



SUSTAINABLE

PERFORMANCE



CONTENTS

3	Chairman's Foreword	18	GasLog's Sustainability Roadmap
5	About GasLog Ltd.	30	CEO's Outlook
10	Business Continuity during COVID-19	31	Glossary
12	Sustainability Landscape	32	Disclaimers & Assumptions for SASB KPIs
13	Sustainability at GasLog Ltd.		
16	SASB KPIs		

1. CHAIRMAN'S FOREWORD

2020 was a difficult year due to the prolonged impact of the COVID-19 pandemic. At GasLog, our employees responded with resilience and commitment and continued to do what they do best: serve our customers by moving cargoes safely, reliably, and sustainably.

Our seafarers are a crucial part of our operation and their mental health and wellbeing is of paramount importance to us. For this reason, we became founding members of the Neptune Declaration. This is a call to all involved in the maritime logistics chain, to find a way to resolve the humanitarian crisis onboard vessels where seafarers have been stranded many months beyond the expiry of their contracts due to restrictions preventing crew changes. During times of crisis, it is especially important to support humanitarian causes and despite volatile economic conditions, we have maintained our support for various COVID-19 relief efforts and local community programs.

LNG demand proved resilient in 2020, growing 1%¹ despite lower global economic activity following the COVID-19 pandemic. LNG remains a key enabler of the energy transition and as one of the largest independent owners of LNG carriers, we will support the transportation of clean energy around the world for many years to come. As a provider of shipping freight services, we have a key role to play in mitigating climate change and we fully support the ambitious targets adopted by the IMO, in support of the UNFCCC goals.

The pathway for decarbonization of the shipping industry is a challenging one as noted in a recent World Economic Forum report². The bulk of emissions can only be removed through adoption of new technologies and the use of zero emission fuels, neither of which are presently, commercially

available in the scale needed. To tackle these obstacles, GasLog intends to continue investing in the most technologically advanced ships, industry pilot projects and industry partnerships that enable the further decarbonization of LNG transportation.

ESG is a key area of focus for GasLog. Reflecting on the past year, we have made good progress across most of our committed ambitions. This year, we commit to do more in the areas of decarbonization; diversity, equity and inclusion (DE&I); and, wellbeing.

This second edition of our sustainability report, for calendar year 2020, is compiled in general compliance with the SASB marine transportation standard. We are committed to continuous improvement and I look forward to reporting on our progress.



Peter G. Livanos
Chairman
GasLog Ltd.

¹ Poten & Partners

² Net-Zero challenge: The supply chain opportunity. Insight Report 2021



2. ABOUT GASLOG LTD.

At GasLog, our stakeholders can be assured that we have the people, processes, technology and values to deliver sustainable performance.

We are a leading global provider of LNG transportation services. We deliver liquefied natural gas to meet the world's growing energy needs as it transitions to a cleaner energy future. We make LNG shipping safer, cleaner, more efficient, and our customers' businesses more reliable and sustainable. All aspects of our business, from the design and build of our vessels, to the quality of our people, our relentless focus on safety, and, operational excellence, protect the value of the cargoes entrusted to us. We combine a deep understanding of market dynamics with unparalleled technical know-how to deliver a service that fulfils our customers' needs. As shipping experts and LNG specialists, we are proud of our reputation and deliver sustainable performance to our customers.

2.1 About the commodity we transport: LNG

LNG is currently the cleanest commercially available stable energy source utilized in the power generation, industrial, manufacturing, residential and transport sectors (including maritime) – the de-

mand for LNG is expected to double from 360MT in 2020 to nearly 700MT in 2040³. The combustion of natural gas does not emit soot, dust, fumes, or SOx. It generates up to⁴ 25% less CO₂ than fuel oil and 45% less CO₂ than coal at the point of consumption. Reducing CO₂ and particulate matter emissions are key priorities for many economies. In Asia, China's Ministry of Ecology and Environment proposed replacing coal with LNG for the heating of almost seven million homes in 2020 alone.

LNG needs to be transported around the world in specialized LNG vessels and therefore, GasLog provides an integral service to the transportation of clean energy. Ours is amongst the largest fleets of LNG carriers with 21 wholly-owned modern LNG carriers. GasLog is a pioneer in the LNG shipping trade, having established our business over 20 years ago.

2.2 Our Management System and Processes

Continuous improvement is at the heart of everything we do. Onshore and at sea, our employees are supported by world-class management practices and state-of-the-art technologies in communications and marine safety. We are ISO 9001, 14001, 45001 and 50001 compliant and are regularly subject to third party assessments by our customers, flag states and port states where we have achieved industry leading performance.

3 Shell LNG outlook 2021
4 IEA, ABS



2.3 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.

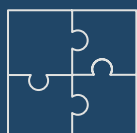
2.4 Our Values

Our values help us operate as one company across offices and vessels. The values appear on every job description and are visible across the Company. Each year the annual Chairman's Awards recognizes employees who exemplify our values.



