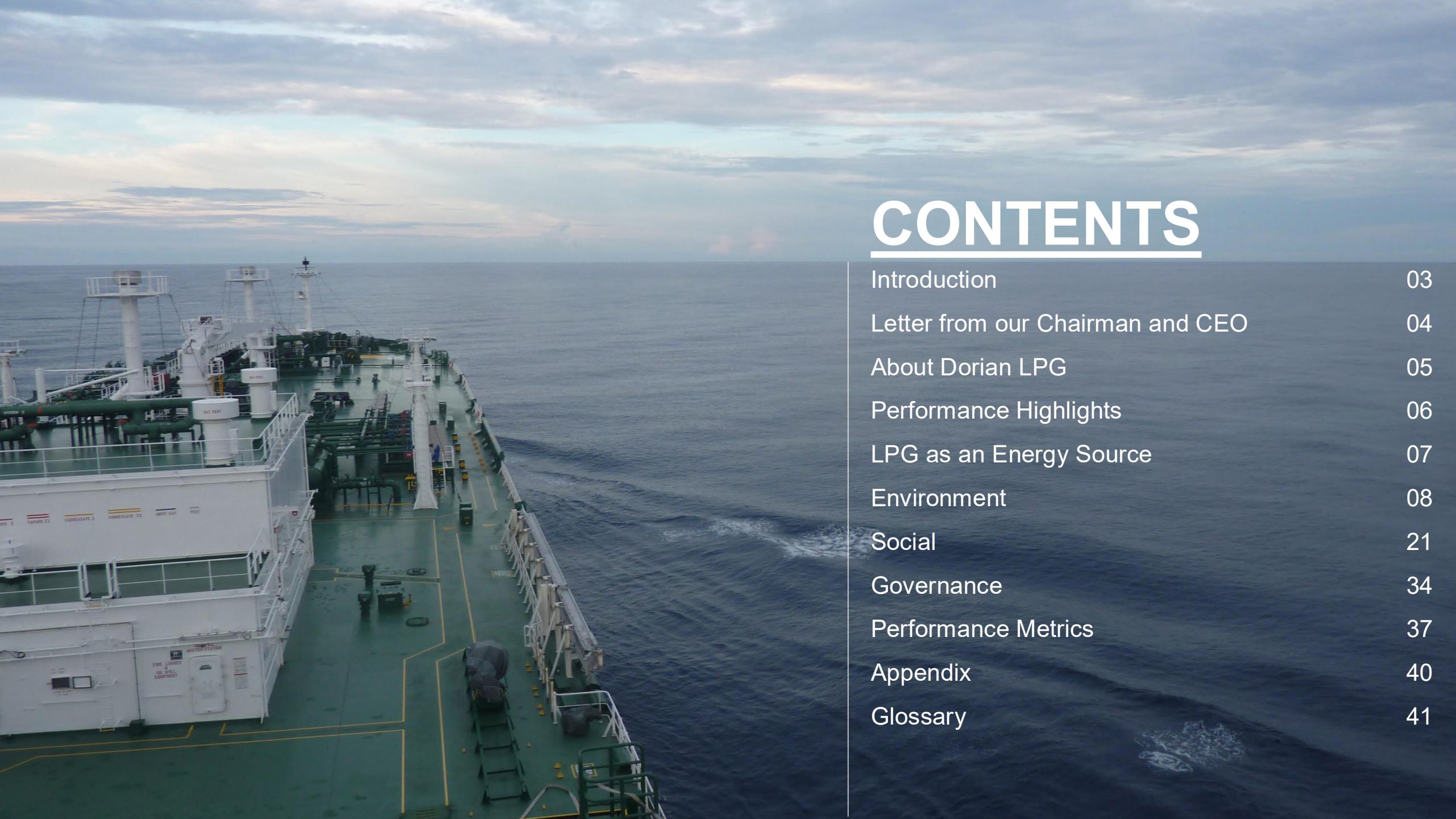




DORIAN LPG

2022 Environment, Social, Governance (ESG) Report





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Introduction



We are proud to present the 4th edition of our sustainability report, which highlights our ongoing efforts to improve our environmental, social, and governance performance and transparency.



The report's framework is prepared in accordance with the Sustainability Accounting Standards Board (SASB) for Marine Transportation, which ensures that the content and issues discussed are relevant, consistent, and comparable across companies operating in the shipping industry.



The scope of this report covers consolidated company-wide environmental, social, and governance (ESG) performance from January 1 to December 31, 2022, encompassing all assets and operations for which Dorian LPG holds majority ownership or operates.



Our chartered-in vessels are excluded from this report's scope. Additionally, the report does not encompass our financial performance. Our data collection methodologies are in alignment with industry best practices, applicable regulations, and standards. It is important to note, however, that the content of this report did not undergo external assurance.



With reference to SASB, we have developed a list of material topics that were validated and prioritized. This exercise informed the selection of material subjects included in this report and facilitated the collection of performance data.



The Company's Greenhouse Gas (GHG) emission data for its owned vessels have been independently verified by ABS, a third party, as part of the annual International Maritime Organization (IMO) Data Collection System (DCS) and the European Union (EU) Monitoring, Reporting, and Verification (MRV) regulation for emission verification. We intend to review these elements annually to ensure their continued relevance and the accuracy of our reporting.

Letter from Our Chairman and CEO



2022 began as a year focused on decarbonization and Covid management and ended as a year of record earnings for Dorian LPG. The strong market was augmented by diligent chartering, combined with our operational optimization and efforts to reduce fuel consumption and emissions.

Our mission statement to provide Safe, Reliable, Clean and Trouble-Free Transportation guides our efforts and has stood the test of time.

With global demand for clean energy rapidly increasing, natural gas liquids (NGLs) such as Liquified Petroleum Gas (LPG) are critical in supporting the transition to net zero carbon emissions.

By transporting LPG, an affordable and clean energy solution, our operations contribute to improving the quality of life of millions of people who previously relied on hazardous and high polluting biomass and coal for cooking and heating. LPG is also a feedstock in the creation of harder, recyclable plastics. It is only natural that the transportation of this fuel and feedstock by ship should embrace decarbonization.

At Dorian LPG we are amongst the first movers in adopting advanced software and retrofitting hardware to reduce our fleet's tank to wake emissions. We aim to meet or exceed industry goals and to minimize our environmental footprint through the adoption of technological innovation.

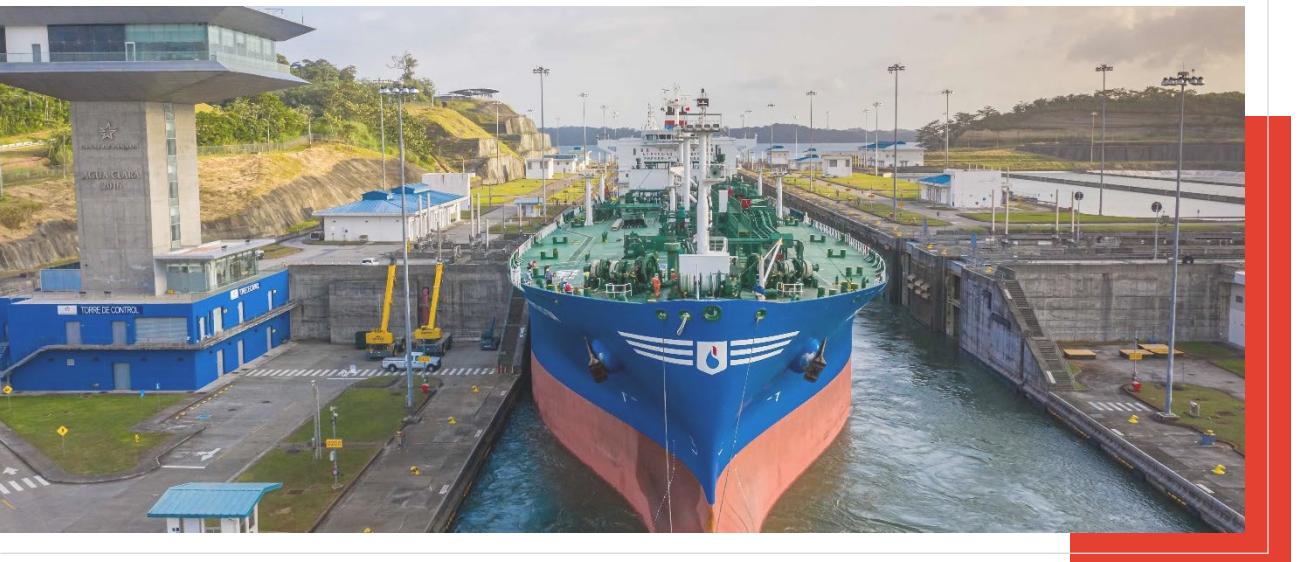
We reject cliches in our environmental, social and governance (ESG) strategies and focus on substance and the pursuit of progress. Our aims are consistent with the values we have inherited from a long tradition of maritime service which is a strong sense of responsibility toward our customers, employees, community, and the environment. The risks and initiatives are overseen by our majority independent Board which includes experts in shipping and energy.

We operate some of the most efficient ships in the industry and have taken practical steps, such as the creation of a dedicated performance management department, to increase fuel efficiency, reduce emissions, and dramatically decrease single use plastic consumption. In 2023 we took delivery of four Dual Fuel powered new building VLGCs (one owned and three on period charters).

We are improving our monitoring and reporting as we believe that accountability requires that reliable and transparent records be kept and shared. Thank you for your interest.

Sincerely,
John Hadjipateras
Chairman and Chief Executive Officer

About Dorian LPG



Dorian LPG's mission is to arrange safe, reliable, clean, and trouble-free transportation. With its management's long history in shipping, we appreciate the significant responsibility our crew and customers place in us to provide a high-quality service that ensures the safety of our seafarers and the environment first and foremost. Our business supports the global transition to cleaner-burning fuel by transporting LPG from North America and the Middle East mainly to Asia in the most economical and ecologically friendly manner currently available.



Our owned fleet currently consists of twenty-one Very Large Gas Carriers ("VLGC"s), including our nineteen fuel-efficient 84,000 cbm Eco-design VLGCs and two 82,000 cbm VLGCs.



In addition, in **March 2021**, we entered into an agreement to take delivery of a newbuilding dual-fuel VLGC with delivery expected in March 2023. Twelve of our technically managed ECO VLGCs are fitted with exhaust gas cleaning systems (commonly referred to as "scrubbers") to reduce sulfur emissions.



We also provide in-house commercial and technical management services for our vessels, employing 559 onboard and onshore staff.

