



 **DYNAGAS** LNG Partners LP

**ESG**  
REPORT  
2023

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# Message from our CEO Mr. Tony Lauritzen

Dear Reader,

**This is the annual Environmental, Social, and Governance (ESG) report of Dynagas LNG Partners LP.**

## Overview of 2023

The year 2023 was defined by a combination of geopolitical, economic, technological, and environmental challenges. Advances in Artificial Intelligence sparked debates about its impact on society while geopolitical conflicts continued to create tensions. The ongoing focus on decarbonization remained central, with one significant development being the preparation of fleets and onshore operations for the extension of the EU Emissions Trading System (EU ETS) to maritime transportation.

## Environmental Impact

According to the International Energy Agency (IEA), total energy-related CO<sub>2</sub> emissions increased by 1.1% in 2023, an addition of around 410 million tonnes (Mt CO<sub>2</sub>), reaching a record high of 37.4 Gt. Despite global ambitions to reduce reliance on coal, we note that emissions from coal accounted for more than 65% of this increase. While new emission regulations are introduced, in particular for vessels that are loading or unloading cargo in the European Union, the maritime industry accounted for about 3% of the global total according to UNCTAD.

In July 2023, during the Marine Environment Protection Committee (MEPC 80), the International Maritime Organization (IMO) adopted the 2023 Strategy on

Reduction of GHG Emissions from Ships. The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions by 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative checkpoints for 2030 (40% reduction compared to 2008) and 2040 (70-80% compared to 2008).

Addressing the growing need for viable solutions is vital if regulators are determined to meet the targets set out in their various policies. In order to achieve these ambitious targets, we believe the maritime industry will require a combination of technological advancements, adoption of alternative fuels, infrastructure development and regulatory support.

In the meantime, natural gas stands out as an important solution in the energy transition. At Dynagas, we are confident that natural gas will play a crucial role in reducing global GHG emissions by replacing higher-emission fuels, serving as a reliable complement to renewable energy sources, and enhancing energy efficiency in the transition to a low-carbon energy system.

## Sustainable Operations

We continue to pursue initiatives aimed at decarbonizing our activities and mitigating our environmental footprint. Some of our key focus areas include measures to minimize energy waste and fuel consumption, such as optimizing trim, hull and propeller efficiency, vessel routes and speeds.

■ ■ We remain dedicated to our ESG principles and will continue to seek solutions to address the challenges and opportunities in the LNG shipping industry. ■ ■

Our collaboration with charterers has played an important role in identifying and implementing operational efficiency improvements. These efforts were all aimed at reducing our GHG emissions, thereby contributing to our broader environmental sustainability goals.

In order to ensure compliance and readiness for the implementation of the EU ETS on 1 January 2024, we have strengthened our already established monitoring, reporting, and verification (MRV) processes, invested in digital tools to automate emissions tracking and reporting, opened the necessary regulatory accounts to manage and facilitate the purchase and receipt of EU Allowances (EUAs), and optimized internal workflows for effective EUA management.

## Final Words

We remain dedicated to our ESG principles and will continue to seek solutions to address the challenges and opportunities in the LNG shipping industry. Dynagas will collaborate with our stakeholders and partners to create long-term value for our shareholders while striving to minimize our environmental impact.

**As we move forward, I would like to thank all our stakeholders, charterers, partners, and the entire team for their support and dedication.**

Sincerely,  
Tony Lauritzen

# About this report

[GRI 2-2, GRI 2-3, GRI 2-5]

## Reporting Period and Frameworks

This is the annual Environmental, Social and Governance (ESG) Report of Dynagas LNG Partners LP for the financial year 01.01.2023 - 31.12.2023 (“FY2023”). The report has been prepared in accordance with the Global Reporting Initiative Standards: Core Option (2021) and meets the disclosure requirements of the Sustainability Accounting Standards Board (SASB) for Marine Transportation (2018).

The main purpose of this report is to communicate our policies, initiatives and approach on the ESG scheme. Moreover, we aim to monitor and evaluate our progress on our ESG commitments according to the aforementioned standards.

The Company has taken into account the United Nations Sustainable Development Goals (SDGs).

## Contact Details:

If you have any questions or wish to provide feedback on the report, please contact us at [esg@dynagas.com](mailto:esg@dynagas.com)

## Disclaimer

The information provided is based on the best data available at the time of reporting. The ESG disclosures should be used to understand the overall risk management of sustainability related issues, however, in some areas data are based on estimates.

Matters discussed in this report may constitute forward looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.

The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words “believe,” “anticipate,” “intends,” “estimate,” “forecast,” “project,” “plan,” “potential,” “may,” “should,” “expect,” “pending” and similar expressions identify forward-looking statements.

The forward-looking statements in this report are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, examination by the Company’s management of historical operating trends, data contained in its records and other data available from third parties. Although the Company believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant

uncertainties and contingencies which are difficult or impossible to predict and are beyond the Company’s control, the Company cannot assure that it will achieve or accomplish these expectations, beliefs or projections.

In addition to these important factors, other important factors that, in the Company’s view, could cause actual results to differ materially from those discussed in the forward looking statements include general LNG market conditions, including fluctuations in charter rates and vessel values; the strength of world economies; fluctuations in interest rates and foreign exchange rates; including the market for our vessels; changes in our operating expenses, including bunker prices, dry docking and insurance costs; changes in governmental rules and regulations or actions taken by regulatory authorities; potential liability from pending or future litigation; general domestic and international political conditions; potential disruption of shipping routes due to accidents or political events; the availability of financing and refinancing; the impact of the level of our indebtedness and the restrictions in our debt agreements; vessel breakdowns and instances of off hire; potential exposure or loss from investment in derivative instruments. Please refer to our filings with the Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties.

The information set forth herein speaks only as of the date hereof, and the Company disclaims any intention or obligation to update any forward looking statements as a result of developments occurring after the date of this communication.

# Our Company **at a glance**







# 13,4

years

**Average age of the fleet**  
as of April 26, 2024  
(date of issuance  
of 2023 20-F report)

[GRI 2-1, GRI 2-6]

**Dynagas LNG Partners LP, established in 2013, is a limited partnership, engaged in the seaborne transportation industry through the ownership and operation of high specification LNG vessels. Our main objective is to secure long term employment of our fleet, generating predictable cash flows and delivering value to our shareholders.**

Our fleet is managed by Dynagas Ltd. (hereinafter referred to as “Manager”), providing commercial, technical and administrative services. 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.

**Our fleet**

The fleet of six (6) LNG carriers, consists of three steam turbine, and three tri-fuel diesel electric (TFDE) propulsion LNG carriers. All vessels are under medium to long term time charters with major LNG producers or traders. Beyond conventional capabilities, all but one of our LNG carriers are assigned with Ice Class notation 1A FS and are fully winterized.

**Our memberships**

[GRI2-28]



**Clean Energy**

**Year Built:** 2007

**Cargo capacity (cbm):** 149,700

**Ice class:** No

**Propulsion type:** Steam turbine



**Ob River**

**Year Built:** 2007

**Cargo capacity (cbm):** 149,700

**Ice class:** Yes

**Propulsion type:** Steam turbine



**Amur River**

**Year Built:** 2008

**Cargo capacity (cbm):** 149,700

**Ice class:** Yes

**Propulsion type:** Steam turbine



**Arctic Aurora**

**Year Built:** 2013

**Cargo capacity (cbm):** 155,000

**Ice class:** Yes

**Propulsion type:** Tri-fuel diesel electric (TFDE) propulsion technology Ice Class



**Yenisei River**

**Year Built:** 2013

**Cargo capacity (cbm):** 155,000

**Ice class:** Yes

**Propulsion type:** Tri-fuel diesel electric (TFDE) propulsion technology Ice Class



**Lena River**

**Year Built:** 2013

**Cargo capacity (cbm):** 155,000

**Ice class:** Yes

**Propulsion type:** Tri-fuel diesel electric (TFDE) propulsion technology Ice Class

## Management **services**

To ensure safe, sustainable, reliable and efficient day to day operations our manager, Dynagas Ltd. provides high quality ship management services to the Company.



Operations



Technical



HSSE



Quality



Marine



Crewing

Sustainability  
Energy and  
Efficiency



Spares



Purchasing



Training



Personnel



## Our mission and vision

Dynagas Ltd. has a 20-year history in the LNG shipping industry, while Dynagas LNG Partners LP went public in 2013. Since then, we have provided safe, reliable transportation solutions for LNG worldwide.

Our business strategy is offering innovative, safe, reliable, and proven technical solutions with the aim to secure long term charters with energy companies and LNG producers.

