint Venture***

On March 3, 2021, the Company entered into an agreement (the "TotalEnergies JV Agreement") with TotalEnergies S.E. ("TotalEnergies") to create 50-50 joint ventures to develop anaerobic digester gas ("ADG") RNG production facilities in the United States. Pursuant to the TotalEnergies JV Agreement, each ADG RNG production facility project will be formed as a separate limited liability company ("LLC") that is owned 50-50 by the Company and TotalEnergies, and contributions to such LLCs count toward the TotalEnergies JV Equity Obligations (as defined below). The TotalEnergies JV Agreement contemplates investing up to $400.0 million of equity in production projects, although there is no firm commitment beyond the initial contributions detailed below.

TotalEnergies and the Company each committed to initially provide $50.0 million (the "TotalEnergies JV Equity Obligations"). In October 2021, TotalEnergies and the Company executed a LLC agreement (the "DR Development Agreement") for an ADG RNG production facility project (the "DR JV"). On June 27, 2023, the DR JV issued a capital call for $11.0 million in additional funding, requiring TotalEnergies and the Company each to contribute $5.5 million. On June 28, 2023, the Company contributed $5.5 million and advanced $5.5 million to the DR JV. Funds from the capital call were used to fund required loan reserves and to paydown outstanding liabilities of the DR JV. In December 2023, the $5.5 million advance was refunded to the Company by the DR JV.

The Company accounts for its interest in the LLC using the equity method of accounting because the Company does not control but has the ability to exercise significant influence over the LLC's operations. The Company recorded a loss of $2.5 million, $1.7 million, and $1.0 million from the LLC's operations for the years ended December 31, 2023, 2024 and 2025, respectively. The Company had an investment balance of $5.8 million and $4.9 million as of December 31, 2024 and 2025, respectively.

The following table presents the combined summarized financial information of the TotalEnergies joint venture (in thousands):

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Revenue | $ 1,462 | $ 4,489 | $ 3,578 |
| Gross profit | 173 | 2,540 | 1,490 |
| Operating loss | (3,414) | (1,363) | (2,293) |
| Net loss | $ (4,951) | $ (3,372) | $ (1,909) |

| | As of December 31, | |
|---|---|---|
| | 2024 | 2025 |
| Current assets | $ 2,268 | $ 2,920 |
| Non-current assets | 32,200 | 29,796 |
| Total assets | $ 34,468 | $ 32,716 |
| | | |
| Current liabilities | $ 2,315 | $ 3,907 |
| Non-current liabilities | 20,511 | 19,077 |
| Total liabilities | $ 22,826 | $ 22,984 |

***bp Joint Venture***

On April 13, 2021, the Company entered into an agreement (the "bp JV Agreement") with BP Products North America, Inc. ("bp") that created a 50-50 joint venture (the "bpJV") to develop, own and operate new ADG RNG production facilities in the U.S.

On December 20, 2023, the bpJV issued a capital call in the amount of $135.9 million. As a result, bp and the Company each contributed $67.95 million to the bpJV by December 31, 2023. Proceeds of this capital call is being used to develop ADG RNG projects and to fund bpJV's working capital needs.

As of December 31, 2025, the Company and bp each own 50% of the bpJV, and all of the RNG produced from projects developed and owned by the bpJV is available to the Company for sale as vehicle fuel pursuant to the Company's marketing agreement with bp. The Company accounts for its interest in the bpJV using the equity method of accounting because the Company does not control but has the ability to exercise significant influence over the bpJV's operations. The Company recorded a loss of $4.4 million, $13.8 million, and $20.2 million from this investment for the years ended December 31, 2023, 2024 and 2025, respectively. The Company had an investment balance in the bpJV of $206.5 million and $186.3 million as of December 31, 2024 and 2025, respectively. Combined summarized financial information of the bpJV is as follows (in thousands):

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Revenue | $ — | $ 6,129 | $ 7,171 |
| Gross profit | — | (6,507) | (13,816) |
| Operating loss | (15,074) | (40,165) | (50,573) |
| Net loss | (10,241) | (32,268) | (45,015) |
| Net loss attributable to bpJV | $ (9,127) | $ (27,669) | $ (40,311) |

| | As of December 31, | |
|---|---|---|
| | 2024 | 2025 |
| Current assets | $ 142,505 | $ 61,046 |
| Non-current assets | 351,016 | 385,681 |
| Total assets | $ 493,521 | $ 446,727 |
| | | |
| Current liabilities | $ 19,132 | $ 19,389 |
| Non-current liabilities | 41,708 | 39,672 |
| Total liabilities | $ 60,840 | $ 59,061 |
| | | |
| Equity attributable to shareowners of bpJV | $ 412,944 | $ 372,633 |
| Equity attributable to noncontrolling interest | 19,737 | 15,033 |
| Total equity | $ 432,681 | $ 387,666 |

***Maas Energy Works, LLC Joint Development***

On May 8, 2024, the Company entered into a joint development agreement (the "Maas JDA") with Maas Energy Works, LLC ("Maas"), granting the Company exclusive right to acquire, fund and participate in the development of certain ADG RNG production projects at dairy farms subject to its due diligence. Pursuant to the Maas JDA, the Company will provide financing to fund the development, construction, operation and maintenance of approved ADG RNG production projects, and Maas will manage and oversee the development, construction, operations and maintenance of such approved projects. The Company will record all the associated income/loss in earnings until a certain rate of return is achieved and then receive 49% of the income/loss in earnings with Maas receiving 51%. The Company contemplates investing up to $132.0 million of equity capital in production projects in connection with the Maas joint development. RNG produced from projects developed and constructed in connection with the Maas joint development will be available to the Company for sale as vehicle fuel.

Pursuant to the Maas JDA, each approved ADG RNG production project will be formed as a separate, special purpose project limited liability company that will be wholly-owned by a holding company (collectively, the "Project LLC"), which is jointly controlled by Maas and the Company. The Company accounts for its interest in the Project LLC using the equity method of accounting because it has the ability to exercise significant influence but does not control the Project LLC's operations. In the year ended December 31, 2024, the Project LLC issued capital calls totaling $32.6 million, which has been contributed by the Company. Proceeds of the capital calls will be used to develop and construct ADG RNG projects. No income or loss was recorded from the Project LLC's operations for the year ended December 31, 2024, and an immaterial loss was recorded for the year ended December 31, 2025. The Company had an investment balance of $33.8 million and $49.2 million as of December 31, 2024 and 2025, respectively. During the year ended December 31, 2025, the Company contributed $12.0 million pursuant to a capital call issued by the Project LLC to support the development, construction and financing of approved ADG RNG projects.

***SAFE S.p.A***

In December 2024, in order to effect a change in corporate form, SAFE&CEC S.r.l. was merged into its wholly owned subsidiary SAFE S.p.A., with SAFE S.p.A. as the surviving entity. Our rights and ownership in the combined entity were not impacted. SAFE S.p.A. is focused on manufacturing, selling and servicing natural gas fueling compressors and related equipment for the global natural gas fueling market. As of December 31, 2025, the Company owns a 49% ownership interest in SAFE S.p.A. The Company accounts for its interest in SAFE S.p.A. using the equity method of accounting because the Company does not control but has the ability to exercise significant influence over SAFE S.p.A.'s operations. The Company recorded losses from this investment of $1.7 million, $2.2 million and $0.2 million for the years ended December 31, 2023, 2024 and 2025, respectively. The Company had an investment balance in SAFE S.p.A. of $17.4 million and $18.7 million as of December 31, 2024 and 2025, respectively. Summarized financial information of SAFE S.p.A. is as follows (in thousands):

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Revenue | $ 97,740 | $ 89,345 | $ 106,703 |
| Gross profit | 24,098 | 26,557 | 39,268 |
| Operating income (loss) | (562) | (2,714) | 5,765 |
| Net income (loss) | $ (2,148) | $ (3,791) | $ 4,745 |

| | As of December 31, | |
|---|---|---|
| | 2024 | 2025 |
| Current assets | $ 59,628 | $ 79,101 |
| Non-current assets | 54,985 | 58,510 |
| Total assets | $ 114,613 | $ 137,611 |
| | | |
| Current liabilities | $ 58,410 | $ 76,063 |
| Non-current liabilities | 14,667 | 11,950 |
| Total liabilities | $ 73,077 | $ 88,013 |

***Other Equity Method Investments***

The Company had investment balances in other equity method investments totaling $1.8 million as of December 31, 2024 and $1.7 as of December 31, 2025. The Company recorded losses from other equity method investments of $3.9 million, $8.8 million, and $5.4 million for the years ended December 31, 2023, 2024 and 2025, respectively. The Company accounts for its interest using the equity method of accounting because the Company does not control but has the ability to exercise significant influence over the investees' operations.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The Company transferred its ownership interest in an equity-method investee to the minority interest holder, including the termination of a Note Purchase Agreement (Refer to Note 14 – Commitments and Contingencies), resulting in the minority interest holder owning 100% of the equity-method investee upon completion of the transfer.

Combined summarized financial information of the Company's other equity method investments is as follows (in thousands):

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Revenue | $ 615 | $ 574 | $ 447 |
| Gross profit | 327 | 287 | 203 |
| Operating loss | (4,513) | (9,150) | (4,821) |
| Net loss | $ (4,539) | $ (9,173) | $ (4,851) |

| | As of December 31, | |
|---|---|---|
| | 2024 | 2025 |
| Current assets | $ 1,445 | $ 1,301 |
| Non-current assets | 811 | 806 |
| Total assets | $ 2,256 | $ 2,107 |
| | | |
| Current liabilities | $ 232 | $ 52 |
| Non-current liabilities | 13,023 | 18,205 |
| Total liabilities | $ 13,255 | $ 18,257 |

***NG Advantage***

On October 14, 2014, the Company entered into a Common Unit Purchase Agreement ("UPA") with NG Advantage for a 53.3% controlling interest in NG Advantage. Subsequently, the Company's controlling interest increased in connection with various equity and financing arrangements with NG Advantage. As of December 31, 2025, the Company's controlling interest in NG Advantage was 93.3%. NG Advantage is engaged in the business of transporting CNG in high-capacity trailers to industrial and institutional energy users, such as hospitals, food processors, manufacturers and paper mills that do not have direct access to natural gas pipelines.

In connection with the arrangement between NG Advantage and bp for the supply, sale and reservation of a specified volume of CNG transportation capacity until February 2022, on February 28, 2018, the Company entered into a guaranty agreement with NG Advantage and bp pursuant to which the Company guaranteed NG Advantage's payment obligations to bp in the event of default by NG Advantage under the supply arrangement, in an amount up to an aggregate of $30.0 million plus related fees which was subsequently reduced to $15.0 million effective June 24, 2020. As initial consideration for the guaranty agreement, NG Advantage issued to the Company 19,660 common units, which increased the Company's controlling interest in NG Advantage from 53.3% to 53.5%.

On October 1, 2018, the Company purchased 1,000,001 common units from NG Advantage for an aggregate cash purchase price of $5.0 million. This purchase increased Clean Energy's controlling interest in NG Advantage from 53.5% to 61.7%.

In each month from November 2018 through February 2019, the Company was issued 100,000 additional common units of NG Advantage, for a total of 400,000 common units, pursuant to the guaranty agreement entered in February 2018. The issuance of 400,000 additional common units increased the Company's controlling interest in NG Advantage to 64.6%.

During the year ended December 31, 2019, the Company agreed to lend NG Advantage up to $26.7 million under a series of promissory notes that were incorporated into a delayed draw convertible promissory note (the "November 2019

Convertible Note"). In connection with the promissory notes between NG Advantage and the Company, NG Advantage issued to the Company warrants to purchase 2,086,879 common units. On February 6, 2020, the Company converted the outstanding principal and accrued interest under the November 2019 Convertible Note into common units of NG Advantage, resulting in an increase in the Company's controlling interest in NG Advantage from 64.6% to 93.2%.

On February 29, 2020, NG Advantage issued to the Company 283,019 common units of NG Advantage pursuant to the guaranty agreement entered into in February 2018, increasing the Company's controlling interest in NG Advantage to 93.3%. On February 28, 2022, the supply arrangement between NG Advantage and bp expired. As a result, the Company's obligations under the guaranty agreement entered into in February 2018 were fully released. As of December 31, 2023, the Company's controlling interest in NG Advantage remained at 93.3%.

For the year ended December 31, 2022, NG Advantage borrowed $29.1 million from the Company under a series of advance agreements. There were no borrowings by NG Advantage in the years ended December 31, 2024 and 2025, respectively. As of December 31, 2024 and 2025, NG advantage had a total outstanding principal balance of $47.5 million, plus accrued and unpaid interest under the advance agreements. These intercompany transactions have been eliminated in consolidation.

The Company recorded a loss attributable to the noncontrolling interest in NG Advantage of $0.6 million, $0.6 million, and $0.6 million for the years ended December 31, 2023, 2024 and 2025, respectively. The noncontrolling interest was $6.3 million and $5.6 million as of December 31, 2024 and 2025, respectively.

***Investments in Equity Securities***

*Bridge to Renewables*

In August 2025, Bridge to Renewables, Inc. ("BTR") executed a stock purchase agreement with a new investor for the sale of BTR's common stock. In exchange for its interest in BTR, the Company received a total of $4.2 million cash, with $3.7 million related to the convertible promissory note and $0.5 million related to the previously impaired investment in preferred stock.

As a result of the transaction, the Company recognized a gain of $1.6 million on the convertible note, of which $0.3 million relates to accumulated other comprehensive income which was reclassified into earnings on completion of the transaction, and included in "Other Income" in the consolidated statements of operations. The remainder of the gain related to a contractual term in the Convertible Promissory Note Agreement (as defined in Note 7) which stipulated higher payment to the Company in the event of a sale of BTR. A gain of $0.5 million was recognized on the Company's investment in BTR preferred stock, which was fully impaired as of December 31, 2024.

There are also indemnification holdbacks of $0.6 million, which are subject to adjustment. These will be recognized as income only when contingencies are resolved and receipt is probable.

*Other Investments*

On July 31, 2025, the Company invested $1.5 million to acquire 2,000,000 shares of Series A Preferred Stock of Pioneer Clean Fleet Solutions, Inc. ("Pioneer"), a privately held company focused on providing low-carbon fleet leasing and fueling solutions. The investment represents a strategic initiative to support the adoption of natural gas-powered heavy-duty engines.

The Company accounts for this investment at cost under ASC 321, Investments—Equity Securities, using the measurement alternative because the investment does not have a readily determinable fair value.

As of December 31 2025, the carrying amount of the investment was $1.5 million, and no adjustments for observable price changes or impairment were recorded during the period. The amount is included in "Investments in other entities" on the consolidated balance sheets.

**Note 4 —Cash, Cash Equivalents and Restricted Cash**

Cash, cash equivalents and restricted cash as of December 31, 2024 and 2025 consisted of the following (in thousands):

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Current assets: | | |
| Cash and cash equivalents | $ 89,512 | $ 155,584 |
| Restricted cash - standby letter of credit | 2,050 | 2,172 |
| Total cash, cash equivalents and current portion of restricted cash | $ 91,562 | $ 157,756 |

The Company considers all highly liquid investments with maturities of three months or less on the date of acquisition to be cash equivalents, except for U.S. government securities.

The Company places its cash and cash equivalents with high credit quality financial institutions. At times, such investments may be in excess of the Federal Deposit Insurance Corporation ("FDIC") and Canadian Deposit Insurance Corporation ("CDIC") limits. Financial instruments that potentially subject the Company to concentrations of credit risk consist principally of cash deposits. The amounts in excess of FDIC and CDIC limits were approximately $91.3 million and $155.8 million as of December 31, 2024 and 2025, respectively.

The Company classifies restricted cash as short-term and a current asset if the cash is expected to be used in operations within a year or to acquire a current asset. Otherwise, the restricted cash is classified as long-term. The Company deposited $2.0 million, in the form of a certificate of deposit, at PlainsCapital Bank as collateral for the standby letter of credit issued to Chevron Products Company, a division of Chevron U.S.A. Inc., in connection with the Company's Adopt-A-Port program. The $ 2.1 million and $2.2 million certificate of deposit is classified as short-term restricted cash and a current asset and is included in "Cash, cash equivalents and current portion of restricted cash" in the accompanying consolidated balance sheets as of December 31, 2024 and 2025, respectively.

