

## DATA TABLE

	Units	2019	2020	2021	2022	2023
<b>ECONOMIC <sup>1</sup></b>						
Adjusted EBITDA	\$ (in millions)	416.5	414.8	360.8	363.3	450.4
Dividends paid	\$ (in millions)	78.5	88.8	89.3	90.3	95.8
Dividend per share	\$	0.554	0.58	0.58	0.58	0.61
Dividend coverage	Ratio	2.8x	2.9x	2.2x	1.9x	2.8x
Leverage	Ratio	4.2x	4.2x	4.3x	4.4x	3.5x
Capital expenditures						
Growth	\$ (in millions)	300.5	79.1	37.2	146.3	190.3
Maintenance		58.6	32.0	47.3	84.2	92.2
Other		26.1	29.2	13.4	9.4	16.1
Political contributions <sup>2</sup>	\$ (in millions)	0	0	0	0	0
Political advocacy spending <sup>2</sup>	\$ (in millions)	0.1	0.1	0.1	0.1	0.1
Operating horsepower at year end	Horsepower (in thousands)	3,926	3,388	3,247	3,448	3,607
Average operating horsepower <sup>3</sup>	Horsepower (in thousands)	3,314	3,185	3,011	3,099	3,312
<b>GOVERNANCE</b>						
Number of directors	Count	9	9	9	9	9
Female		2	2	2	2	2
Ethnically/racially diverse		0	0	1	1	1
Independent		7	7	7	7	7
Director attendance (aggregate Board and committee meetings)	%	99%	96%	100%	99%	99%
Compliance Hotline		Yes	Yes	Yes	Yes	Yes
Quarterly compliance reports to Audit Committee		Yes	Yes	Yes	Yes	Yes

### 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

<sup>1</sup> 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, 2019 through 2023 (our "Annual Reports").

<sup>2</sup> 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.

<sup>3</sup> Based on average monthly operating horsepower of compression 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.

	Units	2019	2020	2021	2022	2023
<b>ENERGY</b>						
Fuel consumption (vehicle fleet)	Gigajoule (GJ) (in thousands) GJ per Vehicle	388	317	254	236	240
Office/shop facilities at year end Electricity consumption (facilities)	Sq Ft GJ (in thousands)	1,058 NPT	948 49.2	864 45.9	842 43.1	841 39.8
Fuel consumption (compression fleet) <sup>4</sup>	GJ (in thousands)	189,310	180,890	169,580	173,701	183,398
Total energy consumption <sup>5</sup>	GJ (in thousands)	NPT	181,256	169,880	173,980	183,678
Energy Intensity <sup>6</sup>	Ratio to Revenue Ratio to HP	NPT NPT	0.25 56.9	0.26 56.4	0.26 56.1	0.23 55.4
<b>ENVIRONMENT</b>						
HSE Policy		Yes	Yes	Yes	Yes	Yes
Average number of vehicles in fleet during year	Count	1,029	918	733	670	676
Direct (Scope 1) emissions from vehicle fleet <sup>7</sup>	Tonnes CO2	29,725	24,231	19,458	18,676	17,663
Indirect (Scope 2) emissions from facilities <sup>8</sup>	Tonnes CO2	NPT	5,316	4,949	4,681	4,300
Emissions (Scope 1 and 2) intensity <sup>9</sup>	Tonnes CO2 Per Million \$ of Revenue	NPT	33.8	31.2	27.6	22.2
Emissions (Scope 3) from compression and production equipment <sup>4,10</sup>	Tonnes CO2 (in millions)	13.3	12.7	11.9	12.2	12.8
Emissions (Scope 3) per operating horsepower <sup>4,10</sup>	Tonnes CO2	4.01	3.99	3.95	3.93	3.88
Groundwater withdrawal from operations <sup>11</sup>	Cubic Meter (m3)	N/A	N/A	N/A	N/A	N/A
Fresh water consumed <sup>11</sup>	Cubic Meter (m3)	N/A	N/A	N/A	N/A	N/A
Waste water generated from operations <sup>11</sup>	Cubic Meter (m3)	N/A	N/A	N/A	N/A	N/A
Number of reportable spills <sup>12</sup>	Count	0	0	0	0	0
Volume of reportable spills <sup>12</sup>	Cubic Meter (m3)	0	0	0	0	0
Regulatory fines	\$	0	0	0	0	0

### Energy

<sup>4</sup> Compression fleet energy use and emissions are estimated based on average monthly operating horsepower of compression and production equipment, OEM specifications, 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.

<sup>5</sup> 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.

<sup>6</sup> 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

<sup>7</sup> 2019 through 2022 emissions were 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. 2023 emissions were estimated by our vehicle management service provider utilizing the same data sources.

