



SUSTAINABLE

PERFORMANCE

Sustainability Report 2019

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FOREWORD

GasLog's first Sustainability Report is published at a time when the Company is wrestling with the challenges of the COVID 19 global pandemic, along with the attendant economic and social challenges that this has brought upon all of us. This report acknowledges the magnitude of the climate change challenge and how GasLog is confronting and responding to this issue. We also recognize the critical importance of social justice, good governance and the actions we are taking to enhance our performance in these important areas for our Company.

With that background, I welcome the opportunity to give you my perspective on sustainability at GasLog Ltd. and the wider LNG industry.

Sustainability is described by NASDAQ as "a broad set of environmental, social and corporate governance (ESG) considerations that may impact a company's ability to execute its business strategy and create value over the long term". We endorse this description and, in this, our first report, discuss our current sustainability performance and ambitions for the future.

I remain confident in the demand outlook for natural gas. I believe gas will play a critical role in the energy transition as it partners with renewable energy, including blue ammonia and blue hydrogen, to meet the aggressive goals set to meet the Paris targets and beyond. Liquid methane will contribute to the growing demand for clean energy. The transport of LNG in our vessels provides the critical infrastructure required to deliver gas safely, efficiently and cost effectively to the key energy markets globally which lack access to their own indigenous supplies.

Despite our considerable investment in modern, fuel efficient, slow speed engines, our fleet is not insulated from the fast changing technical and regulatory environment. The maritime industry has agreed ambitious targets through the International Maritime Organisation (IMO), in order to play its part in the global coalition under the UN Framework Convention on Climate Change (UNFCCC) to reduce the global warming impact of emissions on the atmosphere. This affects the propulsion and containment options in subsequent designs of vessels and how we operate current vessels. We are totally aligned to the IMO commitment for 2050 and the operational targets that need to be achieved from now until that date. We are aligning our business plan with the IMO targets to ensure that we contribute to the combined global fleet objective of 6.6g of CO₂ per tonne of cargo carried by 2050, and all intermediate targets, through the vessels we currently operate and will purchase.

We will ensure that we not only meet, but exceed, the LNG ship energy targets set by the IMO at the time new ships are ordered. To emphasise this point, our latest vessels perform 42% better than the current requirement.

We are working with the industry to find ways that both CO₂ and 'methane slip' can be reduced and finally eliminated. We pride ourselves on a culture that places the health, safety and protection of the environment ahead of any commercial imperative. This focus has also enabled us to build a reputation for operational excellence, delivering our ships and cargoes on time and on budget for our customers around the world. It is with all this in mind that we consider the sustainability of our current operational and future investment.

As Chairman of the Board of Directors we are facing an increasingly complex world and we will continue to have difficult strategic decisions to make. It is at times like this when the support and input of an experienced Board is invaluable in helping the executive team validate their strategic proposals to ensure our sustainability. In arriving at the best decisions, we are committed to wider diversity of Board membership.

In producing this sustainability report we have endeavoured to consider the impact of all material issues and considered the impact that our investors, staff, customers, regulators and suppliers have on our business. We are committed to an agenda of continuous improvement across all these key areas and I look forward to reporting on progress in the future. I am confident that this will help to ensure the long-term creation of value and success for GasLog.



Peter G. Livanos
Chairman
GasLog Ltd.



GASLOG LTD.

We are a leading global provider of LNG shipping services. We deliver natural gas that is meeting the world's growing energy needs and helping the world transition to a lower carbon future.

We make LNG shipping safer, cleaner and more efficient, and our customers' businesses more reliable and sustainable.

Everything we do, from the design and build of our vessels, to the quality of our people and our relentless focus on safety and operational excellence, protects the value of the cargoes entrusted to us.

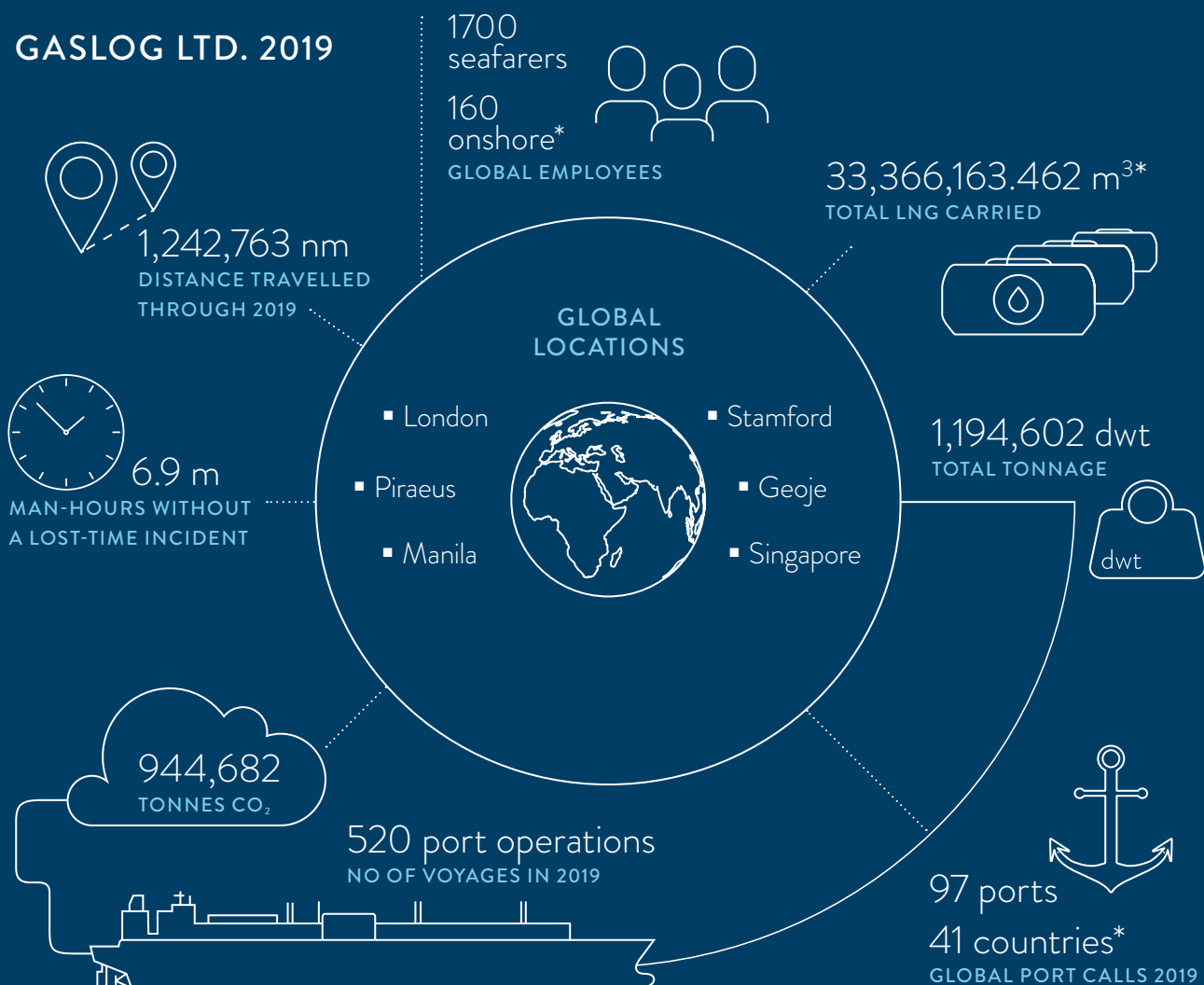
We are long-term partners for performance, committed to delivering on the promises we make to our stakeholders.