Today, we are a pure-play LNG shipping company, leveraging our industry expertise to meet the evolving needs of our customers. From day one, we have been committed to safety, quality, and sustainability, values shared by our 1,300+ employees at sea and on land.





## Our **worldwide** presence



## Our **goals** and **aspirations**

**01**

Zero incidents  
and Zero Spills



**02**

Reduction in  
Scope 1 and  
Scope 2  
emissions



**03**

Zero security  
incidents



**04**

Zero Flag, PSC,  
or other external  
deficiencies



**05**

Zero  
Customer  
Complaints



**06**

Continual  
improvement  
through risk  
assessment  
processes



**07**

Investing in  
Human element  
and protecting  
human rights



**\$148,878**

Voyage revenues in thousands of US dollars, as of December 31, 2023

Source: 20F report of 2023

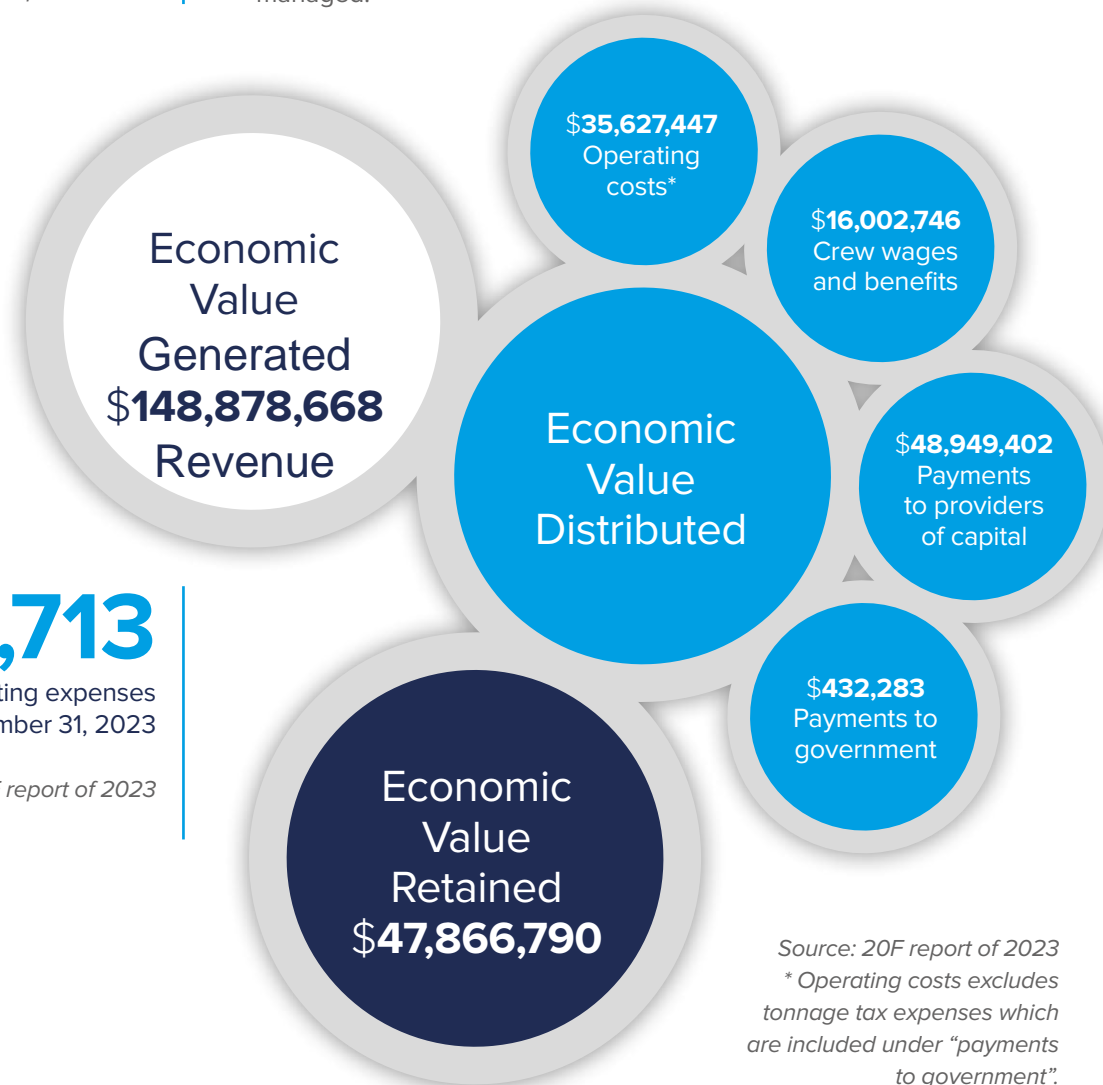
## Operational and financial performance

In 2023, our voyage revenues increased by 13.1%, while our fleet's daily operating expenses increased by approximately 15.6% compared to 2022. This increase is primarily associated with increased technical vessel management services expenditures on certain of the vessels managed.

**\$15,713**

Daily operating expenses as of December 31, 2023

Source: 20F report of 2023



Source: 20F report of 2023  
\* Operating costs excludes tonnage tax expenses which are included under "payments to government".

The following table presents our operational performance for the last two years

Fleet performance data	2023	2022
Number of vessels at the end of the year	6	6
Ownership days	2,190	2,190
Available days	2,136	2,087
Planned offhire - dry-docking days	54.2	102.8
Unplanned offhire days	45.6	0
Idle days	0.8	0
Operating days	2,089	2,087
Fleet Utilization	97.8%	100%
Port calls	159	89
Ports calls in countries with the 20 lowest rankings in TICPI**	0	1
Countries visited	32	19
Total distance travelled (nm)	492,196	495,325

\*\* Transparency International's Corruption Perception Index



**32**

countries visited in 2023

**492,196**

Total distance travelled (nm) in 2023

**97.8%**

fleet utilization in 2023



## Our operational **efficiency**

Aiming to achieve high operational efficiency while eliminating the risks associated with our activities, we are certified on the following:



# 3 Sustainability at Dynagas

3.1 ESG Pillars

3.2 Stakeholder engagement and materiality assessment

3.3 Materiality analysis



## Our approach to **sustainable** development

[GRI 2-14, GRI 2-22, GRI 2-23, GRI 2-24]

We utilize the UN Sustainable Development Goals (SDGs) framework to guide and review our portfolio of initiatives. The SDGs we consider most relevant to our industry and within our capacity to influence are:



Our Company addresses the following core subjects to identify the issues and the priorities that are relevant for the organization:

- **Organizational Governance**
- **Social Responsibility Policy**
- **Human Rights**
- **Labor Practices**
- **Organizational Internal and External Context**





# 3.1

## ESG Pillars



### 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 continual improvement. We are exploring sustainable energy solutions for our fleet and 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, safety and wellbeing of our people, and strive to maintain a safe working environment.



### Business conduct

We consider it vital to comply with all applicable laws, rules and regulations of the countries and regulatory authorities that affect our business. We implement fair and transparent social and governance policies. We are committed to achieving a sustained and continual improvement of our processes at all levels.



# 3.2 Stakeholder engagement and materiality assessment

[GRI 2-29]

We conducted a comprehensive materiality assessment in the fourth quarter of 2023 as part of our 2022 ESG reporting process. Given the thoroughness of the assessment, we consider that it remains relevant and accurate also for 2023 and we continue to utilize the insights and data from the 2022 assessment to guide our ESG strategy and reporting for 2023.

The consultation with our stakeholders is conducted via two-way communication channels, ensuring that their viewpoints and concerns were recorded in an appropriate manner.



## Our main stakeholder groups

Stakeholders	Communication channels	Frequency of engagement
Charterers/Brokers	Regular physical/virtual meetings, ongoing communication and annual survey	Daily
Classification societies	Participation in key industry events/forums, classification rules circulation, onboard surveys, on site audits	Monthly
Employees	Periodic evaluation, open door culture	Daily
Financial institutions	Releases of financial results, regular meetings	Periodically
Flag states	Legislation updates, attendance of flag nautical inspectors onboard the fleet, forums, webinars	Ad hoc, at least weekly
Insurers/ P&I clubs	Communication on any arising matter	Ad hoc
International/ Industry organizations	Participation in key industry events/forums, webinars, safety conferences	Ad hoc
Investors	Press releases, general meeting	At least quarterly
Manning agents	Close cooperation, audits, appraisal	Daily
Port/Terminal authorities	Coordination and liaising for any compatibility study	Ad hoc
Shipyards	Annual communication of our policies, audits, meetings (virtual, physical)	Ad hoc
Suppliers/Business partners	Communication of our policies, evaluation, feedback request	Ad hoc

# 3.3

## Materiality analysis

[GRI 3-1, GRI 3-2, GRI 3-3]

### Identification of material issues

[GRI 3-1a, GRI 3-1b]

We consider it imperative to possess a comprehensive understanding of the positive and negative, actual and potential impacts of our operations. Through collaboration with our stakeholders, we aim to minimize as far as possible any negative impact of our operations.