NYSE: LPG

Listed on New York Stock Exchange since 2014

21 Vessels

Very large gas carriers

13,329,125

Total LPG Transported (MT)

1,885,778

Nautical miles travelled

868

Port calls in 45 countries



3

Offices Globally

1,152,424

Total DWT

7,515

Operating days in 2022

476

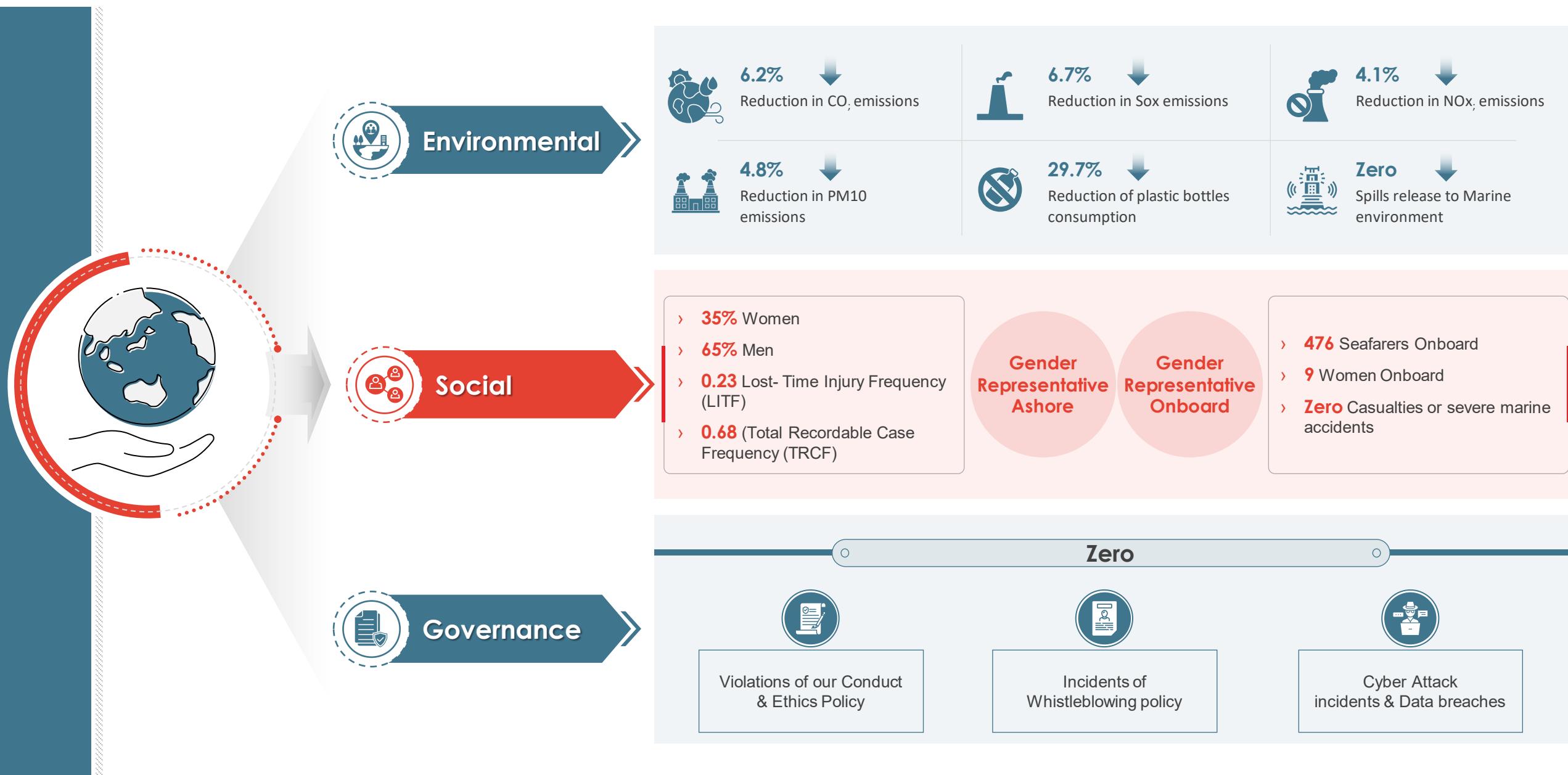
Total onboard workforce

93.4%

Fleet utilization



Sustainability Performance highlights for 2022



LPG as an Energy Source



What is LPG

Liquid Petroleum Gas or "LPG" is the term used to describe the mixture of two natural gas liquids or "NGLs" -- propane and butane, which are mixed for ideal energy yields and properties. LPG is recovered during the extraction of oil and natural gas and is also produced in the refining of crude oil.



Several billion people around the world use LPG at home for applications such as cooking and heating.

It is the preferred alternative automotive transportation fuel and is increasingly being used as a marine fuel.

Farmers across the world rely on LPG to meet the challenge of staying competitive in the modern agricultural environment and to facilitate crop drying.

Other industries such as aerosol, refrigeration, and chemical feedstock all look to LPG to provide cleaner fuel alternatives.

Benefits of using LPG



While LPG is a fossil fuel, it has both environmental and social benefits as an energy source. LPG touches many people daily because of its use in cooking, heating, power generation, and industrial settings.



It is an efficient, portable, clean, and versatile energy source. As a non-toxic fuel source, LPG is one of the cleanest fuel sources available offering lower green-house gas (GHG) emissions and no black carbon emissions. In addition, the infrastructure required for LPG storage and transport requires much less capital than many other energy sources, which makes it far more accessible to more people.



Liquefied Petroleum Gas (LPG) plays a pivotal role in the retail sector, particularly as a vital source of cooking fuel in low-to-middle-income regions, where it exerts a substantial socio-economic influence.



Recognized for its minimal emissions of particulate matter and soot during combustion, LPG is heralded by the United Nations as a key contributor towards achieving Sustainable Development Goal 7—aimed at securing universal access to affordable, reliable, sustainable, and modern energy by 2030.



The Global LPG Partnership underscores LPG's significant benefits, including the prevention of 4 million deaths annually, reduction in extensive deforestation, and alleviation of time burdens on women and children previously encumbered by solid fuels.



In the realm of transportation, LPG ranks as the third most utilized fuel after gasoline and diesel, owing to its cleaner combustion and reduced environmental risk compared to alternatives. Its high energy density and transportability further augment its utility.

Moreover, in instances of accidental spills or vehicular release, LPG poses no risk to soil, surface water, or groundwater, underscoring its environmental compatibility.

Pathway to Decarbonization

Recognizing the shipping industry's importance in mitigating climate change, our decarbonization efforts are continuously re-evaluated

To that end, we had joined the Getting to Zero Coalition back in 2019. Since then, we have taken numerous steps towards lowering our fleet's carbon emission footprint

We have ordered an LPG Dual-Fuel VLGC that produces reduced GHG emissions, its delivery is expected in March 2023, and we have chartered-in three (3) LPG Dual- Fuel VLGCs, transitioning our Fleet towards a greener future in the shipping industry



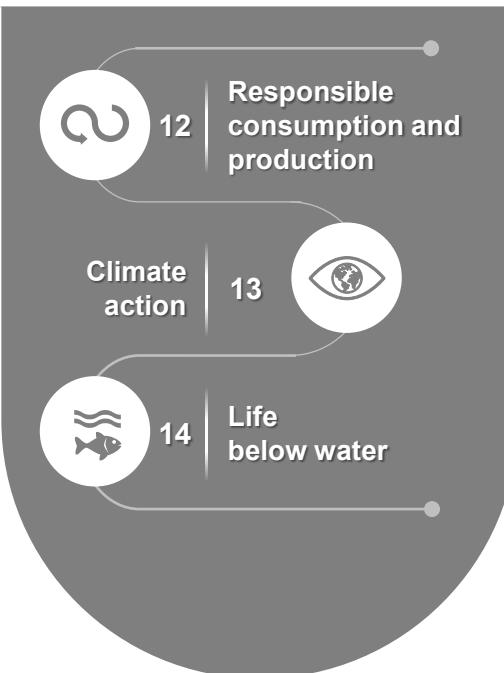
Working with our lending partners, we have put in place a sustainability-linked financing transaction, which represents the main bank loan facility in our capital structure. The facility links the verified reduction in fleet carbon emissions - as measured by the Poseidon Principles through the AER score - with a commensurate reduction in our interest margin.



We believe that the involvement of financial institutions in such 'win-win' solutions can play a key role in the global decarbonization of shipping.



Since early 2021, we have increased the use of technology by equipping all our vessels with advanced fleet monitoring software. Our aim was to benefit from a state-of-the-art system that measures and optimizes fleet performance using real-time and historical operational data.



We are confident that our fleet will meet the IMO 2023 regulations and will be in a better position to adapt for the upcoming mid-/long-term GHG measures when those are established.

Our Fleet Performance Group monitors our vessels' performance in real time and considers the long-term trends, thus producing a valuable tool in our decision-making process.

We implement existing marine technologies with a proven track record, while at the same time examining innovative solutions and novel technologies that may become commercially available in the near-future.



We have set up an in-house, dedicated "New Tech" group tasked with researching and applying novel technical solutions and potential alternative fuels for fleet decarbonization , as well as keeping an eye on upcoming environmental regulations.

Our immediate focus is on the fleet's EEXI and CII ratings, which will come into effect in 2023. To comply with the EEXI requirements and to ensure a favorable CII score in the coming years, we will apply fleet-wide Engine Power Limitation (EPL).

A fleet-wide program has been undertaken to investigate and install various Energy Saving Devices (ESDs), such as hull appendages (e.g. Mewis Duct, Propeller Boss Cap Fin, Fins), new propeller designs, and in future; Air Lubrication Systems, wind propulsion etc., which can reduce vessel emissions.

Energy efficiency and GHG emissions



Energy efficiency and GHG emissions

- While our vessels comply with IMO efficiency requirements, we always strive to perform better.
 - We own and operate a modern VLGC fleet comprised of 21 vessels, built at world leading Korean shipyards. Out of those, 19 ships carry the ECO Class notation.
 - ECO rules are voluntary and set high environmental standards for ship design and operation, often beyond normal statutory requirements. We also commercially employ these vessels in an environmentally responsible manner.
 - Frequent evaluation of hull and propeller condition to maintain high propulsion efficiency, reducing fuel consumption and emissions
 - Real-time data gathering improves operational efficiency by enabling timely intervention to optimize voyage passage. This brings us one step closer to future-proofing our fleet.
- Our fleetwide average attained EEDI -calculated and verified basis actual data recorded by onboard sensors- is 5.9 grCO₂/ton-mile, approximately 29.5% lower than the required EEDI
- We monitor our fleet's CO₂ footprint per ton-mile through IMO's Energy Efficiency Operational Indicator (EEOI) and through the Poseidon Principles' AER (AER).



Non-compliant vessels can limit their Main Engine MCR via Engine Power Limitation (EPL) or undergo retrofits with Energy Saving Devices.



To comply, a vessel's attained EEXI must be at or below a required benchmark.



The EEXI certificate is issued once during the vessel's lifetime, by its first annual survey on or after Jan 1st, 2023.



