



SUSTAINABLE

PERFORMANCE

GasLog Partners LP
Sustainability Report 2019

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FOREWORD

We are publishing this report at a time when the global political, social and financial world is adapting to a situation never before experienced. The environmental impact may well be positive in the short term, but the social implications will remain with us for an extended period. Maintaining commercial success will undoubtedly be a primary concern, but we believe the issue of climate change and sustainability will remain high on the agenda and may well be of greater importance in the medium term as businesses look to attract limited capital investment.

Prior to the COVID-19 pandemic, the LNG shipping market has been rapidly changing over the past five years. Since the creation of GasLog Partners LP in 2014, we have worked closely with GasLog Ltd. and, in particular, GasLog LNG Services Ltd., to ensure we create value and minimise risk for ourselves and our customers through the high technical specification and management of our fleet, together with the excellence of the officers and crews on board our vessels. We have adopted the technology of the GasLog Ltd. vessels and ensured that all efforts are made to optimise their performance, both technically and operationally, to satisfy our customers' demands. The way in which GasLog Ltd. achieves these high standards is detailed in their 2019 Sustainability Report which should be read in conjunction with this report.

We support the view from Shell this year that global demand for LNG will double by 2040 as energy consumption, particularly in Asia, rises and the world shifts away from dirtier burning fuels. Our business strategy has had to change as the market for LNG carriers moves towards shorter-term contracts and more flexible commercial arrangements for our customers. We have however maintained our objective for the highest standard of governance that is demanded from our capital providers and investors. As we commit to a more diverse Board composition, I am confident that the business case for diversity is compelling and diverse perspectives from our directors will enhance our corporate performance.

To date our fleet has been entirely acquired from GasLog Ltd. over the course of 12 vessel acquisitions since our IPO. All of our vessels were operating at the time of these acquisitions and we have not ordered a newbuilding LNG carrier in our history. Although we do not yet own the latest propulsion technology or cargo containment designs, our fleet remains highly competitive. Our fleet of steam turbine-propelled vessels are more efficient than 50% of the existing global steam turbine-propelled fleet, based on their age and cargo capacity. Two-thirds of GasLog Partners' fleet is comprised of newer TFDE vessels ranging in cubic intake size of 155,000 cbm to 174,000 cbm which continue to operate well above the global LNG fleet average on such metrics. With the good technical and operational management in our contract with GasLog LNG Services Ltd., we will continue to minimise our exhaust emissions, solid, liquid and gas waste and our effect on the environment.

Sustainability is described by the NASDAQ as 'a broad set of environmental, social and corporate governance (ESG) considerations that may impact a company's ability to execute its business strategy and create value over the long term'. We endorse that description. In this report, we have endeavoured to consider the impacts of all material issues and considered the impact that our investors, customers, regulators and suppliers have on our business, and have taken appropriate measures both now, and in our future plans, to overcome the anticipated challenges through our own actions and those taken by our parent company, GasLog Ltd.



Curt Anastasio
Chairman
GasLog Partners LP

ABOUT GASLOG PARTNERS LP

We are a growth-oriented limited partnership focused on owning, operating and acquiring LNG carriers under long-term charters.

Our initial fleet of three LNG carriers was contributed to us by GasLog Ltd., which controls us through its ownership of our general partner and limited partner units. Through acquisitions from GasLog Ltd. we have grown our fleet to 15 vessels and our LNG carriers will continue to play their part in supporting the transition to a cleaner world.

GasLog Ltd. was founded and is effectively controlled by its chairman, Peter G. Livanos, whose family shipping activities commenced more than 100 years ago.

CORPORATE STRUCTURE AND RESPONSIBILITIES

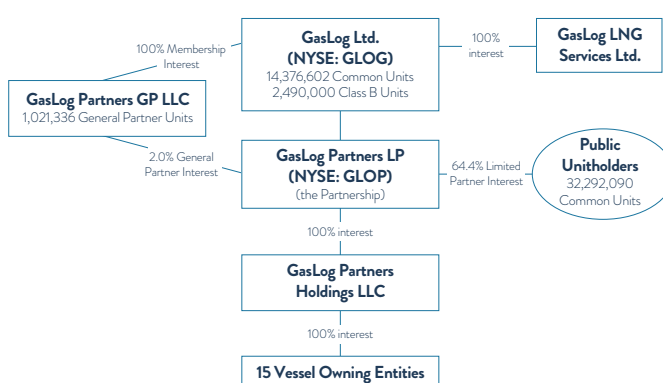
Our vessels are operated under ship management contracts with GasLog LNG Services Ltd., which provides crew and technical management services to the fleet. In addition, GasLog Partners LP has administrative services and commercial management agreements with GasLog Ltd. or its subsidiaries for the provision of those services.

We do not directly employ any on-shore or seagoing employees. The services of our executive officers and other employees are provided under the administrative services agreement.

As a result of its ownership of the general partner, and the fact that the general partner elects the majority of the Partnership's directors in accordance with the partnership agreement, GasLog Ltd. has the ability to control the Partnership's affairs and policies. Therefore, our approach to sustainability is aligned and dependent on GasLog Ltd.'s sustainability strategy, which should be read in conjunction with this report.

We recognise, however, that GasLog Partners LP has a responsibility to manage environmental, social and governance activities directly within our control and this report sets out where we have direct influence and where those activities are managed by GasLog Ltd. or its subsidiaries.

We have adopted a Code of Business Conduct and Ethics for all directors, officers, employees and agents of the Partnership. This document and other important information on our governance are posted on our website and may be viewed at www.gaslogmlp.com.