OUR 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.

GASLOG LTD. 2019



*Combined GasLog Partners LP and GasLog Ltd. fleet

OUR VALUES

Our values define how we behave and the standards by which the company operates. They help us operate as one company across all offices and vessels. Each year the annual Chairman's Awards recognises employees who exemplify our values.



Safety

An organisation-wide culture of safety and environmental awareness, ensure our onshore and offshore personnel return home safety, and the environment stays as it was.



Teamwork

We work collaboratively utilising each member's 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; and being willing to listen and learn.



Reliability

We provide the highest quality of service, on time.



Customer Focus

We listen to and understand our customers' needs 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 attract new business and differentiate ourselves from the competition.

OUR FLEET

IMO 2030 target: 13.2

IMO 2050 target: 6.6

Vessel name and identifier	Propulsion*	Cargo capacity (cubic metres)	Year built†	Technical management	Ownership	2019 CO ₂ GR/TON*NM
Methane Lydon Volney (LYD)	Steam	145,000	2006	Yes	100% GasLog Ltd.	36.34
Methane Nile Eagle (EAG)	Steam	145,000	2007	Yes	25% GasLog Ltd.	28.39
GasLog Chelsea (CHE)	TFDE	153,600	2010	Yes	100% GasLog Ltd.	24.10
GasLog Savannah (SAV)	TFDE	155,000	2010	Yes	100% GasLog Ltd.	24.32
GasLog Singapore (SIN)	TFDE	155,000	2010	Yes	100% GasLog Ltd.	22.35
Methane Julia Louise (JUL)	TFDE	170,000	2010	Yes	Bareboat to GasLog Ltd.	19.76
GasLog Skagen (SKA)	TFDE	155,000	2013	Yes	100% GasLog Ltd.	20.39
GasLog Saratoga (SAR)	TFDE	155,000	2014	Yes	100% GasLog Ltd.	15.44
GasLog Salem (SLE)	TFDE	155,000	2015	Yes	100% GasLog Ltd.	19.37
GasLog Genoa (GNA)	X-DF	174,000	2018	Yes	100% GasLog Ltd.	14.15
GasLog Hong Kong (HON)	X-DF	174,000	2018	Yes	100% GasLog Ltd.	12.80
GasLog Houston (HOU)	X-DF	174,000	2018	Yes	100% GasLog Ltd.	12.82
GasLog Gladstone (GLD)	X-DF	174,000	2019	Yes	100% GasLog Ltd.	13.13
GasLog Warsaw (WAR)	X-DF	180,000	2019	Yes	100% GasLog Ltd.	11.12
GasLog Windsor	X-DF	180,000	2020	Yes	100% GasLog Ltd.	
GasLog Wales	X-DF	180,000	2020	Yes	100% GasLog Ltd.	
Hull No. 2274	X-DF	180,000	2020	Yes	100% GasLog Ltd.	
Hull No. 2300	X-DF	174,000	2020	Yes	100% GasLog Ltd.	
Hull No. 2301	X-DF	174,000	2020	Yes	100% GasLog Ltd.	
Hull No. 2311	X-DF	180,000	2021	Yes	100% GasLog Ltd.	
Hull No. 2312	X-DF	180,000	2021	Yes	100% GasLog Ltd.	

GASLOG ALSO OPERATES THE GASLOG PARTNERS LP FLEET UNDER SHIP MANAGEMENT, COMMERCIAL AND ADMINISTRATIVE SERVICE AGREEMENTS:

Vessel name and identifier	Propulsion*	Cargo capacity (cubic metres)	Year built	Technical management	Ownership	2019 CO ₂ GR/TON*NM
Methane Jane Elizabeth (JAN)	Steam	145,000	2006	Yes	100% GasLog Partners LP	26.88
Methane Rita Andrea (RIT)	Steam	145,000	2006	Yes	100% GasLog Partners LP	24.19
Methane Alison Victoria (VIC)	Steam	145,000	2007	Yes	100% GasLog Partners LP	27.63
Methane Heather Sally (SAL)	Steam	145,000	2007	Yes	100% GasLog Partners LP	26.70
Methane Shirley Elisabeth (ELI)	Steam	145,000	2007	Yes	100% GasLog Partners LP	25.13
Methane Becki Anne (BEC)	TFDE	170,000	2010	Yes	100% GasLog Partners LP	18.84
GasLog Santiago (SAN)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	15.29
GasLog Seattle (SEA)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	16.34
GasLog Shanghai (SHA)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	17.60
GasLog Sydney (SYD)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	19.14
GasLog Geneva (GEN)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	14.31
GasLog Gibraltar (GIB)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	13.79
GasLog Glasgow (GLA)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	14.19
GasLog Greece (GRE)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	15.08

The IMO 2030 and 2050 targets shown are an ABS estimation of CO₂ reduction by 40% in 2030 and 70% in 2050, based on published data in the 3rd IMO GHG study 2014

* TFDE refers to Tri-Fuel Diesel Electric and X-DF to low pressure two-stroke engines manufactured by WinGD

† For newbuilds the Year Built entry denotes expected delivery

GLOBAL SUSTAINABILITY OUTLOOK

CLIMATE CHANGE

The scale of the challenge

Global shipping transports 98% of all internationally traded goods, whilst producing less than 3% of the world's CO₂ emissions. Shipping is the most carbon efficient transport system for goods carried.

The industry recognises its responsibility in reducing emissions and is working through the International Maritime Organisation (IMO) to achieve the following ambitious targets:

- reduce vessel carbon intensity through implementation of further phases of the energy efficiency design index (EEDI) - the measure of energy efficiency of new ships by design that estimates grams of CO₂ per tonne mile
- reduce CO₂ emissions per tonnes of cargo carried, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008 levels
- reduce the total annual greenhouse gas emissions of shipping by at least 50% by 2050 compared to 2008 levels, with GHG emissions from international shipping peaking as soon as possible

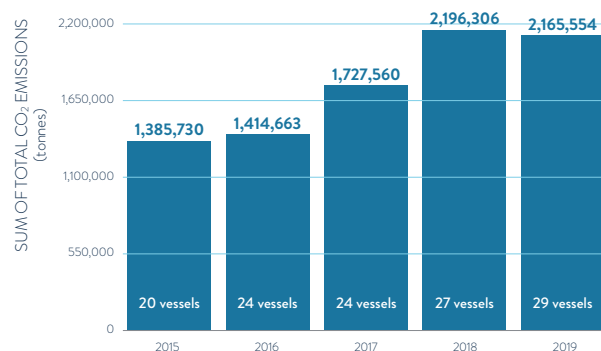
With the effect of global trade growth to 2050 factored in, individual ships will have to achieve an 80% reduction in CO₂ emissions compared to current levels. If, however the current technology was maintained, and the world fleet grew at the required rate to support world trade growth, it is estimated that, as land-based activity decarbonised, shipping could account for 15 to 18% of world CO₂ emissions.