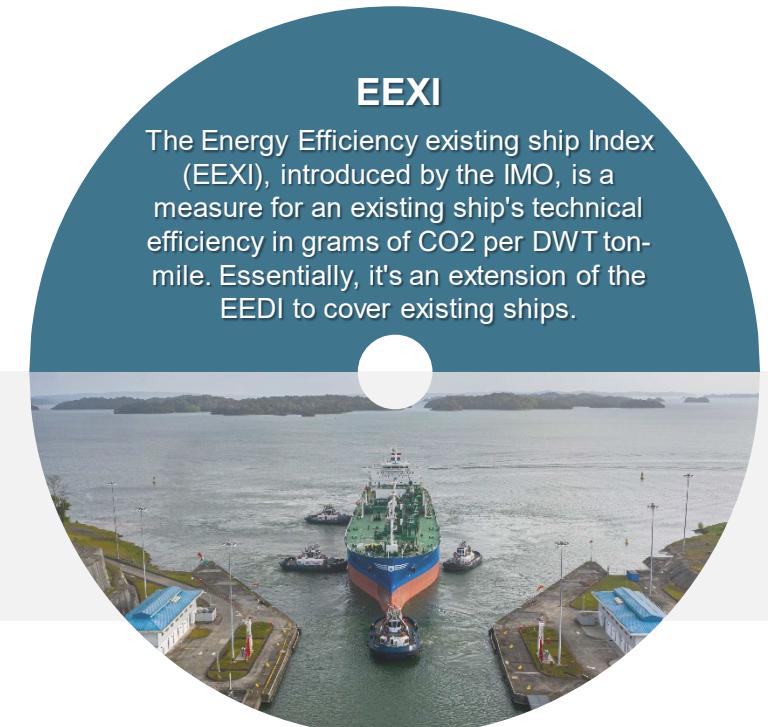
It considers Main and Auxiliary engines, Energy Saving Devices, Sea Trials performance and vessel size and type.

EEDI

The Energy Efficiency Design Index (EEDI) provides a newbuilding standard, ensuring the ship design achieves a certain level of efficiency and decreased carbon emissions. Introduced by the IMO in 2013, it is a well-established index still in use today. Its units are grams of CO₂ per DWT ton-mile based on the ship's technical specifications. As years go by, the EEDI requirements for new ships are getting stricter. Indeed, we are now at EEDI Phase 2, which stipulates a 20% reduction from the original EEDI benchmark (Phase 0).

EEXI

The Energy Efficiency existing ship Index (EEXI), introduced by the IMO, is a measure for an existing ship's technical efficiency in grams of CO₂ per DWT ton-mile. Essentially, it's an extension of the EEDI to cover existing ships.



Regulatory Developments



IMO MEPC 78 & MEPC 79

In **June** and **December 2022**, the Marine Environment Protection Committee (MEPC) held its 78th and 79th sessions, respectively, which resulted in significant regulatory changes for the maritime industry. These include the finalization of correction factors and exclusions for Carbon Intensity Indicator (CII) calculations, effective **January 2023**, and the declaration of the Mediterranean Sea as a sulfur Emission Control Area (ECA) from May 2024, consequently mandating the use of low-sulfur fuels or scrubbers.



Additionally, well-to-wake emission factors for marine fuels are being developed for adoption in the near future



A revision in IMO Greenhouse Gas (GHG) Strategy was proposed for possible adoption in 2023. It includes establishing additional intermediate checkpoints for GHG reduction targets and the intention to reach net-zero by 2050



There is a clear trajectory towards increasing decarbonization efforts in shipping, among other industries

Energy efficiency and GHG emissions



EEOI

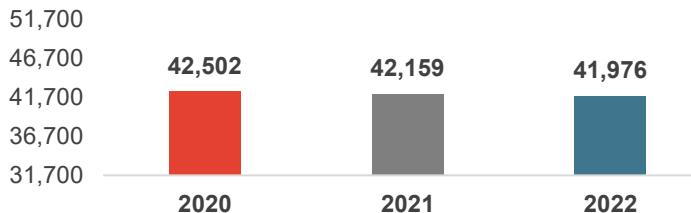
The Energy Efficiency Operational Indicator (EEOI) is a self-monitoring tool, quantifying a vessel's fuel efficiency from operation (in grams of CO₂ per cargo ton-mile carried). While the EEDI reflects a ship's design efficiency, the EEOI captures real-world performance. Actions like route optimization and regular hull/propeller maintenance contribute to enhanced scores.



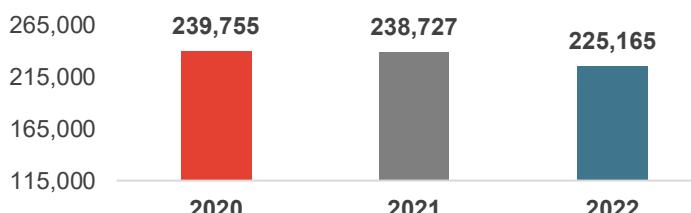
AER

The Annual Efficiency Ratio (AER) measures the grams of CO₂ per DWT ton-miles transport work performed by a ship during a calendar year. It is recognized that AER is less accurate at estimating a vessel's carbon intensity than some other metrics, such as the EEOI, because the actual cargo carried by a ship is often less than its maximum capacity DWT and many ships operate with ballast voyages for a significant part of the year.

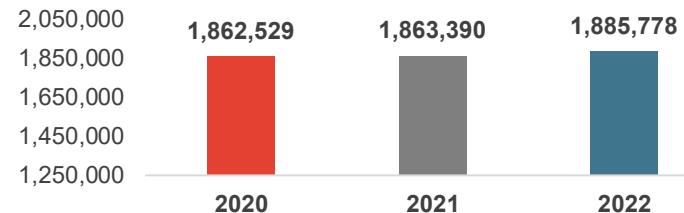
Transport Work (1 million (tons*nm))



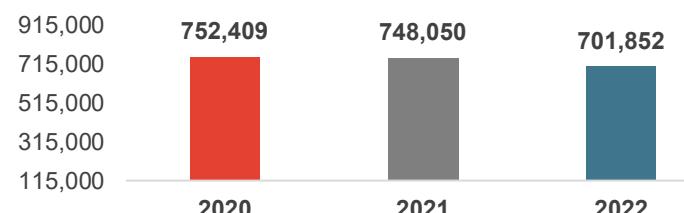
Fuel Consumed (mt)



Distance Sailed (nm)



CO₂ Emitted (mt)

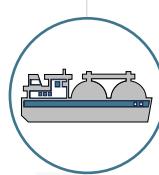


	2020	2021	↓ (from 2020)	2022	↓ (from 2021)
EEOI (gram of CO₂ / Cargo ton-miles)	17.91	17.56	1.95%	16.90	3.76%
AER (gram of CO₂ / DWT-miles)	7.33	7.25	1.09%	6.83	5.79%

Preparation for CII

Carbon Intensity Indicator (CII Rating)

Improving the Operational Performance of Existing Ships



Each year, ship of 5,000 gross tonnage and above collect and report fuel consumption data. On the basis of this data,

A Carbon Intensity Rating is Assigned to the Ship from A to E



There are a Variety of operational means to **Improve the Carbon Intensity of Existing Ships**

And achieve the required CII, such as:

- Ship speed optimization
- Weather routing
- Just-in-time arrival
- Trim, draft, and ballast optimization



Poorly rated ships have to implement **A Plan of Corrective Actions**, and the company is regularly audited incentives may be provided to best rated (A/B) ships



The requirements for CII rating **Entered into Effect**
On 1 january 2023

In order to pursue its objective 'to reduce CO2 emissions per transport work by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008 levels', the IMO has established the Carbon Intensity Indicator (CII), effective Jan 1, 2023. It matches the annual AER value of each ship with a rating from A to E. The thresholds to maintain each rating band are reduced annually, which means ships must continuously reduce their carbon footprint to maintain an acceptable CII score (A, B, or C).

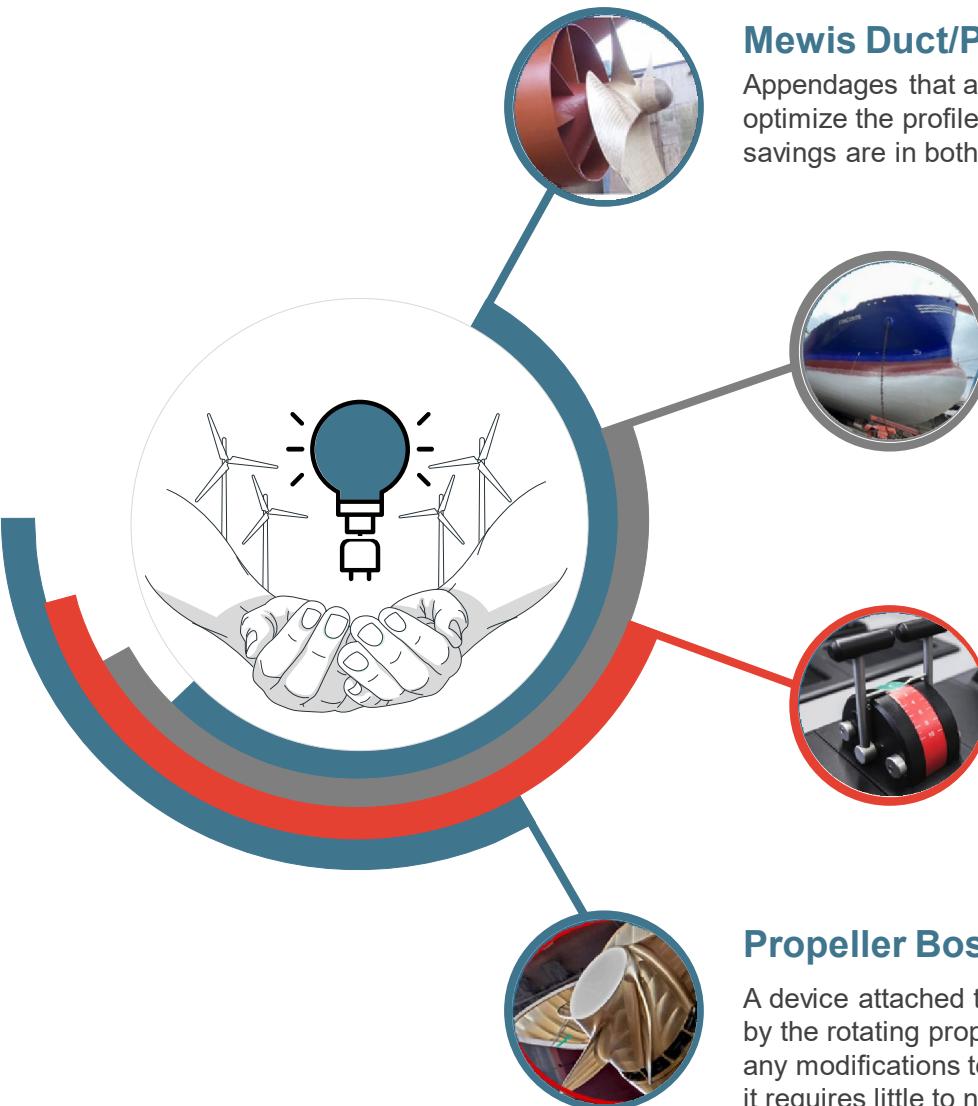
Vessels that receive a D rating for three (3) consecutive years, or a single E rating, will have to take comprehensive corrective action as outlined in the SEEMP Part III document

These can be: speed reduction, Energy Saving Devices retrofit, switching to low-carbon alternative fuels, carry out hull/propeller cleaning, applying premium coatings, etc..