Safety

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



Teamwork

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



Integrity

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



Reliability

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



Customer Focus

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

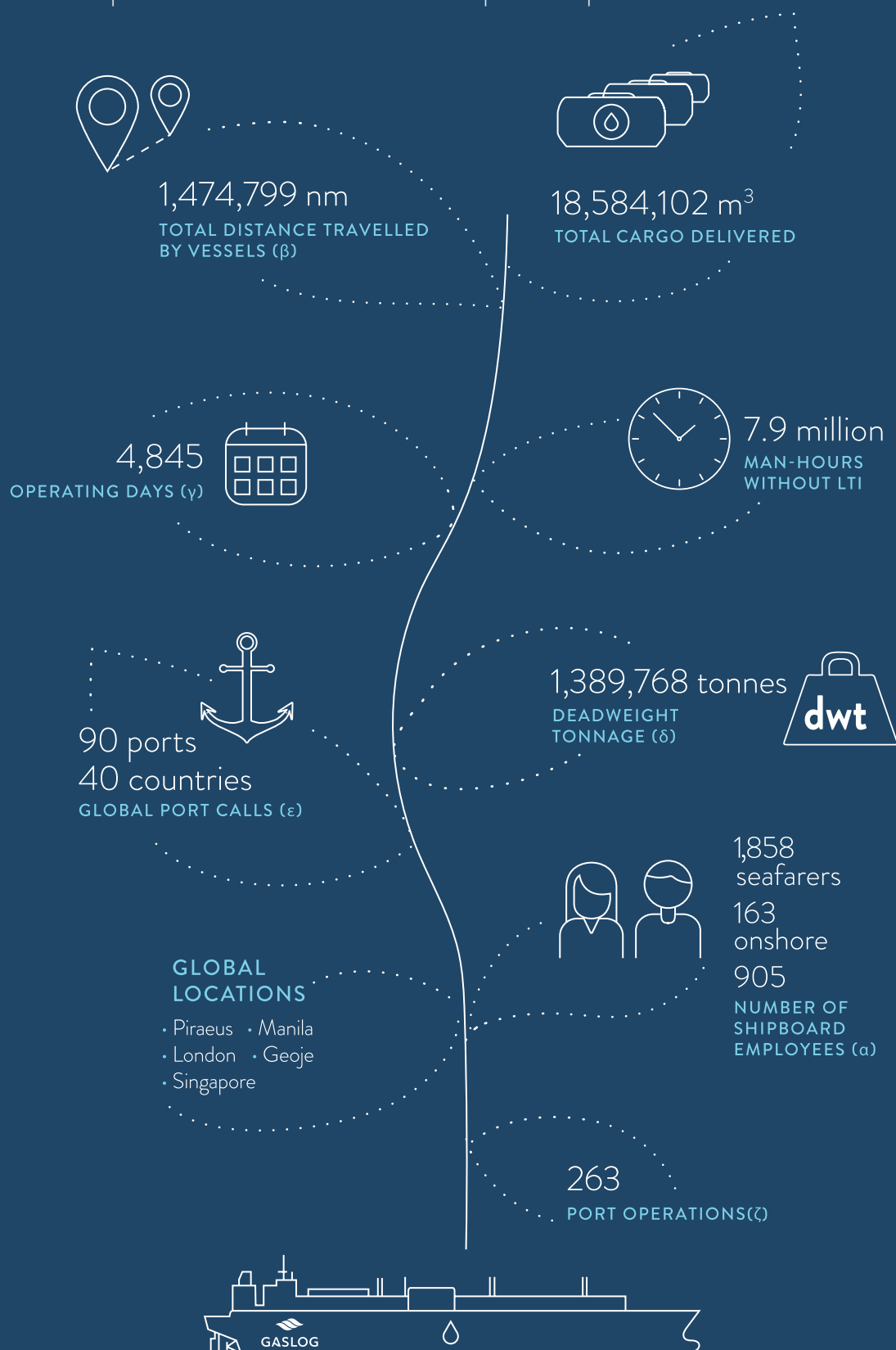


Innovation

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

2.5 SASB Activity metrics for calendar year 2020

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



2.6 Our Fleet

Our vessels primarily utilize the onboard LNG cargo as fuel for propulsion (95% LNG consumption in 2020 for wholly owned vessels). As LNG is the cleanest commercially available marine fuel, we are therefore already amongst the most environmentally friendly commodity transporters.

We manage our ships in-house from the design phase, through construction and operations. The knowledge gained from operations is continuously fed back to the design and construction of our newbuildings to generate a competitive offering in line with our customers' needs.