The LNG advantage

The shipping industry faces a dilemma. Technical solutions to achieve these reductions are not yet available.

While LNG as a fuel is widely being adopted in shipping due to its 20% reduction in CO₂ emissions compared to marine diesel oil, it is acknowledged that, even if all ocean-going transportation converted to LNG, the industry would not reach the IMO 2050 targets. GasLog is fortunate in having the capability to use LNG as a primary fuel across the whole fleet. Technology installed on our fleet puts GasLog at the leading edge of the drive to reduce emissions.

Annual CO₂ emissions from GasLog Partners LP and GasLog Ltd. fleet



Further reduction in emissions will require new fuels, new power systems and new fuel supply infrastructure to be developed. It will also require installation of energy saving devices such as air lubrication systems, fuel cells, Fletnor rotors, speed and voyage optimisation, which will require capital investment and operational changes.

Future fuels

Ammonia and hydrogen are the most commonly discussed future fuels, but biofuels and biomethane are also under consideration. All come with their own challenges. When we look at the true emission reduction achievable through burning these fuels in our ships, we have to consider the impact of the full supply chain, including production. Most will require a form of carbon capture on land to trap emissions from the production process.

Whichever future fuel is adopted, infrastructure will need to be developed and installed. Research estimates that the bunker infrastructure for these future fuels may make up 80% of the total industry costs, with the vessels only making up 20% of the total industry cost.

GasLog's approach

We actively participate in industry groups such as the Union of Greek Shipowners, the UK and International Chambers of Shipping, Intertanko, the Global Maritime Forum and other events and groups on request where we join the effort to actively seek solutions for the industry.

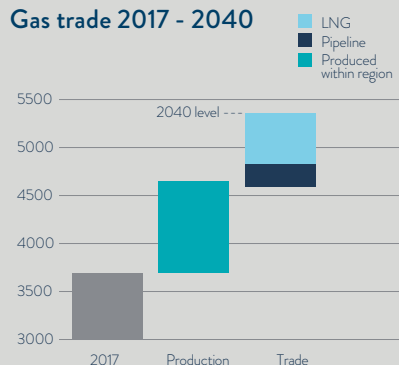
We have also led the industry in implementing new technologies on our vessels. We were the first to apply an enhanced insulation system, the GTT Flex+, to reduce the boil off gas from our cargo and we also installed reliquefaction plants to give us better control over our boil off gases on three existing and all new vessels.

We are now reporting all our emissions transparently to the IMO and EU under their two schemes. GasLog recognises the efforts being made by the marine industry and is supporting that effort through its energy management plan and the acquisition of modern IMO 2030 compliant tonnage.

Looking forward however, technological innovation will move quickly and our ability to understand and assess these technologies will grow in importance. Our Technical and Innovation team will ensure we are fully aware of the risks and opportunities these changes will bring.

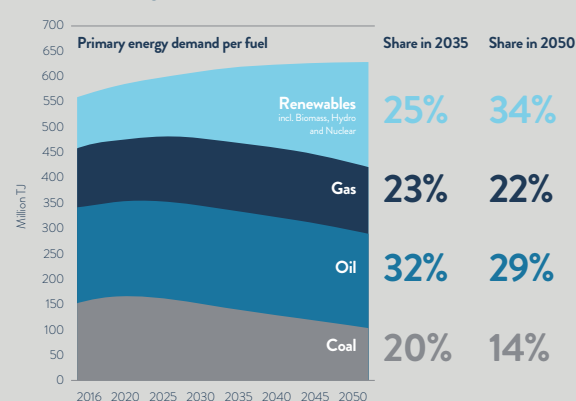
“GasLog is fortunate in using LNG as a primary fuel across the whole fleet. Technology installed on our fleet puts GasLog at the leading edge of the drive to reduce emissions.”

Gas trade 2017 - 2040



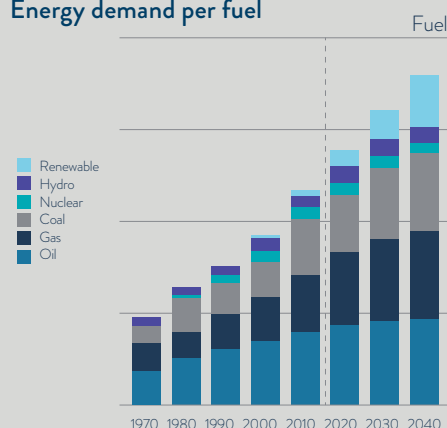
Source: International Energy Agency, World Energy Outlook 2019

Primary energy demand per fuel



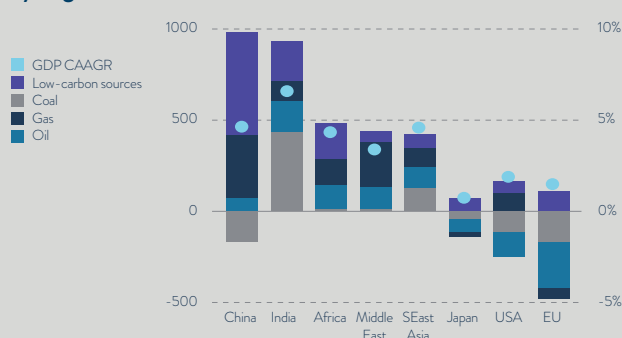
Source: McKinsey Energy Insights' Global Energy Perspective, January 2019

Energy demand per fuel



Source: International Energy Agency, World Energy Outlook 2019

Change in energy demand and average GDP growth rate by region in the Stated Policies Scenarios, 2018 - 2040



Faster economic growth in developing economies is accompanied almost everywhere by rising demand for all fuels and technologies

Source: International Energy Agency, World Energy Outlook 2019

ENERGY DEMAND

LNG plays an important role in the transition to a cleaner world. The UNFCCC Paris Agreement has set out a low carbon framework for reducing global emissions and national governments are also introducing legally binding emissions reduction targets to improve air quality and reduce the impact of climate change. At GasLog, we play our part through delivering natural gas which will displace more polluting forms of energy and help the world transition to a cleaner future.

The combustion of natural gas does not emit soot, dust or fumes. It generates 30% less carbon dioxide (CO₂) than fuel oil and 45% less than coal at the point of consumption, with a twofold reduction in nitrogen oxide (NO_x) emissions and almost no environmentally damaging sulphur dioxide (SO₂) emissions. The concerns about methane leakage to the atmosphere from the well to the point of use is now well understood and operational and technical solutions are being implemented to consistently reduce these levels.

