

ESG REPORT 2024



DYNAGAS LNG Partners LP

Table of Contents

- Message from our CEO** 3
- 1. About this report** 4
- 2. Our Company at a glance** 5
- 3. Sustainability at Dynagas** 12
 - 3.1 ESG Pillars 14
 - 3.2 Stakeholder engagement and materiality assessment 15
 - 3.3 Materiality analysis 16
- 4. Our Environmental footprint** 19
 - 4.1 Climate change and greenhouse gas emissions 21
 - 4.2 Protection of air & water from pollution 23
 - 4.3 Energy efficiency indicators 25
- 5. Our social impact** 26
 - 5.1 Our people 27
 - 5.2 Training and development 30
 - 5.3 Equal treatment and equal opportunities 31
 - 5.4 Health and Safety 32
- 6. Corporate Governance** 35
 - 6.1 Board of Directors and Committees 36
 - 6.2 Business Conduct 37
 - 6.3 IT Systems and Cyber Security 39
- 7. Appendix** 40
 - Appendix I: SASB 41
 - Appendix II: GRI Content Index 42

Message from our CEO Mr. Tony Lauritzen

We will continue to manage risk carefully and uphold high standards of Safety, Environmental performance and business integrity.

2024 was another year of change for Global Energy and Shipping. According to Shell's LNG Outlook, global LNG trade reached about **407 million tonnes**, a modest increase compared to 2023 but nearly **70% higher than in 2014**. Looking ahead, LNG trade is expected to grow further, potentially reaching around **560 million tonnes by 2030**. This expansion reflects LNG's role toward a cleaner global energy mix.

At the same time, the challenge of reducing emissions in absolute terms remains. Global greenhouse gas emissions rose slightly year on year, yet with the world's population increasing from **8.09 to 8.16 billion**, average emissions per capita held steady at **~4.6 tonnes of CO₂ per person**.

Shipping plays a pivotal role in this equation. According to UNCTAD, the maritime sector accounts for about **3% of global GHG emissions**. While this share is relatively small compared to other industries, shipping is the backbone of global trade, carrying more than **80% of goods by volume**. In this context, our commitment is clear: to operate responsibly and to continue to transport available, safe and lower-emission LNG for the world's energy needs.

A more demanding regulatory landscape

Shipping is rapidly becoming one of the most tightly regulated sectors in the global effort to address climate change. In 2024, the **EU Emissions Trading System (EU ETS)** was extended to maritime transport, requiring shipping companies to purchase allowances for their emissions. From 2025, the **FuelEU Maritime Regulation** further tightens requirements by regulating the well-to-wake greenhouse gas (GHG) intensity of marine fuels in Europe.

At the international level, the **International Maritime Organization (IMO)** has proposed a **Net-Zero Framework (NZF)** under MARPOL Annex VI, aiming to introduce binding GHG limits and a global carbon-pricing mechanism from 2028. However, the proposed penalty structure has been criticized as unavoidable, overly complex and economically disproportionate, appearing to prioritize revenue generation over practical decarbonization. Due to a lack of consensus among member states, the decision on implementing the NZF has been postponed, with discussions scheduled to resume in October 2026.

A key design flaw of the NZF is its reliance on fuels and engine technologies that do not practically exist, making compliance impossible for commercial shipping. Shipping remains indispensable to global economic development. The industry has consistently demonstrated responsibility by adopting new engine technologies and fuels as soon as they become commercially available.

Today, fuel costs represent the single largest operating expense for shipping companies, often exceeding all other operating costs combined. This economic reality ensures that the sector is already fully inherently incentivized to reduce fuel consumption and, by extension, emissions per unit of cargo transported, regardless of new complex and compounding emission regulations.

Funds raised through regulations are often intended to go for re-distribution and support investments in renewable energy, energy efficiency, low carbon technologies

and similar. While these objectives are commendable, the concern remains that such measures function more as taxation, and the growth of a consultancy industry, more than drivers of technological advancement, in particular within shipping itself.

For these regulations to be meaningful it is essential that the revenues collected from shipping are transparently redeployed back into shipping, in ways that accelerate innovation in the maritime technology. Only then can the redistribution of funds demonstrate financial sustainability by achieving faster reductions in emissions per unit transported than the industry would accomplish through its own market driven continuous efficiency improvements.

Our role in the energy transition

As a pure-play LNG shipping company with six LNG carriers on medium to long-term charters, our role is to operate safely, efficiently and with a focus to lower our environmental footprint, while supporting our Customers' energy needs.

Delivering on our ESG priorities

Our ESG work is organised around three pillars: Environment, Our People and Business Conduct. In 2024 we:

- Upgraded our digital platform for emissions and energy monitoring, supporting EU ETS, CII and preparation for FuelEU Maritime.
- Continued hull and propeller maintenance, weather routing, speed management and boil-off gas optimisation to improve efficiency.
- Maintained a workforce of more than 1,300 people at sea and ashore, invested in training and reinforced a "just culture" that supports open reporting.
- Preserved key ISO certifications and strong governance.

These actions reflect the material topics identified through our stakeholder-led materiality assessment and guide our ESG roadmap.

Looking ahead

Our focus remains on practical and result driven decarbonization: efficient operations with our Charterers, targeted investments in digital tools and energy-saving measures, and close monitoring of alternative fuels and technologies for future Fleet decisions.

We will continue to manage risk carefully and uphold high standards of Safety, Environmental performance and business integrity. In doing so, we aim to create long-term value for our unitholders and support our Charterers, Employees and Partners.

Sincerely,
Tony Lauritzen
Chief Executive Officer

1 About this report

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

Reporting Period and Frameworks

This is the fourth Environmental, Social and Governance (ESG) Report of Dynagas LNG Partners LP for 2024, prepared in accordance with the Global Reporting Initiative Standards: Core Option (2021) and meeting the disclosure requirements of the Sustainability Accounting Standards Board (SASB) for Marine Transportation (2018). Through this report we aim to communicate our policies, initiatives and approach on the ESG scheme and to demonstrate our progress on our ESG commitments. 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.



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.

2 Our Company at a Glance



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

[GRI 2-1, GRI 2-6]

Whe 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.