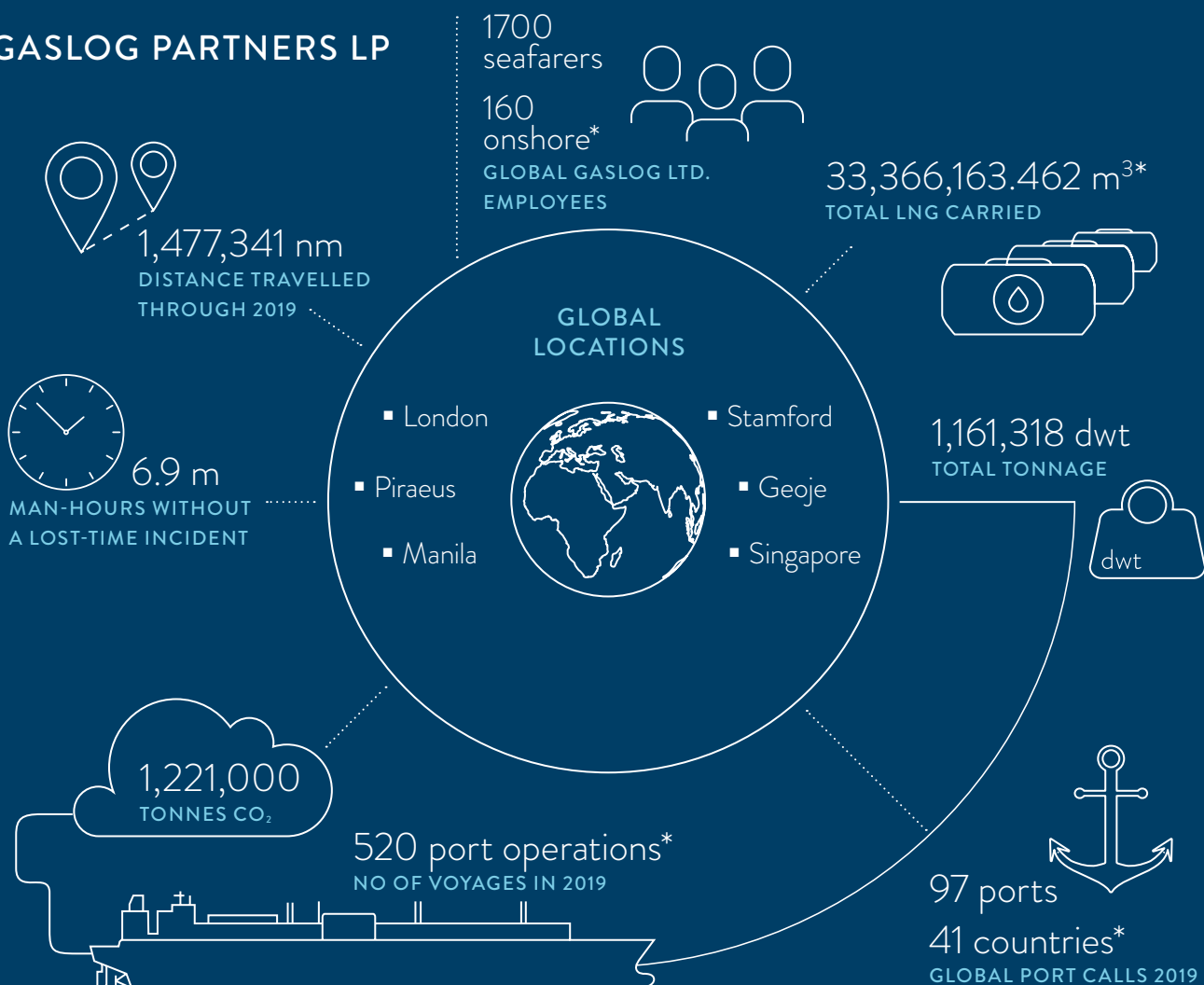


OUR VISION

We share the GasLog Ltd. vision to be the leading global provider of LNG shipping services through the highest quality operating platform and people, making us first choice as a trusted partner for customers, employees and investors.



GASLOG PARTNERS LP



*Combined GasLog Partners LP and GasLog Ltd. fleet

OUR VALUES

Our values define how we behave and the standards by which our partnership operates and how we expect our key supplier, GasLog Ltd. to operate. Each year the GasLog Ltd. Annual Chairman's Awards recognise employees who exemplify our values, including the officers, crew and employees that operate and manage our ships and those that provide key support services, including finance, HR and legal support.



Safety

An organisation-wide culture of safety and environmental awareness, ensure our onshore and offshore personnel return home safety, and the environment stays as it was.



Teamwork

We work collaboratively utilising each member's expertise and experience, based on mutual trust, respect and shared objectives.



Integrity

We live each day according to our values; being fair, trustworthy, ethical and respectful to others; and being willing to listen and learn.



Reliability

We provide the highest quality of service, on time.



Customer Focus

We listen to and understand our customers' needs to develop long-term relationships, built on trust and respect.



Innovation

We look to constantly improve, and through new ideas and ways of thinking we attract new business and differentiate ourselves from the competition.

OUR FLEET

IMO 2030 target: 13.2

IMO 2050 target: 6.6

Vessel name and identifier	Propulsion*	Cargo capacity (cubic metres)	Year built	Technical management†	Ownership	2019 CO ₂ GR/TON*NM
Methane Jane Elizabeth (JAN)	Steam	145,000	2006	Yes	100% GasLog Partners LP	26.88
Methane Rita Andrea (RIT)	Steam	145,000	2006	Yes	100% GasLog Partners LP	24.19
Methane Alison Victoria (VIC)	Steam	145,000	2007	Yes	100% GasLog Partners LP	27.63
Methane Heather Sally (SAL)	Steam	145,000	2007	Yes	100% GasLog Partners LP	26.70
Methane Shirley Elisabeth (ELI)	Steam	145,000	2007	Yes	100% GasLog Partners LP	25.13
Methane Becki Anne (BEC)	TFDE	170,000	2010	Yes	100% GasLog Partners LP	18.84
GasLog Santiago (SAN)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	15.29
GasLog Seattle (SEA)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	16.34
GasLog Shanghai (SHA)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	17.60
GasLog Sydney (SYD)	TFDE	155,000	2013	Yes	100% GasLog Partners LP	19.14
GasLog Geneva (GEN)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	14.31
GasLog Gibraltar (GIB)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	13.79
GasLog Glasgow (GLA)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	14.19
GasLog Greece (GRE)	TFDE	174,000	2016	Yes	100% GasLog Partners LP	15.08

The IMO 2030 and 2050 targets shown are an ABS estimation of CO₂ reduction by 40% in 2030 and 70% in 2050, based on published data in the 3rd IMO GHG study 2014

* TFDE refers to Tri-Fuel Diesel Electric

† Vessels managed by GasLog Ltd.



GLOBAL SUSTAINABILITY OUTLOOK

CLIMATE CHANGE

The scale of the challenge

Global shipping transports 98% of all internationally traded goods, whilst producing less than 3% of the world's CO₂ emissions. Shipping is the most carbon efficient transport system for goods carried.

The industry recognises its responsibility in reducing emissions and is working through the International Maritime Organisation (IMO) to achieve the following ambitious targets:

- reduce vessel carbon intensity through implementation of further phases of the energy efficiency design index (EEDI) - the measure of energy efficiency of new ships by design that estimates grams of CO₂ per tonne mile
- reduce CO₂ emissions per tonnes of cargo carried, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008 levels
- reduce the total annual greenhouse gas emissions of shipping by at least 50% by 2050 compared to 2008 levels, with GHG emissions from international shipping peaking as soon as possible

With the effect of global trade growth to 2050 factored in, individual ships will have to achieve an 80% reduction in CO₂ emissions compared to current levels. If, however the current technology was maintained, and the world fleet grew at the required rate to support world trade growth, it is estimated that, as land-based activity decarbonised, shipping could account for 15 to 18% of world CO₂ emissions.

The LNG advantage

The shipping industry faces a dilemma. Technical solutions to achieve these reductions are not yet available.

While LNG as a fuel is widely being adopted in shipping due to its 20% reduction in CO₂ emissions compared to marine diesel oil, it is acknowledged that, even if all ocean-going transportation converted to LNG, the industry would not reach the IMO 2050 targets.

GasLog Partners LP is fortunate in having the capability to use LNG as a primary fuel across the whole fleet.

Further reduction in emissions will require new fuels, new power systems and new fuel supply infrastructure to be developed. It will also require installation of energy saving devices such as air lubrication systems, fuel cells, Fletnor rotors, speed and voyage optimisation, which will require capital investment and operational changes.

Future fuels

Ammonia and hydrogen are the most commonly discussed future fuels, but biofuels and biomethane are also under consideration. All come with their own challenges. When we look at the true emission reduction achievable through burning these fuels in our ships, we have to consider the impact of the full supply chain, including production. Most will require a form of carbon capture on land to trap emissions from the production process.

