

DATA TABLE

	Units	2017	2018	2019	2020	2021
Economic¹						
Adjusted EBITDA	\$ (in millions)	280.4	352.3	416.5	414.8	360.8
Dividends paid ²	\$ (in millions)	34.1	58.3	78.5	88.8	89.3
Dividend per share	\$	0.48	0.504	0.554	0.58	0.58
Dividend coverage	Ratio	N/A ³	3.0x	2.8x	2.9x	2.2x
Leverage	Ratio	5.4x	4.4x	4.2x	4.2x	4.3x
Capital expenditures						
Growth	\$ (in millions)	172.5	251.6	300.5	79.1	37.2
Maintenance		35.7	49.7	58.6	32.0	47.3
Other		13.5	17.8	26.1	29.2	13.4
Political contributions ⁴	\$ (in millions)	0	0	0	0	0
Political advocacy expense ⁴	\$ (in millions)	NPT	0.1	0.1	0.1	0.1
Operating horsepower at year end	Horsepower (in thousands)	3,253	3,530	3,926	3,388	3,247
Average operating horsepower and production equipment ⁵	Horsepower (in thousands)	2,764	3,003	3,314	3,185	3,011
Governance						
Number of directors		8	8	9	9	9
Female	Count	2	2	2	2	2
Ethnically/racially diverse		0	0	0	0	1
Independent		7	7	7	7	7
Director attendance (aggregate Board and committee meetings)	%	98%	99%	99%	96%	100%
Compliance Hotline		Yes	Yes	Yes	Yes	Yes
Quarterly compliance reports to Audit Committee		Yes	Yes	Yes	Yes	Yes
Energy						
Fuel consumption (vehicle fleet)	Gigajoule (GJ) (in thousands)	NPT	391	388	317	254
	GJ per Vehicle	NPT	386	377	346	347
Office/shop facilities at year end	Sq Ft	NPT	NPT	1,058	948	864
Electricity consumption (facilities)	GJ (in thousands)	NPT	NPT	NPT	27.9	24.8
Fuel consumption (compression fleet) ⁶	GJ (in thousands)	159,480	172,460	189,310	180,890	169,580
Total energy consumption ⁷	GJ (in thousands)	NPT	NPT	NPT	181,240	169,860
Energy Intensity ⁸	Ratio to Revenue	NPT	NPT	NPT	0.25	0.26
	Ratio to HP	NPT	NPT	NPT	56.9	53.3

	Units	2017	2018	2019	2020	2021
Environment						
HSE Policy		Yes	Yes	Yes	Yes	Yes
Average number of vehicles in fleet during year	Count	NPT	1,011	1,029	918	733
Direct (scope 1) emissions from vehicle fleet ⁹	Tonnes CO ₂	NPT	29,948	29,725	24,231	19,458
Indirect (scope 2) emissions from facilities ¹⁰	Tonnes CO ₂	NPT	NPT	NPT	3,903	2,966
Emissions (scope 1 and 2) intensity ¹¹	Tonnes CO ₂ Per Million \$ of Revenue	NPT	NPT	NPT	32.4	28.7
Emissions (scope 3) from compression and production equipment ^{6,12}	Tonnes CO ₂ (in millions)	11.2	12.1	13.3	12.7	11.9
Emissions (scope 3) per operating horsepower ^{6,12}	Tonnes CO ₂	4.04	4.03	4.01	3.99	3.95
Groundwater withdrawal from operations ¹³	Cubic Meter (m ³)	0	0	0	0	0
Fresh water consumed ¹³	Cubic Meter (m ³)	0	0	0	0	0
Waste water generated from operations	Cubic Meter (m ³)	0	0	0	0	0
Number of reportable spills ¹⁴	Count	0	0	0	0	0
Volume of reportable spills ¹⁴	Cubic Meter (m ³)	0	0	0	0	0
Regulatory fines	\$	0	0	0	0	0
Health and Safety ¹⁵						
Integrated Health and Safety Policy and Program		Yes	Yes	Yes	Yes	Yes
Number of hours worked (contractor and employee)	Hours (in millions)	4.5	5.0	5.6	4.8	4.1
Total recordable incident rate ¹⁶	Cases per 200,000 hours worked	0.36	0.40	0.54	0.21	0.10
Lost-time injury frequency ¹⁶	Cases per 200,000 hours worked	0.00	0.04	0.18	0.04	0.00
Miles driven	Miles (in millions)	31.8	38.0	38.1	27.4	23.6
Total preventable vehicle incident rate ¹⁷	Cases per 1,000,000 miles driven	0.60	0.63	0.32	0.25	0.13
Total reportable vehicle incident rate ¹⁷	Cases per 1,000,000 miles driven	0.09	0.11	0.21	0.07	0.00
Safety fines and penalties	\$	0	2,700	26,000	12,000	0

