



SUSTAINABLE

PERFORMANCE

GasLog Partners LP
Sustainability Report 2020



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1. CHAIRMAN'S FOREWORD

It is my honor to share with you this second edition of our sustainability report for calendar year 2020. Despite the impacts of the COVID-19 pandemic, we managed to deliver progress on most of our committed ambitions. We seek to deliver further progress this year and intend to focus on the areas of decarbonization, wellness, and, DE&I.

The ESG agenda continued to gather momentum despite the widespread social, economic, and political uncertainty brought about by the pandemic. We have seen increasing demands for ESG reporting and disclosure by the US Securities and Exchange Commission (SEC), NASDAQ, and, UK Financial Conduct Authority. We have also seen momentum accelerate on climate change from the IMO, the EU Green Deal and individual country level climate targets.

At GasLog Partners LP, we are fortunate to be able to work closely with our partner and largest common unitholder, GasLog Ltd., and their world-class ship manager, GasLog LNG Services Ltd. Our access to committed, skilled and resilient people as well as access to a world class operating platform ensures that we continue to deliver on our promises to our customers, sustainably.

We saw our ship manager respond proactively to help defuse the crew change crisis brought about by COVID-19 via their work at the Global Maritime Forum, culminating in the publication of the Neptune Declaration, a call to action to resolve the humanitarian crisis onboard vessels. They have also been active at the Getting to Zero coalition as well as various technical committees deliberating IMO regulations on shipping. We support the ambitions of the IMO on climate change and will assess the impact on our fleet once the regulations are finalised. Our modern steam turbine LNG carriers continue to serve important regional trade routes and we continue to see healthy activity for their employment as floating storage units (FSU) or as part of the logistics chain in gas to power projects.

We have compiled our sustainability performance metrics in general compliance with the SASB Marine Transportation standard. This standard aligns with the needs of our customers, employees, investors and the nations of the world in which we operate. Going forward, we will remain agile and align with the requirements of our stakeholders and best practice. We are committed to continuous improvement and I look forward to reporting on our progress.



Curtis V. Anastasio
Chairman
GasLog Partners LP



2. ABOUT GASLOG PARTNERS LP

We are a limited partnership focused on owning, operating and acquiring LNG carriers. Our initial fleet of three LNG carriers was contributed to us by GasLog Ltd., which controls us through its ownership of our general partner and limited partner units. Through acquisitions from GasLog Ltd. we have grown our fleet to 15 vessels and our LNG carriers will continue to play their part in supporting the transition to a cleaner energy future.

GasLog Ltd. was founded in 2001 by its Chairman, Peter G. Livanos, whose family's shipping activities commenced more than 100 years ago.

2.1 About the commodity we transport: LNG

LNG is currently the cleanest commercially available stable energy source utilized in the power generation, industrial, manufacturing, residential and transport sectors (including maritime) – the demand for LNG is expected to double from 360MT in 2020 to nearly 700MT in 2040¹. The combustion of natural gas does not emit soot, dust, fumes, or SO_x. It generates up to 25% less CO₂² than fuel oil and 45% less CO₂ than coal at the point of consumption. Reducing CO₂ and particulate matter emissions are key priorities for many economies. In Asia, China's Ministry of Ecology and Environment proposed replacing coal with LNG for the heating of almost seven million homes in 2020 alone.

LNG needs to be transported around the world in specialized LNG vessels and therefore, GasLog Partners LP provides an integral service to the transportation of clean energy.

1 Shell LNG Outlook 2021
2 IEA, ABS



2.2 Our Vision

We share the GasLog Ltd. vision to be the leading global provider of LNG shipping services through the highest quality operating platform and people, making us first choice as a trusted partner for customers, employees and investors.

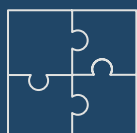
2.3 Our Values

Our values define how we behave and the standards by which our partnership operates and how we expect our key supplier, GasLog LNG Services Ltd. to operate.



Safety

Safety is the number one priority for our people and our working environment. An organization-wide culture of safety and environmental awareness ensures our personnel stay safe and the environment remains intact.



Teamwork

We work collaboratively utilizing each members' expertise and experience, based on mutual trust, respect, and, shared objectives.



Integrity

We live each day according to our values; being fair, trustworthy, ethical, and, respectful to others; always willing to listen and learn.



Reliability

We consistently provide the highest quality of service, on time.



Customer Focus

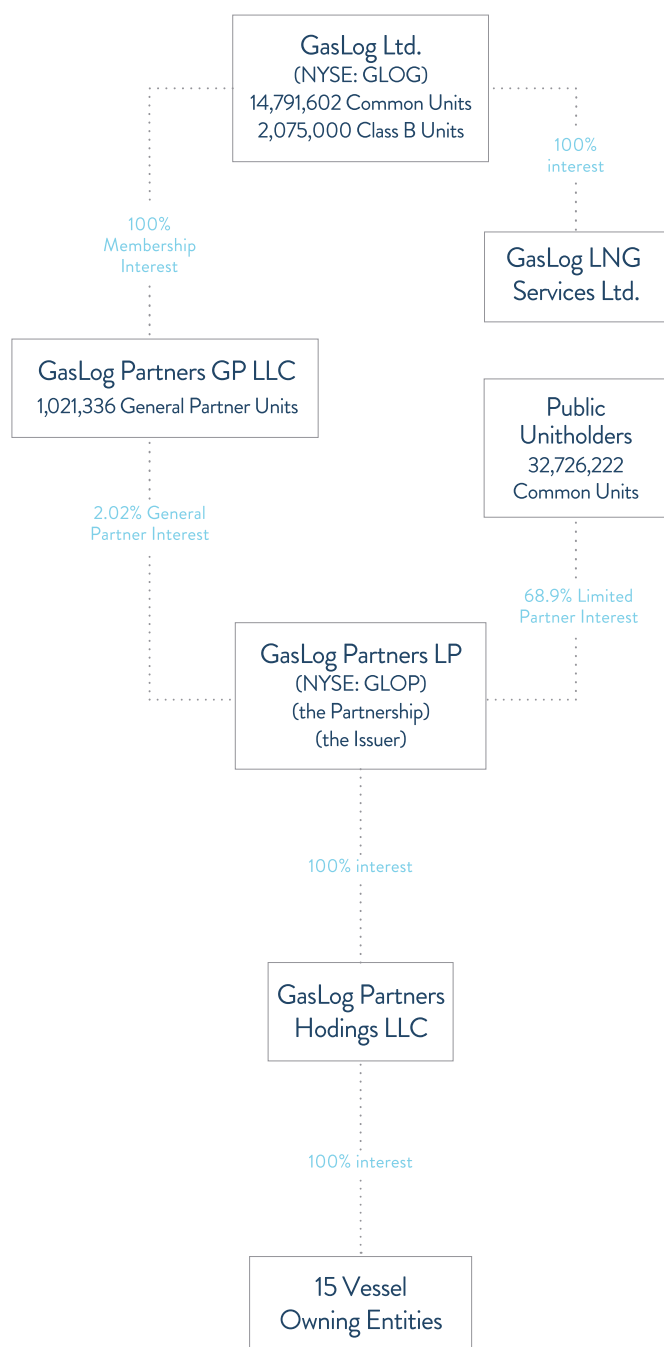
We listen to and understand our customers' needs in order to develop long-term relationships built on trust and respect.



Innovation

We look to constantly improve and through new ideas and ways of thinking, we aim to attract new business and differentiate ourselves from the competition.

2.4 Corporate structure and responsibilities



Our vessels are operated under ship management contracts and commercial management agreements with GasLog LNG Services Ltd., which provides crew and technical management services to the fleet. In addition, GasLog Partners LP also has administrative services agreements with GasLog Ltd. or its subsidiaries.

Our approach to sustainability is aligned and dependent on GasLog Ltd.'s sustainability strategy, which should be read in conjunction with this report.

