GASLOG PARTNERS LP

Q1 2023 results

27 April 2023

FORWARD-LOOKING STATEMENTS

All statements in this presentation that are not statements of historical fact are “forward-looking statements” within the meaning of the U.S. Private Securities Litigation Reform Act of 1995. Forward-looking statements include statements that address activities, events or developments that the Partnership expects, projects, believes or anticipates will or may occur in the future, particularly in relation to our operations, cash flows, financial position, liquidity and cash available for distributions, and the impact of changes to cash distributions on the Partnership’s business and growth prospects, plans, strategies and changes and trends in our business and the markets in which we operate. We caution that these forward-looking statements represent our estimates and assumptions only as of the date of this presentation, about factors that are beyond our ability to control or predict, and are not intended to give any assurance as to future results. Any of these factors or a combination of these factors could materially affect future results of operations and the ultimate accuracy of the forward-looking statements. Accordingly, you should not unduly rely on any forward-looking statements.

Factors that might cause future results and outcomes to differ include, but are not limited to, the following:

- general LNG shipping market conditions and trends, including spot and multi-year charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, including geopolitical events, technological advancements and opportunities for the profitable operations of LNG carriers;
- the ability of GasLog Partners to consummate the acquisition by GasLog Ltd. (“GasLog”) of all of the outstanding common units of the Partnership not beneficially owned by GasLog for overall consideration of $8.65 per common unit in cash per unit, which is difficult to predict and which involves uncertainties that are beyond the control of GasLog Partners, including, but not limited to, the satisfaction of the conditions to the closing of the transactions pursuant to which GasLog will acquire all of the outstanding common units of the Partnership not beneficially owned by
- GasLog (“the Transaction) or the occurrence of any event, change or other circumstance that could give rise to the termination of the Transaction merger agreement or cause delays in the consummation of the Transaction;
- fluctuations in charter hire rates, vessel utilization and vessel values;
- our ability to secure new multi-year charters at economically attractive rates;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels which are not operating under multi-year charters, including the risk that certain of our vessels may no longer have the latest technology at such time which may impact our ability to secure employment for such vessels as well as the rate at which we can charter such vessels;
- changes in our operating expenses, including crew costs, maintenance, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements, including our ability to complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- the duration and effects of COVID-19 and any other pandemics on our workforce, business, operations and financial condition;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- fluctuations in exchange rates, especially the U.S. dollar and Euro;
- our ability to expand our portfolio by acquiring vessels through our drop-down pipeline with GasLog or by acquiring other assets from third parties;
- our ability to leverage GasLog’s relationships and reputation in the shipping industry and the ability of GasLog to maintain long-term relationships with major energy companies and major LNG producers, marketers and consumers to obtain new charter contracts;
- GasLog’s relationships with its employees and ship crews, its ability to retain key employees and provide services to us, and the availability of skilled labor, ship crews and management;
- changes in the ownership of our charterers;
- our customers’ performance of their obligations under our time charters and other contracts;
- our future operating performance, financial condition, liquidity and cash available for distributions;
- our distribution policy and our ability to make cash distributions on our units or the impact of changes to cash distributions on our financial position;
- our ability to obtain debt and equity financing on acceptable terms to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments and our ability to meet our restrictive covenants and other obligations under our credit facilities;
- future, pending or recent acquisitions of ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- risks inherent in ship operation, including the discharge of pollutants;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity event;
- the expected cost of and our ability to comply with environmental and regulatory requirements related to climate change, including regulatory requirements with respect to emissions of air pollutants and greenhouse gases, as well as future changes in such requirements or other actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- potential disruption of shipping routes due to accidents, diseases, pandemics, political events, piracy or acts by terrorists;
- potential liability from future litigation; and
- other risks and uncertainties described in the Partnership’s Annual Report on Form 20-F filed with the SEC on March 6, 2023, available at http://www.sec.gov.