	Units	2017	2018	2019	2020	2021
Social¹⁸						
Full time permanent employees	Count	1,667	1,685	1,657	1,242	1,095
Part time employees	Count	16	11	9	6	4
Corporate (full/part time) employees	Count	348	327	330	300	280
Field (full/part time) employees	Count	1,335	1,369	1,336	948	819
Contract/temporary employees	Count	84	91	126	140	238
Male	%	86	86	86	85	84
Female	%	14	14	14	15	16
Employees who self-identify as Caucasian	%	78	74	72	72	69
Employees who self-identify as members of underrepresented racial/ethnic groups	%	22	26	28	28	31
Women in management/supervisor positions	%	12	12	12	14	14
Women comprising executive management	%	33	33	33	33	33
Employees under age 30	%	12	13	14	10	11
Employees aged 30 to 50	%	54	53	52	56	53
Employees over age 50	%	34	34	34	34	36
Median employee compensation, excluding CEO ¹⁹	\$	68,638	72,135	77,762	96,773	106,297
Operational/technical training ²⁰	Hours Trained	36,274	41,898	36,694	16,991	27,255
	Employees	932	1,030	925	N/A	N/A
	Enrollments	NPT	NPT	NPT	1,323	818
Total safety training sessions offered ²¹	Count	43	47	47	52	71
Compliance training ²²	Total minutes	118,448	67,854	68,478	70,338	43,010
Average minutes per employee trained	Avg minutes	75	50	51	61	42
Participation rate	%	100%	100%	100%	100%	100
Number of compliance hotline complaints	Count	13	24	15	14	12
Complaints requiring corrective action	Count	4	13	8	5	0
Average time to resolution	No. of Days	< 21	< 21	< 21	<21	<21



Footnotes:

Certain prior year amounts have been changed to conform with the current year methodology. If it was not practical to recalculate a prior year number based on the current year methodology, the prior year number was changed to NPT (not previously tracked).

Economic

- ¹ For more information on financial performance and economic value distributed among operating costs, employee compensation and benefits, providers of capital, stockholders, government and retained earnings, see our Annual Reports on Form 10-K for each year ending December 31, 2017 through 2021 (our “Annual Reports”).
- ² Increases in dividend payments are attributable to the following: (a) the issuance of 57.6 million shares pursuant to the merger of Archrock, Inc. and Archrock Partners, L.P. (a publicly traded master limited partnership) in 2018, (b) the issuance of 21.7 million shares pursuant to the acquisition of assets and certain liabilities from Elite Compression in 2019 and (c) an aggregate 20% increase in the dividend rate from January 2017 to year end 2021.
- ³ Concurrent with the merger of Archrock, Inc. and Archrock Partners, L.P. in April 2018, the definition of cash available for dividend was changed; as such, prior periods are not presented.
- ⁴ We prohibit political contributions. Expenses related to public policy advocacy include a minimal amount of lobbyist fees and related expenses that are non-partisan and are focused on state and federal regulations that directly impact our business; the remainder is related to trade memberships in the Texas Taxpayer and Research Association, Texas Oil & Gas Association, Louisiana Oil & Gas Association and the Council on State Taxation.
- ⁵ Based on average monthly operating horsepower and production equipment (operating assets such as cooler packages); excludes horsepower that is on standby and generating revenue. Because of the adjustments necessary to calculate emissions and energy use, this number differs from Average Operating Horsepower reported in our Annual Reports.

Energy

- ⁶ Compression fleet energy use and emissions are estimated based on average monthly operating horsepower and production equipment, OEM specifications and actual maintenance downtime records, as well as internal estimations (applied consistently year-over-year) with regard to quality of fuel source, customer-initiated downtime and customer loading. We continue to refine our estimates based on internal review of our data and information from key OEMs; changes are applied consistently across all years.
- ⁷ Includes all components of energy use: gasoline for our vehicle fleet, electricity used to power our offices and estimated natural gas and electricity to power our compression fleet and production equipment.
- ⁸ Energy Intensity is calculated as the total energy required for our operations (fleet, facility and compression equipment) divided by (a) contract operations revenue as stated in our Annual Reports and (b) average operating horsepower for the year.

Environment

- ⁹ Estimated by Mason Anderson & Gautam Boggavarapu Business Intelligence and Analytics based on the number of vehicles in our fleet, the manufacturer emissions information based on the make, model, age and fuel source of each vehicle and miles driven.
- ¹⁰ 2020 and 2021 emissions were calculated using U.S. Environmental Protection Agency Power Profiler Emissions Tool (for 2021, Version 111, dated May 13, 2022). The tool calculates emission factors from the U.S. Environmental Protection Agency eGRID2018 based on kWh energy use for all facilities that we own and lease.
- ¹¹ Emissions intensity is calculated as the sum of Scope 1 and Scope 2 emissions divided by total revenue (in millions) as stated in our Annual Reports to derive intensity per million dollar of total revenue.
- ¹² Scope 3 emissions are comprised of estimated emissions resulting from our compression fleet, which are Scope 1 emissions for our customers. We do not currently have a reasonable methodology for determining additional Scope 3 emissions resulting from the ultimate combustion of natural gas extracted and transported with the use of our compressors. Such estimates would be prohibitively costly and speculative.
- ¹³ Our operations do not involve a measurable amount of fresh water usage and consumption is limited to what is typically required to support shop and office staff.
- ¹⁴ Reportable spills are defined by the applicable regulatory body for the jurisdiction in which a release occurs.