**Note 5 —Short-Term Investments**

Short-term investments include available-for-sale debt securities, excluded from cash equivalents, that have maturities of one year or less on the date of acquisition and certificates of deposit. Available-for-sale debt securities are carried at fair value, inclusive of unrealized gains and losses. Unrealized gains and losses on available for sale debt securities are recognized in other comprehensive income (loss), net of applicable income taxes. Gains or losses on sales of available-for-sale debt securities are recognized on the specific identification basis.

The Company reviews available-for-sale debt securities for declines in fair value below their cost basis each quarter and whenever events or changes in circumstances indicate that the cost basis of an asset may not be recoverable, and evaluates the current expected credit loss. This evaluation is based on a number of factors, including historical experience, market data, issuer-specific factors, economic conditions, and any changes to the credit rating of the security. As of December 31, 2025, the Company has not recorded a credit loss related to available-for-sale debt securities and believes the carrying values for its available-for-sale debt securities are properly recorded.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

Short-term investments as of December 31, 2024 consisted of the following (in thousands):

| | Amortized Cost | Gross Unrealized Gain | Estimated Fair Value |
|---|---|---|---|
| U.S. government securities | $ 127,413 | $ 16 | $ 127,429 |
| Certificates of deposit | 541 | — | 541 |
| Total short-term investments | $ 127,954 | $ 16 | $ 127,970 |

Short-term investments as of December 31, 2025 consisted of the following (in thousands):

| | Amortized Cost | Gross Unrealized Gain | Estimated Fair Value |
|---|---|---|---|
| U.S. government securities | $ — | $ — | $ — |
| Certificates of deposit | 552 | — | 552 |
| Total short-term investments | $ 552 | $ — | $ 552 |

**Note 6 —Derivative Instruments and Hedging Activities**

In October 2018, the Company executed two commodity swap contracts with TotalEnergies Gas & Power North America, an affiliate of TotalEnergies, for a total of 5.0 million diesel gallons annually from April 1, 2019 to June 30, 2024. These commodity swap contracts were used to manage diesel price fluctuation risks related to the natural gas fuel supply commitments the Company makes in its fueling agreements with fleet operators that participate in the *Zero Now* truck financing program. These contracts are not designated as accounting hedges and as a result, changes in the fair value of these derivative instruments are recognized in "Product revenue" in the accompanying consolidated statements of operations.

The Company has entered into fueling agreements with fleet operators under the *Zero Now* truck financing program. Certain of these fueling agreements contain a pricing feature indexed to diesel, which the Company determined to be an embedded derivative and is recorded at fair value at the time of execution, with the changes in fair value of the embedded derivative recognized in "Product revenue" in the accompanying consolidated statements of operations. These contracts expire on various dates, with the latest expiration date being March 2028.

Embedded derivatives as of December 31, 2024 consisted of the following (in thousands):

| | Gross Amounts Recognized | Gross Amounts Offset | Net Amount Presented |
|---|---|---|---|
| Assets: | | | |
| Fueling agreements: | | | |
| Prepaid expenses and other current assets | $ 1,546 | $ — | $ 1,546 |
| Notes receivable and other long-term assets, net | 1,075 | — | 1,075 |
| Total derivative assets | $ 2,621 | $ — | $ 2,621 |

Commodity swaps and embedded derivatives as of December 31, 2025 consisted of the following (in thousands):

| | Gross Amounts Recognized | Gross Amounts Offset | Net Amount Presented |
|---|---|---|---|
| Assets: | | | |
| Fueling agreements: | | | |
| Prepaid expenses and other current assets | $ 466 | $ — | $ 466 |
| Notes receivable and other long-term assets, net | 491 | — | 491 |
| Total derivative assets | $ 957 | $ — | $ 957 |

As of December 31, 2024, the Company had no volume on open commodity swap contracts. As of June 30, 2024, the contracts had ended, as such there was no volume on open commodity swap contracts as of December 31, 2025.

**Note 7 —Fair Value Measurements**

The Company follows the authoritative guidance for fair value measurements with respect to assets and liabilities that are measured at fair value on a recurring basis and non-recurring basis. Under the standard, fair value is defined as the exit price, or the amount that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants, as of the measurement date. The standard also establishes a hierarchy for inputs used in measuring fair value that maximizes the use of observable inputs and minimizes the use of unobservable inputs by requiring that the most observable inputs be used when available. Observable inputs are inputs market participants would use in valuing the asset or liability developed based on market data obtained from sources independent of the Company. Unobservable inputs are inputs that reflect the Company's assumptions about the factors market participants would use in valuing the asset or liability developed based upon the best information available in the circumstances. The hierarchy consists of the following three levels: Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities; Level 2 inputs include quoted prices for similar assets or liabilities in active markets, quoted prices for identical or similar assets or liabilities in markets that are not active, and inputs (other than quoted prices) that are observable for the asset or liability, either directly or indirectly; Level 3 inputs are unobservable inputs for the asset or liability. Categorization within the valuation hierarchy is based upon the lowest level of input that is significant to the fair value measurement.

***Assets and Liabilities Measured at Fair Value on a Recurring Basis***

The Company's U.S. government issued debt securities are classified within Level 1 because they are valued using the most recent quoted prices for identical assets in active markets. Certificate of deposits are classified within Level 2 because they are valued using the most recent quoted prices for identical assets in markets that are not active and quoted prices for similar assets in active markets.

The Company used the income approach to value its outstanding commodity swap contracts and embedded derivatives in its fueling agreements under the *Zero Now* truck financing program (see Note 6). Under the income approach, the Company used a discounted cash flow ("DCF") model in which cash flows anticipated over the term of the contracts are discounted to their present value using an expected discount rate. The discount rate used for cash flows reflects the specific risks in spot and forward rates and credit valuation adjustments. This valuation approach is considered a Level 3 fair value

measurement. The significant unobservable inputs used in the fair value measurement of the Company's derivative instruments are Ultra-Low Sulfur Diesel ("ULSD") forward prices and differentials from ULSD to Petroleum Administration for Defense District ("PADD") regions. Significant increases (decreases) in any of those inputs in isolation would result in a significantly lower or higher fair value measurement. Generally, a change in the ULSD forward prices is accompanied by a directionally opposite but less extreme change in the ULSD-PADD differential.

The Company estimated the fair value of embedded derivatives in its fueling agreements under the *Zero Now* truck financing program based on the following inputs as of December 31, 2024 and 2025:

| | December 31, 2024 | | December 31, 2025 | |
|---|---|---|---|---|
| Significant Unobservable Inputs | Input Range | Weighted Average | Input Range | Weighted Average |
| ULSD Gulf Coast Forward Curve | $2.06 - $2.14 | $ 2.10 | $ 2.09 - $ 2.16 | $ 2.12 |
| Historical Differential to PADD 3 Diesel | $0.73 - $1.62 | $ 1.18 | $ .73 - $ 1.62 | $ 1.15 |
| Historical Differential to PADD 5 Diesel | $2.16 - $3.16 | $ 2.59 | $ 2.28 - $ 3.16 | $ 2.59 |

*Convertible Promissory Note*

In connection with the Company's loan commitment (See Note 14) to Rimere, LLC ("Rimere"), a former equity method investee, the Company acquired convertible promissory notes with aggregate principal balances equaling the total amount of drawdowns on the loan commitments. In addition, in May 2024, the Company invested in a convertible promissory note (the "Convertible Promissory Note Agreement") with a principal balance of $2.0 million issued by Bridge to Renewables, Inc. ("BTR"). These convertible promissory notes are classified as available-for-sale and are carried at fair value, which is measured using the income approach. Under the income approach, the Company used a DCF model in which cash flows anticipated over the term of the notes are discounted to their present value using an expected discount rate. The discount rate used reflected the interest rates offered on loans of similar term and to borrowers of similar credit quality, which are Level 3 inputs. As such, this valuation approach is considered a Level 3 fair value measurement.

The following table provides quantitative information about the significant inputs used to estimate the fair value of the convertible promissory notes from Rimere as of December 31, 2024 and 2025:

| Significant Unobservable Inputs | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Risk-free interest rate | 4.24% | - |
| Credit adjustment | 4.64% | - |
| Credit adjusted discount rate | 8.88% | - |

The following table provides quantitative information about the significant inputs used to estimate the fair value of the convertible promissory note from BTR as of December 31, 2024. BTR was sold in August 2025 (refer to Note 3), and therefore, there is no balance remaining as of December 31, 2025:

| Significant Unobservable Inputs | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Risk-free interest rate | 4.31% | - |
| Credit adjustment | 8.64% | - |
| Credit adjusted discount rate | 12.95% | - |

The above significant unobservable inputs are subject to change based on changes in economic and market conditions. The use of significant unobservable inputs creates uncertainty in the measurement of fair value as of the reporting date. Significant increase or decrease in any of those inputs in isolation would result in a significantly lower or higher fair value measurement. Generally, a change in market interest rates is accompanied by a directionally opposite change in the estimated fair value of fixed-rate debt securities. The Company records changes in the fair value of available-for-sale debt

securities in "Unrealized gain (loss) on available-for-sale securities" within other comprehensive income (loss) in the accompanying consolidated statements of comprehensive loss. In addition, because the Company has reduced its equity method investment in the investee to zero but has other investment in the investee such as the convertible promissory note, the remeasurement to fair value is applied to the convertible promissory note's adjusted carrying balance after the recognition of equity method losses, which is calculated based on the Company's percentage ownership interest in such other investment.

***Investment Tax Credit***

The Company's ITC is recorded at fair value equal to the price that the Company expects to receive upon sale of the tax credit in an orderly transaction to a third party. The Company estimates the fair value by applying a discount for monetization to the gross value of the tax credit, reflecting the risk profile of the transferable tax credit market and the Company's assessment of market participant assumptions.

There were no transfers of assets or liabilities between Level 1, Level 2, and Level 3 of the fair value hierarchy as of December 31, 2024 or 2025.

The following tables provide information by level for assets and liabilities that are measured at fair value on a recurring basis as of December 31, 2024 and 2025 (in thousands):

| | December 31, 2024 | Level 1 | Level 2 | Level 3 |
|---|---|---|---|---|
| Assets: | | | | |
| Available-for-sale securities: | | | | |
| U.S. government securities[1] | $ 127,429 | $ 127,429 | $ — | $ — |
| Convertible promissory notes | 2,372 | — | — | 2,372 |
| Certificates of deposit[1] | 541 | — | 541 | — |
| Embedded derivatives[2] | 2,621 | — | — | 2,621 |

| | December 31, 2025 | Level 1 | Level 2 | Level 3 |
|---|---|---|---|---|
| Assets: | | | | |
| Available-for-sale securities: | | | | |
| U.S. government securities[1] | $ — | $ — | $ — | $ — |
| Convertible promissory notes | — | — | — | — |
| Certificates of deposit[1] | 552 | — | 552 | — |
| Embedded derivatives[2] | 957 | — | — | 957 |
| Investment tax credit | $ 16,564 | — | — | 16,564 |

(1) Included in "Short-term investments" in the accompanying consolidated balance sheets. See Note 5 for more information.

(2) Included in "Derivative liabilities, related party" and "Long-term portion of derivative liabilities, related party" as of December 31, 2024 and in "Derivative liabilities, related party" as of December 31, 2025 in the accompanying consolidated balance sheets. See Note 6 for more information.

The following table provides a reconciliation of the beginning and ending balances of items measured at fair value on a recurring basis as shown in the tables above that used significant unobservable inputs (Level 3), as well as the change in unrealized gains or losses for the periods included in earnings or other comprehensive income (loss) (in thousands):

| | Assets: Embedded Derivatives | Assets: Convertible Promissory Notes | Liabilities: Commodity Swap Contracts |
|---|---|---|---|
| Balance as of December 31, 2023 | $ 4,628 | $ 2,330 | $ (1,875) |
| Settlements, net | — | — | 2,366 |
| Total (loss) gain | (2,007) | 230 | (491) |
| Additions | — | 8,666 | — |
| Equity method investment loss[1] | — | (8,854) | — |
| Balance as of December 31, 2024 | $ 2,621 | $ 2,372 | $ — |
| | | | |
| Balance as of December 31, 2024 | $ 2,621 | $ 2,372 | $ — |
| Settlements, net | — | (2,820) | — |
| Total (loss) gain | (1,664) | 723 | — |
| Additions | — | 5,171 | — |
| Equity method investment loss[1] | — | (5,446) | — |
| Balance as of December 31, 2025 | $ 957 | $ — | $ — |
| | | | |
| Change in unrealized (loss) gain for the year ended December 31, 2024 included in earnings | $ (2,007) | $ — | $ 1,875 |
| Change in unrealized (loss) gain for the year ended December 31, 2025 included in earnings | $ (1,664) | $ 723 | $ — |
| Change in unrealized gain for the year ended December 31, 2024 included in other comprehensive income (loss) | $ — | $ 230 | $ — |
| Change in unrealized gain for the year ended December 31, 2025 included in other comprehensive income (loss) | $ — | $ — | $ — |

(1) Represents the Company's proportionate share of Rimere's losses. These losses are recorded as adjustments to the carrying value of the convertible promissory notes because the Company's equity investment in Rimere had been reduced to zero.

***Other Financial Assets and Liabilities***

The carrying amounts of the Company's cash, cash equivalents, receivables and payables approximate fair value due to the short-term nature of those instruments.

Debt instruments as of December 31, 2024 consisted of the following (in thousands):

| | Net Carrying Amounts | Estimated Fair Value |
|---|---|---|
| Stonepeak Term Loan | $ 265,173 | $ 260,123 |
| Other Debt | 194 | 194 |
| Total Debt | $ 265,367 | $ 260,317 |

Debt instruments as of December 31, 2025 consisted of the following (in thousands):

| | Net Carrying Amounts | Estimated Fair Value |
|---|---|---|
| Stonepeak Term Loan | $ 226,621 | $ 208,348 |
| Other Debt | 158 | 158 |
| Total Debt | $ 226,779 | $ 208,506 |

The fair values of these debt instruments were estimated using a DCF analysis based on imputed interest rates, which are Level 3 inputs. See Note 11 for more information about the Company's debt instruments.

**Note 8 —Other Receivables**

Other receivables as of December 31, 2024 and 2025 consisted of the following (in thousands):

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Loans to customers to finance vehicle purchases | 81 | 88 |
| Accrued customer billings | 1,929 | 3,165 |
| Fuel tax credits | 10,751 | 1,026 |
| Other | 1,869 | 1,914 |
| Total other receivables | $ 14,630 | $ 6,193 |

**Note 9 —Land, Property and Equipment**

Land, property and equipment, net as of December 31, 2024 and 2025 consisted of the following (in thousands):

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Land | $ 19,193 | $ 20,536 |
| LNG liquefaction plants | 96,812 | 96,885 |
| Station equipment | 468,983 | 409,877 |
| Trailers | 70,363 | 71,385 |
| Other equipment | 107,475 | 108,581 |
| RNG production facility | — | 72,808 |
| Construction in progress | 134,057 | 38,250 |
| | 896,883 | 818,322 |
| Less accumulated depreciation | (531,564) | (494,282) |
| Total land, property and equipment, net | $ 365,319 | $ 324,040 |

Included in "Land, property and equipment, net" are capitalized software costs of $38.5 million and $40.4 million as of December 31, 2024 and 2025, respectively. Accumulated amortization of the capitalized software costs are $35.8 million and $37.6 million as of December 31, 2024 and 2025, respectively.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The Company recorded amortization expense related to the capitalized software costs of $1.9 million, $1.8 million and $1.8 million for the years ended December 31, 2023, 2024 and 2025, respectively.

As of December 31, 2024 and 2025, $9.0 million and $2.1 million, respectively, are included in "Accounts payable" and "Accrued liabilities" in the accompanying consolidated balance sheets, representing amounts related to purchases of property and equipment. These amounts are excluded from the accompanying consolidated statements of cash flows as they are non-cash investing activities.

***Fueling Station Equipment Removal***

On January 20, 2025, the Company received notice from Pilot Travel Centers, LLC ("Pilot") of non-renewal of the Liquified Natural Gas Fueling Station and LNG Master Sales Agreement, dated August 2, 2010 ("the agreement" or "Pilot Agreement"), which expired August 1, 2025, in accordance with the agreement.