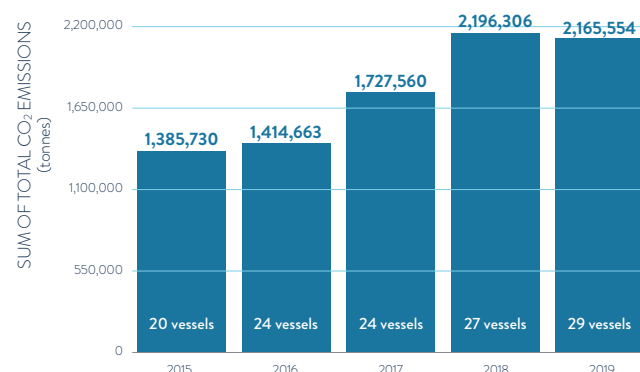
Whichever future fuel is adopted, infrastructure will need to be developed and installed. Research estimates that the bunker infrastructure for these future fuels may make up 80% of the total industry costs, with the vessels only making up 20% of the total industry cost.

GasLog Partners LP's approach

GasLog Ltd., our technical manager, actively participates in industry groups, including the Union of Greek Shipowners, the UK and International Chambers of Shipping, Intertanko, the Global Maritime Forum and other events and groups on request, where we join the effort to actively seek solutions for the industry.

Our technical managers report all our emissions transparently to the IMO and EU under their two schemes. We recognise the efforts being made by the marine industry and support that effort by ensuring our ships comply with an energy management plan and all environmental protection regulation.

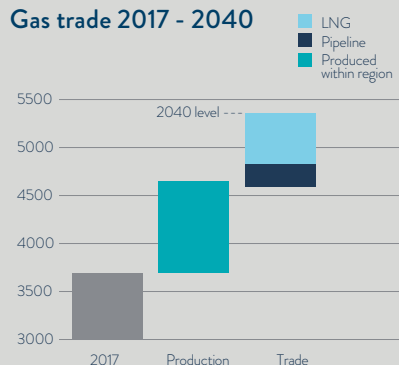
Annual CO₂ emissions from GasLog Partners LP and GasLog Ltd. fleet



Looking forward, technological innovation will develop rapidly and the importance of understanding and assessing these technologies will grow in importance. We will ensure that our vessel managers are fully aware of the risks and opportunities these changes will bring and incorporate that information into our strategic plans.

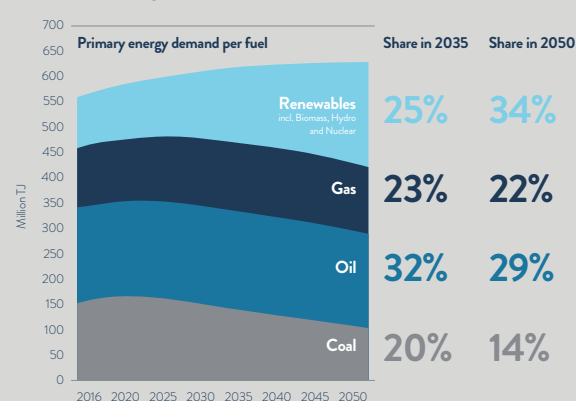
“GasLog Partners LP is fortunate in using LNG as a primary fuel across the whole fleet.”

Gas trade 2017 - 2040



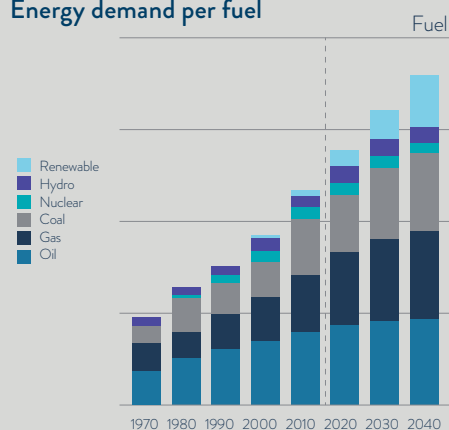
Source: International Energy Agency, World Energy Outlook 2019

Primary energy demand per fuel



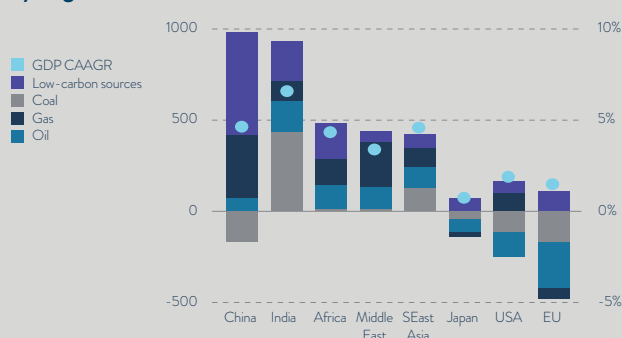
Source: McKinsey Energy Insights' Global Energy Perspective, January 2019

Energy demand per fuel



Source: International Energy Agency, World Energy Outlook 2019

Change in energy demand and average GDP growth rate by region in the Stated Policies Scenarios, 2018 - 2040



Faster economic growth in developing economies is accompanied almost everywhere by rising demand for all fuels and technologies

Source: International Energy Agency, World Energy Outlook 2019

ENERGY DEMAND

LNG plays an important role in the transition to a cleaner world. The UNFCCC Paris Agreement has set out a low carbon framework for reducing global emissions and national governments are also introducing legally binding emissions reduction targets to improve air quality and reduce the impact of climate change. At GasLog Partners, we play our part through delivering natural gas which will displace more polluting forms of energy and help the world transition to a cleaner future.

The combustion of natural gas does not emit soot, dust or fumes. It generates 30% less carbon dioxide (CO₂) than fuel oil and 45% less than coal at the point of consumption, with a twofold reduction in nitrogen oxide (NO_x) emissions and almost no environmentally damaging sulphur dioxide (SO₂) emissions. The concerns about methane leakage to the atmosphere from the well to the point of use is now well understood and operational and technical solutions are being implemented to consistently reduce these levels.

Shell forecasts that by 2035 more than 70% of energy demand growth will be met by gas and renewables combined, with gas supplying more than 40% of the additional demand. Reducing CO₂ emissions through a shift from coal to natural gas power plants is a key strategy to support pathways for climate stabilization. However, methane leakage in the natural gas supply chain call the net benefits of this transition into question. It is generally accepted however that the coal-to-gas shift is consistent with climate stabilization objectives for the next 50-100 years. This switching has been supported by a reduction in the cost of gas which has provided commercial benefit.

LNG continues to be the fastest-growing gas supply source, with an expected compound annual growth rate of 4% between now and 2035. LNG supports a flexible energy supply to meet seasonal and short-term demand requirements as a good partner to renewable energy. This will also be the case as bio-methane becomes more commercially available in a low carbon environment. It is also a reliable partner for renewables because it can quickly compensate for dips in solar or wind power supply and rapidly respond to sudden increases in demand.