14,4years

Average age of vessels
as of April 10, 2025 (date of issuance
of 2024 20-F report)

Our memberships

[GRI 2-28]



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



Yenisei River

Year Built: 2013
Cargo capacity (cbm): 155,000
Ice class: Yes
Propulsion type: Tri-fuel diesel electric (TFDE) propulsion technology

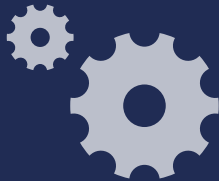


Lena River

Year Built: 2013
Cargo capacity (cbm): 155,000
Ice class: Yes
Propulsion type: Tri-fuel diesel electric (TFDE) propulsion technology

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	 Health, Safety, Security and Environmental	 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.

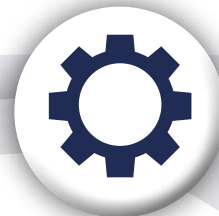
Our business strategy is offering innovative, safe, reliable, and proven technical solutions with the aim to secure long term charters with energy companies and LNG producers.

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.



Vision

Our vision is to be the preferred operator of LNG carriers by delivering first-in-class service and operational excellence.



Approach

We aim to achieve our mission through adopting and promoting a culture of HSSQEE excellence, which is defined as:

“An operation with an effective management system that consistently achieves reliable and incident-free performance.”



Mission

We are committed to providing safe, efficient, high-quality, and reliable operations by meeting health, safety, and environmental standards, anticipating our customers’ needs, continuously seeking optimization opportunities, and adhering to all applicable laws and regulations.

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



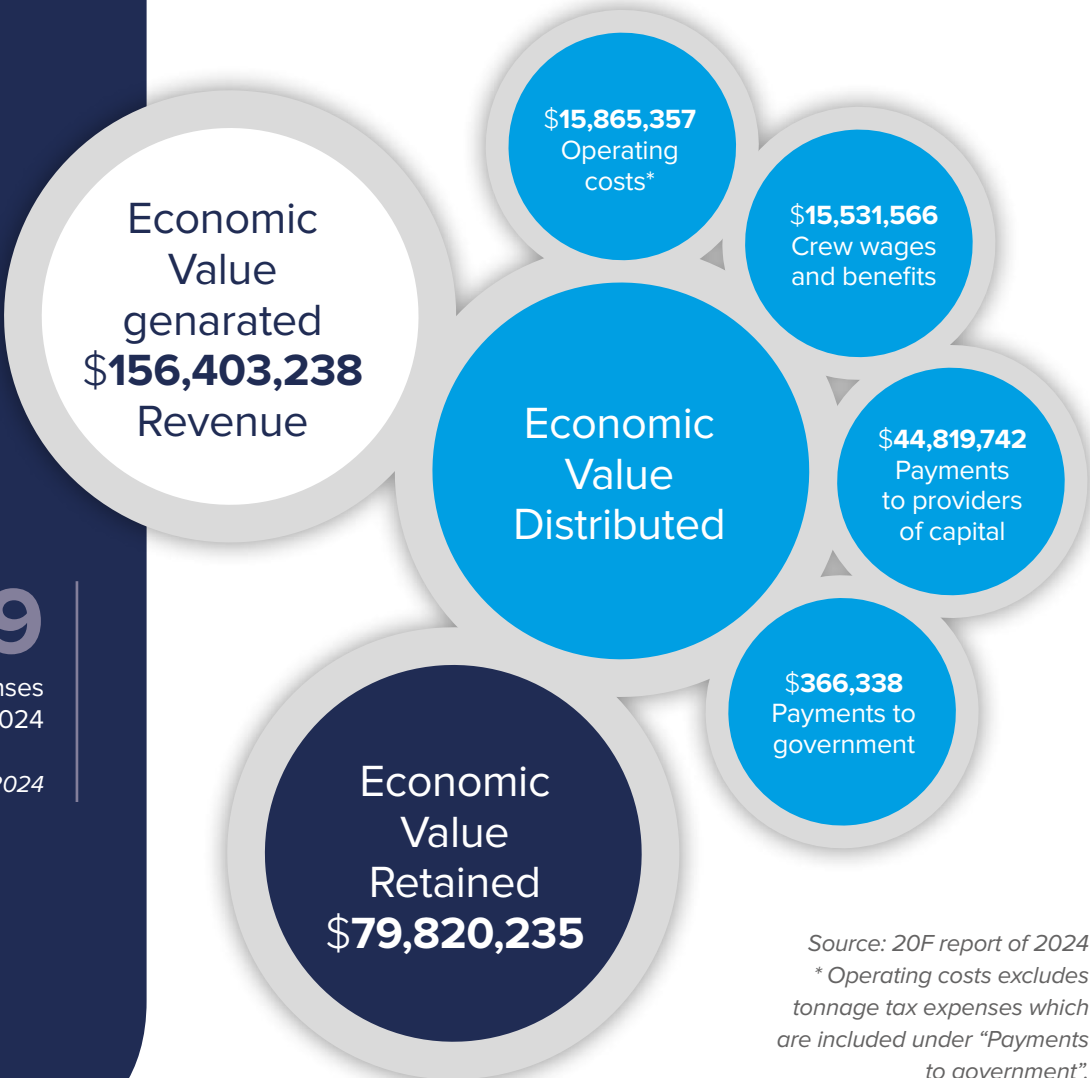
\$156,403

Voyage revenues in thousands of US dollars, as of December 31, 2024

Source: 20F report of 2024

Operational and financial performance

In 2024, our voyage revenues increased by 5%, while our fleet’s daily operating expenses decreased by approximately 8.1% compared to 2023. This decrease is primarily associated with lower technical maintenance on our vessels.

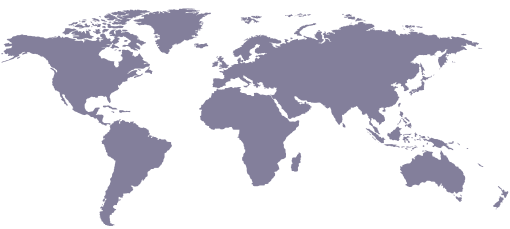


Source: 20F report of 2024
* Operating costs excludes tonnage tax expenses which are included under “Payments to government”.

