DYNAGAS LNG Partners LP

Dynagas LNG Partners LP

2021 ESG Report

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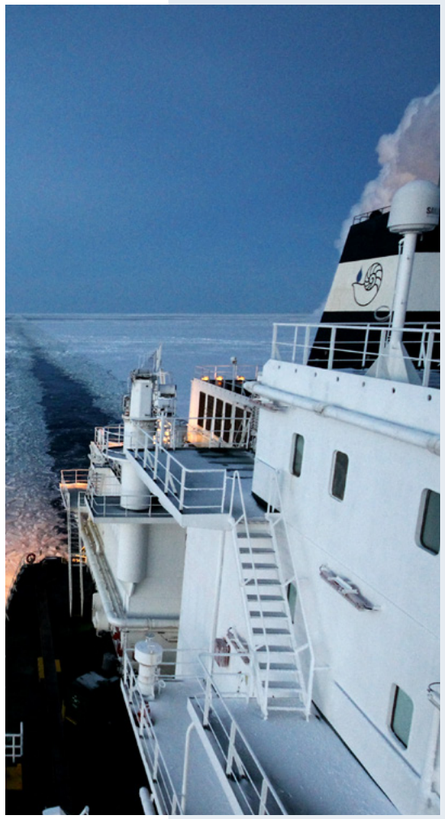
ABOUT THIS REPORT



This is our **first Environmental, Social and Governance ("ESG") report.** The report demonstrates how we approach sustainability at our Company and how we embed the ESG factors in our daily operations.

Purpose of this report is to outline the pillars of sustainability on which our Company is founded. The report aims to communicate to our stakeholders and interested parties our approach, actions and results of our policies and initiatives which promote the integration of the ESG factors in our business activities.

Reporting period

This report refers to the period 01.01.2021 – 31.12.2021. Therefore, data and information in relation to ESG performance derive from actions that took place within 2021. Nonetheless, where applicable for comparison reasons also data from 2020 are provided.

Reporting frameworks

Global Reporting Initiative (GRI Standards: Core option)

Reporting based on the GRI Standards ensures that the content and issues discussed are relevant, consistent, and comparable across companies and sectors.

Sustainability Accounting Standards Board (SASB) for Marine Transportation

The report discloses information on the basis of SASB maritime industry-specific metrics.

MESSAGE FROM MR TONY LAURITZEN

This is our first Environmental, Social and Governance (ESG) report which is published at a time when energy security and sustainability are clashing as the general public appears mostly concerned with managing their cost of living and how to prepare for a looming recession following an energy crisis. Nonetheless, emissions and its effects on the globe's temperature and air quality are multi-generational challenges that our society must and will continue to address in the long term.

DYNAGAS LNG PARTNERS LP **2021 ESG REPORT**
MESSAGE FROM OUR CEO

One of the key drivers in establishing Dynagas was to become part of and develop with the LNG transportation industry in order to contribute to lowering global emissions. Natural gas, when combusted, is the lowest emitting fossil fuel. Compared to oil, the combustion of natural gas reduces CO2 emissions by 25% and reduces 95% of NOX emissions, while nearly 100% of SOx and particulars emissions are eliminated.

We believe that natural gas is one of the few available, scalable, environmentally and financially sustainable contributors to lower global emissions today and will remain so for the foreseeable future. The efficiency, flexibility and responsiveness of the combined cycle gas powerplant makes natural gas a very important baseload provider of energy that can be complemented with renewable providers such as wind and solar, whose output is variable and dependent on factors beyond human control.

We consider it noteworthy to mention that up to the moment of the energy crisis, there was a desire by policy makers to drive up fossil fuel prices (through emission taxes, reduction of new investments in fossil fuel projects etc) in order to curb fossil demand. Today, after a period of protracted under-investment in oil and gas infrastructure, high energy prices are sending the global economy into recession. Following recent events, we can conclude that our society is not yet equipped to depart from an available and on demand energy infrastructure primarily based on fossil fuels as long as a workable alternative is not in place. Clearly, the change into renewable technologies is a long transition and not a switch, which will require significant technological developments, careful implementation, creative solutions and an approach that prioritizes prosperity and justice. The recent turmoil in the global energy markets has been an important reminder of this inescapable fact.

In order to make a difference to the environment, the key is to develop and improve as an industry. The shipping industry and in particular the LNG shipping industry has in fact improved its carbon footprint per unit transported dramatically during the last 15 years. The main reasons for these improvements are new developments in technology in terms of cargo containment systems, re-liquefaction systems, communications, weather routing systems, and of course propulsion systems. Even in the absence of any regulatory requirements the LNG shipping and equipment industry have been responsible by continuing to develop new technological solutions.

Apart from a desire to improve the vessels emissions profile, shipowners are incentivised to contribute to continuous improvement and reduction of emissions because a reduction in fuel consumption (which yields emissions savings) also reduces the cost per unit transported and improves the vessel's financial performance.

The LNG shipping industry and Dynagas have and will continue to innovate and remain focused on lowering emissions in a sustainable manner as the path towards decarbonization becomes clearer. We recognize the importance of climate change and the need to develop sustainable solutions and we are committed in embedding the ESG factor in our business model.

Our main target in compiling this ESG report is to meet the expectations of our stakeholders considering the impact they have to our business. We are committed to operate in a socially responsible manner ensuring the safety of our people and the environment, through a transparent and an ethical behaviour. The social and governance component of ESG is of paramount importance for us, as social purpose-led goals are woven into our company's culture. The health, well-being and development of our crew and employees remains our top priority as we continue to build on an already successful track record.

Despite the continuous innovation and considerable selection of modern and fuel-efficient propulsion systems, the 2050 IMO global strategy and objective brings us to the need to work with the industry to find ways of continuing to reduce the environmental footprint.

The effective management of Environmental, Social and Governance matters are fundamental and of key strategic importance to Dynagas LNG Partners LP, as we work together to develop long term sustainable practices and create value to our shareholders, business, our employees, customers, investors and the community.

1. OUR BUSINESS IDENTITY

OUR VISION

Our Vision is to become the global leader in the LNG maritime transportation industry and expand our presence within the LNG value chain.

OUR APPROACH

We are committed to providing quality transportation services to all of our customers and to developing and maintaining long term relationships and trust with our customers.

OUR MISSION

Dynagas LNG Partners LP is committed to providing safe, efficient, high-quality and reliable operations, through meeting and exceeding the health, safety and environmental standards, meet and anticipate our customers' needs, continually identify optimization areas and perform in accordance with all applicable laws and regulations.

Our goals and aspirations

- ZERO levels of incidents
- ZERO lapses in security
- ZERO spills and releases to the environment (air-water-land-noise)
- REDUCTION in permitted emissions
- ZERO flag, PSC or other external findings / observations / non-conformities
- ZERO customer complaints
- FLAWLESS operations

1.1 OUR COMPANY

Dynagas LNG Partners LP is a limited partnership with main objectives to own and operate high specification and versatile LNG carriers, that are able to transport LNG in sub-zero, harsh weather and ice conditions.

The Company was established as a limited partnership in the Republic of the Marshall Islands on May 30, 2013. Our fleet is managed by Dynagas Ltd (hereinafter referred to as our Manager"). Unless the context otherwise requires, references in this ESG report to "Dynagas LNG Partners," "Dynagas Ltd"," "we," "our", "our company" and "us" or similar terms refer to Dynagas LNG Partners LP and the Manager.

The Company currently owns six (6) premium LNG carriers which are under long-term, high-quality contracts with major LNG companies. Dynagas Ltd is responsible for the technical and commercial management of all ships in Company's fleet.

1.2 OUR FLEET

We own and operate a fleet of six (6) LNG carriers, consisting of the three modern steam turbine LNG carriers, and three modern tri-fuel diesel electric (TFDE) propulsion technology LNG carriers.

Beyond conventional trade practices, the majority of our LNG carriers are assigned with **Lloyds Register Ice Class Notation Ice Class 1A FS** and are winterized. This enables us to offer unique services in routes with sub-zero and ice bound conditions.

11.7
YEARS
Average age of vessels as of April 29, 2022

OUR FLEET


CLEAN ENERGY


OB RIVER


AMUR RIVER


ARCTIC AURORA


YENISEI RIVER


LENA RIVER

The main particulars for each of our LNG carriers are presented in the following table:

Vessel name	Year Built	Cargo capacity (cbm)	Ice class	Propulsion type
Clean Energy	2007	149,700	No	Steam turbine
Ob River	2007	149,700	Yes	
Amur River	2008	149,700	Yes	
Arctic Aurora	2013	155,000	Yes	Triple-fuel diesel electric (TFDE) propulsion technology Ice Class
Yenisei River	2013	155,000	Yes	
Lena River	2013	155,000	Yes	

The key operational characteristics of our fleet are:

The fleet consists of two series of sister vessels all built at Hyundai Heavy Industries Co. Ltd. in South Korea.

The fleet is built with similar dimensions with near identical hull and superstructure layout and similar displacement.

Optimal sizing with a carrying capacity of between approximately **150,000 and 155,000 cbm** (medium to large-size class of LNG carrier). This range of capacity maximizes operational flexibility as such vessel is compatible with most existing LNG terminals around the world.

Ice Class notation and winterization features on the majority of the fleet enabling trade in harsh weather and ice infested waters.

Membrane cargo containment system that uses insulation built directly into the hull of the vessel with a membrane covering inside the tanks designed to maintain integrity.

1.3 OUR BUSINESS STRATEGY

Our ice class vessels also trade as conventional LNG carriers.

We own a great number of LNG carriers in the global fleet with ice class 1A FS or equivalent ice class notations.

We are the first LNG shipping company to transit and carry cargoes through the Northern Sea Route.

In an ever-evolving LNG market, our Company strives to shape and maintain a versatile and flexible fleet which offers us the advantage of a large terminal compatibility list in support of the underlying commodity trade.

We seek to employ our vessels on multi-year time charters with international energy companies so as to achieve stable cash flows and high utilization rates.

Our business strategy is built upon two axes:

1. Strong counter parts

Our priority is to expand our fleet and continue to employ our vessels on multi-year time charters with international energy companies that provide us with the benefits of stable cash flows and high utilization rates.

2. Highly flexible fleet

In addition to conventional LNG Shipping, we aim to continue to focus on a fleet that is optimized for trading flexibility including areas/routes that are located in sub-zero or in ice bound areas.

All the charters for our fleet are established on the basis of fixed-term contracts. The average remaining charter term as of April 29, 2022 was 6.8 years

6.8 YEARS
Average remaining charters duration as of April 29, 2022

We have built a resilient business model which can respond efficiently to external pressures, aiming to grow our business in an environmental and social balanced way.

Our voyage revenues for 2021 were increased by 0.4% and our fleet's daily operating expenses, were increased by approximately 3% compared to 2020.

137,746m $
Voyage revenues as of December 31, 2021

13,534 $
Daily operating expenses as of December 31, 2021

The following table present our operational performance for the years ended December 31, 2021 and December 31, 2020.