<sup>8</sup> 2023 emissions were calculated using EPA Power Profiler Emissions Tool (Version 131, dated May 1, 2024). The tool calculates emission factors from the EPA eGRID2022 based on kWh energy use for the facilities that we own and lease. 2020 through 2022 emissions were calculated using EPA Power Profiler Emissions Tool Version 111, dated May 13, 2022 and emission factors from the EPA eGRID2020.

<sup>9</sup> 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.

<sup>10</sup> Scope 3 emissions are only comprised of estimated emissions resulting from our compression fleet, which are Scope 1 emissions for our customers.

<sup>11</sup> 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. Our operations generate a negligible amount of waste water.

<sup>12</sup> Reportable spills are defined by the applicable regulatory body for the jurisdiction in which a release occurs.

	Units	2019	2020	2021	2022	2023
<b>HEALTH AND SAFETY <sup>13</sup></b>						
Integrated Health and Safety Policy and Program		Yes	Yes	Yes	Yes	Yes
Number of hours worked (contractor and employee)	Hours (in millions)	5.6	4.8	4.1	4.4	4.4
Total recordable incident rate <sup>13</sup>	Cases per 200,000 hours worked	0.54	0.21	0.10	0.32	0.05
Lost-time injury frequency <sup>14</sup>	Cases per 200,000 hours worked	0.22	0.04	0.00	0.00	0.00
Miles driven	Miles (in millions)	38.1	27.4	23.6	21.1	22.1
Total preventable vehicle incident rate <sup>15</sup>	Cases per 1,000,000 miles driven	0.32	0.25	0.13	0.24	0.18
Total reportable vehicle incident rate <sup>15</sup>	Cases per 1,000,000 miles driven	0.21	0.07	0.00	0.00	0.05
Safety fines and penalties	\$	26,000	12,000	0	0	0

### Health and Safety

<sup>13</sup> Metrics include employees and contractors.

<sup>14</sup> 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.

<sup>15</sup> 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.



	Units	2019	2020	2021	2022	2023
<b>SOCIAL <sup>16</sup></b>						
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 <sup>17</sup>	\$	68,638	72,135	77,762	96,773	106,297
Operational/technical training <sup>18</sup>	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 <sup>19</sup>	Count	43	47	47	52	71
Compliance training <sup>20</sup>	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%
Employee Survey		Yes	N/A	N/A	N/A	Yes
Participation rate	%	92%				79%
Hotline complaints		Yes	Yes	Yes	Yes	Yes
Board review of complaints		Yes	Yes	Yes	Yes	Yes

### Social

<sup>16</sup> All demographic numbers in this section are as of December 31 for each year reported.

<sup>17</sup> As reported in our proxy statement and calculated pursuant to the Dodd-Frank Wall Street Reform and Consumer Protection Act and Regulation S-K.

<sup>18</sup> 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."

<sup>19</sup> For additional information on our approach to safety, see pages 30-33

<sup>20</sup> Compliance training covering one or more Code of Business Conduct topics is foundational to our compliance program and is provided annually to all employees. The specific compliance training topics may change from year to year and have included anti-harassment, fraud, anti-discrimination, cybersecurity, intellectual property, FCPA/anti-corruption/anti-bribery, antitrust, trade controls and insider trading. As part of our leader-led approach to diversity and inclusion, during 2022 and 2023 all levels of management received diversity and inclusion training and education. Time spent on compliance training (in the aggregate as well as the average per employee) has continued to decrease due a number of variables, including reduced employee headcount, the high demands of our technology initiative in 2021 and 2022, as well as covering more broadly tailored topics with shorter

## SASB PERFORMANCE TABLE

TOPIC	CODE	DISCLOSURE
<b>GREENHOUSE GAS EMISSIONS</b>		
Gross Scope 1 emissions, percentage methane, percentage covered under emissions-limiting regulations	EM-MD-110a.1	As discussed on page 6, 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 40 are associated with our field services truck fleet. See also pages 15-16
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	
<b>AIR QUALITY</b>		
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 6 and 16, 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 15-22).
<b>ECOLOGICAL IMPACTS</b>		
Description of environmental management policies and practices for active operations	EM-MD-160a.1	As discussed on pages 6 and 16, 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 40.
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	

TOPIC	CODE	DISCLOSURE
<b>COMPETITIVE BEHAVIOR</b>		
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.
<b>OPERATIONAL, SAFETY, EMERGENCY PREPAREDNESS &amp; RESPONSE</b>		
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 30-33.
<b>ACTIVITY METRIC</b>		
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.