### Materiality analysis

[GRI 3-1, GRI 3-2]

We conducted the second materiality analysis in 2023, in the frame of 2022 ESG reporting, following the new GRI standards published in October 2021. More specifically, the materiality analysis was carried out in four phases:

#### 1 Understanding our business context

We defined a list of the most relevant sustainability topics associated with our operations taking into account peers' practices and the applicable sustainability standards and frameworks, while identifying our main stakeholder groups and business relationships that are affected from our activities.

#### 2 Identifying our ESG impacts

We identified the impacts (positive and negative - actual and potential) that our Company's activities have on our ESG performance.

#### 3 Assessing the significance of our impacts

We conducted a materiality survey requesting our main stakeholders to assess our Company's impacts on various ESG related topics.

The participants evaluated the identified impacts according to the following criteria:

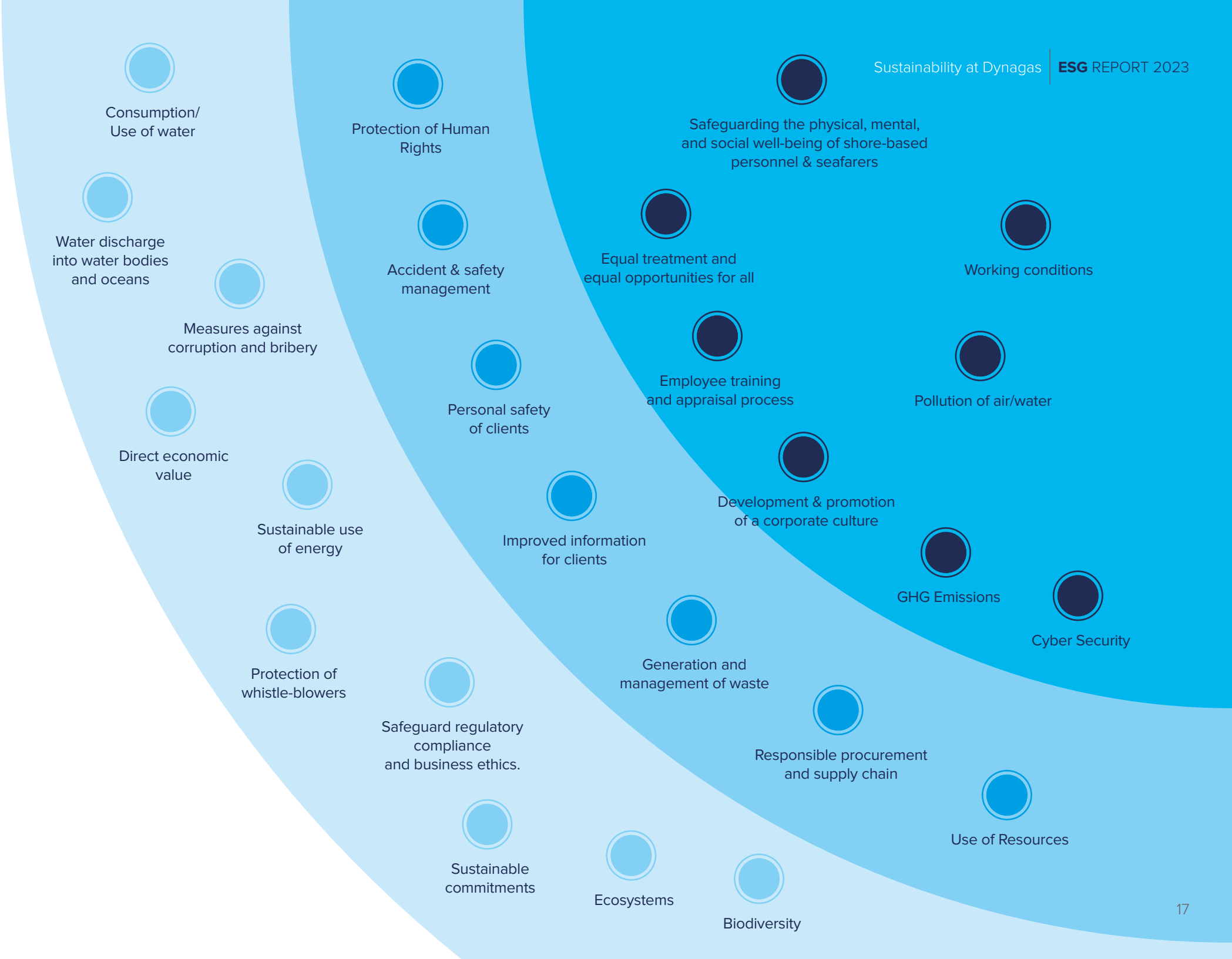
- **scale**
- **scope**
- **likelihood of occurrence (for potential impacts)**
- **remediability (for negative Impacts)**

#### 4 Prioritizing the most material impacts for reporting

The survey's responses were assessed based on a Company determined materiality threshold and the relevant ESG topics were prioritized based on their importance to the participating stakeholders.

The following graph illustrates all the topics assessed.














# Material Topics



The graph illustrates the Company's focus on key impact topics, with increasing action taken as topics move closer to the right. Less important topics are located in the lighter blue layers, showing initiatives and targets set by the Company for improvement.

Dynagas identified the below material topics:



Material Topic	Pillar	SDGs
Employee training and appraisal process	Social	 
Equal treatment and equal opportunities for all	Social	 
Working conditions	Social	 
Safeguarding the physical, mental, and social well-being of shore-based personnel & seafarers	Social	
Pollution of air/water	Environmental	 
GHG Emissions	Environmental	 
Development and promotion of a corporate culture	Governance	
Cyber Security	Governance	



# 4 Our **Environmental** footprint

- 4.1 Climate change and greenhouse gas emissions
- 4.2 Protection of air & water from pollution
- 4.3 Energy efficiency indicators



## Compliance with environmental regulations

As a cleaner alternative to traditional marine fuels, the use of LNG as a marine fuel is increasing in global shipping. LNG reduces emissions of sulfur oxides, nitrogen oxides, and particulate matter, aligning with international regulations on marine pollution.

As the shipping industry works towards further reduction in emissions, LNG is one of the available and viable technologies for further decarbonization.

2023

**SEEMP PART III:** Management of carbon intensity continuous improvement **CII Requirement EEXI**  
**IMO Revised strategy** on reduction of GHG emissions from ships

2024

**EU ETS Revised EU MRV**

2025

**Fuel EU Maritime:** Well-to-Wake GHG emissions Intensity Indicator

2026

**IMO** Revision of short-term and implementation of mid-term measures

### Compliance with standing environmental regulations

IMO Ballast Water Management Convention	The system has been installed across our fleet in compliance with the standing relevant regulations.
MARPOL Annex VI 0.50% sulfur limit	All of our vessels are able to operate with low-sulfur fuels.
Inventory of Hazardous Materials (IHM)	All of our vessels hold an IHM Certificate and Statement of Compliance & IHM Maintenance.
Energy Efficiency Existing Ship Index (EEXI)	EEXI index for all fleet vessels has been calculated. All vessels hold updated International Energy Efficiency Certificates (IEEC), indicating the attained EEXI/EEDI.
Carbon Intensity Indicator (CII)	The methodology used for the calculation and reporting as well as the annual operational CII are included in the Ship Energy Efficiency Management Plan (SEEMP) Part III of each vessel. All vessels have received their first official CII rating for 2023.
EU ETS	A software is used by the vessel and the office for data collection and calculation of EU Allowances. The annual number of allowances to be surrendered will be verified by an independent verifier before submission.



# 4.1

## Climate change and greenhouse gas emissions

Material Topic: Greenhouse gas emissions



### Our approach

[GRI 3-3, TR-MT-110a.2]

We are committed to ensuring that our vessels adhere to effective environmental management practices and we monitor the environmental impacts of our operations in compliance with the applicable regulations.

Dynagas is committed to meeting IMO targets for greenhouse gas (GHG) emissions reduction. Our Energy Management System is certified to the ISO 50001 standard, we calculate and report our Carbon Intensity Indicator (CII) and monitor the energy performance of our fleet's vessels through the Energy Efficiency Operational Indicator (EEOI).

### Our performance

[GRI 305-1, GRI 305-4, TR-MT-110a.1.]