Fleet performance data	**2021**	**2020**
Number of vessels at the end of the year	6	6
Ownership days	2,190	2,196
Available days	2,190	2,196
Planned offhire – dry-docking days	0	0
Unplanned offhire days	0	12
Idle days	0	0
Operating days	2,190	2,184
Fleet Utilization	100%	99.5%
Port calls	116	142
Countries visited	14	21
Total distance travelled (nm)	530,732	495,768

We implement management systems that comply or are certified according to the standards:

- **Safe Management and operation of ships - ISM code**
- **Quality management system - ISO 9001:2015**
- **Information security management – ISO 27001:2013**
- **Energy management system – ISO 50001:2018**
- **Occupational health and safety system – ISO 45001:2018**
- **Environmental management system – ISO 14001:2015**

2. ABOUT LIQUEFIED NATURAL GAS (LNG)

From 2020 to 2021, on a global scale, the LNG trade increased by 4.5%, achieving an all-time high peak of 372.3 million tonnes (MT)[1]. The increase of the exports was led in principle by the USA (+22.3MT, +49.8%), Egypt (+5.2MT, +390.5%) and Algeria (+1.2MT, +11.3%). On the top of LNG exporter's list for 2021 remains Australia with exports of 78.5MT in comparison to 77.8MT in 2020. Furthermore, the largest exporting region remains Asia Pacific with exports reaching 131.2MT. The Asia Pacific region is simultaneously the largest importing region recording net imports of 155.7MT increased by 8.6MT compared to 2020. In 2021, China surpassed Japan in the imports of LNG, becoming the largest importer, with 79.3MT (from 68.9MT in 2020). An event that marked 2021 is the rise in significance of the Atlantic region LNG markets as Europe has turned to premium LNG buyer.

As of April 2022, the global LNG trade network connected 19 exporting markets with 40 markets with importing capabilities. Moreover, the global liquefaction capacity in 2021 stood at 459.9 million tonnes per annum (MTPA) while the global regasification capacity was 897.6MTPA.

Industry facts:

641
vessels global LNG fleet*

~300
vessels under construction

10% GROWTH
in global LNG fleet year-on-year in 2021

901.9MTPA
global regasification capacity across 40 markets*

The LNG Fleet

The global LNG fleet grew by 9.9% in 2021 as 57 carriers and 4 floating storage and regasification units (FSRUs) were delivered. Most of the delivered vessels fall in the 170,000 to 180,000 cubic meters (cm) size range. As of the end of April 2022, there were 641 active LNG vessels including 45 FSRUs and 5 floating storage units (FSUs). In addition, 216 LNG vessels were under construction.

[1] International Gas Union 2022, World LNG Report

The LNG Supply Chain

LNG is transported through sea in purpose-built tanks on double-hulled ships to a receiving terminal, where it is unloaded and stored in heavily insulated tanks. The LNG is then returned to its gaseous state, or regasified, in regasification facilities at the receiving terminal. Finally, the regasified LNG is moved through pipeline for distribution to natural gas customers.

The LNG Shipping Routes

In 2021, the principal trade routes for LNG shipping included:

- **U.S. to Europe**
- **U.S. to Asia** (South Korea and Japan)
- **Russia to Asia** (Japan, South Korea, Taiwan and China)
- **Russia to Europe** (France, Netherland, United Kingdom and Spain)
- **Qatar to Europe** (the United Kingdom, Italy and Spain)
- **Qatar to Asia** (India, Japan and South Korea)
- **Australia to Asia** (China, Japan and South Korea)
- **Malaysia to Japan**

3. SUSTAINABILITY AT DYNAGAS

Our key focus areas

ENVIRONMENT

- We recognize the significance of protecting the environment and adhering to sustainable practices.
- We have identified the environmental aspects and impacts of our operations and have set goals towards continual improvement.
- We explore sustainable energy solutions for our fleet and initiate specific measures to reduce our environmental footprint ashore.

OUR PEOPLE

- We care deeply about our people and seek to attract, retain and further develop our employees.
- We focus on the health and safety, and wellbeing of our people, and strive to maintain a safe working environment.
- We implement fair and transparent social and governance policies.
- We constantly improve our practices and processes to ensure safe and sustainable procurement practices.

Supporting the United Nations Sustainable Development Goals

The United Nations Sustainable Development Goals (UN SDGs) mark the path towards economic, social and environmental progress. Within the spectrum of our activities, we have identified relevant SDGs to which we make the most meaningful contribution and thus we are able align our business strategy with those. More information about this topic in Ch. 4. (4.2 Materiality analysis).

4. STAKEHOLDER ENGAGEMENT & MATERIALITY ANALYSIS

4.1 STAKEHOLDER ENGAGEMENT

We seek to engage with our stakeholder to gain understanding of:

- The impacts of our activities and to which degree those resonate with our values.
- Stakeholder concerns linked with our business and how we can approach and address them.
- Which ESG factors are the most critical and how to embed them in our strategy.

DYNAGAS LNG PARTNERS LP **2021 ESG REPORT**
4. STAKEHOLDER ENGAGEMENT AND MATERIALITY ANALYSIS

The key stakeholder groups that we have identified for our organization are:

- Charterers/Brokers
- Financial institutions
- Investors
- Suppliers/Business partners
- Classification societies
- Shipyards
- Manning agents
- Flag states
- Port authorities
- International/Industry organizations
- Insurers / P&I clubs

Memberships and participations

We are members of the following associations, and other relevant industry regulatory bodies:

Society of International Gas Tanker and Terminal Operators Ltd (SIGTTO).

SIGTTO is an international body, with more than 170 full and associate members that promotes shipping and terminal operations for liquefied gases which are safe, environmentally responsible and reliable.

Oil Companies International Marine Forum (OCIMF).

OCIMF is a voluntary association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas, that focuses on preventing harm to people and the environment. Today OCIMF has 111 member companies and consultancy status at the International Maritime Organization (IMO).

BIMCO (The Baltic and International Maritime Council).

BIMCO is the world's largest direct-membership organisation for shipowners, charterers, shipbrokers and agents, with around 2,000 members in more than 130 countries. BIMCO's mission is to be at the forefront of global developments in shipping, providing expert knowledge and practical advice to safeguard and add value to members' businesses.

4.2 MATERIALITY ANALYSIS

To identify the most material ESG issues for Dynagas LNG Partners LP we follow the following procedure:

1.

Desktop exercise for the determination of a long list of the most relevant ESG and sustainability topics associated with our operations. For this reason, we take into consideration industry best available practices and sustainability standards.

2.

Survey and prioritization.
By means of an online survey we reach out to our stakeholders requesting from them to determine the most material ESG issues associated to our operations and prioritize them according to their significance.

3.

Analysis of the results.
We analyse the results to determine the combined input both from internal and external stakeholders and create the materiality matrix.

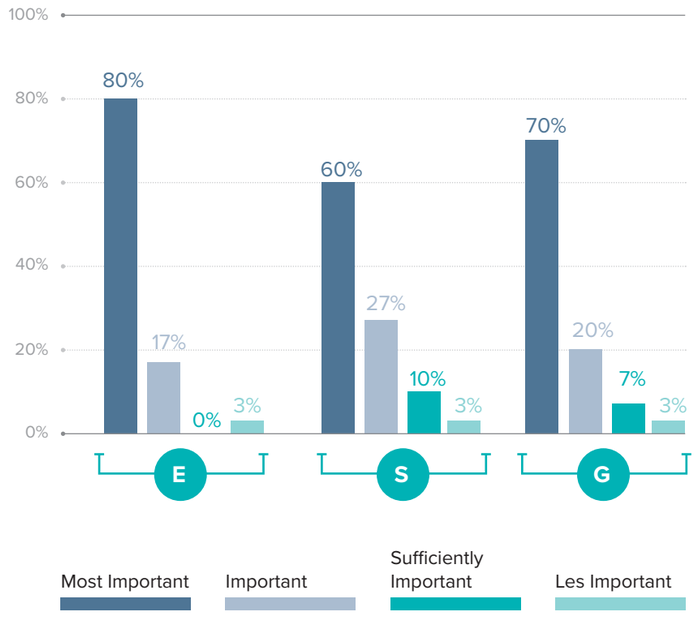
The matrix provides a clear view on the degree of importance of each ESG factor to our stakeholders and to our Company.

We carried out an online survey and distributed electronic questionnaires to a sample group of our external and internal stakeholders in order to identify the issues related to our activities that are considered material for them.

Our stakeholder questionnaire included 25 issues, 8 of the issues were environmental, 12 of the issues were social and 5 were corporate governance-related.

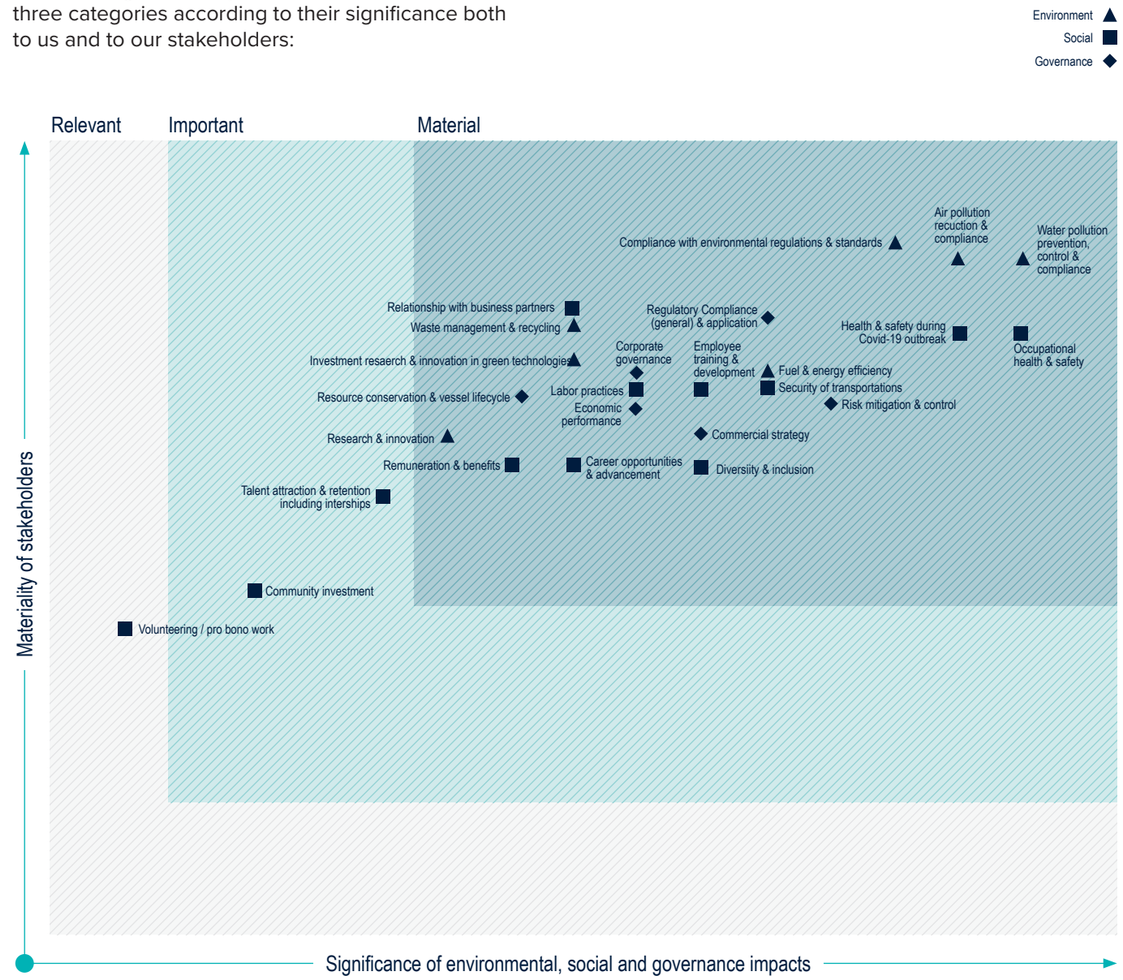
Moreover, we requested from our stakeholders who participated in the survey to provide their feedback on the significant role the ESG factors play in the shipping industry.