In 2022, Dorian LPG successfully completed SEEMP Part III for their entire fleet, achieving full compliance.

Dorian LPG has demonstrated a strong commitment to the implementation of the Carbon Intensity Indicator (CII) with integrations of various digital tools for monitoring and forecasting CII for the crew and shore personnel.



Mewis Duct/Pre-Swirl Stator/Fins

Appendages that are installed on the hull, in front of the propeller (stem boss) and consist of a system of fins and/or ducts. These devices optimize the profile of the wake inflow, which increases the propulsive efficiency, generating power savings of about 3 - 6%. The fuel savings are in both ballast and laden conditions, throughout the vessel's speed range.

Premium Silicone Coatings

Silicone-based coatings provide a smooth, slippery surface with a very low friction coefficient, which makes it hard for fouling to attach to the hull of the vessel. To achieve the fuel-saving potential of silicone coatings, full blasting of the hull is required to provide a smooth substrate with reduced drag. The estimated savings of silicone coatings-compared with a newly applied premium anti-fouling- are about 3.5% over the life of the system.

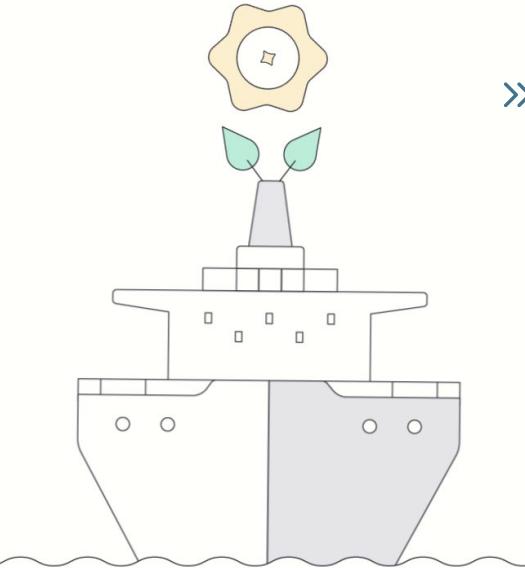
Engine Power Limitation (EPL)

Placing a permanent restriction on the main engine's power output leads to reduced fuel consumption over the yearly operation of the vessel. This leads to a decrease in emissions and an improvement of the CII rating of the vessel. When the EPL is applied in conjunction with other Energy Saving Devices, the amount of power reduction is less significant, allowing for a minimum speed reduction, which does not compromise the operational and commercial flexibility of the ship.

Propeller Boss Cap Fin

A device attached to the propeller boss cap improves propulsion efficiency by recovering the energy lost from the hub vortex generated by the rotating propeller. The expected power savings are about 1.0-1.5%. The PBCF can be installed while the vessel is afloat, without any modifications to the hull and propeller, and without welding work, which greatly reduces downtime and installation costs. Moreover, it requires little to no maintenance throughout its lifetime.

Partnerships and Collaborations



»»» Partnership with Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping

Dorian LPG is pleased to initiate a strategic alliance with the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping, Copenhagen as a Mission Ambassador from January 2023, aligning with the industry's collective stride towards the 2050 net-zero ambition.

John Hadjipateras, Chairman and CEO of Dorian LPG announcing the collaboration commented:

“To meet and exceed the industry' decarbonization targets there is an essential need for research and development collaboration amongst shipping and logistics organizations. We believe that the Center is performing a very important service to the industry and are happy to contribute Dorian expertise from Copenhagen, Athens, and the U.S. to help facilitate some of their important work. **”**

Dorian LPG will participate in a few selected projects of mutual interest with the partners to accelerate the transition to green shipping



The Clean Hull Initiative (CHI)



In 2022, Dorian LPG became a proud participant in the Clean Hull Initiative (CHI), led by Bellona Foundation Norway, a collaborative project aimed at creating and implementing a universally recognized standard for proactive hull cleaning within the maritime industry. This initiative addresses the critical environmental issue of biofouling, which significantly contributes to global GHG emissions and facilitates the spread of invasive aquatic species.



By endorsing proactive cleaning measures, Dorian LPG is taking a stance against the negative impacts of biofouling, thereby enhancing energy efficiency and reducing the shipping industry's carbon footprint. Through CHI, Dorian LPG joins forces with key industry, public, and civil society stakeholders to forge a consensus on sustainable hull maintenance practices, help develop an ISO standard, underpinning our commitment to environmental stewardship and operational excellence in our journey towards a greener maritime future.

Other Air Emissions



During **2022**, we reduced our fleet's nitrogen oxides (NOx) and carbon dioxide (CO2) emissions.



We comply with IMO's sulfur cap regulation using Exhaust Gas



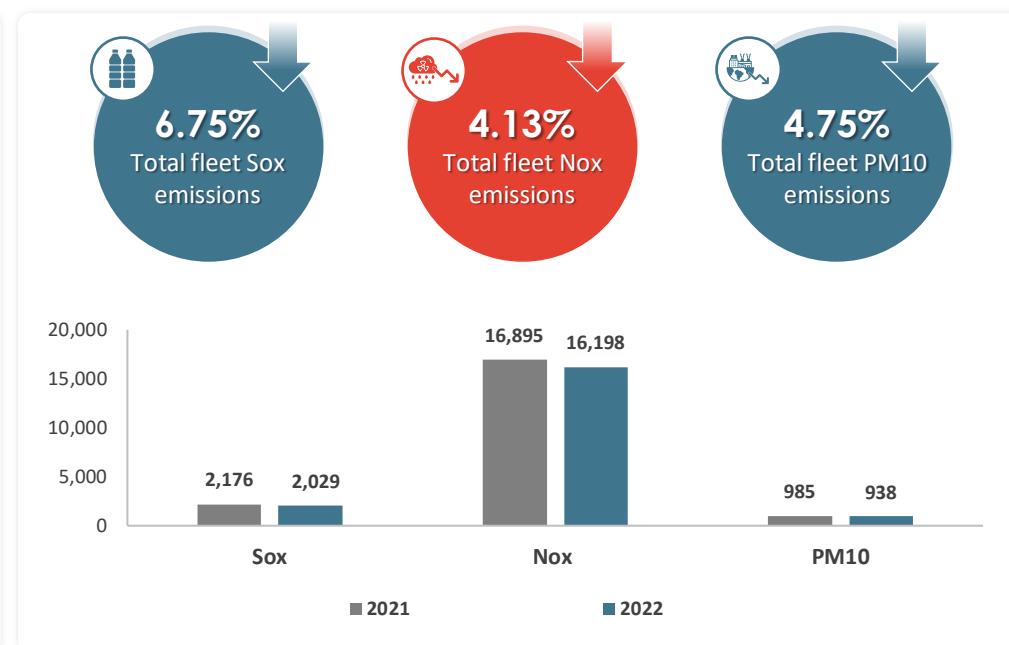
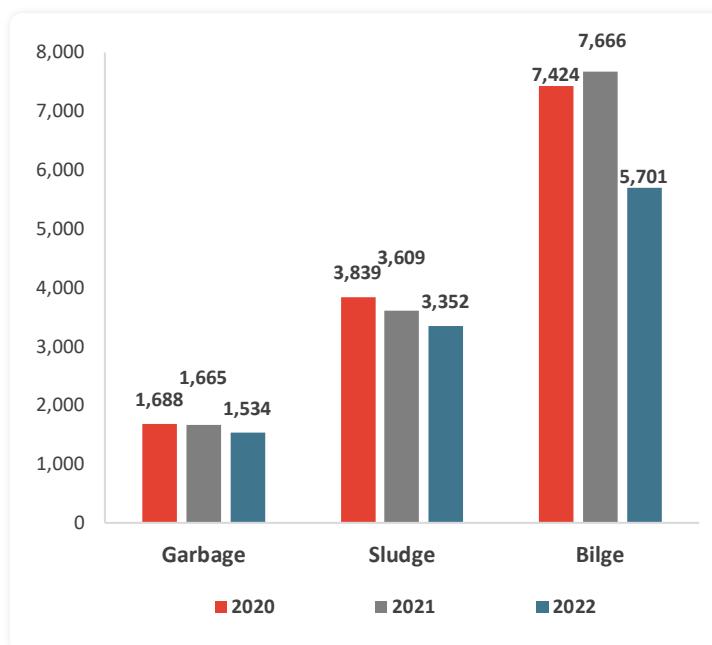
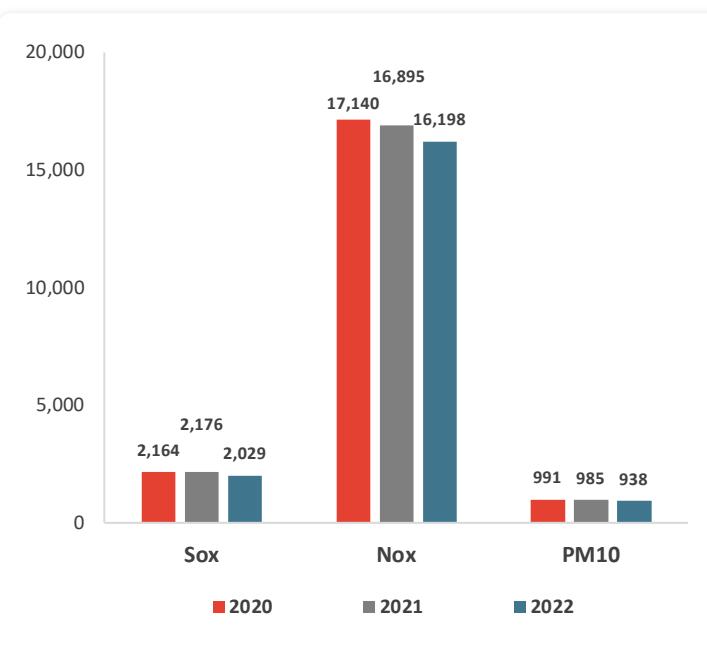
Cleaning Systems (EGCSs) or "scrubbers" are installed in **12** of our vessels, while our non-scrubber equipped vessels burn low-sulfur (**0.5%**) fuel (VLSFO).



In **2022**, our fleet emitted **16,198mt** of NOx, approximately **4.1%** less than the **2021** level of **16,895mt**.



In **2022**, our fleet emitted **701,852mt** of CO2, approximately **6.18%** less than the 2021 level of **748,051 mt.**



Other Air Emissions



In 2022, our company achieved significant reduction in nitrogen oxides (NOx) and carbon dioxide (CO2) emissions from our fleet.



We adhered to IMO's Sulfur Cap regulation using scrubbers



These systems are installed on 12 of our vessels. Meanwhile, vessels without scrubbers utilize very low-sulfur fuel (0.5%) to comply with environmental standards.

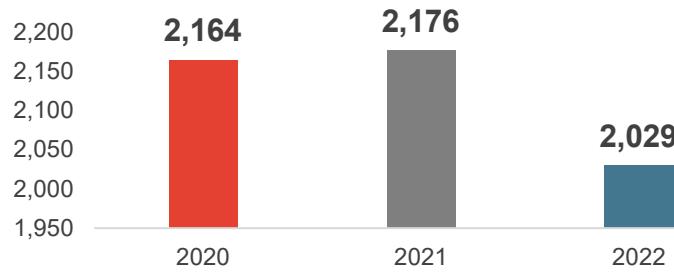


Our proactive measures led to a reduction in NOx emissions to 16,197 metric tons, marking a 4.13% decrease from the 2021 level of 16,895 metric tons.