#### Direct greenhouse gas emissions (Scope 1)

Source: Emissions (tCO<sub>2</sub>eg)



*\*The method used to calculate Scope 1 emissions is in accordance with the 4th GHG Study, ENTEC / Corinair guidebook, Lloyds Engineering Services (Study 1995) and takes into account the CO<sub>2</sub>, N<sub>2</sub>O and CH<sub>4</sub> gasses released through fuel consumption in the total number of our fleet.*

#### GHG emissions intensity 2023

Source: Emissions (tCO<sub>2</sub>eg)



The increase in GHG emissions in 2023 can be attributed to several factors. The operational profile of our fleet was affected by the dry dock maintenance that three of our vessels underwent within the year. Additionally, modifications in fleet operations were necessitated by the Red Sea crisis, which emerged in the fall of 2023. This geopolitical event led to adjustments in our trading patterns, resulting in longer routes and less efficient operational practices.







## Short and long-term strategy to manage emissions

[TR-MT-110a.2]

### The Company has taken several steps to manage regulatory and industry requirements for more efficient operations and to reduce emissions:

- ▶ We have implemented a digital monitoring platform for tracking each vessel's emissions and energy consumption. The platform is used to monitor, manage and report under the scope of the various emissions regulations.
- ▶ Each vessel EEXI has been determined and we are collecting the relevant data for reporting their annual operational Carbon Intensity Indicator (CII) and CII rating.
- ▶ The EU ETS will come into effect on January 1st, 2024. We have implemented all the digital tools to ensure efficient monitoring, reporting and verification of EU ETS emissions.

### Our short-term strategy focuses on two key areas for improvement:

**1. Collaborative Efforts with Charterers:** Since the fleet operates under time charters, the vessels' operational efficiency is largely dependent on charterers' voyage instructions, which determine the vessels' passage/route, speed, and fuel mode. We are collaborating closely with charterers to optimize the operational efficiency of the vessels, improve cost-efficiency, and reduce emissions. Key areas for improvement have been identified, including improved passage planning and weather routing optimization, the implementation of slow steaming (where feasible), and just-in-time arrival.

### 2. Continuous improvement areas:

- ▶ **Hull and propeller efficiency:** Regular monitoring of marine fouling, hull cleaning, and propeller polishing can result in significant fuel savings and reduce emissions.
- ▶ **Trim Optimization & Weather Routing:** Trim and draft optimization is used alongside weather routing software to assist the crew and operator to take advantage of favorable sea conditions.
- ▶ **Engine Optimization:** Regular engine load optimization, along with monitoring of fuel consumption and cylinder pressure, can address inefficiencies, prevent downtime, and improve operational efficiency.
- ▶ **Cargo Conditioning:** For LNG carriers, optimizing temperature and pressure of the cargo during all stages of the voyage in collaboration with operators, charterers, and terminals can improve operational efficiency and minimize emissions.
- ▶ **Crew Training:** Ongoing training in energy-efficient practices, combined with regular energy audits, can enhance operational efficiency and reduce emissions.

### Long-term Strategy:

The Company is monitoring future ship propulsion technologies. Across the industry, there is a shift towards alternative fuels such as biofuels, hydrogen, methanol, and ammonia, as well as innovative technologies like wind-assisted propulsion and on-board carbon capture. We maintain a technology-agnostic approach and will evaluate new solutions as they become available and demonstrate effectiveness in terms of both cost and emissions reduction. Additionally, we are in close contact with equipment manufacturers and shipbuilders to identify the most suitable long-term solutions for reducing emissions.

# 4.2

## Protection of air & water from pollution

Material Topic: Pollution of air/water - Our preventive measures



### Our approach

[GRI 3-3]

#### Air Quality

We conduct routine monitoring of Sulfur Oxides (SOx), Nitrogen Oxides (NOx), and Particulate Matter (PM) emissions. Our operations align with the International Maritime Organization (IMO) 2020 regulations, ensuring compliance with industry standards.

#### Marine Ecological Impacts

Our Environmental Management System (EMS) is certified to the ISO 14001 standard. In accordance with the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), we have installed ballast water treatment systems across our fleet to ensure full compliance with these regulations.

### Water discharges, ballast, and bilge water

[TR-MT-160a.2.]

As of Dec 31, 2023 all vessels had installed ballast water treatment systems that meet the Regulation D2 performance standard.

### Waste management

Waste generated onboard such as plastic, paper, metal, and food waste is collected and segregated as per the ship-specific Garbage Management Plan. The relevant data is then registered in the Garbage Record Book and transferred to the 'End of Month' environmental reporting. The waste is disposed in accordance with relevant regulations (MARPOL).





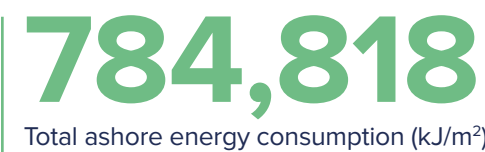
# Our performance

[GRI 303-5, GRI 305-7, TR-MT-110a.1, TR-MT-160a.2, TR-MT-160a.3]

Metric	Units	2022	2023	Commentary
Air Pollution				
NOx emissions	MT	4,091	4,298	We monitor our NOx emissions to ensure compliance with the limits set by the applicable guidelines and regulations. The total NOx emissions of our fleet increased in 2023. NOx emissions typically correlate with fuel consumption and engine operation. The increase noted in our NOx emissions, though smaller compared to GHG and CO <sub>2</sub> emissions, indicates the slightly higher fuel usage.
SOx emissions	MT	374	371	The SOx emissions from our fleet remained relatively stable in 2023 compared to 2022.
PM emissions	MT	50	51.32	PM emissions are closely related to the type of fuel used by the ships and its sulfur content. The Marine Environment Protection Committee (MEPC) of the IMO has adopted amendments to the Annex VI to MARPOL, seeking to further reduce air pollution through the use of lower sulfur content fuels (up to 0.5%). The total PM emissions of our fleet increased slightly in 2023.
Average AER per engine type [Steam]	Gr CO <sub>2</sub> /DWT-mile	9.66	13.25	To assess and track the carbon intensity of our fleet's operations, we utilize the Annual Efficiency Ratio (AER). This metric measures CO <sub>2</sub> emissions per unit of cargo capacity over a distance traveled and is reported in gr CO <sub>2</sub> per DWT – mile. The average fleet AER increased by approximately 21 % compared to 2022. The increase is primarily due to increased idle time, changes in operational routes and multiple voyage order adjustments.
Average AER per engine type [TFDE]	Gr CO <sub>2</sub> /DWT-mile	8.67	8.902	
Average EEOI per engine type [Steam]	Gr CO <sub>2</sub> /tonnes - mile	17.63	17.73	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 CO2 / tonnes – mile. The average fleet EEOI increased by approximately 9% compared to 2022 mainly attributed to the increased number of ballast voyages undertaken by the TFDE vessels, which were necessary for dry dock maintenance at shipyards.
Average EEOI per engine type [TFDE]	Gr CO <sub>2</sub> /tonnes - mile	9.129	11.39	
Incidents				
Number of incidents of non-compliance with environmental laws and regulations	0	0		
Number of spills and releases to the environment in the reference period	0	0		
Water				
Onboard water consumption	m³	48,234	45,593	The production of water onboard is facilitated by the Fresh Water Generators, which take advantage of the engine cooling water temperature as a heating medium for TFDE vessels. In steam propulsion vessels, water production is achieved through the use of steam bleed from the main turbine. This water serves various purposes including domestic use, as distillate water necessary for cooling, and for the main and auxiliary boiler steam service. The water consumption and production levels of our vessels were decreased by approximately 5% in 2023.
Onboard water production	m³	48,336	45,847	
Garbage				
Total volume of garbage produced on board, including plastics	m³	173.8	264.6	The increase in garbage production from 2022 to 2023 was primarily attributed to the scheduled dry dockings and the associated waste production from these vessels.
Total volume of plastics produced on board	m³	60.4	67.6	
Volume of oil residues (sludges) produced per month on board (Steam)	m³	37.3	31.8	
Volume of oil residues (sludges) produced on board (TFDE)	m³	419	404	
Volume of Oily Bilge Water produced on board (Steam)	m³	1,398	1,205	The increase in the total volume of oily bilge water produced was mainly attributed to essential maintenance, cleaning activities and the overhauling of critical machinery, including seawater pumps on our TFDE vessels.
Volume of Oily Bilge Water produced on board (TFDE)	m³	1,683	2,194	

# 4.3 Energy efficiency indicators

## Key results in 2023



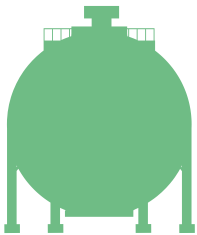
The total energy consumption of our fleet increased by 14.6%, rising from 7.07 million GJ in 2022 to 8.11 million GJ in 2023. This increase in energy consumption corresponds with the rise in emissions and reflects a higher overall distance travelled by the fleet.