Additionally, the majority (93%) of our stakeholders believe that the importance of ESG will continue to grow in the future.



Materiality Matrix

The key material topics identified are presented in the following materiality matrix and are classified in three categories according to their significance both to us and to our stakeholders:



List of most material ESG issues

1. Water pollution prevention, control & compliance with respective regulations
2. Air pollution reduction & compliance with respective regulations
3. Compliance with environmental regulation and standards
4. Occupational health and safety
5. Health and safety during Covid-19 outbreak
6. Regulatory Compliance (general) and application
7. Risk mitigation and control
8. Security of transportations both physical and cyber security
9. Fuel and energy efficiency
10. Employee training / competency development
11. Relationship with business partners
12. Waste management and recycling
13. Corporate governance, ethics and transparency

5. ENVIRONMENT: CLIMATE IMPACT AND EMISSIONS

LNG is considered to be the cleanest fossil fuel and a “bridge fuel” in the context of the energy transition. Global shipping is turning towards the selection of LNG as a fuel towards decarbonization. The combustion of LNG fuel emits lower carbon dioxide (CO_2) emissions than coal or oil, as well as lower nitrogen oxide (NOx) emissions, and almost no environmentally-damaging Sulphur Oxides (SOx) emissions.

DYNAGAS LNG PARTNERS LP **2021 ESG REPORT**
5. ENVIRONMENT: CLIMATE IMPACT AND EMISSIONS

Strict environmental regulations put further pressure on the shipping industry towards decarbonization.

2018

The International Maritime Organization (IMO), **adopted an initial strategy for the reduction of GHG emissions from international shipping**, targeting to reduce the total annual greenhouse gas emissions by at least 50% by 2050 and the CO_2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards a reduction of 70% by 2050 (in comparison to 2008 levels).

2019

The European Commission **published the Green Deal**, which is a package of policy initiatives, to assist EU on the path to a green transition, with the aim of reaching climate neutrality by 2050 including a target to reduce transport-related greenhouse gas emissions by 90% by 2050 over the baseline level of the year 1990.

2020

The IMO **adopted amendments to the MARPOL convention** that require ships to combine technical - Energy Efficiency Existing Ship Index (EEXI) - and operational - Carbon Intensity Indicator (CII) - measures to reduce their carbon intensity gradually by 2% annually from 2023 through 2026.

The European Commission **published “Fit for 55”** package, targeting a 55% reduction in greenhouse gas emissions by 2030. The “Fit for 55” includes four proposals which are directly related to the shipping industry, more specifically to the inclusion of shipping in the EU Emissions Trading System (EU ETS), the set of a maximum limit on the GHG intensity of energy used on board by a ship (FuelEU Maritime Initiative), the introduction of a minimum tax rate on the relevant fuels used for intra-EU ferry, fishing and freight vessels (Energy Taxation Directive) and the Alternative Fuels Infrastructure Regulation to ensure that the decarbonization pathway of the transport fleet is supported by adequate recharging and refueling infrastructure in EU ports.

We are committed to meet industry’s targets for greenhouse gas emissions reduction.

Compliance with environmental regulations

The fleet is operated in full compliance with all applicable environmental laws and regulations and our vessels have all material permits, licenses, certificates, or other authorizations necessary for the conduct of our business activities.

ZERO

non-compliance with environmental laws and regulations incidents in 2021

IMO Ballast Water Management Convention

The BWM Convention requires ships to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of new or invasive aquatic organisms and pathogens within ballast water and sediments. Entered into force September 8, 2017.

Our response

As of December 22, 2022 we have already installed ballast water treatment system on three of our vessels, and we plan to install such systems on the rest of the fleet within 2023.

MARPOL Annex VI 0.50% sulphur limit

Since January the 1st, 2020 came into force the decision of IMO-Marine Environment Protection Committee (MEPC) for a reduction in sulphur emissions from vessels from 3.5% to 0.5% m/m. In order to comply with the said regulation vessels should: (i) use 0.5% sulphur fuels on board, (ii) instal scrubbers (Exhaust Gas Cleaning Systems - ESGSs) for cleaning of the exhaust gases of the vessels, and (iii) retrofit vessels to be powered by liquefied natural gas. Entry into force: January 1, 2020.

Our response

The use of LNG as fuel is promoted as one of the most effective compliance means. All of our vessels can operate with low-sulphur fuels.

Inventory of Hazardous Materials (IHM)

Regulation aiming to ensure that ships, being recycled once they reach the end of their operational lives, do not pose any unnecessary risks to the environment, human health and safety Vessels of 500 gross tonnage or above, regardless of flag, will require a certified IHM on board if calling at an EU port or anchorage. Non-EU flagged vessels may also be certified against EU SRR by complying with the HKC IHM requirements. Entered into force: December 31, 2020.

Our response

All of our vessels hold an approved IHM certificate and Statement of Compliance. Relevant training is offered ashore and onboard.

IEnergy Efficiency Existing Ship Index (EEXI)

Amendments to MARPOL Convention introduced requirements to assess and measure the energy efficiency of all ships and set the required attainment values, with the goal of reducing the carbon intensity of international shipping. The requirements include a technical approach to reduce carbon intensity based on the Energy Efficiency Existing Ship Index (EEXI) which measures the theoretical energy efficiency of ships. The attained EEXI is required to be calculated for ships of 400 gross tonnage and above. Entry into force from January 1, 2023.

Our response

EEXI index for all fleet vessels has been calculated and verification process is underway from recognised organizations.

Carbon Intensity Indicator (CII)

Amendments to MARPOL Convention introduced the Carbon Intensity Indicator (CII) in support of IMO's strategy to reduce the carbon intensity of the shipping industry.
CII is expressed in gr of CO2 per DWT-nautical mile. Ships of 5,000 gross tonnage will be required to document and verify their actual annual operational CII achieved against a determined required annual operational CII Entry into force: from January 1, 2023.

Our response

The methodology used for the calculation and reporting as well as the annual operational CII will be included in the Ship Energy Efficiency Management Plan (SEEMP) Part III for each vessel.

5.1 ENERGY EFFICIENCY

Key results in 2021

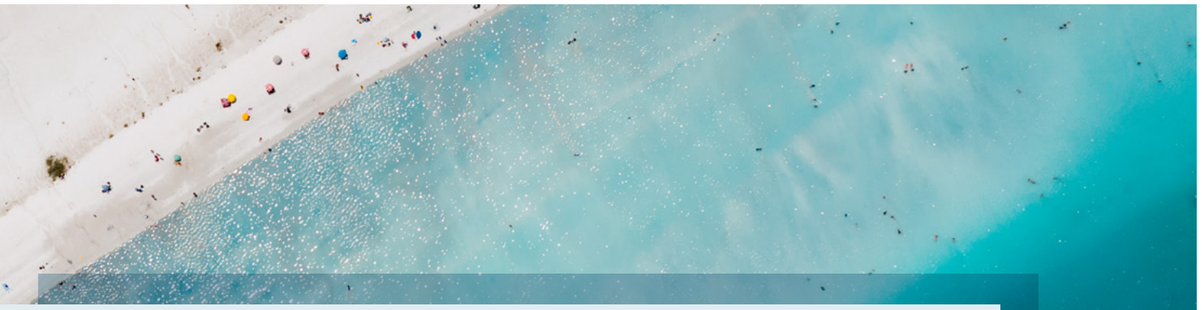
28.30
Average fleet EEOI
(gr CO2 / tonnes – mile)

11.56
Average fleet AER
(gr CO2 / tonnes - mile)

176,210
Total fleet fuel consumption
(metric tonnes)

8,832,251
Total fleet energy
consumption (GJ)

743,056
Total onshore energy
consumption (kJ/m2)



In order to improve efficiency for the use of resources we monitor the energy consumption of our vessels and our onshore activities. The Energy Management System is certified to the ISO 50001 standard.

We aim to achieve the following energy efficiency objectives:

- Minimize energy waste and fuel consumption by implementing vessel and voyage energy strategies to minimize energy usage and ensure efficiency.
- Promote onboard and onshore energy efficiency awareness.
- Minimize the greenhouse gas emissions generated by vessel's activities.
- Promote cooperation with charterers and other entities to facilitate energy efficient operations.
- Meet or exceed all the environmental and other legislation.

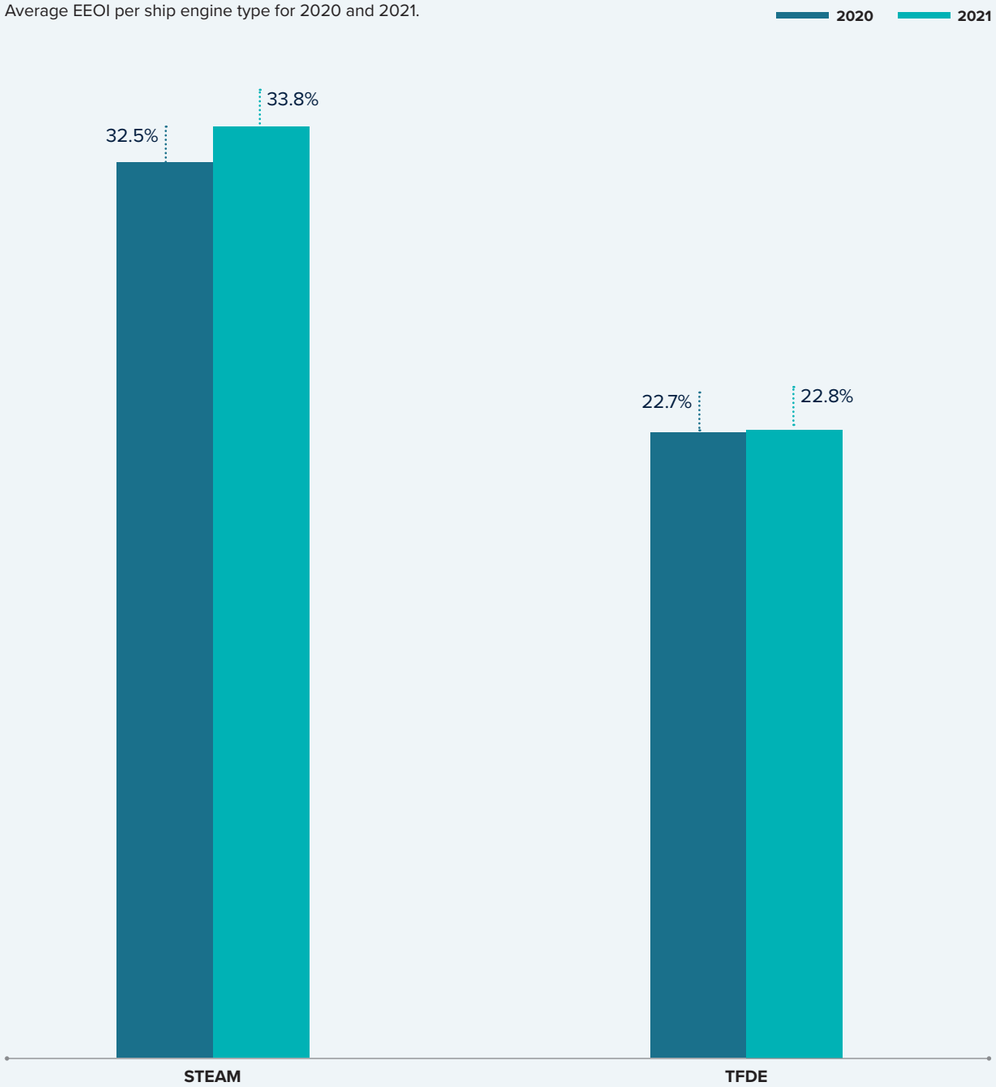
Our Energy Management System enables us to set targets, implement processes and monitor energy performance in order to achieve our objectives.

