

SUSTAINABLE



PERFORMANCE



1 CEO'S FOREWORD



Paolo Enozi
CEO
GasLog Ltd.

In 2021, COVID-19 and its economic and social consequences continued to pose a critical threat to the world and a great challenge to our seafarers worldwide. Despite pressures related to the pandemic, the Environment, Social and Governance (ESG) agenda continued to gather momentum with decarbonization efforts in particular moving at an unprecedented pace. The United Nations climate change conference in Glasgow (COP26) resulted in the Glasgow Climate Pact (GCP) commitment and led to various pledges by countries, including a declaration of zero-emission shipping by 2050 and the establishment of green shipping corridors¹.

At GasLog Partners LP we are proud to work closely with our partner, GasLog Ltd., and their world-class ship manager, GasLog LNG Services Ltd., on many important ESG initiatives. Our access to committed, skilled and resilient people, as well as a high performing operating platform, ensures that we continue to deliver on our promises to our customers, safely and sustainably, while successfully embedding ESG into our strategy and actions.

We believe in 2050 net zero, we support the ambitions of the International Maritime Organization (IMO) on climate change and we look forward to increased certainty of regulations and targets.

Together with our ship manager, we continue to work on improving our fleet efficiency and maintain a fruitful dialogue with our customers on the optimum use of our ships.

LNG is widely recognized as the largest segment of the alternative fuel market, and as a key enabler of the transition to cleaner sources of energy. GasLog Partners not only serves customers' worldwide transportation needs; we are also a developer of floating storage solutions to serve in other parts of the logistics chain, in gas to power projects.

We are pleased to present you with the progress delivered thus far around our three focus areas of (1) decarbonization; (2) safety and wellbeing; and (3) Diversity, Equity, & Inclusion (DE&I).

Our 2021 sustainability report summarizes our ESG progress and is compiled in general compliance with the Sustainability Accounting Standards Board (SASB) marine transportation standard. We are committed to continuous improvement and in this report present you with our progress. We look forward to hearing from you as we continue our journey.

¹ Clydebank declaration.

Contents

1	2	3	4	5	6	7
	2.1 About the commodity we transport: LNG 2.2 Our Vision 2.3 Our Values 2.4 Our ESG focus areas 2.5 SASB activity metrics 2.6 Our Fleet		4.1 ESG management and governance 4.2 ESG reporting and materiality 4.3 UN Sustainable Development Goals (SDGs) 4.4 Climate change risks and opportunities	5.1 Decarbonization 5.2 Safety and Wellbeing 5.3 Diversity, Equity & Inclusion (DE&I) 5.4 Status of initiatives 5.5 Leadership and governance		7.1 Glossary 7.2 Disclaimers and assumptions for SASB KPIs 7.3 TCFD
CEO's Foreword	About GasLog Partners LP	Sustainability Landscape	Sustainability at GasLog Partners LP	GasLog Partners LP's Initiatives	SASB KPIs	Appendices

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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 (including owned and bareboat vessels). GasLog Ltd. was founded in 2001 by its Chairman, Peter G. Livanos, whose family's shipping activities commenced more than 100 years ago. 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 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 recognize, however, that GasLog Partners LP has a responsibility to manage environmental, social and governance activities directly within our control.

We are able to influence the performance of our vessels via the decisions we make on the installation of commercially available technological solutions and through working with our charterers on operational optimizations. We can also make 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 fuels like heavy fuel oil or coal, thus reducing carbon emissions. This report sets out to identify where we have direct influence versus activities that are managed by GasLog Ltd. or its subsidiaries.

2.1 About the commodity we transport: LNG

LNG remains the cleanest commercially available stable energy source for power generation, industrial, residential and transport (including maritime) sectors. In 2021, global LNG trade surpassed 380 million tonnes; an increase of 21 million tonnes (or 6 percent) compared to 2020, as many countries rebounded from the economic impact of the COVID-19 pandemic.

LNG has a key role to play in the world's emerging energy security problem and in supporting the transition to carbon-free fuels and the use of renewable energy as a backup due to their intermittent supply nature; Brazil, for example, tripled its demand to support hydropower generation in 2021 while China became the world's top LNG importer. It is also presently the largest alternative fuel for oceangoing vessels and has already been used as fuel for LNG ships for many years.

The combustion of natural gas does not emit soot, dust, fumes, or sulphur oxides (SO_x). It generates up to 25 percent less CO₂² than fuel oil and 45 percent less CO₂ than coal at the point of consumption. Reducing CO₂ and greenhouse gas (GHG) emissions are key priorities for many economies and natural gas plays a significant role in developing lower-carbon energy systems that will enable net-zero emissions goals. Global LNG demand is expected to reach 700 million tonnes per year by 2040³, a 90 percent increase on 2021 demand. Projections anticipate LNG to meet over 75 percent of Asia's incremental gas demand by 2040.

² IEA, ABS.

³ Shell LNG outlook 2022.



15

LNG carriers, including owned and bareboat

Our sustainability strategy is aligned to that of GasLog Ltd.



2.2 Our Vision

We share the vision of GasLog Ltd. 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 shape the standards by which our partnership operates as well as how we expect our key supplier, GasLog LNG Services Ltd., to operate.



Safety

Safety is our license to operate and the number one priority. It ensures our people stay safe and the environment remains intact.



Integrity

We live each day according to our values even when no one is watching.



Customer Focus

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



Teamwork

We work collaboratively and inclusively, based on mutual trust, respect and shared objectives.



Reliability

We consistently provide high quality of service and deliver on our promises.



Innovation

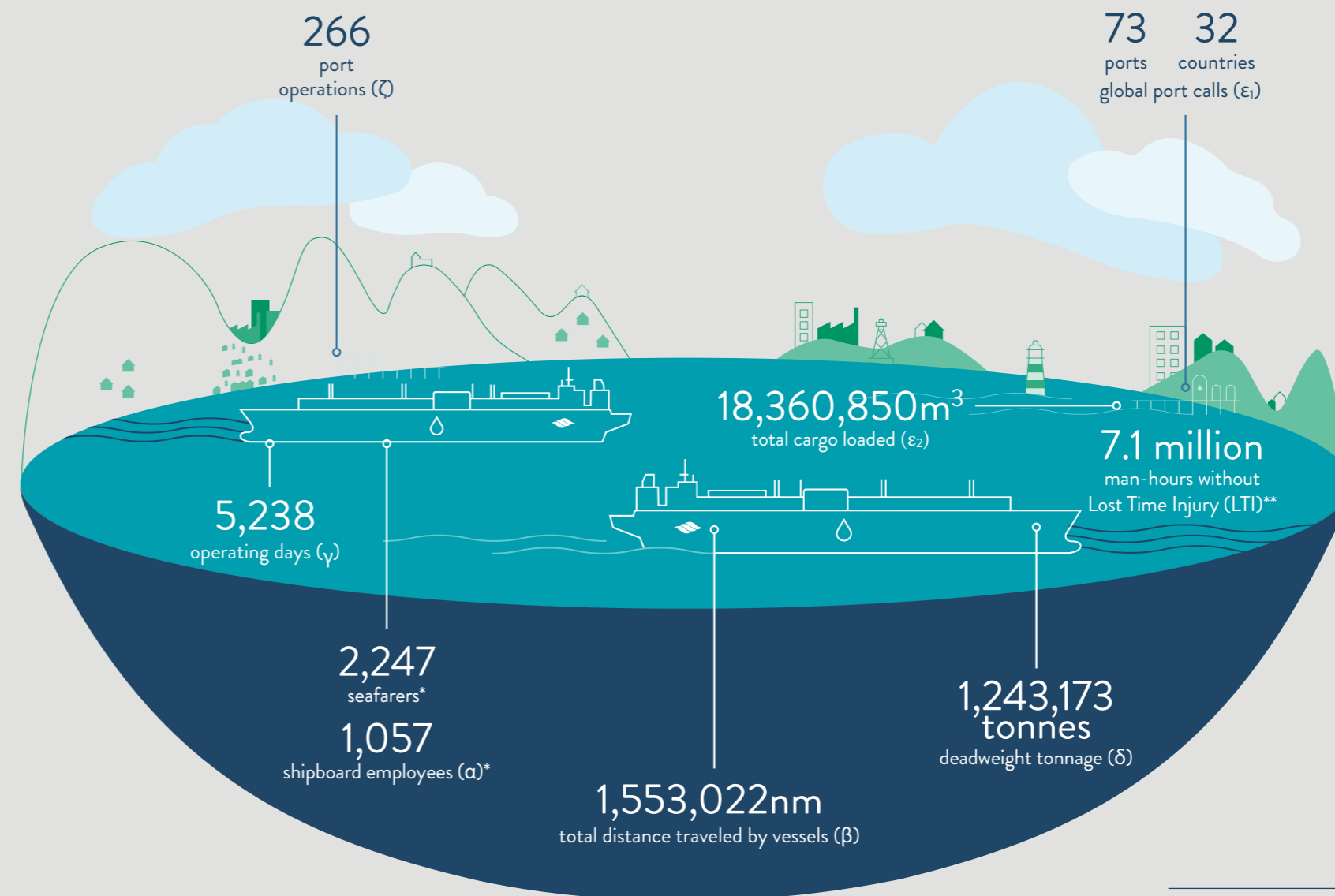
We constantly look to improve through new ideas and ways of thinking and differentiate ourselves from the competition.

2.4 Our ESG focus areas

Our focus areas are:	Decarbonization	Safety and wellbeing	Diversity, Equity & Inclusion
Our ambitions are:	Committed to 2050 net zero	Committed to mental and physical safety and resilience	Improving DE&I at all levels with a focus on gender

2.5 SASB activity metrics for calendar year 2021

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



* Combined GasLog Ltd. and GasLog Partners LP data.
** Solaris is not included

2.6 Our Fleet

Given that LNG is the cleanest commercially available marine fuel, our vessels are primarily powered by the boil-off of the cargo they carry (88 percent in 2021), making us amongst the lowest carbon intensity commodity transporters.

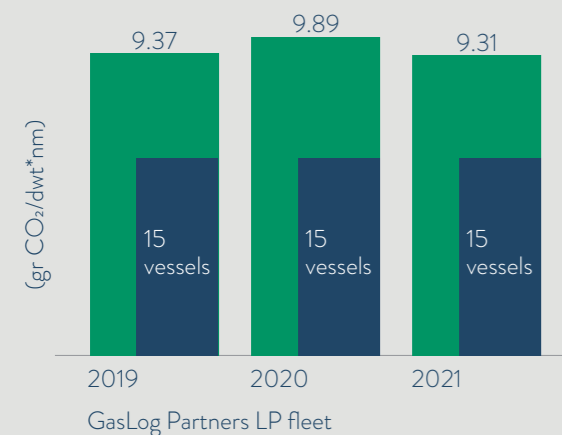
Below, we present the average efficiency ratio (AER) and the annual CO₂ emissions for the fleet (including Solaris), for the last three years. Whilst total CO₂ emissions increased year on year, this was primarily due to changes in the operational profile in 2021 (i.e. fuel gas to fuel oil ratio, operating speed, sailing time etc.). Overall, our fleet's AER improved because of the higher ship utilization and the dry dockings performed in 2021 that had a positive impact on our vessels' efficiency.