Shell forecasts that by 2035 more than 70% of energy demand growth will be met by gas and renewables combined, with gas supplying more than 40% of the additional demand. Reducing CO₂ emissions through a shift from coal to natural gas power plants is a key strategy to support pathways for climate stabilization. However, methane leakage in the natural gas supply chain call the net benefits of this transition into question. It is generally accepted however that the coal-to-gas shift is consistent with climate stabilization objectives for the next 50-100 years. This switching has been supported by a reduction in the cost of gas which has provided commercial benefit.

LNG continues to be the fastest-growing gas supply source, with an expected compound annual growth rate of 4% between now and 2035. LNG supports a flexible energy supply to meet seasonal and short-term demand requirements as a good partner to renewable energy. This will also be the case as bio-methane becomes more commercially available in a low carbon environment. It is also a reliable partner for renewables because it can quickly compensate for dips in solar or wind power supply and rapidly respond to sudden increases in demand.

The consistent opinion amongst leading experts, including DNV GL, BP and the International Energy Agency (IEA), is that the percentage contribution of LNG to the growing global energy supply will be maintained until 2050, although total demand will peak in approximately 2035 as renewable energy captures a greater share. This increase in share will, however, be at the expense of coal and oil, rather than gas. We expect to see continued growth in gas consumption, albeit at a lower CAGR in later years. According to IEA forecasts, we estimate that the global fleet will require an additional 600 LNG ships above 2017 levels to meet demand. The IEA predicts that, in 2030, over 60 percent China's natural gas demands will have to be met through imports.

The demand for LNG shipping is clear. A modern fleet of GasLog LNG carriers will continue to play its part in supporting the transition to a cleaner world.

GASLOG'S SUSTAINABILITY STRATEGY

What we do impacts the world. We take care to protect people and the environment. Our values of integrity, reliability, safety, teamwork, customer focus and innovation underpin everything we do.

Our sustainability strategy, set out on the following pages, reports our commitments, objectives and progress under each of the environmental, social and governance aspects of GasLog's activities.

Whilst GasLog maintains management control of sustainability through strong leadership and policy implementation, combatting climate change can only be achieved by working with industry and the IMO to reduce our emissions and impact on the planet.

GasLog contributes to meeting the UNFCCC 1.5/2.0 degree target through playing our part in supporting the IMO's commitment for 2050 and the operational targets that need to be achieved.

Our business strategy is therefore aligned with the IMO's global fleet strategy, to ensure we contribute to the combined global fleet objective of 6.6g of CO₂ / tonne of cargo carried by 2050 and all intermediate targets. This will apply to both existing vessels and also our current and future new buildings.

This report however shows that where operational activities can reduce emissions, within the limit of current technology and where our policies can be strengthened, we have set improvement plans and targets in place.

As we transition through the increasingly challenging newbuilding EEDI targets we will ensure that we not only meet, but exceed, the LNG ship target set at the time as new ships are ordered. To emphasise this point, our newest vessels have an EEDI 42% less than is currently required. We achieve this

through innovative hull forms and the choice of fuel efficient engines with the chosen cargo capacity.

Scenario planning

As we consider possible scenarios, our fleet's impact on climate change is intimately connected with the outcomes of the efforts of the IMO and we will, in all respects, match, or improve on, their targets for both new and operational ships in our fleet.

The scenario of an introduction of a carbon tax for shipping has not been factored in within this report, however GasLog recognises that such a decision by flag states, or 'bloc' of states within IMO, would significantly impact the business of both the charterers and GasLog.

Reporting standards

Having reviewed the leading sustainability reporting standards, we have adopted the Sustainability Accounting Standards Board (SASB) recommendation for Maritime Transport, alongside additional indicators that are materially important to GasLog and our stakeholders. We also support the UN Sustainable Development Goals and have mapped our KPIs to the areas in which GasLog has the greatest impact.

This report also covers all the key sections under the Global Reporting Initiative (GRI) 200, 300 and 400 and we have ensured we have covered the major elements of the EU non-financial reporting directive which, as from February 2020, is out for consultation on revision, in addition to the Financial Stability Board disclosure recommendations.

Our financial disclosures can be found in our 2019 Annual Report on Form 20-F filed with the US Securities and Exchange Commission (SEC) on 6 March 2020 and can be read at www.gaslogltd.com/investors/annual-quarterly-reports/.

ALIGNING OUR SUSTAINABILITY STRATEGY TO THE EU NON-FINANCIAL REPORTING DIRECTIVE

TCFD disclosures		NFRD elements				
		Business Model	Policies and Due Diligence	Outcomes	Principal risks and management	Key Performance Indicators
Compare	Board oversight	●				
	Managements role		●			
Strategy	Climate related risks / opportunities				●	●
	Impact of risks and opportunities			●		●
	Resilience of the organisation				●	●
Risk Management	Process for identifying and assessing				●	
	Process for managing				●	
	Risk management integration				●	
Metrics and Targets	Metrics used to assess					●
	GHG emissions					●
	Targets					●

KEY PERFORMANCE INDICATORS

SUSTAINABILITY ACCOUNTING STANDARDS BOARD (SASB) RECOMMENDED KPIS FOR MARITIME TRANSPORT

Dimension	General issue category	SASB identified materiality items for marine transport - 2019 year end	2018
ENVIRONMENTAL PROTECTION	GHG EMISSIONS		
	FO CO ₂ (HFO, LFO, GO, DO) tonnes	164,150	163,062
	LNG CO ₂ tonnes	780,532	677,793
	Methane emissions tonnes	14,191	12,323
	Average methane / nautical mile (nm)	0.1393	0.1166
	AIR QUALITY		
	SO _x - as per IMO guidelines - tonnes	2,406	2,563
	NO _x - as per IMO guidelines - tonnes	1,867	2,026
	SHIP EFFICIENCY INDEX		
	Average fleet EIV CO ₂ grams / cargo*nm	8.2	8.2
SOCIAL CAPITAL	Average fleet EEDI CO ₂ grams / cargo*nm	5.75	5.83
	Average fleet EEOI CO ₂ grams / cargo*nm	23.49	22.58
	Total office electricity consumption kWh	424,000	325,000
	ECOLOGICAL IMPACTS		
	Volume of plastic sent ashore M ³ / vessel	16	20
	DATA SECURITY		
	GDPR breaches	2	zero
	Virus attempts detected	28	27
	Phishing emails detected	19	10
	STAKEHOLDER ENGAGEMENT		
HUMAN CAPITAL	Key client - visits per quarter	Three per quarter	
	Staff - CEO town halls	One per quarter	
	Staff - senior management ship visits	33% owned and managed fleet per year	
	Key suppliers	Twice per year	
	Lending banks	Two per bank per year	
	Investors	Top 10 visited once per year	
	EMPLOYEE HEALTH & SAFETY		
	LTI / exposure hours	0	0.32
	FAC	1	4
	EMPLOYEE ENGAGEMENT, DIVERSITY & INCLUSION		
BUSINESS MODEL & INNOVATION	Number of employees	168	171
	Shore based retention rate	96%	95%
	Sea staff retention rate (officers)	97%	97%
	Sea staff retention rate (crew)	98%	98%
	% female employees	36%	34%
	Women in leadership and on Board	6%	6%
	Number of nationalities	14	13
	BUSINESS ETHICS		
	% staff training in Business Code	100%	100%
	% staff responding to ethics survey	Due 2020	76% Shore / 43% Fleet