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

Fleet performance data	2024	2023
Number of vessels at the end of the year	6	6
Ownership days	2,196	2,190
Available days	2,196	2,136
Planned offhire - dry-docking days	0	54.2
Unplanned offhire days	0	45.6
Idle days	0	0.8
Operating days	2,196	2,089
Fleet Utilization	100%	97.8%
Port calls	158	159
Ports calls in countries with the 20 lowest rankings in TICPI**	0	0
Countries visited	36	32
Total distance travelled (nm)	581,940	492,196

** Transparency International’s Corruption Perception Index



36

countries visited in 2024

581,940

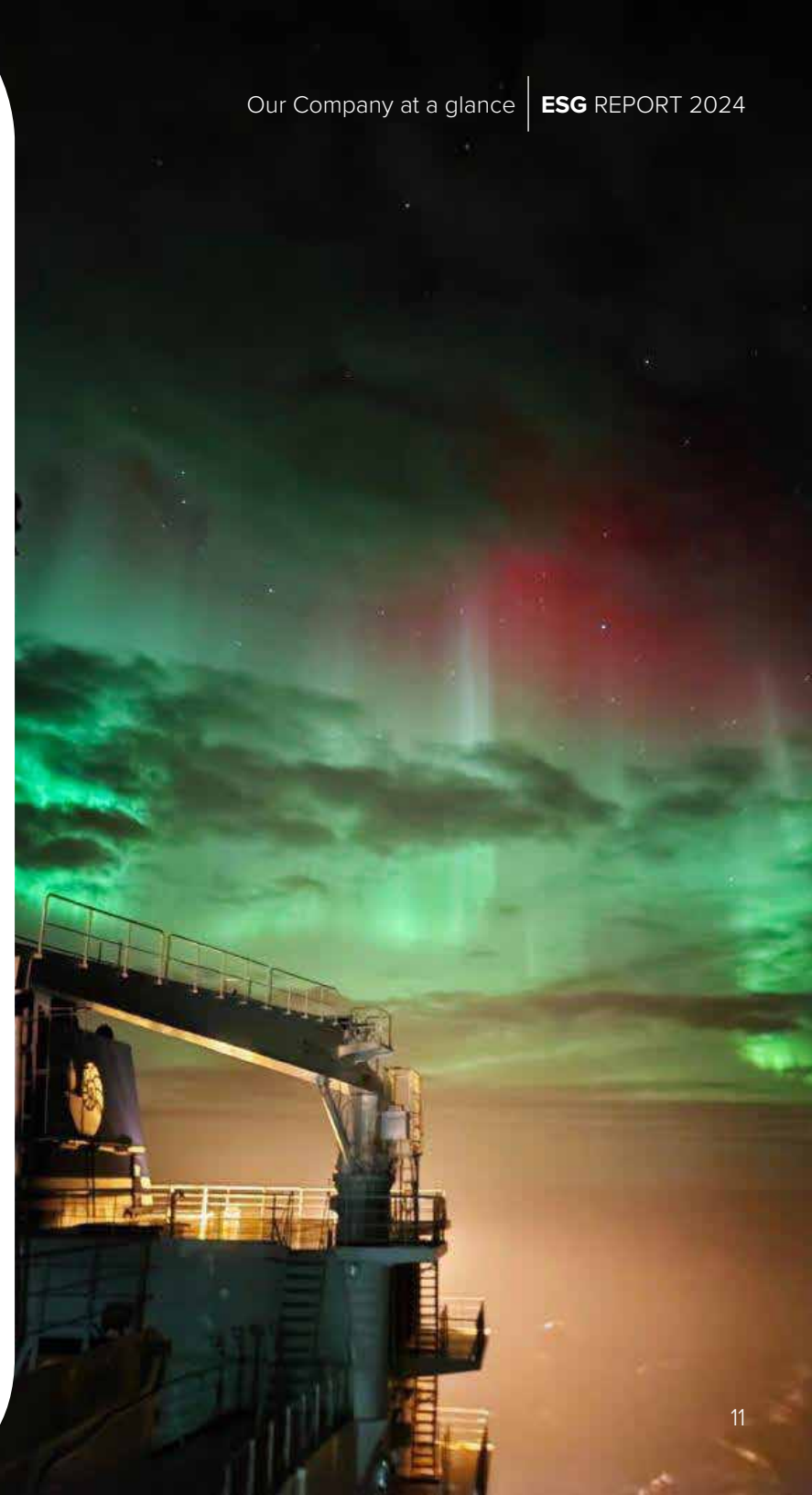
Total distance travelled (nm) in 2024

100%

fleet utilization in 2024

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

The background image shows a ship's deck at night, with a large, illuminated number 3 on the left side. The ship's structure, including railings and a staircase, is visible on the right. The deck is lit up, and the ship is moving through dark water, leaving a wake. The sky is dark blue.

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 explore sustainable energy solutions for our fleet and our environmental footprint ashore.



Our people

Crew welfare, safety at sea and fair labor practices are central. We seek to attract, retain and further develop our employees through our constant compliance with maritime labor conventions, proper training and supporting diversity and inclusion across all operations.



Business conduct

WStrong governance involves compliance with international maritime regulations, transparent reporting, ethical business practices and anti-corruption measures. We are committed to achieving a sustained and continual improvement of our governance policies and processes at all levels.



3.2 Stakeholder **engagement** and **materiality** assessment

[GRI 2-29]

In Q4 2023 we conducted a materiality assessment and distributed electronic questionnaires to both external and internal stakeholders, to better understand what matters most to them in terms of ESG. Given the thoroughness of the assessment, we consider that it remains relevant and accurate for 2024 and we continue to utilize the insights and data from that assessment to guide our ESG strategy and reporting for 2024.