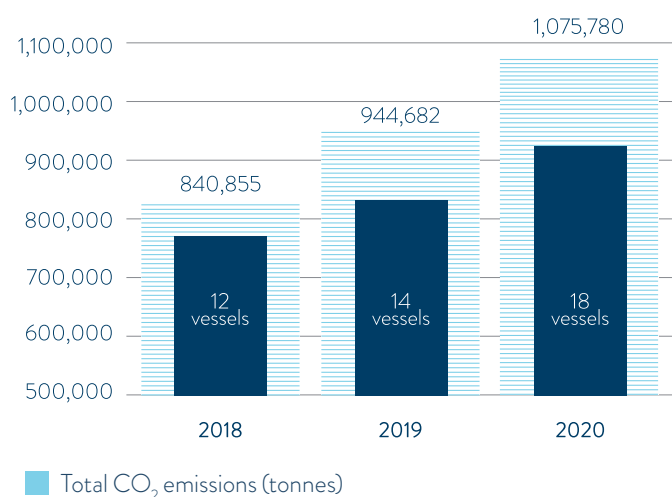
Vessel name	Propulsion*	Cargo capacity (cubic meters)	Year built†	Ownership	2019 AER	2020 AER
Methane Lydon Volney	Steam	145,000	2006	100% GasLog Ltd.	14.76	13.60
Methane Nile Eagle	Steam	145,000	2007	25% GasLog Ltd.	12.23	11.34
GasLog Chelsea	TFDE	153,600	2010	100% GasLog Ltd.	11.21	9.94
GasLog Savannah	TFDE	155,000	2010	100% GasLog Ltd.	11.13	9.74
GasLog Singapore	TFDE	155,000	2010	100% GasLog Ltd.	12.40	9.62
Methane Julia Louise	TFDE	170,000	2010	Bareboat to GasLog Ltd	9.30	7.62
GasLog Skagen	TFDE	155,000	2013	100% GasLog Ltd.	9.52	9.79
GasLog Saratoga	TFDE	155,000	2014	100% GasLog Ltd.	7.74	8.31
GasLog Salem	TFDE	155,000	2015	100% GasLog Ltd.	9.14	7.83
GasLog Genoa	X-DF	174,000	2018	100% GasLog Ltd.	5.84	5.86
GasLog Hong Kong	X-DF	174,000	2018	100% GasLog Ltd.	5.93	5.82
GasLog Houston	X-DF	174,000	2018	100% GasLog Ltd.	6.33	6.09
GasLog Gladstone	X-DF	174,000	2019	100% GasLog Ltd.	5.78	5.67
GasLog Warsaw	X-DF	180,000	2019	100% GasLog Ltd.	5.93	5.10
GasLog Windsor	X-DF	180,000	2020	100% GasLog Ltd.	NB 2020	5.57
GasLog Westminster	X-DF	180,000	2020	100% GasLog Ltd.	NB 2020	5.90
GasLog Wales	X-DF	180,000	2020	100% GasLog Ltd.	NB 2020	5.64
GasLog Georgetown	X-DF	174,000	2020	100% GasLog Ltd.	NB 2020	6.51
GasLog Galveston	X-DF	174,000	2021	100% GasLog Ltd.	NB 2021	NB 2021
Hull No. 2311	X-DF	180,000	2021	100% GasLog Ltd.	NB	NB
Hull No. 2312	X-DF	180,000	2021	100% GasLog Ltd.	NB	NB

† For newbuilds the Year Built entry denotes expected delivery

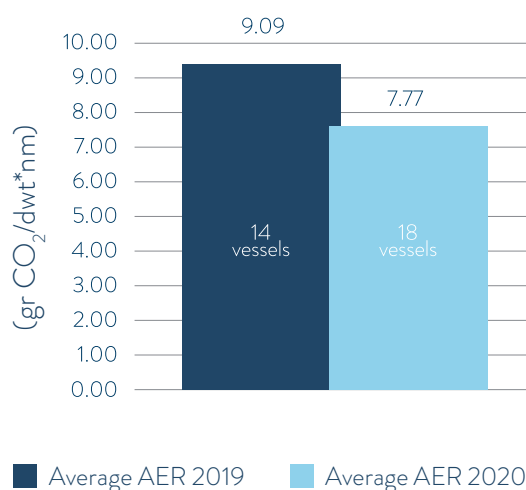
* Refer to Glossary

Below we present the annual CO₂ emissions and the average AER for the fleet.

Annual CO₂ emissions from GasLog Ltd. fleet



Average AER



3. BUSINESS CONTINUITY DURING COVID-19

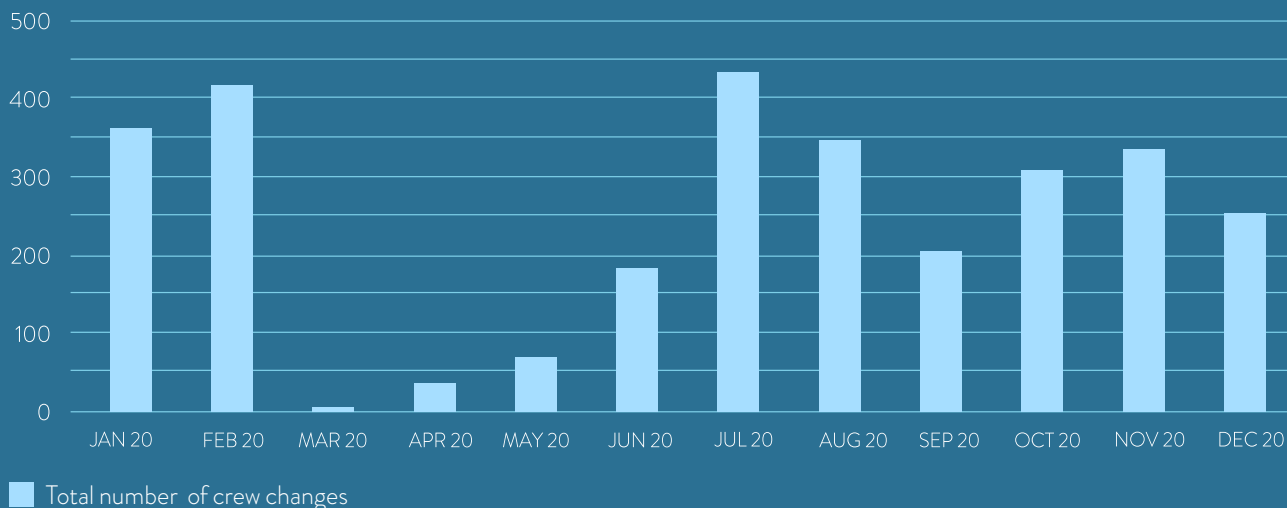
COVID-19 has impacted all of us. However, it has been especially challenging for our seafarers who have stayed onboard many months beyond the expiry of their contracts due to crew change restrictions at ports globally. The graph below shows how crew changes have been impacted especially during March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

For our office-based staff, we quickly moved to home-based work arrangements. Where staff had to attend the office, visit our vessels or construction worksites, we complied with all applicable regulatory guidelines and capacity restrictions. Some of the

measures we took included investing in plexiglass dividers for the office, enhancing workstation spacing, enhancing cleaning and sanitization, and, enhancing air circulation in enclosed spaces. As a proactive measure, we carried out team interviews with all shore employees. This allowed us to learn about their work-from-home experiences and understand how team communications and working methods could be simplified to help defuse an already challenging situation. We conducted pulse surveys throughout the year, hosted regular townhall meetings with our shore staff, and, conducted manager resilience training. We also maintained a dedicated “COVID-19 corner” in our intranet along with weekly COVID-19 circulars summarizing the state of the pandemic and the latest governmental guidelines.



