2025 SUSTAINABILITY REPORT

GASLOG

ABOUT **GASLOG LTD.**

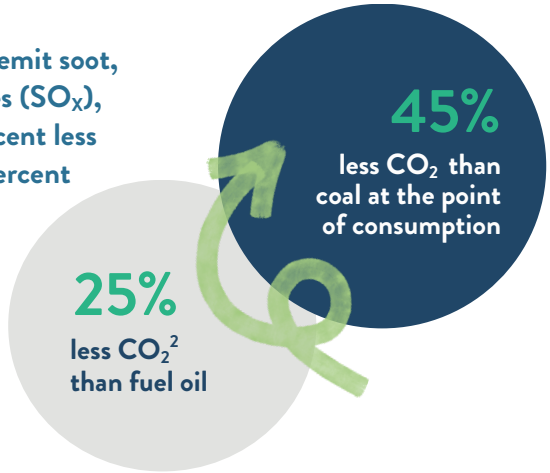
1.1 About Us

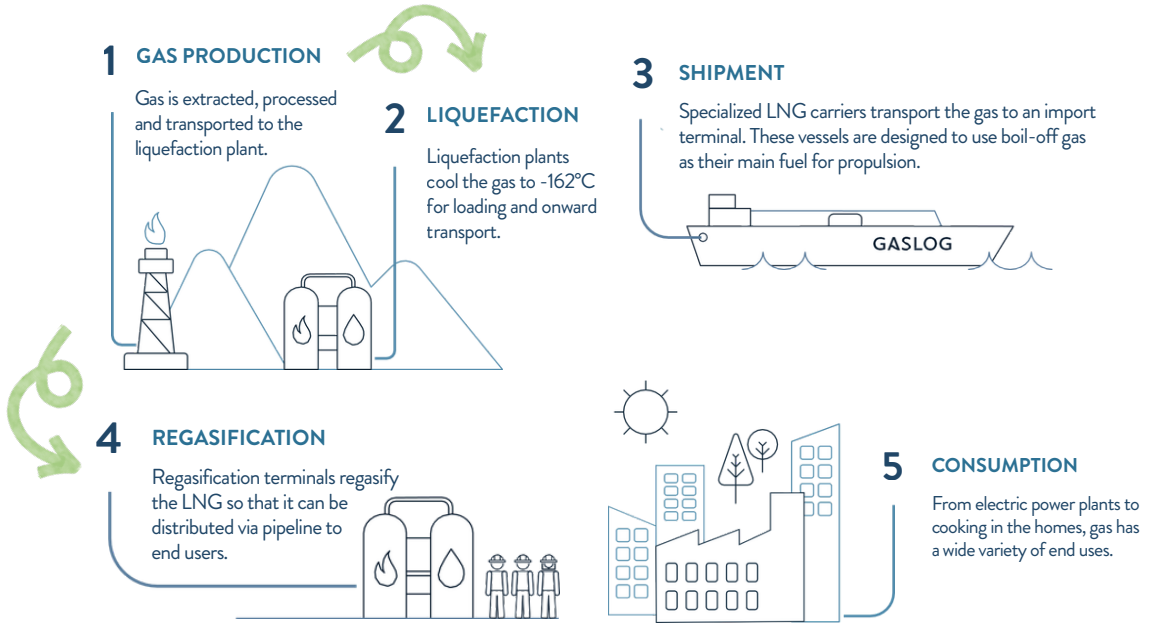
We are a global leader in liquefied natural gas (LNG) transportation, with over 23 years of experience, dedicated to delivering LNG to meet the world's growing energy needs while supporting the transition to a cleaner, more sustainable energy future. By prioritizing safety, efficiency, and environmental responsibility, we help our customers enhance their operational reliability and sustainability. We have one of the largest fleets of LNG carriers with 33 owned and bareboat modern LNG carriers, as well as two LNG carriers under construction, as of end 2025. We also offer floating storage and regasification solutions through the conversion of existing vessels.

LNG is the cleanest commercially available stable energy source for power generation across industrial, residential, and transport sectors (including maritime). LNG demand is expected to keep growing beyond 2040[1], playing a crucial role in meeting global needs and decarbonization goals.

LNG is a key enabler of the energy transition, offering a cleaner, flexible alternative to fossil fuels and aiding the shift to renewables.