Vessel name	Propulsion*	Cargo capacity (cubic meters)	Year built	Ownership	Annual Efficiency Ratio (AER)		
					2019	2020	2021
Methane Jane Elizabeth	Steam	145,000	2006	100% GasLog Partners LP	12.68	12.43	10.59
Methane Rita Andrea	Steam	145,000	2006	100% GasLog Partners LP	11.43	12.80	12.26
Methane Alison Victoria	Steam	145,000	2007	100% GasLog Partners LP	12.19	18.41	13.41
Methane Heather Sally	Steam	145,000	2007	100% GasLog Partners LP	12.34	12.42	11.84
Methane Shirley Elisabeth	Steam	145,000	2007	100% GasLog Partners LP	12.96	16.26	12.89
Methane Becki Anne	TFDE	170,000	2010	100% GasLog Partners LP	8.44	8.65	7.84
GasLog Santiago	TFDE	155,000	2013	100% GasLog Partners LP	7.67	7.44	9.32
GasLog Seattle	TFDE	155,000	2013	100% GasLog Partners LP	8.51	7.98	7.93
Solaris**	TFDE	155,000	2014	100% GasLog Partners LP	7.39	6.90	7.12
GasLog Shanghai	TFDE	155,000	2013	Bareboat to GasLog Partners LP	9.96	9.13	9.43
GasLog Sydney	TFDE	155,000	2013	100% GasLog Partners LP	9.38	8.71	8.99
GasLog Geneva	TFDE	174,000	2016	100% GasLog Partners LP	6.89	6.35	7.25
GasLog Gibraltar	TFDE	174,000	2016	100% GasLog Partners LP	6.88	6.77	7.23
GasLog Glasgow	TFDE	174,000	2016	100% GasLog Partners LP	7.02	6.92	6.90
GasLog Greece	TFDE	174,000	2016	100% GasLog Partners LP	6.82	7.16	6.70

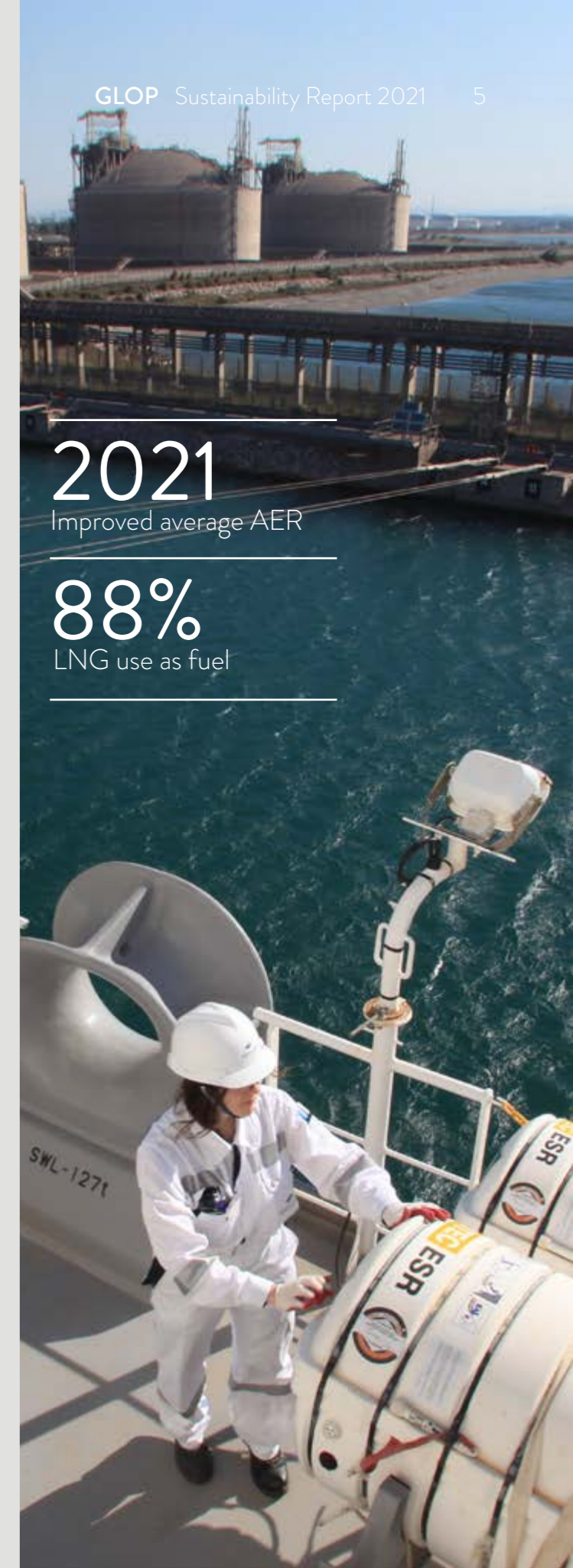
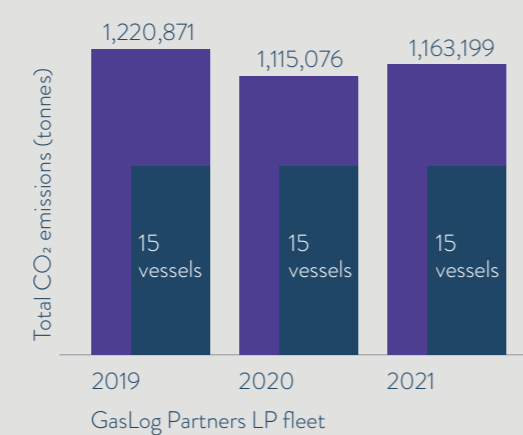
* Refer to Glossary

** Solaris was managed by a subsidiary of Shell and was delivered to GasLog LNG Services Ltd. management in April 2022

Average AER



Annual CO₂ emissions from GasLog Partners LP fleet



2021
Improved average AER

88%
LNG use as fuel

At GasLog Partners LP, we are committed to support 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 SUSTAINABILITY LANDSCAPE

2021 was a momentous year for ESG issues, as the world economy rebounded from the COVID-19 crisis and global trade started to recover. Within this environment, governments, companies, investors and financial institutions revealed their sustainability and net-zero commitments. Attention also turned to managing sustainability within value chains and human capital, for human rights and better conditions, wages and improved diversity.

With respect to reporting and disclosure requirements, the US Securities and Exchange Commission (SEC) issued a sample letter to companies regarding climate change disclosures and in the first quarter of 2022 unveiled its proposed rules for public comments. Meanwhile, the National Association of Securities Dealers Automated Quotations System (NASDAQ) received SEC approval for its Board diversity disclosure proposal. The Board of the International Organization of Securities Commissions (IOSCO) has published its recommendations on attempting to regulate ESG research and data products including ESG ratings. These emerging requirements point to a need for greater transparency and alignment on ESG reporting and, to this end, we welcome the efforts of the various regulatory bodies to align their reporting frameworks.

Despite growing climate control ambitions, global carbon dioxide emissions rose by 6 percent⁴ in 2021 to 36.3 billion tonnes, their highest ever level. Shipping-related GHG emissions rose by 4.9 percent⁵. The World Economic Forum’s (WEF) Global Risks Report⁶ identified the three top global risks as environmental, with societal risks also being of high concern. Fears exist that climate initiatives might be delayed or watered down due to energy security concerns exacerbated by the Ukraine crisis.

The shipping industry currently contributes approximately 2.6 percent of global GHG emissions. The IMO has set its initial GHG strategy and significant progress was made towards that in 2021. In June, the IMO Marine Environment Protection Committee (MEPC 76) introduced the Efficiency Existing Ship Index (EEXI) and the requirement to reduce Operational Carbon Intensity through the Carbon Intensity Indicator (CII). In July, the European Commission published the ‘Fit for 55’ package, introducing measures to reduce net emissions by 55 percent by 2030, covering maritime activities. In November at COP26, the reduction of shipping emissions was a major topic with more than 20 nations signing the Clydebank Declaration to establish six green shipping corridors by 2025.

MEPC 77 in November approved GHG emissions reduction measures and agreed to revise the IMO GHG Initial Strategy, shifting focus to concrete proposals, for the finalization of an updated Strategy in 2023.

Introduction of technical and operational indicators places the burden of action on both vessel owners and charterers. This is important, particularly for LNG shipping, where trade is predominantly time charter and the charterer controls the vessel’s operation and hence its emission intensity⁷. The collaboration of shipowner and charterer, therefore, is now more important than ever.

To meet these targets, 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. 88 percent 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 producers, terminal operators, governments, and financiers.

⁴ IEA analysis, released in March 2022.
⁵ Simpson Spence & Young’s annual industry report.
⁶ World Economic Forum, 17th Annual Global Risks Report.
⁷ 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.

4

SUSTAINABILITY AT GASLOG PARTNERS LP

4.1 ESG management and governance

GasLog Partners LP, through its partnership agreements with GasLog Ltd., utilizes shared expertise and ESG resources to assess and develop ESG targets and initiatives, and ensure they are sustained. The GasLog Ltd. Board, through its Safety and Sustainability Committee, assumes ultimate responsibility and oversight over ESG. Board members and the CEO of GasLog Partners LP attend the Safety and Sustainability Committee meetings to ensure safety and sustainability matters relating to the Partnership are adequately considered.