## TCFD PERFORMANCE TABLE

TOPIC	METRIC / RESPONSE
<b>GOVERNANCE</b>	
<p>a. Describe the board’s oversight of climate-related risks and opportunities.</p>	<p>The Board has an active role, as a whole and through its committees:</p> <ul style="list-style-type: none"> <li>• Our Board is responsible for oversight of our ERM program, which includes sustainability and emissions-related risk and opportunities that may impact our business strategy.</li> <li>• Our Audit Committee assists the Board with oversight of our ERM process for identifying key risks and assessing management’s response.</li> <li>• Our Compensation Committee has taken steps that link sustainability and emissions-related performance to our short-term incentive compensation program for employees and executives.</li> <li>• Our Governance and Sustainability Committee oversees the disclosure of material safety and sustainability performance metrics, risks and response, including through a review of this report.</li> </ul> <p>See also our <a href="#">committee charters</a>.</p>
<p>b. Describe management’s role in assessing and managing climate-related risks and opportunities.</p>	<p>Our Executive Leadership Team is responsible for executing the Company’s strategy and ERM program, including as it relates to sustainability and emissions-related issues, as approved by our Board. Our Executive Leadership Team and other members of management regularly report to the Board and committees on these topics. Implementation of our sustainability and emissions-related objectives and responsibilities is led by:</p> <ul style="list-style-type: none"> <li>• Our Sustainability Committee, a cross-functional team that manages data and analysis, monitors trends and drives supportive practices related to sustainability and emissions; this committee is sponsored by our Senior Vice President, General Counsel and Secretary.</li> <li>• Our New Ventures team reports to our Senior Vice President, Sales and Operations Support, and is comprised of dedicated full-time engineering, operations and sales employees who analyze and pursue potential new services and product lines focused on customer service, profitability and support of our customers’ emissions reduction goals.</li> </ul>

TOPIC	METRIC / RESPONSE
<b>STRATEGY</b>	
<p>a. Describe the climate-related risks and opportunities the organization has identified over the short, medium, and long term.</p>	<p><b>Risks</b> A full description of climate-related risk factors can be found in our <a href="#">2023 Annual Report on Form 10-K</a>.</p> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Commercial and revenue opportunities driven by our New Ventures efforts as we work with our customers on solutions to help reduce their emissions intensity.</li> <li>• Our focus on improving operational efficiency that could benefit cost reduction and minimize environmental impact.</li> </ul>
<p>b. Describe the impact of climate-related risks and opportunities on the organization's businesses, strategy, and financial planning</p>	<ul style="list-style-type: none"> <li>• We continuously monitor regulatory and governmental policy changes affecting our industry and business.</li> <li>• Regulatory risk is monitored and evaluated through internal expertise, participation in trade and other industry associations, as well as through additional third-party legal and policy expertise.</li> <li>• Our New Ventures Team has dedicated resources to analyze and pursue potential new services and product lines focused on customer service, profitability and support of our customers' emissions reduction and sustainability goals.</li> <li>• We invested in a technology transformation project, which, over the long-term, we believe will result in improved operating efficiencies, reduced internal costs and improved profitability. We also believe it will facilitate emissions intensity reductions and inform and direct our future goals for environmental performance and sustainability.</li> <li>• We have proactively and strategically positioned our fleet in the most stable part of the compression market, large horsepower; large horsepower is more fuel efficient on a per horsepower basis, which has resulted in improved emissions performance.</li> <li>• We employ a prudent and rigorous capital allocation process that considers the company's cash generating capabilities and the appropriate amounts of business investment, debt reduction and shareholder return. We have expanded the electrification of our fleet and also analyze the cost of converting gas-driven compressors to electric-drive as part of our capital allocation process.</li> </ul>
<p>c. Describe the resilience of the organization's strategy, taking into consideration different climate-related scenarios, including a 2°C or lower scenario.</p>	<p>Archrock has not conducted a climate scenario analysis at this time</p>



TOPIC	METRIC / RESPONSE
<b>RISK MANAGEMENT</b>	
a. Describe the organization’s processes for identifying and assessing climate-related risks.	We directly integrate sustainability risks, including emissions-related risks, into our ERM program. See pages 25-29 of this report for more detail on our ERM program.
b. Describe the organization’s processes for managing climate-related risks.	See discussion in Strategy (b) above
c. Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organization’s overall risk management.	See discussion in Risk Management (a) above
<b>METRICS AND TARGETS</b>	
a. Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk management process.	<ul style="list-style-type: none"> <li>• We internally track the amount of capital expenditures, operating and overhead costs spent on developing, building and deploying the technology and equipment behind our lower-emissions operations and services, specifically electric compression and new ventures.</li> <li>• Through vehicle telematics, we track vehicle idle time and the miles driven to monitor vehicle energy consumption and emissions.</li> <li>• We track and quantify our estimated Scope 1, Scope 2 and Scope 3 emissions on an absolute and intensity basis (pg. 40)</li> </ul>
b. Disclose Scope 1, Scope 2 and, if appropriate, Scope 3 greenhouse gas (GHG) emissions and the related risks	<ul style="list-style-type: none"> <li>• We track our estimated Scope 1 (vehicle fleet), Scope 2 (facilities) and Scope 3 (compression and production equipment) on an absolute and intensity basis (pg. 40)</li> </ul>
c. Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets.	<ul style="list-style-type: none"> <li>• The company’s 2023 short-term incentive program includes a quantifiable targeted reduction in miles driven per operating horsepower, which should positively impact our Scope 1 emissions.</li> <li>• Emissions resulting from our compression fleet are Scope 3 emissions for Archrock and are Scope 1 emissions for our customers. Because the compression services we provide are largely dictated by the needs of our customers, our approach to risk management and opportunities for emissions from our compression fleet has been to primarily focus on developing solutions to help our customers achieve their emissions reduction objectives.</li> </ul>