2020 Crew Changes impacted by COVID-19



Despite COVID-19, we managed to take delivery of four newbuild vessels and conducted nine drydocks.



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



CPT Ilias Dimoskoudis
aboard the Methane Rita Andrea:

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



CPT Nikolaos Chatzantonakis and the crew
aboard the Gaslog Savannah:

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



CE Livanos Konstantinos
aboard Methane Shirley Elisabeth:

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

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

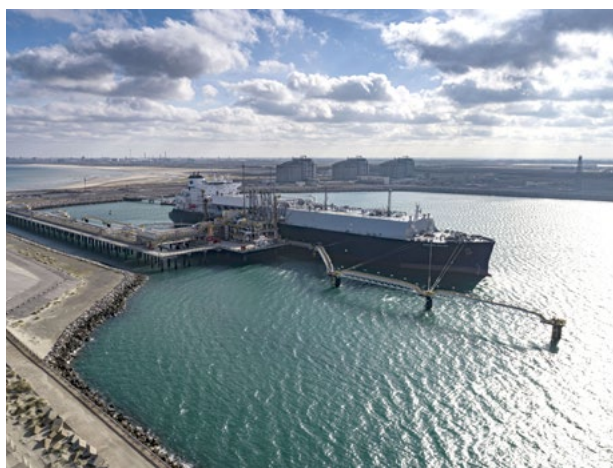
4. SUSTAINABILITY LANDSCAPE

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

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

The solution for the maritime industry will require a zero-emission fuel as there are limits to efficiency gains from technical and operational measures. We believe that LNG is a fundamental enabler of the energy transition as it substitutes dirtier fuels – in this regard, 95% of fuel utilized onboard our vessels is LNG. We also recognize that the maritime industry will require strong support, collaboration and action from technology suppliers, fuel suppliers, terminal operators, Governments, and financiers.

The shipping industry currently contributes just under 3% of global greenhouse gas emissions.



The IMO has set targets to reduce the carbon intensity⁵ of shipping by 40% by 2030 and 70% by 2050, against a 2008 baseline. At the IMO 75th Marine Environment Protection Committee (MEPC) meeting held in November 2020 intermediate measures were announced to support the 2030 goals:

- “Energy Efficiency Existing Ship Index” (EEXI): a technical rating of the vessel and its efficiency; expected to come into force in 2023;
- “Carbon Intensity Indicator” (CII): an operational rating of how efficiently the vessel has been operated with a requirement to improve year on year; expected to come into force in 2023.

The introduction of technical and operational indicators places the burden of action on both vessel owners and charterers. This is important, particularly in the LNG shipping segment, where trade is predominantly time-charter⁶. This is where partnerships and pilot projects become important and in Section 7, we provide more details.

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

At GasLog, we are committed to doing our part for climate action as evidenced by our recent investments in the latest series of newbuild vessels yielding up to a 50% reduction in carbon intensity when compared to first generation LNG carriers. We are investing in partnerships, research and development, and, optimizing our operations utilizing latest techniques in data analytics and business intelligence.

⁵ Carbon intensity: As measured either by AER or EEOI. To be confirmed by the IMO MEPC 76 meeting in June 2021.

⁶ Under a time-charter, the charterer dictates the trading pattern of the vessel including voyage planning and nomination of the fuels which are utilized onboard.

5. SUSTAINABILITY AT GASLOG LTD.

5.1 Approach to ESG

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

Our approach to sustainability centers on:

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

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

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

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



5.2 ESG Management & Governance

GasLog has a dedicated ESG team and we have instituted an active and diverse steering group to sustain and develop the portfolio of initiatives, assess emerging risks, and set targets/ambitions for the development of the ESG program at GasLog. The GasLog Board, through its Safety & Sustainability Committee, assumes ultimate responsibility for ESG and oversight of emerging risks. Our internal policy frameworks guide and support our organization and employees in addressing sustainability related issues. We periodically review the efficacy of our internal controls and policy environment.

Sustainability topic	Internal governance documents	International standards and references
GHG emissions (Climate change)	Environmental and Energy Management Policy Social Responsibility Policy	The Paris Agreement The Intergovernmental Panel on Climate Change (IPCC) IMO Strategy on Reduction of GHG Emissions from Ships
Air quality		IMO MARPOL Convention Annex VI EU Environmental Strategy & Laws (Sulfur Directive 2016/802, MRV Regulation (EU)2015/757, Ship Recycling 1257/2013) UNCLOS
Ecological impacts		UN Global Compact IMO Ballast Water Management Convention Hong Kong Convention
Business Ethics	Anti-corruption Policy Compliance and Whistleblower Policy Code of Business Conduct and Ethics Related Party Transaction Policy Trading Policy Gifts and Hospitality Policy	UN Global Compact The US Foreign Corrupt Practices Act of 1977 UK Bribery Act (2010)
Employee Health & Safety, Critical Incident Risk Management	Health and Safety Policy Security Policy Slavery and Human Trafficking Statement Drug and Alcohol Policy Emergency Response Manual	UN Global Compact ILO Conventions Maritime Labor Convention, 2006 (MLC, 2006) International Management Code for the Safe Operation of Ships and for Pollution Prevention (The ISM Code) International Ship and Port Facility Security Code (ISPS) Hong Kong Convention
Data Security	GDPR Policies & Procedures Information Security and Acceptable Use Policy	Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation)
Employee engagement, DE&I	Social Responsibility Policy Code of Business Conduct and Ethics Recruitment policy	BS 76005