Apart from the questionnaires sent for materiality assessments, we maintain ongoing communication with our stakeholders to ensure that their viewpoints and concerns are addressed by the relevant departments in a timely and 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

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

We conducted the second materiality analysis in 2023, 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 by 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:

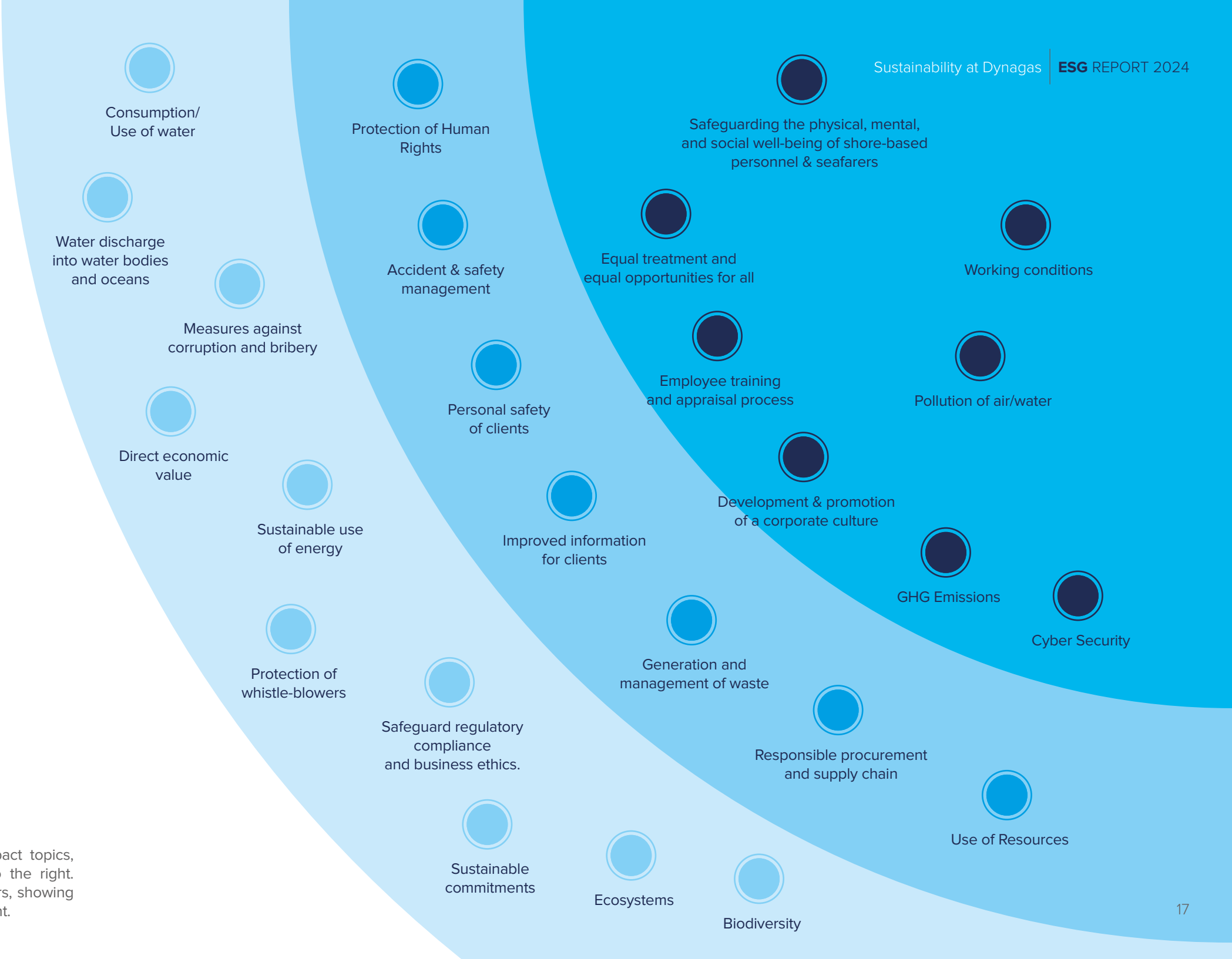
- **scale**
- **scope**
- **likelihood of occurrence (for potential impacts)**
- **remediability (for negative impacts)**

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



2023

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.

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**
MEPC 82nd Session highlights and draft **IMO** net zero framework
Updated guidance on **Ballast Water Management**

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.
Sulphur emissions Emission Control Areas	Compliance with global regulations to improve air quality by limiting the sulphur content of ships’ fuel oil to 0.50%.
Inventory of Hazardous Materials (IHM)	All of our vessels hold an IHM Certificate and Statement of Compliance.
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 2024.
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 required to be surrendered for 2024’s EU port calls, has been verified by an independent verifier before allowances submission.
Ship recycling	All of our ships are in compliance with the Hong Kong Convention.
Particularly Sensitive Sea Areas	The designated areas are respected, and relevant guidelines are followed fulfilling the aim to enhance protections for its unique and endangered species, safeguarding their critical habitats and the rich biodiversity, and to accommodate the anticipated growth in shipping traffic.

4.1

Climate change and greenhouse gas emissions

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

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

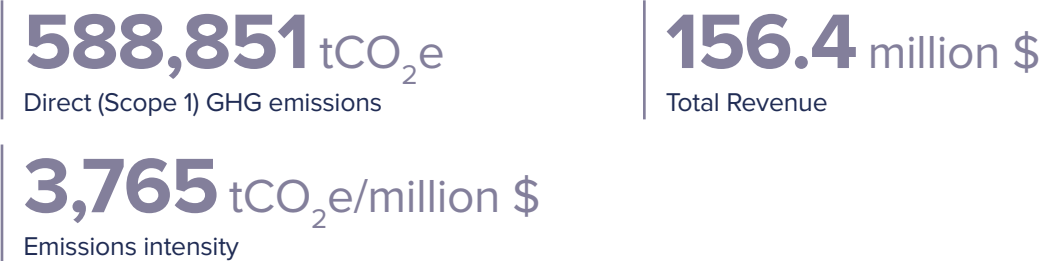
[GRI 305-1, GRI 305-4, TR-MT-110a.1.]

Direct greenhouse gas emissions (Scope 1)*



**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 CO₂, N₂O and CH₄ gasses released through fuel consumption in the total number of our fleet.*

GHG emissions intensity 2024



In 2024, GHG emissions increased by approximately 16.6% compared to 2023, primarily due to higher fleet activity and less favorable operating conditions. The total distance travelled rose by 14%, while no vessels underwent drydock, unlike the previous year. Additionally, poorer weather conditions led to increased fuel consumption. A notable reduction of 19% in LNG use, replaced by more carbon-intensive fuels, further contributed to the rise. Continued disruptions from the Red Sea crisis also impacted trading efficiency, reinforcing the overall upward trend in emissions despite ongoing optimization efforts.