We undertake no obligation to update or revise any forward-looking statements contained in this presentation, whether as a result of new information, future events, a change in our views or expectations or otherwise, except as required by applicable law. New factors emerge from time to time, and it is not possible for us to predict all of these factors. Further, we cannot assess the impact of each such factor on our business or the extent to which any factor, or combination of factors, may cause actual results to be materially different from those contained in any forward-looking statement.

The declaration and payment of distributions are at all times subject to the discretion of our board of directors and will depend on, amongst other things, risks and uncertainties described above, restrictions in our credit facilities, the provisions of Marshall Islands law and such other factors as our board of directors may deem relevant.

Certain participants in the Transaction will prepare and file with the SEC a Schedule 13E-3 Transaction Statement, which will contain important information on GasLog Partners, GasLog, the Transaction and related matters, including the terms and conditions of the Transaction. Unitholders of GasLog Partners are urged to carefully read these documents, as they may be amended from time to time, before making any decision with respect to the Transaction. The Schedule 13E-3 and all other documents filed with the SEC in connection with the Transaction will be available when filed, free of charge, on the SEC’s website at www.sec.gov. In addition, these documents will be made available, free of charge, to unitholders of GasLog Partners who make a written request to the investor contact above. This announcement is neither a solicitation of a proxy, an offer to purchase nor a solicitation of an offer to sell any securities and it is not a substitute for any filings that may be made with the SEC should the Transaction proceed.

HIGHLIGHTS FOR Q1 2023

1 ENTERED INTO MERGER AGREEMENT WITH GASLOG LTD

- GLOP Board agreed an overall consideration of $8.65 per common unit, payable in cash, consisting of: (i) special distribution of $3.28 unit to be made by the Partnership following unitholder transaction approval and (ii) $5.37 per unit to be paid by GasLog
- Expected to close by end of Q3 2023

2 CHARTERS SECURED IN 2022 DELIVERING SOLID PERFORMANCE

- Sustained term market despite significant reduction of spot rates, driven by relets and high inventories
- ~86% of 2023 days contracted, with majority of remaining open days in the fourth quarter of 2023
- Adjusted EBITDA [1] $76m and Adjusted EPU [1] $0.62/Unit
- 5 years option declared by Shell on GasLog Geneva starting September 2023

3 CONTINUED FOCUS ON DEVELERAGING

- Reduced gross debt to cap to c. 46.5% following debt repayments of $32.1 million in the quarter, excluding prepayments related to vessel sale & leaseback in Q1 2023 of $87.8m
- Completed sale and leaseback of GasLog Sydney in Q1 2023, under a 5 years bareboat charter with no repurchase option or obligation

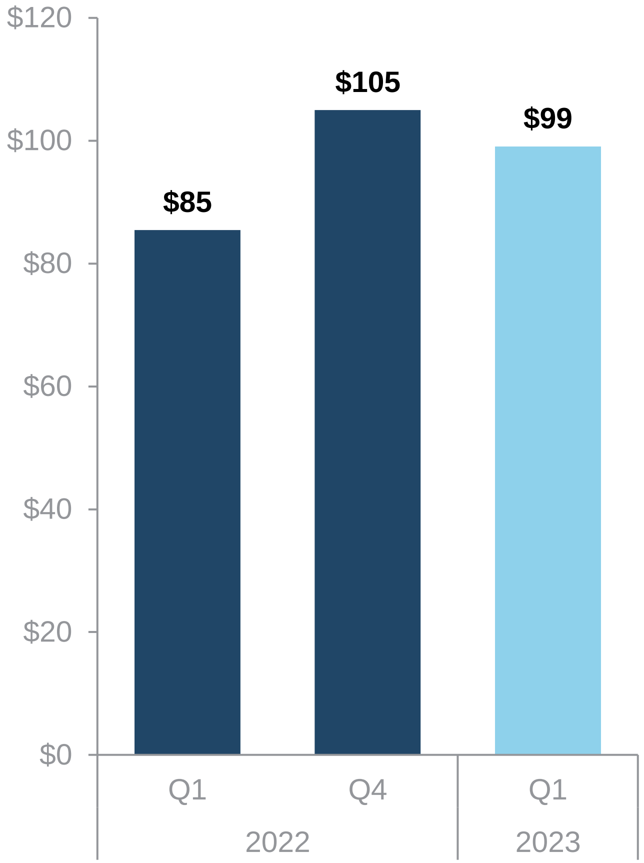
(1) Adjusted EBITDA and Adjusted Earnings per Unit ("EPU") are non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions and reconciliations of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