5.3 ESG Reporting and Materiality

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

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

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

5.4 UN Sustainable Development Goals

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



6. SASB KPIs

SASB Sustainability Disclosure Topic	2020	2019	Comments
GHG EMISSIONS			
FO CO ₂ (HFO, LFO, GO, DO, LSFO, LSMGO) tonnes ¹	66,981	164,150	Benefit of compliance with IMO 2020; Use of Low Sulphur oil with lower CO ₂ emission factor than HFO.
LNG CO ₂ tonnes ¹	1,008,799	780,532	Increased use of Boil Off Gas (LNG) onboard vessels instead of fuel oils.
Methane emissions tonnes ¹	3,594	2,627	Fleet increase by 4 newbuilds and we have also amended the 2019 value to account for a revised calculation method based on IMO GHG 4 th study.
Average methane emission / nautical mile ⁹	0.00215	0.00219	Decreased value due to a combination of increase in fleet size and increase in sailing distance. We have also corrected an error in the 2019 value.
AIR QUALITY¹			
SOx tonnes	68	2,406	Benefit of compliance with IMO 2020 and use of Low Sulphur fuel oil.
NOx tonnes	3,303	3,797	Less FO consumption; Lower factors for Tier III engines; Calculation method revised and applied retrospectively to 2019.
Particulate matter (PM10) tonnes	91	356	Benefit of compliance with IMO 2020.
SHIP EFFICIENCY INDEX			
Average fleet EIV CO ₂ grams / cargo*nm	8.2	8.2	Static value and applies only to ships built before 2016.
Average EEDI CO ₂ grams / cargo*nm ² : Operating fleet Newbuilds	5.34 5.64	5.03 5.49	IMO EEDI calculation method changed for ships delivered after 2019 and resulted in higher EEDI for new ships. Vessels with non-certified EEDI were erroneously included in 2019 and are excluded this year.
Average fleet EEOI CO ₂ grams / cargo*nm ³	18.90	23.49	Improved due to a variety of factors: trading pattern, new vessels entering fleet, energy efficiency initiatives.
Total office electricity consumption kWh ⁴	455,295	424,000	2020 figure is higher due to the expansion of the Greek office. Also, the local utility company has prepared its bills based on estimates and not actual measurements due to the COVID-19 lockdowns.
ECOLOGICAL IMPACTS			
Volume of plastic sent ashore m ³ /vessel ⁵	5.5	15.2	Improvement via several internal initiatives and external factors. 2019 figure retrospectively corrected.
% of fleet implementing Ballast water ⁶ : 1) exchange 2) treatment	18% 82%	62% 38%	Progress with our Ballast Water treatment systems installation and addition of newbuilds with installed Ballast Water treatment system.
Spills / releases to the environment ⁷ 1) Number 2) Aggregate volume (m ³)	1 6.98	1 5.81	Failure of venting relief equipment onboard one of our vessels in 2020. No oil spills.

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

7. GASLOG'S SUSTAINABILITY ROADMAP

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

7.1 Progress on Committed Ambitions

In our inaugural ESG report, we articulated 12 ambitions. Our ambitions fall into one of three categories and hereunder we provide an explanation as to why these categories are important.

Decarbonization: Standing still on the climate agenda is not an option. For us, contributing to climate action entails compliance with the emerging IMO regulations, working on technical and operational improvements in collaboration with our charterers and vendors, working on high potential joint industry projects/pilot projects,

and making meaningful contributions at selected industry forums and coalitions.

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

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

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



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

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

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

7.2 Environmental Protection

Throughout the lifecycle of our vessels and the management of our offices, we strive to minimize our environmental impact. We work with our customers, shipyards and suppliers to develop new technologies that improve our existing fleet and to help build efficient vessels for the future.

Air Emissions

Air emissions have taken center stage in the climate agenda and we are committed to doing our part. We have placed an active focus on fleet modernization since 2011. We were an early adopter in moving from steam turbine to TFDE technology

and, similarly, to two stroke slow speed and low-pressure engines when the technology became commercially available.

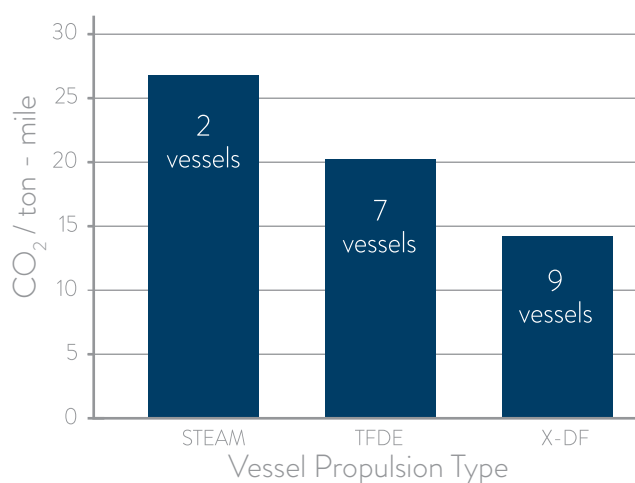
We have several industry “firsts” in terms of adoption of new technologies that improve efficiency and reduce air emissions:

- Installation of (partial/mixed refrigerant) cargo reliquefaction units on our TFDE vessels;
- Installation of hull air lubrication systems;
- Adoption of the industry’s lowest boil-off rate with “MkIII Flex +” containment systems;
- Co-development of an integrated remote monitoring system for vessel performance management.