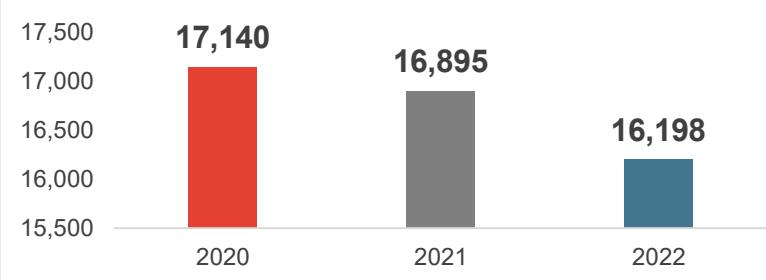


Similarly, our CO2 emissions were lowered to 701,852 metric tons in 2022, which is approximately 6.2% less than the 748,051 metric tons recorded in 2021. These efforts demonstrate our commitment to sustainable shipping practices and our contribution to reducing environmental impact in line with ESG objectives.

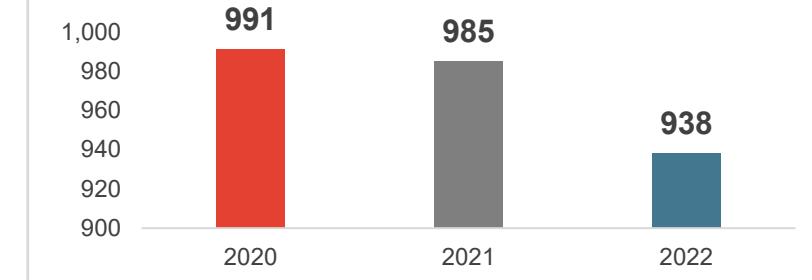
Sox (tons)



NOx (tons)



PM10 (tons)



Waste Management

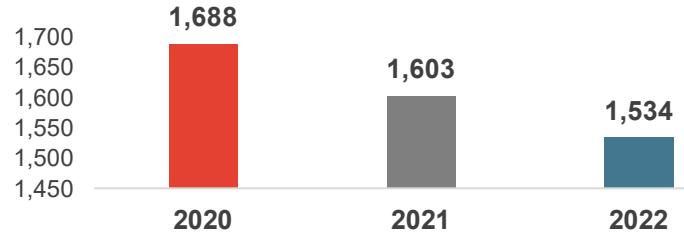


Water and Waste Management

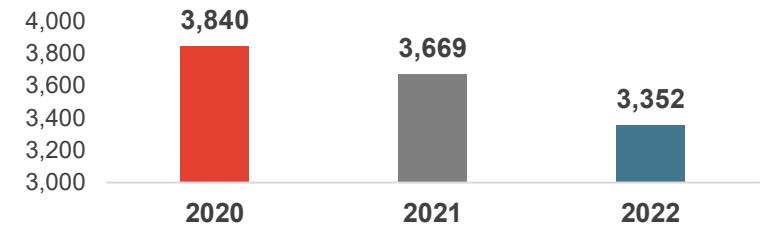
- During 2022, our fleet generated in total 12,122m³ of waste, down approximately 6% from 2021's level of 12,939m³.
- Fresh water management: We have installed water filtration units across our fleet in order to significantly decrease the use of plastic bottles on board our vessels to avoid pollution and reduce overall plastics consumption and to increase overall operational sustainability.
- In 2022, 52,920 plastic bottles were supplied on board. This is a 29.2% reduction from our 2021 number of 75,300 plastic bottles, and a 49% reduction from the 108,180 bottles supplied in 2020.



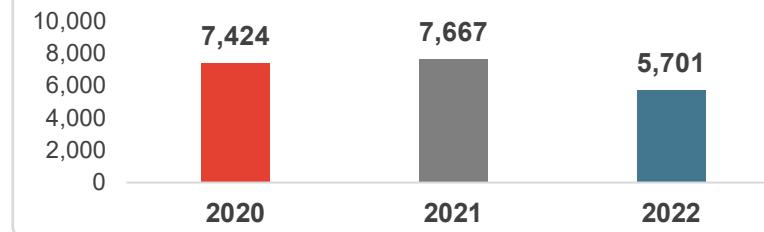
Garbage (m³)



Sludge (m³)



Bilge (m³)



Protection of Marine Ecosystem



In our role as a responsible shipping company, we prioritize the protection of our marine environment, upholding stringent standards to ensure its preservation.



Adhering to the International Maritime Organization's Ballast Water Management (BWM) Convention, we are committed to effective ballast water management.



This is crucial for safeguarding marine biodiversity by preventing the transport of non-native and potentially harmful biological organisms such as zooplankton, algae, and bacteria.



By the end of **2022**, we had **100%** of our fleet, with Ballast Water Treatment Systems (BWTS).



Our commitment to this cause remains steadfast and we abide by BWTS standards globally.

	2020	2021	2022
Ballast Water Treatment Systems (BWTS) Implementation (%)	90.5%	95.2%	100%
Number of Vessels	19 vessels	20 vessels	20 vessels

Caring for our Planet



Zero Marine Spills



Oil and lubricant spills released at the oceans or harbors are extremely harmful to marine life. The procedures and safety standards we follow in regard to our **ABS HSEQ compliance** (Environmental management systems) certification, as well as the strict monitoring and recording of oil spills have resulted in our achievement of zero spills in **2019, 2020, 2021 and 2022.**



We hold ourselves responsible for the environment and the continuation of marine biodiversity and we honor our obligation to prevent the release of harmful substances and garbage into our oceans and seas. Since the formation of Dorian, this has been one of our highest priority initiatives.



**We Adhere
to Safe ship
recycling**

As a shipping company, we are responsible for demolishing our old ships which may contain hazardous materials.

The Hong Kong Convention covers the design, construction, operation and preparation of ships to facilitate a sustainable ship recycling process without compromising the safety and operational efficiency of ships.

It also regulates the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

We comply with the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships (HKS), this also requires us to maintain a certified Inventory of Hazardous Materials (IHM) onboard every vessel.

Health and Safety Standards



Uncompromising Health and Safety Standards



In our pursuit of exceptional health and safety standards, our goal remains steadfast: zero safety incidents and the wellbeing of everyone on board and ashore.



Our approach is anchored in proactively promoting occupational safety and rigorously adhering to safety protocols. As a result of our commitment to high health and safety standards, in 2022, we experienced one Lost Time Injury (LTI), two Restricted Work Cases, and no Medical Treatment Cases.



Our Lost Time Injury Frequency (LTIF) remained at 0.23 in both 2021 and 2022, while our Total Recordable Case Frequency (TRCF) saw a slight increase from 0.45 in 2021 to 0.68 in 2022.

In 2022, we observed seven deficiencies with an 89.6% clean rate, compared to two deficiencies and a 93% clean rate in 2021. These efforts reflect our unwavering commitment to maintaining the highest safety standards in our operations.

Our proactive approach is further evidenced by our Port State Control (PSC) inspection results: 29 inspections in both 2021 and 2022, with no vessel detentions in either year.

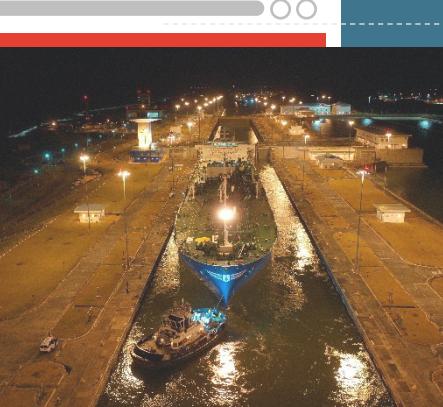


Our safety risk assessment is an ongoing process, diligently carried out through a comprehensive monitoring program. This program encompasses both internal and external inspections and audits, ensuring that activities onboard our ships are constantly overseen and evaluated.

Our commitment to safety is underpinned by robust internal control mechanisms and a culture of continuous improvement, aimed at achieving our ultimate goal of zero incidents and spills. Notably, we reported no health and safety violations fines and no severe marine accidents in 2021 and 2022.

This vigilant approach to safety underscores our commitment to maintaining the highest standards in our maritime operations, as part of our Environmental, Social, and Governance (ESG) responsibilities.





Our aim is to keep everyone safe and work towards zero safety related incidents. We strive to prevent injuries by promoting and enhancing occupational safety, while employing strict safety protocols.

Robust internal control mechanisms and policies along with a culture of continuous improvement help ensure we achieve our goal of zero environmental incidents and spills. We reported zero fines related to health and safety violations and zero severe marine accidents in both **2021** and **2022**.

During **2022**, we had **29** Port State Control (PSC) inspections, **29** in **2021**, resulting in zero vessel detentions for both years. During the PSC inspections in **2022** when we noted seven deficiencies and a **89.6%** clean rate. In **2021**, two deficiencies were identified, and we achieved a **93%** clean rate.

Neptune Declaration



The Neptune Declaration on Seafarer Wellbeing and Crew Change

Back in **2021**, Dorian LPG was one of the initial signatories to the Global Maritime Forum's Neptune declaration on Seafarer Wellbeing and Crew Change. Dorian LPG EVP, Alexander Hadjipateras participated in the steering committee working jointly with representatives from the IMO, charterers and other leading shipping companies in order establish guidelines and outlines the main actions for resolving the crew change crisis resulting from the **COVID-19** implications.

As part of this, the declaration called for four key steps:



Calling for seafarers to be recognized as keyworkers and given priority access to coronavirus vaccines.



Implementing health protocols for safe crew changes.



Increasing collaboration between ship operators and charterers to minimize the risk of COVID-19 spread on vessels.



Ensuring that air transport continues to operate between major maritime hubs.



As a signatory to the declaration, Dorian LPG followed a specified action plan for the joining Crew, to minimize the risk of COVID-19 infection when effecting crew changes and to ensure crew return safely home to their families. All joining Crew underwent two Covid PCR test and self-isolated for a set ten-day prior travelling, and one more Covid PCR test is arranged at port prior embarkation.



Another best practice implemented against COVID-19 in the spirit of the Neptune Declaration was the embarkation of joining Crew for virus incubation period and disembarkation the respective off signers, up to even 7 days, on specific voyages.

Equal Opportunities

We provide equal training and career development opportunities to all our employees. We remunerate our crew fairly, and in accordance with their expertise, experience, and responsibilities.

In 2022, approximately **+\$30 million** were spent in crew salaries, bonuses, and social security contributions.

Through our internal promotion program, any open position is firstly covered internally via our crew members.

During 2022, **15 seafarers** were promoted to higher ranks.



Training and development: In **2022** the amount of **\$461k** was spent for crew training expenses. Crew attended virtual trainings when on-site was not available due to **COVID-19** implications.