The consistent opinion amongst leading experts, including DNV GL, BP and the International Energy Agency (IEA), is that the percentage contribution of LNG to the growing global energy supply will be maintained until 2050, although total demand will peak in approximately 2035 as renewable energy captures a greater share. This increase in share will, however, be at the expense of coal and oil, rather than gas. We expect to see continued growth in gas consumption, albeit at a lower CAGR in later years. According to IEA forecasts, we estimate that the global fleet will require an additional 600 LNG ships above 2017 levels to meet demand. The IEA predicts that, in 2030, over 60 percent China's natural gas demands will have to be met through imports.

The demand for LNG shipping is clear. The fleet of GasLog Partners LP LNG carriers will continue to play its part in supporting the transition to a cleaner world.

GASLOG PARTNERS LP'S SUSTAINABILITY STRATEGY

Our sustainability strategy is intrinsically linked to the strategy and actions of our primary shareholder GasLog Ltd. and its operating companies, under shipmanagement, commercial and administrative service agreements.

Our sustainability strategy therefore mirrors that of GasLog Ltd. and is set out on the following pages, reporting our commitments, objectives and progress under each of the environmental, social and governance aspects of our activities.

Whilst GasLog Partners LP maintains management control of sustainability through strong leadership and policy implementation through GasLog Ltd., combatting climate change can only be achieved by working with industry and the IMO to reduce our emissions and impact on the planet.

GasLog Ltd. contributes to meeting the UNFCCC 1.5/2.0 degree target through playing its part in supporting the IMO's commitment for 2050 and the operational targets that need to be achieved.

Our business strategy is therefore aligned with the IMO's global fleet strategy, to ensure we contribute to the combined global fleet objective of 6.6g of CO₂ / tonne of cargo carried by 2050 and all intermediate targets. This will apply to both existing vessels and also any future new buildings.

This report however shows that where operational activities can reduce emissions, within the limit of current technology and where our policies can be strengthened, we have set improvement plans and targets in place.

As we transition through the increasingly challenging newbuilding EEDI targets we will ensure that we not only meet, but exceed, the LNG ship target set at the time as new ships are ordered. To emphasise this point, our newest vessels have an EEDI 42% less than is currently required. We achieve this

through innovative hull forms and the choice of fuel efficient engines with the chosen cargo capacity.

Scenario planning

As we consider possible scenarios, our fleet's impact on climate change is intimately connected with the outcomes of the efforts of the IMO and we will, in all respects, match, or improve on, their targets for both new and operational ships in our fleet.

The scenario of an introduction of a carbon tax for shipping has not been factored in within this report, however we recognise that such a decision by flag states, or 'bloc' of states within IMO, would significantly impact the business of both the charterers and GasLog Partners LP.

Reporting standards

Having reviewed the leading sustainability reporting standards, we have adopted the Sustainability Accounting Standards Board (SASB) recommendation for Maritime Transport, alongside additional indicators that are materially important to GasLog Partners and our stakeholders. We also support the UN Sustainable Development Goals and have mapped our KPIs to the areas in which GasLog Partners LP has the greatest impact.

This report also covers all the key sections under the Global Reporting Initiative (GRI) 200, 300 and 400 and we have ensured we have covered the major elements of the EU non-financial reporting directive which, as from February 2020, is out for consultation on revision, in addition to the Financial Stability Board disclosure recommendations.




Our financial disclosures can be found in our 2019 Annual Report and from 20-F, filed with the US Securities and Exchange Commission on 3 March 2020, and can be read at www.gaslogmlp.com/investors/annual-quarterly-reports/.

ALIGNING OUR SUSTAINABILITY STRATEGY TO THE EU NON-FINANCIAL REPORTING DIRECTIVE

TCFD disclosures		NFRD elements				
		Business Model	Policies and Due Diligence	Outcomes	Principal risks and management	Key Performance Indicators
Compare	Board oversight	●				
	Managements role		●			
Strategy	Climate related risks / opportunities				●	●
	Impact of risks and opportunities			●		●
	Resilience of the organisation				●	●
Risk Management	Process for identifying and assessing				●	
	Process for managing				●	
	Risk management integration				●	
Metrics and Targets	Metrics used to assess					●
	GHG emissions					●
	Targets					●

GASLOG PARTNERS LP KEY PERFORMANCE INDICATORS

SUSTAINABILITY ACCOUNTING STANDARDS BOARD (SASB) RECOMMENDED KPIS FOR MARITIME TRANSPORT

Dimension	General issue category	SASB identified materiality items for marine transport - 2019 year end	2018
ENVIRONMENTAL PROTECTION   	GHG EMISSIONS		
	FO CO ₂ (HFO, LFO, GO, DO) tonnes	165,121	158,999
	LNG CO ₂ tonnes	1,055,750	1,196,451
	Methane emissions tonnes	18,180	20,580
	Average methane / nautical mile (nm)	0.154	0.156
	AIR QUALITY		
	SO _x - as per IMO guidelines - tonnes	2,212	2,485
	NO _x - as per IMO guidelines - tonnes	3,725	3,927
	SHIP EFFICIENCY INDEX		
	Average fleet EIV CO ₂ grams / cargo*nm	8.66	8.66
SOCIAL CAPITAL 	Average fleet EEDI CO ₂ grams / cargo*nm	6.47	6.47
	Average fleet EEOI CO ₂ grams / cargo*nm	21.90	20.93
	Total office electricity consumption kWh	not measured	not measured
	ECOLOGICAL IMPACTS		
	Volume of plastic sent ashore M ³ / vessel	16	20
	DATA SECURITY		
	GDPR breaches	2	zero
	Virus attempts detected	28	27
	Phishing emails detected	19	10
	STAKEHOLDER ENGAGEMENT		
HUMAN CAPITAL 	Key client - visits per quarter	Three per quarter	
	Staff - CEO town halls	One per quarter	
	Staff - senior management ship visits	33% owned and managed fleet per year	
	Key suppliers	Twice per year	
	Lending banks	Two per bank per year	
	Investors	Top 10 visited once per year	
	EMPLOYEE HEALTH & SAFETY		
	LTI / exposure hours	0	0.32
	FAC	1	4
	EMPLOYEE ENGAGEMENT, DIVERSITY & INCLUSION		
BUSINESS MODEL & INNOVATION 	Number of employees	168	171
	Shore based retention rate	96%	95%
	Sea staff retention rate (officers)	97%	97%
	Sea staff retention rate (crew)	98%	98%
	% female employees	36%	34%
	Women in leadership and on Board	6%	6%
	Number of nationalities	14	13
	BUSINESS ETHICS		
	% staff training in Business Code	100%	100%
	% staff responding to ethics survey	Due 2020	76% Shore / 43% Fleet

GASLOG PARTNERS LP'S SUSTAINABILITY ROADMAP

OUR SUSTAINABILITY ROADMAP SETS OUT THE COMMITMENTS AND ACTIONS UNDERTAKEN BY GASLOG LTD. AND ITS OPERATING COMPANIES UNDER SHIP MANAGEMENT, COMMERCIAL AND ADMINISTRATIVE SERVICE AGREEMENTS.