GASLOG'S SUSTAINABILITY ROADMAP

Action	Operational / Technical	Not started	In progress	Embedded
ENVIRONMENTAL PROTECTION				
Our ambition is to improve operational efficiency and reduce our environmental footprint, both onshore and at sea.				
Our environmental stewardship strategy aims to limit our harmful gas and water emissions, and reduce the waste generated by our activities.				
We want to preserve natural resources, so we consider the environmental and energy implications of everything we do.				
Management System				
Compliance with ISO 14001 - Vessels and Ship Management Company	○			●
Environmental lifecycle management including future scrapping	○		●	
Specification and new building				
Shipyard selection based on approach to sustainability across all HSQE areas	○			●
Continuous improvement in shipyard and supply chain HSSE	○		●	
Work with the shipyards on hull optimisation for operational profile	○		●	
Evaluate the latest technology to limit fuel consumption and emissions	○ / T		●	
Investigate and fit reliquification where appropriate	T			●
Minimise potential hazardous waste in the vessel designs and record as required	○			●
Maintain paint technology application to reduce fuel consumption	T		●	
Include emission monitoring equipment to evaluate operational impact on emissions	○		●	
Fit high temperature incinerators to allow us to safely burn plastic and other residue	T		●	
Vessel operations				
Shore staff awareness and training on office recycling ,water and energy conservation policy	○		●	
Ship staff awareness and training in all equipment to maximise environmental protection	○			●
Ensure capability to monitor vessel management of environmental issues	○		●	
Analyse and optimise the exhaust emissions	○		●	
Manage solid waste incineration and disposal ashore	○ / T		●	
Ensure full compliance with all emission reporting requirements	○			●
Vessel recycling				
Adhere to the Hong Kong convention on scrapping	○			●
Offices and travel				
Minimise staff waste in offices and increase lifestyle awareness	○	●		
Minimise plastic waste in all offices, recycle food and paper	○		●	
Measure and minimise paper usage	○		●	
Measure, manage and reduce air travel emissions	○	●		
Monitor all office energy, water and waste consumption	○	●		
SOCIAL AND HUMAN CAPITAL				
KEEPING OUR PEOPLE SAFE				
Safety is central to everything we do. We do tolerate any compromise on safety - our aim is to have zero incidents				
Attraction and Recruitment				
Ensure company culture of safety and sustainability is promoted throughout recruitment process	○		●	
Training and Development				
Train all staff in personal health, safety, social and environmental risks (HSSE)	○			●
Train all levels of management on shore and at sea on how to lead safety	○		●	
Train senior officers to identify and support colleagues with signs of mental disorder	○		●	

Action	Operational / Technical	Not started	In progress	Embedded
Equipment and Process				
Target LTI and TRF at better than industry averages	○			●
Provide all necessary personal protection equipment to ensure the highest HSSE standards	○			●
Improve root cause analysis on all significant incidents	○		●	
Provide mental health helpline and Philippine shore support	○			●
Ensure all working environments at sea and ashore are as safe as practical	○			●
EMPLOYMENT PRACTICE, INCLUSION AND LABOUR RELATIONS				
We are committed to diversity and inclusion and aim to provide a competitive package of pay and benefits for all employees.				
Attraction and Recruitment				
Actively employ talent from different industries and backgrounds to build our expertise	○		●	
Actively employ knowledge and expertise from different industries and backgrounds	○			●
Annually review intern programme	○			●
Provide competitive mix of salary, bonus and stock ownership plans	○			●
Adopt flexible working where practical to assist with family issues and work-life balance	○		●	
Provide competitive and flexible benefits package (mid to upper quartile packages)	○			●
Commit to fair pay with medical, life and pension plans	○			●
Encourage and employ young people to ensure future talent pipeline	○		●	
DEVELOPING OUR PEOPLE				
We invest in assignments, training and the personal development of our people to perform at the highest level.				
Training and Development				
Regular monitoring of all staff career development and training	○			●
Develop our managers to create a good working environment	○		●	
Ensure we have a strong cadet programme with multi-nationality intake	○		●	
Provide ship and shore assignment programmes for career development and a one-team culture	○		●	
Equipment and Process				
Continuous assessment and training in our in-house bridge simulator			●	
PROMOTE TRANSPARENT AND ETHICAL BEHAVIOUR				
Integrity and high standards of governance are embedded in our daily operations.				
Attraction and Recruitment				
Compliance with ILO requirements	○			●
Establish processes and targets to improve the diversity of our seafarers	○		●	
Pay in excess of seafarer ITF collective bargaining agreement	○			●
Increase diversity in our workforce including Board level	○		●	
To be recognised as a good employer for our living conditions on our vessels	○			●
Training and Development				
All staff to be trained in ethical behaviour and management as appropriate	○			●
Foster a one-team approach throughout the organisation	○			●
Provide internet access to crew members for shore contact	○			●
Zero tolerance to bribery and corruption	○			●
Integrity and high standards of governance embedded in our daily operations	○			●
Provide a confidential whistle blower hotline for reporting breaches or concerns	○			●
Uphold human rights and commit to ensuring that our activities do not violate them	○			●
Eradicate slavery and human trafficking	○			●
Expand diversity and equal opportunity reporting	○		●	
SUPPORT COMMUNITIES AND MAKE A DIFFERENCE				
We give back and make positive contributions to communities.				
Process and Investment				
Maintain a community giving programme in all areas that we operate	○			●
Provide shore support services for seafarer families	○		●	
Establish formal employee community action programme	○		●	