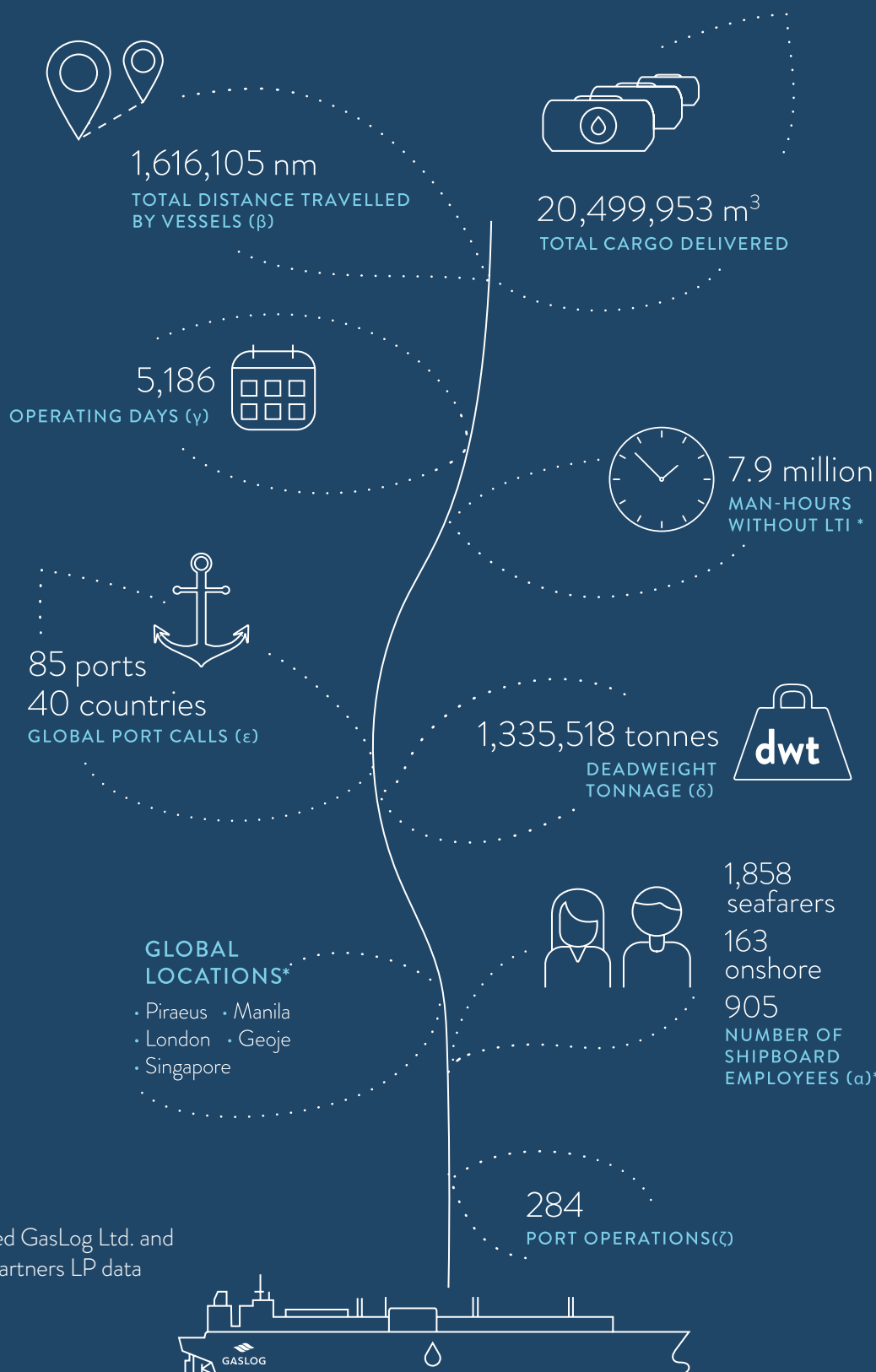
We recognise, however, that GasLog Partners LP has a responsibility to manage environmental, social and governance activities directly within our control and this report sets out where we have direct influence and where those activities are managed by GasLog Ltd. or its subsidiaries.

We have adopted a Code of Business Conduct and Ethics for all directors, officers, employees and agents of the Partnership.

This document and other important information on our governance are posted on our website and may be viewed at www.gaslogmlp.com.

2.5 SASB Activity metrics for calendar year 2020

The metrics below provide an overview of our scale and operational profile.



2.6 Our Fleet

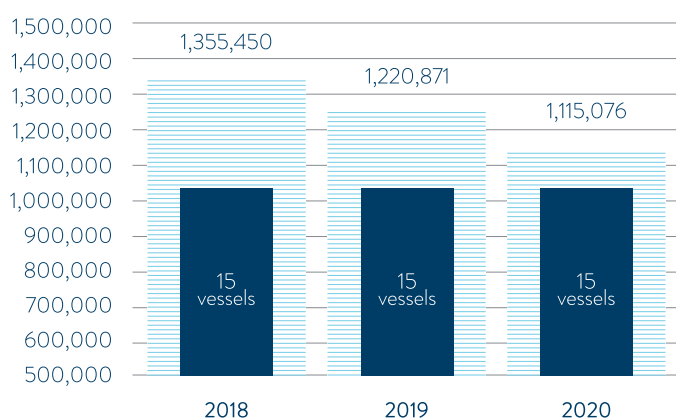
Our vessels primarily utilize the onboard LNG cargo as fuel for propulsion (93% LNG consumption in 2020). As LNG is the cleanest commercially available marine fuel, we are therefore already amongst the most environmentally friendly commodity transporters. Our vessels are managed by GasLog LNG Services Ltd. except for Solaris that is managed by a subsidiary of Shell.

| Vessel name | Propulsion* | Cargo capacity (cubic meters) | Year built | Ownership | 2019 AER | 2020 AER |
|---------------------------|-------------|-------------------------------|------------|-------------------------|----------|----------|
| Methane Jane Elizabeth | Steam | 145,000 | 2006 | 100% GasLog Partners LP | 12.68 | 12.43 |
| Methane Rita Andrea | Steam | 145,000 | 2006 | 100% GasLog Partners LP | 11.43 | 12.80 |
| Methane Alison Victoria | Steam | 145,000 | 2007 | 100% GasLog Partners LP | 12.19 | 18.41 |
| Methane Heather Sally | Steam | 145,000 | 2007 | 100% GasLog Partners LP | 12.34 | 12.42 |
| Methane Shirley Elisabeth | Steam | 145,000 | 2007 | 100% GasLog Partners LP | 12.96 | 16.26 |
| Methane Becki Anne | TFDE | 170,000 | 2010 | 100% GasLog Partners LP | 8.44 | 8.65 |
| GasLog Santiago | TFDE | 155,000 | 2013 | 100% GasLog Partners LP | 7.67 | 7.44 |
| GasLog Seattle | TFDE | 155,000 | 2013 | 100% GasLog Partners LP | 8.51 | 7.98 |
| Solaris | TFDE | 155,000 | 2014 | 100% GasLog Partners LP | 7.39 | 6.90 |
| GasLog Shanghai | TFDE | 155,000 | 2013 | 100% GasLog Partners LP | 9.96 | 9.13 |
| GasLog Sydney | TFDE | 155,000 | 2013 | 100% GasLog Partners LP | 9.38 | 8.71 |
| GasLog Geneva | TFDE | 174,000 | 2016 | 100% GasLog Partners LP | 6.89 | 6.35 |
| GasLog Gibraltar | TFDE | 174,000 | 2016 | 100% GasLog Partners LP | 6.88 | 6.77 |
| GasLog Glasgow | TFDE | 174,000 | 2016 | 100% GasLog Partners LP | 7.02 | 6.92 |
| GasLog Greece | TFDE | 174,000 | 2016 | 100% GasLog Partners LP | 6.82 | 7.16 |

* Refer to Glossary

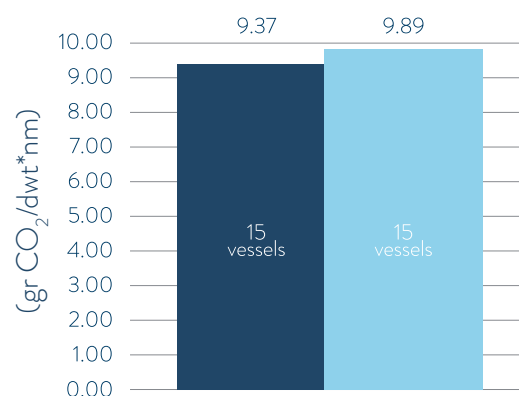
Below we present the annual CO₂ emissions and the average AER for the fleet (including Solaris, managed by STASCo).