New training courses for Ballast Water Treatment System and Exhaust Gas Cleaning System have been added to the additional trainings of Officers, after the respective systems' installation on Company's vessels.



Our onboard employees' satisfaction is reflected in our high crew retention rates which averaged at approximately **96%**, from **2019** to **2022**.



The Alliance for a Diverse, Equitable, and Inclusive Maritime Industry

All Aboard Alliance

In May 2022, Dorian LPG became a proud member of All Aboard Alliance, an initiative introduced from Global Maritime Forum. The All-Aboard Alliance brings together senior leaders from across the maritime industry, united by a collaborative drive towards increasing diversity, equity, and inclusion in all organizations, at sea and onshore – in order for maritime to become the sustainable, forward-looking and innovative industry we can all be proud of.



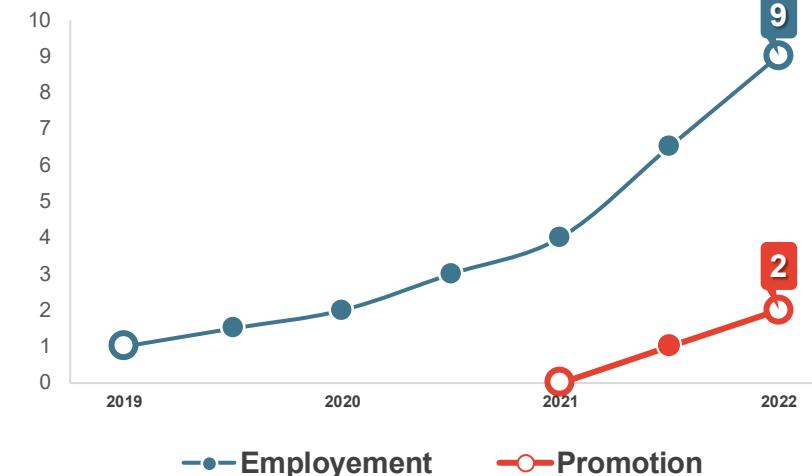
By joining the All-Aboard Alliance, our Company gains access to a collective maritime framework for actions on diversity, equity, and inclusion.



Dorian LPG will benefit from high-level sharing of best practices between other member companies, as well as gain the opportunity to co-develop new insights and practices.



By being part of the All-Aboard Alliance, our Company is committed to drive collaborative action for the benefit of the global maritime industry and its people.





COVID-19

- Seafarers remain on the frontline of the pandemic, since they have an essential role in maintaining the flow of vital goods, whilst working under demanding conditions.
- In these challenging times our focus and our efforts remain to alleviate the hardships faced by our crew.
- Amongst our actions was to become a cosignatory member of the Neptune Declaration, which outlines the main actions for resolving the crew change crisis resulting from the COVID-19 implications.

In addition to the governmental health and safety guidelines developed, we established a **COVID-19** outbreak management plan that includes procedures, health, and safety guidelines for preventing the virus transmission.

This includes description of port entry restrictions, crew pre-boarding guidelines, procedures for visitors, auditors, security guards and during repair and dry dock operations.

It also provides guidelines on hygiene measures onboard, medical supplies and equipment guidelines and case handling procedures.

The plan is being updated on regular intervals as the circumstances associated to Covid-19 evolve.



Along with the gradual relaxation of the **COVID-19** control measures during **2022** and the efforts of International Bodies, Governmental Institutions and maritime alliances, the number of available ports for effecting crew changes, begun to grow.



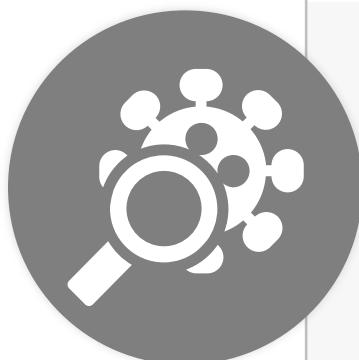
As a result, at the end of 2022 the percentage of the extended Company's Crew, including those affected from COVID-19 restrictions, dropped from 7.8% to 2.1%.



Throughout 2022, we successfully planned, coordinated and executed 527 crew changes in total, involving 1035 crew repatriations to their home countries and 1016 embarkations across 47 ports.*

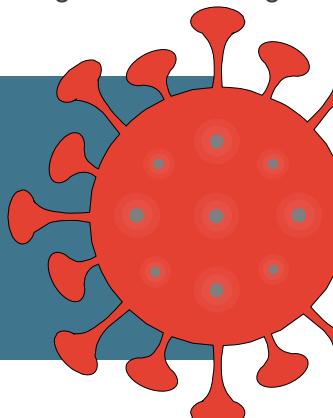


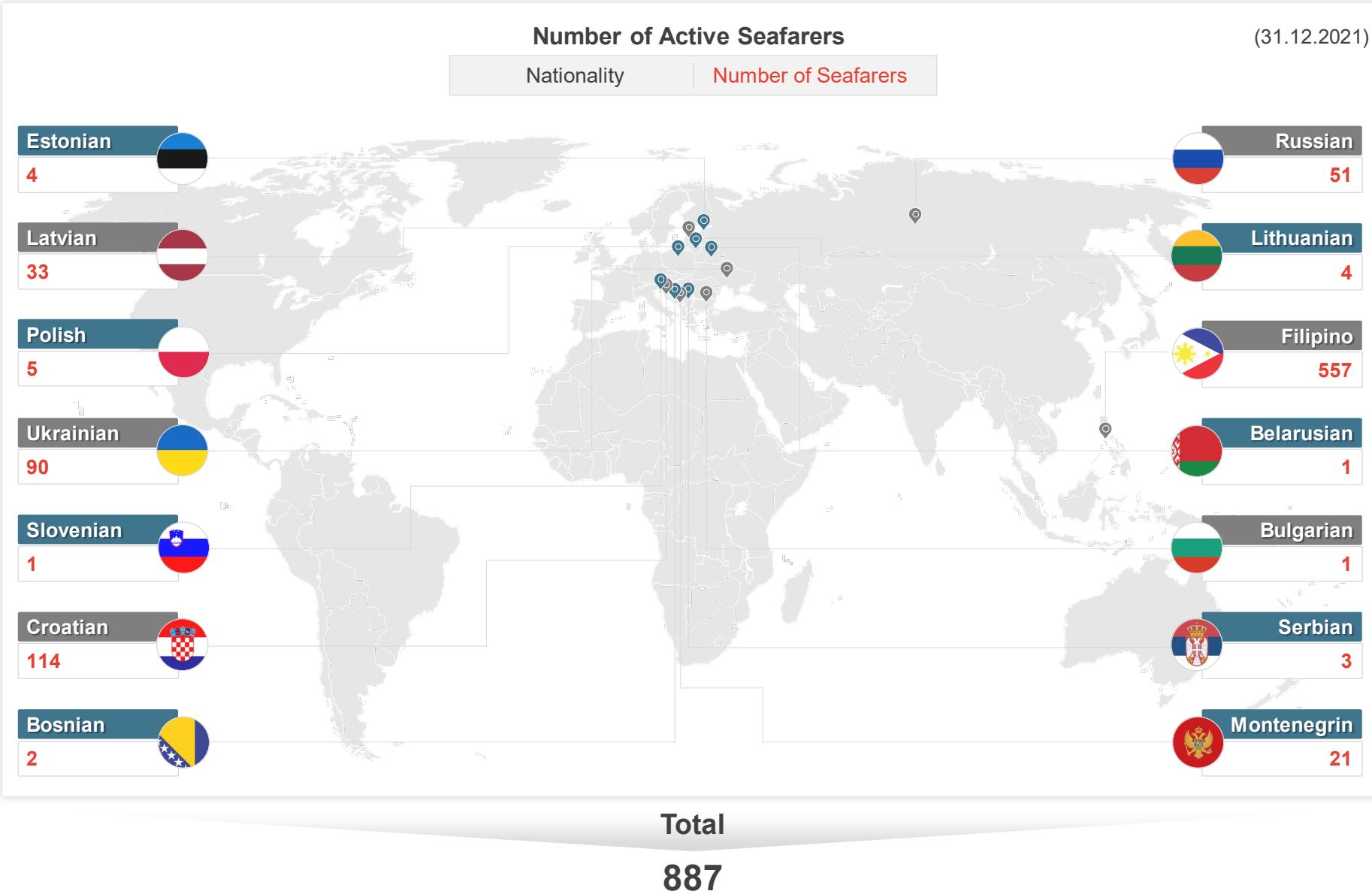
As the difficulties connected to **COVID-19** endure, our priority remains to bolster Crew health and wellness.



- We provided free Crew Internet to increase the frequency of Crew communication with their families. We cooperated with medical assistance service providers for **24/7** medical advice and psychological support, and with, an international organization that provides mental health support and crisis response to seafarers and their families around the world. We also offered health insurance to the families of our crew
- We arranged for **COVID-19** vaccinations of seafarers in ports where available and in accordance with national requirements.
- In line with the health authorities' recommendation, we strongly support **COVID-19** vaccination, as a preventing measure to limit and slowdown widespread transmission of the virus.
- This is particularly important for the seafarers, whose profession involves worldwide travelling where there can be different variants of **COVID-19**.
- As soon as the COVID-19 vaccines became broadly available and vaccinations commenced at ports, the percentage of the COVID-19 crew began to rapidly increase and at the end of 2022, out of a pool of 845 seafarers, an 87.10% were COVID-19 vaccinated.

*Clarification note: the number of offsigners is greater than the joiners because in February 2022 the Captain Nicholas ML was sold





Our Onboard Personnel

-  Our seafarers constitute an integral and fundamental part of our business success. Their development and welfare are vital for our operations
-  As of December 31, 2022, we had 887 seafarers in our active pool
-  Crew diversity: We employ crew of 14 nationalities worldwide with leading majorities from the Philippines, Croatia, Ukraine, and Russia
-  The average age of our seafarers as of December 31, 2022 was 40 years old
-  In response to maritime industry's call for broaden diversity among Seafarers and reduction of stereotypes, in 2019 we commenced the employment of female seafarers
-  We encourage the employment of women onboard our vessels and offer equal opportunities for recruitment and development
-  During 2022, 10 female Cadets joined the Company's pool

DLPG Shore Staff

Number of Employees



83

employees in total

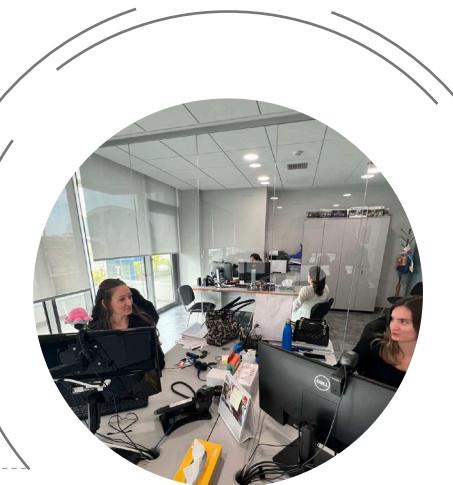
Enterprise headcount held by men and women per level



50 Men



33 Women



DLPG Shore Staff

Employee Retention rate

For DLPG GR personnel, the retention rate is **96.00%** using Intertanko's Benchmarking monitoring tool
(Retention Rate, is counting the number of terminations in the last 1 year in function to the number of Staff who working for the company)

In-house maritime operational workforce with seagoing experience

12 Employees

with seagoing experience

2 Women and 10 Men



7.69%

High School

92.3%

University & Postgraduate Degree

Employee Educational Background Composition (high school, university / postgraduate degree)

Meet one of our Seafarers



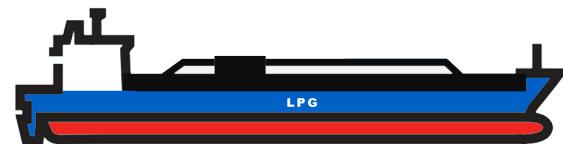
Our Onboard Personnel - Interview



Captain Luka Dosen
VLGC Captain
9 years with Dorian

Why did you choose a career at sea?