In March 2025, the Company made the decision to allow the agreement to expire, and to remove the station equipment and site improvements from each of the sites.

In connection with the decision to remove the station equipment and site improvements, the Company recognized $54.4 million during the year-ended December 31, 2025, associated with accelerated depreciation expense and incremental asset retirement obligation ("ARO") charges, which are included in "Depreciation and amortization" in the accompanying consolidated statements of operations for the year ended December 31, 2025. The Company paid $13.2 million of ARO in 2025, of which all was paid in the fourth quarter of 2025. The Company's remaining ARO related to the removal of Pilot station equipment, as of December 31, 2025 is $0.3 million.

**Note 10 —Accrued Liabilities**

Accrued liabilities as of December 31, 2024 and 2025 consisted of the following (in thousands):

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Accrued alternative fuels incentives[1] | $ 42,565 | $ 32,798 |
| Accrued employee benefits | 5,271 | 5,100 |
| Accrued gas and equipment purchases | 17,764 | 19,240 |
| Accrued interest | 1,451 | 1,438 |
| Accrued property and other taxes | 5,628 | 6,374 |
| Accrued salaries and wages | 11,902 | 13,767 |
| Asset retirement obligation (current portion) | 7,047 | 746 |
| Other[2] | 13,935 | 16,643 |
| Total accrued liabilities | $ 105,563 | $ 96,106 |

(1) Includes amount for RINs, LCFS Credits, and AFTC payable to third parties.

(2) No individual item in "Other" exceeds 5% of total current liabilities.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

**Note 11 —Debt**

Debt obligations as of December 31, 2024 and 2025 consisted of the following (in thousands):

| | December 31, 2024 | | |
|---|---|---|---|
| | Principal Balance | Unamortized Debt Financing Costs | Balance, Net of Financing Costs |
| Stonepeak Term Loan | $ 300,000 | $ 34,827 | $ 265,173 |
| Other debt | 194 | — | 194 |
| Total debt | 300,194 | 34,827 | 265,367 |
| Less amounts due within one year | (40) | — | (40) |
| Total long-term debt | $ 300,154 | $ 34,827 | $ 265,327 |

| | December 31, 2025 | | |
|---|---|---|---|
| | Principal Balance | Unamortized Debt Financing Costs | Balance, Net of Financing Costs |
| Stonepeak Term Loan | $ 250,000 | $ 23,379 | $ 226,621 |
| Other debt | 158 | — | 158 |
| Total debt | 250,158 | 23,379 | 226,779 |
| Less amounts due within one year | (52) | — | (52) |
| Total long-term debt | $ 250,106 | $ 23,379 | $ 226,727 |

The following is a summary of the aggregate maturities of debt obligations for each of the annual periods subsequent to December 31, 2025 (in thousands):

| | 2026 | 2027 | 2028 | 2029 | 2030 | Thereafter | Total |
|---|---|---|---|---|---|---|---|
| Stonepeak Term Loan | $ — | $ — | $ — | $ 250,000 | $ — | $ — | $ 250,000 |
| Other Debt | 52 | 60 | 46 | — | — | — | 158 |
| Total | $ 52 | $ 60 | $ 46 | $ 250,000 | $ — | $ — | $ 250,158 |

***Stonepeak Credit Agreement***

On December 12, 2023 (the "Stonepeak Closing Date"), the Company entered into a senior secured first lien term loan credit agreement (as amended, supplemented or otherwise modified, the "Stonepeak Credit Agreement") with Clean Energy, a wholly owned subsidiary of the Company, as a borrower (the "Borrower"), the Company, as parent guarantor, a syndicate of lenders including certain affiliates of Stonepeak Partners LP ("Stonepeak Partners"), and Alter Domus Products Corp., as administrative agent and collateral agent. Pursuant to the Stonepeak Credit Agreement, the lenders funded a $300,000,000 senior secured term loan (the "Senior Term Loan") and provided a delayed draw term loan commitment of $100,000,000 (together, with the Senior Term Loan, the "Loan Facility"). Payments related to the Loan Facility are interest only with a balloon principal payment due on the maturity date, which is December 12, 2029. The Loan Facility bears interest at 9.50% per annum, and, during the first two years beginning from the Stonepeak Closing Date, the Borrower may elect to pay up to 75% of the interest in kind. The delayed draw term loan commitment has a scheduled expiration date of December 12, 2025, and outstanding undrawn principal of the commitment is subject to a commitment fee of 1.00% per annum. The Borrower has the option to early terminate the delayed draw term loan commitment subject to the payment of certain early termination fees. Proceeds from the Loan Facility were or will be used to repay certain existing indebtedness of the Borrower, to finance permitted investments from time to time, to pay transaction costs related to the Stonepeak Credit Agreement, and for other general corporate purposes. In connection with the Loan Facility, the Borrower is obligated to pay other customary facility fees for credit facilities of a similar size and type.

The Borrower has the option to prepay all or any portion of the amounts owed prior to the maturity date, and the Loan Facility is subject to customary mandatory prepayments clauses. All prepayments and all other payments of the Loan Facility principal are subject to a call premium in the minimum amount that, when received by the lenders, would be sufficient to cause (1) the internal rate of return for each such lender on the Loan Facility to be not less than 11.5% and, in the case of prepayment of all loans outstanding, (2) the multiple on invested capital for each such lender to be not less than 1.40; provided, however, in the event that the Company consummates a change in control transaction, in lieu of the foregoing call premium, the Borrower is obligated to pay a change in control premium in the amount of (a) the principal amount of the loans outstanding at the time of such change in control multiplied by, if the change in control occurs on or prior to the first anniversary of the Stonepeak Closing Date, 20%, (b) the principal amount of the loans outstanding at the time of such change in control multiplied by, if the change in control occurs after the first anniversary of the Stonepeak Closing Date but on or prior to the second anniversary of the Stonepeak Closing Date, 10%, and (c) if the change in control occurs after the second anniversary of the Stonepeak Closing Date, the minimum amount that, when received by the lenders, would be sufficient to cause the internal rate of return for each such lender to be not less than 11.5%. In conjunction with the Stonepeak Credit Agreement, the Company entered into a Guarantee and Collateral Agreement (the "Security Agreement") in favor of Alter Domus Products Corp., as collateral agent (in such capacity, the "Agent") for the ratable

benefit of the lenders. Pursuant to the Security Agreement, the Company and certain of the Company's subsidiaries guaranteed the Borrower's obligation owing to the lenders and the Borrower, the Company and such subsidiary guarantors granted the Agent a security interest in substantially all of their personal property to secure the payment of all amounts owed to the lenders under the Stonepeak Credit Agreement. Certain material subsidiaries of the Company will be required to join as a party to the Security Agreement from time to time after the Stonepeak Closing Date.

The Stonepeak Credit Agreement requires the Company and the Borrower to comply with a maximum total leverage ratio, a minimum interest coverage ratio and a minimum liquidity test. In addition, the Stonepeak Credit Agreement contains customary representations and warranties and affirmative and negative covenants, including covenants that limit or restrict the Company's, the Borrower's and their subsidiaries ability to incur liens, incur indebtedness, dispose of assets, make investments, make certain restricted payments, merge or consolidate and enter into certain speculative hedging arrangements. Additionally, the Stonepeak Credit Agreement includes a number of events of default contingency clauses, including, among other things, non-payment defaults, covenant defaults, cross-defaults to other materials indebtedness, bankruptcy and insolvency defaults, material judgment defaults, and material breaches of material contracts. If any event of default occurs (subject, in certain instances, to specified grace periods), the principal, premium, if any, interest and any other monetary obligations on all the then outstanding amounts under the Loan Facility may become due and payable immediately.

Concurrent with the execution of the Stonepeak Credit Agreement, the Company issued warrants to Stonepeak CLNE-W Holdings LP ("Stonepeak"), an affiliate of Stonepeak Partners, pursuant to a Warrant Agreement, dated December 12, 2023, allowing Stonepeak to purchase 10,000,000 shares of the Company's common stock at an exercise price of $5.50 and an additional 10,000,000 shares of the Company's common stock at an exercise price of $6.50 (see Note 12). Further, in connection with the funding of the Senior Term Loan pursuant to the Stonepeak Credit Agreement, the Company recognized $39.3 million in debt discount and issuance costs, which consisted of $31.8 million of debt discount attributed to the Stonepeak Warrant, $6.1 million of original issue discount and direct lender fees, and $1.4 million of debt issuance costs.

In accordance with the terms of the Stonepeak Credit Agreement, the Company elected to pay a portion of its interest in kind ("PIK") up to a total of $15 million, in increments of $5 million on each quarter-end of March 31, 2025, June 30, 2025 and September 30, 2025. Accordingly, the Company's outstanding principal balance increased to $315 million during the year ended December 31, 2025, and immediately prior to a voluntary repayment of principal detailed below. The Company did not draw any delayed draw term loans under the Loan Facility, and the delayed draw term loan commitment expired on December 12, 2025.

On December 3, 2025, the Company voluntarily prepaid $65.0 million of the $315.0 million principal amount outstanding under the Stonepeak Agreement. As a result of this partial extinguishment, the Company recorded a loss on extinguishment of debt of $11.5 million, consisting of (i) $6.2 million related to the write-off of unamortized debt discount and issuance costs associated with the portion repaid, including $4.9 million of debt discount attributable to the Stonepeak Warrant, and (ii) $5.3 million of prepayment penalty fees paid to the lender. The $11.5 million loss on extinguishment is included in interest expense in the Consolidated Statements of Operations for the year ended December 31, 2025.

In addition, the Stonepeak Agreement included a $100.0 million delayed draw term loan commitment that expired on December 31, 2025. The Company elected not to draw on this commitment prior to its expiration. As a result, the Company incurred an unused commitment fee of $2.0 million and recorded an $11.3 million charge to write off the remaining unamortized deferred financing costs and debt discount associated with the delayed draw commitment, of which $10.6 million was attributable to the Stonepeak Warrant. These amounts, totaling $13.3 million, are included in interest expense in the Consolidated Statements of Operations for the year ended December 31, 2025.

***Riverstone Credit Agreement***

On December 22, 2022 (the "Riverstone Closing Date"), the Company entered into a senior secured first lien term loan credit agreement (the "Riverstone Credit Agreement") with a syndicate of lenders and Riverstone Credit Management

LLC, as administrative agent and collateral agent. Pursuant to the Riverstone Credit Agreement, the lenders made a $150,000,000 sustainability-linked senior secured term loan (the "Sustainability-Linked Term Loan") to the Company, a transaction aligned with the five pillars of the Loan Syndications and Trading Association's sustainability-linked loan principles.

On December 12, 2023, concurrent with the execution of the Stonepeak Credit Agreement, the Company repaid the $150.0 million outstanding principal balance of the Sustainability-Linked Term Loan and related accrued and unpaid interest. Upon such payment, the Riverstone Credit Agreement, dated as of December 22, 2022, was terminated. In connection with the extinguishment of the Sustainability-Linked Term Loan pursuant to the Riverstone Credit Agreement, the Company recognized $5.4 million of debt extinguishment loss, which was included in "Interest expense" in the accompanying consolidated statements of operations for the year ended December 31, 2023.

**Note 12 —Stockholders' Equity**

***Authorized Shares***

The Company's certificate of incorporation authorizes the issuance of two classes of capital stock designated as common stock and preferred stock, each having $0.0001 par value per share. On June 14, 2021, the Company's stockholders approved an increase in the number of shares of Common Stock the Company is authorized to issue from 304,000,000 to 454,000,000. As of December 31, 2025, the Company is authorized to issue 455,000,000 shares, of which 454,000,000 shares of capital stock are designated common stock and 1,000,000 shares are designated preferred stock.

***Dividend Provisions***

The Company did not declare or pay any dividends during the years ended December 31, 2023, 2024 and 2025.

***Voting Rights***

Each holder of common stock has the right to one vote per share owned on matters presented for stockholder action.

***TotalEnergies Private Placement***

On May 9, 2018, the Company entered into a stock purchase agreement (the "Purchase Agreement") with TotalEnergies Marketing Services, S.E. ("TMS"), a wholly owned subsidiary of TotalEnergies. Pursuant to the Purchase Agreement, the Company agreed to sell and issue, and TMS agreed to purchase, up to 50,856,296 shares of the Company's common stock at a purchase price of $1.64 per share, all in a private placement (the "TotalEnergies Private Placement"). The purchase price per share was determined based on the volume-weighted average price for the Company's common stock between March 23, 2018 (the day on which discussions began between the Company and TotalEnergies) and May 3, 2018 (the day on which the Company agreed in principle with TotalEnergies regarding the structure and basic terms of its investment). As of the date of the Purchase Agreement, TotalEnergies did not hold or otherwise beneficially own any shares of the Company's common stock, and TotalEnergies has agreed, until the later of May 9, 2020 or such date when it ceases to hold more than 5.0% of the Company's common stock then outstanding, among other similar undertakings and subject to customary conditions and exceptions, to not purchase shares of the Company's common stock or otherwise pursue transactions that would result in TotalEnergies beneficially owning more than 30.0% of the Company's equity securities without the approval of the Company's board of directors.

On June 13, 2018, the Company and TMS closed the TotalEnergies Private Placement, in which: (1) the Company issued to TMS all of the 50,856,296 shares of its common stock issuable under the Purchase Agreement, resulting in TotalEnergies beneficially holding approximately 25.0% of the outstanding shares of the Company's common stock and the largest ownership position of the Company as of September 30, 2018; (2) TotalEnergies paid to the Company an aggregate of $83.4 million in gross proceeds, which the Company has used and expects to continue to use for working

capital and general corporate purposes, which may include executing its business plans, pursuing opportunities for further growth, and retiring a portion of its outstanding indebtedness; and (3) the Company and TotalEnergies entered into a registration rights agreement, described below. In connection with the issuance of common stock, the Company incurred transaction fees of $1.9 million.

Pursuant to the Purchase Agreement, the Company and TotalEnergies also entered into a registration rights agreement on June 13, 2018, upon the closing under the Purchase Agreement. Pursuant to the registration rights agreement, the Company filed a registration statement with the Securities and Exchange Commission to cover the resale of the shares issued and sold under the Purchase Agreement, which was declared effective on August 16, 2018, and is obligated to use its commercially reasonable efforts to maintain the effectiveness of such registration statement until all such shares are sold or may be sold without restriction under Rule 144 under the Securities Act of 1933, as amended. As of December 31, 2025, the Company was in compliance with all of its registration covenants set forth in the registration rights agreement.

***Share Repurchase Program***

On March 12, 2020, the Company's Board of Directors approved a share repurchase program of up to $30.0 million (exclusive of fees and commissions) of the Company's outstanding common stock (the "Repurchase Program"). On December 7, 2021, the Company's Board of Directors approved an increase in the aggregate purchase amount under the Repurchase Program from $30.0 million to $50.0 million (exclusive of fees and commissions). The Repurchase Program does not have an expiration date, and it may be suspended or discontinued at any time. On March 27, 2025, the Company's Board of Directors determined to resume repurchases of shares of the Company's common stock pursuant to the Repurchase Program. As of December 31, 2025, the Company has utilized a total of $31.3 million under the Repurchase Program from its inception to repurchase 14,301,158 shares of common stock, and a total of $18.7 million of authorized funds remain available for common stock repurchase under the Repurchase Program. The Repurchase Program does not obligate the Company to acquire any specific number of shares. Repurchases under the Repurchase Program may be effected from time to time through open market purchases, privately negotiated transactions, structured or derivative transactions, including accelerated share repurchase transactions, or other methods of acquiring shares, in each case subject to market conditions, applicable securities laws and other relevant factors. Repurchases may also be made under plans complying with Rule 10b5-1 under the Securities Exchange Act of 1934, as amended. No shares were repurchased during the year ended December 31, 2024. There were 4,913,818 shares repurchased during the year ended December 31, 2025 for a purchase price of $7.9 million. Any share repurchases under the Repurchase Program require consent from the Company's creditor, Stonepeak Partners, to remain in compliance with covenants under the Credit Agreement. See Note 11 for details on the customary representations and warranties, and covenants associated with the Credit Agreement. The Company received consent from its creditor to purchase up to $15 million under the Repurchase Program. Any additional repurchases would require additional consent from the Company's creditor, Stonepeak Partners.