Annual CO₂ emissions from GasLog Partners LP fleet



■ Total CO₂ emissions (tonnes)

Average AER



■ Average AER 2019

■ Average AER 2020

3. BUSINESS CONTINUITY DURING COVID-19

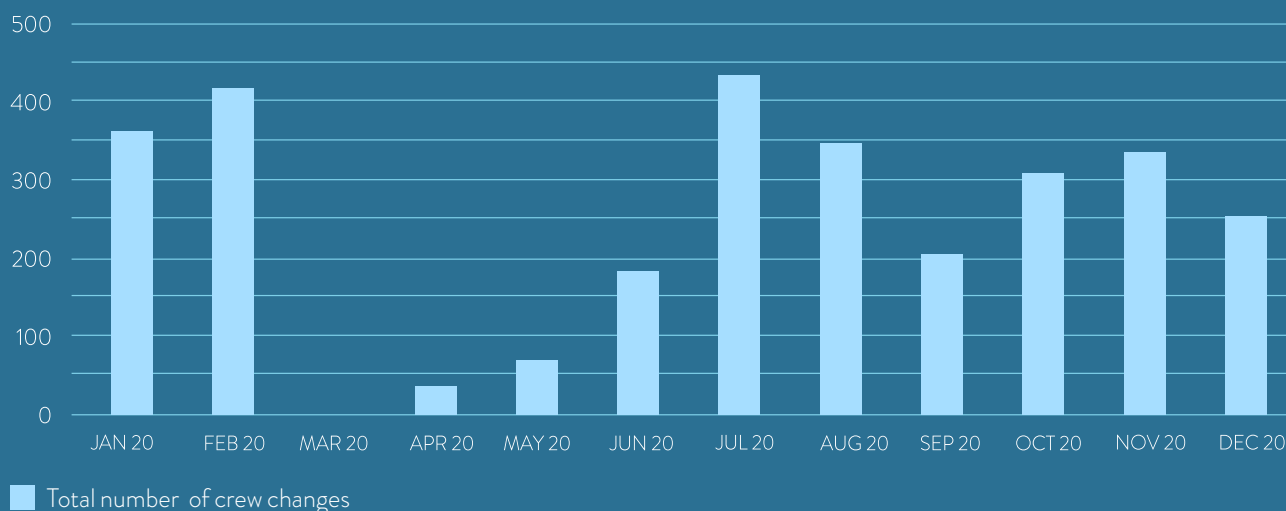
COVID-19 has impacted all of us. However, it has been especially challenging for our seafarers who have stayed onboard many months beyond the expiry of their contracts due to crew change restrictions at ports globally. The graph below shows how crew changes have been impacted especially during March and June 2020, at the peak of the crisis. Together with our ship manager, we took proactive measures with our charterers and lobbied at several forums to increase crew rotations again towards the end of the year. To help our crew through these challenging times, we increased their internet allowances and equipped our vessels with COVID-19 test kits. We also increased our communications with our crew to keep them informed of our discussions with Charterers on crew changes as well as latest developments on port crew change protocols.

Where staff had to attend the office, visit our vessels or construction worksites, we complied with all applicable regulatory guidelines and capacity restrictions. As a proactive measure, our ship manager carried out team interviews with all

shore employees. This allowed us to learn about their work from home experiences and understand how team communications and working methods could be simplified to help defuse an already challenging situation. They conducted pulse surveys throughout the year, hosted regular townhall meetings with shore staff, and conducted manager resilience training. They also maintained a dedicated "COVID-19 corner" in the intranet along with weekly COVID-19 circulars summarizing the state of the pandemic and the latest governmental guidelines.



2020 Crew Changes impacted by COVID-19



We managed to undertake four drydocks at GasLog Partners LP within 2020.



We share below some encouraging anecdotes of our seafarers going beyond the call of duty. They are shining examples of our values of teamwork, customer focus and reliability:



CPT Ilias Dimoskoudis aboard the Methane Rita Andrea:

The Methane Rita Andrea was unable to carry out a single crew change since the outbreak of COVID-19 until August 2020. The Master of Methane Rita Andrea, Captain Ilias Dimoskoudis was repatriated only after 9 months. He managed both the vessel and the crew to the highest safety standards.



CPT Nikolaos Chatzantonakis and the crew aboard the Gaslog Savannah:

During Dry-dock in Singapore, the replacement of the Master and its crew was postponed several times due to changing MPA restrictions.



CE Livanos Konstantinos aboard Methane Shirley Elisabeth:

Our Chief Engineer graciously accepted a transfer to another GasLog vessel whose Chief Engineer had to be repatriated urgently. The transfer took place outside port limits in Sri Lanka using the vessel's rescue boat with the approval of the flag state.

The COVID-19 pandemic has placed immense stress on sea personnel but we are proud of the resilience they have exhibited. Our values of teamwork, customer focus and reliability have allowed us to pull through these challenging times and we are cautiously optimistic for a brighter 2021 as vaccinations start to roll out globally. We thank all our seafarers for the tremendous support they have shown and for demonstrating safety leadership onboard.

4. SUSTAINABILITY LANDSCAPE

We have seen growing demands for broader ESG disclosure, increasing scrutiny on climate risk management, important movements on DE&I initiatives, and, opportunities in sustainability linked financing.

On reporting and disclosure, at the end of 2020, the NASDAQ exchange proposed listing rules requiring heightened disclosure on board diversity and the United Kingdom's (UK) Financial Conduct Authority (FCA) required "premium listed companies" listed in the UK to improve their climate related risk disclosures in compliance with the TCFD framework. The United States' Securities and Exchange Commission (SEC) also recently announced the creation of a climate and ESG task force signaling its intention to provide greater oversight of climate and ESG reporting. These emerging requirements point to a need for greater transparency and greater alignment between how companies report on ESG matters; to this end, we welcome the efforts of the various ESG standard setting bodies in aligning their reporting frameworks.

On climate change, the Paris Agreement has been broadly supported by important moves from major emitting countries such as Japan, China and South Korea. Whilst targets are not aligned and implementation details are still under development, there is broad agreement that emissions need to trend to zero by 2050.

The solution for the maritime industry will require a zero-emission fuel as there are limits to efficiency gains from technical and operational measures. We believe that LNG is a fundamental enabler of the energy transition as it substitutes dirtier fuels – in this regard, 93% of fuel utilized onboard our vessels is LNG. We also recognize that the maritime industry will require strong support, collaboration and action from technology suppliers, fuel suppliers, terminal operators, Governments, and financiers.

The shipping industry currently contributes just under 3% of global greenhouse gas emissions. The IMO has set targets to reduce the carbon intensity³ of shipping by 40% by 2030 and 70% by 2050, against a 2008 baseline. At the IMO 75th Marine Environment Protection Committee (MEPC) meeting held in November 2020, intermediate measures were announced to support the 2030 goals:

"Energy Efficiency Existing Ship Index" (EEXI): a technical rating of the vessel and its efficiency, expected to come into force in 2023;

"Carbon Intensity Indicator" (CII): an operational rating of how efficiently the vessel has been operated with a requirement to improve year on year; expected to come into force in 2023.

The introduction of technical and operational indicators places the burden of action on both vessel owners and charterers. This is important particularly in the LNG shipping segment where trade is predominantly time-charter⁴. This is where partnerships and pilot projects become important and in Section 7, we provide more details.

In addition to the IMO regulations, the European Union is contemplating the inclusion of shipping in its Emissions Trading Scheme. We also note that there are several countries contemplating a carbon tax or emissions trading scheme of sorts. We continue to monitor all such developments.

At GasLog Partners LP, we are committed to doing our part for climate action. Through our ship manager, we are investing in partnerships, research and development, and optimizing our operations utilizing latest techniques in data analytics and business intelligence.

³ Carbon intensity: As measured either by AER or EEOI. To be confirmed by the IMO MEPC 76 meeting in June 2021.

⁴ Under a time-charter, the charterer dictates the trading pattern of the vessel including voyage planning and nomination of the fuels which are utilized onboard.

5. SUSTAINABILITY AT GASLOG PARTNERS LP

5.1 Approach to ESG

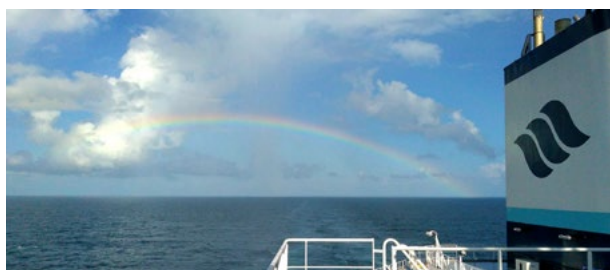
What we do impacts the world. ESG is part of our strategy and we are conscious of our responsibility to our stakeholders to deliver sustainable performance, underpinned by our corporate values.