This focus on innovation allows us to secure significant reductions in fuel consumption per unit of freight carried and we intend to continue to stay at the forefront of technological developments.

We have taken delivery of 10⁷ of the latest generation of LNG carriers over the last four years and this has reduced our fleet’s annual average carbon intensity⁸ by approximately 15%. The positive impact of our fleet renewal program is even more apparent when looking at the improvement in the carbon intensity on a per-vessel type basis where improvements of up to 50% can be seen.

Average carbon intensity (EEOI) per vessel type



⁷ Eight out of ten newbuildings already delivered with two newbuildings scheduled for H2 2021.

⁸ As measured by Energy Efficiency Operational Indicator (EEOI).



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

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

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

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

Industry Collaboration / Pilot Projects: We endorse calls for industry collaboration on our shared emissions challenges; a recent survey⁹ of senior maritime leaders has aptly captured the fact that no single actor in the maritime supply chain can solve the decarbonization challenge alone. An ecosystem approach is required, where partnerships are formed amongst actors in the value chain

(owners, technology companies, fuel traders etc.) to scale demand, accelerate funding for pilot projects, and catalyze regulatory alignment. Accordingly, we actively engage in the following:

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

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



We deepened our commitment to utilizing net-zero fuels and lubricants as well as strengthened our partnership with one of our biggest Charterers when we signed an agreement with Shell in January 2020 to supply our fleet with carbon neutral marine lubricants. For calendar year 2020, we offset 10,198 MT of CO₂-e via Shell's portfolio of nature-based solutions.

⁹ Decarbonising Shipping: All hands on deck, Industry perspectives compiled by Shell in collaboration with Deloitte

c) Pilot projects: We are currently running a pilot study on the use of biofuels aiming to assess the projected benefit of these fuels for our emissions profile. Additionally, we are also evaluating an opportunity to participate in a pilot project involving the use of fuel cells onboard our vessels.



Monaco. COVID-19 has also meant that we have seen a drastic reduction in travel – the flexibility with which our customers, supply-chain and staff have taken to alternative forms of communication is testament to the resilience of the modern-day worker. We expect that going forward, stakeholders will adjust to a new normal of physical interaction and we expect this to reduce our office travel footprint in the years to come. Our roadmap of initiatives features an action to build our inventory of travel emissions and to commence tracking thereafter.

Marine Ecology, Waste & Recycling

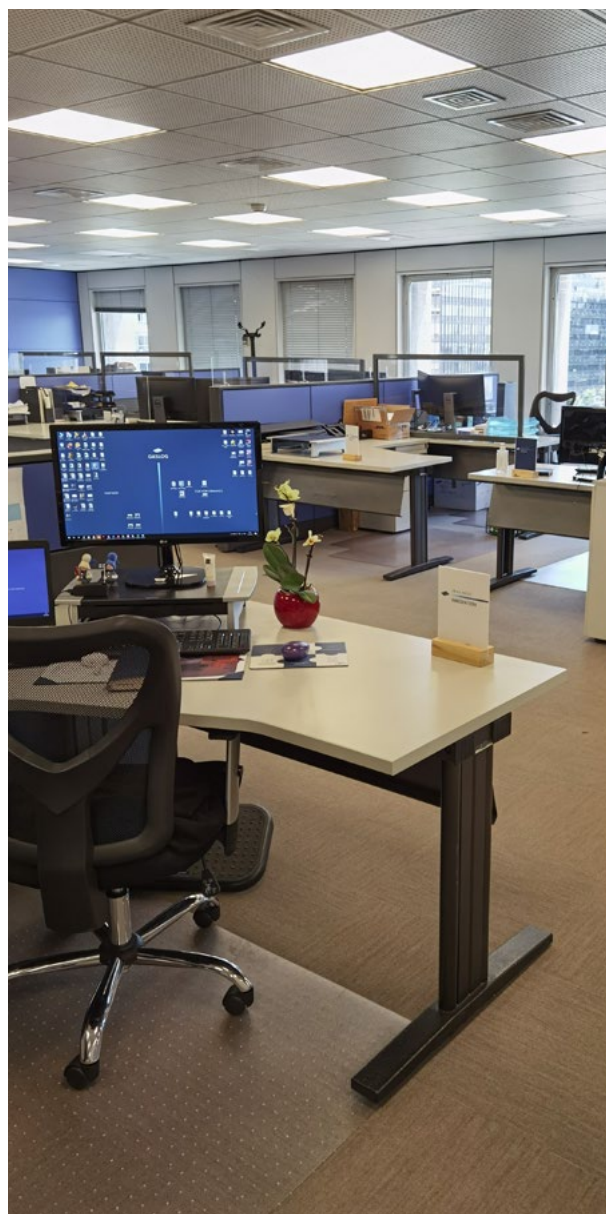
We have not had any releases of toxic substances, waste or spills since the inception of our ship management operations over 10 years ago. This is testament to the rigor of our operating platform, risk management processes and skill of our people. From the application of environmentally friendly paints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

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

As we have a relatively modern fleet with an average age of under 10-years, we have not had to recycle any ships. Nevertheless, we support and will adhere to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009 when appropriate.