## Our fleet fuel consumption

**Fuel consumption (tonnes) - Our fleet**  
The consumption of the different types of fuels by our LNG carriers during 2023 is depicted in the following figures. For comparison purposes, the data of 2022 are also presented.

Fuel Consumption in thousand Metric Tonnes

Fuel Type	2022	2023
LNG	97,991	119,310
HFO	36,957	38,311
LFO	1,793	851
MDO/MGO	2,460	3,073



# 5 Our **social** impact

- 5.1 Our people
- 5.2 Training and development
- 5.3 Equal treatment and equal opportunities
- 5.4 Health and Safety



5.1

# Our people

Material Topic: Working conditions

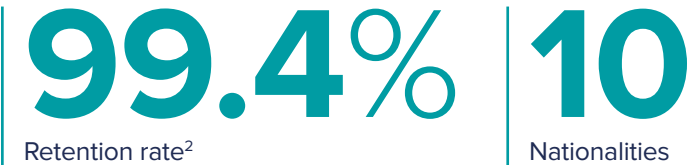


## Seafarers

[GRI 2-7, GRI 2-8, GRI 401-1]

Our diverse and experienced seafarers are the cornerstone of our operational excellence. Therefore, we are dedicated to fostering high retention rates by offering competitive salaries, annual contracts, and financial incentives for long service. In 2023, we maintained a workforce of 1,277 seafarers, as compared to 1,200 in 2022. Our crew originates from 10 different nations, with 49% of them from the Philippines. It is important to note that we exclusively employ individuals as employees, with no engagement of external workers.

Our goal is to retain our workforce by fostering long-term relationships with our seafarers. Whenever feasible, we prioritize filling open positions across the fleet through internal promotions. Our seafarers remain loyal to the Company due to our focus on their safety, secure employment and training.



2. The listed number was calculated using the Intertanko Crew and Officers Retention Rates formula which has been modelled upon the “Abelson adjusted turnover rate”, M. Abelson 1996 turnover cultures and turnover culture.

“ A total of 155 cadets of various nationalities were employed during 2023 ”

## Our approach

[GRI 3-3]

We provide our seafarers with a secure work environment, where we offer training throughout employment, health and wellness initiatives, and strict adherence to international standards for maritime working conditions.

All newly on boarded personnel undergo training to familiarize themselves with our Company’s policies, pertinent regulations, codes, and guidelines before assuming their responsibilities.

## Recruitment Practices

We are committed to comply with the provisions of the ILO MLC 2006. Whether managed directly by the Company or through Manning offices/ Agents, our aim is to uphold fair employment agreements for all our employees, in alignment with national and international laws and regulations aimed at safeguarding employee rights.

### Cadetship program

In 2023 the Company initiated a new cadetship program in cooperation with reputable academies in various countries. The aim of the cadetship program is to secure cadets directly from the academies and train them throughout their academic education. By integrating on board practices with their academic learning, we aim to build a young and loyal team of officers, who have been with us from their first days at sea. The idea is that by offering valuable development opportunities to young seafarers the Company will be able to increase the pool of well educated, trained and dedicated manpower.

## Addressing seafarers’ complaints

[GRI 2-26]

Prior to embarking a Dynagas vessel, all officers and ratings are provided with national contact points corresponding to their nationality for Complaints Procedures. The onboard complaint form and procedure are readily accessible to all seafarers.

Additionally, seafarers may use a dedicated email address to confidentially report any complaints or issues directly to Top Management, without involvement from ship personnel or Company departments, managers, and personnel.

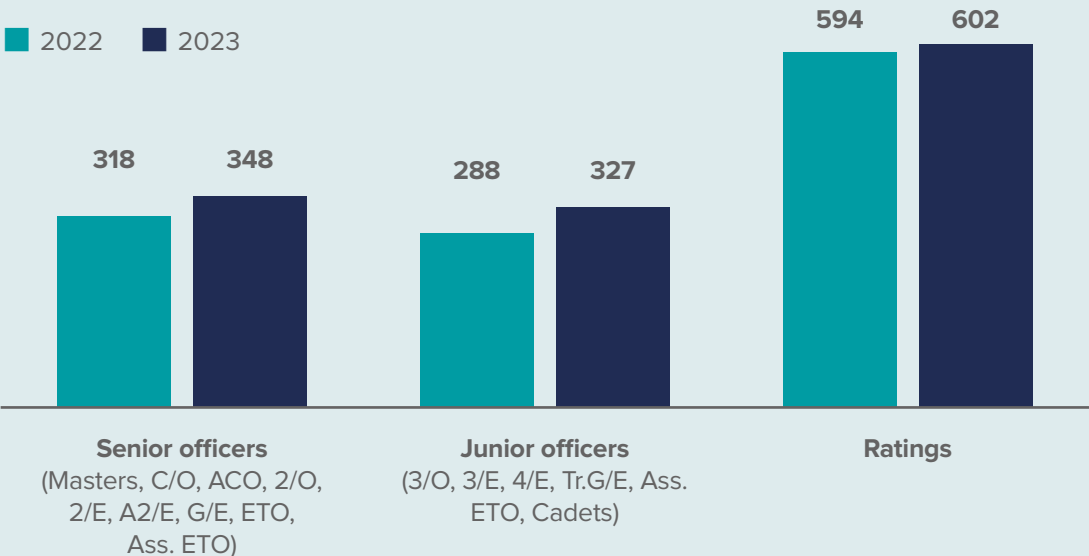
To identify any areas for improvement, we have scheduled to perform a “Happiness Survey” among our seafarers in 2024. The objective for the survey is to enable us to make informed decisions to improve working conditions and overall well-being within Dynagas.

## Our performance

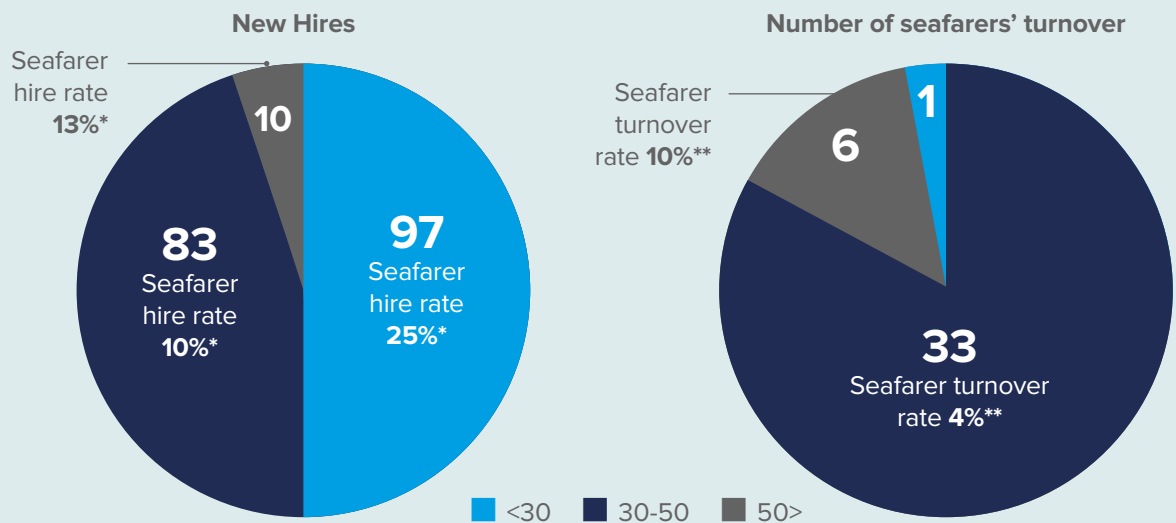
[GRI 2-30]



## Seafarers per rank



GRI 401-1: Total number and rate of new seafarer hires and turnover during the reporting period, by age group



\* The “seafarer hire rate” represents the percentage of seafarers hired within the year, relative to the total number employees in the same age group as of December 31.  
\*\* The “seafarer turnover rate” represents the percentage of seafarers, who left the Company within the year, relative to the average number of seafarers during that period.



## Our Shore-based personnel

[GRI 401-1, 401-2]

The Manager has assembled a proficient team located in our headquarters in Athens, Greece. In 2023, we revised our methodology for calculating shore-based personnel to classify the employees that work exclusively for Dynagas. As of the year end, 72 employees of the Manager worked exclusively for us.