Action	Operational / Technical	Not started	In progress	Embedded
LEADERSHIP AND GOVERNANCE				
STAKEHOLDER ENGAGEMENT				
We cannot achieve improvements in our sustainability / ESG targets without working in partnerships with others.				
Improve our stakeholder analysis to ensure we share common sustainability values	○	●		
Implement sustainable partnerships with the right business and industry partners	○		●	
Ensure frequent visits by senior management to the fleet with feedback reviews	○			●
Comprehensive pre and post-service debriefing for all officers and crew	○		●	
Collect and review ESG feedback from stakeholders such as banks, investors, clients, suppliers and staff	○		●	
Strengthen our technology engagement and internal capability	○		●	
Actively engage with the marine sector community to influence and understand drivers	○		●	
Measure staff engagement through a survey every two years with a resulting action plan	○			●
Actively support and engage in the Poseidon Principles initiative of financial institutions	○			●
ANTICIPATE RISK AND CREATE VALUE				
We manage risk and opportunities through an integrated risk management method and will increasingly look at the impact of sustainability issues as part of that process.				
We maintain a fully integrated risk management system	○			●
Ensure that all sustainability risks are integrated in the IRMS processes	○		●	
Ensure that cyber risk is included in risk management	○		●	
Maintain a full emergency response system, including cyber attack	○			●
SUSTAINABILITY LEADERSHIP				
Leadership and management of ESG is embedded in the organisation.				
Increase our involvement in partnerships to support the IMO achieve their 2050 targets	○		●	
Demonstrate that ESG technology and regulatory drivers are included in our strategy	○		●	
Increase Board and management diversity	○		●	
Extend the HSSE Committee to include Sustainability	○			●
Maintain ISO 9,000, 14,000, 18,000 and 50,000 to verify sustainable leadership process	○			●
Maintain a dedicated lead and an ESG steering committee	○			●
GOVERNANCE				
We are fully compliant with all applicable laws and regulations.				
Ensure the highest standards of compliance with international regulation	○			●
Ensure that the organisational structure and registration is tax compliant	○			●
Compliance with Sarbanes-Oxley requirements	○			●
Compliance with client and industry body requirements	○			●
Select high standards of vessel flag and classification to assure our compliance	○			●
Employ high quality internationally recognised audit company	○			●
Ensure all vessel operational audits are reviewed and lessons learnt implemented	○			●
REPORTING STANDARDS				
We are committed to transparent reporting of our ESG performance.				
Maintain full transparency in our scope of ESG reporting	○		●	
Adopt the Sustainability Accounting Standards Board (SASB) recommendation	○		●	
Review our Sustainability KPI metrics after each full year review on progress against targets	○		●	
UNITHOLDER PROTECTION				
We value our unitholders and are committed to protecting their rights and creating value.				
Recognise rights to share in the company's profitability, income, and assets	○			●
Recognise unitholder rights in control and influence	○			●

ENVIRONMENTAL PROTECTION

Throughout the lifecycle of our vessels and the management of our offices we strive to minimise our environmental impact on the planet.

In the contractual relationship with our customers with vessels under time charter, GasLog does not have control over the fuel consumed (LNG or fuel oil), or the voyage speed and route. We do however work in conjunction with the charterers to achieve an optimum solution based on their ambitions. For the spot market vessels we do have control of fuel decisions and make every effort to minimise our energy consumed in line with the energy plans for each vessel. The achievement of energy targets is reviewed annually.



OUR SHIPS

GasLog's ship management activity, carried out by GasLog LNG Services Limited, is certified to ISO 14001 with an environmental lifecycle approach, from specification, new-build, operations and ultimately recycling at end of life.

Specification and newbuildings

In selecting our shipyard, we consider each yard's approach to environmental protection, safety and care of their workforce. We review their certification, management system and culture to ensure they match those of GasLog as a key supplier.

All of our vessels have been built in South Korea. Samsung and Hyundai were selected for our newbuildings due to their quality, safety, environmental and social performance and we believe these yards operate at a world class level.

Due to the high HSSE standards expected by GasLog of all our suppliers, our operations team and senior management have regular meetings with the yard management to encourage continuous improvement in Health, Safety, Security and Environmental performance.

As a company, GasLog has aimed, and will aim in the future, to be at the leading edge of efforts to reduce carbon and other emissions as new technical options became commercially available and competitive. We were an early adopter in moving from steam turbine to TFDE technology and similarly to Wartsila's X-DF slow speed and low-pressure engine, when the technology was available. This allows a significant reduction in fuel consumption per unit of freight carried especially with the larger cargo capacity designs.

We worked with both yards and customers to ensure the shape of the hull is optimised over the service speed range to ensure fuel consumption, and in turn emissions, are minimised.

We were the first adopter of the GTT Mk3 Flex plus containment system which reduces unnecessary use of the gas combustion unit and hence CO₂ emissions.

In our specification requirements to the shipyard we have:

- a requirement for a clear record of all hazardous materials used in the construction
- selected the latest dual fuel, slow speed and low-pressure engines, which limit fuel consumption and emissions on our latest generation of carriers
- included reliquefaction plants and super-coolers to manage our boil-off
- fitted high temperature incinerators to allow us to burn plastic and other waste in accordance with international maritime regulations
- specified the most appropriate paint system to minimise fuel consumption based on our utilisation
- installed equipment to measure our emissions
- ensured we have complied with all current and known environmental regulations under MARPOL and industry best practice

Vessel operations

During ship operations, we ensure that:

- we optimise our use of boil-off and manage our heel for ballast voyages
- we have a cargo control system which ensures that methane is not vented to the atmosphere unless an unsafe situation arises.
- we have invested in exhaust measurement systems and are now investigating hull air lubrication systems
- all environmental protection data is transparently reported under the IMO and EU schemes
- all our environmental protection equipment for oil, ballast water, sewage, solid waste, plastic and food waste is maintained in an approved condition
- plastics and other waste required to be shipped ashore is disposed of in accordance with national and international requirements to certified companies
- we keep all hazardous material under control in all our vessels as part of our safety management system
- we do not have Ice Class vessels and are therefore not subject to Arctic regulations

Recycling

The Green Passport of hazardous material used in construction and updated through a vessel's operation is available for the fleet and we strictly control the consumable hazardous material used in the operations.

We support, and will adhere to, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009, in accordance with flag requirements.

OUR OFFICES

All our offices adopt a recycling policy for waste. We have eliminated the use of plastic bottles by installing water coolers and supplying reusable cups and bottles (we also removed all single use bottles from our full fleet in 2019). We aim to minimise our office energy and water usage through annual measurement and target setting to encourage new energy and water saving technologies. The utility and environmental performance will be considered in the selection of new office space.

We encourage staff to minimise printing, use online archiving methods instead of paper storage.

To date we have not targeted a reduction in travel related CO₂, however we have figures for 2019 from our global travel company by individual, to set a baseline for future target reduction.



RELIEQUEFICATION MANAGING EXCESS BOIL-OFF PROVIDES FUEL AND EFFICIENCY SAVINGS

All our vessels under construction have the latest generation of Wartsila low-pressure, dual-fuel, two-stroke X-DF engines. They have very low boil-off rates of 0.07% and are equipped with either reliquefaction or sub-coolers to manage excess boil-off, creating more trading flexibility. This leads to fuel and efficiency savings for our customers whilst reducing emissions.

As shown in an earlier graph, these latest ships are IMO 2030 compliant and exceed the current IMO EEDI target for LNG ships.





SOCIAL AND HUMAN CAPITAL

GasLog aims to be a world-class organisation, recognised as the industry leader in our sector and as a great place to work. We believe that shared values, collaboration and teamwork create success. This, along with the pride of being connected to a business bringing cleaner energy to the world, is why people choose to work and stay at GasLog.

Keeping our people safe

Safety is a key priority for our people and the management of our working environments. All staff are trained in health, safety, social and environmental risks (HSSE).

We always assess risks and adapt procedures accordingly. In 2020 we reached over 6.9 million man-hours without a lost-time injury. Our Lost Time Injury Frequency and Total Recordable Case Frequency statistics are consistently and significantly better than the industry averages.

Mental health is key in ensuring the safety of our employees, especially our seafarers. We have invested in training our senior officers to make sure they can identify colleagues who are showing signs of mental stress and know how to deal with it. We have also invested in a confidential mental health support line, Hunter Link, for staff to have access to specialist support if required.