Our approach to sustainability centers on:

Transparency & Relevance: Report utilizing an established framework and ensure our ESG program remains relevant for our business strategy and our stakeholders. We provide further information in the sub sections that follow within Section 5;

Partnerships: Seek industry partners and high impact forums to drive change across all three pillars: environmental, social and governance. We provide further information in Section 7;

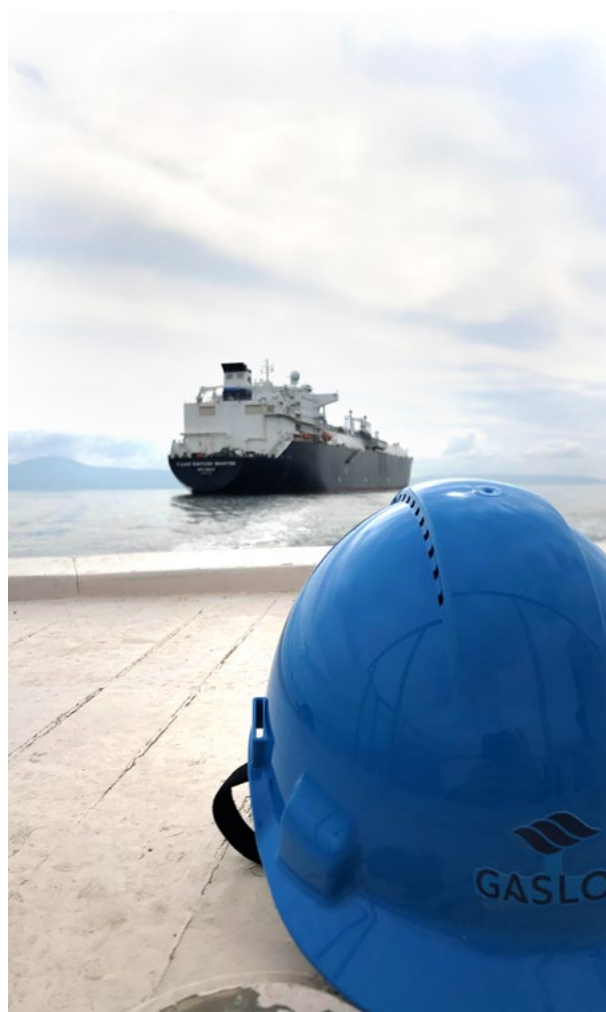
Accountability: Ensure that ESG initiatives are embedded within the business and link personnel performance to the company's achievement of ESG priorities. Over the last year, we have assigned ownership to department heads and achievement of these will count towards year-end performance evaluations.



Central to our ESG program is the articulation of our ambitions and the initiatives that support these ambitions – we provide further information in Section 7. We believe that providing a tangible set of actions allows us to mature in our approach towards ESG as well as demonstrate our commitment to making progress on the ESG agenda.

5.2 ESG Management & Governance

GasLog Partners LP, through its partnership agreements with GasLog Ltd., utilizes the expertise of the GasLog Ltd. ESG team and its diverse steering group. They are tasked with sustaining and developing the portfolio of initiatives, assessment of risks, and, setting of targets/ambitions for the development of the ESG program. The GasLog Ltd. Board, through its Safety & Sustainability Committee assumes ultimate responsibility for ESG and oversight of emerging risks for GasLog Partners LP and GasLog Ltd. Both the Chairman and CEO of GasLog Partners LP attend the Safety and Sustainability Committee meetings of GasLog Ltd. to ensure safety and sustainability matters relating to the Partnership are adequately deliberated.



5.3 ESG Reporting and Materiality

Having reviewed the leading sustainability reporting standards, we have adopted the SASB recommendation for Marine Transportation, alongside additional indicators. In some cases, we modify the metrics themselves and/or the calculation methodology as noted in our disclosure notes to align with industry norms. We recognize the need for transparent measurement and disclosure and are monitoring the efforts of the leading sustainability framework and standard-setting organizations to drive alignment in their reporting requirements and recommendations. We continue to monitor best practices and the requirements of our stakeholders – to this end, as we mature the ESG program, we will be investigating the requirements and recommendations of the TCFD framework.

The SASB Marine Transportation Standard provides useful guidance on material topics to report. However, to mature and prioritize our ESG ambitions and initiatives further, we intend, via GasLog Ltd., to engage in a materiality mapping dialogue with key stakeholders. In support of this, within 2021, we have set ourselves the target of defining the group of stakeholders we wish to engage with, and we will prepare supporting material for such a dialogue to take place.

We intend to develop our ESG program through a clear focus on our aspirations while remaining nimble as the issues, opportunities, regulatory environment and risks evolve.

5.4 UN Sustainable Development Goals

We have examined the UN SDGs and have mapped our KPIs to the areas in which GasLog Partners LP has the greatest impact. We have selected SDG **3** (*Good Health & Wellbeing*), **5** (*Gender Equality*), **8** (*Decent Work and Economic Growth*), **9** (*Industry, Innovation and Infrastructure*), **10** (*Reduced Inequalities*), **12** (*Responsible Consumption and Production*), **13** (*Climate Action*), **14** (*Life below Water*) and **15** (*Life on Land*) as these goals are most relevant to the maritime industry we are a part of and represent topics we can take action to influence. The UN SDGs provide a useful framework against which we review our portfolio of initiatives.



6. SASB KPIs

| SASB Sustainability Disclosure Topic | 2020 | 2019 | Comments |
|---|---|-------------|---|
| GHG EMISSIONS | | | |
| FO CO ₂ (HFO, LFO, GO, DO, LSFO, LSMGO) tonnes ¹ | 84,096 | 165,121 | Benefit of compliance with IMO 2020; Use of Low Sulphur oil with lower factor than HFO. |
| LNG CO ₂ tonnes ¹ | 1,030,980 | 1,055,750 | Slight decrease in use of Boil Off Gas (LNG) onboard vessels. |
| Methane emissions tonnes ¹ | 2,925 | 2,588 | We have amended the 2019 value to account for a revised calculation method based on 4th IMO GHG study. |
| Average methane emission / nautical mile ⁹ | 0.00238 | 0.00216 | Increased value due to increase in emissions (refer to above). We have also corrected an error in the 2019 value. |
| AIR QUALITY ⁴ | | | |
| SOx tonnes | 114 | 2,212 | Benefit of compliance with IMO 2020 and use of Low Sulphur fuel oil. |
| NOx tonnes | 3,268 | 4,617 | Less FO consumption. Calculation method revised and applied retrospectively to 2019. |
| Particulate matter (PM10) tonnes | 134 | 385 | Benefit of compliance with IMO 2020. |
| SHIP EFFICIENCY INDEX | | | |
| Average fleet EIV CO ₂ grams / cargo*nm | 8.66 | 8.66 | Static value - ships built before 2016. |
| Average EEDI CO ₂ grams / cargo*nm: Operating fleet Newbuilds | 4.67 n/a | 4.67 n/a | Fleet unchanged. Vessels with non- certified EEDI were erroneously included in 2019 and are excluded this year. |
| Average fleet EEOI CO ₂ grams / cargo*nm [*] | 23.58 | 21.9 | Change due to a variety of trading pattern factors. |
| Total office electricity consumption kWh | not measured and not applicable after Q2 2020 | | US office downsize in Q2 2020. |
| ECOLOGICAL IMPACTS | | | |
| Volume of plastic sent ashore m ³ /vessel ^h | 3.9 | 15.3 | Improvement via several internal initiatives and external factors. 2019 figure retrospectively corrected. |
| % of fleet implementing Ballast water ^u : 1) exchange 2) treatment | 25% 75% | 56% 44% | Progress with our Ballast Water treatment systems' installation. |
| Spills / releases to the environment ^v 1) Number 2) Aggregate volume (m ³) | 0 0 | 0 0 | |

| SASB Sustainability Disclosure Topic | 2020 | 2019 | Comments |
|--|------------------------------|--------------------------------------|---|
| DATA SECURITY | | | |
| GDPR breaches | 0 | 1 | Correction in our 2019 data. |
| Average virus attacks detected per month | 17 | 28 | Detected viruses for the office infrastructure. |
| Malicious/SPAM emails detected ^c | 28% | 19% | Steep increase in monthly average of SPAM / blocked emails as a % of total emails. |
| STAKEHOLDER ENGAGEMENT | | | |
| CEO meetings with key clients | Three per quarter | Three per quarter | All remotely performed due to COVID-19 restrictions. |
| Staff - CEO town halls | >30 (ship and shore staff) | One per quarter | Due to COVID-19, we felt it was important to increase communication and foster engagement. |
| CEO / COO ship visits | 88% | 33% owned and managed fleet per year | Remote leadership discussions with ships; 2 onboard visits (Q1) before lockdown. |
| COO / GM I&T Key supplier meetings | >Twice per year per supplier | Twice per year | |
| CFO meetings with financial institutions | Four per Bank per year | Two per bank per year | Increase due to several financing projects in 2020. |
| CEO / CFO meetings with investors | Two per quarter | Top 10 visited once per year | All remotely performed due to COVID-19 restrictions. |
| EMPLOYEE HEALTH & SAFETY | | | |
| LTI / exposure hours ^o | 0.13 | 0 | LTI on January 6 th 2020 |
| FAC (First Aid Case) ^m | 7 | 11 | Correction made in 2019 data. |
| EMPLOYEE ENGAGEMENT, DIVERSITY & INCLUSION | | | |
| Number of employees (shore staff) ^p | 163 | 168 | |
| Shore based retention rate ^o | 97% | 96% | |
| Sea staff retention rate (S/O) ^o | 97% | 97% | |
| Sea staff retention rate (crew) ^o | 97% | 98% | Slight decrease for ratings. |
| % female employees (shore staff) | 37% | 36% | Female seafarers comprise 1.4% (all graduated from cadet program). |
| Women in leadership and on Board | 11% | 15% | Decrease in the number of GLOP Board members in 2020 and Ms. Gibson stepped down as Director of the Partnership. |
| Number of nationalities (shore staff) | 12 | 14 | Slight decrease due to the consolidation of our management team in Greece and resulting closure / downsizing of offices in Monaco, London and US. |
| BUSINESS ETHICS | | | |
| % staff training in Code of Business Conduct & Ethics (shore staff) | 100% | 100% | |
| % staff responding to ethics survey | 87% shore 44% fleet | N/A | Low fleet participation because the survey is addressed to the personal email accounts of our seafarers when they are on rest time. This is a biennial survey, and the last survey was in 2018 where we had 76% participation of shore staff and 43% participation of seafarers. |
| Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption (USD) | 0 | 0 | |