After elementary school, I completed four years of Maritime high school at Bakar, Croatia, followed by graduation at the Faculty of Maritime Studies in Rijeka. Initially, it was challenging to secure an apprentice contract, as not many companies were accepting new Cadets at that time. Eventually, in June 2006, at the age of 26, I started my journey and signed on as a Deck Cadet on a container vessel. After a long first contract of almost a year, I successfully completed my COC exam and joined a second container vessel as a 3rd officer. I spent 3.5 years on container vessels and in 2010, I got an opportunity to join an LNG company, which I accepted as it represented a step up in my career, even though I had to start again as a 3rd officer. I spent 4 years on LNG Moss type vessels, and at the end of 2014, I decided to join Dorian during its expansion phase. My first contract was for the delivery of Corsair in the rank of 2nd officer. Later, I was promoted to Chief Officer and then Master, where I remain to this day!



What skills do you need to have for a successful career at sea?

This is a dynamic job with various challenges that we face every day, so our skills need to continuously improve, and we must learn how to face these challenges if we want to have a successful career at sea. As we progress professionally, our skills expand, starting with the first responsibilities received when promoted to 3rd Officer, and eventually reaching management levels where all the lessons learned from both successes and mistakes contribute to our experience, enabling us to effectively run the vessel and manage the crew on board. While the technical aspects of working on board may be taught before or after joining the ship, an essential skill is to learn how to stay focused even after spending several months on board, maintaining a clear mind for effective decision-making and enhancing social interactions among the crew, considering that we are 23 individuals with different personalities living in close quarters.

Meet one of our Seafarers



Our Onboard Personnel - Interview

What advice would you give to younger seafarers who are serving on Dorian's fleet?

Advice for young seafarers is to carefully consider what they want from this job and to approach it with responsibility and confidence in their abilities. Respect for others, both colleagues and superiors, is essential in fostering a positive and productive work environment. Asking for advice and seeking guidance from experienced professionals is crucial for continuous learning and improvement. It's important not to rush into taking on high-ranking positions too quickly at the beginning of one's career. Advancing in the maritime industry, whether on Deck or in the Engine Room, requires time, dedication, and patience. The process of adding stripes on epaulets signifies a progression that necessitates both professional and mental readiness for higher achievements.

Please tell us about a few simple things that make you happy when you are onboard and why?

Only when we come on board do we realize how much we take for granted when we are at home. The little things that bring us happiness here become more apparent, and we learn the value of spending quality free time.

For me, having a good internet connection that allows me to communicate with my family and friends every day is a top priority while on board. Additionally, starting my day with a cup of good espresso is also quite important to me.

To make my days on board more enjoyable, there are several things I like to do. First and foremost, I appreciate having access to good music and a good book to keep me entertained. Visiting the gym a few times a week is another way I stay active and maintain a healthy lifestyle while at sea. Lastly, I take pleasure in sharing a good meal with my colleagues during lunch and dinner, as it fosters camaraderie and a positive atmosphere on the ship. These simple activities make my time on board more fulfilling and help me cope with the challenges of life at sea.

Meet our Shoreside Team



Office Personnel - Interview



Katrine Zujeva
Commercial Assistant
1.5 years with Dorian

Why have you chosen a shipping career?

Originally, I am from Latvia, from a city called Jurmala, which directly translates to “seaside”. Being raised by the sea and seeing all the ships sailing by it always had a mysterious and tempting sensation to it. When I have moved to Denmark to finish high school and pursue higher education, I was faced with a career choice. Since Denmark is a big shipping nation with a high variety of career opportunities, I have decided to give it a try. I find myself very lucky that it felt like a good match right from the start and that I was able to find something fitting for my personal ambitions and professional skills.

How was it- interning at Dorian LPG?

Being part of the Copenhagen Business School (CBS) International Shipping and Trade Bachelor education students are exposed to a 9-month internship.

Dorian truly is a big shipping family. From the very first day I felt valued and included in senior discussions despite my limited skills at the beginning. The fact that I could listen in to decision making conversations and be exposed to many departments led to a very steep learning curve. Unlike other companies, Dorian has offered me a unique opportunity to intern in various departments, and be exposed to many important aspects of shipping, from chartering, to operations, to fleet performance. I believe it is valuable for a young mind of the beginning of her career to be a part of all the workflows which contribute to Dorian's LPG trade.

Meet our Shoreside Team



Office Personnel - Interview

How did the transition from a student to a full-time employee go for you?

When I reflect upon the internship, it was an intense yet educational program and taught me how to apply solutions to real-life scenarios and prepared me well for a full-time position. Hence, since Dorian LPG involved me in all the processes right from the start, I didn't really feel a big difference switching to full time, except for being educated well enough to undertake projects of a higher complexity and be more autonomous in my daily routine. I am able to utilize the knowledge gained from CBS courses in solving problems, while constantly gaining new practical skills from my work tasks.

From your perspective, what differentiates Dorian's approach to ESG from other companies?

Dorian LPG approach to ESG is by exemplifying a holistic commitment to sustainability and responsible shipping practices. While many companies in the industry focus primarily on regulatory compliance, Dorian LPG goes the extra mile by proactively investing in cutting-edge, environmentally friendly technologies and practices to reduce emissions and minimize its environmental footprint. The company's dedication to safety is exceptional, ensuring seafarer welfare and adhering to rigorous safety protocols to prevent accidents and environmental incidents. It also stands out through its compliance with complex international regulations and conventions, reflecting a strong commitment to global cooperation and ethical governance. This approach includes the company's commitment to marine biodiversity conservation, contributing to the protection of precious ecosystems. Dorian LPG's robust environmental stewardship combined with the dedication to innovation and social responsibility, provides foundation to its leadership in fostering a responsible and sustainable future for the shipping industry.

What are your hobbies and what do you do in your spare time?

I am a very creative and sporty person by nature, as I have acquired a professional musical education in violin and piano, as well as I do kite surfing and paddle tennis whenever I have time, to keep myself in mental and physical shape.

Sustainable Procurement Practices



Supplied goods to the fleet need to meet required standards for the safe operation of vessels; the protection of the crew; and the protection of the environment.



Health



Safety



Wellbeing

We collaborate and build long-lasting relations with reliable and qualified suppliers that are trading under the International Ship Supplier Association (ISSA) and/or International Marine Purchasers Association (IMPA) and are also certified with an International Organization for Standardization (ISO) standard.



Crew health considerations are always marked as one of our top priorities in the supply of all goods and materials with a view to eliminating or mitigating any possible hazards if such exist.



Our health, safety and protection of the environment policies and commitments are communicated to our suppliers and subcontractors.



In selecting and evaluating our suppliers we use the following criteria throughout the tendering process.

A supplier must have the ability to **meet specification** or other applicable standards.



All applicable **Health, Safety** and Environment (HSE) standards are to be met.



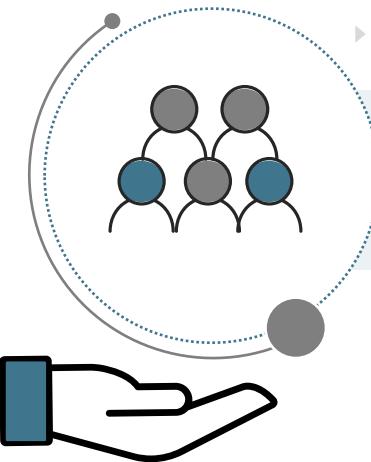
The **cost and payment** terms and availability of requested items within the time frame are then evaluated.



In **2022, 387** Suppliers were successfully evaluated based on our internal procedures.

To improve our efficiency, we place great emphasis in consolidating our spare parts shipment and forwarding activities. During the reporting period, purchasing achieved a consolidation rate of 4.38 orders per 430 kg shipment.

Caring for Our Community



Social Responsibility

Social responsibility is integral to our history and ethos. Our aim is to help improve communities and the environment in which we operate and each year we undertake select community-investing initiatives which we believe can make an impact. Select highlights are included below



Welfare Initiatives



In the U.K. one of our longest running associations is with Kidscape, a charity which provides support to children, families, and professionals to challenge bullying and protect young lives (kidscape.org.uk).



Captain Markos N. Lyras and his wife Mrs. Angeliki-the maternal grandparents of our Chairman and CEO-helped found the Lyreio Children's Institution near Athens, Greece.



Under the leadership of three charismatic and devoted nuns it has provided care, shelter, and education to underprivileged children since 1967 (lyreiodryma.gr).



Dorian remains a proud supporter of the Lyreio orphanage and also encourages Team sporting events and runs to raise money for this and other causes.



We support the Make-A-Wish Foundation of Greece (makeawish.gr) and the Oinoussi Benevolent Fund (obfcharity.com) for the underprivileged



In the United States we support for the Children's Learning Centers of Fairfield County in Connecticut (clcfc.org) The Food Bank of Lower Fairfield County, which provides nutritious food to non-profit organizations that feed the hungry in the region (foodbanklfc.org).

Caring for Our Community



Environmental

We are members of Hellenic Marine Environment Protection Association (Helmepa.gr), Europe's first private sector voluntary marine environment protection association and we are founding members of NAMEPA the North American Counterpart (Namepa.net).

Additionally, we are long-running supporters of the World Wildlife Fund (WWF) which saves the natural heritage of Europe



Cultural & Religious

We financially support multiple cultural initiatives undertaken by the...



Friends of Chios
Island society



Yacht Club of
Greece



the Hellenic Maritime
Museum of Greece



Masters & Mates Union of the
Greek Merchant Marine



Sponsorships

Include the...



Propeller Club of
Piraeus



Safety 4 Sea and the
Green4seaprovide



The Greek Shipping
Hall of Fame

Educational Opportunities

Education

We are committed to the next generation of maritime professionals and sponsor scholarships awarded by Connecticut Maritime Association (CMA) Education Foundation (cma-edu.org). We have a partnership with University of Aegean in to foster continual development of their students (aegean.gr).



DSE- Danish Shipping Education



Danish Shipping Education is geared towards trainees from shipping companies such as Dorian LPG and involves a combination of theoretical and practical learning.



Trainees ensure a strong practical complement to the education's theoretical aspects and leading to holistic learning and solid understanding of shipping operations.