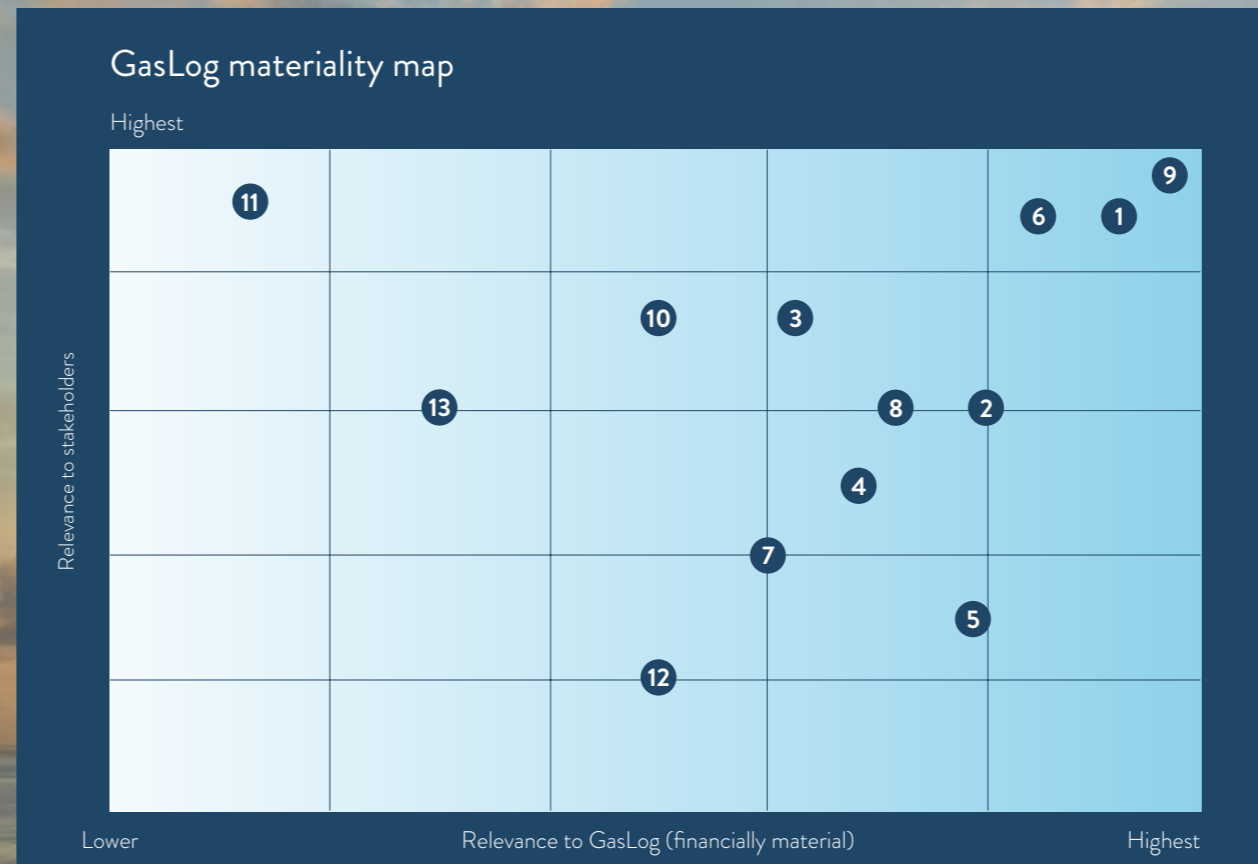
4.2 ESG reporting and materiality

We have adopted the SASB recommendation for Marine Transportation, supported by additional indicators. Modifications to the metrics and/or the calculation methodology are included in our disclosure notes. Together with our ship manager, we also closely monitor best practices, which led us to disclose more information in this report

on our governance and risk management practice and to align in part to Task Force on Climate-related Financial Disclosures (TCFD) requirements.

The SASB Marine Transportation standard provides useful guidance on material topics, however, we also met, via GasLog Ltd., with key external stakeholders (banks, customers, investors), to garner their feedback on our ESG program and disclosures, align on materiality and explore opportunities for collaboration. As shown in the graph on the right, we mapped materiality along two dimensions⁸: impact on external stakeholders and impact on business operations and financial performance.

This exercise confirmed our focus areas. Decarbonization, air quality and ecological impacts are the most significant issues for our industry while governance and health and safety are minimum requirements to do business.



- 1 Air quality
- 6 Ecological impacts/pollution
- 10 Human rights and community relations
- 2 Business ethics (ABC)
- 7 Employee engagement, diversity and inclusion
- 11 Ship recycling
- 3 Climate change risk assessment
- 8 Employee health and safety
- 12 Stakeholder engagement
- 4 Critical incident risk management
- 9 GHG emissions
- 13 Supply chain decarbonization
- 5 Data security/cybersecurity

⁸ Double Materiality: Refer to 'EU NFRD 2019' and the Commission's '2017 Non-Binding Guidelines on Non-Financial Reporting', whereby "a company is required to disclose information on environmental, social and employee matters, respect for human rights, and bribery and corruption, to the extent that such information is necessary for an understanding of the company's development, performance, position and impact of its activities" (Article 19a (1) of Directive 2013/34/EU (introduced by Directive 2014/95/EU, the Non-Financial Reporting Directive)).

4.3 UN Sustainable Development Goals (SDGs)

We have also used the UN SDGs as another framework against which we review our portfolio of initiatives. We have selected SDG 3 (Good Health and 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 being the most relevant to the maritime industry and the topics that we can influence. The International Organization for Standardization (ISO) has also identified the standards that make the most significant contribution toward each goal.



Through our ISO standards' compliance, we further contribute to the SDGs depicted below:

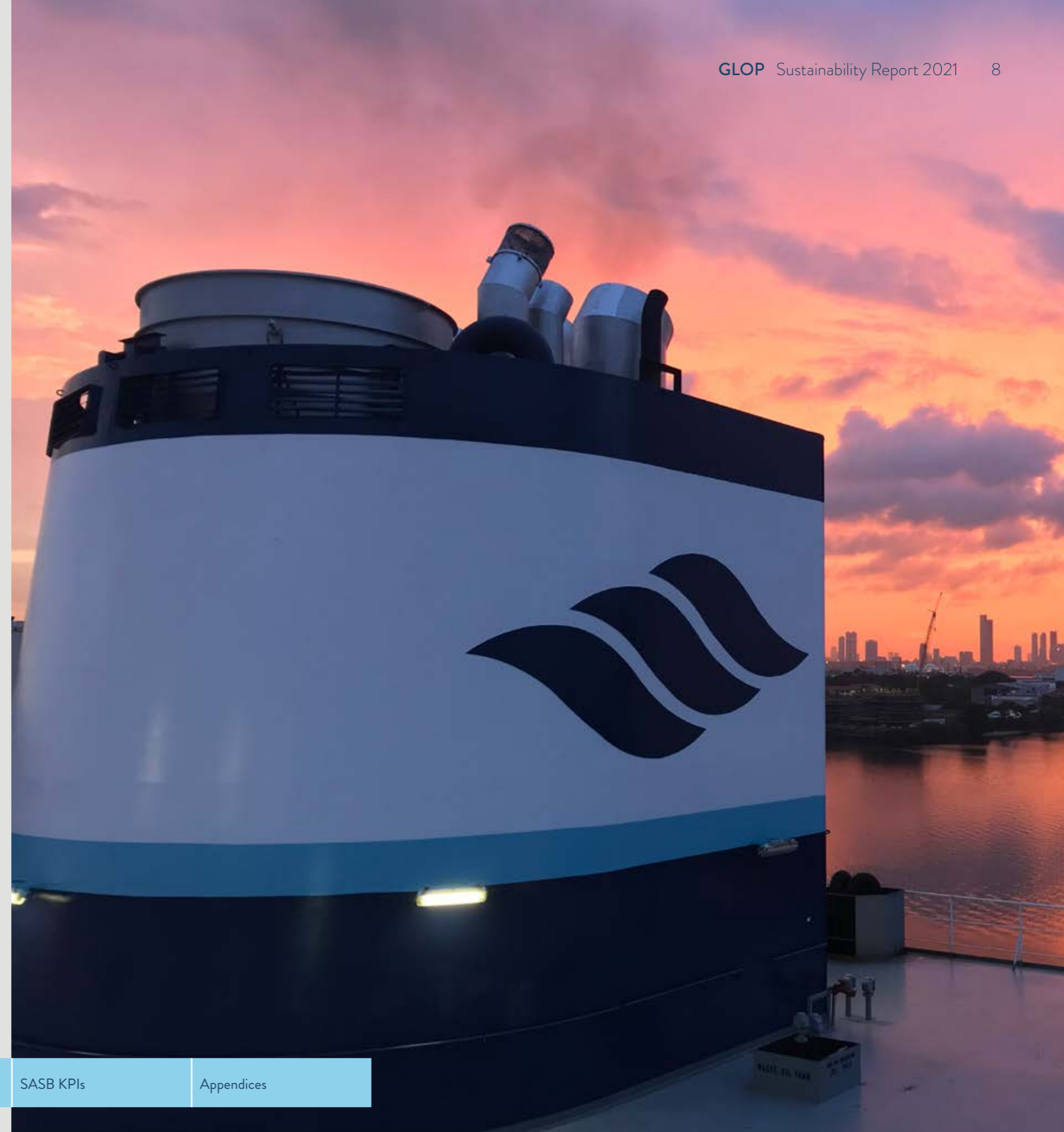


4.4 Climate change risks and opportunities

We support the aims of the TCFD to improve the transparency and reporting of climate-related risks and opportunities and are moving towards alignment with TCFD disclosure requirements.

Our ship manager has enforced a risk management policy, applicable to all functions and processes. It is an Integrated Risk Management System (IRMS), built on the Committee of Sponsoring Organizations of the Treadway Commission (COSO) framework, to identify, assess, manage and control potential risks that could threaten the achievement of objectives and strategy. The company's risks and risk management strategy are annually reviewed. Company risks, the efficacy of the risk management process and the results of any mitigating actions are annually reported to the Audit and Risk Committee of the Board.

Potential climate change risks and opportunities relevant to our business are presented in the Appendix of this report, where we also provide a TCFD index for our relevant disclosures.



5 GASLOG PARTNERS LP'S INITIATIVES

Our ESG program is comprised of three focus areas:

- (1) Decarbonization
- (2) Safety and wellbeing
- (3) DE&I

These focus areas are aligned with our internal and external stakeholders' input, and each has a clear ambition, and initiatives designed to achieve it. The table below summarizes our ESG program, while our initiatives are further detailed in this section.

Our focus areas are:	Decarbonization	Safety and wellbeing	Diversity, Equity & Inclusion
Our ambitions are:	Committed to 2050 net-zero	Committed to mental and physical safety and resilience	Improving DE&I at all levels with a focus on gender
Our key initiatives are:	<ul style="list-style-type: none"> • Fleet decarbonization • Assessing new technologies • Pilot projects • Industry collaborations 	<ul style="list-style-type: none"> • High safety records • Resilience mindset • Leadership development • Wellness suggestions and implementation 	<ul style="list-style-type: none"> • Commitment to industry DE&I charter • Data, gap analysis and drivers • Female cadetship and mentorship programs • Balanced talent acquisition

Our approach is:

Accountability: Ensure that ESG initiatives are embedded within the business and employee performance is linked to ESG performance.

Partnerships: Seek industry partners and high-impact forums to drive change across all three pillars: environmental, social and governance.