Through collaboration with other industry partners, such as Shell's Partner in Safety and the HiLo initiative, we hope to keep not only our people safe, but also the industry by sharing best practice.

COVID-19

During the COVID-19 pandemic all our ships and offices took extra precautions to ensure the health, safety and wellbeing of the staff on board and ashore. We were fortunate that due to the full employment of the vessels we were able to keep all staff employed without any reduction in their pay or benefits. With the use of technology, all staff worked remotely from their homes and we maintained full connectivity with stakeholders and the ships to ensure that our services were not interrupted.

Additional complications arose with service suppliers and crew changes but working with partners in the industry and through flexibility of our employees the situation remained manageable and our vessels traded without interruption both technically and commercially.

Weekly risk meetings and staff townhall meetings ensured we identified new risks and agreed the mitigations as new situations developed. The learning from this pandemic has opened up new opportunities in working practices to be positively exploited in the future.

Developing our people

People development is another key priority. We invest in assignments, training and personal development so our people are highly qualified to perform well in an environment of changing industry demands.

We actively employ talent from different industries and backgrounds to build our knowledge and expertise. We also run an intern programme each year.

Shipping has traditionally been a male dominated industry. This is slowly changing, and we see a big difference in gender diversity in our shore-based staff and sea staff. We will be making more effort to provide a working environment at sea which encourages a more diverse set of officers and crew.

Reward

We offer a competitive mix of salary, bonus, benefits and stock ownership plans.

Our flexible reward scheme allows employees to choose what works best for their own circumstances. Medical, life, and pension plans are fully funded by the company.

Investing in our seafarers

For our seafarers, the company is fully compliant with International Labour Organisation (ILO) requirements. We pay in excess of the Collective Bargaining Agreement (CBA) framework under The International Transport Workers Federation (ITF) and our crew benefits including health, catering and safety management are of the highest standards.

We believe our high standards and focus on safety are a key reason for our high retention rates for both officers and crew. Our vessels have excellent living quarters, recreation areas, a cafeteria and well designed and maintained working areas. We invest in world-class internet access, so they can keep in touch with their shore lives. We also balance service time and home leave. With our offices in the Philippines and Greece we are able to offer support to our seafarer families when required.

Career development and training

To foster a one-team approach between ship and shore, we have dedicated ship management teams, frequent visits to vessels by senior management, and comprehensive pre and post-service debriefings.

We focus on career development and our extensive cadet program trains the best candidates into officers. Ship-to-shore assignments provide further development opportunities and greater flexibility over career paths.

In 2019 we commissioned an in-house, state of the art, training centre ensuring continuous development helping career development. The bridge simulator acts as a focal point for high quality operations at GasLog. It helps continuously improve navigation skills and ensure the safety of our crew, ship, cargo and the environment. In our training facilities we also have a cargo and engine room simulator that offers our colleagues the ability to learn effective operations handling in every discipline. Our in-house ex-Masters and Chief Engineers who are familiar with the GasLog culture are well placed to assess and guide our talent of the future.

Onshore, we annually set and review individual development plans. We set an annual training budget of 2% of our staff costs and ensure that all vacancies are advertised internally to ensure our own staff advance to their full ambition and capability. Our dedicated team of HR staff monitor and advise the management and staff on career development and training.

Zero tolerance

We have a zero-tolerance approach to bribery and corruption. All employees are required to undertake annual online, assessed, training to ensure they are up to date with the latest requirements, ensuring the recognition of breaches and the requirement to report. The Board and Senior Management team reinforce our zero-tolerance approach to bribery and corruption. We provide a confidential whistle blower hotline for reporting breaches or concerns and encourage its use.

Modern slavery

GasLog aims to prohibit slavery and human trafficking in our operations and supply chain. We have implemented, and will continue to be committed to, systems and controls to ensure that slavery does not occur anywhere within our organisation. We expect that our suppliers will hold their own suppliers to the same high standards.

Supporting our communities

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

We encourage employee involvement in community programmes, and will continue to promote this outreach in our future activities, allowing staff one day a year, in addition to annual leave, to volunteer.



GASLOG WINS SAFETY AT SEA CREW OF THE YEAR AWARD 2019

The crew of the *Methane Alison Victoria* won Safety at Sea's 2019 Crew of the Year Award. The award celebrates crew that have consistently put safety first and helped inspire others to adhere to best practice - or that have gone above and beyond the call of duty in the name of safety.



DONATION TO HELP REBUILD THE LYREION ORPHANAGE FOLLOWING FOREST FIRES

In 2018, GasLog supported the victims of a deadly forest fire near Athens, donating €500,000 (\$576,000) to the Lyreion Orphanage in eastern Attica. The orphanage, which has been run by a charitable foundation since 1967, was severely fire damaged. GasLog's donation replaced the fleet of vehicles for the children's home.

LEADERSHIP AND GOVERNANCE

CORPORATE GOVERNANCE

GasLog Ltd. is a holding company incorporated in Bermuda. It has 35 subsidiaries which are incorporated in BVI, Monaco, Bermuda, the Marshall Islands, the US, Cyprus and Singapore. The majority of the companies are single purpose vehicles that own vessels in the fleet.

Board and Management

The Company's employees, under the direction of the Chief Executive Officer, conduct the Company's business on a day-to-day basis. The Board, elected by the Company's shareholders, oversees management and seeks to assure that the interests of all shareholders are served. Both the Board and management recognize that the shareholder's interests may be advanced by responsibly addressing the concerns of other stakeholders including employees, customers, banks, suppliers, partners, government agencies and the public at large.

The Board and Management of GasLog view our sustainability activity and strategy as fundamentally interrelated. Solutions to sustainability issues lie not only with GasLog but also with the wider world in which we operate. Global agreements at the United Nations, international regulatory targets, national requirements and technological advancement, all provide a changing sustainability landscape within which our strategy must be set.

Whilst the Company qualifies as a Foreign Private Issuer under the rules of the SEC, we are not required to appoint the majority of Directors as independent, however, the current GasLog Board is majority independent. We believe that our established practices in corporate governance are in line with the spirit of the NYSE standards.

Committees structure

The Board currently has three standing committees: the Audit and Risk Committee, the Compensation Committee and the Safety and Sustainability Committee. The current charter of each committee is available on the Company's website at www.gaslogltd.com. The Committee Chairs report the highlights of their meetings to the full Board following each meeting of the respective Committees.



Board Directors

The Board shall have at least three independent directors and will annually review the relationships of directors with outside interests.

Directors are required to act honestly and in good faith for the best interests of the Company. In discharging that obligation, directors may rely in good faith on the honesty and integrity of the Company's management and its independent registered public accounting firm. We have a Code of Business Ethics for all directors, officers, employees and agents of the company.

The Board and each of the committees perform a biennial self-evaluation process. As part of these evaluations, the directors provide their assessments of the effectiveness of the Board and the committees on which they serve.

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

Compliance with environmental and social laws and regulations

Shipping is highly regulated under the international laws of the IMO and ship classification rules.