It combines theory and practice, and includes four in-person modules, which complement the practical on-the-job training and the online webinars.

Dorian LPG Internship Program in Greece

- As we used to do all over these years, in co-operation with Aegean and Piraeus universities, our company employed for the year 2021, implementing and maintaining COVID-19 prevention and control measures, 2 students for their summer vocational practice.
- Our Company's intention for all the students who interning at Dorian LPG, is the understanding of structure, functions and activities of a modern ship management office and return to their studies with the practical experience that will form the basis for further development.



CBS- Copenhagen Business School internship & MBA Sponsorship program

- Copenhagen Business School (CBS) is one of the largest business schools in Europe with more than 19,000 students and the only university that provides the business-oriented shipping bachelor in EU.
- Dorian is partnering with the International Shipping and Trade CBS program in order to recruit interns and provide with the "hands on deck" experience within maritime industry.
- The 9-month internship is an intense yet educational program that exposes new minds to operations, chartering and fleet performance departments' dynamics and provides an insight into how Dorian LPG and LPG business overall operates on the market.





Board composition

Our majority independent Board of Directors (BoD) Committee has been established to ensure commitment to our stakeholder interests. Our board of directors is comprised of a diverse group of seasoned executives bringing backgrounds in shipping, energy trading and production, ship finance, and fund management. Five of the seven members of our board are fully independent of management, and only independent board members sit on the key subcommittees – audit, compensation, nominating and governance. We now have two women on our board.



The board has formed the following committees assisting with certain tasks and oversight. The Audit Committee meets at minimum four times a year and periodically meets with the company's management, internal auditors and independent external auditors, separately from the Board. The Audit Committee has direct responsibility for the appointment, replacement, compensation, retention, termination and oversight of the work of the independent registered public accounting firm engaged to prepare an audit report. Committee comprises entirely of directors who meet NYSE's independent director classification.



The Compensation Committee carries out the Board's responsibilities related to the compensation of the company's executive officers and provides guidance with respect to compensation matters. In view of the importance that independence plays in executive compensation, the Compensation Committee and the other independent directors regularly meet in executive session, without any members of management present. Committee comprises of three directors all of whom meet NYSE's independent director classification.



The Nominating and Corporate Governance Committee assists the Board in identifying, evaluating, and making recommendations to the Board concerning individuals for selections as director nominees for the next annual meeting of stockholders or to otherwise fill Board vacancies. The committee develops and recommends to the Board a set of corporate governance guidelines and principles applicable to the company. It reviews the overall corporate governance structure of the company and recommends improvements to the Board from time to time. The committee monitors progress of ESG efforts and together with management ensures integrity of reporting. Committee comprises entirely of directors who meet NYSE's independent director classification.



Transparent operations

We conduct our operations in a fair and extremely transparent manner. Our technical and commercial management is conducted through wholly owned subsidiaries, not through entities separately owned by our management. This structure ensures that our interests are aligned with all shareholders, which we believe is central to proper corporate governance.



As part of establishing a strong corporate governance framework, and within the scope of our Risk Management procedures, we continuously assess our business operations, evaluate, and monitor the identified key business risks. In addition, twice a year we conduct internal audits on the activities that affect our financial statements.

We are committed to high standards of ethical, moral, and legal business conduct



We have adopted and communicated our Code of Business Conduct and Ethics, applicable for all the company's employees, directors, officers, and agents.



The code covers key topics including but not limited to Conflicts of Interest, Honest and Fair Dealing and Anti-Corruption and Anti-Bribery.



We are committed to ensure an honest and trustworthy working environment, not only to our personnel ashore but also to our crew members onboard.



During **2022**, no bribery, fraud, or other whistleblowing incidents were recorded.



We have an Anti-Bribery and Corruption Policy which memorializes our commitment to adhere faithfully to both the letter and spirit of all applicable anti-bribery legislation in the conduct of our business activities worldwide.



We ensure a close monitoring of our employees' compliance with our code of business conduct and ethics, as well as reporting procedures to relevant violations. During 2022, we had no violations by any ashore or onboard personnel and zero monetary losses because of legal proceedings associated with bribery or corruption.



To ensure elimination of incidents in areas with high corruption risk, in 2022, 0 port calls were performed in countries that are positioned in the 20 lowest rankings of Transparency International's Corruption Perception Index (CPI).



To ensure compliance with applicable laws and regulations of the countries where we operate, we have established various policies and procedures including our Whistleblowing Policy. We have contracted Issuer Direct, a confidential and secure third-party system to facilitate Whistleblower reporting for employees, directors, officers, contractors, subcontractors, agents, and vendors to raise concerns without fear of retaliation for reports made in good faith.



The vast technological advancements in our daily operations and the complexity of the electronic equipment onboard our vessels are linked with a high risk of human error and cyber threats. As digital processes are an integral part of our business operations, it is the responsibility to protect our company, clients, and personal data. Our Cyber Security Policy is designed following the best industry's security practices and provides guidance to our employees related to their role and job responsibilities.



Through our Cyber Security Policy, we aim to ensure that information and systems vulnerable to Cyber-attacks are protected, regulatory and legislative requirements are met, Contingency Plans are in place, training is available to all our employees. Lastly, all breaches of information security, actual or suspected, are reported and investigated.



Oversight of ESG initiatives

►  Our board of directors is fully committed to overseeing and supporting our ESG initiatives.

►  Our Nomination and Corporate Governance Committee is charged with this responsibility, except for related party transactions, which are overseen by our Audit Committee.

 Our board receives regular reports on the results of our environmental initiatives and our technical performance, as well as ad hoc updates on new technologies, if circumstances require.

 Transparent corporate governance is a key tenet of our Board's approach to oversight, and its members, in consultation with our counsel and selected experts, regularly review our practices and policies in comparison to other industry-wide standards and best practices.

Changes are recommended and implemented as deemed required.



Snapshot of Dorian LPG's Performance Metrics - Environment

Description	Unit of measure	2022	2021	2020
Average Energy Efficiency Operation Index (EEOI)	gram of CO2 / ton-miles	16.9	17.6	17.9
Average Annual Efficiency Ratio (AER) per vessel	gram of CO2 / dwt-miles	6.8	7.3	7.3
Total energy directly consumed onboard the vessel	GJ	9,594	9,598	9,598
Total C02 emissions	mt	701,852	748,051	752,409
Total Fuel consumption	mt	225,164	238,727	239,755
Total SOx emissions	mt	2,029	8,190	6,851
Total NOx emissions	mt	16,197	16,896	17,140
Total PM10 emissions	mt	938	1,164	1,151
Total waste generated	m3	10,588	12,939	12,952
Percentage of fleet implementing ballast water system	%	100	95.2	90.5
Number of spills and releases to the environment	number	0	0	0

Snapshot of Dorian LPG's Performance Metrics - Social

Description	Unit of measure	2022	2021	2020
Total seafarers on board	number	476	500	523
Seafarer retention rate	%	94.0	94.3	97.1
Total shoreside employees	number	83	81	81
Company-wide gender diversity*	number	50 Men and 33 Women	Female 34.6 Male 65.4	Female 33.3 Male 66.7
Percentage of employees with seagoing experience*	%	19.3	13.6	19.8
New hires*	number	7	10	10
Onboard internal audits and inspections	number	95	97	97
Port state control deficiencies and inspections	number	7 deficiencies / 29 PSC inspections	2 deficiencies / 24 PSC inspections	2 deficiencies / 24 PSC inspections
Onboard injuries	number	3	3	3
Lost time injury rate per 1.000.000 manhours	number	0.2	0.2	0.2
Total Recordable Case Frequencies per 1.000.000 manhours	number	0.68	0.45	0.6

Snapshot of Dorian LPG's Performance Metrics - Governance



Description	Unit of measure	2022	2021	2020
Port calls in countries that have the 20 lowest rankings in the Corruption Perception Index	number	0	0	0
Legal and regulatory fines and settlements associated with bribery or corruption	number	0	0	0
Number of violations of code and ethics policy	number	0	0	0



Appendix I: Alignment with standards

SASB Marine Transportation material issues

Disclosure topic	Code	Page Reference
Gross global Scope 1 emissions	TR0301-01	Pg. 8, 11
Description of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	TR0301-02	Pg. 11-13
Total energy consumed, percentage from heavy fuel oil, percentage from renewables	TR0301-03	Pg. 15
Energy Efficiency Design Index (EEDI) for new ships	TR0301-05	Pg. 11
Air emissions for the following pollutants: NOx, SOx, and particulate matter (PM)	TR0301-04	Pg. 15
Shipping duration in marine protected areas and areas of protected conservation status	TR0301-06	-
Percentage of fleet implementing (1) ballast water exchange and (2) ballast water treatment	TR0301-07	Pg. 15, 37
Number and aggregate volume of spills and releases to the environment	TR0301-08	Pg. 8
Lost Time Injury Rate (LTIR)	TR0301-12	Pg. 38
Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	TR0301-09	Pg. 39
Amount of legal and regulatory fines and settlements associated with bribery or corruption	TR0301-10	Pg. 39
Number of serious marine incidents	TR0301-11	Pg. 38
Number of Conditions of Class or Recommendations	TR0301-13	Pg. 19
Number of port state control (1) deficiencies and (2) detentions	TR0301-14	Pg. 19

Glossary

	Descriptions	Abbreviations		Descriptions
Annual Efficiency Ratio	AER	ISPS	International Ship and Port Facility Security Code	
Ballast Water Management	BWM	ISSA	International Ship Supplier Association	
Ballast Water Treatments Systems	BWTS	LPG	Liquefied Petroleum Gas	
Chemical Distribution Institute	CDI	LTI	Lost time injury	
Corruption Perception Index	CPI	LTIF	Lost Time Injury Frequency Rate	
Carbon Intensity Indicator	CII	MARPOL	Marine Pollution Regulation	
Deadweight ton	DWT	MEPC	Marine Environment Protection Committee	
Energy Efficiency Design Index	EEDI	NGLs	Natural Gas Liquids	
Energy Efficiency Operational Indicator	EEOI	NM	Nautical Miles	
Energy Efficiency Existing Ship Index	EEXI	NOx	Nitrogen Oxides Emissions	
Engine Power Limitation	EPL	PM	Particulate Matter Emissions	
Environment, Social, Governance principles	ESG	PSC	Port State Control Inspection	
Energy Saving Devices	ESD	SASB	Sustainability Accounting Standards Board	
Greenhouse Gases	GHG	SEEMP	Ship Energy Efficiency Management Plan	
Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships	HKC	SIRE	Ship Inspection Report Program	
Health, Safety and Environment	HSE	SOx	Sulfur Oxides	
Inventory of Hazardous Materials	IHM	TRCF	Total Recordable Case Frequency	
International Maritime Organization	IMO	UN SDGs	United Nations' Sustainable Development Goals	
International Marine Purchasers Association	IMPA	VLCGs	Very Large Gas Carriers	
International Safety Management Code	ISM	RWC	Restricted Work Case	
International Standards Organization	ISO	MTC	Medical Treatment Case	



Thank you to all Dorian seafarers, office personnel, and business partners for contributing to our ESG improvement efforts.