Transparency and relevance: Report utilizing an established framework (SASB) and ensure our ESG program remains relevant to our business and our stakeholders.



What we do impacts the world. Our ESG program is an integral part of our strategy.

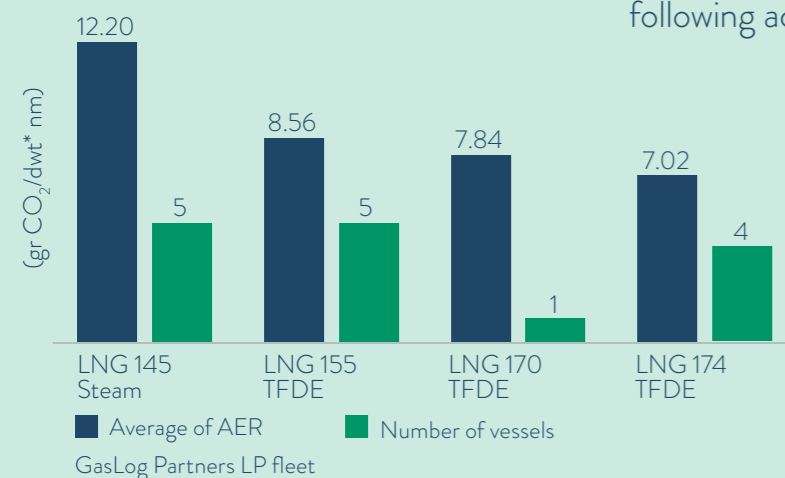
5.1 Decarbonization

Standing still on the climate agenda is not an option. For us, contributing to climate action means: 1) complying with emerging IMO regulations; 2) working on technical and operational improvements (in collaboration with our charterers and vendors); and 3) supporting high potential industry collaborations and pilot projects.

Climate challenge/GHG and air emissions

Air emissions have taken center stage in the climate agenda, and we are committed to doing our part. Our total CO₂ emissions have increased in 2021, whilst average AER has decreased. This is mainly attributed to changes in the vessels' operating profile: the reduced idle time of more than 5 percent, as well as the higher trading speeds. In addition, during 2021, following our charterer's voyage instructions, we consumed 5%

Average of 2021 AER per vessel type and cargo capacity



more fuel oil instead of natural gas. These account for the total 4 percent increase in CO₂ emissions.

Nevertheless, the higher ship utilization and the increased efficiency on the vessels dry docked within the year, improved our 2021 AER by 6 percent compared to the previous year.

It is therefore evident that the design and construction of energy efficient ships needs to be combined with the efficient operation of the ships (utilization, speed, fuel ratio) to maximize the reduction on carbon intensity. Owners and charterers need to closely collaborate having a holistic view of the vessel's energy performance and the voyage requirements.

Our approach on addressing the climate challenge centers on the following activities:

I. Operational measures/working with charterers

Vessel speed reduction can radically lower emissions. A 1-knot speed reduction can reduce emissions by up to 6 percent. We are committed to work with our charterers to implement appropriate speed reductions. In addition, optimizing voyage planning, weather routing, engine load distribution and vessel trim configuration can yield further emissions savings of up to 5 percent. In line with our digital transformation strategy the increased use of data from the vessels will enhance our data-based decision making for optimized voyage planning and sustainable vessel operations.

II. Technical measures

Our ship manager has a history of installing energy saving devices (e.g. rudder bulbs, saver fins and hull-air lubrication systems) and applying the latest anti-fouling coatings to minimize resistance in water. Such measures have the potential to improve the vessels' emissions profile by up to 5 percent.

In 2021, together with our ship manager, we worked with the shipyards on hull optimization for operational profile and developed an in-house data analytics platform for optimizing the performance and fuel consumption of our vessels considering paint technology. We also completed our vessel energy efficiency study and finalized our energy conservation roadmap.

III. Future technologies

Our ship manager stays abreast of technological developments and considers incorporating innovative solutions as they become commercially available. Examples include ongoing assessments of wind assisted propulsion devices, investigating alternative uses of our assets, and the evaluation of fuel cell technologies and exhaust gas emissions (CO₂/CH₄) capture solutions. Although the technical options available on a commercial scale today are limited, in the long term we believe there is the potential to reduce emissions at source by up to 90 percent. We are confident in our ship manager's ability to evaluate these technologies and move quickly as evidenced by their several 'industry firsts'. In 2021, they worked with shipyards to design the ship of the future, considering various future fuel scenarios, and to evaluate retrofit options for existing vessels. This allowed us to develop the most technologically advanced and cost-effective newbuilding specification. In 2022, they will further evaluate fuel cells and carbon capture technologies onboard LNG vessels.

IV. Industry collaboration/pilot projects

Partnerships between shipowners, technology companies, fuel innovators/traders, organizations and regulators can 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. This would allow them to collect operational data instead of relying on test bed or theoretical data.
- b) **Industry forums:** GasLog Ltd. is a founding member of the Global Maritime Forum (including the Getting to Zero Coalition) and their company leadership is personally involved. GasLog is a signatory to the Call to Action for Ship Decarbonization for governments to work together with industry to deliver the policies and investments needed to reach critical tipping points in decarbonizing global supply chains and the global economy. They also actively contribute to and promote shipping decarbonization through their membership of various organizations and technical committees (ABS, DNV, SIGTTO, OCIMF, MARTECMA and Intertanko).



- c) **Pilot projects:** In 2021, our ship manager completed a pilot study to assess the benefit of biofuels for our emissions profile. The conclusion was

that the current generation biofuels cannot offer emission reductions on a tank-to-wake basis, compared to the natural gas our vessels currently burn. Our ship manager monitors biofuels technology developments and regulations and evaluates potential solutions. They have joined a pilot project to design and install a containerized fuel cell unit onboard a TFDE vessel as a potential decarbonization solution. They are also part of two pilot projects looking at carbon capture technologies onboard existing or newbuilding LNG vessels.

Marine ecology, waste and recycling
Our ship manager has not spilled or released toxic substances or waste since the inception of its operations over 11 years ago.

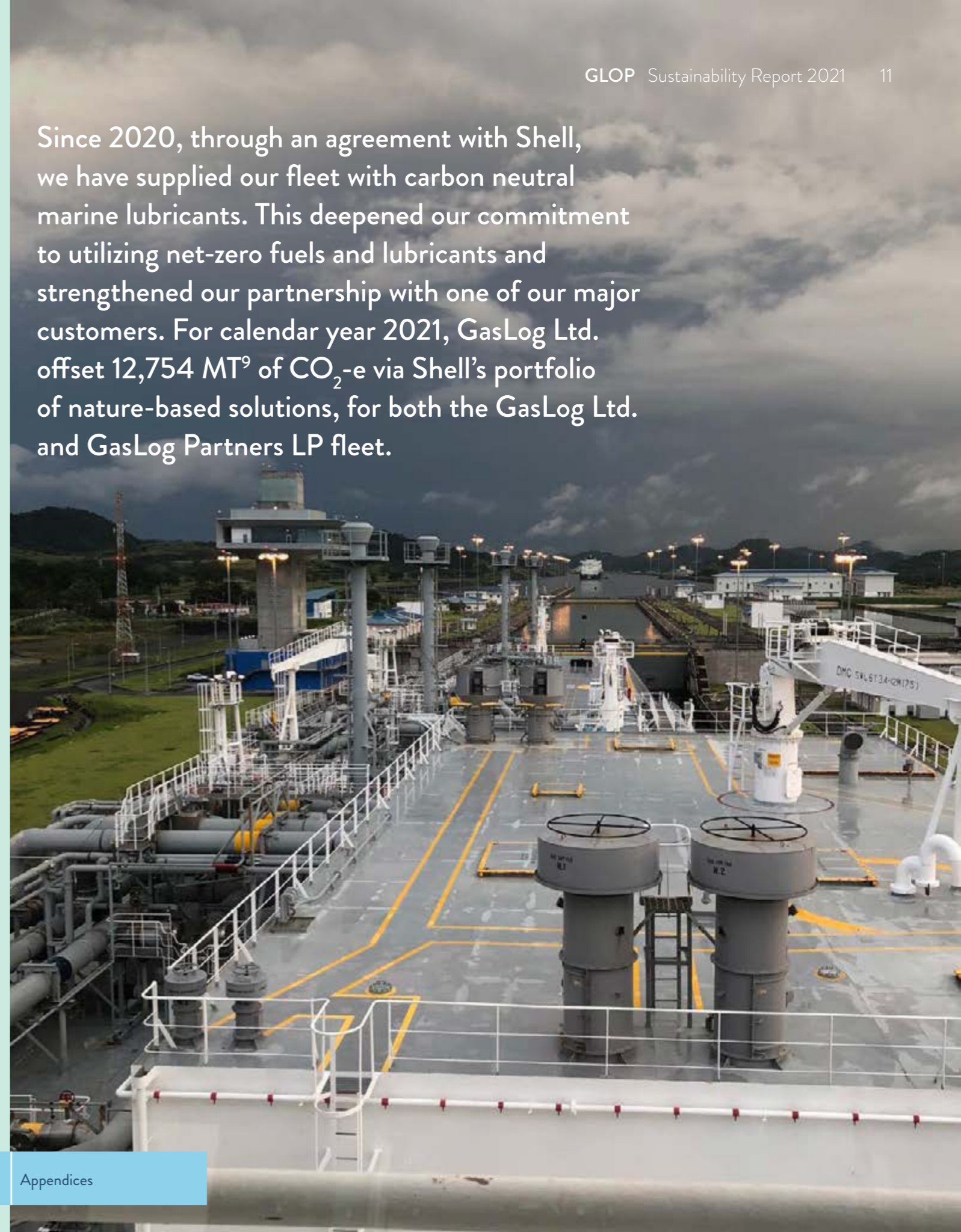
This is testament to the rigor of the operating platform, risk management processes and skill of their people. From the application of environmentally friendly paints on our vessels, to the handling of waste onboard and installation of ballast water treatment systems, we comply with all applicable MARPOL (International Convention for the Prevention of Pollution from Ships) and port-state authority recommendations.

We maintain a ship-specific Inventory of Hazardous Materials (IHM) and statements of compliance have been issued by the classification societies for all our vessels. All our ships have received an ENVIRO, an ENVIRO+ or a CLEAN notation from our classification societies, demonstrating compliance with their stringent guidelines for environmental protection.

Due to our relatively modern fleet (average age of under 10 years), we did not need 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, should we elect to recycle vessels in the future.



⁹ Carbon credits for lubricants volume purchased by GasLog LNG Services Ltd.