LNG combustion does not emit soot, dust, fumes, or sulfur oxides (SO_X), and generates up to 25 percent less CO_2 than fuel oil and 45 percent less than coal.





Our values drive sustainable growth through diverse perspectives and talent.

SHIPPING ENERGY FOR A SUSTAINABLE FUTURE

SAFETY
We are committed to operate safely and reliably for people, the environment and our customers.

INTEGRITY
We are a transparent and value driven company. We do what we say because reputation matters.

INNOVAtion sustainaBILITY
We innovate to keep our business sustainable and create value for our stakeholders.

INCLUSIVITY
We provide an environment where our people are appreciated and encouraged to unlock their full potential.

[1] Wood Mackenzie: Global gas strategic planning outlook (April 2026)
[2] IEA, ABS

1.2 CEO's foreword

The global energy landscape continues to evolve amid geopolitical uncertainty and accelerating climate ambitions. Recent geopolitical developments have once again demonstrated the critical role that shipping and maritime infrastructure play in supporting global economic stability, energy security, and sustainable growth. The movement of energy and essential goods across the world depends on resilient and reliable maritime supply chains, yet the importance of our industry is often taken for granted during periods of relative stability and prosperity.

Recent developments have also reinforced an important reality regarding the global energy transition: achieving a lower-carbon future requires a pragmatic, balanced, and orderly pathway. While renewable energy will continue to play an increasingly important role, the pace and complexity of the transition have highlighted the continued need for reliable and competitive transition fuels. In this context, LNG remains one of the cleanest and most commercially viable energy sources available today, capable of supporting global energy security while contributing to emissions reduction objectives.

At GasLog, our approach to decarbonization is grounded in measurable action, not only long-term ambition.

In 2025, we achieved a 9.2% reduction in total CO_2 emissions, reflecting the continued progress of our operational and technical efficiency initiatives.

At the same time, the energy transition is not always linear. Market conditions during the year, including softer commercial activity affecting spot vessel utilization, created challenges for fleet efficiency and impacted our Carbon Intensity Indicator (CII) performance, although our fleet continued to perform comfortably within regulatory requirements.

To address these challenges, we continued to advance our fleet modernization strategy through the integration of highly efficient ME-GI vessels and the divestment of older steam vessels. In parallel, we further strengthened our CLEOS initiatives to optimize technical performance and operational efficiency across the fleet. Our commitment to sustainability extends beyond environmental performance. It is equally embedded in our governance practices, safety culture, and social responsibility. In 2025, we successfully achieved all Key Performance Indicators associated with our sustainability-linked credit facility.

Above all, our people remain at the center of our success. None of our operational achievements would be possible without the dedication and professionalism of our employees, both at sea and ashore. We believe safety must encompass physical and psychological wellbeing. To support this commitment, we launched the "Leadership Skills for Crew Wellbeing" program across our fleet, fostering psychologically safe and supportive working environments. We also continue to strengthen the resilience of our workforce through greater diversity and inclusion. During 2025, we advanced our Diversity, Equity & Inclusion (DE&I) initiatives and were proud to welcome a new cadetship cohort comprised of more than 21% women.

As we look ahead, we remain committed to aligning our business strategy with the broader objectives of the energy transition while upholding the highest standards of safety, operational excellence, and integrity. While challenges remain, the progress we continue to make gives us confidence in the future.

I would like to thank our employees, stakeholders and partners for their continued support, resilience, and collaboration throughout the year. Together, we are building a more sustainable future for GasLog.

Paolo Enoizi
CEO, GasLog Ltd.

1.3 2025 Highlights – SASB activity metrics

1,868 SEAFARERS
980 SHIPBOARD EMPLOYEES[α]
138 ONSHORE EMPLOYEES

45,094,170 m^3 TOTAL CARGO LOADED[ζ]

0.35 million WORK-HOURS WITHOUT LOST TIME INJURY (LTI)[ζ]

3,375,232 nm TOTAL DISTANCE TRAVELED BY VESSELS[β]

10,924 OPERATING[γ] DAYS

3,209,842 tonnes DEADWEIGHT TONNAGE[δ]

3 locations PIRAEUS SINGAPORE GEOJE

121 PORTS
45 COUNTRIES
PORT CALLS[ε]

618 PORT OPERATIONS[η]

SUSTAINABILITY AT **GASLOG LTD.**

2.1 Our ESG focus areas

2.2 ESG management and governance

The GasLog Board, through its Safety and Sustainability Committee, assumes ultimate responsibility and oversight of ESG. The C-Suite is responsible for developing targets and initiatives, assessing their progress and ensuring they are sustained and adequately resourced. We follow the SASB Marine Transportation recommendations in our reporting.