***Stock-Based Compensation***

The following table summarizes the compensation expense and related income tax benefit related to the Company's stock-based compensation arrangements recognized in the accompanying consolidated statements of operations during the periods presented (in thousands):

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Stock-based compensation expense, net of $0 tax in 2024 and 2025 | $ 23,336 | $ 10,803 | $ 8,869 |

*Equity Incentive Plans*

In December 2006, the Company adopted its 2006 Equity Incentive Plan ("2006 Plan"), which became effective on May 24, 2007, the date the Company completed its initial public offering of common stock.

In May 2016, the Company adopted its 2016 Performance Incentive Plan ("2016 Plan"), which became effective on May 26, 2016, the date of approval of the 2016 Plan by the Company's stockholders. The 2006 Plan became unavailable for new awards upon the effectiveness of the 2016 Plan. Unissued awards under the 2006 Plan are not available for future grant under the 2016 Plan. If any outstanding award under the 2006 Plan expires or is canceled, the shares allocable to the unexercised portion of that award will be added to the share reserve under the 2016 Plan and will be available for grant under the 2016 Plan.

In May 2020, the Company adopted its Amended and Restated 2016 Performance Incentive Plan ("Amended 2016 Plan"), which increased the aggregate number of shares of the Company's common stock to be delivered pursuant to all awards granted under the 2016 Performance Incentive Plan by an additional 17,500,000 shares, and became effective on May 15, 2020, the date of approval of the Amended 2016 Plan by the Company's stockholders.

In May 2024, the Company adopted its 2024 Performance Incentive Plan ("2024 Plan"), which became effective on May 20, 2024, the date of approval of the 2024 Plan by the Company's stockholders. The 2016 Plan became unavailable for new awards upon the effectiveness of the 2024 Plan. Unissued awards under the 2016 Plan will be added to the share reserve under the 2024 Plan and will be available for grant under the 2024 Plan. If any outstanding award under the 2006 or 2016 Plan expires or is canceled, the shares allocable to the unexercised portion of that award will be added to the share reserve under the 2024 Plan and will be available for grant under the 2024 Plan. On May 22, 2025 the Company's stockholders approved the Amended and Restated 2024 Performance Incentive Plan (the "Amended 2024 Plan"). The Amended 2024 Plan increased the available shares under the 2024 Performance Incentive Plan by 10,750,000 shares, for a Share Limit of 14,750,000. As of December 31, 2025, the Company had 12,294,779 shares available for future grant under the Amended 2024 Plan.

*Service-Based Stock Options*

The Company has granted service-based stock options to key employees that vest annually over the three years following the date of grant at a rate of 34%, 33% and 33%, respectively, if the holder is in service to the Company at each vesting date. The service-based stock options granted have contractual terms of 10 years, and exercise price for the options granted is equal to the closing market price of the Company's common stock on the date of grant. The stock options are subject to the terms and conditions of the 2006, 2016 and Amended 2024 Plans and a Notice of Grant of Stock Option and Stock Option Agreement.

The following table summarizes the Company's service-based stock option activities for the year ended December 31, 2025:

| | Number of Shares | Weighted Average Exercise Price | Weighted Average Remaining Contractual Term (in years) | Aggregate Intrinsic Value (in thousands) |
|---|---|---|---|---|
| Options outstanding as of December 31, 2024 | 14,915,612 | $ 4.98 | | |
| Granted | 180,448 | $ 1.86 | | |
| Exercised | (33,105) | $ 1.91 | | |
| Forfeited or expired | (1,426,263) | $ 5.03 | | |
| Options outstanding as of December 31, 2025 | 13,636,692 | $ 4.94 | 5.69 | $ 610 |
| Options exercisable as of December 31, 2025 | 10,968,732 | $ 5.33 | 5.29 | $ 566 |
| Options vested and expected to vest as of December 31, 2025 | 13,636,692 | $ 4.94 | 5.69 | $ 610 |

As of December 31, 2025, there was $2.6 million of total unrecognized compensation cost related to unvested shares subject to outstanding service-based stock options. That cost is expected to be expensed over a remaining weighted average

period of approximately 0.7 years. The total fair value of options vested during the year ended December 31, 2025 was $5.7 million.

The fair value of each service-based stock option granted was estimated as of the date of grant using the Black-Scholes option pricing model and using the following assumptions:

| | Year Ended December 31, | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Dividend yield | 0.0% | 0.0% | 0.0% |
| Expected volatility | 75.2% to 76.6% | 76.5% to 76.9% | 78.1% to 78.1% |
| Risk-free interest rate | 3.68% to 4.73% | 4.18% to 4.39% | 4.25% to 4.25% |
| Expected life in years | 5.9 to 6.2 | 6.1 to 6.2 | 6.3 to 6.3 |

The volatility amounts used were estimated based on the historical volatility of the Company's common stock over a term equal to the estimated life of the options. The expected lives used were based on historical exercise experience and the Company's anticipated exercise periods for its outstanding stock options. The risk-free interest rates used were based on the U.S. Treasury yield curve with terms approximating the expected life of the stock options at the time of grant.

The weighted-average grant date fair value per share of service-based stock options granted during the years ended December 31, 2023, 2024 and 2025 were $3.30, $1.98, and $1.33, respectively. The aggregate intrinsic value of service-based options exercised during the years ended December 31, 2023, 2024 and 2025 were $0.2 million, $0.1 million, and $0.1 million, respectively. The Company recorded $11.7 million, $8.7 million, and $5.2 million of stock option expense relating to service-based stock options for the years ended December 31, 2023, 2024 and 2025, respectively. The Company has not recorded any tax benefit related to its service-based stock option expense.

*Performance-Based Stock Options*

The Company granted 1,640,000 performance-based stock options to certain executives and key employees in 2021. The options granted vest in multiple tranches in which the vesting of each tranche is contingent upon securing a defined RNG production volume following the date of grant, if the holder is in service to the Company upon the achievement of such performance hurdles. The performance-based stock options have contractual terms of 10 years, and the exercise price for the options granted is equal to the closing market price of the Company's common stock on the date of grant. The stock options are subject to the terms and conditions of the 2016 Plan and a Notice of Grant of Stock Option and Stock Option Agreement.

The following table summarizes the Company's performance-based stock option activities for the year ended December 31, 2025:

| | Number of Shares | Weighted Average Exercise Price | Weighted Average Remaining Contractual Term (in years) | Aggregate Intrinsic Value (in thousands) |
|---|---|---|---|---|
| Options outstanding as of December 31, 2024 | 1,590,000 | $ 6.77 | | |
| Granted | — | $ — | | |
| Exercised | — | $ — | | |
| Forfeited or expired | — | $ — | | |
| Options outstanding as of December 31, 2025 | 1,590,000 | $ 6.77 | 5.94 | $ — |
| Options vested and exercisable as of December 31, 2025 | 397,500 | $ 6.77 | 5.94 | $ — |

As of December 31, 2025, there was $4.0 million of total unrecognized compensation cost related to unvested shares subject to outstanding performance-based stock options. Compensation cost for the performance-based stock options is recognized when attainment of the performance hurdles is determined to be probable and over a period in which the Company estimates the performance hurdles will be achieved. No shares subject to outstanding performance-based stock options vested in the year ended December 31, 2025; as such, the total fair value of options vested during the year ended December 31, 2025 was $0.0 million.

The fair value of each performance-based stock option granted was estimated as of the date of grant using the Black-Scholes option pricing model and using the following assumptions:

| | December 7, 2021 |
|---|---|
| Dividend yield | 0.0% |
| Expected volatility | 77.1% |
| Risk-free interest rate | 1.36% |
| Expected life in years | 6.2 |

The volatility amount used was estimated based on (i) the historical volatility of the Company's common stock over a term equal to the estimated life of the options and on (ii) implied volatility of the Company's traded options. The expected life used was based on historical exercise experience and the Company's anticipated exercise period for its outstanding performance-based stock options. The risk-free interest rate used was based on the U.S. Treasury yield curve with terms approximating the expected life of the stock options at the time of grant.

The weighted-average grant date fair value per share of performance-based stock options granted during the year ended December 31, 2021 was $4.58. No performance-based stock options were granted during the years ended December 31, 2023, 2024 and 2025. In addition, there were no performance-based stock options exercised during the years ended December 31, 2023, 2024 and 2025. The Company recognizes the grant date fair value of the options that are probable of being earned over the estimated performance period. Compensation cost relating to performance-based stock options was $0.4 million, $0.0 million, and $0.1 million for the years ended December 31, 2023, 2024 and 2025, respectively. The Company has not recorded any tax benefit related to its performance-based stock option expense.

*Market-Based Stock Options*

The Company granted 3,700,000 market-based stock options to select executives and employees in 2021. Market-based stock options vest if (i) the closing price of the Company's common stock equals or exceeds $14.00 for twenty consecutive trading days, representing 207% of the closing market price of the Company's common stock on the option grant date (the "2021 Stock Price Condition") and (ii) the holder is employed by the Company at the time the 2021 Stock Price Condition is satisfied. The market-based stock options have contractual terms of 10 years, and the exercise price for the options granted is equal to the closing market price of the Company's common stock on the date of grant. The stock options are subject to the terms and conditions of the 2016 Plan and a Notice of Grant of Stock Option and Stock Option Agreement.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The following table summarizes the Company's market-based stock option activities for the year ended December 31, 2025:

| | Number of Shares | Weighted Average Exercise Price | Weighted Average Remaining Contractual Term (in years) | Aggregate Intrinsic Value (in thousands) |
|---|---|---|---|---|
| Options outstanding as of December 31, 2024 | 3,650,000 | $ 6.77 | | |
| Granted | — | $ — | | |
| Exercised | — | $ — | | |
| Forfeited or expired | (100,000) | $ 6.77 | | |
| Options outstanding as of December 31, 2025 | 3,550,000 | $ 6.77 | 5.94 | $ — |
| Options vested and exercisable as of December 31, 2025 | — | $ — | — | $ — |

As of December 31, 2025, there was no unrecognized compensation cost related to 2021 unvested shares subject to outstanding market-based stock options. That cost was fully expensed and recognized over the estimated derived service period of 2 years beginning on the date of grant. The 2021 Stock Price Condition was not met during the year ended December 31, 2025; as such, no vesting occurred.

The fair value of each market-based stock option granted was estimated on the date of grant using the Monte Carlo simulation model. The Monte Carlo simulation method is subject to variability as certain assumptions must be made, including the derived service period, which is estimated based on likely future stock price performance and volatility of the Company's common stock price. The fair value of each market-based stock option granted was estimated using the following assumptions:

| | December 7, 2021 |
|---|---|
| Dividend yield | 0.0% |
| Expected volatility | 67.8% |
| Risk-free interest rate | 1.5% |
| Expected life in years | 10.0 |

The volatility amount used was based on the historical volatility of the Company's common stock over a term equal to the estimated life of the options. The risk-free interest rate used was based on the U.S. Treasury yield curve with terms approximating the expected life of the stock options at the time of grant. The expected life used was based on the Company's anticipated exercise period for its outstanding market-based stock options as the simulation was run from the valuation date through the end of the contractual life of the options using weekly time steps.

The weighted-average grant date fair value per share of market-based stock options granted during the year ended December 31, 2021 was $4.87.

No market-based stock options were granted during the years ended December 31, 2023, 2024. In addition, there were no market-based stock options exercised during the years ended December 31, 2023, 2024 and 2025.

The Company recorded $8.2 million, $0.0 million, and $0.0 million of compensation cost relating to market-based stock options during the years ended December 31, 2023, 2024 and 2025, respectively. The Company has not recorded any tax benefit related to its market-based stock option expense.

*Service-Based Restricted Stock Units*

The Company has granted service-based restricted stock units ("Service-Based RSUs") to key employees that vest annually over the three years following the date of grant at a rate of 34%, 33% and 33%, respectively, if the holder is in service to the Company at each vesting date. The Service-Based RSUs are subject to the terms and conditions of the 2016 and 2024 Plan and a Notice of Grant of Restricted Stock Unit and Restricted Stock Unit Agreement.

The following table summarizes the Company's Service-Based RSU activities for the year ended December 31, 2025:

| | Number of Shares | Weighted Average Fair Value at Grant Date |
|---|---|---|
| RSU outstanding and unvested as of December 31, 2024 | 1,928,600 | $ 2.86 |
| Granted | 2,541,532 | $ 2.01 |
| Vested | (871,120) | $ 2.84 |
| Forfeited or expired | (83,560) | $ 2.12 |
| RSU outstanding and unvested as of December 31, 2025 | 3,515,452 | $ 2.23 |

The weighted average grant-date fair value of RSUs granted during the years ended December 31, 2023, 2024 and 2025 was $4.19, $2.83 and $2.01, respectively.

As of December 31, 2025, there was $6.3 million of total unrecognized compensation cost related to unvested shares subject to outstanding Service-Based RSUs. That cost is expected to be expensed over a remaining weighted-average period of approximately 2.0 years.

The Company recorded $3.0 million, $2.0 million, and $3.9 million of expense during the years ended December 31, 2023, 2024 and 2025, respectively, related to the Service-Based RSUs. The Company has not recorded any tax benefit related to its Service-Based RSU expense.

*Performance-Based Stock Awards*

The Company granted 374,063 performance-based stock awards to certain executives in 2025. The awards granted vest in multiple tranches in which the vesting of each tranche is contingent upon achievement of a 3-year growth CAGR in respect of negative carbon intensity gas sales. The performance-based stock awards have a three year cliff vesting schedule and a contractual term of 10 years.

| | Number of Shares | Weighted Average Fair Value at Grant Date |
|---|---|---|
| PSU outstanding and unvested as of December 31, 2024 | — | $ — |
| Granted | 374,063 | $ 2.02 |
| Vested | — | $ — |
| Forfeited or expired | — | $ — |
| PSU outstanding and unvested as of December 31, 2025 | 374,063 | $ 2.02 |

As of December 31, 2025, there was $0.5 million unrecognized compensation cost related to 2025 unvested shares subject to outstanding performance stock awards. The Performance Condition was not met during the year ended December 31, 2025; as such, no vesting occurred.

The fair value of the awards granted is equal to the closing market price of the Company's common stock on the date of grant. The performance stock units are subject to the terms and conditions of the 2024 (amended) Plan and a Notice of Grant of Stock Option and Stock Option Agreement.

*Market-Based Stock Awards*

The Company granted up to 374,063 (representing 133% achievement) market-based stock awards in 2025, to select executives. The awards granted are earned in multiple tranches and vest at a 3-year cliff period if (i) the closing price of the Company's common stock equals or exceeds the 30-day trailing average stock price of $3.02 as of January 24, 2025 and (the "2025 Stock Price Condition) (ii) the holder is employed by the Company at the time the 2025 Stock Price Condition is satisfied. The market-based stock options have contractual terms of 10 years. The stock options are subject to the terms and conditions of the Amended 2024 Plan and a Notice of Grant of Stock Option and Stock Option Agreement.

| | Number of Shares | Weighted Average Fair Value at Grant Date |
|---|---|---|
| Market-Based Award outstanding as of December 31, 2024 | — | $ — |
| Granted | 374,063 | 2.02 |
| Vested | — | — |
| Forfeited or expired | — | — |
| Market-Based Award outstanding and unvested as of December 31, 2025 | 374,063 | $ 2.02 |
| Market-Based Award expected to vest as of December 31, 2025 | — | — |

As of December 31, 2025, there was $0.3 million unrecognized compensation cost related to 2025 unvested shares subject to outstanding market-based stock options. The 2025 Stock Price Condition was not met during the year ended December 31, 2025; as such, no vesting occurred.

The fair value of each market-based stock option granted was estimated on the date of grant using the Monte Carlo simulation model. The Monte Carlo simulation method is subject to variability as certain assumptions must be made, including the derived service period, which is estimated based on likely future stock price performance and volatility of the Company's common stock price.