Health and Safety

- ¹⁵ Metrics include employees and contractors.
- ¹⁶ Calculated pursuant to OSHA guidelines: Total number of recordable incidents (for TRIR) or lost time injuries rate (for LTIR) x 200,000/divided by total hours worked during the year covered.
- ¹⁷ Calculated pursuant to API guidelines: Total number of preventable vehicle incidents (for PVIR) or recordable vehicle incidents (for RVIR) x 1,000,000 miles/divided by mileage driven during the year covered.

Social

- ¹⁸ All demographic numbers in this section are as of December 31 for each year reported.
- ¹⁹ As reported in our proxy statement and calculated pursuant to the Dodd-Frank Wall Street Reform and Consumer Protection Act and Regulation S-K.
- ²⁰ The lower training hours in 2020 are a result of COVID, reductions in field personnel and the transitioning of our training approach as part of our technology transformation project. Certain previously formalized courses were replaced with more targeted micro-learning and learning on demand approaches. Employees may elect numerous training opportunities based on interest and need; therefore, we have adjusted our reporting from “number of employees trained” to “number of enrollments.”
- ²¹ For additional information on our approach to safety, see pages 13-16.
- ²² Compliance training covering one or more Code of Business Conduct topics is foundational to our compliance program and is provided annually to all employees. Targeted compliance training topics may change from year to year and include anti-harassment and anti-discrimination, cybersecurity, intellectual property, anti-corruption and antitrust, trade controls and insider trading. Time spent on compliance training in the aggregate as well as the average per employee decreased in 2021 due to a reduced employee count and the high demands of our technology initiative; to accommodate the staffing demands of our technology initiative, impacted employees were exempted from certain training requirements.

SASB PERFORMANCE TABLE

Topic	Code	Disclosure
Greenhouse Gas Emissions		
Gross Scope 1 emissions, percentage methane, percentage covered under emissions-limiting regulations	EM-MD-110a.1	As discussed on page 20, our customers are responsible for tracking and reporting air emissions associated with their operations, which include gas compression equipment provided by us. Emissions reported in the Data Table on page 28 are associated with our field services truck fleet. See also pages 20-23
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	EM-MD-110a.2	
Air Quality		
Air emissions of the following pollutants: (1) NOx (excluding N2O), (2) SOx, (3) volatile organic compounds (VOCs), and (4) particulate matter (PM10)	EM-MD-120a.1	As discussed on pages 4 and 20, our customers are responsible for tracking and reporting air emissions associated with their operations, which include gas compression equipment provided by us. We continuously work to improve the performance of our compression fleet with respect to air emissions and work with our customers to help them meet or exceed federal, state, and local requirements (see pages 20-23).
Ecological Impacts		
Description of environmental management policies and practices for active operations	EM-MD-160a.1	As discussed on pages 4 and 20, our customers own or lease the land where they operate and are responsible for tracking and reporting environmental incidents and restoring acreage disturbed. As a primary gas compression services provider, our ecological impact is limited in scope. See also the Data Table on page 28.
Percentage of land owned, leased, and/or operated within areas of protected conservation status or endangered species habitat	EM-MD-160a.2	
Terrestrial acreage disturbed, percentage of impacted area restored	EM-MD-160a.3	
Number and aggregate volume of hydrocarbon spills, volume in Arctic, volume in Unusually Sensitive Areas, and volume recovered	EM-MD-160a.4	
Competitive Behavior		
Total amount of monetary losses as a result of legal proceedings associated with federal pipeline and storage regulations	EM-MD-520a.1	Not applicable. We do not own pipeline or storage assets.

Operational, Safety, Emergency Preparedness & Response		
Number of reportable pipeline incidents, percentage significant	EM-MD-520a.1	Not applicable. We do not own pipeline or storage assets.
Percentage of (1) natural gas and (2) hazardous liquid pipelines inspected	EM-MD-540a.2	
Number of (1) accident releases and (2) non-accident releases from rail transportation	EM-MD-540a.3	
Discussion of management systems used to integrate a culture of safety and emergency preparedness throughout the value chain and throughout project lifecycles	EM-MD-540a.4	See pages 13-16.
Activity Metric		
Total metric ton-kilometers of: (1) natural gas, (2) crude oil, and (3) refined petroleum products transported, by mode of transport	EM-MD-000.A	Not applicable. We provide compression services only and do not engage in the physical transport of these products.

