

DATA TABLE

	Units	2020	2021	2022	2023	2024
ECONOMIC ¹						
Adjusted EBITDA	\$ (in millions)	414.8	360.8	363.3	450.4	595.4
Dividends paid	\$ (in millions)	88.8	89.3	90.3	95.8	110.4
Dividend per share	\$	0.58	0.58	0.58	0.61	0.67
Dividend coverage	Ratio	29x	2.2x	1.9x	2.8x	3.5x
Leverage	Ratio	4.2x	4.3x	4.4x	3.5x	3.3x
Capital expenditures						
Growth	\$ (in millions)	79.1	37.2	146.3	190.3	250.9
Maintenance		32.0	47.3	84.2	92.2	87.8
Other		29.2	13.4	9.4	16.1	20.3
Political contributions ²	\$ (in millions)	0	0	0	0	0
Public policy advocacy spending ²	\$ (in millions)	0.1	0.1	0.1	0.1	0.1
Operating horsepower at year end	Horsepower (in thousands)	3,388	3,247	3,448	3,607	4,227
Average operating horsepower ³	Horsepower (in thousands)	3,185	3,011	3,099	3,312	3,558
GOVERNANCE						
Number of directors	Count	9	9	9	9	9
Female		2	2	2	2	2
Ethnically/racially diverse		0	1	1	1	1
Independent		7	7	7	7	7
Director attendance (aggregate Board and committee meetings)	%	96%	100%	99%	99%	99%
Compliance hotline		Yes	Yes	Yes	Yes	Yes
Quarterly compliance reports to Audit Committee		Yes	Yes	Yes	Yes	Yes

Footnotes:

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, 2020 through 2024 (our "Annual Reports").

² 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.

³ 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	2020	2021	2022	2023	2024
ENERGY						
Fuel consumption (vehicle fleet)	Gigajoule (GJ) (in thousands) GJ per vehicle	317 346	254 347	236 352	240 355	270 349
Office/shop facilities at year end Electricity consumption (facilities)	Sq Ft GJ (in thousands)	948 49.2	864 45.9	842 43.1	841 39.8	865 41.8
Fuel consumption (compression fleet) ⁴	GJ (in thousands)	180,890	169,580	173,701	183,398	184,927
Total energy consumption ⁵	GJ (in thousands)	181,256	169,880	173,980	183,678	185,239
Energy intensity ⁶	Ratio to revenue Ratio to HP	0.25 56.9	0.26 56.4	0.26 56.1	0.23 55.5	0.19 52.1
ENVIRONMENT						
HSE Policy		Yes	Yes	Yes	Yes	Yes
Average number of vehicles in fleet during year	Count	918	733	670	676	775
Direct (Scope 1) emissions from vehicle fleet ⁷	Tonnes CO2	24,231	19,458	18,676	17,663	19,797
Indirect (Scope 2) emissions from facilities ⁸	Tonnes CO2	5,316	4,949	4,681	4,300	4,138
Emissions (Scope 1 and 2) intensity ⁹	Tonnes CO2 per million \$ of revenue	33.8	31.2	27.6	22.2	20.7
Emissions (Scope 3) from compression and production equipment ^{4,10}	Tonnes CO2 (in millions)	12.7	11.9	12.2	12.8	12.9
Emissions (Scope 3) per operating horsepower ^{4,10}	Tonnes CO2	3.99	3.95	3.93	3.88	3.64
Groundwater withdrawal from operations ¹¹	Cubic meter (m3)	N/A	N/A	N/A	N/A	N/A
Fresh water consumed ¹¹	Cubic meter (m3)	N/A	N/A	N/A	N/A	N/A
Waste water generated from operations ¹¹	Cubic meter (m3)	N/A	N/A	N/A	N/A	N/A
Number of reportable spills ¹²	Count	0	0	0	0	0
Volume of reportable spills ¹²	Cubic meter (m3)	0	0	0	0	0
Regulatory fines	\$	0	0	0	0	0

Energy

⁴ 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.

⁵ 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.

⁶ 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

⁷ 2020 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 and 2024 emissions were estimated by our vehicle management service provider utilizing the same data sources.

⁸ 2024 emissions were calculated using EPA Power Profiler Emissions Tool Version 14.3, released June 12, 2025. The tool calculates emission factors from the EPA eGRID2023_rev2 based on kWh energy use for the facilities that we own and lease. 2023 emissions were calculated using EPA Power Profiler Emissions Tool Version 13.1, released May 1, 2024 and emission factors from the EPA eGRID2022. 2020 through 2022 emissions were calculated using EPA Power Profiler Emissions Tool Version 11.1, released May 13, 2022 and emission factors from the EPA eGRID2020.

⁹ 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.

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

¹¹ 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.

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

	Units	2020	2021	2022	2023	2024
HEALTH AND SAFETY ¹³						
Integrated health and safety policy and program		Yes	Yes	Yes	Yes	Yes
Number of hours worked (contractor and employee)	Hours (in millions)	4.8	4.1	4.4	4.4	4.8
Total recordable incident rate ¹⁴	Cases per 200,000 hours worked	0.21	0.10	0.32	0.05	0.17
Lost-time injury frequency ¹⁴	Cases per 200,000 hours worked	0.04	0.00	0.00	0.00	0.04
Miles driven	Miles (in millions)	27.4	23.6	21.1	22.1	24.2
Total preventable vehicle incident rate ¹⁵	Cases per 1,000,000 miles driven	0.25	0.13	0.24	0.18	0.29
Total reportable vehicle incident rate ¹⁵	Cases per 1,000,000 miles driven	0.07	0.00	0.00	0.05	0.04
Safety fines and penalties	\$	12,000	0	0	0	0

Health and Safety

¹³ Metrics include employees and contractors.