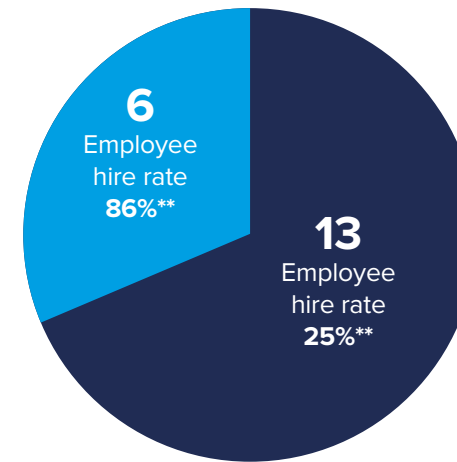
Female representation among our shore-based employees stands at 36%, while 68% of our new hires are female.

All employees are offered one complimentary health check-up per year as well as discounts for additional health examinations and access to a doctor at the office once per week.

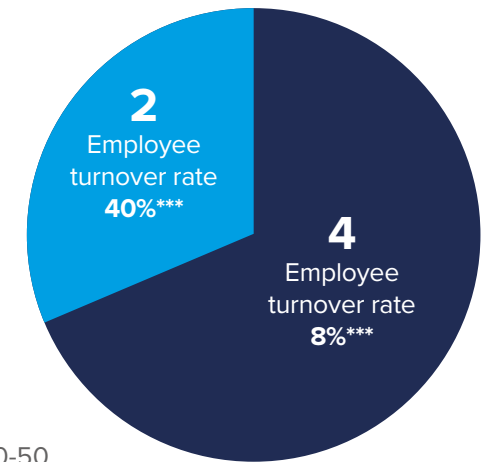
In 2023, we sponsored our employees' participation in the 'Race for the Cure' marathon, spreading awareness and supporting the battle against breast cancer. This event enabled employees to connect on a personal level and contribute positively to the community.

### GRI 401-1: Total number and rate of new employee hires and employee turnover during the reporting period, by age group and gender

New employee hires by Age

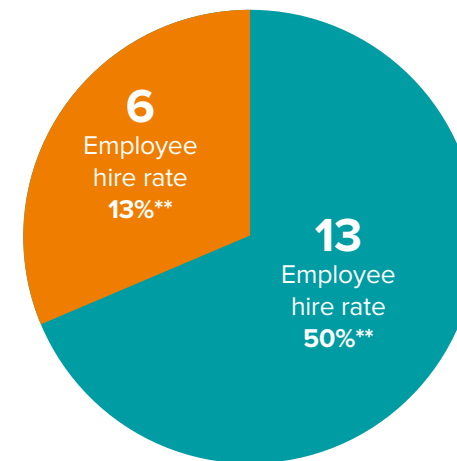


Number of employee turnover by Age

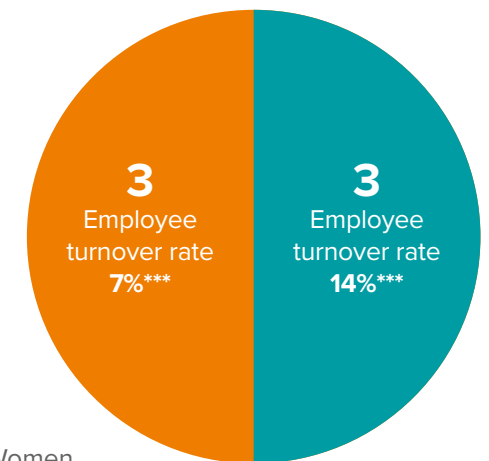


■ <30 ■ 30-50

New employee hires by Gender



Number of employee turnover by Gender



■ Men ■ Women

\*\* The "Employee hire rate" represents the percentage of employees hired within the year, relative to the total number of employees in the same age group as of December 31.

\*\*\* The "Employee turnover rate" represents the percentage of employees that left the Company within the year, relative to the average number of employees during that period.

**72**

Employees for 2023

**19**

New hires

**94.6%**

Retention rate\*

**2**

nationalities

**25**

Employees with seagoing experience

\* The listed number was calculated using the Intertanko Crew and Officers Retention Rates formula which has been modelled upon the "Abelson adjusted turnover rate", M. Abelson 1996 turnover cultures and turnover culture.

# 5.2 Training and development

Material Topic: Employee training and appraisal process



## Our approach

[GRI 3-3]

### Seafarers training and development

We are committed to provide our seafarers with fair and equitable opportunities for career advancement. Our objective is to support long-term career development for all personnel and actively promote the progression of seafarers within our fleet.

In 2023, we invested over \$138,000 in crew training and development of the seafarers that sailed with the Partnership’s vessels.

The performance of all seafarers employed by Dynagas is monitored and evaluated to identify any additional training needs. Each seafarer is furnished with a personalized “Personal Training Record” (PTR) booklet, encompassing both generic and rank-specific training.

## Training programs

[GRI 404-2, GRI 404-3]

### Other initiatives

In 2023, we have updated our training infrastructure to be more user friendly. We aim to ensure that all employees are equipped with the necessary skills and knowledge to perform their roles effectively.

**100%**  
of seafarers and shore-based personnel received regular performance and career development reviews in 2023



# 5.3 Equal treatment and **equal opportunities**

Material Topic: Equal treatment and equal opportunities for all



## Our **approach**

[GRI 3-3, GRI 406-1]

Every employee is treated with respect and given opportunities to succeed regardless of age, gender, ethnicity, religion, or any other distinguishing factors.

We ensure adherence to respective national regulations concerning minimum wage, working hours, and leave entitlements.

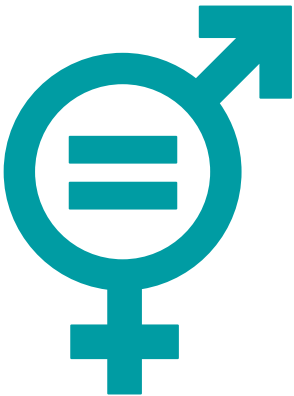
We strive to ensure that the same standards are met for all workers in our value chain and encourage all employees to report any breaches of this policy or other workplace-related issues through our Whistleblowing Policy.

## Our **performance**

[GRI 405-1, GRI 406-1]

The table illustrates the demographic composition of the Company’s Board of Directors and shore-based personnel, categorized by age and gender.

Senior Management			Middle Management		Personnel	
Age group	Women	Men	Women	Men	Women	Men
<30	-	-	-	-	29%	71%
30-50	-	100%	37%	63%	62%	38%
50>	-	100%	-	100%	60%	40%





# 5.4 Health and Safety

Material Topic: Safeguarding the physical, mental, and social well-being of shore-based personnel & seafarers

## Health & Safety Management System

[GRI 403-1, GRI 403-4, GRI 403-8]

The Company's Management System has been structured to ensure compliance and conformity with the ISM Code and other applicable national and international regulations, ISO 9001/14001/45001/50001/27001 standards and guidelines.

We align with all national and international regulations and practices. Our Company's Management System includes regular safety audits and monitoring of workplace conditions. Our commitment extends to fostering a culture where safety is a shared responsibility, encouraging proactive reporting of potential hazards and near-miss incidents and promoting personal commitment from the top of the organization in maintaining and developing safety attitudes and sound management practices. By adhering to the highest safety standards and regulatory requirements, we strive to prevent accidents and injuries, ensuring the well-being of our workforce and the uninterrupted delivery of our services.



1,170

risk assessments conducted  
on average per vessel

## Risk assessment and risk minimization

[GRI 403-2, GRI 403-3, GRI 403-5, GRI 403-7, GRI 403-9, GRI 403-10]

We acknowledge our exposure to a range of environmental, social, governmental, and financial risks and factors that could potentially impact our business, prospects, and operations. Our risk management procedures allow us to identify, evaluate, monitor and mitigate those risks that could impact our operation while the Company has implemented internal audit procedures, designed to assess the overall risk management.

Regular assessments are carried out by a dedicated team with diverse experience and competencies. A repository of risk assessments is maintained and supports the teams in identifying workplace hazards and evaluating risks, including occupational and health hazards. Our contractors receive briefings, requiring them to comply with these regulations while operating within our offices or onboard.

## Internal audit procedures

[GRI 2-12, GRI 2-13]

Internal audits are used as a tool to monitor and assess any gaps in the implementation of our Company’s Management System. These audits are performed periodically by an auditing team comprised of qualified, trained and certified personnel and are followed up through our in house platform.