Since 2020, through an agreement with Shell, we have supplied our fleet with carbon neutral marine lubricants. This deepened our commitment to utilizing net-zero fuels and lubricants and strengthened our partnership with one of our major customers. For calendar year 2021, GasLog Ltd. offset 12,754 MT⁹ of CO₂-e via Shell's portfolio of nature-based solutions, for both the GasLog Ltd. and GasLog Partners LP fleet.

5.2 Safety and wellbeing

The COVID-19 pandemic and the war in Ukraine put exceptional strain on shore and sea staff and their families as they dealt with uncertainty and conflicting information.

We are determined to be a pillar of support, helping our people to feel safe, secure and optimistic about the future, and giving them the tools to build resilience.

We aim to be a great place to work. We believe that shared values, common purpose and the pride of bringing cleaner energy to the world, is why people choose to work and stay at GasLog.

Safety, resilience and labor conditions

Safety underpins our culture and is the primary consideration in how we conduct all our activities. We encourage a continuous learning culture, and all staff are trained in health, safety, social and environmental risks. We constantly reinforce our personal commitment on safety.

Our ship manager's **Take the Lead** program incorporates all the safety initiatives and key indicators for promoting our safety culture and the wellbeing of our employees. Take the Lead goal is **Goal 0** – Staying at zero



is within our control, and much of this depends on what we believe and how we behave. In summary, Take the Lead is a vision to attain what we all aspire to; an incident-free workplace where our wellbeing is safeguarded. It is our compass, enabling us to keep our orientation and clarity of scope and vision.

Our ship manager has a strong track record for the efficient, safe and reliable operation of the LNG carriers under their management. As of 31 December 2021, we reached approximately 7.1 million man-hours without a lost time injury for our owned/bareboat fleet. The LTIF (Lost Time Injury Frequency) and TRCF (Total Recordable Case Frequency) statistics consistently and significantly outperform industry averages and our ship manager has won numerous awards for their safety performance. In 2021, GasLog enjoyed the top position among more than 55 shipping companies on charter to our key customers and was acknowledged for its contribution to the development

and operation of the Hellenic Marine Environment Protection Association's (HELMEPA) Voluntary Incident Reporting Platform. To further engage employees in continuous improvement, they expanded the quarterly Best Safety suggestions program to encompass the broader principles of ESG. Amongst the initiatives adopted through the program was a seafarer suggestion to harmonize and upgrade the gym fitness equipment fleetwide. They partner and collaborate with other industry organizations in initiatives such as the 'Together in Safety' and 'Shell's Maritime Partners in Safety'. They are also a founding member of 'HiLo', the only risk management company in the world using big data analytics to predict and prevent maritime catastrophes.

We believe that care for our people, the excellent living conditions and working areas on our vessels, along with our deeply embedded safety culture, are underlying reasons for our high retention rates for officers and crew.

Mental health is key to ensuring the safety of our seafarers employed by our ship manager, many of whom had to stay onboard longer and for indefinite

periods because of COVID-19 and the barriers to crew changes at many ports around the world. To this end, our ship manager revamped its Behavioral Based Safety and Mental Resilience program (as part of their 'Take the Lead' program) and invested in training senior officers to manage their own stress and identify the signs of mental stress in others. They have also expanded the mental health support line for staff to have access to confidential specialist support 24/7 in their native language.

Responding to emerging crises



We are proud of our crews' response to rescue emergencies; in 2021 one of our vessels was called to respond to such an incident. Our crew followed procedures and took all precautions to provide the required assistance until safely disembarking rescued people, as per Maritime Rescue Co-ordination Centers' (MRCCs) instructions. Our ship manager is a proud AMVER (Atlantic Merchant Vessel Emergency Reporting) program participant and in

2021 they received an award for the voluntary participation of their managed ships in this humanitarian program.



Our seafarers prove at every opportunity their commitment to prioritizing human life.

COVID-19 pandemic and Ukraine crisis

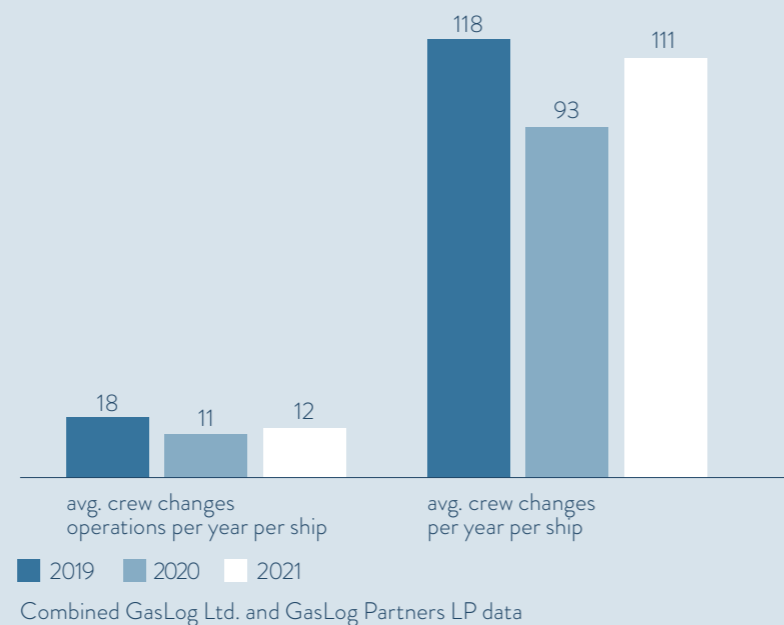
2021 was the second year of the COVID-19 pandemic, marked by increasingly contagious variants. Despite the UN agencies' call¹⁰ to support seafarers by designating them as 'key workers', they experienced another challenging year. Many had to stay onboard months beyond the normal four-month and seven-month contract duration, for officers and ratings respectively, due to crew change restrictions at ports globally. To keep our people safe, we strengthened testing and personal protective equipment (PPE) protocols and arranged voluntary vaccinations in ports of call, where possible. To help our crew cope and stay resilient, we increased internet allowances and enhanced communications channels, including townhall meetings, provided resilience training and support, regular updates on the course of the pandemic and scientific insights on medical issues.

Where staff had to be physically present in the office and visit our vessels or construction worksites, we complied with all applicable regulatory guidelines. As a proactive measure, our ship manager also provided masks and self-tests to all employees and ran educational campaigns to encourage voluntary vaccination. Additionally, our ship manager conducted a series of resilience workshops for employees

and managers including personalized resilience assessments and coaching. They maintained a dedicated 'COVID-19 corner' in our intranet, summarizing the state of the pandemic, the latest office guidelines, and wellbeing guidance.

Despite COVID-19 complications, we managed to undertake five dry docks at GasLog Partners LP within 2021.

COVID-19 impact on crew changes



¹⁰ International Labour Organization (ILO), International Maritime Organization (IMO), United Nations Conference on Trade and Development (UNCTAD) and the World Health Organization (WHO).

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



Captain Konstantinos Lyras

The GasLog Salem was unable to carry out crew changes because of a virus outbreak onboard and several months of unfavorable voyage patterns. Captain Kostas extended his contract and stayed onboard for more than seven and a half months, always leading his crew to the highest safety standards.



Chief Engineer Georgios Geomelos

He selflessly committed to be onboard the GasLog Greece during her dry docking, which, due to charterer requirements and unexpected repairs, was delayed. He remained onboard until completion of all works – for approximately eight and a half months.



Captain Ioannis Alexandros Spinos

He agreed to join the GasLog Geneva when the whole crew had to be urgently repatriated due to a COVID-19 outbreak, despite personal constraints. He ensured the vessel's flawless operation and immediately afterwards joined the Methane Alison Victoria to assist with the long-pending replacement of another Master. Due to changing port regulations, he stayed onboard for over five months.



Captain Nikolaos Anastasopoulos and Chief Engineer Ioannis Karydas:

They successfully led GasLog Glasgow's dry docking in Singapore whilst their replacement was postponed several times after the completion of the repairs due to changing port authority restrictions.



Crew impact of Ukrainian war

As soon as the war erupted in February 2022, we took measures to protect the safety and wellbeing of our 160 Ukrainian colleagues and their families.¹¹ We set up a hotline and continue to design and deliver support to our colleagues and their families as the situation evolves. We have facilitated, and continue to facilitate, requests for early disembarkation or service extensions onboard our vessels and provide alternative arrival destinations. Where needed, we support requests for family relocation both within and outside Ukraine and have allocated funds to provide direct financial aid.

Summary

We are proud of the resilience our people have shown and we remain loyal to our values of teamwork, customer focus and reliability that have allowed us to pull through these challenging times. We thank all our seafarers for the tremendous support they have shown and for demonstrating safety leadership and commitment onboard our vessels. Our hearts go out to all those affected by the war.

¹¹ Combined GasLog Ltd. and GasLog Partners LP pool of seafarers

5.3 Diversity, Equity & Inclusion (DE&I)

Improving the diversity, equity and inclusion of our workforce is a business priority, as we believe it improves our access to talent, spurs innovation, enriches deliberations, enhances our ability to relate to our customers and supply chain, and leads to better business results. The shipping industry has lagged other industries in DE&I, and we believe immediate collaborative steps are needed to move us from intent to impactful action. GasLog wants to be at the forefront of this change, and we believe sustainability and DE&I go hand in hand. Even though our initial area of focus is on gender diversity, we intend to extend our DE&I efforts beyond gender in the future, to encompass inclusion and equity in all aspects of the human condition, and to ensure that current and prospective employees have equal opportunity to enjoy and contribute to the promotion of our industry. To that end, together with our ship manager, we recently committed to the All-Aboard Alliance, an initiative of the Global Maritime Forum (GMF), for a diverse, equitable, and inclusive Maritime Industry, with our CEO acting as the business sponsor.

By joining the Alliance, we committed to the five Alliance principles:

- 1 Appoint a business sponsor to lead and ensure accountability of diversity, equity, and inclusion within the organization
- 2 Equip and educate people to understand their role in fostering a diverse, equitable, and inclusive workplace – from senior leaders through to line managers and team members
- 3 Create and maintain an organizational culture of equity and belonging where everyone has equal opportunities to contribute and thrive
- 4 Capture relevant data and develop insights to evaluate progress and evolve strategic objectives
- 5 Communicate commitment and progress externally on an annual basis

We believe that equity and inclusion, alongside diversity, is needed to ensure not just equal opportunity but also equal outcomes for our people and better outcomes for our business.



We already have action measures in place that will help us achieve these principles, including our annual Code of Business Conduct training, which has focused on unconscious bias since 2020. Also, together with our ship manager, we have provided cultural awareness training for sea staff since 2018.