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.
- ▶ The EEXI of each vessel has been determined and the relevant IEE certificates have been issued. All corresponding actions, including the Engine Power Limitation on steam vessels, have been successfully completed. We are currently collecting the relevant data for the reporting of the annual operational Carbon Intensity Indicator (CII) and CII rating.
- ▶ The EU ETS came into effect on January 1, 2024. Ahead of its introduction, we implemented the necessary digital tools to ensure efficient GHG monitoring throughout 2024. We also opened our Maritime Operator Holding Accounts (MOHAs) enabling receipt of EU allowances (EUAs) in advance of the 30 September 2025 deadline for surrendering EUAs to the EU authorities. In preparation for FuelEU Maritime coming into force on January 1, 2025, we have introduced a range of measures, including the deployment of continuous FuelEU tracking dashboards to strengthen digital monitoring, along with operational optimization initiatives (already utilized for EU ETS) such as speed management, routing efficiency, and close monitoring of boil-off gas utilization. In addition, standardized voyage data collection has been rolled out across the fleet to ensure accuracy and consistency in reporting.

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, routing, speed, and fuel mode. Recognising this, we are collaborating closely with charterers to optimize the operational efficiency of the vessels, improve cost-efficiency, and reduce emissions.
- 2. Continuous improvement areas:**
 - ▶ **Hull and propeller efficiency:** Regular monitoring of marine fouling, with hull cleaning and propeller polishing carried out at predetermined intervals to maintain optimal vessel performance and fuel efficiency.
 - ▶ **Voyage Optimisation:** Trim and draft optimization, combined with weather routing software, support the crew and operators in voyage planning to ensure vessels operate more efficiently and safely.
 - ▶ **Engine Optimization:** Regular engine load optimization, along with monitoring of fuel consumption and cylinder pressure to operate more efficiently under all sea conditions.
 - ▶ **Cargo Conditioning:** Optimizing temperature and pressure of the LNG cargo during all stages of the voyage to improve operational efficiency.
 - ▶ **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 closely monitors future ship propulsion technologies and will evaluate new solutions as they demonstrate effectiveness in both cost and emissions reduction. At the same time, we remain in close dialogue with Classification Societies, equipment manufacturers and shipbuilders to identify the most suitable long-term pathways for reducing emissions.

4.2 Protection of air & water from pollution

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.]

All vessels have an approved ballast water treatment system installed which meets the Ballast Water Management Convention D2 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-120a.1, TR-MT-160a.2, TR-MT-160a.3]

Metric					Units
					2023
					2024
					Commentary
Air Pollution	NOx emissions	MT	4,298	7,302	We monitor our NOx emissions to ensure compliance with applicable limits and regulations. In 2024, total NOx emissions increased to 7,302 MT, up from 4,298 MT in 2023. This rise correlates with higher fuel consumption due to a 14% increase in distance travelled, as well as the absence of drydocking, meaning all vessels remained in operation throughout the year.
	SOx emissions	MT	371	152	SOx emissions declined significantly from 371 MT in 2023 to 152 MT in 2024 (–59%). This was driven by a sharp 63% reduction in HFO usage, in favor of lower-sulfur alternatives such as LNG and MDO, which align with MARPOL Annex VI sulfur cap requirements..
	PM emissions	MT	51.32	29.12	PM emissions decreased from 51.32 MT in 2023 to 29.12 MT in 2024 (–43%), following the same trend as SOx due to the shift away from residual fuels. The lower use of high-sulfur fuels significantly reduced particulate matter output, especially in steam vessels.
	Average AER per engine type [Steam]	Gr CO ₂ /DWT-mile	13.25	10.85	To assess and track the carbon intensity of our fleet's operations, we utilize the Annual Efficiency Ratio (AER). This metric measures CO ₂ emissions per unit of cargo capacity over a distance travelled and is reported in gr CO ₂ per DWT – mile. The Average AER for steam vessels improved from 13.25 to 10.50 gr CO2/DWT-mile, a 21% decrease. This reflects better operational efficiency and more consistent utilization of vessel capacity in 2024.
	Average AER per engine type [TFDE]	Gr CO ₂ /DWT-mile	8.902	7.753	TFDE vessels saw their Average AER decrease from 8.902 to 7.753 gr CO2/DWT-mile, indicating improved carbon intensity. This improvement is likely due to better voyage planning, favourable load conditions, and more efficient routing.
	Average EEOI per engine type [Steam]	Gr CO ₂ /tonnes - mile	17.73	22.28	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 EEOI for steam vessels worsened from 17.73 in 2023 to 22.28 gr CO2/tonne-nm in 2024, mainly due to lower cargo utilization and more ballast-heavy voyages during the year, particularly in Q1 and Q4.
	Average EEOI per engine type [TFDE]	Gr CO ₂ /tonnes - mile	11.39	17.59	The TFDE fleet's EEOI also increased, from 11.39 to 17.59 gr CO2/tonne-nm, reflecting a drop in transport work efficiency. The rise is attributed to a higher share of ballast legs and fewer laden voyages in certain trading corridors.
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	m ³	45,593	44,582	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.
	Onboard water production	m ³	45,847	47,882	
Garbage	Total volume of garbage produced on board, including plastics	m ³	264.6	162,27	The efforts to minimize garbage and plastics production were fruitful and this is reflected in the relevant KPIs. Continuous monitoring of fleet performance, use of water dispensers as part of a pilot program, launching a series of environmental campaigns comprise examples of the actions taken.
	Total volume of plastics produced on board	m ³	67.6	60.88	
	Volume of oil residues (sludges) produced per month on board (Steam)	m ³	31.8	35.67	Both indicators remained within the set target for all vessels.
	Volume of oil residues (sludges) produced on board (TFDE)	m ³	404	478.21	
	Volume of Oily Bilge Water produced on board (Steam)	m ³	1,205	1,406.31	Both indicators remained within the set target for all vessels.
	Volume of Oily Bilge Water produced on board (TFDE)	m ³	2,194	1,833.30	

4.3 Energy efficiency indicators

Key results in 2024



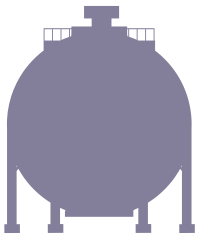
The total energy consumption of our fleet increased by 11.8%, rising from 8.11 million GJ in 2023 to 9.07 million GJ in 2024. This increase in energy consumption corresponds with the rise in emissions and reflects a higher overall distance travelled by the fleet.