7. GASLOG PARTNERS LP'S SUSTAINABILITY ROADMAP

This section provides an overview of our progress against our committed ambitions. We also elaborate on our activities under the “Environmental,” “Social” and “Governance” pillars.

7.1 Progress on Committed Ambitions

Our progress is intrinsically linked with that of GasLog Ltd., and our ship manager, GasLog LNG Services Ltd. In our inaugural ESG report, we articulated 12 ambitions. Our ambitions fall into one of the following three categories and hereunder we provide an explanation as to why these categories are important.

Decarbonization: Standing still on the climate agenda is not an option. For us, contributing to climate action entails compliance with the emerging IMO regulations, working on technical and op-

erational improvements in collaboration with our charterers and vendors, working on high potential joint industry projects/pilot projects, and making meaningful contributions at selected industry forums and coalitions.

Wellbeing: The COVID-19 pandemic has put exceptional strain on shore and sea staff and their families. We are determined to ensure that our personnel feel safe, secure and optimistic about the future.

DE&I: Improving the diversity of our workforce and management team is important as we believe that diversity improves our access to talent, spurs innovation, enriches deliberations and improves our ability to relate to our customers and supply chain.

Against the backdrop of the COVID-19 pandemic, we have been able to deliver progress against all our committed ambitions; especially those that are noted as being foundational for our ESG program. Across the portfolio of initiatives that support the ambitions, we undertook a detailed review to streamline initiatives and we made corrections where appropriate. Whilst we have most initiatives underway, we continue to pursue actions related to decarbonization, DE&I and wellness. Overleaf, we provide a detailed tabulation on the status of our ambitions and initiatives.



| Committed Ambitions | SASB KPI topic | Action / Initiative | Not Started | In Progress | Embedded |
|--|---|--|-------------|-------------|----------|
| I. Establish processes and targets to improve the diversity of our seafarers (DE&I) | Employee Engagement, Diversity, Equity & Inclusion | Ensure our recruitment practices allow us to attract a diverse talent pool, including working to improve our gender balance | | x | |
| | | Continue to develop our cadet pool intake including investing in recruitment activities at maritime colleges / training institutes. | | x | |
| | | Ensure we have a strong cadet scheme with multi-nationality intake | | x | |
| | | Comprehensive pre and post-service debriefing for all officers and crew | | x | |
| | | Actively engage with the marine sector community to influence and understand drivers for a more diverse and inclusive work environment | | x | |
| | | Cultural awareness training seafarers | | | x |
| | | Roll-out Diversity training and monitor course attendance | | | x |
| | | Run annual diversity survey to gauge gender bias as experienced by shipboard personnel at GasLog | x | | |
| II. Increase Board and Management diversity (DE&I) | Employee Engagement, Diversity, Equity & Inclusion | Run annual Diversity Survey to gauge gender bias as experienced by shore staff at GasLog | | | x |
| | | Introduce Hybrid Flexible Work Policy (Remote Work, Flexible working Hours/Week) | | x | |
| | | Commence high-potential female mentoring and development program | | x | |
| | | Support organizations promoting women in maritime | | x | |
| | | Sr Leadership Team to introduce Diversity Moment at the beginning of key meetings | | x | |
| III. Strengthen our technology engagement and internal capability (Decarbonization) | GHG emissions, Air Quality, Ecological impacts, Ship Efficiency Index | Invest in functionality upgrades of our in-house simulator | | x | |
| | | Finalize Energy Conservation and Decarbonization Roadmap including identification of Pilot Technologies | | x | |
| | | Reinstate Emissions Monitoring Systems in fleet | | x | |
| | | Performance and voyage management project | | x | |
| | | Internal Capability Development: Arrange for seminars and training which would be accretive to the skills of personnel | | | x |
| IV. Increase (Maintain) our involvement (contribution) in partnerships to support the IMO 2050 targets (Decarbonization) | GHG emissions, Air Quality, Ecological impacts, Ship Efficiency Index | Maintain membership / review partnership in various maritime technical committees | | x | |
| | | Maintain executive/sr. leadership active presence in Getting to Zero workshops | | x | |
| V. Enhance our mental health and welfare support for seafarers and shore staff (Wellness) | Stakeholder Engagement, Employee Health & Safety | Expand resilience training to shore staff in addition to ship crew | | x | |
| | | Develop our managers to create a good working environment for their teams | | x | |
| | | Provide ship and shore assignment programs for career development and to promote a one-team culture | | x | |
| | | Expand internet allowances onboard for increased connectivity with shore and families | | | x |
| | | Provide shore support services for seafarer families | x | | |
| | | Carry out regular pulse engagement surveys and develop action plans | | | x |
| | | Continue senior leadership visits to vessels | | x | |
| | | Roll-out Mental Health Training for Seafarers and Shore staff including mental health support | | x | |
| | | Revamp Take The Lead program for Behavioral Based Safety & Mental Resilience | | x | |
| | | Commence Performance Index (PI) behavioral based training for Masters and Chief Engineers and Shore based employees. This will allow team leaders to communicate more effectively. | | x | |
| | | Commence soft skills development training for Senior officers by 3rd parties and Junior Officers in-house | | x | |

| Committed Ambitions | SASB KPI topic | Action / Initiative | Not Started | In Progress | Embedded |
|--|----------------------------------|---|-------------|-------------|----------|
| VI. Ensure our risk assessment includes the impact of sustainability issues | Business Ethics | Train all levels of management on shore and at sea on safety leadership | | x | |
| | | Institute the ESG Steering Committee to be the conduit to discuss ESG related matters and assess ESG risks | | | x |
| | | Improve on 2020 Sustainability risk scores / heat map. Review need for materiality assessment additional to SASB | | x | |
| | | Review of the existing integrated risk management register to verify that Sustainability (ESG) risks are adequately covered | | x | |
| | | Evaluation of climate related financial risk: Review external landscape for reporting and align with stakeholder requirements | x | | |
| | | Investigate ESG ratings | x | | |
| VII. Continue to enhance our cyber security protection | Data Security | Cyber security continuous awareness trainings provided for all shore personnel and develop training for seafarers | | | x |
| | | Vulnerability assessment & Penetration Test by external firm (on shore & ship) | | | x |
| | | Bring Your Own Device Policy Development | | x | |
| | | Information Security Management System (Policy) update. Track non-compliance with the Policy | x | | |
| | | Execute on the CyberSecurity 2021 plan | | x | |
| | | Ensure that cyber risk is included in risk management | | | x |
| VIII. Expand our sustainability KPI metrics set as a baseline in this report | Foundational for the ESG Program | Collect and review ESG feedback from stakeholders such as banks, investors, clients, suppliers and staff | | x | |
| | | Review the requirements of the various ESG reporting standards / frameworks (e.g. SASB) and adopt recommendations accordingly | | | x |
| | | Review our Sustainability KPI metrics after each full year | | | x |
| | | Improve assurance around ESG data collection / KPIs | | x | |
| IX. Add sustainability criteria to senior management KPI | Foundational for the ESG Program | Set appropriate ESG KPI and weighting in the Company performance compensation formula | | | x |
| X. Continue to recognize our responsibility towards society in our carriage of LNG to support a responsible, globalized world through sound sustainability management and policies | Foundational for the ESG Program | Minimize incineration of plastics on the vessel by working with suppliers to reduce quantity of plastics brought onboard. | | | x |
| | | Improve root cause analysis on all significant incidents - Further develop our root cause analysis techniques to enhance our predictive capability | | x | |
| | | Revised Charter of the BOD Safety & Sustainability Committee | | | x |
| | | Maintain donation levels (Child welfare / Orphanages, Cancer funds, Pediatric research, COVID relief efforts and the Mission to Seafarers) whilst evaluating a broader set of worthy causes | | | x |
| XI. Continue to strengthen our commitment to sustainable business and contribute with others in partnerships and professional bodies to achieve sustainability improvements in the maritime sector | Foundational for the ESG Program | Maintain our broad participation whilst ensuring value of participation at a diverse range of forums including SIGTTO, Intertanko, HiLo, MARTECMA, Chartered Governance Institute, Getting to Zero Coalition, Global Maritime Forum, UK P&I Club, Britannia and HELMEPA where we are a founding member. | | | x |