*Employee Stock Purchase Plan*

On May 7, 2013, the Company adopted an employee stock purchase plan (the "2013 ESPP"), pursuant to which eligible employees may purchase shares of the Company's common stock at 85% of the fair market value of the common stock on the last trading day of two consecutive, non-concurrent offering periods each year. The Company has reserved 2,500,000 shares of its common stock for issuance under the 2013 ESPP, and the first offering period under the ESPP commenced on September 1, 2013. At the Company's annual meeting of stockholders held on May 19, 2022, the Company's stockholders voted and approved the 2022 Employee Stock Purchase Plan (the "2022 ESPP"), making 2,500,000 shares of the Company's common stock available for issuance under the 2022 ESPP. Upon approval of the 2022 ESPP, the 2013 ESPP was terminated following the conclusion of the offering period dated June 30, 2022. The 2022 ESPP does not have a "pour over" feature; as such, any unissued shares under the 2013 ESPP are no longer available for issuance under the 2022 ESPP.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The Company recorded $0.1 million, $0.1 million, and $0.1 million of expense for the years ended December 31, 2023, 2024 and 2025, respectively, related to the Company's ESPPs. The Company has not recorded any tax benefit related to its ESPP expense. As of December 31, 2025, the Company had issued an aggregate of 633,111 shares pursuant to the 2022 ESPP.

*Amazon Warrant*

On April 16, 2021, the Company entered into a Project Addendum to Fuel Pricing Agreement ("Fuel Agreement") with Amazon Logistics, Inc., a subsidiary of Amazon.com, Inc. ("Amazon"), and a Transaction Agreement with Amazon (the "Transaction Agreement"), pursuant to which, among other things, the Company issued to Amazon.com NV Investment Holdings LLC, a subsidiary of Amazon ("Amazon Holdings"), a warrant to purchase up to an aggregate of 53,141,755 shares (the "Warrant Shares") of the Company's common stock at an exercise price of $13.49 per share, which was a 21.3% premium to the $11.12 closing price of the common stock on April 15, 2021.

The Warrant Shares vest in multiple tranches, the first of which for 13,283,445 Warrant Shares vested upon execution of the Fuel Agreement. Subsequent tranches will vest over time based on fuel purchases by Amazon and its affiliates, up to a total of $500.0 million, excluding any payments attributable to "Pass Through Costs," which consist of all costs associated with the delivered cost of gas and applicable taxes determined by reference to the selling price of gallons or gas sold.

Under the Transaction Agreement, the Company was required to use commercially reasonable efforts to obtain the approval of its stockholders with respect to the issuance of Warrant Shares in excess of 50,595,531 shares of common stock, pursuant to The Nasdaq Stock Market LLC's Listing Rule 5635(b) (the "Stockholder Approval"). On June 14, 2021, the Company obtained Stockholder Approval.

As a result of the issuance of additional shares of common stock under the ATM Programs and in accordance with the terms of the warrant, on June 14, 2021, the number of shares of the Company's common stock that may be purchased pursuant to the warrant, at an exercise price of $13.49 per share, increased by an aggregate of 5,625,959 shares (the "Additional Warrant Shares"). The Additional Warrant Shares vest in multiple tranches, the first of which for 1,406,490 Additional Warrant Shares vested on June 14, 2021. Subsequent tranches of the Additional Warrant Shares will vest over time based on fuel purchases by Amazon and its affiliates, consistent with the vesting schedule for the Warrant Shares as described above. The right to exercise the warrants and receive the Warrant Shares and Additional Warrant Shares (the "Amazon Warrant") that have vested expires April 16, 2031.

Amazon Holdings may not exercise the Amazon Warrant to the extent such exercise would cause Amazon Holdings to beneficially own more than 4.999% of the number of shares of Common Stock outstanding immediately after giving effect to such exercise (excluding any unvested portion of the Amazon Warrant) (the "Beneficial Ownership Limitation"). Amazon Holdings may, however, waive or modify the Beneficial Ownership Limitation by providing written notice to the Company sixty-one (61) days before such waiver or modification becomes effective (or immediately upon written notice to the Company to the extent the Company is subject to certain acquisition transactions pursuant to a tender or exchange offer).

Non-cash stock-based sales incentive contra-revenue charges ("Amazon Warrant Charges") associated with the Amazon Warrant are recognized as the customer purchases fuel and vesting conditions become probable of being achieved based on the grant date fair value of the Amazon Warrant. The fair values of the Amazon Warrant were determined as of the grant date in accordance with ASC 718, *Compensation – Stock Compensation*, using the Black-Scholes option pricing model and the following assumptions:

| | April 16, 2021 | June 14, 2021 |
|---|---|---|
| Dividend yield | 0.0% | 0.0% |
| Expected volatility | 66.46% | 67.97% |
| Risk-free interest rate | 1.59% | 1.49% |
| Expected term in years | 10.0 | 9.8 |

The volatility amounts used were estimated based on the historical volatility of the Company's common stock over a period matching the assumed term of the Amazon Warrant. The expected terms used were based on the term of the Amazon Warrant at the date of issuance. The risk-free interest rates used were based on the U.S. Treasury yield curve for the expected term of the Amazon Warrant at the date of issuance.

The following table summarizes the Amazon Warrant activities for the year ended December 31, 2025:

| | Warrant Shares |
|---|---|
| Outstanding and unvested as of December 31, 2024 | 29,972,883 |
| Granted | — |
| Vested | (8,815,560) |
| Outstanding and unvested as of December 31, 2025 | 21,157,323 |

As a result of the immediate vesting of a portion of the Warrant Shares and Additional Warrant Shares, the Company recognized Amazon Warrant Charges, in the second quarter of 2021, of $76.6 million and a customer incentive asset of $38.4 million representing Amazon Warrant Charges associated with future contractually required minimum fuel purchases which will be recognized as the fuel is purchased.

During the years ended December 31, 2023, 2024 and 2025, Amazon Warrant Charges in the consolidated statements of operations were $60.6 million, $60.8 million and $66.1 million, respectively. Amazon Warrant Charges for the year ended December 31, 2021 included $76.6 million from the immediate vesting of a portion of the Warrant Shares and Additional Warrant Shares and $7.0 million associated with fuel purchases. Amazon Warrant Charges for the years ended December 31, 2023, 2024 and 2025 were related to customer fuel purchases. As of December 31, 2022, the Company had a customer incentive asset of $22.2 million, classified in "Prepaid expenses and other current assets" in the accompanying consolidated balance sheets. As of December 31, 2024 and 2025, the customer incentive asset had been fully amortized.

*Stonepeak Warrant*

In connection with the Stonepeak Credit Agreement and the related Loan Facility (see Note 11), on December 12, 2023, the Company issued warrants (the "Stonepeak Warrant") to Stonepeak, pursuant to a warrant agreement, dated December 12, 2023 (the "Warrant Agreement"), allowing Stonepeak to purchase 10,000,000 shares of the Company's common stock at an exercise price of $5.50 and an additional 10,000,000 shares of the Company's common stock at an exercise price of $6.50.

The Stonepeak Warrant vested upon the execution of the Warrant Agreement and is exercisable at any time after December 12, 2025. The Stonepeak Warrant has an 8.5 year term, and the right to exercise the warrants expires on June 15, 2032. The Stonepeak Warrant contains a "cashless exercise" feature that allows the holder(s) to exercise the warrants without a cash payment to the Company upon the terms set forth in the Warrant Agreement. The number of shares of the

Company's common stock for which the Stonepeak Warrant is exercisable and the associated exercise price are subject to certain customary anti-dilution and continuity adjustments as set forth in the Warrant Agreement.

Stonepeak may not exercise the Stonepeak Warrant to the extent such exercise would cause Stonepeak to beneficially own more than 9.999% of the number of shares of the Company's common stock outstanding immediately after giving effect to such exercise (the "Stonepeak Beneficial Ownership Limitation"). Stonepeak may, however, waive or amend the Stonepeak Beneficial Ownership Limitation by providing written notice to the Company sixty-one (61) days before such waiver or amendment becomes effective (or immediately upon written notice to the Company to the extent the Company is subject to certain acquisition transactions pursuant to a tender or exchange offer).

The Stonepeak Warrant, issued in conjunction with the funding of the Senior Term Loan, was determined to be a separate unit of account from the Loan Facility based on evaluation of the contractual terms of the Stonepeak Credit Agreement and the Warrant Agreement. As a result, amounts were allocated to the Stonepeak Warrant using the relative fair value method. The Stonepeak Warrant is deemed an equity classified instrument because the underlying warrants (1) do not embody an obligation of the Company, (2) are deemed to be indexed to the Company's own common stock, and (3) meet all the conditions for equity classification. As such, the Stonepeak Warrant is measured at fair value as of the issuance date, and subsequent changes in fair value will not be recognized in earnings. The fair values of the Stonepeak Warrant as of the issuance date were determined using the Black-Scholes option pricing model and the following assumptions:

| | December 12, 2023 | December 12, 2023 |
|---|---|---|
| Exercise price | 5.50 | 6.50 |
| Dividend yield | 0.0% | 0.0% |
| Expected volatility | 72.96% | 72.96% |
| Risk-free interest rate | 4.22% | 4.22% |
| Expected term in years | 8.5 | 8.5 |

The volatility amounts used were estimated based on the historical volatility of the Company's common stock over a period matching the assumed term of the Stonepeak Warrant. The expected terms used were based on the term of the Stonepeak Warrant on the date of issuance. The risk-free interest rates used were based on the U.S. Treasury yield curve for the expected term of the Stonepeak Warrant on the date of issuance.

As a result of the issuance and vesting of the Stonepeak Warrant, the Company recognized $42.4 million, representing the fair value of the Stonepeak Warrant, in "Additional paid-in capital" included in "Stockholders' equity" and recorded $31.8 million, classified as debt discount to the gross principal of the Senior Term Loan, and $10.6 million, classified as a warrant asset included in "Notes receivable and other long-term assets, net" in the consolidated balance sheets as of December 31, 2023. The debt discount relating to the Stonepeak Warrant will be amortized using the interest method in accordance with ASC 835-30, *Imputation of Interest*, over the contractual term of the Loan Facility and will be recognized in earnings as interest expense in the consolidated statements of operations. The warrant asset represents value the Company obtained from the issuance of the Stonepeak Warrant in exchange for the $100.0 million delayed draw term loan commitment (see Note 11). The warrant asset will be proportionately reclassified to debt discount when amounts are drawn from the delayed draw term loan commitment, reducing the initial net carrying amount of the funded debt. These amounts recognized in connection with the Stonepeak Warrant were excluded from the accompanying consolidated statements of cash flows as they were non-cash financing activities. In accordance with the terms of the Warrant Agreement, due to issuance of additional shares of common stock under the Company's equity incentive plans in the year ended December 31, 2025, the number of shares of the Company's common stock that may be purchased pursuant to the Stonepeak Warrant increased by 29,351 shares, consisting of 14,676 shares at an exercise price of $5.50 per share and 14,676 shares at an exercise price of $6.50 per share.

The following table summarizes the Stonepeak Warrant activities for the year ended December 31, 2025:

| | Warrant Shares |
|---|---|
| Outstanding and unexercised as of December 31, 2024 | 20,028,918 |
| Granted | 29,351 |
| Exercised | — |
| Outstanding and unexercised as of December 31, 2025 | 20,058,269 |

**Note 13 —Income Taxes**

The components of loss before income taxes for the years ended December 31, 2023, 2024 and 2025 are as follows (in thousands):

| | 2023 | 2024 | 2025 |
|---|---|---|---|
| U.S. | $ (99,749) | $ (79,710) | $ (224,251) |
| Foreign | (772) | (1,287) | (1,205) |
| Total loss before income taxes | $ (100,521) | $ (80,997) | $ (225,456) |

The provision for income taxes for the years ended December 31, 2023, 2024 and 2025 consists of the following (in thousands):

| | 2023 | 2024 | 2025 |
|---|---|---|---|
| Current: | | | |
| State | $ 92 | $ 62 | $ 56 |
| Foreign | — | — | — |
| Total current | 92 | 62 | 56 |
| Deferred: | | | |
| Federal | (318) | 876 | (890) |
| State | (197) | 1,754 | (1,986) |
| Total deferred | (515) | 2,630 | (2,876) |
| Total: | | | |
| Federal | $ (318) | 876 | (890) |
| State | (105) | 1,816 | (1,930) |
| Foreign | — | — | — |
| Total expense (benefit) | $ (423) | $ 2,692 | $ (2,820) |

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

A reconciliation of the income tax expense for the years ended December 31, 2025, with the amount computed using the federal income tax rate of 21% as of December 31, 2025 after the adoption of ASU 2023-09 consists of the following (in thousands):

| | 2025 | |
|---|---|---|
| | Amount | % |
| Computed expected tax (benefit) | $ (47,346) | 21.0 % |
| State and local taxes, net of federal benefit | (1,513) | 0.7 % |
| Foreign tax effects | | |
| Canada | | |
| Other | 253 | (0.1) % |
| Non-taxable or non-deductible items | | |
| Valuation of vested Amazon warrants | 11,883 | (5.3) % |
| Investment in Joint Venture | 644 | (0.3) % |
| Goodwill Impairment | 5,422 | (2.4) % |
| Other | 477 | (0.2) % |
| Tax credits | | |
| Section 30C credits | (26) | — % |
| Worldwide changes in unrecognized tax benefits | 2,446 | (1.1) % |
| Change in valuation allowance | 24,940 | (11.0) % |
| Total tax benefit | $ (2,820) | 1.3 % |

A reconciliation of the income tax expense for the years ended December 31, 2023 and 2024, with the amount computed using the federal income tax rate of 21% as of December 31, 2023 and 2024 prior to the adoption of ASU 2023-09 consists of the following (in thousands):

| | 2023 | 2024 |
|---|---|---|
| Computed expected tax (benefit) | $ (21,110) | $ (17,009) |
| Nondeductible expenses | 1,062 | 2,892 |
| Tax rate differential on foreign earnings | 162 | 270 |
| Joint ventures | 1,035 | 2,297 |
| Amazon warrants | 5,381 | 10,114 |
| Tax credits | (6,250) | (7,208) |
| Goodwill Impairment | — | — |
| Other | (48) | 1,447 |
| Change in valuation allowance | 19,345 | 9,889 |
| Total tax expense | $ (423) | $ 2,692 |

In 2025, state and local income taxes in Massachusetts, Texas and New York comprised the majority of the state and local income taxes, net of federal effect category. The Company was not subject to any federal and provincial taxes in Canada.

The Company recorded a federal tax benefit of $6.2 million, $7.2 million and $0 million related to the exclusion of AFTC associated with 2023, 2024 and 2025 fuel sales in excess of its fuel tax obligation, respectively. These amounts increased the Company's deferred tax asset and the Company's deferred tax asset valuation allowance. AFTC expired after December 31, 2024.

Deferred tax assets and liabilities result from differences between the financial statement carrying amounts and the tax bases of existing assets and liabilities. The tax effect of temporary differences that give rise to deferred tax assets and liabilities as of December 31, 2024 and 2025 are as follows (in thousands):

| | 2024 | 2025 |
|---|---|---|
| Deferred tax assets: | | |
| Accrued expenses | $ 6,915 | $ 8,622 |
| Lease obligations | 25,993 | 24,578 |
| Alternative minimum tax and general business credits | 7,011 | 7,011 |
| Stock option expense | 11,280 | 12,959 |
| Amazon warrants | 18,271 | 16,213 |
| Goodwill impairment | — | 6,159 |
| Disallowed interest expense | 4,909 | 8,707 |
| Other | 4,404 | 3,208 |
| Depreciation and amortization | 2,546 | 1,974 |
| Loss carryforwards | 161,931 | 192,678 |
| Total deferred tax assets | 243,260 | 282,109 |
| Less valuation allowance | (211,709) | (250,012) |
| Net deferred tax assets | 31,551 | 32,097 |
| Deferred tax liabilities: | | |
| Right-of-use assets | (24,196) | (22,749) |
| Commodity swap contracts | (706) | (258) |
| Goodwill | (3,473) | — |
| Investments in joint ventures and partnerships | (6,391) | (9,429) |
| Total deferred tax liabilities | (34,766) | (32,436) |
| Net deferred tax liabilities | $ (3,215) | $ (339) |

As of December 31, 2025, the Company had federal, state and foreign net operating loss carryforwards of approximately $727.1 million, $639.1 million and $7.9 million, respectively. The Company's federal, state and foreign net operating loss carryforwards will, if not utilized, expire beginning in 2026, 2028 and 2033, respectively. The Company also has federal tax credit carryforwards of $8.3 million that will expire beginning in 2026. Due to the change of ownership provisions of Internal Revenue Code Section 382, utilization of a portion of the Company's net operating loss and tax credit carryforwards may be limited in future periods.