¹⁴ 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.

¹⁵ 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	2020	2021	2022	2023	2024
SOCIAL ¹⁶						
Full time permanent employees	Count	1,242	1,095	1,076	1,075	1,334
Part time employees	Count	6	4	6	2	4
Corporate (full/part time) employees	Count	300	280	273	242	275
Field (full/part time) employees	Count	948	819	809	835	1,063
Contract/temporary employees	Count	140	238	203	157	164
Male	%	85	84	84	85	86
Female	%	15	16	16	15	14
Employees who self-identify as Caucasian	%	72	69	71	72	72
Employees who self-identify as members of underrepresented racial/ethnic groups	%	28	31	29	28	28
Women in management/supervisor positions	%	14	14	16	18	12
Women comprising executive management	%	33	33	33	33	33
Employees under age 30	%	10	11	13	13	13
Employees aged 30 to 50	%	56	53	52	53	56
Employees over age 50	%	34	36	35	34	31
Median employee compensation, excluding CEO ¹⁷	\$	96,773	106,297	117,758	114,309	130,462
Operational/technical training ¹⁸	Hours trained	16,168	26,001	40,978	38,139	42,086
	Employees	N/A	N/A	N/A	N/A	N/A
	Enrollments	1,378	2,194	3,167	1,577	1,749
Total safety training sessions offered ¹⁹	Count	52	71	71	78	78
Compliance training ²⁰	Total minutes	70,338	43,010	42,268	35,685	26,160
Average minutes per employee trained	Avg minutes	61	42	39	31	21
Participation rate	%	100%	100%	100%	100%	97%
Employee survey		N/A	N/A	N/A	Yes	N/A
Participation rate	%				79%	
Hotline complaints		Yes	Yes	Yes	Yes	Yes
Board review of complaints		Yes	Yes	Yes	Yes	Yes

Social

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

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

¹⁸ 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."

¹⁹ For additional information on our approach to safety, see pages 16-18.

²⁰ 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 as a result of, among other things, changes in law, best practices and Archrock experiences, and have included, among other topics, ethical decision making, anti-harassment, conflicts of interest, improper payments, 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 to a number of variables, including limiting diversity and inclusion training to new managers in 2024, the change in required participants for each training course, as well as covering more broadly tailored topics with shorter training modules.

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	We do not typically bear the responsibility for obtaining or maintaining licenses or permits related to our customers’ operations, such as air emission permits, since those permits relate to our customers’ broader operations beyond just our services. Our customers are responsible for permitting, tracking and reporting air emissions associated with their operations. Scope 1 emissions reported in the Data Table on page 23 are associated with our field services truck fleet. For Scope 1 emissions management initiatives, see page 8.
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) VOCs, and (4) particulate matter (PM10)	EM-MD-120a.1	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 page 9).
ECOLOGICAL IMPACTS		
Description of environmental management policies and practices for active operations	EM-MD-160a.1	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 Data Table on page 21.
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
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 14-15.
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.

TCFD PERFORMANCE TABLE

TOPIC	METRIC / RESPONSE
GOVERNANCE	
a. Describe the board’s oversight of climate-related risks and opportunities.	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. On certain sustainability topics, the Board has delegated regular oversight to specific committees and the Board is regularly informed through committee reports. See our committee charters.
b. Describe management’s role in assessing and managing climate-related risks and opportunities.	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. 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.



TOPIC	METRIC / RESPONSE
STRATEGY	
a. Describe the climate-related risks and opportunities the organization has identified over the short, medium, and long term.	Risks A full description of climate-related risk factors can be found in our 2024 Annual Report on Form 10-K. Opportunities • Commercial and revenue opportunities driven by our new ventures efforts as we work with our customers on solutions to help reduce their emissions intensity. • Our focus on improving operational efficiency that could benefit cost reduction and minimize environmental impact.
b. Describe the impact of climate-related risks and opportunities on the organization's businesses, strategy, and financial planning	• We continuously monitor regulatory and governmental policy changes affecting our industry and business. • 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. • 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. • 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. • 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. • 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 analyzed the cost of converting gas-driven compressors to electric-drive as part of our capital allocation process.
c. Describe the resilience of the organization's strategy, taking into consideration different climate-related scenarios, including a 2°C or lower scenario.	Archrock has not conducted a climate scenario analysis at this time

TOPIC	METRIC / RESPONSE
RISK MANAGEMENT	
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 page 14 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
METRICS AND TARGETS	
a. Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk management process.	• 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 motor drive compression and new ventures. • Through vehicle telematics, we track vehicle idle time and the miles driven to monitor vehicle energy consumption and emissions. • We track and quantify our estimated Scope 1, Scope 2 and Scope 3 emissions on an absolute and intensity basis (pg. 8)
b. Disclose Scope 1, Scope 2 and, if appropriate, Scope 3 greenhouse gas emissions and the related risks	• 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. 8)
c. Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets.	• The company's 2024 short-term incentive program included a quantifiable targeted reduction in miles driven per operating horsepower. This metric was designed to increase operating efficiency in the field and reduce miles driven per average operating horsepower in 2024 versus 2023, thereby resulting in a reduction in vehicle emissions. • 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.