Our fleet fuel consumption

The consumption of the different types of fuels by our LNG carriers during 2024 is depicted in the following figures. For comparison purposes, the data of 2023 are also presented.

Fuel Consumption in thousand Metric Tonnes

Fuel Type	2023	2024
LNG	119,310	149,233
HFO	38,311	14,190
LFO	851	1,072
MDO/MGO	3,073	1,919



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

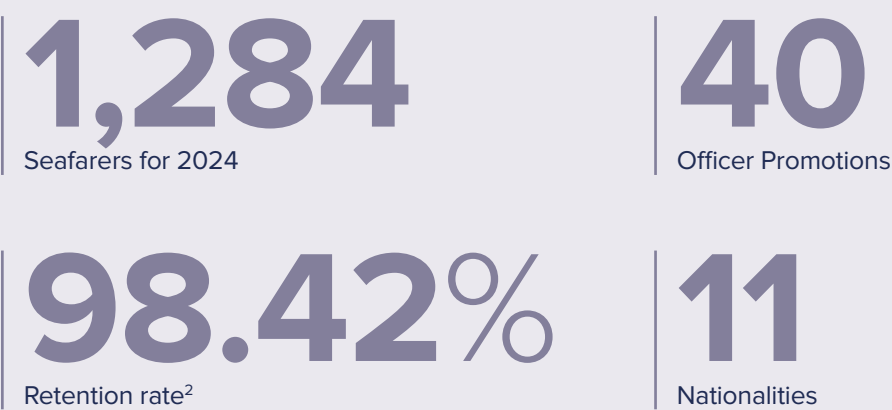
5.1

Our people

Seafarers

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

Our seafarers are the backbone of Dynagas, playing a vital role in ensuring the safe and efficient transport of goods across the globe. Their experience, dedication and resilience are essential to upholding our reputation and reliability in international trade. We are dedicated to fostering high retention rates by offering competitive salaries, annual contracts, and financial incentives for long service. In 2024, we maintained a workforce of 1,284 seafarers. Our crew originates from 11 different nations, with 51% of them from the Philippines. 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.

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

The Company runs a Cadetship program linked with an action plan and the concrete aim to secure cadets directly from the academies and train them throughout their academic education.

By integrating onboard learning with the academic background, the Company aims to build a young and loyal team of officers, who have been with us from their first days at sea.

In September, a Cadetship Workshop, organized by the Crew Department with contribution of other key departments, was conducted successfully in an engaging environment with great participation.

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.

Addressing seafarers' complaints

[GRI 2-26]

As part of our Social Responsibility commitment, we conducted our Happiness Index Survey among our seafarers in 2024. The results guided several targeted actions:

- Data allowances increased and bandwidth speed improved, to enhance Crew connectivity and well-being.
- Access to shore leave was expanded through better planning and coordination with Port Agents.
- Welfare facilities have been enhanced through the upgrade of gym equipment onboard, promoting both physical health and mental well-being.
- Meal quality has improved through a diversified menu and upgraded culinary training for galley staff.

Improvements across these areas have already been observed, reflecting the positive impact of the actions taken. A follow-up Survey is planned for 2025 to ensure continuous monitoring and engagement with our Seafarers' needs.

Our performance

[GRI 2-30]

100%

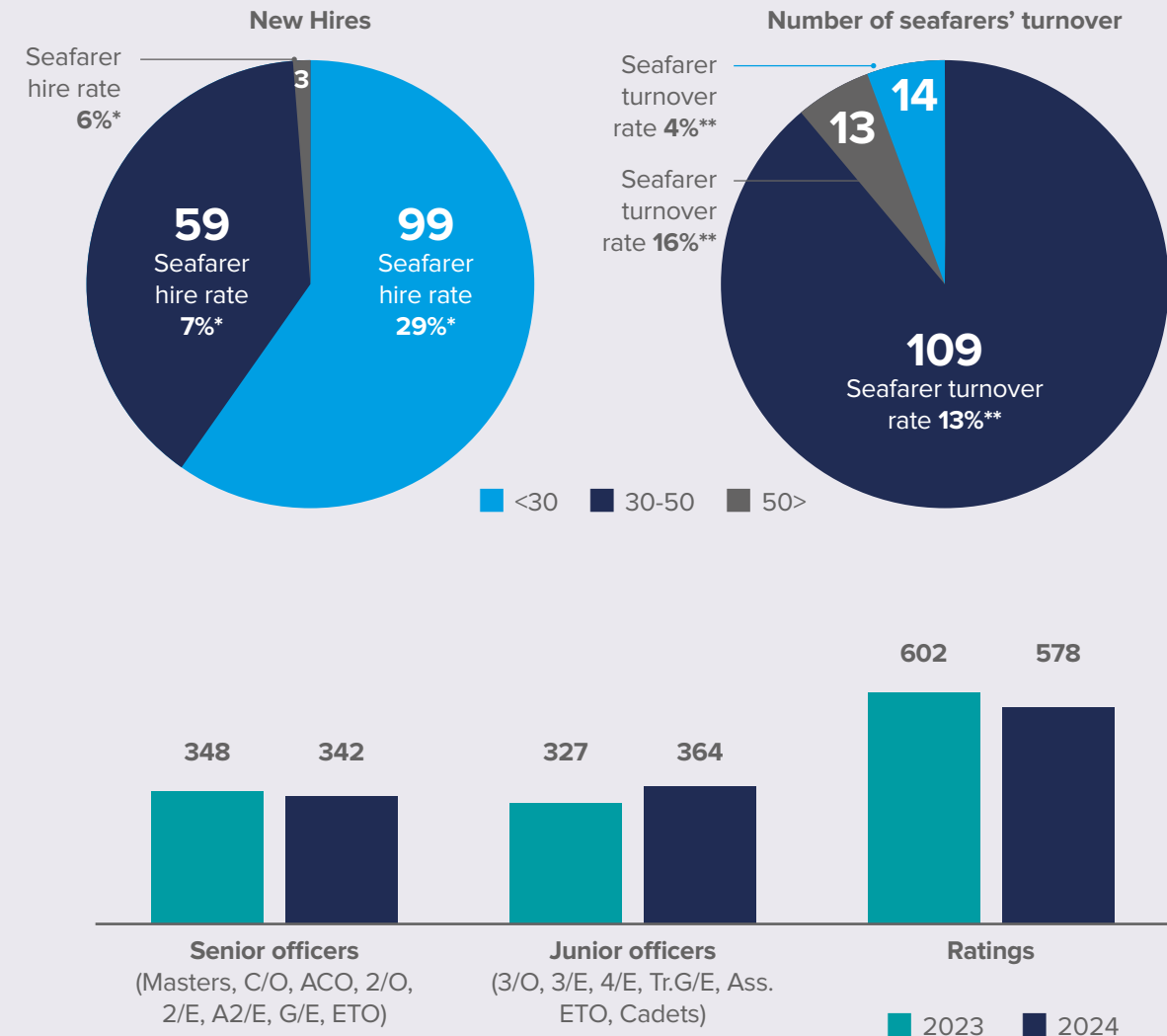
of our seafarers are covered by collective bargaining agreements