In assessing the realizability of the net deferred tax assets, management considers whether it is more likely than not that some or all of the deferred tax assets will not be realized. The ultimate realization of deferred tax assets is dependent upon the generation of future taxable income during the periods in which those temporary differences become deductible. Management considers projected future taxable income and tax planning strategies in making this assessment. As of December 31, 2024 and 2025, the Company provided a valuation allowance of $211.7 million and $250.0 million, respectively, to reduce the net deferred tax assets due to uncertainty surrounding the realizability of these assets. The increase in the valuation allowance for the year ended December 31, 2025 of $38.3 million was primarily attributable to an increase in losses without benefit.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

For the year ended December 31, 2025, the Company did not have any offshore earnings of certain non-U.S. subsidiaries which are permanently reinvested outside the United States.

The Company does not recognize the impact of a tax position in its financial statements unless the position is more likely than not to be sustained, based on the technical merits of the position. The Company has unrecognized tax benefits of $66.7 million as of December 31, 2025 that, if recognized, would not result in a tax benefit since it would be fully offset with a valuation allowance.

The following is a tabular reconciliation of the total amounts of unrecognized tax benefits for the years ended December 31, 2023, 2024 and 2025 (in thousands):

| | | |
|---|---|---|
| Unrecognized tax benefit—December 31, 2023 | $ | 59,096 |
| Gross increases—tax positions in current year | | 5,285 |
| Gross increases—tax positions in prior year | | — |
| Gross decreases—tax positions in prior year | | (92) |
| Unrecognized tax benefit—December 31, 2024 | | 64,289 |
| Gross increases—tax positions in current year | | 2,399 |
| Gross increases—tax positions in prior year | | — |
| Gross decreases—tax positions in prior year | | — |
| Unrecognized tax benefit—December 31, 2025 | $ | 66,688 |

The increase in the Company's unrecognized tax benefits in the years ended December 31, 2025 and December 31, 2024 is primarily attributable to the warrants issued to its customer.

ASC 740, Income Taxes, requires the Company to accrue interest and penalties where there is an underpayment of taxes based on the Company's best estimate of the amount ultimately to be paid. The Company's policy is to recognize interest accrued related to unrecognized tax benefits and penalties as income tax expense. The Company recognized interest and penalties related to uncertain tax positions of $0.0 million for each of the years ended December 31, 2023, 2024 and 2025.

The Company is subject to taxation in the United States and various states and foreign jurisdictions. The Company's tax years from 2021 to 2025 are subject to examination by various tax authorities. Although the Company is no longer subject to U.S. examination for years before 2023 and to state tax examinations for years before 2021, taxing authorities can adjust the net operating losses that arose in earlier years if and when the net operating losses reduce future income. In addition, the Company is required to indemnify SAFE S.p.A. for taxes that are imposed on CEC for pre-contribution tax periods.

A number of years may elapse before an uncertain tax position is finally resolved. It is often difficult to predict the final outcome or the timing of resolution of an uncertain tax position, but the Company believes that its reserves for income taxes reflect the most probable outcomes. The Company adjusts the reserve, as well as the related interest and penalties, in light of changing facts and circumstances. The amount of penalties accrued is immaterial. Settlement of any particular position would usually require the use of cash and result in the reduction of the related reserve, or there could be a change in the amount of the Company's net operating loss. The resolution of a matter would be recognized as an adjustment to the provision for income taxes at the effective tax rate in the period of resolution.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The amount of cash income taxes paid by the Company were as follows:

| | | Year ended December 31, 2025 |
|---|---|---|
| State and local | | |
| California | $ | 6,400 |
| New Hampshire | | 2,800 |
| New Jersey | | 4,000 |
| New York | | 8,900 |
| Texas | | 12,800 |
| Vermont | | 2,900 |
| Other | | 3,200 |
| | $ | 41,000 |

The amount of cash income tax paid by the Company to state and local jurisdictions for year 2023, 2024 were $77K and $59K, respectively. No cash income taxes were paid to federal or foreign jurisdictions during the same periods.

On July 4, 2025, the One Big Beautiful Bill Act (the "OBBBA") was signed into law. The OBBBA makes permanent many provisions of the 2017 Tax Cuts and Jobs Act ("TCJA") and introduces new changes. The major provisions that may impact the Company include:

- 100% bonus depreciation is permanently reinstated for qualified property acquired and placed in service after January 19, 2025. Effective for property placed in service in tax years beginning after December 31, 2024, the Section 179 expense limitation is increased to $2,500,000. This limitation is reduced dollar-for-dollar by the amount the cost of qualifying property placed in service during the tax year exceeds $4,000,000.

- The Section 30C credit for alternative fuel vehicle refueling property terminates for properties placed in service after June 30, 2026.

- The Section 45Z clean fuel production credit is extended by two years through December 31, 2029; with modifications, including:

    - Prohibiting feedstocks other than those produced in the U.S., Canada or Mexico

    - Prohibiting negative emissions rates, except in the case of transportation fuel derived from animal manure. The U.S. Treasury is directed to provide guidance on feedstocks derived from animal manure, where emission rates may be negative.

    - Requiring that greenhouse gas emissions be adjusted to exclude emissions attributable to indirect land use change and establishing distinct emission rates for renewable natural gas produced from animal manure for each feedstock type. These changes are effective for tax years beginning after December 31, 2025.

The impact of the OBBBA on the financial statements for the year ended December 31,2025 is insignificant.

**Note 14 —Commitments and Contingencies**

***Environmental Matters***

The Company is subject to federal, state, local and foreign environmental laws and regulations. The Company does not anticipate any expenditures to comply with such laws and regulations that would have a material effect on the Company's consolidated financial position, results of operations or liquidity. The Company believes that its operations comply, in all material respects, with applicable federal, state, local and foreign environmental laws and regulations.

***Litigation, Claims and Contingencies***

The Company may become party to various legal actions that arise in the ordinary course of its business. The Company is also subject to audit by tax and other authorities for varying periods in various federal, state, local and foreign jurisdictions, and disputes may arise during the course of these audits. It is impossible to determine the ultimate liabilities that the Company may incur resulting from any of these lawsuits, claims, proceedings, audits, commitments, contingencies and related matters or the timing of these liabilities, if any. If these matters were to ultimately be resolved unfavorably, it is possible that such an outcome could have a material adverse effect upon the Company's consolidated financial position, results of operations or liquidity. The Company does not, however, anticipate such an outcome and it believes the ultimate resolution of these matters will not have a material adverse effect on the Company's consolidated financial position, results of operations or liquidity.

***Long-Term Take-or-Pay Natural Gas Purchase Contracts***

The Company has entered into quarterly fixed price natural gas purchase contracts with take-or-pay commitments extending through March 2025. As of December 31, 2025, the fixed commitments under these contracts totaled approximately $8.7 million for the year ending December 31, 2026.

***Rimere Loan Commitment***

In November 2022, the Company entered into a note purchase agreement (the "2022 Note Purchase Agreement") with Rimere. Pursuant to the 2022 Note Purchase Agreement, the Company irrevocably committed to make available up to $5.5 million in delayed draw loans in exchange for convertible promissory notes issued by Rimere. The convertible promissory notes carry an interest rate of 7% per annum, compounded quarterly, and was to mature in May 2024, subject to certain, specified prepayment clauses. Funding from the loan commitment was used to meet Rimere's working capital requirements, and, by the end of the third quarter of 2023, the Company had fully funded the $5.5 million loan commitment. In January 2024, the 2022 Note Purchase Agreement was amended, extending the maturity date to the end of December 2024. In December 2024, the 2022 Note Purchase Agreement was amended, extending the maturity date to the end of June 2025.

Concurrently, through a separately executed note purchase agreement, dated January 8, 2024 (the "2024 Note Purchase Agreement"), the Company agreed to make available up to $10.0 million in additional delayed draw loans to fund Rimere's working capital needs. In connection with the $10.0 million loan commitment, the related convertible promissory notes issued by Rimere bear interest at 8% per annum, compounded quarterly, and have a maturity date of December 31, 2024, subject to certain, specified prepayment and event of default clauses set forth in the 2024 Note Purchase Agreement. In December 2024, the 2024 Note Purchase Agreement was amended, extending the maturity date to the end of December 2025. As of December 31, 2025, $10.0 million had been funded by the Company pursuant to the 2024 Note Purchase Agreement.

On December 31, 2025, the Company transferred its ownership interest in Rimere to the minority interest holder, resulting in the holder owning 100% of the investee upon completion of the transfer (Refer to Note 3 – Investments in Other Entities). Accordingly, the Note Purchase Agreement was terminated.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

**Note 15 —Leases**

The Company's operating leases are related to real estate for fueling stations, office spaces, warehouses, a LNG liquefaction plant, and office equipment, and its finance leases are primarily related to vehicles.

Certain of the Company's real estate leases contain variable lease payments, including payments based on a change in the index or gasoline gallon equivalents of natural gas dispensed at fueling stations. These variable lease payments cannot be determined at the commencement of the lease and are not included in the ROU assets and lease liabilities. As such, amounts associated with these variable lease payments are recorded as a period expense when incurred.

*Lessee Accounting*

As of December 31, 2024 and 2025, the Company's finance and operating lease asset and liability balances were as follows (in thousands):

| | 2024 | 2025 |
|---|---|---|
| **Finance leases:** | | |
| Land, property and equipment, gross | $ 4,389 | $ 5,760 |
| Accumulated depreciation | (1,869) | (2,124) |
| **Land, property and equipment, net** | $ 2,520 | $ 3,636 |
| | | |
| Current portion of finance lease obligations | $ 920 | $ 1,303 |
| Long-term portion of finance lease obligations | 1,766 | 2,531 |
| **Total finance lease liabilities** | $ 2,686 | $ 3,834 |
| | | |
| **Operating leases:** | | |
| Operating lease right-of-use assets | $ 90,598 | $ 87,922 |
| | | |
| Current portion of operating lease obligations | $ 8,027 | $ 9,095 |
| Long-term portion of operating lease obligations | 89,049 | 85,920 |
| **Total operating lease liabilities** | $ 97,076 | $ 95,015 |

The components of lease expense for finance and operating leases consisted of the following (in thousands):

| | Year Ended December 31, | |
|---|---|---|
| | 2024 | 2025 |
| **Finance leases:** | | |
| Depreciation on assets under finance leases | $ 1,122 | $ 1,141 |
| Interest on lease liabilities | 331 | 328 |
| **Total finance leases expense** | $ 1,453 | $ 1,469 |
| | | |
| **Operating leases:** | | |
| Lease expense | $ 22,355 | $ 21,034 |
| Lease expense on short-term leases | 661 | 600 |
| Variable lease expense | 5,057 | 4,359 |
| Sublease income | (636) | (636) |
| **Total operating leases expense** | $ 27,437 | $ 25,357 |

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

Supplemental information on finance and operating leases is as follows (dollars in thousands):

| | Year Ended December 31, | |
|---|---|---|
| | 2024 | 2025 |
| Operating cash outflows from finance leases | $ 331 | $ 328 |
| Operating cash outflows from operating leases | $ 15,765 | $ 17,407 |
| Financing cash outflows from finance leases | $ 2,162 | $ 1,178 |
| | | |
| Assets obtained in exchange for new finance lease liabilities (1) | $ 1,237 | $ 2,325 |
| ROU assets obtained in exchange for operating lease liabilities (1) | $ 11,861 | $ 8,411 |

| | December 31, 2024 | December 31, 2025 |
|---|---|---|
| Weighted-average remaining lease term - finance leases | 2.92 years | 2.86 years |
| Weighted-average remaining lease term - operating leases | 9.41 years | 8.74 years |
| | | |
| Weighted-average discount rate - finance leases | 9.90% | 10.61% |
| Weighted-average discount rate - operating leases | 9.70% | 9.66% |

(1) These amounts are excluded from the accompanying consolidated statements of cash flows as they are non-cash investing, operating and/or financing activities.

The following schedule presents the Company's maturities of finance and operating lease liabilities as of December 31, 2025 (in thousands):

| Fiscal Year | Finance Leases | Operating Leases |
|---|---|---|
| 2026 | $ 1,629 | $ 17,162 |
| 2027 | 1,601 | 17,388 |
| 2028 | 779 | 17,442 |
| 2029 | 344 | 16,649 |
| 2030 | 158 | 15,913 |
| Thereafter | — | 71,875 |
| Total minimum lease payments | 4,511 | 156,430 |
| Less amount representing interest | (677) | (61,415) |
| Present value of lease liabilities | $ 3,834 | $ 95,015 |

*Lessor Accounting*

The Company leases fueling station equipment to customers pursuant to agreements that contain an option to extend and an end-of-term purchase option. Receivables from these leases are accounted for as finance leases, specifically sales-type leases, and are included in "Other receivables" and "Notes receivable and other long-term assets, net" in the accompanying consolidated balance sheets.

The Company recognizes the net investment in the lease as the sum of the lease receivable and the unguaranteed residual value, both of which are measured at the present value using the interest rate implicit in the lease.

During the years ended December 31, 2023, 2024 and 2025, the Company recognized $0.4 million, $0.4 million and $0.4 million, respectively, in "Interest income" on its lease receivables.

The following schedule presents the Company's maturities of lease receivables as of December 31, 2025 (in thousands):

| Fiscal Year: | |
|---|---|
| 2026 | $ 1,353 |
| 2027 | 1,474 |
| 2028 | 758 |
| 2029 | 588 |
| 2030 | 241 |
| Thereafter | — |
| Total minimum lease payments | 4,414 |
| Less amount representing interest | (775) |
| Present value of lease receivables | $ 3,639 |

**Note 16 —401(k) Plan**

The Company has established a savings plan ("Savings Plan") which is qualified under Section 401(k) of the Internal Revenue Code. Eligible employees may elect to make contributions to the Savings Plan through salary deferrals of up to 90% of their base pay, subject to Internal Revenue Code limitations. The Company may also make discretionary contributions to the Savings Plans, subject to limitations. For each of the years ended December 31, 2023, 2024 and 2025 the Company contributed approximately $1.7 million, $1.4 million and $1.4 million, respectively, of matching contributions to the Savings Plan.

**Note 17 —Net Loss Per Share**

The following table sets forth the computations of basic and diluted earnings (loss) per share for the years ended December 31, 2023, 2024 and 2025 (in thousands, except share and per share amounts):

| | 2023 | 2024 | 2025 |
|---|---|---|---|
| Net loss attributable to Clean Energy Fuels Corp. | $ (99,497) | $ (83,070) | $ (222,024) |
| Weighted-average common shares outstanding | 222,904,785 | 223,346,127 | 220,648,541 |
| Dilutive effect of potential common shares from restricted stock units, stock options and stock warrants | — | — | — |
| Weighted-average common shares outstanding - diluted | 222,904,785 | 223,346,127 | 220,648,541 |
| Basic loss per share | $ (0.45) | $ (0.37) | $ (1.01) |
| Diluted loss per share | $ (0.45) | $ (0.37) | $ (1.01) |

The following potentially dilutive securities have been excluded from the diluted net loss per share calculations because their effect would have been antidilutive. Although these securities were antidilutive for these periods, they could be dilutive in future periods.

| (in shares) | 2023 | 2024 | 2025 |
|---|---|---|---|
| Stock options | 17,825,577 | 20,155,612 | 18,776,692 |
| Stonepeak warrant shares | 20,000,000 | 20,028,918 | 20,058,269 |
| Restricted stock units | 399,709 | 1,928,600 | 4,263,578 |
| Amazon warrant shares | 58,767,714 | 58,767,714 | 58,767,714 |
| Total | 96,993,000 | 100,880,844 | 101,866,253 |

**Note 18 —Related Party Transactions**

***TotalEnergies S.E.***

During the years ended December 31, 2023, 2024 and 2025, the Company recognized revenue of $1.4 million, $0.0 million, and $0.0 million, respectively, relating to RINs and LNG sold to TotalEnergies and its affiliates in the ordinary course of business, equipment lease revenue, AFTCs, and settlements on commodity swap contracts (Note 6). Outstanding receivables due from TotalEnergies were immaterial as of December 31, 2024 and 2025.