## Incident investigation

[GRI 403-2]

Upon the occurrence of any incident, accident or near-miss situation, the unsafe task or activity must stop immediately and an incident report must be sent to the Company. The incident report shall be supported by a description of the incident attaching any relevant evidence and documentation.

All reported incidents will be investigated in accordance with established policies. Following the incident investigation, the Company will decide if additional corrective and preventive actions or controls must be introduced to mitigate risks and prevent recurrence of similar incidents.

## Health and Safety benefits

[GRI 403-6]

### Systems enhancing Vessel’s Safety

We have established and implemented systems enabling structured data collection through our in-house developed platform. The platform includes:

- ▶ safety forms,
- ▶ incident reporting forms,
- ▶ safety drills,
- ▶ safety training,
- ▶ management of change
- ▶ risk assessments library,
- ▶ safety culture analysis,
- ▶ safety publications database and
- ▶ action plan management.

Additionally, our Company maintains a shared database among vessels for storing data relevant to vessels’ historical voyages, including anchorage information, passage plans, port information and weight distribution. The database is available to all vessels as a tool to assist the vessel crew in their efforts to safeguard the vessel, crew and cargo.

## Our performance

[GRI 403-9, TR-MT-540a.1.]

### Promotion of worker health and training on Occupational Health and Safety

We periodically organize safety training forums for our personnel to ensure alignment with the most recent developments in the field. In addition, we provide in-house training on risk assessment and risk management processes to all shore-based and onboard personnel.

100%

of our seafarers participated in an occupational health and safety training in 2023



In 2023, we organized the following Health and Safety campaigns for training and information sharing purposes:

Area	Topic
Health	Building healthy habits
	Understanding Uric Acid
Safety	Process Safety Fundamentals

Health & Safety performance indicators

Work-related injuries	2022	2023
Number of hours worked	1,783,220	1,821,827
Number of fatalities as a result of work-related injury	0	0
Number of high consequence work-related injuries (excluding fatalities)	0	0
Number of recordable work-related injury	0	0
Lost Time Injury Rate (LTIR)	0	0.55
Total Recordable Cases Frequencies (TRCF)	0	0.55

Onboard drills, audits, and Port State Controls (PSC)

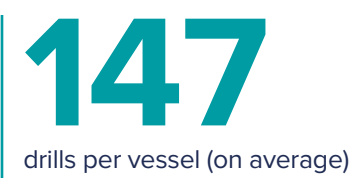
[TR-MT-540a.2., TR-MT-540a.3.]

During 2023, 6 Port State Control (PSC) Inspections were conducted, resulting to zero deficiencies and zero detentions.



The deficiency noted was closed out with the necessary corrective and preventive actions evidence to the satisfaction of all parties concerned.

In 2023, we carried out on average 147 onboard drills per vessel related to the prevention and mitigation of Occupational Health & Safety impacts directly linked to our business relationships.



During the reporting period, there were no Conditions of Class or Recommendations imposed.



# 6 Corporate Governance

- 6.1 Board of Directors and Committees
- 6.2 Business Conduct
- 6.3 IT Systems and Cyber Security



# 6.1

## Board of **Directors** and Committees

[GRI 2-9, GRI 2-10, GRI 2-11, GRI 2-13, GRI 2-14, GRI 2-15, GRI 405-1]



The Board of Directors (BoD) sets the strategic direction for the Company by establishing long-term goals and defining the overall vision. Senior management is responsible for implementing this strategy by translating the board’s vision into actionable plans and overseeing their execution. Our Company complies with all NYSE corporate governance standards, applicable to Foreign Private Issuers.

Our Board of Directors consists of five Directors, three of whom are independent, providing diverse expertise and impartial viewpoints to the decision-making process. The Chairman of the Board of Directors is not an executive member in the organization. Our Directors are divided in three classes (Class I, II and III), each serving staggered three year terms. The members of our BoD and their respective roles are presented below.

The nomination and selection of our BoD members are performed in accordance with the “Fourth Amended and Restated Agreement” of Limited Partnership of Dynagas LNG Partners LP, which determines that the appointed Directors shall be appointed by the General Partner while the elected Directors shall be elected at the Annual General Meetings by a plurality of the votes of the Outstanding Common Units present at the Annual Meeting.

The BoD is assisted by 3 committees in support of its duties. An agile and dynamic governance structure is key for the future of our Company and its development. Our committees are consisted of members of the BoD and are assigned specific duties in critical areas of our organization.



**Georgios Prokopiou**  
Chairman of the Board of Directors  
and Appointed Director



**Tony Lauritzen**  
Chief Executive Officer  
and Appointed Director



**Dimitris Anagnostopoulos**  
Class III Director



**Alexios Rodopoulos**  
Class II Director



**Evangelos Vlahoulis**  
Class I Director

Committee	Duties	Members
Audit	Reviews external financial reporting function, engages external auditors and oversees internal audit activities and procedures as well as the adequacy of the Company’s system for internal controls over financial reporting.	Evangelos Vlahoulis Alexios Rodopoulos
Conflicts	Reviews specific matters that the Board believes may involve conflicts of interest.	Dimitris Anagnostopoulos Alexios Rodopoulos
Compensation	Makes recommendations to the BoD as to the Partnership’s general compensation philosophy, determines the annual compensation of all the executive and non-executive directors and undertakes any other duties relating to compensation matters delegated by the Board.	Dimitris Anagnostopoulos Evangelos Vlahoulis

# 6.2 Business Conduct

Material Topic: Development and promotion of a corporate culture

## Our approach

[GRI 2-23, GRI 2-25, GRI 3-3]

Our policies and internal audits are intended to ensure Dynagas’ adherence to our standards across our entire business chain as any breach could damage our reputation as a leading LNGC owner and operator. The Company risk based approach to our business and governance enables us to adapt to the evolving regulatory landscape as well as any emerging threats.

## Code of Business Ethics and Conduct

[GRI 2-27]

Dynagas’ Code of Business Ethics and Conduct (the Code) establishes fundamental guidelines for our conduct, serving to prevent and identify any instances of misconduct. All directors, employees and seafarers of the Company are expected to adhere to the highest ethical standards and uphold our corporate values and principles, which include honesty, integrity and respect for others.

## Just Culture Policy

[GRI 2-25]

To encourage a robust reporting culture, the Company strives to establish a blame-free environment where personnel feel assured of fair and equitable treatment when raising safety concerns. By fostering this atmosphere, employees will feel more confident in bringing forward any concerns or improvements they identify.

“**Just Culture**” in a blame free environment is maintained to achieve **Personnel Responsibility**.

■ ■ Protection and Support of human rights.  
Zero tolerance to an unacceptable behavior  
Quality of safety reports ■ ■

## Whistleblowing and Raising Concerns

[GRI 2-16, GRI 2-26]

In recognizing that the Just Culture Policy may not be sufficient, the Company has also put in place a separate Whistleblowing Policy as a channel to voice concerns anonymously and without fear of retaliation for reports made in good faith. The Whistleblowing Policy can be particularly useful in cases of harassment and bullying which we are working to eliminate from our workplace.

## Insider Trading

[GRI 2-23]

Dynagas has implemented stringent procedures aimed at preventing the improper use of non-public information. Our Insider Trading Policy applies comprehensively to all officers, directors, and employees of the Company.

## Anti-fraud and anti-corruption Policy

[GRI 2-23]

The principal goal of this policy is to mitigate the risk of fraud, uphold integrity in business transactions, and implement protocols and safeguards enabling employees and members of the public to report suspected instances of fraud or corruption. Newly hired employees are provided with the Anti-fraud and Anti-corruption Policy along with the Code of Business Ethics and Conduct as part of their onboarding process. We monitor the level of corruption in the countries and territories in which our vessels trade. In 2023, our vessels did not call at any port of the countries with the 20 lowest rankings in the Transparency International’s Corruption Perception Index (CPI).

## Management Review Policy

[GRI 2-12]

Our Company Management System ensures ongoing review of our process and organization. We review our management system to evaluate its overall performance, to assess its ability to meet specific objectives and to investigate any areas that need further improvement.

The review process is documented and necessary modifications and further improvements are implemented.

## Internal Control system

[GRI 2-12, GRI 2-13]

Our Internal Audit department is responsible to assess on a regular basis the design and effectiveness of our internal control system and report the relevant conclusions to the Management and the Audit Committee.

During the reporting year, no significant deficiencies or material weaknesses were reported in the internal audits performed by the Internal Audit department..

## Our Performance

[GRI 205-2, GRI 415-1, TR-MT-510a.1., TR-MT-510a.2.]

**Zero**

Legal proceedings associated with bribery, corruption or other unethical business practice.