Q1 2023 FINANCIAL REVIEW

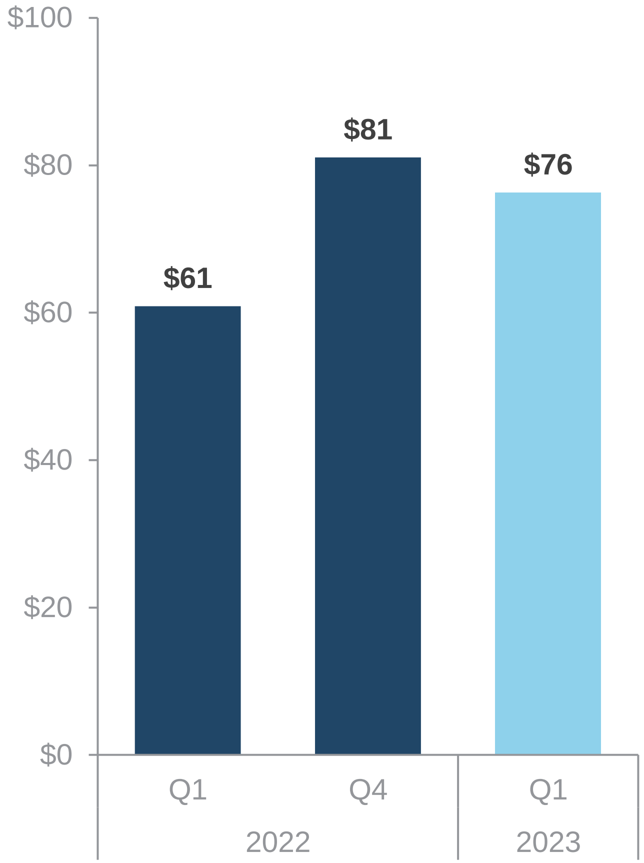
ACHILLEAS TASIOULAS, CHIEF FINANCIAL OFFICER, GASLOG PARTNERS LP

RESULTS DRIVEN BY CHARTER STRONG CONTRACT COVERAGE SECURED IN 2022

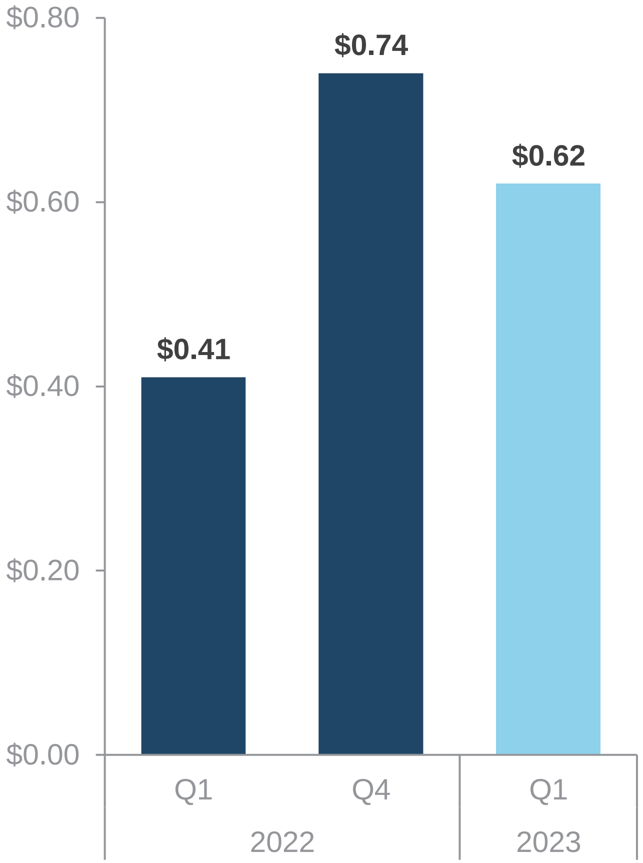
REVENUES ($M)