Measuring and improving our diversity

Women make up 39 percent of GasLog Ltd.'s shore staff but only 9 percent of their senior leadership, while women make up 15 percent of Gaslog Partner's leadership. Together with our ship manager, we aim to address this through initiatives such as our mentorship program, intentional recruitment and hybrid flexible work policy. Introducing more women at sea is a process we started several years ago by ensuring a high proportion of female cadet intake, a welcoming

environment onboard, as well as talent acquisitions including the hire of our first female master in 2021. Female cadets comprised 16 percent of our ship manager's cadetship program in 2021, well above the ratio of female Greek maritime graduates. Though the majority of our ship manager's shore staff is Greek, we have 10 nationalities represented at both the shore and sea sides and while LNG shipping is our core competency, we actively employ talent from different industries and backgrounds to widen our knowledge and expertise.

We believe an important part of improving our DE&I record is to have clear data and metrics that help us recognize patterns, track progress over time and compare ourselves to others. The Diversity Study Group (DSG) is the first organization dedicated to DE&I in the workplace across the global shipping and maritime sectors. In 2021, our ship manager was part of the inaugural data-gathering study which provided them with useful insights and indicators to understand underlying gaps and plan relevant initiatives.

To further understand unconscious bias and differences in the employee experience between men and women at GasLog, as of 2022, our ship manager's engagement surveys will show results along gender lines to understand if females and males have different perceptions of their career opportunities, working environment and culture at GasLog.

Developing our people

Gaslog Ltd. invests in training and personal development to ensure our people remain highly competent and prepared to perform well in an environment of changing industry demands.

They run an extensive cadet program to train the best candidates from maritime colleges each year. They are also keen to promote a seamless culture across the shore and vessels and, where possible, they offer ship-shore transfers and short-term rotational development assignments.

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's ambition to ensure that only the most qualified seafarers are placed onboard. In 2021, the training center's operation almost fully resumed following the low utilization of 2020 due to COVID-19. When in-house training was not possible, they carried out virtual training through remote access to the engine and cargo simulators, and simulation assessments for promotion assessment or continuous improvement. The training center is staffed by ex-masters and chief engineers who are familiar with the GasLog culture and our high operating standards, and thus are well placed to assess and guide our future talent. The Training Steering Committee oversees the center's operation.

Reward

Our primary service provider, GasLog LNG Services Ltd., offers its employees a competitive mix of salary, bonuses and benefits, and reviews their pay practices and market positioning regularly to ensure they are able to attract, retain and motivate high-caliber talent. Their annual and long-term incentive plans ensure rewards are tied to business performance and ESG key business indicators (KBIs) are included in their performance management system.

Investing in our seafarers

We comply with the International Labor Organization (ILO) requirements. We pay our seafarers, employed via GasLog LNG Services Ltd., at rates above the Collective Bargaining Agreement (CBA) framework under the International Transport Workers Federation (ITF) and our crew benefits include 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 while offering support to our seafarer families via our offices in the Philippines and Greece, when required. In 2022, our ship manager empowered these support services by creating a dedicated role in the office in Greece.

Human rights – modern slavery

GasLog Partners LP does not tolerate any form of slavery, forced labor or human trafficking in our operations and supply chain and have implemented controls, through our ship manager, to ensure that it does not occur. We expect suppliers to hold their own suppliers to the same high standards and whilst we do not audit our supply chain, our ship manager has implemented a due diligence review process for those suppliers and vendors categorized as ‘high risk’ in terms of anti-bribery and corruption or modern slavery. GasLog is certified and complies with the Maritime Labor Convention (MLC), the International Safety Management Code (ISM) and the International Ship and Port Facility Security Code (ISPS). The ISM and ISPS strictly prohibit stowaways and any form of human trafficking.

GasLog gives back

GasLog’s success makes it possible for us to contribute to the wellbeing of the communities in which we operate. We contribute to the GasLog Ltd. annual charitable donation budget, which is managed by a Charity Committee. The Audit and Risk Committee of the GasLog Ltd. Board oversees all charitable donations, which all undergo Dow Jones screening¹². In addition to our annual support of child welfare and seafarer foundations, we provided relief to the communities affected by the severe wildfires across Greece in the summer of 2021.

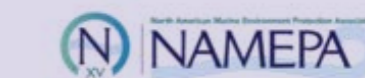


¹² Real-time screening against news relating to financial crime or reputational risk, as well as the identification of sanctions risk and politically exposed persons.



HELMEPA

GasLog Ltd. is a proud member of both the Hellenic and the North American Marine Environment Protection Association (HELMEPA and NAMEPA). 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. 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.



5.4 Status of initiatives

Our progress is intrinsically linked with that of GasLog Ltd., and our ship manager, GasLog LNG Services Ltd. Despite the year’s challenges, we did what we set out to do. We progressed our initiatives, as laid out in 2020. We strengthened our internal assurance on the ESG data collection, reviewed our policies/governance scheme ensuring ESG aspects are covered, reviewed our enterprise risk management system and process on the ESG risks, and added ESG as an agenda item in management meetings. ESG was also made more visible in our strategy, which is annually communicated to all staff. The only initiatives started but postponed for completion in 2022 (due to the pandemic) were those of our ship manager’s offices’ water, energy and waste consumption and our business travel emissions’ inventory.

For each focus area, we have defined initiatives to achieve our ambition, as shown in the following table.

Action/Initiative	Not started	In progress	Embedded
DECARBONIZATION / SASB KPI topic: GHG emissions, Air quality, Ecological impacts, Ship efficiency index			
Maintain the Energy Conservation and Decarbonization Roadmap (ECR) including the identification of pilot technologies.			●
Performance management project.		●	
Voyage management project.		●	
Maintain membership / review partnership in various maritime technical committees.			●
Maintain executive / senior leadership active presence in Getting to Zero workshops.			●
Strengthen SEEMP – evaluation of technological and operational developments to keep within the regulatory trajectory.			●
Measure, manage and reduce air travel emissions.		●	
Fleet assessment in view of the IMO forthcoming regulations, evaluation of selective energy saving options and evaluation of market-based measures. Identification of measures per vessel to bring fleet EEXI/EEDI/CII metrics into the IMO trajectory, analyze improvement options.		●	
Cascade decarbonization objectives to officers.	●		
Include ESG targets in induction / briefing of seafarers.	●		
Establish a dedicated decarbonization team with defined roles and responsibilities.			●
Develop a dedicated time charter party (TCP) clause on EEXI/CII and emissions trading, to use in new and, where required, existing TCPs.		●	
SAFETY AND WELLBEING / SASB KPI topic: Stakeholder engagement, Employee health and safety, Accident and safety management			
Expand resilience training to shore staff in addition to ship crew (including initiatives of the ‘Partners in Safety’ program).			●
Provide ship and shore assignment programs for career development and to promote a one-team culture.		●	
Provide shore support services for seafarer families through the establishment of a dedicated role in the Company.		●	
Carry out pulse engagement surveys and develop action plans.		●	
Continue senior leadership visits to vessels.		●	
Commence Performance Index (PI) training for masters and chief engineers and shore-based employees. This will allow leaders to communicate more effectively.		●	
Commence soft skills development training for senior officers by third parties and junior officers in-house.		●	
Revamp the Safety Leadership workshops; in-house training for the workshop facilitators (shore staff) that will train the ship crew.		●	

Action/Initiative	Not started	In progress	Embedded
DE&I / SASB KPI topic: Employee engagement			
Ensure our recruitment practices allow us to attract a diverse talent pool, including working to improve our gender balance.			●
Ensure we have a strong cadet scheme with multi-nationality intake.		●	
Comprehensive pre- and post-service debriefing for all officers and crew.		●	
Actively engage with the marine sector community to influence and understand drivers for a more diverse and inclusive work environment.			●
Run annual diversity survey to gauge gender bias as experienced by shipboard personnel at GasLog.	●		
Run annual diversity survey to gauge gender bias as experienced by shore staff at GasLog.			●
Commence high-potential female mentoring and development program.		●	
SLT to introduce Diversity Moment at the beginning of key meetings.		●	
Design and conduct training program for empathy and inclusive leadership for our senior managers.			●
FOUNDATIONAL / SASB KPI topic: Business ethics, Data security			
Evaluation of climate-related financial risk: Review external landscape for reporting and align with stakeholder requirements.		●	
Perform annual cybersecurity drill and develop action plan for identified issues.			●
Vulnerability assessment and penetration test by external firm (onshore and ship).			●
Bring Your Own Device policy development.		●	
Execute on the cybersecurity 2021 plan.		●	
Maintain donation levels (child welfare/orphanages, cancer funds, pediatric research, COVID-19 relief efforts and the Mission to Seafarers) whilst evaluating a broader set of worthy causes and reviewing and expanding the Charity Committee’s composition to adapt to continuing humanitarian emerging needs.			●
Shore staff awareness and training on office recycling, water and energy conservation policy (lifestyle awareness).		●	
Monitor all office energy, water and waste consumption.		●	

5.5 Leadership and governance

Board and Management

Our Board of Directors consists of five members and met virtually 16 times in 2021. The Board oversees management and seeks to assure that the interests of all shareholders are served.

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, and who are responsible for our day-to-day management subject to the direction of our Board of Directors. Operational management is headed by our CEO, who is responsible for the day-to-day operations of the Partnership, controls its affairs and business and works with the Board to develop our business strategy.