2.3 GasLog Sustainability-linked credit facility

We are proud to have met the key performance indicators (KPIs) in our sustainability-linked loan, demonstrating our commitment to advancing our sustainability goals.

Sustainability-linked loan KPIs

2025 targets ACHIEVED

1. Weighted average fleet CII per year, below the IMO trajectory
2. Gradual increase of female representation in the annual cadetship program

2.4 Double materiality assessment (DMA)

We have performed a materiality analysis applying the DMA principle. We deployed an Artificial Intelligence (AI) engine and enriched our material ESG topics with further sub-topics driven by the impacts, risks and opportunities (IROs) identified. Physical and transition risks and opportunities are assessed as part of our integrated risk management process.

Environmental Factors

Climate change

Climate change mitigation (GHG emissions) & energy usage carry the highest degree of double materiality with a mix of positive and negative impacts, alongside significant financial risks and opportunities.

Ecological impacts - Air quality

Air Pollution generates negative external impacts while simultaneously creating financial risks and opportunities. In addition, Marine Ecology (biodiversity and pollution) and supply chain decarbonization (resource inflows, outflows, and waste) result in negative outward impacts and present financial risks.

Social Factors

DE&I

Issues such as gender equality and equal pay for work of equal value carry both negative impact potential and financial implications. Other factors, including measures against workplace violence and harassment, diversity and collective bargaining coverage, are currently identified solely as areas of potential negative impact.

Employee Health & Safety

Working conditions, health and safety represent potential negative impacts to employees while simultaneously creating financial risks and opportunities for the business.

Stakeholder engagement

Human rights and community relations present both negative impact and potential financial risk. On a broader societal level, the organization's relationship is a source of positive impact, whereas impacts on societal stability are flagged as potentially negative.

Governance Factors

Business Ethics

Protection of whistle-blowers, political engagement (specifically association with the oil and gas industry where lobbying is common), and corruption and bribery, carry the risk of negative external impacts coupled with financial risks.

Data Security

Data security and cybersecurity present a clear intersection of negative societal impact (e.g., data breaches affecting individuals) and financial risk.

PROGRESS ON **ESG**

3.1 Our Fleet

We manage our ships in-house, from the design phase through to construction and operations. Our vessels are primarily powered by the boil-off of the cargo they carry. During the year, we completed the sale of three steam vessels and we took delivery of two state-of-the-art LNG carriers featuring the latest technological advancements.
The GasLog Singapore operated as a Floating Storage Unit (FSU) for a period in 2025 and was thus granted a partial exemption from the IMO Data Collection System (DCS).

3.2 Decarbonization

Addressing the climate challenge and protecting marine ecology are top priorities for us, by:

- Reducing emissions through efficiency, innovation, regulatory compliance and close collaboration with industry partners
- Protecting marine ecosystems through responsible environmental practices, waste management and strict adherence to environmental standards

CLIMATE CHALLENGE / GHG AND AIR EMISSIONS

The total CO_2 emissions improved by 9.2% in 2025 compared to 2024, decreasing from 2,233,435 to 2,028,554 tonnes, despite an overall increase of 3.8% in Fleet Weighted average CII. The removal of three old generation and low-efficiency steam vessels from the fleet, the reduction in vessels' average speed (4%) and the reduced fleet operating days have contributed to this improvement.

CII is significantly influenced by the commercial operating profile of the ships, which is largely determined by charterers' voyage instructions and prevailing spot market dynamics in 2025. Despite the addition of two newbuilding vessels and the recorded overall fleet efficiency improvements, the increase in CII compared to 2024 was primarily driven by two old generation and low-efficiency steam vessels, which experienced extended idle periods in 2025 vs. 2024 due to lower utilization in a softer spot market in 2025. In addition, LNG fuel consumption patterns are largely driven by charterers' operational and commercial decisions, and in 2025 this resulted in reduced LNG usage compared to 2024. Together with increased idle time, this contributed to the deterioration in the fleet's CII. These developments underscore the importance of close collaboration between owners and charterers to ensure a holistic approach to energy performance and voyage optimization.