ADJUSTED EBITDA ($M)[1]



ADJUSTED EPU ($/UNIT)[1]



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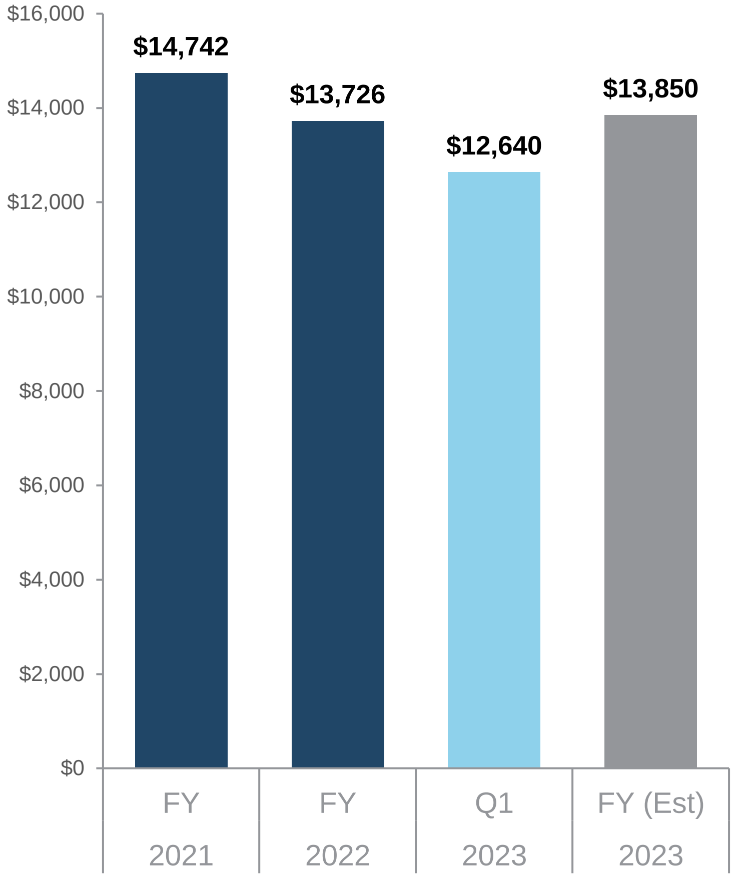
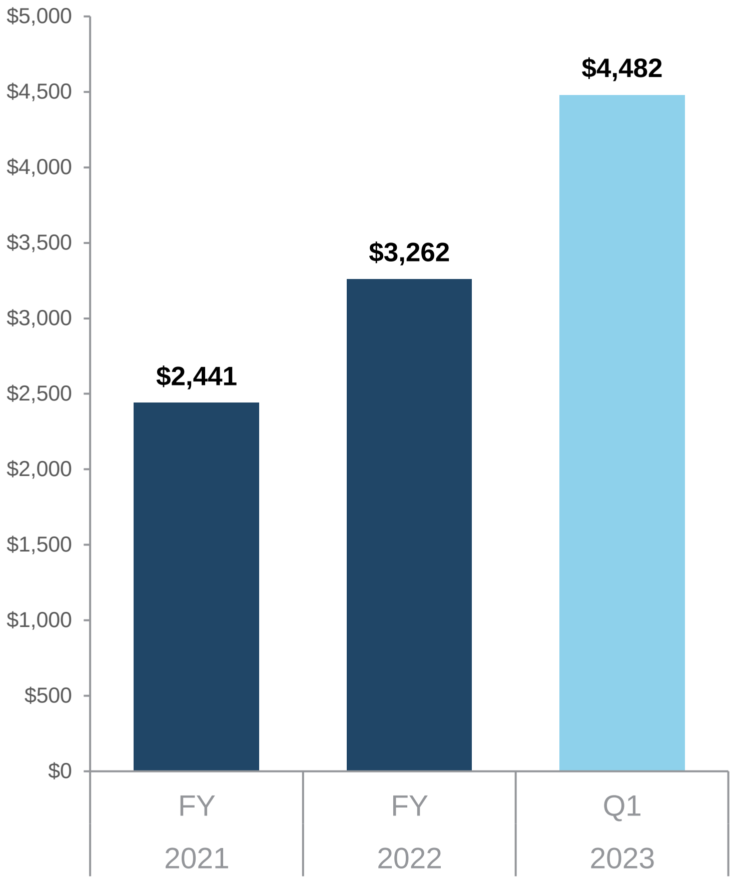
CONTINUING TO EFFECTIVELY MANAGE COSTS DESPITE EXTERNAL FACTORS