Action	Operational / Technical	Not started	In progress	Embedded
ENVIRONMENTAL PROTECTION				
Our ambition is to improve operational efficiency and reduce our environmental footprint, both onshore and at sea.				
Our environmental stewardship strategy aims to limit our harmful gas and water emissions, and reduce the waste generated by our activities.				
We want to preserve natural resources, so we consider the environmental and energy implications of everything we do.				
Management System				
Compliance with ISO 14001 - Vessels and Ship Management Company	O			●
Environmental lifecycle management including future scrapping	O		●	
Green initiatives - preserve biodiversity, reduce noise pollution	T	●		
Specification and new building				
Shipyard selection based on approach to sustainability across all HSQE areas	O			●
Continuous improvement in shipyard and supply chain HSSE	O		●	
Work with the shipyards on hull optimisation for operational profile	O		●	
Enhance and strengthen SEEMP - mandatory reduction targets for operational emissions	O		●	
Develop energy efficiency measures for new and existing ships using new indicators EEXI, CII, AER (2030-2050)	T	●		
Evaluate the latest technology to limit fuel consumption and emissions	O/T		●	
Investigate and fit reliquification where appropriate	T			●
Minimise potential hazardous waste in the vessel designs and record as required	O			●
Maintain paint technology application to reduce fuel consumption	T		●	
Include emission monitoring equipment to evaluate operational impact on emissions	O		●	
Fit high temperature incinerators to allow us to safely burn plastic and other residue	T		●	
Vessel operations				
Shore staff awareness and training on office recycling, water and energy conservation policy	O		●	
Ship staff awareness and training in all equipment to maximise environmental protection	O			●
Ensure capability to monitor vessel management of environmental issues	O		●	
Manage solid waste incineration and disposal ashore	O/T		●	
Ensure awareness and compliance with existing and emerging regulations related to environmental protection, energy use and consumption, marine industry, international and domestic port and local regulations	O			●
Fleet preparations to meet harsher and more unpredictable climate conditions	O	●		
Security of assets and people	O			●
Offices and travel				
Minimise staff waste in offices and increase lifestyle awareness	O	●		
Minimise plastic waste in all offices, recycle food and paper	O		●	
Measure and minimise paper usage	O		●	
Measure, manage and reduce air travel emissions	O	●		
Monitor all office energy, water and waste consumption	O	●		
SOCIAL AND HUMAN CAPITAL				
KEEPING OUR PEOPLE SAFE				
Safety is central to everything we do. We do tolerate any compromise on safety - our aim is to have zero incidents				
Attraction and Recruitment				
Ensure company culture of safety and sustainability is promoted throughout recruitment process	O		●	

Action	Operational / Technical	Not started	In progress	Embedded
Training and Development				
Train all staff in personal health, safety, social and environmental risks (HSSE)	○			●
Train all levels of management on shore and at sea on how to lead safety	○		●	
Train senior officers to identify and support colleagues on mental health	○		●	
Equipment and Process				
Target LTI and TRF at better than industry averages	○			●
Provide all necessary personal protection equipment to ensure the highest HSSE standards	○			●
Improve root cause analysis on all significant incidents	○		●	
Provide mental health helpline and Philippine shore support	○			●
Ensure all working environments at sea and ashore are as safe as practical	○			●
EMPLOYMENT PRACTICE, INCLUSION AND LABOUR RELATIONS				
We are committed to diversity and inclusion and aim to provide a competitive package of pay and benefits for all employees.				
Attraction and Recruitment				
Actively employ talent from different industries and backgrounds to build our expertise	○		●	
Actively employ knowledge and expertise from different industries and backgrounds	○			●
Annually review intern programme	○			●
Provide competitive mix of salary, bonus and stock ownership plans	○			●
Adopt flexible working where practical to assist with family issues and work-life balance	○		●	
Provide competitive and flexible benefits package (mid to upper quartile packages)	○			●
Commit to fair pay with medical, life and pension plans	○			●
Encourage and employ young people to ensure future talent pipeline	○		●	
DEVELOPING OUR PEOPLE				
We invest in assignments, training and the personal development of our people to perform at the highest level.				
Training and Development				
Regular monitoring of all staff career development and training	○			●
Develop our managers to create a good working environment	○		●	
Ensure we have a strong cadet programme with multi-nationality intake	○		●	
Provide ship and shore assignment programmes for career development and a one-team culture	○		●	
Equipment and Process				
Continuous assessment and training in our in-house bridge simulator			●	
PROMOTE TRANSPARENT AND ETHICAL BEHAVIOUR				
Integrity and high standards of governance are embedded in our daily operations.				
Attraction and Recruitment				
Compliance with ILO requirements	○			●
Establish processes and targets to improve the diversity of our seafarers	○		●	
Pay in excess of seafarer ITF collective bargaining agreement	○			●
Increase diversity in our workforce including Board level	○		●	
To be recognised as a good employer for our living conditions on our vessels	○			●
Training and Development				
All staff to be trained in ethical behaviour and management as appropriate	○			●
Foster a one-team approach throughout the organisation	○			●
Provide internet access to crew members for shore contact	○			●
Zero tolerance to bribery and corruption	○			●
Integrity and high standards of governance embedded in our daily operations	○			●
Provide a confidential whistle blower hotline for reporting breaches or concerns	○			●
Uphold human rights and commit to ensuring that our activities do not violate them	○			●
Eradicate slavery and human trafficking	○			●
Expand diversity and equal opportunity reporting	○		●	

Action	Operational / Technical	Not started	In progress	Embedded
SUPPORT COMMUNITIES AND MAKE A DIFFERENCE				
We give back and make positive contributions to communities.				
Process and Investment				
Maintain a community giving programme in all areas that we operate	○			●
Provide shore support services for seafarer families	○		●	
Establish formal employee community action programme	○		●	
LEADERSHIP AND GOVERNANCE				
STAKEHOLDER ENGAGEMENT				
We cannot achieve improvements in our sustainability / ESG targets without working in partnerships with others.				
Improve our stakeholder analysis to ensure we share common sustainability values	○	●		
Implement sustainable partnerships with the right business and industry partners	○		●	
Ensure frequent visits by senior management to the fleet with feedback reviews	○			●
Comprehensive pre and post-service debriefing for all officers and crew	○		●	
Collect and review ESG feedback from stakeholders such as banks, investors, clients, suppliers and staff	○		●	
Strengthen our technology engagement and internal capability	○		●	
Actively engage with the marine sector community to influence and understand drivers	○		●	
Measure staff engagement through a survey every two years with a resulting action plan	○			●
Actively support and engage in the Poseidon Principles initiative of financial institutions	○			●
ANTICIPATE RISK AND CREATE VALUE				
We manage risk and opportunities through an integrated risk management method and will increasingly look at the impact of sustainability issues as part of that process.				
We maintain a fully integrated risk management system	○			●
Ensure that all sustainability risks are integrated in the IRMS processes	○		●	
Ensure that cyber risk is included in risk management	○		●	
Maintain a full emergency response system, including cyber attack	○			●
SUSTAINABILITY LEADERSHIP				
Leadership and management of ESG is embedded in the organisation.				
Increase our involvement in partnerships to support the IMO achieve their 2050 targets	○		●	
Demonstrate that ESG technology and regulatory drivers are included in our strategy	○		●	
Increase Board and management diversity	○		●	
Extend the HSSE Committee to include Sustainability	○			●
Maintain ISO 9,000, 14,000, 18,000 and 50,000 to verify sustainable leadership process	○			●
Maintain a dedicated lead and an ESG steering committee	○			●
GOVERNANCE				
We are fully compliant with all applicable laws and regulations.				
Ensure the highest standards of compliance with international regulation	○			●
Ensure that the organisational structure and registration is tax compliant	○			●
Compliance with Sarbanes-Oxley requirements	○			●
Compliance with client and industry body requirements	○			●
Select high standards of vessel flag and classification to assure our compliance	○			●
Employ high quality internationally recognised audit company	○			●
Ensure all vessel operational audits are reviewed and lessons learnt implemented	○			●
REPORTING STANDARDS				
We are committed to transparent reporting of our ESG performance.				
Maintain full transparency in our scope of ESG reporting	○		●	
Adopt the Sustainability Accounting Standards Board (SASB) recommendation	○		●	
Review our Sustainability KPI metrics after each full year review on progress against targets	○		●	
UNITHOLDER PROTECTION				
We value our unitholders and are committed to protecting their rights and creating value.				
Recognise rights to share in the company's profitability, income, and assets	○			●
Recognise unitholder rights in control and influence	○			●