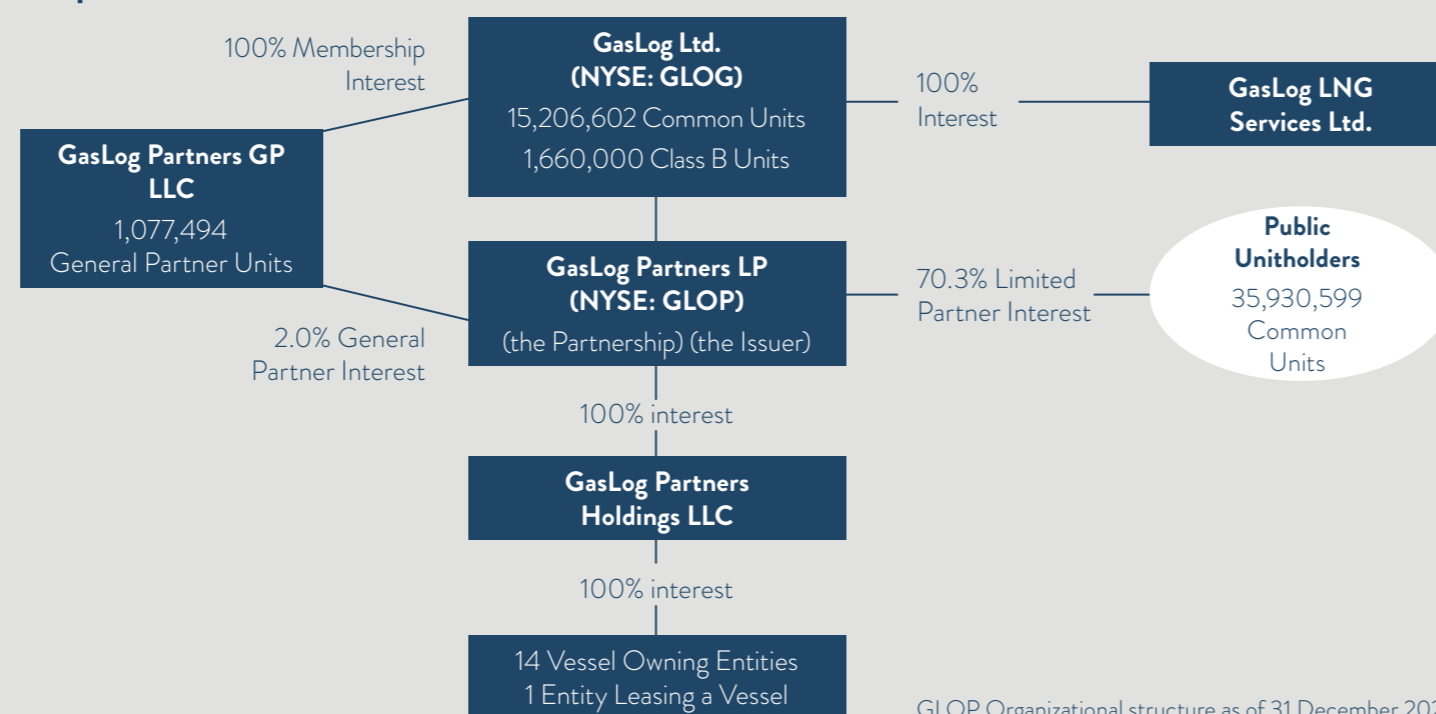
We are a 'foreign private issuer' under the securities laws of the United States and the rules of the NYSE. As such, we are not required to appoint a majority of independent Directors. However, the current Board is majority independent (four out of five). As a result of its ownership of the general partner, GasLog Partners GP LLC wholly owned by GasLog, 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 2025 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 2021 Annual Report in the Form 20-F filed with the US Securities and Exchange Commission (SEC) on 1 March 2022 and can be read at gaslogmlp.com/investors/annual-quarterly-reports/.

Committee structure

The Board has two standing committees: the Audit Committee and the Conflicts Committee. The Committee Chairs report the highlights of their meetings to the full Board meeting following each meeting. Both the Audit Committee and Conflicts Committee are comprised solely of independent directors. The charter of each committee is available at the Partnership's website (gaslogmlp.com/investors/governance/) along with our Corporate Governance Guidelines.

Corporate structure

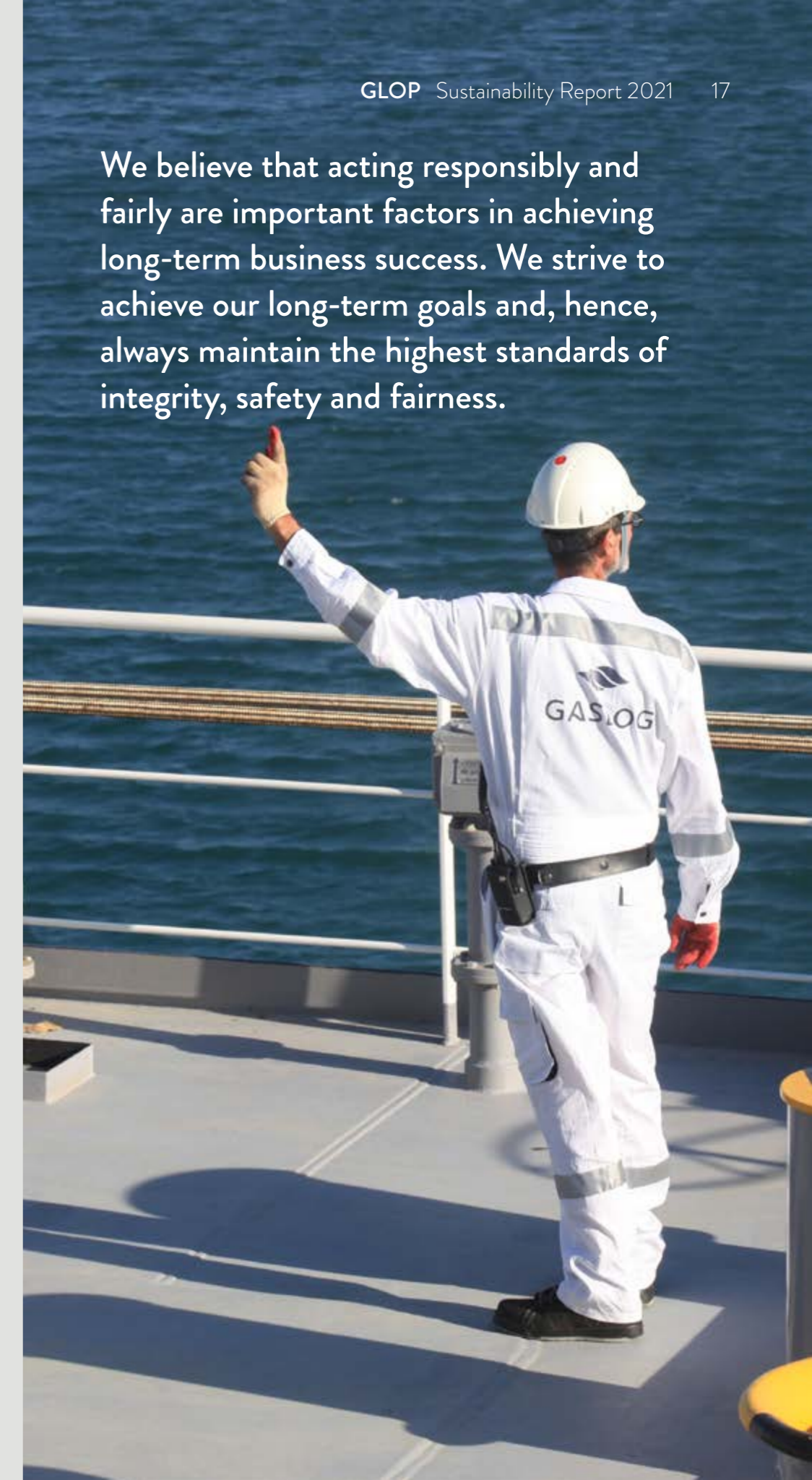


GLOP Organizational structure as of 31 December 2021

Zero tolerance

We have zero tolerance for bribery and corruption. Our ship manager's employees are required to attest to our Anti Bribery and Corruption policy and undertake annual online training to ensure they are informed about the latest requirements and can recognize and report breaches. The Board and senior management team consistently reinforce our zero tolerance approach and we provide a confidential whistleblower hotline, through GasLog Ltd., for reporting breaches or concerns and encourage its use, thus promoting our no-retaliation policy. We have adopted a Code of Business Conduct and Ethics for all directors, officers, employees and agents of the Partnership.

We believe that acting responsibly and fairly are important factors in achieving long-term business success. We strive to achieve our long-term goals and, hence, always maintain the highest standards of integrity, safety and fairness.



6

SASB KPIs

SASB Sustainability disclosure topic	2021	2020	Comments
GHG EMISSIONS			
FO CO ₂ (LFO, LSMGO) tonnes ¹	161,881	84,096	Increased use of fuel oil compared to 2020 levels.
LNG CO ₂ tonnes ¹	1,001,319	1,030,980	Use of boil-off gas (LNG) onboard the vessels. The percentage of LNG use vs. fuel oil decreased in 2021 compared to 2020, due to external voyage instructions, whilst still remaining very high at 88%.
Methane emissions tonnes ¹	2,781	2,925	
Total office electricity consumption kWh	N/A	N/A	US office downsize since Q2 2020.
SHIP EFFICIENCY INDEX			
Average EEDI CO ₂ grams / cargo*nm:			Fleet unchanged. Correction to our 2020 data.
1) operating fleet	N/A	N/A	
2) newbuilds	N/A	N/A	
Average fleet EEOI CO ₂ grams / cargo*nm ⁹	22.70	23.58	
AIR QUALITY			
SO _x tonnes ¹	321	114	Increased use of fuel oil compared to 2020 levels.
NO _x tonnes ¹	3,685	3,268	Increased use of fuel oil compared to 2020 levels.
Particulate matter (PM ₁₀) tonnes ¹	279	134	Increased use of fuel oil compared to 2020 levels.
ECOLOGICAL IMPACTS			
Volume of plastic sent ashore m ³ / vessel ⁶	2.7	3.9	Improvement via several internal initiatives and external factors.
% of fleet implementing ballast water ⁷ :			Progress with our ballast water treatment systems' installation. Correction to our 2020 data.
1) exchange	27%	33%	
2) treatment	73%	67%	
Spills / releases to the environment ⁸ :			
1) number	1	0	
2) aggregate volume (m ³)	0.95	0	Single venting event. Failure of venting relief equipment onboard one of our vessels, alongside terminal, in 2021. No oil spills.
EMPLOYEE HEALTH AND SAFETY			
LTI / exposure hours ^v	0	0.3	2020 figure corrected to depict the GLOP fleet.
FAC (First Aid Case) ^ε	2	5	2020 figure corrected to depict the GLOP fleet.
ACCIDENT AND SAFETY MANAGEMENT			
Number of marine casualties, percentage classified as very serious ⁹	0	0	
Number of conditions of class or recommendations ¹¹	6	17	