Our newbuilding vessels feature the latest commercially available energy-saving technologies, including reliquefaction systems, shaft generators, and air lubrication systems. Powered by two-stroke high-pressure main engines (M-type, electronically controlled, gas injection), known for their fuel efficiency and low methane slip, these vessels are the top performers in the fleet, underscoring GasLog's commitment to emissions reduction.

FLEET WEIGHTED AVERAGE CII (CO_2 grams / tonnes*nm)

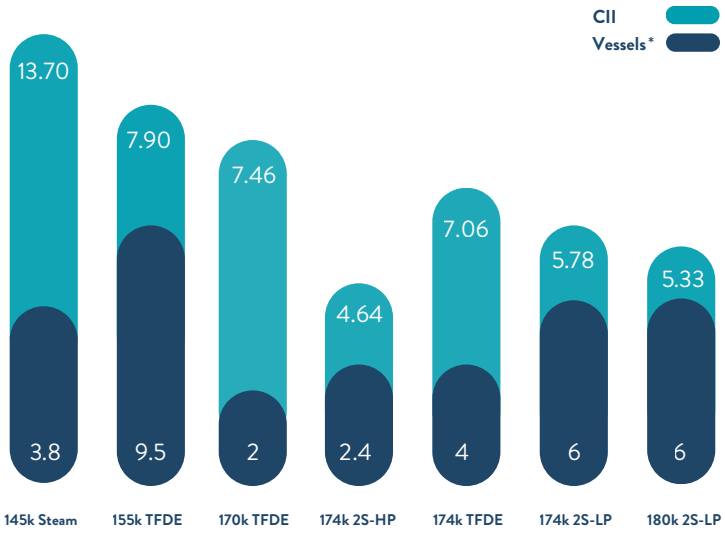
2025	33.7 Vessels	7.37
2024	32.6 Vessels	7.10
2023	33.1 Vessels	7.58

FLEET[3] ANNUAL CO_2 EMISSIONS (Total CO_2 emissions (tonnes))

2025	37 Vessels	2,028,554
2024	34 Vessels	2,233,435
2023	34 Vessels	2,074,696

[3] The fleet size represents the total number of ships managed in the reporting period, even if they were not under our management for the full year.

2025 FLEET WEIGHTED AVERAGE CII
PER VESSEL TYPE AND CAPACITY



* Weighted average fleet for the period.

Guided by our value of Innovability, our dedicated 'Energy and Decarbonization' team's strategy includes the following:

I. Operational measures / working with our charterers

As part of our digital transformation journey, we leverage vessel data and digital platforms to assess performance and improve efficiency. Our onboard data acquisition systems provides real-time, high-frequency data, and coupled with a performance management platform we have enhanced performance monitoring and analysis. Our online alert and notification center improves visibility and ensures timely data driven decisions together with our Key Performance Indicators.

II. Technical measures

We have a strong track record of implementing energy-saving technologies—including rudder bulbs, saver fins, hull air lubrication systems, shaft generators and reliquefaction plants—alongside advanced antifouling coatings to reduce hull resistance.

We apply top-performing solutions fleetwide and actively evaluate innovations for future drydocking repairs. We have applied state-of-the-art, silicon-based antifouling coating on two vessels and have installed continuous emissions monitoring systems onboard two vessels, tracking CO_2 and methane emissions per voyage. In 2025, we completed the installation of several ultrasonic antifouling systems to prevent propeller fouling and improve propulsion efficiency and further installations are scheduled for 2026 during upcoming dry-dockings.

In response to evolving regulations on methane emissions, we are actively engaged in multiple initiatives with shipyards and engine manufacturers to identify and implement effective abatement solutions for LNG carriers. A techno-economic study was completed for methane slip reduction solutions on dual-duel auxiliary generator engines. Furthermore, a feasibility study was conducted for the use of Bio-LNG and e-LNG onboard an LNG carrier. Finally, we evaluated with a classification society the applicability of Wind-Assisted Propulsion Systems (WAPS) on LNG carriers, assessing the market landscape, the technology maturity and the performance of key vendors across: rigid sails, suction sails, and rotor sails.