We monitor the energy performance of our fleet's vessels through the **Energy Efficiency Operational Indicator (EEOI)** set by the International Maritime Organization (IMO). The EEOI indicator, measures the fuel efficiency of vessel operations and is expressed in gr CO_2 / tonnes – mile.

The EEOI indicator expressed in gr CO_2 / tonnes - mile is affected by the transferred cargo measured in tonne-miles and the fuel in use per voyage for the total of the year. The length of the ballast voyages is affecting directly the EEOI as both the transferred cargo is reduced and on many cases the gas is not sufficient for the length of the voyage and is being substituted by conventional fuel such as HFO and MGO that have higher emissions factors of CO_2 compared to LNG. The average fleet EEOI was increased by approximately 3% in comparison to 2020.

Average EEOI per engine type (gr CO_2 / tonnes - mile)

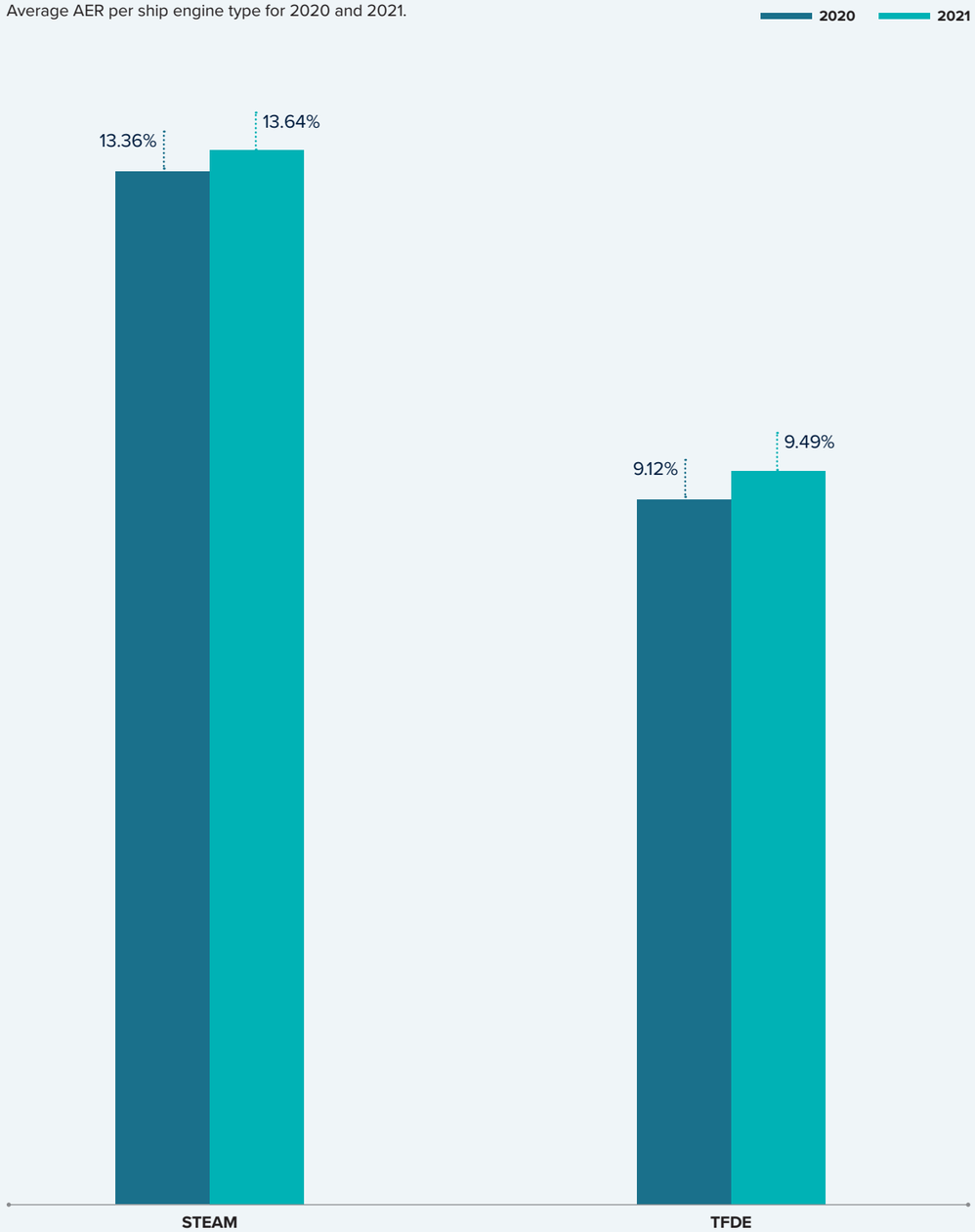
Average EEOI per ship engine type for 2020 and 2021.



To determine and monitor the carbon intensity of the operations of our fleet, we use the **Annual Efficiency Ratio (AER)**. This indicator approximates the total annual transport work performed by a ship deriving from its total distance travelled and deadweight (DWT). AER is reported in gr CO_2 per DWT – mile. The average fleet AER was increased by approximately 3% compared to 2020

Average AER per engine type (gr CO_2 / DWT - mile)

Average AER per ship engine type for 2020 and 2021.



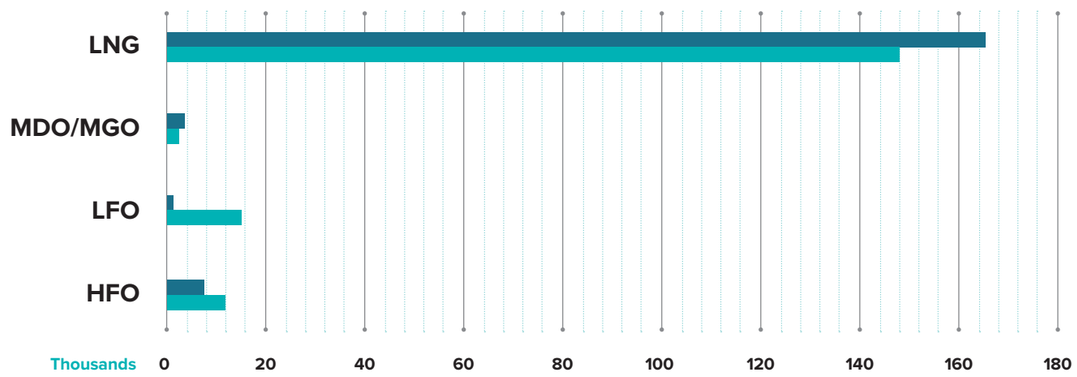
5.1.1 FLEET FUEL CONSUMPTION

The consumption of the different types of fuels by our LNG carries during 2021 is depicted in the following figures. For comparison reason are also presented the data of 2021.

The total fuel consumption of all our ships per fuel type is:

Fleet fuel consumption per fuel type ('000 metric tonnes)

Total fleet fuel consumption per fuel type for 2020 and 2021.



The total fuel consumption slightly decreased in 2021. In the following table presents in detail the total consumption (metric tonnes) of each type of fuel by our fleet for 2020 and 2021.

	Fuel Consumption in Metric Tonnes	
Fuel Type	**2021**	**2020**
LNG	147,961.55	164,672.21
HFO	11,704.94	7,490.01
LFO	14,415.43	948.62
MDO/MGO	2,128.2	3,490.42
Total	**176,210.12**	**176,601.27**

The total energy consumption of our fleet increased by approximately 5% in 2021, from 8,374,590 GJ in 2020 to 8,832,251 GJ in 2021, following the increase in the tonne-miles of cargo transferred in 2021 of approximately 9% compared to 2020.

5.1.2 ONSHORE ENERGY CONSUMPTION

Taking further steps and going beyond environmental compliance, we have also determined the environmental aspects and impacts linked with our shore-based operations.

To ensure that our commitments are applied in practice we actively seek to enhance employee awareness towards conservation of natural resources and natural habitat.

To this end our employees follow specific instructions which encompass the below aspects:

- Electric energy consumption
- Fresh water consumption
- Paper consumption
- Batteries consumption
- Electrical/electronic equipment consumption
- Printer, fax cartridges consumption
- Diesel consumption

In 2021, the consumption of electricity was reduced by approximately 5% in comparison to 2020. The total energy consumption for 2021 stood at 743,056 kJ/m².

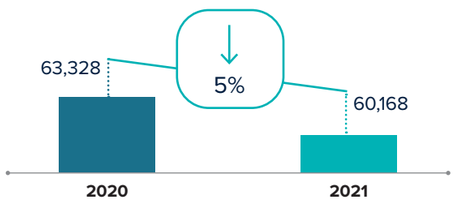
743,056

Total energy consumption (kJ/m²)

Similarly, with respect to heating oil consumption, we achieved a 24% decrease in energy consumption deriving from oil.

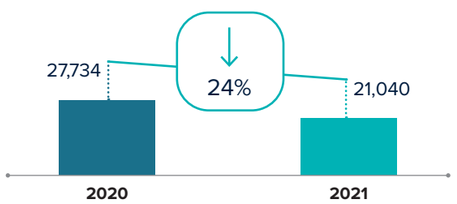
Electricity Consumption (kJ/m²/month)

Energy consumption of our Company for the years 2020 and 2021



Heating oil consumption (kJ/m²/year)

Energy consumption by our Company deriving from oil (heating).



5.2 EMISSIONS

Key results in 2021

82,598

Fleet average CO_2 emissions (tonnes)

657.5

Fleet average NOx emissions (tonnes)

34

Fleet average SOx emissions (tonnes)

2.7

Fleet average PM emissions (tonnes)

5.2.1 CO_2 EMISSIONS

The total Scope 1 GHG emissions for 2021 maintained at the approximately the same levels with 2020. Our fleet recorded 495,589 tonnes CO_2 emissions in 2021, and 490,352 tonnes in 2020.

5.2.2 SOx EMISSIONS

Sulphur Oxide (SOx) emissions are directly linked to the content of sulphur in the fuels used by the vessels. Since January the 1st, 2020 came into force the decision of IMO-Marine Environment Protection Committee (MEPC) for a reduction in sulphur emissions from vessels from 3.5% to 0.5% m/m.

Shipowners may comply with the said regulation via three options:

I. Using 0.5% sulphur fuels on board.
II. Installing scrubbers (Exhaust Gas Cleaning Systems - EGCSs) for cleaning of the exhaust gases of the vessels.
III. Retrofitting vessels to be powered by liquefied natural gas.

The total SOx emissions of our fleet increased in 2021, from 109 tonnes in 2020 to 205 tonnes in 2021.

5.2.3 NOx EMISSIONS

Nitrogen oxides (NOx) are a by-product of combustion of the engines of our vessels. We monitor our NOx emissions regularly so that we are within the limits set by the applicable guidelines and regulations.

The total NOx emissions of our fleet increased in 2021, from 2,352 tonnes in 2020 to 3,945 tonnes in 2021.

5.2.4 PARTICULATE MATTER

Particulate matter (PM) emissions consist of solid particles and liquid droplets emitted in the air by the vessels. PM emissions are closely related to the type of fuel used by the ships and its sulphur content.

For this reason, the Marine Environment Protection Committee (MEPC) of the IMO has adopted amendments to the Annex VI to MARPOL seeks to further reduce air pollution by the use of lower sulphur content fuels (up to 0,5%).

The total PM emissions of our fleet for 2021 were 32 tonnes while in 2020 were 16 tonnes.

In 2021, the fleet, on average, experienced longer ballast voyages resulting in increased NOx, SOx and PM emissions compared to 2020.