ENVIRONMENTAL PROTECTION

Throughout the lifecycle of our vessels and the management of our operations we strive to minimise our environmental impact on the planet.

In the contractual relationship with our customers, with vessels under time charter, GasLog Partners LP does not have control over the fuel consumed (LNG or fuel oil), or the voyage speed and route. Our fleet managers do however work with the charterers to achieve an optimum solution based on their ambitions. For the spot market vessels, we do have control of fuel decisions and our managers make every effort to minimise our energy consumed in line with the energy plans for each vessel. The achievement of energy targets is reviewed annually.

OUR SHIPS

GasLog Partners LP's ship management activity, performed by GasLog LNG Services Ltd., is certified to ISO 14001 with an environmental lifecycle approach, from new-build specification, operations and ultimately recycling at end of life.

Specification and newbuildings

We have grown our fleet through acquisition of existing vessels from GasLog Ltd., rather than investing in newbuildings.

However, all of our vessels have been built in South Korea. Samsung and Hyundai which were selected by GasLog Ltd. for their quality, safety, environmental and social performance and we believe these yards operate at a world class level.

Vessel operations

During ship operations, we expect our managers to comply with their internal standards that ensures our vessels:

- optimise our use of boil-off and manage our heel for ballast voyages
- have a cargo control system which ensures that methane is not vented to the atmosphere unless an unsafe situation arises
- report environmental protection data transparently under the IMO and EU schemes
- have environmental protection equipment for oil, ballast water, sewage, solid waste, plastic and food was maintained in an approved condition
- ensure plastics and other waste required to be shipped ashore is disposed of in accordance with national and international requirements to certified companies
- keep all hazardous material under control in all our vessels as part of the safety management system

Recycling

The Green Passport of hazardous material used in construction and updated through a vessel's operation is available for our fleet. Our managers strictly control the consumable hazardous material used in the operations.

We support, and will adhere to, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009, in accordance with flag requirements.



OUR OFFICE ENVIRONMENTS

GasLog Ltd.'s offices adopt a recycling policy for waste and have eliminated the use of plastic bottles by installing water coolers and supplying reusable cups and bottles (all single use bottles have been removed from our full fleet in 2019). GasLog Ltd. aims to minimise office energy and water usage through annual measurement and target setting to encourage new energy and water saving technologies. The utility and environmental performance will be considered in the selection of any new office space.

We encourage staff to minimise printing, use online archiving methods instead of paper storage.

To date we have not targeted a reduction in travel related CO₂, however we have figures for 2019 from our global travel company by individual, to set a baseline for future target reduction.





SOCIAL AND HUMAN CAPITAL

We believe that shared values, collaboration and teamwork create success. This, along with the pride of being connected to a business bringing cleaner energy to the world, is why people choose to work for GasLog companies.

Keeping our people safe

Safety is a key priority for GasLog Ltd.'s people and the management of our working environments. All direct and subcontracted staff are required to be suitably trained in health, safety, social and environmental risks (HSSE).

We assess risks and adapt our procedures and service agreements accordingly. In 2020, our ship management company reached over 6.9 million man-hours without a lost-time injury. Their Lost Time Injury Frequency and Total Recordable Case Frequency statistics are consistently and significantly better than the industry averages. We believe GasLog LNG Services Ltd. is ideally suited to maintain the operational management of our ships in line with our culture.

Mental health is key in ensuring the safety of employees, especially seafarers. GasLog LNG Services Ltd. has invested in training senior officers to make sure they can identify colleagues who are showing signs of mental stress and know how to deal with it. They have also invested in a confidential mental health support line, Hunter Link, for staff to have access to specialist support if required.

Through collaboration with other industry partners, such as Shell's Partner in Safety and the HiLo initiative, our managers strive to keep not only our people safe, but also the industry by sharing best practice.

COVID-19

During the COVID-19 pandemic all our ships and offices took extra precautions to ensure the health, safety and wellbeing of the staff on board and ashore. We were fortunate that due to the full employment of the vessels we were able to keep all staff employed without any reduction in their pay or benefits. With the use of technology, all staff worked remotely from their homes and we maintained full connectivity with stakeholders and the ships to ensure that our services were not interrupted.

Additional complications arose with service suppliers and crew changes but working with partners in the industry and through

flexibility of our employees the situation remained manageable and our vessels traded without interruption both technically and commercially.

Weekly risk meetings and staff townhall meetings ensured we identified new risks and agreed the mitigations as new situations developed. The learning from this pandemic has opened up new opportunities in working practices to be positively exploited in the future.

Developing our people

People development is recognised as a key priority to be a sustainable employer. GasLog Ltd.'s employees and suppliers benefit from assignments, training and personal development so people are highly qualified to perform well in an environment of changing industry demands.

Shipping has traditionally been a male dominated industry. This is slowly changing, and we are beginning to see an increase in gender diversity on our vessels. We are working with our ship managers to provide a working environment at sea which encourages a more diverse set of officers and crew.

Reward

Our primary service provider, GasLog Ltd., offers its employees a competitive mix of salary, bonus, benefits and stock ownership plans.

A flexible reward scheme allows employees to choose what works best for their own circumstances. Medical, life, and pension plans are fully funded by the company.

Investing in our seafarers

For our seafarers, supplied through GasLog LNG Services Ltd., all contracts are fully compliant with International Labour Organisation (ILO) requirements. The pay is in excess of the Collective Bargaining Agreement (CBA) framework under The International Transport Workers Federation (ITF) and our crew benefits, including health, catering and safety management, are of the highest standards.

We believe our high standards and focus on safety are a key reason for our high retention rates for both officers and crew. Our vessels have excellent living quarters, recreation areas, a cafeteria and well designed and maintained working areas. The vessels have world-class internet access, so seafarers can keep in touch with their shore lives.

Career development and training

To foster a one-team approach between ship and shore, GasLog LNG Services Ltd. have dedicated ship management teams, frequent visits to vessels by senior management, and comprehensive pre and post-service debriefings for all our vessels.

Our ship managers focus on career development and have an extensive cadet program that trains the best candidates into officers. Ship-to-shore assignments provide further development opportunities and greater flexibility over career paths.