III. Industry collaboration

Collaboration across shipowners, technology providers, fuel innovators, and regulators is key to scaling demand, accelerating pilot projects, and advancing regulatory alignment. In this spirit, we actively participate in:

(a). Industry Forums

We are a founding member of an initiative of the Global Maritime Forum. Our management team contributes to its strategy group targeting commercially viable deep sea zero-emission vessels by 2030 and full decarbonization by 2050. We actively support industry decarbonization through participation in key technical bodies, including the American Bureau of Shipping (ABS), the Det Norske Veritas (DNV), the Society of International Gas Tanker and Terminal Operators (SIGTTO), the Oil Companies International Marine Forum (OCIMF), the International Group of Liquefied Natural Gas Importers (GIIGNL) and the Marine Technical Managers Association (MARTECMA).

GLOBAL MARITIME FORUM

(b). CLEOS Maritime Decarbonization Hub

We are proud to have launched the CLEOS Maritime Decarbonization Hub in partnership with Drylog and Olympic Shipping. CLEOS made significant progress in Research and Development (R&D) with key highlights including:

CLEOS

- Onboard Carbon Capture Unit (OCCS): The project has successfully reached a critical milestone with the design of a first-of-a-kind pilot OCCS unit utilizing the innovative Membrane Gas Absorption (MGA) technology. Finalized the detailed engineering design and components specifications and completed integration arrangements.
- Advanced Ship Energy System Simulation: Deployment of a multi-physics simulation tool to assess energy efficiency solutions (e.g. shaft generators, air lubrication systems), evaluate emerging engine technologies (e.g. spark ignited gas engines), and assess operational optimization of onboard diesel generator usage.
- Decarbonization Pathways Optimization Tool: Development of a genetic algorithm-based tool to identify optimal fuel and technology combinations, supporting compliance with IMO and EU decarbonization trajectories.
- European R&D Collaboration: Active participation in Horizon Europe projects, including H_2MARINE on onboard PEM fuel cells and CAIPIRINH3A on plasma-assisted combustion concepts for ammonia-fueled engines.

Since 2020, under an agreement with Shell, we have supplied our fleet with carbon neutral marine lubricants. This ongoing initiative reinforces our commitment to net-zero fuels and lubricants and strengthens our long-term partnership with a key customer.

In 2025, we offset 11,882[4] tonnes of CO_2e via Shell's portfolio of nature-based solutions.

MARINE ECOLOGY, WASTE, AND RECYCLING

We apply environmentally sustainable practices across our fleet, including eco-friendly paints, waste management, and ballast water treatment systems, in strict adherence to MARPOL and port-state authority regulations. Each vessel holds a ship-specific Inventory of Hazardous Materials (IHM), with compliance statements from classification societies.

All vessels are certified with ENVIRO, ENVIRO+, or CLEAN notations, demonstrating compliance with the stringent environmental protection standards set by the classification societies. Given our fleet's average age of 9.8 years, no ships have required recycling.

In over 15 years of ship management, we have had no spills or releases of toxic substances or waste.

3.3 Safety and Wellbeing

We are committed to fostering a culture where safety is a core value, not just a set of procedures, driving a secure and resilient workforce.

SAFETY, RESILIENCE, AND LABOR CONDITIONS

Our Take the Lead program aligns safety initiatives and key performance indicators, shaping the culture we strive for. At its core, Take the Lead reflects our commitment to an incident-free workplace, prioritizing the wellbeing of our people. Its objective **Goal 0** - aims for zero incidents, a goal we can achieve through aligning our values and behaviors.

Over the past year, we have strengthened our commitment to the health, safety, and well-being of both our seafarers and shore colleagues through a series of targeted initiatives. We broadened our safety culture activities across the fleet with the launch of the **"How You Live Safety Onboard"** campaign, promoting everyday safe habits. In parallel, we introduced a new in-house **Reflective Learning** module, "Navigational Near Miss," designed to strengthen learning from incidents and near-miss scenarios.

In June 2025, we launched the **"Leadership Skills for Crew Wellbeing"** program fleetwide as a core component of our Take the Lead program. This initiative equips senior officers with the knowledge and tools needed to better support the mental, emotional, and social wellbeing of their teams. Through a blend of e-learnings, facilitated workshops, and onboard coaching, the program strengthens leaders' ability to communicate effectively, recognize early signs of distress, and foster psychologically safe working environments.

For our office colleagues, we introduced the **Home Safety Checklist**, an initiative designed to extend our safety culture beyond the workplace. By encouraging regular safety checks within the household, the checklist promotes safe behaviors and helps integrate risk-aware practices into daily life.