5.3 WASTE MANAGEMENT

We comply with all the relevant regulations and laws regarding the management of the waste we produce.

Our objectives include minimization of waste generation, bilge water generation, sediments generation and control of effluents within acceptable levels. Reciprocally, to reduce the production of waste on board the ship on all voyages, it is required the packaging of all supplied stores, provisions and spares to be environmentally friendly, recyclable and to be kept to a safe minimum.

The supply of stores in bulk (i.e. lub oils) further reduces the number of drums, wastes, etc., in this respect all relevant departments pass relevant instructions to suppliers and Master and report their responses.

The waste quantities produced in 2021 by each of our LNG carriers (on board) per month in presented in the Table below. For comparison reasons the data of 2020 are also presented:

Type of waste	Year		Change (%) 2020 to 2021
	2021	2020	
Total volume of garbage produced including plastics (m^3)	2.35	2.21	↑ 6%
Total volume of plastics produced (m^3)	0.93	0.83	↑ 12%
Volume of oil residues (sludges) produced (m^3). (Steam[2])	0.93	0.89	↑ 4%
Volume of Oily Bilge Water produced (m^3). (Steam)	32.2	29.5	↑ 9%
Volume of oil residues (sludges) produced (m^3). (TFDE[3])	11.7	9.7	↑ 21%
Volume of Oily Bilge Water produced (m^3). (TFDE)	57.5	55.7	↑ 3%

The total waste quantities produced per transport work are presented in the next Table.

Type of waste	Year		Change (%) 2020 to 2021
	2021	2020	
Total volume of garbage produced including plastics (mm^3/ton-mile) (Fleet)	3.3	3.1	↑ 6%
Total volume of plastics produced (mm^3/ton-mile) (Fleet)	1.3	1.2	↑ 8%
Volume of oil residues (sludges) produced (mm^3/ton-mile). (Steam)	6.0	5.7	↑ 5%
Volume of Oily Bilge Water produced (mm^3/ton-mile). (Steam)	207.3	190	↑ 9%
Volume of oil residues (sludges) produced (mm^3/ton-mile). (TFDE)	9.2	7.7	↑ 19%
Volume of Oily Bilge Water produced (mm^3/ton-mile). (TFDE)	45.2	43.8	↑ 3%

[2] Type of vessel: Modern steam turbine propulsion.
[3] Type of vessel: Triple-fuel diesel electric propulsion.

5.4 MANAGEMENT OF HAZARDOUS SUBSTANCES AND WASTES

Since 2001, the IMO has adopted the International Convention on the Control of Harmful Anti-fouling Systems on Ships, or the "Anti-fouling Convention". The Convention entered into force on September 17, 2008 and prohibits the use of organotin compound coatings to prevent the attachment of molluscs and other sea life to the hulls of vessels.

We have obtained Anti-fouling System Certificates for all of our vessels that are subject to the Anti-fouling Convention.

5.5 CLEAN UP OF OIL SPILLS AND OTHER CONTAMINATION

We take all measures in the frame of our Environmental Management System which is certified according to ISO 14001 standard to ensure that harmful substances are not being released into the marine environment as a result of our operations. Our priority is to achieve high environmental compliance and reduce our environmental impacts wherever possible.

5.6 WATER DISCHARGES, BALLAST & BILGE WATER MANAGEMENT

The IMO, in alignment with the International Convention for the Control and Management of Ship's Ballast Water and Sediments (BWM Convention), has set guidelines which specify the limit value for viable organisms allowed to be discharged from a vessel's ballast water.

In order to meet these requirements, we have installed an on board ballast water management system to three of our vessels in 2022 and we plan to install such systems to the rest of our fleet within 2023.

Percentage of fleet implementing Ballast water exchange and ballast water treatment in 2021:	**64%** Ballast water exchange	**100%** Ballast water treatment

Water consumption and production by our vessels

Freshwater becomes available on board through two sources: It is provided to the ships by shore-based facilities, or it is produced on board from seawater.

On board water consumption:	**52,533 m³** In 2021	**45,382 m³** In 2020

The water consumption of our vessels has increased in 2021 as a result of the increase in the average waiting times of the fleet and the increase in the maintenance works during waiting times.

On board water consumption:	**48,570 m³** In 2021	**47,473 m³** In 2020

6. SOCIAL

SEAFARERS' DATA

Dynagas Ltd pool of seafarers.

1,117
Seafarers

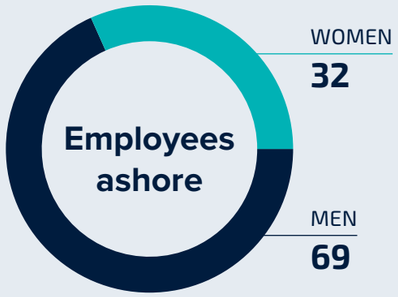
98.7%
Retention rate

26
Crew Promotions

11
Nationalities

EMPLOYEES ASHORE' DATA

Dynagas Ltd employees per gender.



101
Employees

4
Nationalities

32%
Women

20%
Employees with seagoing experience

10
New hires

92.7%
Retention rate

6.1 OUR PEOPLE

Our employees are the key to the successful operation of our Company. Their wellbeing and further development are a priority for us, in order to maintain the high-quality level of our services. We aim to create a working environment that promotes equal opportunity and diversity.

6.1.1 SEAFARERS

Our diverse and experienced seafarers are the foundation of our successful operations; thus, we strive to maintain high retention rates by rewarding our seafarers with competitive salaries. Currently, we employ more than 1,100 male seafarers on board our vessels, from eleven (11) different countries, while 51% of them come from the Philippines.

1,117
Seafarers

98.7%
Retention rate

11
Nationalities

Seafarers per rank

Dynagas LNG Partners LP total count of seafarers per rank.

Recruitment Practices

We actively build and retain an excellent team of seafarers so as to create value for the business. In the process of talent recruitment and selection, we follow transparent and fair recruitment processes.

We expand our recruitment channels to attract outstanding talents, through close cooperation with manning agents. For the recruitment of Officers and Ratings we work with nine (9) ISO certified Private Recruitment Service Providers.

To ensure our operational excellence we establish effective and safe manning levels on board and recruit seafarers who are certified, qualified and medically fit in accordance with flag state and Company requirements and who can efficiently and safely carry out their duties.

With respect to the recruitment and placement process our Company aims to ensure that this process (either conducted directly by the company or through Manning offices/ Agents) complies with the requirements and provisions of the ILO MLC 2006.

Training and development

We support our employee's career development, and we offer to our seafarers fair and equal opportunities to develop their career. We wish to develop long-term career prospects for all personnel and to encourage the promotion of the seafarers serving on board the vessels in order to fill higher positions from within our organization's fleet personnel.

26
Seafarers were promoted during 2021

We recognize that training and competency are the cornerstones for the successful continuity of our operations, and thus we provide continuous training opportunities to all our seafarers.

In addition, we offer safety trainings, following the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention), incorporating the following aspects:

- Basic safety training
- Certificate of competency
- Electronic chart display information system
- Certificate of proficiency – Watch keeping Ratings
- Advanced safety training
- Tanker training
- Revalidation of certificates

The performance of all seafarers employed by the Company is consistently and continuously monitored and evaluated with a view to pinpoint additional training needs. Each and every seafarer is provided with his own "Personal Training Record" booklet (PTR), that covers both generic and rank-specific training requirements as per international and flag state requirements and also covers additional courses sponsored by the Company and video or computer-based training.

In this manner, a concise record of each seafarer's individual training is kept, that may be used for identifying areas of future training requirements.

Performance appraisal

We have established an evaluation system to monitor the seafarer's performance and to identify and report their training needs.

The scope of the seafarer's appraisal process is to assure that:

- All seafarers joining the Company's ships receive necessary appraisals in accordance with their duties and the Company's Management System.
- Appraisal needs in support of the Company Management System can be effectively identified and satisfied.
- A suitable appraisal program is established and implemented, for each rank within a specific framework.
- All Seafarers are aware of the concepts of health, safety, security, quality, environmental and energy efficiency (HSSQEEn).
- The performance of all seafarers employed by the Company is consistently & continuously monitored and evaluated with a view to pinpoint any necessary training needs and career development prospects.

Our Company has recently implemented an Electronic Seafarers' Evaluation Application via its Vessel Management Application (VMA). This method of evaluation serves to protect any personal data of the evaluated seafarer and increases environmental impact by reducing the use of paper forms. Evaluations are entered directly into the system and are managed electronically.

100%
of seafarers participated in the annual performance appraisal process in 2021

Seafarer's wellbeing

To safeguard the wellbeing of our seafarers we have established and implement our welfare policy on board. We have appointed a dedicated mental health specialist on board all vessels who supports our crew members when needed. The role is referred as "Welfare/Wellbeing Coordinator", the duties of this role among others include:

- Frequent communication with the crew members every day.
- Be informed about the health and hygiene conditions on board as well as the quality of entertainment of the crew and record any needs for the supply of relevant materials.
- Organize recreation activities on board for the crew members.
- Observe and report the psychological aspects affecting the crew.
- Participates in the Safety Committee's meetings.

To ensure the mental health of our crew, psychometric tests are conducted every year so as to assess their cognitive ability, personality and work behaviour. In addition, comparison check tests are conducted on an annual basis for the personnel in vessels travelling in ice regions in order to determine if the conditions of these voyages affect their psychological state.

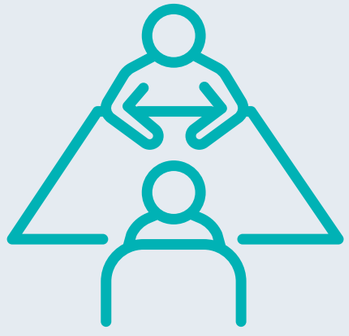
In case of an accident that requires medical assistance, our Company covers in full all the expenses for the crew member, even in the case that the accident did not occur on board.

Seafarers' complaints

We promote openness on board our vessels and strive to build an environment where our employees feel comfortable speaking up. All our seafarers, have access to and are provided with a copy of the on board complaint procedure and on board complain form.

All Masters must get to know their crew and must encourage their Senior Officers to do likewise. All Masters are always willing to deal with disputes, complaints or personal problems. Any complaints to be raised by crew members follow the process according to Company's Complaint procedure.

Each complaint received is dealt with in a timely and effective manner. The Company is informed immediately regarding any disputes that may take place on board. Moreover, we have established an email address where seafarers are able to report in a confidential way, any serious complaints and/or other issues and communicate with the Top Management without any involvement of ship's personnel as well as Company's departments, managers and personnel.



6.1.2 OUR SHORE-BASED PERSONNEL

We are committed to building a diverse and inclusive corporate culture for our people. We provide equal employment opportunities for all, regardless of age, gender, nationality, or other factors. We do not tolerate any form of discrimination or unfair treatment.

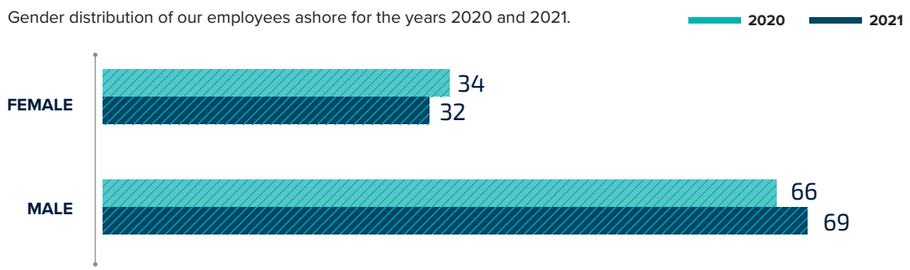
Dynagas Ltd. employs a highly experienced team of 101 people, located in our head office in Greece, responsible for monitoring and supporting our operations. In 2021, women make up to 32% of ashore employees.