During the years ended December 31, 2023, 2024 and 2025, the Company paid TotalEnergies $6.9 million, $3.6 million, and $0.9 million, respectively, for expenses incurred in the ordinary course of business, settlements on commodity swap contracts (Note 6), and the guaranty fee under the Credit Support Agreement with TotalEnergies Holdings USA Inc., a wholly owned subsidiary of TotalEnergies. Outstanding payables due to TotalEnergies were immaterial as of December 31, 2024 and 2025.

***SAFE S.p.A***

During the years ended December 31, 2023, 2024 and 2025, the Company received $0.3 million, $0.1 million, and $0.0 million, respectively, from SAFE&CEC S.r.l. (and its successor entity, SAFE S.p.A.) in the ordinary course of business. As of December 31, 2024, outstanding receivables due from SAFE&CEC S.r.l. were immaterial. Outstanding receivables due from SAFE S.p.A. were immaterial as of 2025.

During the years ended December 31, 2023, 2024 and 2025, the Company paid SAFE&CEC S.r.l (and its successor entity SAFE S.p.A.) $12.6 million, $6.0 million, and $3.1 million, respectively, for parts and equipment in the ordinary course of business. As of December 31, 2024 and 2025, the Company had payables due to SAFE S.p.A. of $0.3 million and $0.5 million, respectively.

***TotalEnergies Joint Venture(s) and bpJV***

Pursuant to various contractual agreements of the TotalEnergies joint venture(s) and bpJV, the Company manages day-to-day operations of RNG projects in the joint ventures in exchange for an O&M fee and management fee. For the years ended December 31, 2023, 2024 and 2025, the Company recognized management and O&M fee revenue of $3.1 million, $3.1 million, and $3.5 million, respectively. As of December 31, 2024 and 2025, the Company had management and O&M fee receivables due from the joint ventures with TotalEnergies and bp of $0.4 million and $1.7 million, respectively.

For the years ended December 31, 2023, 2024 and 2025, the Company paid $1.2 million, $0.0 million, and $0.0 million, respectively, on behalf of the joint ventures for expenses incurred in the ordinary course of business. As of December 31, 2024 and 2025, outstanding receivables due from the joint ventures with TotalEnergies and bp totaled $0.4 million and $0.3 million, respectively, representing outstanding unreimbursed expenses that the Company paid on behalf of the joint ventures.

For the years ended December 31, 2023, 2024 and 2025, the Company received $5.0 million, $4.1 million, and $3.1 million, respectively, from the joint ventures with TotalEnergies and bp for management and O&M fees and reimbursement of expenses incurred in the ordinary course of business. No amounts were paid to the joint ventures with TotalEnergies and bp for the years ended December 30, 2023 and 2024. For the year ended December 31, 2025, the Company paid $3.7 million to the joint ventures with TotalEnergies and bp, relating to environmental credits pursuant to the contractual agreements of the TotalEnergies joint venture(s) and bpJV. As of December 31, 2024 and 2025, the Company had payables due to the joint ventures with TotalEnergies and bp of $0.6 million and $0.5 million, respectively,

relating to sharing of environmental credits pursuant to the various contractual agreements of the TotalEnergies joint venture(s) and bpJV.

On June 30, 2025, the Company entered into a Guaranty Agreement in favor of the buyer of investment tax credits sold by the bpJV on June 30, 2025. Pursuant to the Guaranty Agreement, the maximum potential future exposure to the Company is $38.3 million in the event of a tax credit loss incurred by the buyer. The Guaranty Agreement is expected to end in January 2030. The Company received a fee of $0.7 million from the bpJV in connection with Guaranty Agreement

***Rimere***

For the years ended December 31, 2024 and 2025, the Company provided $6.0 million and $4.0 million, respectively, to Rimere in connection with its loan commitments. The Note Purchase Agreement was terminated on December 31, 2025 in connection with the transfer of ownership of the Company's equity method investment (Refer to Note 14 – Commitments and Contingencies). As of December 31, 2024 and 2025, the carrying amount of the Company's convertible promissory notes measured at fair value was $0.3 million and $0.0 million, respectively, and is included in "Notes receivable – related party" as of December 31, 2024 and 2025 in the accompanying consolidated balance sheets.

For the years ended December 31, 2024 and 2025, the Company recognized management fee revenue of $0.6 million and $0.6 million, respectively. As of December 31, 2024 and 2025, the Company had management fee receivables due from Rimere of $0.1 million and $0.1 million, respectively.

Excluding management fee revenue, $0.1 million of revenue from Rimere was recognized in the year ended December 31, 2024, relating to equipment sold to Rimere in the ordinary course of business. There were no transactions other than the management fee in the year-ended December 31, 2025.

**Note 19 —Reportable Segments and Geographic Information**

The Company operates as one reportable segment. The Company's chief operating decision maker ("CODM") is its Chief Executive Officer, who reviews financial information presented on a consolidated basis.

The CODM uses profitability metrics, including net income/(loss) to evaluate financial performance, as well as cost of sales and selling, general and administrative expenses (excluding stock compensation) in the achievement towards the Company's strategy, and to make key operating decisions such as the determination of the markets in which the Company seeks to make capital investments and the allocation of budget between cost of revenues, selling, general and administrative expenses.

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The following table presents selected financial information with respect to the Company's single reportable segment for the years ended December 31, 2023, 2024 and 2025. As the Company's single reportable segment represents the consolidated entity, amounts are traceable to the Consolidated Statements of Operations.

| | 2023 | 2024 | 2025 |
|---|---|---|---|
| Revenue: | | | |
| Total revenue[1] | $ 425,159 | $ 415,865 | $ 424,833 |
| Cost of Sales (excluding depreciation)[2]: | | | |
| Commodity product cost of sales | 190,616 | 123,999 | 142,524 |
| Other product cost of sales | 119,285 | 125,628 | 130,759 |
| Product cost of sales | 309,901 | 249,627 | 273,283 |
| Service cost of sales | 33,719 | 37,918 | 36,642 |
| Operating expenses: | | | |
| Selling, general and administrative, excluding stock compensation | 88,929 | 101,031 | 102,969 |
| Stock compensation | 23,336 | 10,803 | 8,869 |
| Selling, general and administrative | 112,265 | 111,834 | 111,838 |
| Depreciation and amortization | 45,674 | 44,737 | 98,606 |
| Impairment of goodwill | — | — | 64,328 |
| Impairment of investments in equity securities | — | 8,102 | — |
| Interest[3] | (11,776) | (18,174) | (41,304) |
| Other income, net | 165 | 106 | 2,449 |
| Loss from equity method investments | (12,510) | (26,576) | (26,737) |
| Loss before income taxes | (100,521) | (80,997) | (225,456) |
| Income tax benefit | 423 | (2,692) | 2,820 |
| Net loss | (100,098) | (83,689) | (222,636) |
| Loss attribute to noncontrolling interest | 601 | 619 | 612 |
| Net loss attribute to Clean Energy Corp. | $ (99,497) | $ (83,070) | $ (222,024) |

(1) The CODM is provided revenue information disaggregated by product and service type in exactly the same manner as provided in Note 2 - Revenue from Contracts with Customers, *Disaggregation of Revenue.*

(2) Costs of sales provided to the CODM are displayed here. Commodity cost of sales represents costs associated with natural gas and its transportation, and is included in the Product Cost of Sales financial statement caption on the Consolidated Statements of Operations. Total Product Cost of Sales and Service Cost of Sales reconcile to the amounts in the Consolidated Statements of Operations.

(3) Interest, net is computed as the net of interest income and interest expense. Refer to the Consolidated Statements of Operations.

| | 2023 | 2024 | 2025 |
|---|---|---|---|
| Interest expense | $ (22,924) | $ (32,179) | $ (52,687) |
| Interest income | 11,148 | 14,005 | 11,383 |
| | (11,776) | (18,174) | (41,304) |

**CLEAN ENERGY FUELS CORP. AND SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Continued)**

The Company's revenue and long-lived assets recognized on the consolidated balance sheets were located as follows:

| | 2023 | 2024 | 2025 |
|---|---|---|---|
| Revenue: | | | |
| United States | $ 418,754 | $ 410,150 | $ 417,825 |
| Canada | 6,405 | 5,715 | 7,008 |
| Total revenue | $ 425,159 | $ 415,865 | $ 424,833 |
| Long-lived assets: | | | |
| United States | $ 657,397 | $ 691,398 | $ 582,414 |
| Canada | 3,827 | 9,882 | 13,847 |
| Total long-lived assets | $ 661,224 | $ 701,280 | $ 596,261 |

**Note 20 —Concentrations**

During the years ended December 31, 2023, 2024 and 2025, one, three, and three suppliers, respectively, each accounted for 10% or more of the Company's natural gas expense relating to CNG and LNG purchases.

During the year ended December 31, 2023 no customer accounted for 10% or more of the Company's total revenue. During the years ended December 31, 2024 and 2025, one customer accounted for 10% or more of the Company's total revenue.

**Item 9. Changes in and Disagreements with Accountants on Accounting and Financial Disclosure.**

None.

**Item 9A. Controls and Procedures.**

**Evaluation of Disclosure Controls and Procedures**

We maintain disclosure controls and procedures that are designed to ensure that information required to be disclosed in the reports that we file or submit under the Securities Exchange Act of 1934, as amended (the "Exchange Act") is recorded, processed, summarized and reported within the time periods specified in the rules and forms of the Securities and Exchange Commission, and that such information is accumulated and communicated to our management, including our Chief Executive Officer and Chief Financial Officer, as appropriate to allow timely decisions regarding required disclosure.

Our management carried out an evaluation, with the participation of our Chief Executive Officer and Chief Financial Officer (our principal executive and principal financial officers, respectively), of the effectiveness of our disclosure controls and procedures as of December 31, 2025, the end of the period covered by this report. Based on this evaluation, our Chief Executive Officer and Chief Financial Officer concluded that our disclosure controls and procedures were effective as of December 31, 2025.

**Changes in Internal Control Over Financial Reporting**

We regularly review and evaluate our internal control over financial reporting, and from time to time we may make changes to our processes and systems to improve controls or increase efficiencies. Such changes may include, among others, implementing new and more efficient systems, consolidating activities, and migrating processes.

There were no changes in our internal control over financial reporting that occurred during the quarter ended December 31, 2025 that have materially affected, or are reasonably likely to materially affect, our internal control over financial reporting.

**Management's Report on Internal Control Over Financial Reporting**

Our management is responsible for establishing and maintaining adequate internal control over financial reporting (as defined in Rule 13a-15(f) under the Exchange Act) for our Company. Our management, with the participation of our Chief Executive Officer and Chief Financial Officer, assessed the effectiveness of our internal control over financial reporting as of December 31, 2025. In making this assessment, our management used the criteria set forth by the Committee of Sponsoring Organizations of the Treadway Commission in *Internal Control—Integrated Framework (2013)*. Based on this assessment, our management concluded that, as of December 31, 2025, our internal control over financial reporting was effective. Our independent registered public accounting firm, KPMG LLP, has issued an attestation report on our internal control over financial reporting, which is included in Item 8. "Financial Statements and Supplementary Data" of this report.

**Inherent Limitations of Disclosure Controls and Procedures and Internal Control Over Financial Reporting**

In designing our disclosure controls and procedures and internal control over financial reporting, management recognizes that any controls and procedures, no matter how well-designed and operated, can provide only reasonable assurance of achieving the desired control objectives. In addition, the design of our controls and procedures must reflect the fact that there are resource constraints, and management necessarily applies its judgment in evaluating the benefits of possible controls and procedures relative to their costs. Because of these inherent limitations, our disclosure and internal controls may not prevent or detect all instances of fraud, misstatements or other control issues. In addition, projections of any evaluation of the effectiveness of disclosure or internal controls to future periods are subject to risks, including, among others, that controls may become inadequate because of changes in conditions or that compliance with policies or procedures may deteriorate.

**Item 9B. Other Information.**

On December 10, 2025, Andrew J. Littlefair, Chief Executive Officer, adopted a Rule 10b5-1 trading plan for the sale of the Company's common stock. The plan is in effect from March 11, 2026 to the earlier of (1) February 26, 2027 and (2) the date on which an aggregate of 923,750 shares have been sold pursuant to the Rule 10b5-1 trading plan.

**Item 9C. Disclosure Regarding Foreign Jurisdictions that Prevent Inspections.**

Not applicable.

**PART III**

**Item 10. Directors, Executive Officers and Corporate Governance.**

We have adopted a written code of ethics that applies to our employees, officers and directors, including our principal executive officer, principal financial officer, principal accounting officer or controller, or persons performing similar functions. A current copy of the code is posted under "Corporate Governance" on the Investor Relations section of our website, www.cleanenergyfuels.com. To the extent required by applicable rules adopted by the Securities and Exchange Commission (the "SEC") and the Nasdaq Stock Market LLC, we intend to disclose future amendments to certain provisions of the code, or waivers of such provisions granted to executive officers and directors, in this location on our website at www.cleanenergyfuels.com.

The remaining information required by Item 10 is incorporated by reference to our definitive proxy statement for our 2025 annual meeting of stockholders to be filed with the SEC within 120 days after the end of our fiscal year ended December 31, 2025.

**Item 11. Executive Compensation.**

The information required by Item 11 is incorporated by reference to our definitive proxy statement for our 2026 annual meeting of stockholders to be filed with the SEC within 120 days after the end of our fiscal year ended December 31, 2025.

**Item 12. Security Ownership of Certain Beneficial Owners and Management and Related Stockholder Matters.**

The information required by Item 12 is incorporated by reference to our definitive proxy statement for our 2026 annual meeting of stockholders to be filed with the SEC within 120 days after the end of our fiscal year ended December 31, 2025.

**Item 13. Certain Relationships and Related Transactions, and Director Independence.**

The information required by Item 13 is incorporated by reference to our definitive proxy statement for our 2026 annual meeting of stockholders to be filed with the SEC within 120 days after the end of our fiscal year ended December 31, 2025.

**Item 14. Principal Accountant Fees and Services.**

Our independent registered public accounting firm is KPMG LLP, Irvine, CA, Auditor Firm ID: 185.

The information required by Item 14 is incorporated by reference to our definitive proxy statement for our 2026 annual meeting of stockholders to be filed with the SEC within 120 days after the end of our fiscal year ended December 31, 2025.

## PART IV

**Item 15. Exhibits and Financial Statement Schedules.**

(a)(1) **Consolidated Financial Statements**

The following items are filed in Item 8. Financial Statements and Supplementary Data of this report:

Report of Independent Registered Public Accounting Firm
Consolidated Balance Sheets
Consolidated Statements of Operations
Consolidated Statements of Comprehensive Income (Loss)
Consolidated Statements of Stockholders' Equity
Consolidated Statements of Cash Flows
Notes to Consolidated Financial Statements

(a)(2) **Financial Statement Schedules**

The financial statement schedule set forth below is filed as a part of this report. All other schedules have been omitted because they are not required, not applicable, or the required information is otherwise included.

Schedule II - Valuation and Qualifying Accounts

| | (In thousands) | |
|---|---|---|
| | **Allowance for Credit Losses on Accounts Receivables** | **Allowance for Credit Losses on Notes Receivables** |
| Balance as of December 31, 2022 | $ 1,375 | 5,499 |
| Charges (benefit) to operations | 439 | 1,041 |
| Deductions | (339) | — |
| Balance as of December 31, 2023 | 1,475 | 6,540 |
| Charges (benefit) to operations | 584 | — |
| Deductions | (94) | — |
| Balance as of December 31, 2024 | 1,965 | 6,540 |
| Charges (benefit) to operations | 386 | — |
| Deductions | (282) | — |
| Balance as of December 31, 2025 | $ 2,069 | $ 6,540 |

(a)(3) **Exhibits**

The information required by this Item 15(a)(3) is set forth on the exhibit index, which immediately precedes the signature page to this report and is incorporated herein by reference.

**Item 16. Form 10-K Summary.**

We have elected not to provide summary information.