Our Offices

Over the last year, we decided to consolidate our management team in our Greece office. This decision is increasing collaboration, enhancing turn-around time in decision making, and ensuring visible and felt leadership. This decision has also resulted in the reduction of leased office space in London and



7.3 Social & Human Capital

GasLog aims to be a world-class organization, recognized 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.



Safety and Labour Conditions

With several important issues stretching the focus within the shipping industry, such as the COVID-19 pandemic and decarbonization, it remains vital not to lose sight of the need for continued strong safety leadership. Safety is the first priority for our people and the management of our working environments at sea and shore. All staff are trained in health, safety, social and environmental risks.

We have established a track record for the efficient, safe and reliable operation of LNG carriers under our management - in 2020, we reached more than 7.9 million man-hours without a lost-time injury. Our LTIF and TRCF statistics are consistently and significantly better than the industry averages. We regularly outperform industry safety performance benchmarks and have won numerous awards: GasLog won the biennial "GREEN4SEA" award in 2020, which recognizes environmentally sound and energy efficient practices and the IHS Markit "Safety at Sea" award in 2019. These awards, amongst others, attest to the quality of our operating platform, our sustainability practices, and, to the continuous learning culture of the organization.

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

We were also delighted to be part of a joint maritime industry initiative, the "#seafarersdelivering-christmas" campaign in 2020, supported by the International Chamber of Shipping and various welfare organizations.

We have invested in training our senior officers to identify colleagues who are showing signs of mental stress, and to learn how to communicate more effectively with their teams and colleagues. We

have also invested in a confidential mental health support line for staff to have access to specialist support if required. In 2021 we plan to expand our resilience programs to our shore staff and revamp our behavioral based safety and resilience programs for our sea staff.

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



The Neptune Declaration
on Seafarer Wellbeing
and Crew Change



Developing our people, Diversity, Equity & Inclusion

We invest in assignments, training and personal development to ensure our people remain highly competent and prepared 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 program each year.

We take equal opportunity, diversity and inclusion seriously; women make up 37% of our shore staff and we have 12 nationalities represented. We seek to further enhance our diversity and inclusion practices, and therefore we recently joined the DSG as a founding member, with our Head of HR represented on its executive committee. We will be part of an inaugural DSG Study of diversity in shipping in 2021.

In 2021 we are focusing on improving gender diversity throughout the company. We will also be working to provide an environment onboard our ships which is welcoming of a more diverse crew. To commence our efforts in this area, we will be conducting a bias survey among our seafarers within 2021 to understand whether there is a difference in how females and males perceive their career opportunities, working environment and experiences at GasLog.



Reward

We offer a competitive mix of salary, bonus and benefits. Our flexible reward scheme allows employees to choose what works best for their own circumstances.

Investing in seafarers

We comply fully with ILO requirements. We pay our seafarers at rates above the CBA framework under ITF and our crew benefits including health, catering and safety management are 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.

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

Career development & training

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

GasLog 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 we place onboard only the most qualified seafarers who share our culture of continuous learning. Even though the utilization of the training center in 2020 was low due to COVID-19, we were able to keep our training center team busy by allowing them to work on improvements to the existing training program as well as development of new training modules. The training center is staffed by ex-Masters and Chief Engineers who are familiar with the GasLog culture and our high operating standards and are well placed to assess and guide our future talent.

Onshore, we annually set and review individual development plans. We set an annual training budget at 2% of our staff costs and ensure that all vacancies are advertised internally to ensure our own staff have an opportunity to realize their full ambition and capability. Our dedicated HR team monitor and advise management and personnel on career development and training including supporting continuing education programs.

Zero tolerance

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

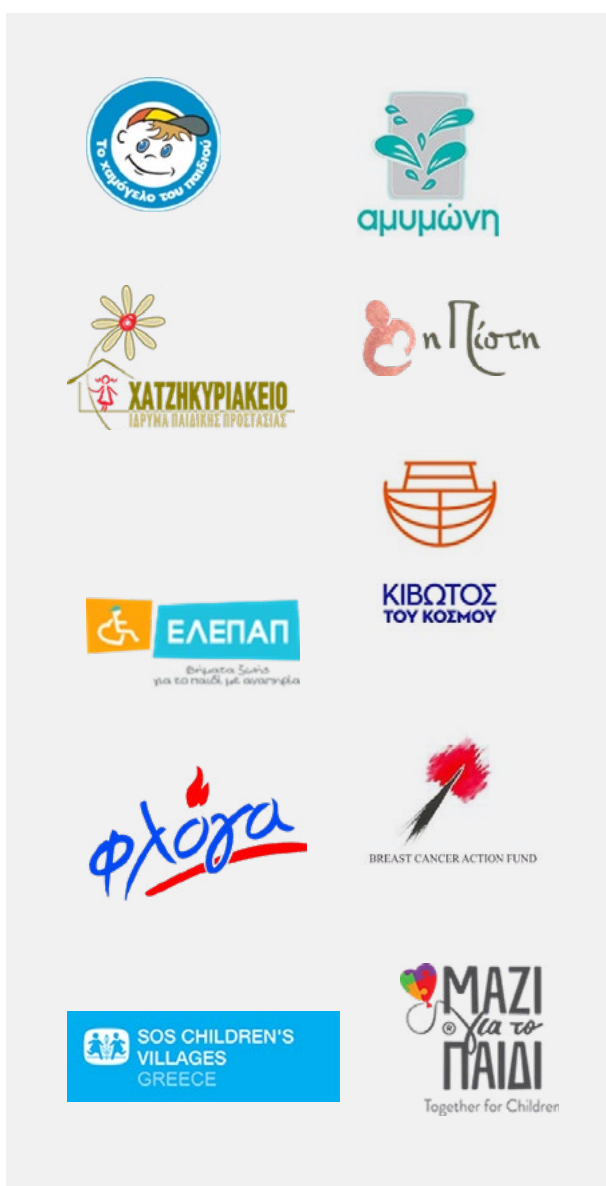
Modern Slavery

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 organization. We expect that our suppliers will hold their own suppliers to the same high standards.