101
Employees ashore

92.7%
Retention rate

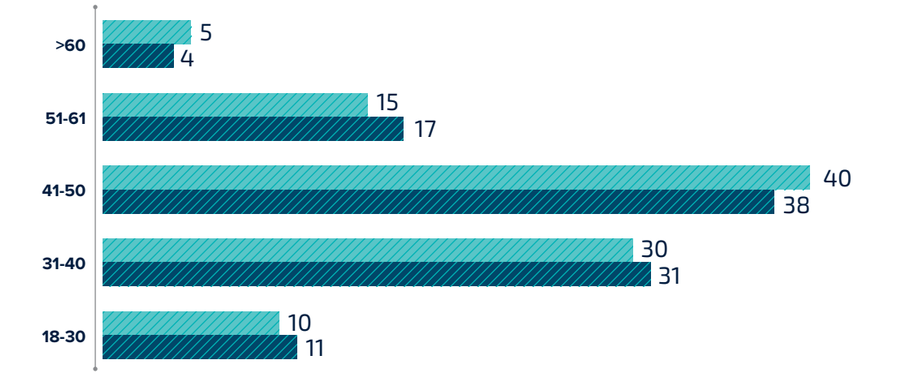
Employees per gender

Gender distribution of our employees ashore for the years 2020 and 2021.



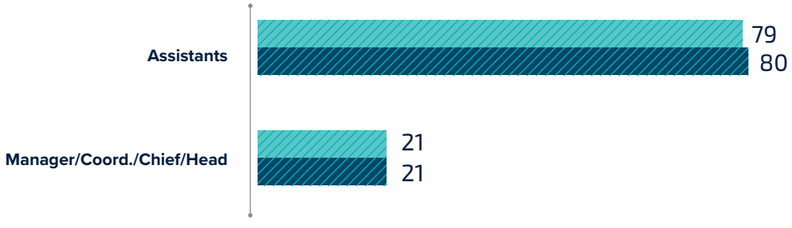
Employee age group distribution

Age group distribution of our employees ashore for the years 2020 and 2021.



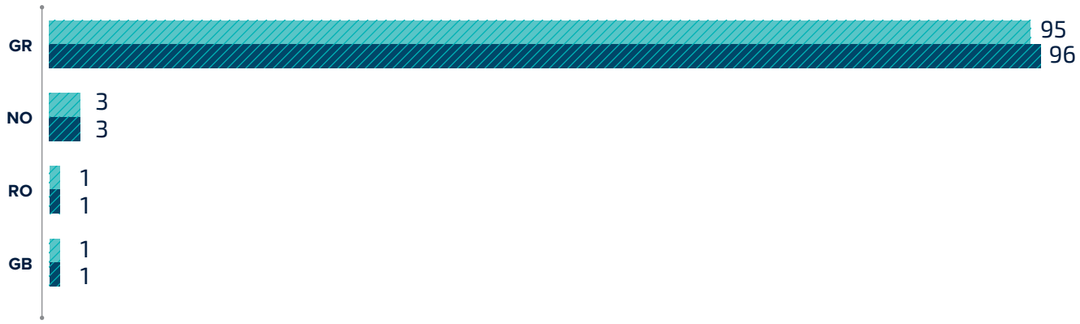
Employees per hierarchical level

Distribution of our employees per hierarchical level for the years 2020 and 2021.



Employees per nationality

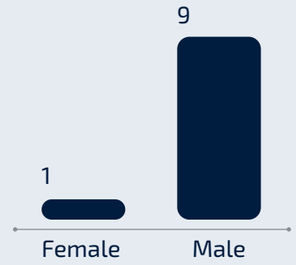
Distribution of our employees per nationality for the years 2020 and 2021.



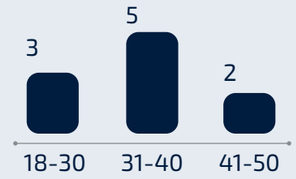
In 2021, we welcomed 10 new employees; the majority of them are between 31-40 years old, while 9 of them are men.

100%
of the employees participated in the performance appraisal process in 2021

New hires per gender



New hires per age group



Learning and development

We have developed the following training programs that all our seafarers are obliged to attend: Training Ashore, Officers competency requirements, Ratings competency requirements, Officers training programme, Ratings training & refresher programme, Videotel computer-based programme, Training on board, Seafarer's training programme.

Moreover, our Company encourages and supports all employees taking higher education courses, participating in cross functional training, membership of professional bodies, etc., for the purpose either to support their personal career development as well as to improve their value to the Company and their potential for promotion, in conformity with the Company's philosophy of continual improvement and advancement of staff through ongoing training.

6.2 HEALTH AND SAFETY

Promoting and preserving Health, Safety, Security and Environment (HSSE) is a fundamental principal of our Company and of vital importance for our operations. We therefore focus on providing health and safe working conditions for our people by shaping a strong safety work culture through our policies, practices and trainings offered to our employees. Additionally, we strive to ensure that we avoid any adverse impact on the environment as a result of our activities.

Health, Safety, Welfare and Environment Protection Policy

The Company aims to provide healthy and safe working conditions, promote and enhance safety as a work culture, prevent loss or human injury and avoid any adverse impact on the environment including property.

More specifically, the Company aims to:

- To prevent loss of human life and personal injury
- To prevent damage of the ship, her cargo and environment
- To assess all identified risks and establish safeguards
- To continuously improve Safety Management skills of personnel ashore and aboard ships
- To ensure that seafarers' work environment ashore and on board ships promotes occupational safety and health

Safety Management System

Our Safety Management System is in alignment with the IMO Resolution A741/18 and the applicable national and international regulations and standards.

Achieving the above-mentioned objectives translates to undertaking specific actions. To this end, the management of our Company:

- Aligns with all national and international regulations and practices.
- Adopts risk-based approach to all our operations.
- Monitors on an ongoing basis all safety, pollution prevention and OHS aspects.
- Regularly performs inspections and audits to vessels and ensures that necessary maintenance and repair works take place.
- Promotes personal commitment from top of the organization, in maintaining and developing safety attitudes, leadership and sound management practices.
- Follows a just culture ensuring the fair treatment of all employees.
- Promotes a blame-free and just work environment.
- Regularly review policies.
- Undertakes every effort to provide a safe and healthy workplace.
- Protects the health of seafarers and provides prompt access to medical care on board and ashore when needed.

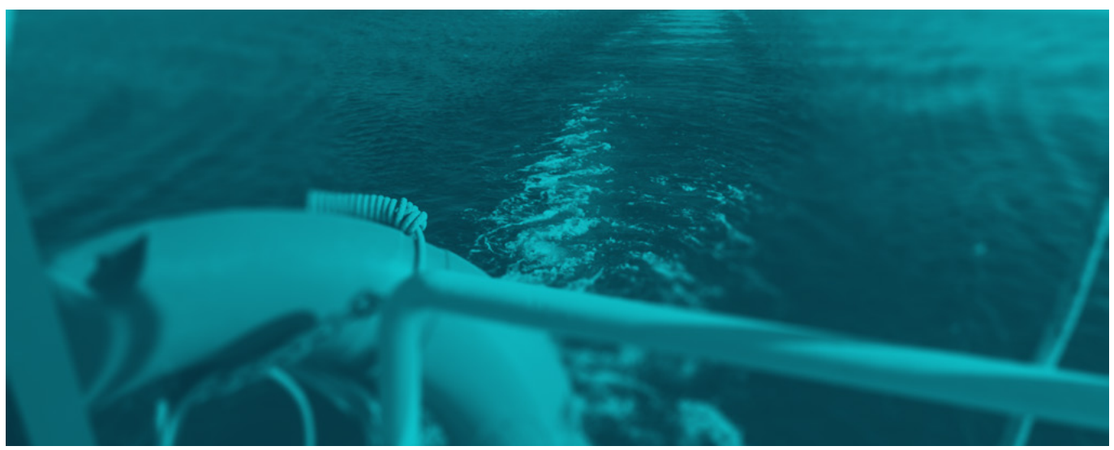
Dynagas LNG Partners LP implements ashore the ISO 45001 for the management system of OHS. Our employees are trained on the implementation of the standard so as to ensure adherence to the relative guidelines for the protection of their wellbeing.

“Just Culture” work environment

We are committed to a “Just Culture” work environment and promote responsible behaviour and trust and encouraged our people to demonstrate the appropriate safety attitude and safe behaviour at all times.

Systems enhancing Vessel’s Safety

Maintaining strong and effective HSSE policy requires the collection and processing of relevant data which provide the necessary feedback for the analysis of performance and improvement of our approach. In order to address this need, we have developed and utilize specific systems that allow us for data gathering in automated and structured way.



Voyage Feedback

This system was developed within 2021 and it contributes to the collection of information regarding the voyages that carries out each of our vessels. This includes details i.e., on how the vessel anchored, what difficulties emerged during the cruise etc. In practice, the system embeds information from third parties and the captains that are later shared among our fleet to help in responding effectively in future similar incidents. This system is installed in all our vessels.

Safety Cultural Analysis

It is a tool for the monitoring of compliance with the safety standards by our vessels. In particular, 70 safety items are monitored per each ship. Breaches of safety rules and accidents are recorded through this system. A classification scale has been created which attributes a score (1 to 5) to each ship according to safety performance. 3 is the limit above which an alarm is triggered, and action is needed. The corrective actions planed are tailor made for each ship, because these are designed based on the recorded data, and include training for the crew or technical interventions.

Additionally, our Company maintains a database shared among vessels for data storage relevant to vessel’s specific processes such as, anchorage information, passage plan, port information and weight distribution.

Promotion of worker health and training on Occupational Health and Safety

Every three months our Company organizes forums for our people on topics such as safety, lessons learned from past accidents or LNG market related issues so as they stay updated with the most recent development of the field.

1,034
Seafarers participated in an occupational health and safety training in 2021

In 2021, we organized the following Health and Safety campaigns for training and information sharing purposes:

Training campaigns organized by our Company in 2021.

Area	Topic
Health	• Food Safety Campaign • Covid 19 Awareness Month • COVID-19 vaccination • Personnel traveling to and from the vessels during COVID-19 pandemic
Safety	• Human Element - People make mistakes

6.2.1 OUR HEALTH AND SAFETY PERFORMANCE

We promote a safe operations culture on board our vessel and we continuously monitor our policies and processes to manage and mitigate the risks associated with our operations efficiently.

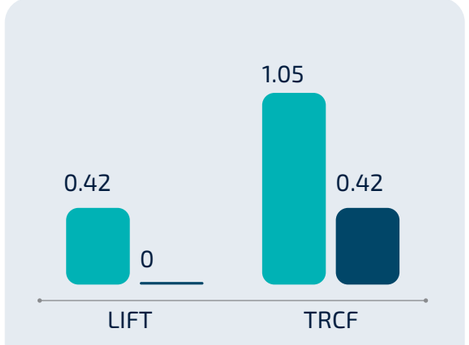
The Company invests in the prevention of accidents on board and ashore, have initiated specific trainings and established controls.

1,200
Risk assessments conducted per vessel in 2021

In 2021, we achieved a reduction in the Total Recordable Cases Frequencies (TRCF) by 0.63%, while the Lost Time Injury Frequency (LTIF) rate was reduced by 0.42%.