SASB Sustainability disclosure topic	2021	2020	Comments
ACCIDENT AND SAFETY MANAGEMENT continued			
Number of port state control ¹² :			
1) deficiencies	3	3	
2) detentions	0	0	
STAKEHOLDER ENGAGEMENT			
CEO meetings with key clients	Ten per quarter	Three per quarter	
Staff – CEO townhalls	15 (ship and shore)	>30 (ship and shore)	Normalized after the first year of the pandemic.
CEO – COO ship visits	86%	88%	Remote leadership discussions with ships; 5 onboard visits.
EMPLOYEE ENGAGEMENT, DIVERSITY, EQUITY & INCLUSION			
Number of employees (shore staff / sea staff) ¹³	150 / 2,247	163 / 1,858	Several reorganization initiatives.
Shore-based retention rate ¹⁴	96%	97%	
Sea staff retention rate (senior officers) ¹⁵	96%	97%	
Sea staff retention rate (junior officers, crew) ¹⁶	97%, 97.4%	94%, 97%	Disclosure enhanced to depict the retention rate separately for junior officers and ratings.
% female employees (shore staff / sea staff)	39% / 1.7%	37% / 1.4%	Female cadets comprised 16% of our cadetship program in 2021.
Women in leadership and on Board	18%	11%	Mrs. Holth appointment to the Board.
Number of nationalities (shore staff / sea staff)	10 / 10	12 / 8	Slight decrease due to the consolidation of our management team in Greece.
DATA SECURITY			
GDPR breaches	0	0	
Average virus attacks detected per month ¹⁷	3	17	Enhanced email protection regime, distribution of virus and malware via email has been limited.
Malicious/SPAM emails detected ¹⁸	47%	28%	% steep increase in monthly average of SPAM/blocked emails as a % of total emails.
BUSINESS ETHICS			
% staff training in Code of Business Conduct & Ethics (shore staff)	100%	100%	
% staff responding to ethics survey ¹⁹	9.2% shore 66.7% fleet	87% shore 44% fleet	Increased participation of the shore and sea staff.
Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption (USD)	0	0	

7 APPENDICES

7.1 Glossary

20-F	An annual report submitted to the US Securities and Exchange Commission by non-US and non-Canadian companies that have securities trading in the US.	FSU	Floating storage unit	ISSB	International Sustainability Standards Board	NYSE	The New York Stock Exchange
ABS	American Bureau of Shipping	GCP	Glasgow Climate Pact	ITF	International Transport Workers Federation	NO_x	Nitrogen oxides
AER	Annual Efficiency Ratio. This is a carbon intensity indicator defined by IMO: gr CO ₂ / DWT * nm	GDPR	General Data Protection Regulation	KBI	Key business indicator	OCIMF	Oil Companies International Marine Forum
AMVER	Atlantic Merchant Vessel Emergency Reporting	GHG	Greenhouse gas	KPI	Key performance indicator	PM₁₀	Particulate matter
CBA	Collective bargaining agreement	GLOG	GasLog Ltd.	LFO	Light fuel oil	PPE	Personal protective equipment
CII	Carbon Intensity Indicator	GLOP	GasLog Partners LP	LNG	Liquefied natural gas	SASB	Sustainability Accounting Standards Board
COSO	Committee of Sponsoring Organizations of the Treadway Commission	GMF	Global Maritime Forum	LNGC	Liquefied natural gas carrier	SEC	US Securities and Exchange Commission
DE&I	Diversity, Equity & Inclusion	HELMEPA	Hellenic Marine Environmental Protection Association	LP	Limited partnership	SEEMP	Ship Energy Efficiency Management Plan
DNV	Det Norske Veritas	HiLo	(High Impact Low Frequency) Maritime Risk Management	LSMGO	Low-sulphur marine gas oil	SIGTTO	Society of International Gas Tanker and Terminal Operators
DSG	Diversity Study Group	IEA	International Energy Agency	LTI	Lost Time Injury	SO_x	Sulphur oxides
DWT	Deadweight tonnage	IHM	Inventory of Hazardous Materials	LTIF	Lost Time Injury Frequency	TCFD	Task Force on Climate-related Financial Disclosures
EEDI	Energy Efficiency Design Index	ILO	International Labor Organization	MARPOL	International Convention for the Prevention of Pollution from Ships	TCP	Time charter party
EEOI	Energy Efficiency Operational Indicator	IMO	International Maritime Organization	MARTECMA	Marine Technical Managers Association	TFDE	Tri-Fuel Diesel Electric Propulsion
EEXI	Efficiency Existing Ship Index	Intertanko	International Association of Independent Tanker Owners	MLC	Maritime Labour Convention	The Partnership	GasLog Partners LP
ESG	Environmental, Social, Governance	IOSCO	International Organization of Securities Commissions	MRCC	Maritime Rescue Co-ordination Centre	TRCF	Total Recordable Case Frequency
FAC	First Aid Case	IRMS	Integrated Risk Management System	MT	Metric tonnes	UNCTAD	United Nations Conference on Trade and Development
FO	Fuel oil	ISM	International Safety Management Code	NAMEPA	North American Marine Environment Protection Association	UN SDGs	United Nations Sustainable Development Goals
		ISO	International Organization for Standardization	NASDAQ	National Association of Securities Dealers Automated Quotations System	WEF	World Economic Forum
		ISPS	International Ship and Port Facility Security Code	NGO	Non-governmental organization	WHO	World Health Organisation
				NM	Nautical miles		



7.2 Disclaimers and assumptions for SASB KPIs

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

- (a) The number of employees onboard GasLog LNG Services managed ships as of 31 December 2021 is recorded.
- (β) The distance (in nautical miles) traveled by all owned/bareboat 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). Solaris is included.
- (δ) Deadweight tonnage is the sum, for all of the entity's owned/bareboat vessels, of the difference in displacement in deadweight tonnes between the light displacement and the actual loaded displacement.
- (ε₁) Total number of port calls for owned/bareboat fleet during the reporting period. Solaris is included.
- (ε₂) Solaris is included.
- (ζ) Loading and discharging operations for the owned and bareboat fleet. Solaris is included.
- (η) Engineering calculations based on IMO emission factors, for owned/bareboat fleet.
- (θ) EEOI has been calculated in accordance with IMO regulations.
- (ι) PM, NO_x and SO_x emissions from the combustion of fuels from owned/bareboat vessels have been calculated based on IMO guidelines.
- (κ) Figure does not include Solaris, managed by STASCO until April 2022.
- (λ) Ships performing ballast water exchange with an efficiency of at least 95 percent volumetric exchange of ballast water have been included. For ballast water 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.
- (μ) Any overboard spills and releases – intentional or accidental – are reported. Figure does not include Solaris, managed by STASCO until April 2022.
- (ν) 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 Solaris, managed by STASCO until April 2022.
- (ξ) Figure does not include Solaris, managed by STASCO until April 2022.
- (ο) A marine casualty is defined, based on the United Nations International Maritime Organization (IMO)'s Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident Resolution MSC 255(84), paragraph 2.9, chapter 2 of the General provisions. A very serious marine casualty is defined as a marine casualty involving the total loss of the ship, a death, or severe damage to the environment. Figure does not include Solaris, managed by STASCO until April 2022.
- (π) Figure does not include Solaris, managed by STASCO until April 2022.
- (ρ) Figure does not include Solaris, managed by STASCO until April 2022.
- (σ) Detected viruses for the office infrastructure.
- (τ) Calculation excludes vessels' IT infrastructure.
- (υ) 1,057 seafarers onboard LNG Services managed ships as of 31 December 2021.
- (φ) Following Intertanko methodology.
- (χ) Low fleet participation because the survey is addressed to the personal email accounts of our seafarers when they are on rest time.



7.3 TCFD

Climate change risks and opportunities

Risks		Impact to our business and financials
Policy and legal	Changing international, national, state and local environmental laws, regulations, treaties, conventions and standards in force in international waters, or in the jurisdictional waters of the countries in which our ships operate and in the countries in which our ships are registered.	Compliance cost increase for new requirements and changes in operating procedures (i.e. reduction in cargo capacity, operating speed).
	Market-based carbon measures and other carbon policies affect the attractiveness and cost competitiveness of LNG.	Higher operating costs. May reduce global demand for LNG, negatively impacting shipping rates of less efficient vessels.
	Increased ESG reporting requirements.	Increased compliance costs.
	Exposure to litigation.	Increased costs, such as insurance coverage cost for environmental matters.
Technology	Technology advancements and regulations resulting in our ships becoming technologically obsolete.	Impact on the resale value or useful lives of less efficient or older vessels.
	Unsuccessful investments in new technologies.	Capital expenditure (CapEx) investments not paying out.
	Higher emissions of older vessels relative to more modern vessels.	Difficulty in securing employment for these vessels competing with modern vessels.
	Modification costs to transition to lower emission ships.	CapEx investments.
Market	Prevailing low carbon and renewable energy sources.	Potential reduction in global LNG demand, lower shipping rates. Impact on our assets' value.
	Uncertainty of energy sources and of the balance of LNG supply and demand results in increased volatility in the energy market.	Increased volatility in shipping rates, affecting the ability to forecast our fleet performance.
Reputation	Stigmatization of the LNG sector, considered part of the fossil fuel sector.	LNG macro and LNG shipping negatively affected.
	Stakeholders' concerns or negative feedback.	Decreased capital availability at cost-efficient terms.
Acute	Increased severity of extreme weather events.	Transport difficulties, operational downtime and revenue volatility. Higher costs from negative impact on employees (shore and sea staff health and safety issues). Higher operating expenses (OpEx) due to damages in our vessels and LNG supply/demand disruption.
	Extreme variability in weather conditions.	Increased OpEx and CapEx due to reduced efficiency and potential damages to the vessels respectively.
	Rising sea levels. Rising mean temperatures/variability in wind speeds and shifting wind patterns.	Reduced revenue due to downtime. Increased insurance premiums.

Type	Opportunities	Impact to our business and financials
Resource efficiency	Technological solutions on energy consumption.	Reduced operating costs, increased customer satisfaction and engagement leading to higher profitability. Lower GHG emissions and thus lower exposure to the changes in carbon market costs.
Energy source	Higher demand on LNG to replace other more polluting fossil fuels (LNG as the fundamental enabler of the energy transition).	Oil/coal to gas switch improving LNG shipping rates. Reputational benefits affecting profitability.
Products and services	Accelerate innovation that improves efficiency and reduces air emissions, by joining and supporting pilot projects on the development of alternative fuels and the adoption of new technologies.	Support LNG fundamentals and LNG growth leading to increased demand, strong shipping rates and investment returns. Reputational benefits. Further growth opportunities on LNG products.
Markets	Access to new markets for LNG as more countries seek to provide cheaper and cleaner energy through importing gas.	Increased shipping rates and income. Further growth opportunities and financial products available. Diversification of financial assets (i.e. sustainability linked bond/green bonds).
Resilience	Sustainability being part of our strategy and operations, driving improvements in shipping efficiency.	Decrease operational costs. Reputational benefits/increased trust within our supply chain partners. Stakeholder engagement. Increased reliability of our ships' supply chain and ability to operate under various conditions.

Our disclosures relevant to TCFD requirements can be found throughout our report, as per the index below.

TCFD themes	Section/Subsection
Governance	ESG management and governance, ESG reporting and materiality
Strategy	Sustainability landscape (GasLog Partners LP commitment), Sustainability at GasLog Partners LP, GasLog Partners LP's initiatives
Risk management	ESG management and governance, ESG reporting and materiality
Metrics and targets	SASB KPIs and GasLog Partners LP's Initiatives