Zero

reported incidents of discrimination during 2024

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 of 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. As of the year end, 90 employees were employed with female representation standing at 39%, while 50% of our new hires are female. We prioritize the well-being and professional growth of our employees through a range of supportive initiatives. Performance-based salary reviews are conducted regularly to ensure fair and transparent recognition of individual contributions. For those traveling on business, travel insurance is provided to safeguard their health and safety while we also offer complimentary annual health check-ups to all employees, to promote long-term wellness.

90
Employees for 2024

18
New hires

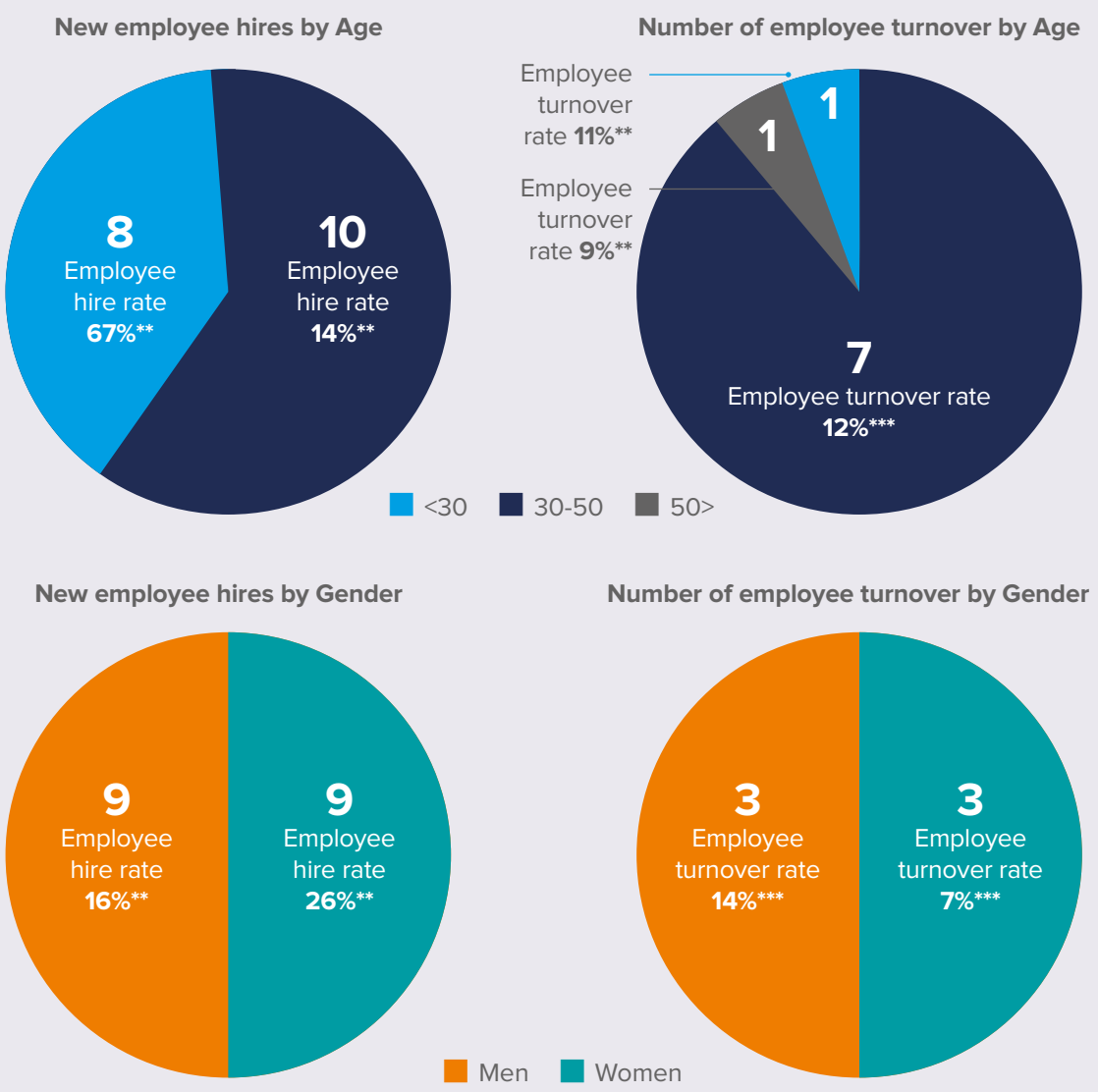
95%
Retention rate*

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.

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



** The “Employee hire rate” represents the percentage of employees hired within the year, relative to the total number of employees in the same 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.

5.2 Training and development

Our approach

[GRI 3-3]

Seafarers training and development

We are committed to providing our seafarers with fair and equitable career opportunities. Our long-term vision is to cultivate a skilled and resilient workforce by promoting advancement within our fleet. To support continuous improvement, we systematically assess the performance of all seafarers to identify targeted training needs. Each crew member receives an individualized Personal Training Record (PTR) booklet, which outlines essential training—both general and rank-specific—tailored to their position and career path.