We rolled out of our newly developed **"Take the Lead" application,** built in-house to encourage active participation and real-time updates on our ongoing safety initiatives.

We have a proven track record in the efficient, safe, and reliable operation of LNG. Our LTIF (Lost Time Injury Frequency) and TRCF (Total Recordable Case Frequency) consistently and significantly outperform industry averages. We maintain top-rated position among over 50 shipping companies, as assessed quarterly by our key customers. GasLog was also recognized for holding the top position in the 'Large Port State Control (PSC) Pool' for the last three years.

[4] Carbon credits for lubricants volume purchased by GasLog LNG Services Ltd.

We continue to partner with industry organizations in initiatives like 'Shell's Maritime Partners in Safety' and are a founding member of 'HiLo', the world's only risk management company using data analytics to predict and prevent maritime catastrophes.

Throughout the year, we held three ship-shore engagement meetings, four crew conferences, and celebrated international events like the 'World Day of Health and Safety at Work' to raise awareness on safety and health issues.

Our management team backs the 'Best Safety and ESG Suggestion' program ensuring it is well-resourced. This program aims to promote a culture of continuous improvement across all ESG pillars.

Our strong staff retention rates stem from our commitment to caring for our people, fostering shared values, providing excellent living conditions and working environments both onboard and ashore, and instilling pride in delivering cleaner energy to the world.

GasLog aims to be a great workplace.

3.4 DE&I

OUR PEOPLE

We are committed to a diverse, fair, and inclusive workplace that reflects the global communities we serve. We believe people perform at their best in an environment built on respect, clarity, and open communication. A diverse workforce strengthens operational resilience and supports long-term performance across both our fleet and shore-based operations.

For Our Seafarers

We foster a safe, inclusive and supportive improvement for our seafarers through strong standards in wellbeing, development, diversity and ethics. Guided by international maritime standards and insights from the All Aboard Alliance on human sustainability, we invest in structured cadet programs, leadership development, and in-house training to maintain high levels of competence and regulatory compliance. We provide competitive compensation, healthcare, balanced rotations, and family support services, while ensuring full compliance with the Maritime Labor Convention (MLC), ISM Code, and ISPS Code to uphold safe working conditions, ethical operations, and respect for seafarers' rights across our fleet.

For Our Employees Ashore

We foster a culture of fairness, respect, and equal opportunity through inclusive recruitment, leadership development, mentoring, and flexible work practices, supported by data-driven monitoring. Our culture change program received external recognition in 2025 for its positive impact on our values and ways of working. We invest in internships, succession planning, talent reviews, and leadership initiatives to strengthen future leadership capabilities and support long-term career growth, alongside competitive compensation.

We uphold the highest standards of human rights and ethics through zero tolerance for forced labor, slavery, and human trafficking across our operations and supply chain.

INCLUSIVITY

Inclusivity is a core value, and in 2025 we continued to embed it across both shipboard and shore-based operations.

COMMUNITY ENGAGEMENT

In 2025, we contributed to maritime and local communities by supporting key organizations, including the Hellenic Marine Environment Protection Association (HELMEPA) and the Mission to Seafarers, combining financial contributions with employee participation and fundraising efforts.

Through initiatives such as "Adopt a Ship," we connected seafarers with school communities, promoting awareness of the maritime sector and its role in global trade. We encourage employee involvement through structured volunteering initiatives, including a paid volunteering day, enabling our people to actively contribute to meaningful causes.

ENVIRONMENTAL PARTNERSHIPS

We actively support industry collaboration and environmental stewardship through:

- Hellenic Marine Environment Protection Association
- North American Marine Environment Protection Association

HELMEPA, a United Nations-accredited NGO, has supported the United Nations Environment Programme (UNEP) for over 30 years and contributes to advancing the UN Sustainable Development Goals (SDGs). In memory of George P. Livanos, HELMEPA awards annual scholarships for maritime studies worldwide.

3.5 Leadership and Governance

We leverage our people, assets, processes, and values to drive sustainable performance for our stakeholders.

BOARD AND MANAGEMENT

Our Board of Directors has five members and met seven times in 2025. The Board oversees management and ensures shareholder interests are met.

MANAGEMENT SYSTEM AND PROCESSES

Both onshore and at sea, our employees are supported by world-class management practices and advanced technologies in communication and maritime safety. We are ISO 9001, 14001, 45001, and 50001 compliant and are regularly subject to assessments by our customers, flag and port states where we have achieved industry-leading performance.