LTIF and TRCF per 1,000,000 manhours

Lost Time Injury Frequency (LTIF) and Total Recordable Cases Frequencies (TRCF) for 2020 and 2021. **2020** **2021**



We recorded 2 safety related incidents, 2 recordable cases and zero fatalities in 4,753,977 totals hour of work.

With respect to our employees ashore in 2021 we achieved zero work related injuries and fatalities for both 2020 and 2021.

6.2.2 ON BOARD DRILLS, AUDITS AND PORT STATE CONTROLS (PSC)

During 2021, 13 Port State Controls (PSC) were conducted, in which 8 deficiencies were reported, while the number of detentions was zero.

13
PSC in 2021

8
Deficiencies identified

ZERO
Detentions

0.615
Average Deficiencies to PSC ratio in 2021

139
On board drills in 2021

We carried out 139 on board drills per vessel in 2021 related to the prevention and mitigation of OHS impacts directly linked by business relationships.

Moreover, in 2021, we realized 185 on board internal audits and inspections, 4 more than those conducted in 2020. The deficiency / inspection ratio stood at 0.24 for 2020 and at 0.26 for 2021.

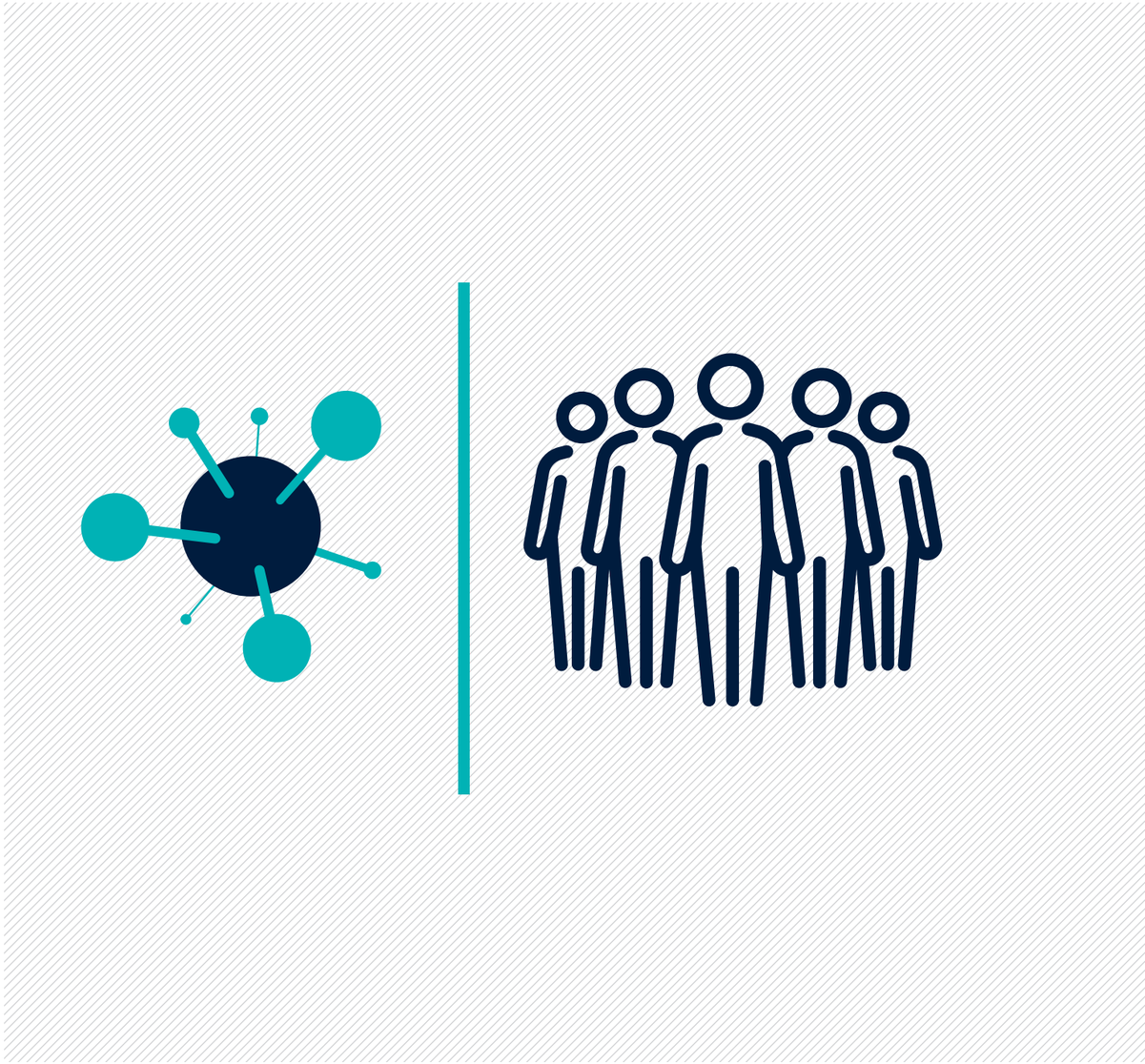
185
On board internal audits in 2021

0.26
Deficiency / inspection ratio

Coronavirus Response

During the COVID-19 pandemic, Dynagas LNG Partners LP in line with the guidelines set by Governments, the World Health Organization and the International Maritime Organization, applied various measures.

We initiated a plan and specific campaigns to enhance awareness, namely "nCoV response plan", "COVID-19 vaccination", "Personnel traveling to and from the vessels during COVID-19 pandemic" and continuously updated our people.



Our response plan was rolled out in February 2020 whereas several revisions followed. The plan included the following: general guidelines, identification of symptoms, effective ways to self-protection, personal health and safety, crew changes planning, measures during travelling prior embarkation, measures on embarkation, testing procedures, preventive measures onboard, precautions required to be taken up by our contractors and visitors, managing suspected cases, dry dock guidelines, vaccination, contactless operations, etc. The nCoV response plan is also supported with a series of forms.

6.3 PROCUREMENT PRACTICES

In order to assure the compliance of our contractors with our environmental and social policies we have established a structured contractor evaluation process which takes into account the following elements:

1. **ISO certifications or equivalent**
2. **Past Health, Safety, Security and Environment performance and records**
3. **Minimum training requirements**
4. **Social Responsibility**
5. **Equipment, and manufacturers accreditation**
6. **Ability to supply services as per Company's requirements**

All contractors are classified according to our internal ranking scale, as explained below:

Ranking	Services offered by the contractor characterized as	Performance/Classification criteria
A Good Very good	**Acceptable**	Consistent satisfactory and reliable service for at least 1 year and/or have gained certification as per ISO 9000, ISO 14001 or ISO 45001 standards.
B Fair	**Acceptable/under observation**	New contractors or contractors used regardless of their past performance records, because market and/or geographical conditions do not allow for other options.
C Poor	**Not acceptable**	Contractor offering deficient service and cannot be used without prior approval of the responsible Company's Manager.

Additionally, a risk evaluation process is implemented, incorporating the following:

- Nature of the work that the contractor is undertaking
- Risk control mechanisms which could reduce risks
- Location
- Hazards associated with the specific task

In 2021:

467
Orders placed and delivered on board

100%
of the orders were consolidated

HSSE requirements - Contractor's Agreement

Aiming to safeguard people, property and the environment against potential negative impacts Dynagas LNG Partners LP acts in order to ensure that contractors implement a solid Health, Safety and Environment (HSE) policy and perform their assigned works under a formal HSE Management System. For this purpose, the contractors of our Company are obliged to meet our HSSE requirements outlined in the Contractor's Agreement.

The work of the contactors is evaluated after completion of services. Responsible for the review of the contractor's quality of work is the Manager in Office and Master on board ship.

7. CORPORATE GOVERNANCE

7.1 BOARD OF DIRECTORS AND COMMITTEES

Our Company is in compliance with all NYSE corporate governance standards applicable to U.S. domestic issuers and our governance practices satisfy the NYSE's listing standards.

The Board of Directors (BoD) of our Company forms the core of our business model. The BoD is assisted by three (3) committees in support of its duties. An agile and dynamic governance form is key for the future of our Company and its development.

Our directors are divided in three classes (Class I, II and III) serving staggered three-year terms.

The members of our BoD and their respective roles are presented in the following table.

Our directors and senior management.

Name	Position
Georgios Prokopiou	Chairman of the Board of Directors and Appointed Director
Tony Lauritzen	Chief Executive Officer and Appointed Director
Michael Gregos	Chief Financial Officer
Levon Dedegian	Class III Director
Alexios Rodopoulos	Class II Director
Evangelos Vlahoulis	Class I Director

DYNAGAS LNG PARTNERS LP **2021 ESG REPORT**
7. CORPORATE GOVERNANCE

The BoD oversees the management of the Company and aims to promote integrity and transparency throughout all of our operations.

We have established committees to which are assigned specific duties in critical areas of our organization. Our committees, presented in the Table below, are consisted of members of the BoD.

Committee	Duties	Members
Audit	Reviews external financial reporting function, engages external auditors and oversees internal audit activities and procedures and the adequacy of internal accounting controls.	**Mr. Evangelos Vlahoulis** **Mr. Alexios Rodopoulos**
Conflicts	Reviews specific matters that the board believes may involve conflicts of interest.	**Mr. Levon A. Dedegian** **Mr. Alexios Rodopoulos**
Compensation	Undertakes BoD responsibilities regarding the compensation of the executive officers and provides guidance on compensation matters.	**Mr. Evangelos Vlahoulis** **Mr. Levon Dedegian**

7.2 CODE OF ETHICS

Our policies define the way operate. The policies form the backbone of our organization and are vital towards achieving operational excellence.

Code of Ethics

We have in place and are committed to maintain the highest levels of business ethics and personal integrity though our Code of Ethics. We aim to conducting our business with honesty and integrity and by providing a working environment where high standards of ethical, moral and legal business conduct are encouraged and safeguarded.

Our Code of Ethics applies to all employees, seafarers and their representatives, including all business partners and consultants of the Company.

All employees, participate annually and ad hoc in training sessions related to Company's Code of Ethics and Anti-corruption policies, and are encouraged to ask questions regarding the application of the Code in order any actual or potential conflict of interest to be avoided.
Any form of violation of the rules and standards set by the Code, is not tolerated and may subject to disciplinary action.

Our Code of Ethics incorporates the following aspects:

- Conflicts of interest
- Corporate opportunities
- Confidentiality and privacy
- Honest and fair dealing
- Protection and proper use of partnership assets
- Compliance with laws rules and regulations
- Securities trading
- Disclosure
- Procedures regarding waivers
- Internal reporting

Whistleblowing and Raising Concerns

Our Whistleblowing Policy has been established to provide a channel of communication for employees and seafarers to express their concerns and aims to ensure high transparency throughout our activities. Company's Top Management maintains an open-door policy. Any employee is free to communicate and raise any legitimate concern with the vessel's Master, DPA or MD in a way of resolving the concern quickly and effectively.

During the reported year we recorded:

zero
Corruption incidents

zero
Violation of the Code of Ethics

Transparency International Corruption Perception Index

47 ↓18%
Port calls in countries with the 20 lowest rankings in CPI (2021). 18% reduction compared to 2020

7.3 RISK MANAGEMENT

We recognise that managing risks and complying with legal and regulatory requirements are essential to the continuity of our operations and have established robust internal audit procedures to review the overall risk management process and ensure that any risks that arise are mitigated effectively.

Internal audit procedures

Internal audits are scheduled on the basis of the status and importance of the system to be audited and are undertaken by personnel who meet the following requirements:

- Are appropriately trained, competent and certified.
- Have acted as an observer during an audit.
- Are independent of the activity being audited wherever practicable and should in all cases act in a manner that is free from bias and conflict of interest.
- Have minimum 2 years work experience within maritime activities.