| Committed Ambitions | SASB KPI topic | Action / Initiative | Not Started | In Progress | Embedded |
|---|---|---|-------------|-------------|----------|
| XII. Ensure our management team considers environmental, social and governance factors in their strategic decisions for the company in the same way that we include safety as a primary requirement | Foundational for the ESG Program | Shore staff awareness and training on office recycling, water and energy conservation policy (lifestyle awareness) | | x | |
| | | Manage solid waste incineration and disposal ashore | | | x |
| | | Ensure awareness and compliance with developing regulatory agenda relating to emissions, energy efficiency and environmental protection | | | x |
| | | Monitor all office energy, water and waste consumption | | x | |
| | | Ensure company culture of safety and sustainability is promoted throughout recruitment process | | | x |
| | | Supplier sourcing/Investment decisions to include Sustainability criteria | | x | |
| | | Expand Quarterly Best Safety suggestions initiative to include ESG | | x | |
| | | ESG topics being part of the Strategy process. 2021 focus on the following ESG themes: decarbonization, diversity & wellbeing | | x | |
| | | Ensure ESG is an agenda item at key meetings | | | x |
| XIII. Mitigating Climate Risk - Decarbonization | GHG Emissions, Air quality, Ship Efficiency Index, Ecological impacts | Enhance and strengthen SEEMP - ongoing evaluation of technological and operational developments to keep within the regulatory trajectory | | x | |
| | | Performance analysis of vessels considering paint technology to optimize fuel consumption - develop data analytics platform for sailing fleet | | | x |
| | | Track GCU usage as part of performance analysis and make optimum use of the boil off combustion in GCU | x | | |
| | | Measure, manage and reduce air travel emissions | x | | |
| | | Decarbonization Plan (fleet assessment in view of the IMO forthcoming regulations, evaluation of selective energy saving options and evaluation of Market based measures) | | | x |
| | | Vessel energy efficiency study | | | x |
| | | Identification of measures to bring Fleet EEXI / EEDI / CII metrics into the IMO trajectory, analyze improvement options | | x | |
| | | Review of officers' appraisal forms to ensure decarbonization objectives are being cascaded | x | | |

7.2 Environmental Protection

GasLog Partners LP has grown its fleet through acquisition of existing vessels from GasLog Ltd. rather than newbuildings. We are therefore able to influence the performance of these vessels via the decisions we make on the installation of commercially available technological solutions, through working with our charterers on operational optimizations, and through alternative uses of our assets such as floating storage units (FSU) in integrated gas to power projects. In a typical gas to power project, the LNG we transport is often ultimately utilized in the generation of electricity, replacing alternative fuels like heavy fuel oil or coal. In doing so, we contribute to the saving of up to 1 million tons of CO₂ annually⁵ for a nominal 400MW power plant capacity.

GasLog Partners LP's fleet is mostly employed in intra-regional trade between Australia and North-East Asia or between the Middle East and Asia. Our vessels play a critical role in the logistics chain that helps improve air quality and emissions in these importing countries.

Air Emissions

Our approach to the climate challenge on air emissions centers on the following pillars:

Energy saving technologies: Our ship manager has a track record of installing energy saving devices (e.g. propeller bulbs and hull-air lubrication systems) in addition to ensuring that our vessels apply the latest anti-fouling coatings to minimize resistance in water. Such measures have the potential to improve the emissions profile of the vessel by up to 5%. Our ship-manager is already ISO 50001 certified, and their management systems are designed to foster ongoing seeking of efficiency gains.

Technical Innovation / R&D: Our ship manager stays abreast of technological developments and considers how to incorporate novel solutions as they become commercially available. Examples include ongoing assessments of wind assisted propulsion devices, optimizing the vessel hull form, investigating alternative uses of our assets, evaluation of fuel cell technologies and installation of exhaust gas (CO₂ / CH₄) capture solutions. The technical options available at commercial scale today are limited however the potential to reduce emissions of up to 90% keeps us enthusiastic. We are confident in our ship managers' ability to evaluate these technologies and move quickly as evidenced by their several "industry firsts".



⁵ In-house estimate comparing LNG based power plant vs fuel-oil based power plant, at the point of consumption.



GasLog Partners LP also deepened its commitment to utilizing net-zero fuels and lubricants as well as strengthened our partnership with one of our largest Charterers when GasLog Ltd. signed an agreement with Shell in January 2020 to supply our fleet with carbon neutral marine lubricants. For calendar year 2020, GasLog Ltd. offset 10,198 MT of CO₂-e via Shell's portfolio of nature-based solutions for both the GasLog Ltd. and GasLog Partners LP fleet.

Operational optimization working with charterers:

We recognize the potential that vessel speed reduction has in making a major impact on emissions – just a 1 knot reduction in speed can yield an emission reduction of around 10% – and we are determined to work with our charterers to implement appropriate speed reductions. Apart from these, optimizing our voyage planning, engine load distribution and vessel trim configuration can yield further emissions savings of up to 5%.

Industry Collaboration / Pilot projects: We endorse calls for industry collaboration on our shared emissions challenges; a recent survey⁶ of senior maritime leaders has aptly captured the fact that no single actor in the maritime supply chain can solve the decarbonization challenge alone. An ecosystem approach is required where partnerships are formed amongst actors in the value chain (owners,

technology companies, fuel traders etc.) to scale demand, accelerate funding for pilot projects, and catalyze regulatory alignment. Accordingly, GasLog Ltd. actively engages in the following:

a) Industry projects: Our ship manager is evaluating participation in emission monitoring programs with our customers which would allow them to collect operational data instead of relying on test-bed or theoretical data. They are also initiating work with newbuild shipyards to design the ship of the future considering various future fuel scenarios as well as evaluating retrofit options for our current vessels.

b) Industry forums: GasLog Ltd is founding member of the Global Maritime Forum (including the Getting to Zero Coalition) where company leadership is personally involved. More broadly, they are also represented on various technical committees (ABS, DNV, SIGTTO, OCIMF, MARTECMA and Intertanko).

c) Pilot projects: Our ship manager is currently running a pilot study on the use of biofuels aiming to assess the projected benefit of these fuels on emissions. Additionally, they are also evaluating an opportunity to participate in a pilot project involving the use of fuel cells.



Marine Ecology, Waste & Recycling

Our ship manager has not had any releases of toxic substances, waste or spills since the inception of operations over 10-years ago. This is testament to the rigor of the operating platform, risk management processes and skill of their people. From the application of environmentally friendly paints on our vessels, to the handling of waste onboard and installation of ballast water treatment systems, we comply with all applicable MARPOL and applicable port-state authority recommendations.