**Zero**

Material weaknesses or significant deficiencies were identified

**181**

Internal controls tested

**Zero**

financial or in-kind political contributions.





# 6.3 IT Systems and **Cyber Security**

Material Topic: Cyber Security

## Our **approach**

[GRI 3-3]

Cyber threats such as malware, ransomware, and phishing attacks pose significant risks to our business since our vessels and onshore organization rely heavily on digital processes. Effective cyber security measures are implemented to mitigate risks within our operational technology systems for our vessels and offices.

Regular cyber security training programs are organized for all employees in conjunction with cybersecurity awareness campaigns and drills in order to achieve maximum effectiveness. We are committed to maintaining transparency with stakeholders regarding cybersecurity incidents and mitigation efforts. We recognize the importance of open communication in fostering trust, managing expectations, and demonstrating our commitment to cybersecurity resilience.

## Cyber Security **Policy**

[GRI 2-23]

Compliance with the Cyber Security Policy is verified regularly, as required for all employees and contractors.

### IT Scope

- Ensuring that cybersecurity policies and procedures comply with international standards (IEC 27001)
- Compliance assurance with data protection regulations (e.g., GDPR, CCPA).
- Server virtualization
- Implementation of green IT practices
- Taking measures to protect customer data and ensure privacy
- Ongoing investments in cybersecurity
- Reviewing and updating cybersecurity policies and procedures on a regular basis

## Cyber Security **Risk Management**

[GRI 2-23] [GRI 418-1, Corporate Indexes]

Our cyber security risk management process involves the systematic identification, analysis, assessment, and communication of cyber security risks allowing us to make informed decisions on whether to accept a risk or strategize actions to avoid or mitigate the risk to an acceptable level.

# Zero

Substantiated complaints concerning breaches of customer privacy, identified leaks, thefts, or losses of customer data

# Zero

Cyber Security Incidents/Data Breaches

# 12

Cyber Security Penetration Tests

# 2

Audits

### Training on cyber security

Aiming to enhance the awareness and skills of our employees regarding cyber security issues, we promote regular trainings

# 100%

Of the employees received training on cyber security in 2023

# Appendix





# Appendix I: **SASB**

Category	Disclosure topic	Code	Page
GHG emissions	Gross global Scope 1 emissions	TR-MT-110a.1.	21
	Discussion 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	TR-MT-110a.2.	22
	Total energy consumed, percentage from heavy fuel oil, percentage from renewables	TR-MT-110a.3.	25
	Average Energy Efficiency Design Index (EEDI) for new ships	TR-MT-110a.4.	-
Air Quality	Air emissions of the following pollutants: NOx (excluding N2O), SOx, and particulate matter (PM10)	TR-MT-120a.1.	24
Ecological impacts	Shipping duration in marine protected areas and areas of protected conservation status	TR-MT-160a.1.	-
	Percentage of fleet implementing ballast water exchange and treatment	TR-MT-160a.2.	23
	Number and aggregate volume of spills and releases to the environment	TR-MT-160a.3.	24
Employee health and safety	Lost time incident rate (LTIR)	TR-MT-320a.1.	34
Business ethics	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	TR-MT-510a.1.	10
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	TR-MT-510a.2.	38
Accident & safety management	Number of marine casualties, percentage classified as very serious	TR-MT-540a.1.	34
	Number of Conditions of Class or Recommendations	TR 0301-13	34
	Number of port state control (1) deficiencies and (2) detentions	TR 0301-14	34



# Appendix II: **GRI** Content Index

**Statement of use** Dynagas LNG Partners LP has reported in accordance with the GRI Standards for the reporting period 01.01.2023 - 31.12.2023

**GRI 1 used** GRI 1: Foundation 2021

**Applicable GRI Sector Standard(s)** N/A

GRI Standard	Disclosure	Page	Omission		
			Requirement(s) omitted	Reason	Explanation
General Disclosures					
GRI 2: General disclosures 2021	2-1 Organizational details	06			
	2-2 Entities included in the organization’s sustainability reporting	06			
	2-3 Reporting period, frequency and contact point	04			
	2-4 Restatements of information	-			
	2-5 External assurance	-			
	2-6 Activities, value chain and other business relationships	06			
	2-7 Employees	27			
	2-8 Workers who are not employees	27	All requirements	Not applicable	All the individuals performing work for the Company are employees.
	2-9 Governance structure and composition	36			
	2-10 Nomination and selection of the highest governance body	36			
	2-11 Chair of the highest governance body	36			
	2-12 Role of the highest governance body in overseeing the management of impacts	33			

GRI Standard	Disclosure	Page	Omission		
			Requirement(s) omitted	Reason	Explanation
Material topics					
GRI 2: General disclosures 2021	2-13 Delegation of responsibility for managing impacts	33, 36			
	2-14 Role of the highest governance body in sustainability reporting	13, 36			
	2-15 Conflicts of interest	36			
	2-16 Communication of critical concerns	37			
	2-17 Collective knowledge of the highest governance body		All requirements	Not applicable	Currently, the Company does not offer a structured ESG training program.
	2-18 Evaluation of the performance of the highest governance body		All requirements	Not applicable	The Company does not implement an evaluation process based on ESG impact progress.
	2-19 Remuneration policies		b.	Not applicable	Refer to Dynagas LNG Partners LP Form 20-F for 2023: <a href="http://www.dynagaspartners.com">http://www.dynagaspartners.com</a> The Company has not yet determined and administered any incentive plans related to the management of the organization’s impacts on ESG.
	2-20 Process to determine remuneration		b.	Not applicable	Refer to Dynagas LNG Partners LP Form 20-F for 2023 <a href="http://www.dynagaspartners.com">http://www.dynagaspartners.com</a> The Remuneration Policy is recommended by the Compensation Committee to the Board and is not subject to voting by the stakeholders of the company.
	2-21 Annual total compensation ratio		All requirements	Confidentiality	The Company shall not disclose this index for confidentiality reasons and protection of personal data.



GRI Standard	Disclosure	Page	Omission		
			Requirement(s) omitted	Reason	Explanation
Material topics					
GRI 2: General disclosures 2021	2-22 Statement on sustainable development strategy	13			
	2-23 Policy commitments	13, 37, 39	2-23 a.ii., 2-23 c.	Not available	a.ii. The Company did not conduct due diligence during the development of the policy. c. The Company aims to fully meet the disclosure requirements in future reporting periods.
	2-24 Embedding policy commitments	13			
	2-25 Processes to remediate negative impacts	37			
	2-26 Mechanisms for seeking advice and raising concerns	28, 37			
	2-27 Compliance with laws and regulations	37			
	2-28 Membership associations	6			
	2-29 Approach to stakeholder engagement	15			
	2-30 Collective bargaining agreements	28			
GRI 3: Material Topics	3-1 Process to determine material topics	16			
	3-2 List of material topics	16			
Greenhouse gas emissions					
GRI 3: Material Topics	3-3 Management of material topics	21			
GRI 305 Emissions	305-1 Direct (Scope 1) GHG emissions	21			
	305-4 GHG emissions intensity	21			
Pollution of air/water					
GRI 3: Material Topics	3-3 Management of material topics	23			
GRI 303 Water and Effluents	303-5 Water consumption	24			
GRI 305 Emissions	305-7 Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	24			

GRI Standard	Disclosure	Page	Omission	
			Requirement(s) omitted	Reason Explanation
Material topics				
Working conditions				
GRI 3: Material Topics	3-3 Management of material topics	27		
GRI 401 Employment	401-1 New employee hires and employee turnover	27-29		
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	29		
Employee training and appraisal process				
GRI 3: Material Topics	3-3 Management of material topics	30		
GRI 404 Training and Education	404-2 Programs for upgrading employee skills and transition assistance programs	30		
	404-3 Percentage of employees receiving regular performance and career development reviews	30		
Equal treatment and equal opportunities for all				
GRI 3: Material Topics	3-3 Management of material topics	31		
GRI 405 Diversity and Equal Opportunity	405-1 Diversity of governance bodies and employees	31		
GRI 406 Non-discrimination	406-1 Incidents of discrimination and corrective actions taken	31		
GRI 409 Forced or Compulsory Labor	409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labor	31		
Safeguarding the physical, mental, and social well-being of shore-based personnel & seafarers				
GRI 3: Material Topics	3-3 Management of material topics	32		
GRI 403 Occupational Health and Safety	403-1 Occupational health and safety management system	32		
	403-2 Hazard identification, risk assessment, and incident investigation	33		
	403-3 Occupational health services	33		
	403-4 Worker participation, consultation, and communication on occupational health and safety	33		
	403-5 Worker training on occupational health and safety	33		

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