Internal Audits are planned to take place at least once per year or at specified intervals in the Company, at manning offices, on board the vessels, contractors' premises, site offices, covering all parts of the CMS, basis audit planning.

The Company, in order to ensure the effectiveness of CMS, regularly appoints an independent auditing body or a third party consultant to carry out internal audits on board, so as to verify that CMS procedures are in place and properly implemented.

Additional Internal Audits on board are performed in cases where there is substantial proof of CMS failure on board, such as but not limited to:

Maritime incident/accident

PSC Inspection

Poor performance during third party audits/inspections

In addition, "distant assessment" takes place at random intervals, in order to verify the proper record keeping, accuracy of submitted records, as well as CMS implementation.

Finally, under exceptional conditions where imposed travel restrictions do not allow company's auditors travelling and visiting the vessel (i.e. pandemic, visa restrictions), then all internal audits are conducted remotely by the company's auditors in cooperation with Master and Chief Engineer.

During the reported year we recorded:

204
Internal controls tested

zero
Material weaknesses or deficiencies were identified

7.4 IT SYSTEMS & CYBERSECURITY

A critical factor contributing to the protection of the interests, privacy and security of our stakeholders is cybersecurity. Our objective is to shield our Information Technology (IT) assets against internal and external threats, deliberate or accidental. At all times we strive to enhance operational continuity, minimize any damage while maximizing return on investments and relevant industry opportunities.

We integrate the following key cybersecurity concepts to our approach:

Concepts integrated to our approach towards cybersecurity.

Confidentiality: Information is only disclosed to authorized users.

Integrity: Safeguarding against unauthorized information changes. Maintaining information predictable, accurate, complete and up to date.

Availability: Information is available when and where needed. Ensuring the uninterrupted operation of our IT systems and applications

Authenticity: Validation of online users and verification of transactions.

Cyber Security Policy

Cybersecurity for shipping activities incorporates both activities in the sea and on land.

To maintain high cybersecurity standards, our Company has set a clear organizational structure for implementation and maintenance of IT security measures and is committed to continual improvement of the information security management system.

According to our IT & Security strategy, all information assets are examined to identify potential threats to information resources. Next, analysis takes place to determine the degree of vulnerability of the information resources.

Subsequently, measures to shield vulnerable information sources against threats in a resilient risk management approach are determined. The process is ongoing aiming to incorporate the rapidly changing technologies and threats.

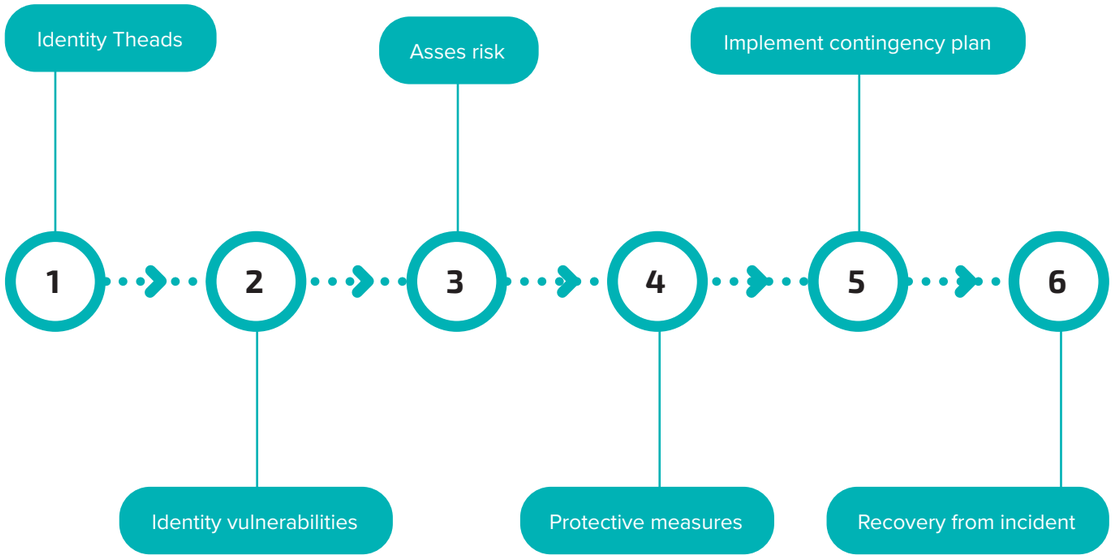
Cybersecurity risk management

Through our cybersecurity risk management process we identify, analyse, assess and communicate cybersecurity risks. Subsequently, we decide whether we accept a risk or we plan actions to avoid, transfer or mitigate the risk to an acceptable level while considering cost and benefits for our stakeholders.

Our goal is to promote safe and secure shipping ensuring operational continuity (cybersecurity risk wise).

The strategy we follow to mitigate cybersecurity risks includes the steps illustrated in the following figure:

Steps we undertake in order to mitigate cybersecurity risks.



In 2021, we conducted:

36
Cyber Security Penetration Tests

439
Audits

We recorded:

zero
Cyber security incidents

zero
Substantiated complaints concerning breaches of customer privacy and losses of customer data

APPENDIX I: SASB

Category	Disclosure topic	Code	Page
GHG emissions	Gross global Scope 1 emissions	TR0301-01	28
	Description of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	TR0301-02	-
	Total energy consumed, percentage from heavy fuel oil, percentage from renewables	TR0301-03	25-26
	Energy Efficiency Design Index (EEDI) for new ships	TR0301-05	-
Air Quality	Air emissions for the following pollutants: NOx, SOx, and particulate matter (PM)	TR0301-04	28
Ecological impacts	Shipping duration in marine protected areas and areas of protected conservation status	TR0301-06	-
	Percentage of fleet implementing (1) ballast water exchange and (2) ballast water treatment	TR0301-07	32
	Number and aggregate volume of spills and releases to the environment	TR0301-08	31
Employee health and safety	Lost time injury rate (LTIR)	TR0301-12	43
Business ethics	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	TR0301-09	50
	Amount of legal and regulatory fines and settlements associated with bribery or corruption	TR0301-10	50
Accident & safety management	Number of serious marine incidents	TR0301-11	-
	Number of Conditions of Class or Recommendations	TR0301-13	-
	Number of port state control (1) deficiencies and (2) detentions	TR0301-14	44

APPENDIX II: GRI CONTENT INDEX

GRI Standard	Disclosure	Section	Page
	102-1 Name of the organization	Our business identity	**6**
	102-2 Activities, brands, products, and services		
	102-3 Location of headquarters		
	102-4 Location of operations		
	102-5 Ownership and legal form		
	102-6 Markets served		
	102-7 Scale of the organisation		
	102-8 Information on employees and other workers		
	102-9 Supply chain		
	102-10 Significant changes to the organization		
	102-11 Precautionary Principle or approach	About this report	**3**
	102-12 External initiatives	-	**-**
	102-13 Membership of associations	Social	**34**
	102-14 Statement from senior decision-maker	Message from our CEO	**4**
	102-16 Values, principles, standards, and norms of behavior	Corporate Governance	**48**
	102-17 Mechanisms for advice and concerns about ethics		
	102-18 Governance structure		
	102-40 List of stakeholder groups	Our business identity	**6**
	102-41 Collective bargaining agreements	-	**-**
	102-42 Identifying and selecting stakeholders	Sustainability at Dynagas	**13**
	102-43 Approach to stakeholder engagement		
	102-44 Key topics and concerns raised		
	102-45 Entities included in the consolidated financial statements	Our business identity	**6**
	102-46 Defining report content and topic Boundaries	Appendix B	**55**
	102-47 List of material topics	Sustainability at Dynagas	**13**
	102-48 Restatements of information	-	**-**
	102-49 Changes in reporting	-	**-**

GRI Standard	Disclosure	Section	Page
	102-50 Reporting period	About this report	**3**
	102-51 Date of most recent report	-	**-**
	102-52 Reporting cycle	About this report	**3**
	102-53 Contact point for questions regarding the report	Contact Information	**60**
	102-54 Claims of reporting in accordance with the GRI Standards	About this report	**3**
	102-55 GRI content index	Appendix B	**55**
	102-56 External assurance	-	**-**
Anti-corruption			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Corporate Governance	**48**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 205 Anti-corruption	205-3 Confirmed incidents of corruption and actions taken		
Energy			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Environment: Climate Impact and Emissions	**18**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 302 Energy	302-1 Energy consumption within the organisation		
Emissions			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Environment: Climate Impact and Emissions	**18**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 305 Emissions	305-1 Direct (Scope 1) GHG emissions		
	305-7 Nitrogen oxides (NOX), sulfur oxides (SOX), and other significant air emissions		

GRI Standard	Disclosure	Section	Page
Effluents and waste			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Environment: Climate Impact and Emissions	**18**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 306 Effluents and waste	306-1 Waste generation and significant waste-related impacts		
	306-2 Management of significant waste-related impacts		
	306-3 Waste generated		
Environmental compliance			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Environment: Climate Impact and Emissions	**18**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 307 Environmental compliance	307-1 Non-compliance with environmental laws and regulations		
Occupational health and safety			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Social	**34**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 403 Occupational health and safety	403-1 Occupational health and safety management system		
	403-2 Hazard identification, risk assessment, and incident investigation		
	403-3 Occupational health services		
	403-4 Worker participation, consultation, and communication on occupational health and safety		
	403-5 Worker training on occupational health and safety		
	403-6 Promotion of worker health		
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships		
	403-9 Work-related injuries		

GRI Standard	Disclosure	Section	Page
Training and Education			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Social	**34**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 404 Training and education	404-3 Percentage of employees receiving regular performance and career development reviews		
Diversity and equal opportunities			
GRI 103 Management approach	103-1 Explanation of the material topic and its Boundary	Corporate Governance	**48**
	103-2 The management approach and its components		
	103-3 Evaluation of the management approach		
GRI 405 Diversity and equal opportunities	405-1 Diversity of governance bodies and employees		

APPENDIX III: MANAGEMENT AND IMPACT OF MATERIAL ISSUES

The following tables presents the most important material issue identified and the main stakeholder groups affected by each material issue.

	Material issue	Boundaries / Stakeholders affected
Environment	**Water pollution prevention, control & compliance with respective regulations**	Seafarers and office employees, Charterers / Brokers, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Insurers / P&I Clubs, Classification Societies
	Air pollution reduction & compliance with respective regulations	Seafarers and office employees, Charterers /Brokers, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Classification Societies
	Compliance with environmental regulation & standards	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Insurers / P&I Clubs, Classification Societies
	Fuel and energy efficiency	Seafarers and office employees, Charterers /Brokers, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Classification Societies
	Waste management and recycling	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Flag States, International / Industry organisations, Port Authorities, Classification Societies
Social	**Occupational health and safety**	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Insurers / P&I Clubs, Classification Societies
	Health and safety during COVID-19 outbreak	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Insurers / P&I Clubs, Classification Societies
	Employee training / competency development	Seafarers and office employees, Charterers / Brokers, International / Industry organisations
	Relationship with business partners	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners
Governance	**Regulatory Compliance and application**	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Classification Societies
	Risk mitigation and control	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, Port Authorities, Insurers / P&I Clubs, Classification Societies
	Security of transportation both physical and cyber security	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, Flag States, International / Industry organisations, Port Authorities, Insurers / P&I Clubs, Classification Societies
	Corporate governance, ethics and transparency	Seafarers and office employees, Charterers / Brokers, Suppliers / Business Partners, Financial institutions, Investors, International / Industry organisations

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