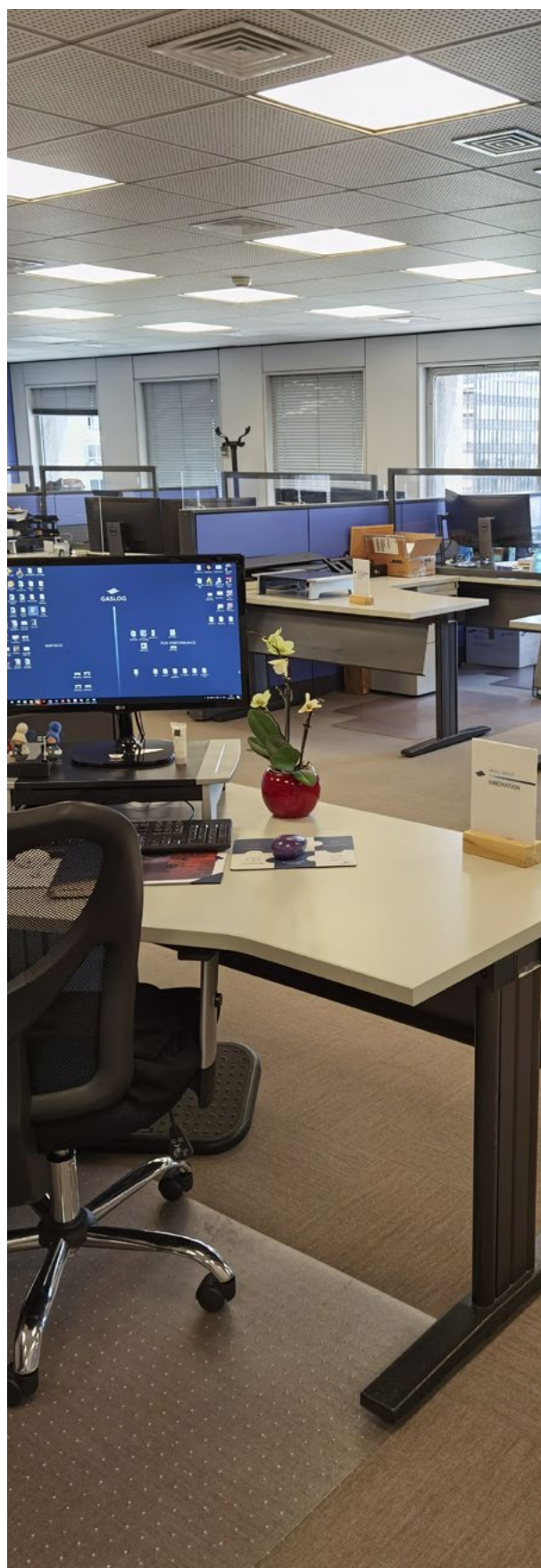
⁶ Decarbonising Shipping: All hands-on deck, Industry perspectives compiled by Shell in collaboration with Deloitte

Each of our ships have received an ENVIRO, an ENVIRO+ or a CLEAN notation from our classification societies, which denotes compliance with their published guidelines concerning stringent criteria for environmental protection.

As we have a relatively modern fleet, we have not had to recycle any ships. Nevertheless, we support and will adhere to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009 when appropriate.

Our Offices

Over the last year, GasLog Ltd. decided to consolidate its management team in Greece. This decision is increasing collaboration, enhancing turnaround time in decision making, and ensuring visible and felt leadership. This decision has also resulted in the reduction of leased office space in London and Monaco. COVID-19 has also meant that we have seen a drastic reduction in travel – the flexibility with which our customers, supply-chain and staff have taken to alternative forms of communication is testament to the resilience of the modern-day worker. We expect that going forward, stakeholders will adjust to a new normal of physical interaction and we expect this to reduce our office travel footprint in the years to come. Our roadmap of initiatives features an action to build our inventory of travel emissions and to commence tracking thereafter.



7.3 Social & Human Capital

We aim to be a world-class organization, recognized as the industry leader in our sector. We believe that shared values, collaboration and teamwork create success.

Safety and Labour Conditions

With several important issues stretching the focus within the shipping industry such as the COVID-19 Pandemic and Decarbonization, it remains vital not to lose sight of the need for continued strong



safety leadership. Safety is the first priority for our people and the management of our working environments at sea and shore. All GasLog Ltd's staff are trained in health, safety, social and environmental risks.

In 2020, our ship management company reached more than 7.9 million man-hours without a lost-time injury. The LTIF and TRCF statistics are consistently and significantly better than the industry averages. Our ship manager regularly outperforms industry safety performance benchmarks and has won numerous awards: GasLog won the biennial "GREEN4SEA" award in 2020 which recognizes environmentally sound and energy efficient practices and the IHS Markit "Safety at Sea" award in 2019. These awards, amongst others, attest to the quality of the operating platform, sustainability practices, and, to the continuous learning culture of the organization.

Mental health is key to ensuring the safety of the seafarers employed by our ship manager, many of whom have had to stay onboard longer due to strict crew-change restrictions at many ports around the world due to COVID-19. To this end, our CEO took decisive and proactive measures and was personally involved as a working group member in drafting and promoting the Neptune Declaration, a call to action to resolve the humanitarian crisis aboard vessels brought about by COVID-19.

Together with our ship manager, we were also delighted to be part of a joint maritime industry initiative, the "#seafarersdeliveringchristmas" campaign in 2020, supported by the International Chamber of Shipping and various welfare organizations.

GasLog Ltd. has invested in training its senior officers to identify colleagues who are showing signs of mental stress, and, to learn how to communicate more effectively with their teams and colleagues. They have also invested in a confidential mental health support line for staff to have access to specialist support if required. In 2021 they plan to expand the resilience programs to shore staff and revamp their behavioral based safety and resilience programs for sea staff.

We partner and collaborate with other industry organizations in initiatives such as the “Together in Safety” and “Shell’s Partner in Maritime Safety”. GasLog Ltd. is also a founding member of “HiLo” the only risk management company in the world using big data analytics to predict and prevent maritime catastrophes.



The Neptune Declaration
on Seafarer Wellbeing
and Crew Change



Developing our people, Diversity, Equity & Inclusion

GasLog Ltd. invests in assignments, training and personal development to ensure its staff remain highly competent and prepared to perform well in an environment of changing industry demands. They also actively employ talent from different industries and backgrounds to build knowledge and expertise. Our ship manager also runs an annual intern program.

We take equal opportunity, diversity and inclusion seriously; women make up 37% of our ship manager’s shore staff with 12 nationalities represented. We seek to further enhance the diversity and inclusion practices of our ship manager, and therefore support their recent membership at the DSG as a founding member with GasLog Ltd.’s Head of HR represented on its executive committee.

For 2021, we support GasLog Ltd.’s focus on improving gender diversity throughout the company including working to provide an environment onboard our ships which is welcoming of a more diverse crew.



Reward

Our primary service provider, GasLog LNG Services Ltd., offers its employees a competitive mix of salary, bonus and benefits.

Investing in seafarers

For our seafarers, employed via GasLog LNG Services Ltd., all contracts comply with ILO requirements at rates above the CBA framework under the ITF with crew benefits including health, catering and safety management of the highest standards. We invest in world-class internet access, so that our people onboard can keep in touch with their families ashore. We also balance service time and home leave and offer support to our seafarer families via our ship managers' offices in the Philippines and Greece, when required.

We believe the excellent living quarters and working areas in our vessels along with our focus on safety are a key reason for our high retention rates for both officers and crew.

Career development & training

We are keen for our ship manager to promote a seamless culture across its shore and ship personnel and where possible, offer ship-shore assignments for career development. Our ship manager focuses on career development and their extensive cadet program trains the best candidates from maritime colleges.

GasLog Ltd. is amongst the first LNG carrier owners with an in-house training center comprising a bridge simulator, cargo room simulator and engine room simulator. The training center represents GasLog Ltd.'s ambition to ensure that it places only the most qualified seafarers onboard who share our culture of continuous learning and skills upgrading. The training center is staffed by ex-Masters and Chief Engineers who are familiar with the GasLog Ltd. culture and its high operating standards and are well placed to assess and guide the future talent.

Onshore, our ship manager sets an annual training budget of 2% of staff costs and ensures that all vacancies are advertised internally. The dedicated

HR team monitors and advises management and personnel on career development and training including supporting continuing education programs.

Zero tolerance

We have a zero-tolerance approach to bribery and corruption. All GasLog Ltd. employees are required to undertake annual online training to ensure they are kept informed of the latest requirements and are able to recognize breaches and the requirement to report these. The Board and Senior Management team reinforce our zero-tolerance approach to bribery and corruption. We provide a confidential whistle blower hotline through GasLog Ltd., for reporting breaches or concerns and encourage its use with the no-retaliation policy.

Modern Slavery

GasLog Partners LP relies on GasLog Ltd. to prohibit slavery and human trafficking in our operations and supply chain. GasLog Ltd. has implemented, and will continue to be committed to, systems and controls to ensure that slavery does not occur anywhere within our organization. We expect that our suppliers will hold their own suppliers to the same high standards.



GasLog gives back

To support our communities, we contribute to the GasLog Ltd. annual charitable donation fund which is managed by a Charity Committee chaired by the Head of HR. All charities to which they donate undergo Dow Jones screening.



HELMEPA

GasLog Ltd. is also a proud member of both HELMEPA and NAMEPA. George P. Livanos, the father of GasLog Ltd.'s Chairman spearheaded this initiative as he was concerned about the serious threat human activities pose to the world's oceans and recognized the need to make a positive start towards achieving sustainable shipping. The President of the Union of Greek Shipowners, together with the Secretary General of the Panhellenic Seamen's Federation, signed the Declaration of Voluntary Commitment "To Save the Seas" on 4 June 1982. This was the birth of HELMEPA, which has been operating ever since. HELMEPA as a UN accredited NGO, has been contributing to the work of the United Nations Environment Program for over 30 years and has also been committed to supporting the UN SDGs. The organization offers training programs (simulators, e-trainings and maritime publications), provides an electronic platform for voluntary incident reporting, conducts coastal cleanup campaigns and, each year, gives the opportunity to over 7,000 children throughout Greece, to be informed and take action towards the protection of the marine environment. Every year HELMEPA also offers Masters' degree scholarships for maritime studies around the world, in memory of the Late honorary and founding member George P. Livanos.