Training programs

[GRI 404-2, GRI 404-3]

Other initiatives

In 2024, we have enriched our team with the addition of a Training Superintendent who will work together with the team ashore and onboard on building important skills, improving and enhancing safety standards. Key actions going forward:

- Training programs that match the staff needs.
- Onboard workshops that solve real work challenges.
- Engaging and interactive crew seminars ashore.
- Helpful materials to support staff learning.



100%

of seafarers and shore-based personnel received regular performance and career development reviews in 2024

5.3 Equal treatment and **equal opportunities**

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	-	-	-	-	75%	25%
30-50	-	100%	60%	40%	38%	62%
50>	-	100%	-	100%	22%	78%



5.4 Health and Safety

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.



Risk assessment and risk minimization

[GRI 403-2, GRI 403-3, GRI 403-5, GRI 403-7, GRI 403-9, GRI 493-10]

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 undergo safety briefings, requiring them to comply with these regulations while operating within our offices or onboard.

Internal audit procedures

[GRI 2-12, GRI 2-13]

Periodic 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 at defined time frequency, using a dedicated audit checklist, done by qualified auditors while the audit results are followed up through our in-house platform.

Incident investigation

[GRI 403-2]

Anyone who witnesses or is involved in an incident or near miss must report it immediately to the Safety Officer or Line Manager or the DPA, directly. Personnel, if safe so, should first cause to cease the unsafe task or activity through escalation and a formal written report must be submitted as soon as it is safe to do so.

Complacency, ignoring safety issues, discouraging reports, filtering reports, or normalizing risks undermine safety and violate Company standards.

Dynagas encourages a “just culture” and a blame-free environment to Employees for reporting any incidents observed and shall not retaliate at anyone for reporting. This helps to promote a systematic investigation hazards identification, and creates a safe working environment through enhancing the SMS and Risk based processes.

All reported incidents must be investigated in accordance with the standing procedure. Investigations must begin promptly, as the quality of evidence can deteriorate over time and in particular human recollection.

1,184

risk assessments conducted
on average per vessel

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]

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 2024

In 2024, we organized the following Health and Safety campaigns for training and information sharing purposes:

Area	Topic
Health	Body Size & Shape, Fitness & Strength, Proper Posture
	Protect against heat stroke
	Healthy heart - healthy you
Safety	Situational Awareness
	Raising Awareness - Manual handling activities
	Raising Awareness - Crew Training
	Safe Navigation in High-Density Traffic Areas (fishing boats)
	Raising Awareness - Ergonomics at Workplace
	Proper Housekeeping
	The Human Element in Maritime Incidents (Part A: Leadership and Supervision - Part B Communication Coordination - Part C_Competency)
Cyber	Cyber Security Awareness

Health & Safety performance indicators

[TR-MT-320a.1, TR-MT-540a.1]

Work-related injuries	2023	2024
Number of hours worked	1,821,827	1,796,226
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)	0.55	0.56
Total Recordable Cases Frequencies (TRCF)	0.55	0.56

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

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

During 2024, 8 Port State Control (PSC) Inspections were conducted, resulting to zero deficiencies and zero detentions.



In 2024, we carried out on average 143 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.



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 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.

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



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

6.2 Business Conduct

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**.

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. The recently updated Insider Trading Policy can be found as an exhibit in our 2024 20-F report filed with the SEC.

Anti-fraud and anti-corruption Policy

[GRI 2-23, TR-MT-510a.1]

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 2024, 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.2]

Zero

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

Zero

Material weaknesses or significant deficiencies were identified

161

Internal controls tested

Zero

financial or in-kind political contributions.



6.3 IT Systems and **Cyber Security**

Our **approach**

[GRI 3-3]

Cyber threats such as malware, ransomware, and phishing attacks pose significant risks to our business as both our vessels and onshore organization rely heavily on digital processes. In order to mitigate these risks, effective cyber security measures are implemented across our operational technology systems for our vessels and offices. Regular cyber security training programs are conducted for all employees complemented by cybersecurity awareness campaigns and drills to maximize effectiveness. We are committed to maintaining transparency with stakeholders regarding cybersecurity incidents and mitigation efforts. We recognize that open communication fosters trust, manages expectations, and reinforces our dedication 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 (ISO 27001, ISO 27002)
- Compliance assurance with data protection regulations (e.g., GDPR, CCPA).
- Server virtualization to optimize resource usage and efficiency
- 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
- Adoption of secure coding principles and integration of security throughout the software development lifecycle

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

6

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 2024

7 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
	Average Energy Efficiency Design Index (EEDI) for new ships	TR-MT-110a.4.	-
Air Quality	Air emissions of the following pollutants: NOx (excluding N ₂ O), 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.	37
	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



Appendix II: GRI Content Index

Statement of use Dynagas LNG Partners LP has reported in accordance with the GRI Standards for the reporting period 01.01.2024 - 31.12.2024

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	A grey cell indicated something that does not apply. This only relates to the “Omission” column		
	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, 38			

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 2024: http://www.dynagaspartners.com/upload_earnings/dlng20f2024.pdf 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 2024 http://www.dynagaspartners.com/upload_earnings/dlng20f2024.pdf 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	17			
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, 36		
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		

GRI Standard	Disclosure	Page	Omission		
			Requirement(s) omitted	Reason	Explanation
Material topics					
GRI 403 Occupational Health and Safety	403-6 Promotion of worker health	33			
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	33			
	403-8 Workers covered by an occupational health and safety management system	32			
	403-9 Work-related injuries	33			
	403-10 Work-related ill health	34			
Development and promotion of a corporate culture					
GRI 3: Material Topics	3-3 Management of material topics	37			
GRI 205 Anti-corruption	205-2 Communication and training on anti-corruption	38			
GRI 415 Public Policy	415-1 Political contributions	38			
Cyber Security					
GRI 3: Material Topics	3-3 Management of material topics	39			
GRI 418 Customer privacy	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data	39			
Corporate Index 1	Cyber Security Incidents	39			
Corporate Index 2	Cyber Security Penetration Tests	39			
Corporate Index 3	Audits in Cyber Security	39			