## NOTES ABOUT THIS REPORT

This Sustainability Report contains forward-looking statements that may state Archrock's or its management's intentions, beliefs, expectations or predictions for the future. Such forward-looking statements are subject to certain risks, uncertainties and assumptions, and typically can be identified by the use of words such as "will," "may," "could," "expect," "estimate," "anticipate," "forecast," "plan," "believe" and similar terms. Although Archrock believes that its expectations are reasonable, it can give no assurance that these expectations will prove to be correct, and actual results may vary materially. Factors that could cause actual results to differ from those implied by the forward-looking statements include, but are not limited to, challenges, assumptions, and methodological considerations associated with Archrock's various sustainability aspirations and efforts, as well as the Risk Factors set forth in our most recent Annual Report on Form 10-K, quarterly and other periodic reports, current reports and other filings with the Securities and Exchange Commission at [www.sec.gov](http://www.sec.gov).

This report has been reviewed internally by subject matter experts, our Disclosure Committee and Internal Audit, with oversight from the Board. While we aim to update this report annually, following the availability of data for the most recently completed fiscal year, we cannot guarantee that future years' reports will cover the same topic or apply the same methodologies or assumptions used in this report, given that priorities and methodologies in this space continue to evolve. Moreover, Archrock undertakes no obligation, and expressly disclaims any duty, to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise, except as required by law. Additionally, this report contains sustainability-related statements based on hypothetical scenarios and assumptions as well as estimates that are subject to a high level of inherent uncertainty, and these statements should not necessarily be viewed as being representative of current or actual risk or performance, or forecasts of expected risk or performance. In addition, historical, current, and forward-looking environmental and social-related statements may be based on standards and metrics for measuring progress, as well as standards for the preparation of any underlying data for those metrics, that are still developing and internal controls and processes that continue to evolve; while these are based on expectations and assumptions believed to be reasonable at the time of preparation, they should not be considered guarantees.

Moreover, Archrock's disclosures based on any standards may change due to revisions in framework requirements, availability of information, changes in Archrock's business or applicable governmental policies, or other factors, some of which may be beyond Archrock's control. For example, we currently estimate Scope 3 emissions using certain operational measures and emissions factors, which may over- or underestimate our Scope 3 emissions associated with reported categories. Our approach to measuring and assessing our GHG emissions and establishing targets for the reduction of our emissions, as well as the characterization of our activities, may ultimately be deemed to be inconsistent with future regulatory requirements or best practices.

The terminologies and taxonomies associated with some of our activities, including the extent to which activities can be characterized as "green," "sustainable," or "renewable" in nature, or similar terms, maybe subject to interpretation, reinterpretation and regulation in the future, and there can be no guarantee that our interpretation of such terminologies and taxonomies will be consistent with how such matters are characterized in the future. To the extent we change, or are required to change, our approach or process for measuring our emissions, our responses to climate- or other sustainability-related matters, or our disclosures and other statements regarding our products and/or operations, it may materially impact our progress on our sustainability efforts or profile. The events, scenarios, and efforts discussed in this report, including both forward-looking statements and other statements, may be significant; however, the inclusion of such statements is not an indication that these contents are necessarily material for the purposes of complying with or reporting pursuant to the U.S. federal securities laws and regulations, even if Archrock uses the word "material" or "materiality" in this document in relation to those statements or in other materials that Archrock may release from time to time in connection with the matters discussed herein.

Moreover, given the uncertainties, estimates and assumptions required to make some of the disclosures in this report, and the timelines involved, materiality is inherently difficult to assess far in advance. In addition, given the inherent uncertainty of the estimates, assumptions and timelines contained in this report, we may not be able to anticipate in advance whether or the degree to which Archrock will or will not be able to meet its plans, targets or goals. Website references throughout this document are provided for convenience only, and the content on the referenced websites is not incorporated by reference into this document.