7.4 Leadership and Governance

Board and Management

“No business can be 100% future proofed, but our governance and measurement of a wide range of sustainability KPIs keeps GasLog Partners LP's Board and Management aware of the risks and opportunities that affect our business.”

Our Board size was reduced in August 2020 to five members. Our board of directors meets regularly throughout the year; in 2020 the board met 13 times.

We rely solely on the executive officers of GasLog Ltd., or its applicable affiliate, to provide executive officer services for our benefit pursuant to the administrative services agreement. Our operational management is headed by our CEO who is responsible for the day-to-day operations of the Partnership. These include decisions relating to the Partnership's general management and controls its affairs and business. Our CEO also works with our board in developing our business strategy. The Board, which is partly elected by the Partnership's unitholders and partly appointed by the Partnership's general partner, oversees management and seeks to assure that the interests of the unitholders are served.

As the Partnership qualifies as a Foreign Private Issuer under the rules of the SEC, we are not required to appoint a majority of independent Di-

rectors. However, the current Gaslog Partners LP Board is majority independent (four out of five). As a result of its ownership of the general partner, GasLog Ltd. appoints the majority of the Partnership's directors. Our Class I and Class III Directors were elected by our common unitholders and will hold office until the 2022, and 2024 annual meetings of limited partners, respectively. Our other directors were appointed by our general partner in its sole discretion.

Our financial disclosures can be found in our 2020 Annual Report in the Form 20-F filed with the US Securities and Exchange Commission (SEC) on March 2nd 2021 and can be read at <https://www.gaslogmlp.com/investors/annual-quarterly-reports/>

Committees Structure

The Board has two standing committees: the Audit Committee and the Conflicts Committee. The charter of each committee is available at the Partnership's website (<https://www.gaslogmlp.com/investors/governance/>) along with our Corporate Governance Guidelines. Both the Audit Committee and Conflicts Committee are comprised solely of independent directors. The Committee Chairs report the highlights of their meetings to the full Board meeting following each meeting of the respective committees. Both the Chairman and CEO of GasLog Partners LP attend the Safety and Sustainability Committee meetings of GasLog Ltd. to ensure safety and sustainability matters relating to the Partnership are adequately deliberated.



8. CEO's OUTLOOK

We hope this report has provided you with a transparent and objective summary of our ESG program and progress in 2020. Despite the challenges presented by COVID-19, we continued to develop and strengthen our ESG program over the last year. We have improved our compliance with the SASB standard, where necessary we have clarified omissions and errors, streamlined our roadmap of initiatives, and, provided more detail on our approach to decarbonization, which is the most pressing issue facing the shipping industry today.

In 2021, barring any unforeseen COVID-19 related business impacts, we will support GasLog Ltd.'s plans to close-out those generic ambitions which were used to establish the ESG program. Although the committed ambitions cover a number of topics, they are mainly focused on the areas of decarbonization, wellbeing and DE&I as we believe these areas are of the highest importance to us. We believe that it is helpful to have a focused set of ambitions and with this in mind, we will review and revise our ambitions every two years. We look forward to providing an update next year alongside the planned completion of our materiality mapping consultations with key external stakeholders, such as banks, customers and suppliers.

The last year demonstrated just how important it has been to have a committed and resilient workforce at GasLog. We are proud of our people, onboard our vessels, and of the industry leading operating platform we have built with GasLog LNG Services Ltd. With the support of GasLog Ltd., we have the people, technology, processes, and values to navigate an increasingly complex world and deliver sustainable performance for our stakeholders.

Thank you for taking the time to read our Sustainability report and we look forward to receiving any feedback you may have on our ESG program and report.



Paul Wogan
CEO
GasLog Partners LP

9. GLOSSARY

20-F An annual report submitted to the US Securities and Exchange Commission by non-U.S. and non-Canadian companies that have securities trading in the U.S.

ABS American Bureau of Shipping

AER Annual Efficiency Ratio. This is a carbon intensity indicator defined by IMO: $\text{gr CO}_2 / \text{DWT} * \text{nm}$

CBA Collective bargaining agreement

cbm Cubic meter

DE&I Diversity, Equity & Inclusion

DSG Diversity Study Group

DWT Deadweight tonnage

EEDI Energy Efficiency Design Index

EEOI Energy Efficiency Operational Indicator

EEXI Efficiency Existing Ship Index

ESG Environment, social, governance

FAC First aid case

FO Fuel oil

GDPR General Data Protection Regulation

GHG Greenhouse gas

GLOG GasLog Ltd.

GLOP GasLog Partners LP

GRI Global Reporting Initiative

HELMEPA Hellenic Marine Environmental Protection Association

HiLo (High Impact Low Frequency) Maritime Risk Management

HSSE Health, Safety, Security and Environment

HSQE Health, Safety, Quality and Environment

ICS International Chamber of Shipping

IEA International Energy Agency

ILO International Labour Organisation

IMO International Maritime Organisation

IPO Initial public offering

IRMS Integrated risk management system

ISO International Organisation for Standardisation

ITF International Transport Workers Federation

KPI Key performance indicators

LNG Liquefied natural gas

LNGC Liquefied natural gas carrier

LP Limited partnership

LTIF Lost Time Injury Frequency

MARPOL International Convention for the Prevention of Pollution from Ships

MT Metric tonnes

NAMEPA North American Marine Environmental Association

NASDAQ National Association of Securities Dealers Automated Quotations System

NGO Non-governmental organisation

Nm Nautical miles

NYSE The New York Stock Exchange

Sarbanes- Oxley Act The Sarbanes-Oxley Act of 2002 is a federal law that established sweeping auditing and financial regulations for public companies

SASB Sustainability Accounting Standards Board

SEC US Securities and Exchange Commission

SEEMP Ship Energy Efficiency Management Plan

TCFD Task Force on Climate-related Financial Disclosures

TFDE Tri-Fuel diesel electric propulsion

The Partnership GasLog Partners LP

TRCF Total Recordable Case Frequency

UNFCCC United Nations Framework Convention on Climate Change

UN SDGs United Nations Sustainable Development Goals

X-DF Low pressure dual-fuel engine two stroke engines manufactured by WinGD

10. DISCLAIMERS & ASSUMPTIONS FOR SASB KPIs

All information used and presented in this report is the best available one at the time of reporting.

- (a) The number of employees on board GasLog LNG Services managed ships as at 31/12/2020 is recorded.
- (β) The distance (in nautical miles) travelled by owned vessels during the calendar year. Data as per IMO DCS reporting.
- (γ) Operating days are calculated as the number of available days in a reporting period minus the aggregate number of days that the vessels are off-hire due to unforeseen circumstances (i.e., a measure of days in a reporting period during which vessels actually generate revenue).
- (δ) Deadweight tonnage is the sum, for all of the entity's vessels, of the difference in displacement in deadweight tons between the light displacement and the actual loaded displacement.
- (ε) Total number of port calls for the wholly owned fleet during the reporting period.
- (ζ) Loading and discharging operations for the wholly owned fleet.
- (η) Engineering calculations based on IMO emission factors.
- (θ) Based on sailing condition emissions only.
- (ι) PM, NO_x and SO_x emissions from the combustion of fuels from owned vessels have been calculated based on IMO guidelines.
- (κ) EEOI has been calculated in accordance with IMO regulations.
- (λ) Figure does not include GasLog Solaris, managed by STASCo.
- (μ) Ships performing ballast water exchange with an efficiency of at least 95 percent volumetric exchange of ballast water have been included. For BW treatment, approved systems must discharge (a) less than 10 viable organisms per cubic meter that are greater than or equal to 50 micrometers in minimum dimension and (b) less than 10 viable organisms per milliliter that are less than 50 micrometers in minimum dimension and greater than or equal to 10 micrometers in minimum dimension.
- (ν) Any overboard spills and releases – intentional or accidental – shall be reported.
- (ξ) Calculation excludes vessels IT infrastructure.
- (ο) A lost time incident is an incident that results in absence from work beyond the date or shift when it occurred. The rate is based on: (lost time incidents) / (1,000,000 hours worked). Figure does not include GasLog Solaris, managed by STASCo.
- (π) Figure does not include GasLog Solaris, managed by STASCo.
- (ρ) 905 seafarers onboard as at 31/12 (excluding cadets).
- (σ) Following Intertanko methodology.

gaslogmlp.com