GasLog selected the Bermudan, and Greek flags, and ABS and DNV GL classification, for their high standards to assure our compliance with international regulations. Our offices in the UK, USA, Greece, Singapore and South Korea comply with all local laws. Our vessels and shore-based operations are audited regularly by our customers, Flag States, Class and Port State Control and the feedback from those audits are analysed for continuous improvement.



Sustainability leadership

Strategic governance for sustainability at Board level is delegated to the Safety and Sustainability Committee, which includes the GasLog Chairman, two Board Members and the CEO as a regular attendee. The management team reports into this committee as appropriate.

GasLog has appointed a Sustainability Lead Manager to co-ordinate our ESG strategy. This role works with other senior management who have individual responsibility for each area:

- Operational oversight and sustainability KPI achievement and target setting – COO
- Emissions and air quality, energy management, ecological impact, employee health and safety – Head of HSSE
- Data security – Head of Information Systems
- Employee engagement, diversity and inclusion – Head of HR
- Business ethics – General Counsel
- Governance – Company Secretary
- Financial stakeholder engagement and risk management – CFO

Stakeholder engagement

Our key stakeholders are customers, employees, lenders, investors and suppliers and we maintain regular engagement with them. Our Commercial team are continually in touch with our customers to ensure GasLog's services are delivered to the highest standards. Our management undertake surveys, workshops and meetings with employees to ensure their engagement.

Engagement with lenders is managed through our Treasury team, CFO and CEO. Our Head of Investor Relations communicates with equity and bond investors regularly and formally through quarterly investor presentations and our Annual General Meeting.

We aim to improve our due diligence and engagement with our suppliers to ensure we support the same ESG vision and values throughout our supply chain.

Most of our risks and opportunities come from regulatory and technical change. Engagement with industry, regulatory, international and national government bodies is essential to remain aware of issues that can affect the broader viability of our business. We maintain a wide membership of shipowner, classification society, industry and technical forums to influence, contribute and understand changing risks and opportunities. Responsibility for attendance at the various forums is split amongst senior and middle management.

GasLog is a founding member of the Global Maritime Forum, sits on the "Getting to Zero" sub-committee and is an active supporter of the Poseidon Principles initiative of certain financial institutions.

GasLog is also a member of both HELMEPA and NAMEPA. George P. Livanos, the father of our major shareholder, was concerned about the serious threat human activities pose to the world's oceans and recognized the need to make a positive start towards realizing 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.

As a member of Intertanko we actively support initiatives, as an NGO, to achieve the IMO targets. We also support the carbon reduction initiatives of the International Chamber of Shipping (ICS), through the Union of Greek Shipowners / UK Chamber of Shipping.

Risk assurance

Whilst the health, safety and wellbeing of our employees is paramount, our primary risk in owning LNG vessels is environmental damage through liquid, gas and solid waste. Shipping is a heavily regulated industry and all reports from third party inspection bodies, plus our own internal quality checks, are analysed for trends. Identified risks are managed and mitigated as far as practical. GasLog LNG Services Ltd. maintains ISO 9,000, 14,000, 45,000 and 50,000 certifications, to provide third party review of our management processes.



GasLog maintains an Emergency Response Plan and Cyber Emergency Plans. Both are regularly tested through drills with both ship and shore personnel and lessons learned are always noted for continual improvement.



FOUNDING PARTNER OF THE GLOBAL MARITIME FORUM

GasLog is a founding partner of The Global Maritime Forum, an international not-for-profit organization committed to shaping the future of global seaborne trade to increase sustainable long-term economic development and human wellbeing. Our Chairman Peter Livanos sits on the Forum's Advisory Council.



OUR AMBITIONS FOR THE FUTURE

We hope this report has clearly set out our commitment to sustainable activities, our current practices and our ambitions for the future. Looking ahead, we have identified where our focus should be on improving our performance:

We will ensure responsibility for sustainability is clearly identified in the senior management team roles to ensure proper co-ordination throughout our ship and shore activities.

We will ensure our investors, clients, banks, suppliers and staff recognise that we embrace sustainability and expect them to share the same culture.

More specifically we will:

- Establish processes and targets to improve the diversity of our seafarers
- Increase Board and management diversity
- Strengthen our technology engagement and internal capability
- Increase our involvement in partnerships to support the IMO achieving their 2050 targets
- Enhance our mental health and welfare support for seafarers and shore staff
- Ensure our risk assessment includes the impact of sustainability issues
- Continue to enhance our cyber security protection
- Expand our Sustainability KPI metrics set as a baseline in this report
- Add sustainability criteria to the senior management KPI
- Continue to recognise our responsibility towards society in our carriage of LNG to support a responsible, globalised world through sound sustainability management and policies
- 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
- Ensure our management team consider environmental, social and governance factors in their strategic decisions for the company in the same way that we include safety as a primary requirement



Paul Wogan
Chief Executive Officer
GasLog Ltd.

If you require further information
www.gaslogltd.com



GLOSSARY

20-F	An SEC filing submitted to the US Securities and Exchange Commission used by certain foreign private issuers to provide information	KPI	Key performance indicators
CAGR	Compound annual growth rate	LNG	Liquefied natural gas
CBA	Collective bargaining agreement	LNGC	Liquefied natural gas carrier
cbm	Cubic metre	LP	Limited partnership
DWT	Deadweight tonnage	LTI	Lost time incident
EEDI	Energy Efficiency Design Index	MARPOL	International Convention for the Prevention of Pollution from Ships
EEOI	Energy Efficiency Operational Indicator	MT	Metric tonnes
EEI	Efficiency Existing Ship Index	NAMEPA	North American Marine Environmental Association
ESG	Environment, social, governance	NASDAQ	National Association of Securities Dealers Automated Quotations System
FAC	First aid case	NFRD	Non-financial Reporting Directive
FO	Fuel oil	NGO	Non-governmental organisation
GDP	Gross domestic product	Nm	Nautical miles
GDPR	General Data Protection Regulation	Poseidon Principles	Provide a framework for integrating climate considerations into lending decisions to promote international shipping's decarbonisation
GHG	Greenhouse gas	Sarbanes-Oxley Act	Created the Public Company Accounting Oversight Board to oversee the accounting industry
GLOG	GasLog Ltd.	SASB	Sustainability Accounting Standards Board
GLOP	GasLog Partners LP	SEC	US Securities and Exchange Commission
GRI	Global Reporting Initiative	SEEMP	Ship Energy Efficiency Management Plan
HELMEPA	Hellenic Marine Environmental Protection Association	TCFD	Task Force on Climate-related Financial Disclosures
HiLo	(High Impact Low Frequency) Maritime Risk Management	TFDE	Tri-Fuel diesel electric propulsion
HSSE	Health, Safety, Security and Environment	The Partnership	GasLog Partners LP
HSQE	Health, Safety, Quality and Environment	TRF	Total recordable case frequency
ICS	International Chamber of Shipping	UNFCCC	United Nations Framework Convention on Climate Change
IEA	International Energy Agency	X-DF	Low pressure dual-fuel engine two stroke engines manufactured by WinGD
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		



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