GasLog gives back

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 programs and will continue to promote this, allowing staff one day per year, in addition to annual leave, to perform voluntary work. In 2020 we engaged our employees in nominating donations through a photo contest while in 2021 we are seeking to expand our contributions to other organization types.



HELMEPA

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



7.4 Leadership and Governance

Board and Management

Our board of directors consists of seven members and meets regularly throughout the year; in 2020 the board met 15 times. Our operational management is headed by our CEO, who is responsible for the day-to-day operations of the Company, controls its affairs and business and works with our board in developing our business strategy. The Board, elected by the Company's shareholders, oversees management and seeks to assure that the interests of all shareholders are served.

Our financial disclosures can be found in our 2020 Annual Report in the Form 20-F filed with the US Securities and Exchange Commission (SEC) on March 5th 2021 and can be read at <https://www.gaslogltd.com/investors/annual-quarterly-reports/>

Committees Structure

The Board has three standing committees: the Audit and Risk Committee, the Compensation Committee and the Safety and Sustainability Committee. The charter of each committee is available on the Company's website (<https://www.gaslogltd.com/investors/governance/>) along with our Corporate Governance Guidelines. The Committee Chairs report the highlights of their meetings to the full Board following each meeting of the respective Committees.



8. CEO's OUTLOOK

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

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

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

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



Paul Wogan
CEO
GasLog Ltd.

9. GLOSSARY

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

ABS American Bureau of Shipping

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

CBA Collective Bargaining Agreement

cbm Cubic Meter

DE&I Diversity, Equity & Inclusion

DSG Diversity Study Group

DWT Deadweight tonnage

EEDI Energy Efficiency Design Index

EEOI Energy Efficiency Operational Indicator

EEXI Efficiency Existing Ship Index

ESG Environmental, Social, Governance

FAC First Aid Case

FO Fuel Oil

GDPR General Data Protection Regulation

GHG Greenhouse Gas

GLOG GasLog Ltd.

GLOP GasLog Partners LP

GRI Global Reporting Initiative

HELMEPA Hellenic Marine Environmental Protection Association

HiLo (High Impact Low Frequency) Maritime Risk Management

HSSE Health, Safety, Security and Environment

HSQE Health, Safety, Quality and Environment

ICS International Chamber of Shipping

IEA International Energy Agency

ILO International Labour Organization

IMO International Maritime Organization

IPO Initial Public Offering

IRMS Integrated Risk Management System

ISO International Organization for Standardization

ITF International Transport Workers Federation

KPI Key Performance Indicators

LNG Liquefied Natural Gas

LNGC Liquefied Natural Gas Carrier

LP Limited Partnership

LTIF Lost Time Injury Frequency

MARPOL International Convention for the Prevention of Pollution from Ships

MT Metric Tonnes

NAMEPA North American Marine Environmental Association

NASDAQ National Association of Securities Dealers Automated Quotations System

NGO Non-governmental Organization

Nm Nautical Miles

NYSE The New York Stock Exchange

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

SASB Sustainability Accounting Standards Board

SEC US Securities and Exchange Commission

SEEMP Ship Energy Efficiency Management Plan

TCFD Task Force on Climate-related Financial Disclosures

TFDE Tri-Fuel Diesel Electric Propulsion

The Partnership GasLog Partners LP

TRCF Total Recordable Case Frequency

UNFCCC United Nations Framework Convention on Climate Change

UN SDGs United Nations Sustainable Development Goals

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

10. DISCLAIMERS & ASSUMPTIONS FOR SASB KPIs

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

- (a)** The number of employees on board ships as of 31/12/2020 is recorded.
- (β)** The distance (in nautical miles) travelled by all 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). This does not include Methane Nile Eagle.
- (δ)** Deadweight tonnage is the sum, for all of the entity's vessels, of the difference in displacement in deadweight tons between the light displacement and the actual loaded displacement.
- (ε)** Total number of port calls for the wholly owned fleet during the reporting period.
- (ζ)** Loading and discharging operations for the wholly owned fleet.
- (η)** Engineering calculations based on IMO emission factors. Only for wholly owned fleet and the Methane Nile Eagle (25% owned).
- (θ)** Based on sailing condition emissions only.
- (ι)** PM, NO_x and SO_x emissions from the combustion of fuels from owned vessels have been calculated based on IMO guidelines.
- (κ)** The average EEDI reported for NBs (5.64) is based on four new ships entering the fleet in 2020, Gaslog Windsor, GasLog Westminster, GasLog Wales and GasLog Georgetown.
- (λ)** EEOI has been calculated in accordance with IMO regulations.
- (μ)** Includes our office space in Greece, UK, Singapore and Monaco (prior to closure). Some of the utility companies only provided bill estimates during COVID-19.
- (ν)** For wholly owned fleet and Methane Nile Eagle (25% owned).
- (ξ)** 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.
- (ο)** Any overboard spills and releases – intentional or accidental – shall be reported.
- (π)** Calculation excludes vessels IT infrastructure.
- (ρ)** 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).
- (σ)** 905 seafarers onboard as at 31/12 (excluding cadets).
- (τ)** Following Intertanko methodology.

gaslogltd.com