**EXHIBIT INDEX**

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 3.1 | Restated Certificate of Incorporation, as amended by the Certificate of Amendment to the Restated Certificate of Incorporation of Clean Energy Fuels Corp. dated May 28, 2010, as further amended by the Certificate of Amendment to the Restated Certificate of Incorporation of Clean Energy Fuels Corp. dated May 8, 2014. | Filed as Exhibit 3.1 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2018. | August 7, 2018 |
| 3.1.1 | Certificate of Amendment to the Restated Certificate of Incorporation of Clean Energy Fuels Corp. dated June 8, 2018. | Filed as Exhibit 3.1.1 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2018. | August 7, 2018 |
| 3.1.2 | Certificate of Amendment to Restated Certificate of Incorporation, dated June 14, 2021. | Filed as Exhibit 3.1 to the Current Report on Form 8-K | June 15, 2021 |
| 3.2 | Amended and Restated Bylaws. | Filed as Exhibit 3.2 to the Current Report on Form 8-K. | February 23, 2011 |
| 3.2.1 | Amendment No. 1 to Amended and Restated Bylaws. | Filed as Exhibit 3.2.1 to the Current Report on Form 8-K. | February 27, 2014 |
| 4.1 | Specimen Common Stock Certificate. | Filed as Exhibit 4.1 to the Registration Statement on Form S-1, as amended. | March 27, 2007 |
| 4.3 | Description of Clean Energy Fuels Corp. Capital Stock. | Filed as Exhibit 4.3 to the Annual Report on Form 10-K for the year ended December 31, 2021. | February 24, 2022 |
| 4.4† | Warrant to Purchase Common Stock of Clean Energy Fuels Corp., between Clean Energy Fuels Corp. and Amazon.com NV Investment Holdings LLC, dated as of April 16, 2021. | Filed as Exhibit 4.4 to the Current Report on Form 8-K. | April 19, 2021 |
| 4.5 | Warrant Agreement, dated December 12, 2023, by and between Clean Energy Fuels Corp. and Stonepeak CLNE-W Holdings LP. | Filed as Exhibit 10.3 to the Current Report on Form 8-K. | December 13, 2023 |
| 10.1+ | Form of Indemnification Agreement. | Filed as Exhibit 10.1 to the Quarterly Report on Form 10-Q for the quarter ended September 30, 2024 | November 6, 2024 |

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 10.2†† | Ground Lease dated November 3, 2006 among Clean Energy Fuels Corp., Clean Energy Construction and U.S. Borax, Inc. | Filed as Exhibit 10.3 to the Annual Report on Form 10-K for the year ended December 31, 2021 | February 24, 2022 |
| 10.3 | First Amendment to Ground Lease dated October 28, 2008 among Clean Energy LNG, LLC, Clean Energy Construction and U.S. Borax, Inc. | Filed as Exhibit 10.4 to the Annual Report on Form 10-K for the year ended December 31, 2021 | February 24, 2022 |
| 10.4+ | Amended and Restated 2006 Equity Incentive Plan. | Filed as Exhibit 10.63 to the Annual Report on Form 10-K for the year ended December 31, 2011. | March 12, 2012 |
| 10.5+ | 2006 Equity Incentive Plan - Form of Notice of Stock Option Grant. | Filed as Exhibit 10.104 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2015. | May 11, 2015 |
| 10.6+ | 2006 Equity Incentive Plan—Form of Notice of Stock Option Grant and Stock Option Agreement. | Filed as Exhibit 99.5 to the Registration Statement on Form S-8. | August 14, 2007 |
| 10.7+ | Amended and Restated Employment Agreement dated December 31, 2015, between Clean Energy Fuels Corp. and Andrew J. Littlefair. | Filed as Exhibit 10.106 to the Current Report on Form 8-K. | December 31, 2015 |
| 10.8+ | Amended and Restated Employment Agreement dated December 31, 2015, between Clean Energy Fuels Corp. and Robert M. Vreeland. | Filed as Exhibit 10.107 to the Current Report on Form 8-K. | December 31, 2015 |
| 10.9+ | Amended and Restated Employment Agreement dated December 31, 2015, between Clean Energy Fuels Corp. and Barclay F. Corbus. | Filed as Exhibit 10.109 to the Current Report on Form 8-K. | December 31, 2015 |
| 10.10+ | Clean Energy Fuels Corp. 2016 Performance Incentive Plan. | Filed as Exhibit 10.114 to the Current Report on Form 8-K. | May 27, 2016 |
| 10.11+ | Clean Energy Fuels Corp. 2016 Performance Incentive Plan-Form of Notice of Stock Option Grant and Terms and Conditions of Nonqualified Stock Option. | Filed as Exhibit 10.117 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2016. | August 9, 2016 |
| 10.12+ | Clean Energy Fuels Corp. 2016 Performance Incentive Plan-Form of Notice of Stock Unit Award and Terms and Conditions of Stock Unit Award. | Filed as Exhibit 10.118 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2016. | August 9, 2016 |

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 10.13 | Series A Preferred Units Issuance Agreement dated July 14, 2017, by and between Clean Energy and NG Advantage LLC. | Filed as Exhibit 10.122 to the Quarterly Report on Form 10-Q for the quarter ended September 30, 2017. | November 2, 2017 |
| 10.14 | Stock Purchase Agreement dated May 9, 2018, between Clean Energy Fuels Corp. and Total Market Services, S.A. | Filed as Exhibit 10.125 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2018. | May 10, 2018 |
| 10.15 | Voting Agreement dated May 9, 2018, among Clean Energy Fuels Corp., Total Market Services, S.A., and the directors and officers of Clean Energy Fuels Corp. signatory. | Filed as Exhibit 10.126 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2018. | May 10, 2018 |
| 10.16 | Form of Registration Rights Agreement dated June 13, 2018, between Clean Energy Fuels Corp. and Total Market Services, S.A. | Filed as Exhibit 10.127 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2018. | May 10, 2018 |
| 10.17 | Credit Support Agreement, dated as of January 2, 2019, by and between Clean Energy Fuels Corp. and Total Holdings USA, Inc. | Filed as Exhibit 10.130 to the Annual Report on Form 10-K for the year ended December 31, 2018. | March 12, 2019 |
| 10.18 | Amended and Restated 2016 Performance Incentive Plan. | Filed as Exhibit 10.1 to the Current Report on Form 8-K. | May 18, 2020 |
| 10.19†† | Memorandum of Understanding, dated December 18, 2020, between Clean Energy and BP Products North America Inc. | Filed as Exhibit 10.24 to the Annual Report on Form 10-K for the year ended December 31, 2020. | March 9, 2021 |
| 10.20†† | USD $50,000,000 Loan Agreement, dated December 18, 2020, between Clean Energy and BP Products North America Inc. | Filed as Exhibit 10.25 to the Annual Report on Form 10-K for the year ended December 31, 2020. | March 9, 2021 |
| 10.21†† | Joint Venture Agreement, dated March 3, 2021, between Clean Energy Renewable Fuels, LLC and Total Biogas Holdings USA, LLC. | Filed as Exhibit 10.26 to the Annual Report on Form 10-K for the year ended December 31, 2020. | March 9, 2021 |
| 10.22†† | Limited Liability Company Agreement of CE Renewco, LLC between Clean Energy and BP Products North America Inc. | Filed as Exhibit 10.27 to the Current Report on Form 8-K. | April 15, 2021 |

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 10.23†† | Transaction Agreement, between Clean Energy Fuels Corp. and Amazon.com, Inc., dated as of April 16, 2021. | Filed as Exhibit 10.27 to the Current Report on Form 8-K. | April 19, 2021 |
| 10.24+ | Clean Energy Fuels Corp. 2022 Employee Stock Purchase Plan. | Filed as Exhibit Annex A to Schedule 14A Definitive Proxy Statement. | April 7, 2022 |
| 10.25 | Amendment No. 1 to Credit Support Agreement, dated as of March 12, 2021, between Clean Energy Fuels Corp. and Total Holdings USA Inc. | Filed as Exhibit 10.1 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2022 | May 5, 2022 |
| 10.26+ | CLNE PlasmaFlow Holdings, LLC 2023 Equity Incentive Plan. | Filed as Exhibit 10.30 to the Annual Report on Form 10-K for the year ended December 31, 2022 | February 28, 2023 |
| 10.27+ | CLNE PlasmaFlow Holdings, LLC 2023 Equity Incentive Plan – Form of Option Award. | Filed as Exhibit 10.31 to the Annual Report on Form 10-K for the year ended December 31, 2022 | February 28, 2023 |
| 10.28+ | CLNE PlasmaFlow Holdings, LLC 2023 Equity Incentive Plan – Form of Profits Interest Award. | Filed as Exhibit 10.32 to the Annual Report on Form 10-K for the year ended December 31, 2022 | February 28, 2023 |
| 10.29 | Senior Secured First Lien Term Loan Credit Agreement, dated December 12, 2023, among Clean Energy Fuels Corp, Clean Energy, the lenders from time to time party thereto, and Stonepeak CLNE-L Holdings LP, as the administrative agent for the lenders, collateral agent for the secured parties and as sole lead arranger. | Filed as Exhibit 10.1 to the Current Report on Form 8-K | December 13, 2023 |
| 10.30†† | Successor Agent Agreement and First Amendment to Senior Secured First Lien Term Loan Agreement, dated March 22, 2024, among Clean Energy, the other Loan Parties party thereto, Stonepeak CLNE-L Holdings LP, Alter Domus Products Corp. and the Lenders party thereto. | Filed as Exhibit 10.1 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 10.31†† | Limited Consent and Second Amendment to Senior Secured First Lien Term Loan Credit Agreement, dated May 8, 2024, among Clean Energy, Clean Energy Fuels Corp., the Subsidiary Guarantors, Alter Domus Products Corp., and the Lenders thereto. | Filed as Exhibit 10.2 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.32†† | Limited Consent and Third Amendment to Senior Secured First Lien Term Loan Credit Agreement, dated July 22, 2024, among Clean Energy, Clean Energy Fuels Corp., the Subsidiary Guarantors, Alter Domus Products Corp., and the Lenders thereto. | Filed as Exhibit 10.3 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.33 | Fourth Amendment to Senior Secured First Lien Term Loan Credit Agreement, dated March 19, 2025, among Clean Energy, Clean Energy Fuels Corp., the Subsidiary Guarantors, Alter Domus Products Corp., and the Lenders thereto. | Filed as Exhibit 10.2 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2025 | May 8, 2025 |
| 10.34 | Guarantee and Collateral Agreement, dated December 12, 2023, among Clean Energy Fuels Corp, Clean Energy, and each of the other Grantors in favor of Stonepeak CLNE-L Holdings LP, as collateral agent for the secured parties. | Filed as Exhibit 10.2 to the Current Report on Form 8-K | December 13, 2023 |
| 10.35 | Registration Rights Agreement, dated December 12, 2023, by and between Clean Energy Fuels Corp. and Stonepeak CLNE-W Holdings LP. | Filed as Exhibit 10.4 to the Current Report on Form 8-K | December 13, 2023 |
| 10.36+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan. | Filed as Annex A to the Proxy Statement on Schedule 14A | April 4, 2024 |
| 10.37+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of Option Agreement (Director). | Filed as Exhibit 10.5 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.38+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of Option Agreement (Executive). | Filed as Exhibit 10.6 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.39+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of Option Agreement (Non-Executive). | Filed as Exhibit 10.7 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 10.40+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of RSU Grant Agreement (Director). | Filed as Exhibit 10.8 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.41+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of RSU Grant Agreement (Executive). | Filed as Exhibit 10.9 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.42+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of RSU Grant Agreement (Non-Executive). | Filed as Exhibit 10.10 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2024 | August 7, 2024 |
| 10.43+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of Notice of Stock Unit Award and Terms and Conditions of Stock Unit Award. | Filed as Exhibit 10.1 to the Quarterly Report on Form 10-Q for the quarter ended March 31, 2025 | May 8, 2025 |
| 10.44+ | Clean Energy Fuels Corp. Amended and Restated 2024 Performance Incentive Plan. | Filed as Annex A to the Schedule 14A Definitive Proxy Statement | April 8, 2025 |
| 10.45+ | Clean Energy Fuels Corp. 2024 Performance Incentive Plan - Form of PSU Grant Agreement (Executive). | Filed as Exhibit 10.2 to the Quarterly Report on Form 10-Q for the quarter ended June 30, 2025 | August 7, 2025 |
| 19.1* | Clean Energy Fuels Corp. Insider Trading Policy | | |
| 21.1* | Subsidiaries. | | |
| 23.1* | Consent of Independent Registered Public Accounting Firm KPMG LLP. | | |
| 24.1* | Power of Attorney (included on the signature page to this report). | | |
| 31.1* | Certification of Andrew J. Littlefair, President and Chief Executive Officer, pursuant to Rule 13a-14(a) or 15d-14(a) of the Securities Exchange Act of 1934, as adopted pursuant to Section 302 of the Sarbanes- Oxley Act of 2002. | | |

| Exhibit Number | Description | Incorporated by Reference | |
|---|---|---|---|
| | | Form | Filing Date |
| 31.2* | Certification of Robert M. Vreeland, Chief Financial Officer, pursuant to Rule 13a-14(a) or 15d-14(a) of the Securities Exchange Act of 1934, as adopted pursuant to Section 302 of the Sarbanes-Oxley Act of 2002. | | |
| 32.1** | Certification pursuant to 18 U.S.C. Section 1350, as adopted pursuant to Section 906 of the Sarbanes-Oxley Act of 2002, executed by Andrew J. Littlefair, President and Chief Executive Officer, and Robert M. Vreeland Chief Financial Officer. | | |
| 97 | Clean Energy Fuels Corp. Clawback Policy | Filed as Exhibit 97 to the Annual Report on Form 10-K for the year ended December 31, 2023 | February 29, 2024 |
| 101* | The following materials from Clean Energy Fuels Corp.'s Annual Report on Form 10-K for the year ended December 31, 2025, formatted in iXBRL (Inline eXtensible Business Reporting Language):<br>(i) Consolidated Balance Sheets;<br>(ii) Consolidated Statements of Operations;<br>(iii) Consolidated Statements of Comprehensive Income (Loss);<br>(iv) Consolidated Statements of Stockholders' Equity;<br>(v) Consolidated Statements of Cash Flows; and<br>(vi) Notes to Consolidated Financial Statements. | | |
| 104* | Cover Page Interactive Data File (formatted as iXBRL and contained in Exhibit 101) | | |

+ Management contract or compensatory plan or arrangement.

† Portions of this exhibit have been omitted pursuant to the grant of a request for confidential treatment and the non-public information has been filed separately with the SEC.

†† Certain portions of this document that constitute confidential information have been redacted in accordance with Item 601(b)(10) of Regulation S-K.

* Filed herewith.

** Furnished herewith.

**SIGNATURES**

Pursuant to the requirements of Section 13 or 15(d) of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

CLEAN ENERGY FUELS CORP.

By: /s/ ANDREW J. LITTLEFAIR
Andrew J. Littlefair
*President and Chief Executive Officer*

Date: February 24, 2026

**POWER OF ATTORNEY**

IN WITNESS WHEREOF, each person whose signature appears below constitutes and appoints Andrew J. Littlefair and Robert M. Vreeland as his true and lawful agent, proxy and attorney-in-fact, each acting alone, with full power of substitution and resubstitution, for him and in his name, place and stead, in any and all capacities, to (i) act on and sign any amendments to this report, with exhibits thereto and other documents in connection therewith, (ii) act on and sign such certificates, instruments, agreements and other documents as may be necessary or appropriate in connection therewith, and in each case file the same with the Securities and Exchange Commission, hereby approving, ratifying and confirming all that such agent, proxy and attorney-in-fact or any of his substitutes may lawfully do or cause to be done by virtue thereof.

Pursuant to the requirements of the Securities Exchange Act of 1934, this report has been signed below by the following persons on behalf of the registrant and in the capacities and on the dates indicated.

| Signature | Title | Date |
|---|---|---|
| /s/ ANDREW J. LITTLEFAIR<br>Andrew J. Littlefair | President, Chief Executive Officer (Principal Executive Officer) and Director | February 24, 2026 |
| /s/ ROBERT M. VREELAND<br>Robert M. Vreeland | Chief Financial Officer (Principal Financial Officer and Principal Accounting Officer) | February 24, 2026 |
| /s/ STEPHEN A. SCULLY<br>Stephen A. Scully | Chairman of the Board and Director | February 24, 2026 |
| /s/ LIZABETH ARDISANA<br>Lizabeth Ardisana | Director | February 24, 2026 |
| /s/ PATRICK FORD<br>Patrick Ford | Director | February 24, 2026 |
| /s/ VINCENT C. TAORMINA<br>Vincent C. Taormina | Director | February 24, 2026 |