In 2019 GasLog LNG Services Ltd. commissioned an in-house, state of the art, training centre ensuring continuous development helping career development. The bridge simulator acts as a focal point for high quality operations on all the ships. It helps continuously improve navigation skills and ensure the safety of our crew, ship, cargo and the environment. In the training facilities they also have a cargo and engine room simulator that offers the ability to learn effective operations handling in every discipline. The in-house ex-Masters and Chief Engineers who run the facility are familiar with the GasLog culture are well placed to assess and guide our talent of the future.

We set an annual training budget of 2% of our staff costs and ensure that the GasLog Ltd. HR staff monitor and advise our staff on career development and training opportunities.

Zero tolerance

We have a zero-tolerance approach to bribery and corruption. All GasLog Ltd. employees are required to undertake annual online, assessed, training to ensure they are up to date with the latest requirements, ensuring the recognition of breaches and the requirement to report. The Board and Senior Management team reinforce our zero-tolerance approach to bribery and corruption. We provide a confidential whistle blower hotline, through GasLog Ltd., for reporting breaches or concerns and encourage its use.

Modern slavery

GasLog Partners LP relies on GasLog Ltd. to prohibit slavery and human trafficking in our operations and supply chain. GasLog Ltd. has implemented, and will continue to be committed to, systems and controls to ensure that slavery does not occur anywhere within our organisation. We expect that our suppliers will hold their own suppliers to the same high standards.

Supporting our communities

To support our communities, we contribute to the GasLog Ltd. annual charitable donation fund which is managed by a Charity Committee chaired by the GasLog Ltd. Head of HR. All charities to which they donate undergo Dow Jones screening.



GASLOG WINS SAFETY AT SEA CREW OF THE YEAR AWARD 2019

The crew of GasLog Partners LP's *Methane Alison Victoria* won Safety at Sea's 2019 Crew of the Year Award. The award celebrates crew that have consistently put safety first and helped inspire others to adhere to best practice - or that have gone above and beyond the call of duty in the name of safety.



DONATION TO HELP REBUILD THE LYREION ORPHANAGE FOLLOWING FOREST FIRES

In 2018, GasLog supported the victims of a deadly forest fire near Athens, donating €500,000 (\$576,000) to the Lyreion Orphanage in eastern Attica. The orphanage, which has been run by a charitable foundation since 1967, was severely fire damaged. GasLog's donation replaced the fleet of vehicles for the children's home.

LEADERSHIP AND GOVERNANCE

CORPORATE GOVERNANCE

GasLog Partners LP was formed in 2014 as a Marshall Islands limited partnership. Since the formation of the Partnership and the contribution of the three initial vessels in our fleet, we have grown our fleet through the acquisition from GasLog of vessels with multi-year charters. We have 16 subsidiaries, 15 registered in Bermuda and one in the Marshall Islands, that are single purpose vehicles that own vessels in the fleet.

Board and Management

With the exception of our CEO, we rely solely on the executive officers of GasLog Ltd., or its applicable affiliate, who provide executive officer services for our benefit pursuant to the administrative services agreement

Our CEO is responsible for the day-to-day operations of the Partnership, which includes decisions relating to the Partnership's general management and control of its affairs and business and works with our board in developing our business strategy. The board of directors does not have a policy mandating that the roles of CEO and Chairman be held by separate individuals but believes that at this time the separation of such roles is appropriate and beneficial to our unitholders. The Board seeks to assure that the interests of all unitholders are served. Both the Board and management recognize that the unitholder's interests may be advanced by responsibly addressing the concerns of other stakeholders including employees, customers, banks, suppliers, partners, government agencies and the public at large.

The Board and Management of GasLog Partners LP, together with that of GasLog Ltd., view our sustainability activity and strategy as fundamentally interrelated. Solutions to sustainability issues lie not only with GasLog Ltd. and GasLog Partners LP but also with the wider world in which we operate. Global agreements at the United Nations, international regulatory targets, national requirements and technological advancement, all provide a changing sustainability landscape within which our strategy must be set.

“No business can be 100% future proofed, but our governance and measurement of a wide range of sustainability KPIs keeps GasLog Partners LP’s Board and Management aware of the risks and opportunities that affect our business.”

Whilst the Partnership qualifies as a Foreign Private Issuer under the rules of the SEC, we are not required to appoint the majority of Directors as independent, however, the current Gaslog Partners LP Board is majority independent. As a result of its ownership of the general partner, GasLog Ltd. appoints the majority of the Partnership's directors. Our Class I, Class II and Class III Directors are elected by our common unitholders to serve three-year terms.

Board Directors

In accordance with our partnership agreement, our general partner has delegated to our board of directors the authority to oversee and direct our operations, management and policies on an exclusive basis. Our general partner, GasLog Partners GP LLC, is wholly owned by GasLog Ltd. Our executive officers, all of whom are employed by GasLog Ltd. or its applicable affiliate, manage our day-to-day activities consistent with the policies and procedures adopted by our board of directors. This responsibility extends to our sustainability strategy.

Directors are required to act honestly and in good faith for the best interests of the Partnership. In discharging that obligation, directors may rely in good faith on the honesty and integrity of the Partnership's management and its independent registered public accounting firm. We have a Code of Business Ethics for all directors, officers, employees and agents of the Partnership.

The Board and each of the committees perform a biennial self-evaluation process. As part of these evaluations, the directors provide their assessments of the effectiveness of the Board and the committees on which they serve. Whilst traditionally a male dominated industry, we have a serving female director on the Board since IPO and we expect the diversity of our directors to increase in future years.

Committees structure

The GasLog Partners LP Audit Committee, among other things, reviews our external financial reporting, engages our external auditors and oversees our internal audit activities and procedures and the adequacy of our internal accounting controls.

The GasLog Partners LP Conflicts Committee is available at the board of directors' discretion to review specific matters that the board of directors believes may involve conflicts of interest.

Both the Audit Committee and Conflicts Committee are comprised solely of independent directors. The Committee Chairs report the highlights of their meetings to the full Board following each meeting of the respective Committees. The current charter of each committee is available on the Partnership's website at www.gaslogmlp.com.

Compliance with environmental and social laws and regulations

Shipping is highly regulated under the international laws of the IMO and ship classification rules.

Our technical managers, GasLog Ltd., selected the Bermudan, and Greek flags, and ABS and DNV GL classification, for their high standards to assure our compliance with international regulations. Our vessels and shore-based operations are audited regularly by our customers, Flag States, Class and Port State Control and the feedback from those audits are analysed for continuous improvement.



Sustainability leadership

Strategic governance for sustainability at GasLog Ltd.'s Board level is delegated to the Safety and Sustainability Committee, which includes the GasLog Ltd. Chairman, two Board Members and the GasLog Ltd. CEO. The GasLog Partners Chairman and GasLog Partners CEO are regular attendees of this committee for safety and sustainability matters relating to the Partnership. The management team reports into this committee as appropriate.