ZERO TOLERANCE

We have zero tolerance for bribery and corruption, discrimination, harassment, and bullying. All employees must attest to our Anti-Bribery and Corruption policy and the Code of Business Conduct and Ethics, and complete annual online training to stay updated on requirements. We provide a confidential whistleblower hotline to report concerns, supporting our non-retaliation policy.

We are committed to a zero-tolerance approach, ensuring a safe, ethical, and transparent work environment for all.

SASB **KPIs**

SASB Sustainability disclosure topic	2025	2024
GHG EMISSIONS (Climate change)		
Carbon Dioxide (CO_2) tonnes[θ]	2,028,554	2,233,435
Methane (CH_4) tonnes[θ]	14,604	15,156
Total GHG (CO_2e)[ι]	2,419,246	2,640,085
Total energy consumed Gigajoules[κ] 1) Fleet / 2) Office electricity	1) 35,775,946 2) 1,504	1) 39,659,527 2) 1,581
Average fleet percentage of energy consumed by liquid fuel oils (%)[λ]	10%	6%
SHIP EFFICIENCY INDEX		
Average EEDI CO_2 grams / tonnes*nm[μ]: 1) Operating fleet 2) Newbuilds	1) 4.43 2) 3.74	1) 4.53 2) 3.75
Average EEXI CO_2 grams / tonnes*nm[ν]	6.83	6.83
Average fleet EEOI CO_2 grams / cargo*nm[ν]	21.00	17.70
Average fleet AER CO_2 grams / tonnes*nm[ν]	7.57	7.03
Average fleet CII CO_2 grams / tonnes*nm[ν]	7.53	7.00
Fleet weighted average CII CO_2 grams / tonnes*nm[ξ]	7.37	7.10
AIR QUALITY		
SO_x tonnes°	321	297
NO_x tonnes°	7,188	7,108
Particulate matter (PM10) tonnes°	322	316
ECOLOGICAL IMPACTS		
Volume of plastic sent ashore m^3 / vessel[π]	2.233	2.1
% of fleet implementing Ballast water[5][ρ]: 1) Exchange 2) Treatment	1) 0% 2) 100%	1) 0% 2) 100%
Spills / releases to the environment[σ]: 1) Number 2) Aggregate volume (m^3)	1) 0 2) 0	1) 0 2) 0
EMPLOYEE HEALTH & SAFETY		
LTI / exposure hours[τ]	0.35	0.12
FAC (First Aid Case)[π]	5	3

SASB Sustainability disclosure topic	2025	2024
ACCIDENT AND SAFETY MANAGEMENT		
Number of marine casualties, percentage classified as very serious[υ]	0	0
Number of Conditions of Class or Recommendations[π]	3	7
Number of port state control[π] 1) Deficiencies 2) Detentions	1) 18 2) 0	1) 13 2) 0
STAKEHOLDER ENGAGEMENT		
CEO meetings with key clients	Eleven per quarter	Ten per quarter
Staff – COO / CEO town halls (ship and shore)	8	14
CEO – COO ship visits[φ]	43%	45%
EMPLOYEE ENGAGEMENT, DE&I		
Number of employees (shore staff / sea staff)	138 / 1868	138 / 1821
Shore-based retention rate[χ]	98.6%	96.54%
Sea staff retention rate (senior officers)[χ]	98.3%	97.60%
Sea staff retention rate (junior officers / crew)[χ]	95.6% / 95.4%	97.30% / 97.40%
% female employees (shore staff / sea staff)	35% / 2.90%	36% / 2.70%
Women in leadership and on Board	9%	9%
% female (new employments) on annual cadetship program[ψ]	21.28%	25%
Number of nationalities (shore staff / sea staff)	9 / 15	9 / 18
DATA SECURITY		
GDPR breaches	0	0
Average virus attacks detected per month[ω]	2.42	2.42
Malicious / SPAM[6] emails detected[ω1]	6%	7%
BUSINESS ETHICS		
% staff training in Code of Business Conduct and Ethics (shore staff)	100%	100%
% staff responding to ethics survey (shore staff / sea staff)[7]	98.6% / 62.8%	-
Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption (USD)	0	0

[5] Ballast Water treatment system installation in our managed fleet
[6] % decrease in monthly average of SPAM or blocked emails as a % of total emails
[7] This is a biennial survey