GasLog Ltd. has appointed a Sustainability Lead Manager to co-ordinate the ESG strategy of GasLog Ltd. and GasLog Partners LP. This role works with other senior management of GasLog Ltd. who have individual responsibility for each area:

- Operational oversight and sustainability KPI achievement and target setting - COO
- Emissions and air quality, energy management, ecological impact, employee health and safety - Head of HSSE
- Data security - Head of Information Systems
- Employee engagement, diversity and inclusion - Head of HR
- Business ethics - General Counsel
- Governance - Company Secretary
- Financial stakeholder engagement and risk management - CFO

Stakeholder engagement

Our key stakeholders are customers, GasLog Ltd. employees, lenders, investors and suppliers and we maintain regular engagement with them. Our management team are continually in touch with our investors, and GasLog Ltd.'s Commercial team with our customers, to ensure our services are delivered to the highest standards. GasLog Ltd.'s HR team undertake surveys, workshops and meetings with employees to ensure their engagement.

Engagement with lenders is managed through the GasLog Ltd. Treasury team, CFO and CEO. Our Head of Investor Relations communicates with equity and bond investors regularly and formally through quarterly investor presentations and our Annual Meeting.

Most of our risks and opportunities come from regulatory and technical change. Engagement with industry, regulatory, international and national government bodies is essential to remain aware of issues that can affect the broader viability of our business. GasLog Ltd. maintains a wide membership of shipowner, classification society, industry and technical forums to influence, contribute and understand changing risks and opportunities. Responsibility for attendance at the various forums is split amongst senior and middle management. Feedback is given to our Board in order to inform our strategy.

GasLog Ltd. is a founding member of the Global Maritime Forum, sits on the "Getting to Zero" sub-committee and is an active supporter of the Poseidon Principles initiative of certain financial institutions.

GasLog Ltd. is also a member of both HELMEPA and NAMEPA. George P. Livanos, the father of our major shareholder, was concerned about the serious threat human activities pose to the world's oceans and recognized the need to make a positive start towards realizing sustainable shipping. The President of the Union of Greek Shipowners, together with the Secretary General of the Panhellenic Seamen's Federation, signed the Declaration of Voluntary Commitment "To Save the Seas" on 4 June 1982. This was the birth of HELMEPA, which has been operating ever since.

GasLog Ltd. is a member of Intertanko, which actively supports initiatives, as an NGO, to achieve the IMO targets. We also support the carbon reduction initiatives of the International Chamber of Shipping (ICS), through the Union of Greek Shipowners / UK Chamber of Shipping.

Risk assurance

Whilst the health, safety and wellbeing of GasLog Ltd.'s employees is paramount, our primary risk in owning LNG vessels is environmental damage through liquid, gas and solid waste. Shipping is a heavily regulated industry and all reports from third party inspection bodies, plus our own internal quality checks, are analysed for trends. Identified risks are managed and mitigated as far as practical. GasLog LNG Services Ltd. maintains ISO 9,000, 14,000, 45,000 and 50,000 certifications, to provide 3rd party review of our management processes.



GasLog Partners LP maintains an Emergency Response Plan and Cyber Emergency Plans. Both are regularly tested through drills with both ship and shore personnel in conjunction with GasLog Ltd., and lessons learned are always noted for continual improvement.



FOUNDING PARTNER OF THE GLOBAL MARITIME FORUM

GasLog is a founding partner of The Global Maritime Forum, an international not-for-profit organization committed to shaping the future of global seaborne trade to increase sustainable long-term economic development and human wellbeing. GasLog Ltd.'s Chairman Peter Livanos sits on the Forum's Advisory Council.



OUR AMBITIONS FOR THE FUTURE

We hope this report has clearly set out our commitment to sustainable activities, our current practices and our ambitions for the future. Looking ahead, we have identified where our focus should be on improving our performance:

We will ensure responsibility for sustainability is clearly identified in the senior management roles, technical, commercial and administrative service level agreements to ensure proper co-ordination throughout our ship and shore activities.

We will ensure our investors, clients, banks and suppliers recognise that we embrace sustainability and expect them to share the same culture.

We will support GasLog Ltd.'s ambitions to:

- Establish processes and targets to improve the diversity of our seafarers onboard our vessels
- Enhance our mental health and welfare support for seafarers
- Ensure our risk assessment includes the impact of sustainability issues

More specifically, GasLog Partners LP will:

- Continue to increase our Board diversity
- Ensure our risk assessment includes the impact of sustainability issues
- Continue to enhance our cyber security protection
- Expand the Sustainability KPI metrics set as a baseline in this report
- Add sustainability criteria to the senior management KPI
- Continue to recognise our responsibility towards society in our carriage of LNG to support a responsible, globalised world through sound sustainability management and policies
- Continue to strengthen our commitment to sustainable business and contribute with others in partnerships and professional bodies to achieve sustainability improvements in the maritime sector
- Ensure our management team consider environmental, social and governance factors in their strategic decisions for the Partnership in the same way that we include safety as a primary requirement



Andy Orekar
Chief Executive Officer
GasLog Partners LP



GLOSSARY

20-F	An SEC filing submitted to the US Securities and Exchange Commission used by certain foreign private issuers to provide information	KPI	Key performance indicators
CAGR	Compound annual growth rate	LNG	Liquefied natural gas
CBA	Collective bargaining agreement	LNGC	Liquefied natural gas carrier
cbm	Cubic metre	LP	Limited partnership
DWT	Deadweight tonnage	LTI	Lost time incident
EEDI	Energy Efficiency Design Index	MARPOL	International Convention for the Prevention of Pollution from Ships
EEOI	Energy Efficiency Operational Indicator	MT	Metric tonnes
EEI	Efficiency Existing Ship Index	NAMEPA	North American Marine Environmental Association
ESG	Environment, social, governance	NASDAQ	National Association of Securities Dealers Automated Quotations System
FAC	First aid case	NFRD	Non-financial Reporting Directive
FO	Fuel oil	NGO	Non-governmental organisation
GDP	Gross domestic product	Nm	Nautical miles
GDPR	General Data Protection Regulation	Poseidon Principles	Provide a framework for integrating climate considerations into lending decisions to promote international shipping's decarbonisation
GHG	Greenhouse gas	Sarbanes-Oxley Act	Created the Public Company Accounting Oversight Board to oversee the accounting industry
GLOG	GasLog Ltd.	SASB	Sustainability Accounting Standards Board
GLOP	GasLog Partners LP	SEC	US Securities and Exchange Commission
GRI	Global Reporting Initiative	SEEMP	Ship Energy Efficiency Management Plan
HELMEPA	Hellenic Marine Environmental Protection Association	TCFD	Task Force on Climate-related Financial Disclosures
HiLo	(High Impact Low Frequency) Maritime Risk Management	TFDE	Tri-Fuel diesel electric propulsion
HSSE	Health, Safety, Security and Environment	The Partnership	GasLog Partners LP
HSQE	Health, Safety, Quality and Environment	TRF	Total recordable case frequency
ICS	International Chamber of Shipping	UNFCCC	United Nations Framework Convention on Climate Change
IEA	International Energy Agency	X-DF	Low pressure dual-fuel engine two stroke engines manufactured by WinGD
ILO	International Labour Organisation		
IMO	International Maritime Organisation		
IPO	Initial public offering		
IRMS	Integrated risk management system		
ISO	International Organisation for Standardisation		
ITF	International Transport Workers Federation		



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