APPENDIX

DISCLAIMERS FOR METRICS AND KPIs

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

(α) The number of employees, onboard managed ships and ashore, as of 31 December 2025 is recorded.
(β) The distance (in nautical miles) traveled by all vessels in the year. Data as per IMO DCS reporting (FSU operations exempted).
(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 the Methane Nile Eagle.
(δ) Deadweight tonnage is the sum, for all of the entity's owned/bareboat vessels, of the difference in displacement in deadweight tonnes between the light displacement and the actual loaded displacement. Figure includes the GasLog Singapore (operated as FSU) and excludes the FSRU Alexandroupolis.
(ε) Total number of port calls for the owned and bareboat fleet during the reporting period. The Methane Nile Eagle is included.
(ζ) The Methane Nile Eagle is included.
(η) Loading and discharging operations for the owned and bareboat fleet. The Methane Nile Eagle is included.
(θ) Carbon dioxide calculations based on consumption and IMO emission factors, methane emissions calculated based on applicable EU MRV emission and slippage factors. Period during FSU utilization is exempted.
(ι) Total GHG expressed in CO_2 equivalent based on the Global Warming Potential (GWP) used in EU MRV Regulation.
(κ) 1) Calculation of the total energy consumed according to fuel type and Lower Calorific Values as per IMO MEPC 308(73) for the fleet. Period during FSU utilization is exempted. 2) Office electricity consumption includes our office space in Greece and Singapore.
(λ) Percentage of the energy consumed, related to VLSFO (Very Low Sulfur Fuel Oil) and LSMGO (Low-Sulfur Marine Gas oil). Period during FSU utilization is exempted.
(μ) An EEDI value is the product of power installed, specific fuel consumption, and carbon conversion, divided by the product of available capacity and vessel speed at design load.
(ν) Calculated in accordance with IMO regulations. EEXI calculation includes GasLog Singapore. Period during FSU utilization is exempted from EEOI, AER & CII calculations. CII as defined in MARPOL Annex VI Regulations along with the relevant correction factors.
(ξ) The fleet weighted average CII, expressed in CO_2 per DWT-mile and is calculated using a weighted factor, as calculated from the actual vessels' operating days, within a calendar year, accounted for emission data reporting under IMO DCS.
(ο) PM, NO_X and SO_X emissions from the combustion of fuels from owned/bareboat vessels have been calculated based on IMO guidelines. Period during FSU utilization is exempted.
(π) For owned and bareboat fleet (including the Methane Nile Eagle, FSRU Alexandroupolis and GasLog Singapore).
(ρ) Ships performing ballast water exchange with an efficiency of at least 95 percent volumetric exchange of ballast water have been included. For BW treatment, approved systems must discharge (a) less than 10 viable organisms per cubic meter that are greater than or equal to 50 micrometers in minimum dimension and (b) less than 10 viable organisms per milliliter that are less than 50 micrometers in minimum dimension and greater than or equal to 10 micrometers in minimum dimension. Figure includes the Methane Nile Eagle, FSRU Alexandroupolis and GasLog Singapore.
(σ) Any overboard spills and releases – intentional or accidental – are reported. Figure includes the Methane Nile Eagle, FSRU Alexandroupolis and GasLog Singapore.
(τ) 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) x (1,000,000 hours worked))/ Total Exposure hrs. Figure includes the Methane Nile Eagle, FSRU Alexandroupolis and GasLog Singapore.
(υ) A marine casualty is defined, based on the United Nations International Maritime Organization (IMO)'s Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident Resolution MSC 255(84), paragraph 2.9, chapter 2 of the General provisions. A very serious marine casualty is defined as a marine casualty involving the total loss of the ship, a death, or severe damage to the environment. Figure includes the Methane Nile Eagle, FSRU Alexandroupolis and GasLog Singapore.
(φ) The percentage is calculated as the number of leadership visits over the total number of managed fleet as of year-end.
(χ) Calculations follow Intertanko methodology.
(ψ) The calculation refers to the percentage of female cadets over the total number of cadets (new employments) during the year.
(ω) Detected viruses on the office infrastructure.
(ω1) Calculation excludes vessels' IT infrastructure.

SHIPPING ENERGY FOR A SUSTAINABLE FUTURE

Email:
contact@gaslogltd.com

Stay up to date:

@gaslogIng
@gaslogltd
@gaslog

gaslogltd.com