UNIT OPEX ($/DAY)(1)



UNIT G&A ($/DAY)



COMMENTARY

- Decrease in OPEX was primary due to lower crew costs driven by COVID measures relaxation, favorable exchange rates, and seasonally lower planned maintenance costs
- G&A primarily impacted by Transaction related costs

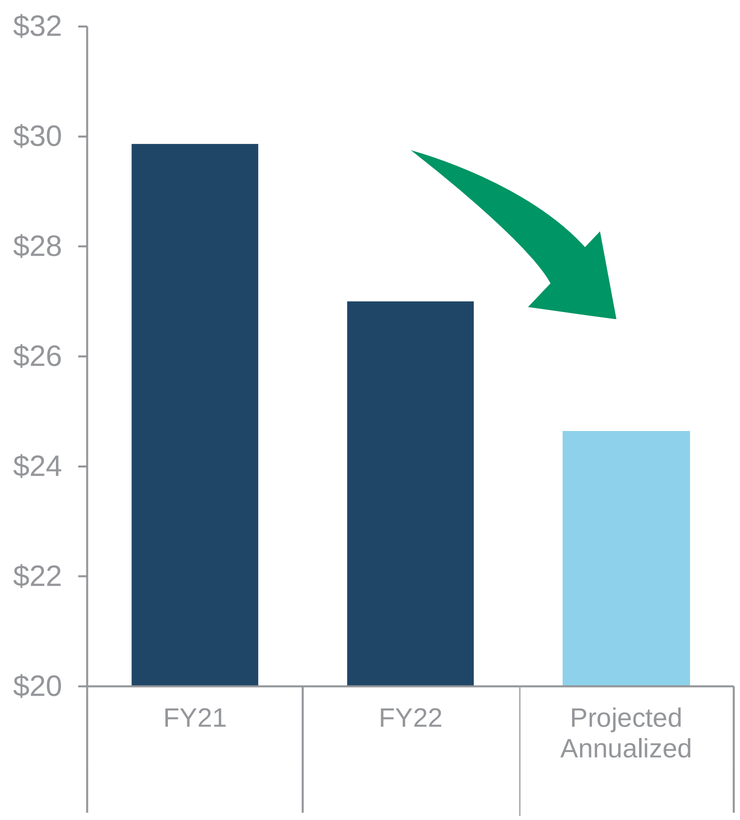
DRY DOCKING

- 3 scheduled drydockings remaining in 2023 with estimated 30 days revenue off-hire each (refer to Appendix)
- $15.6 million budgeted total drydocking cost in 2023, including costs for ballast water treatment systems , likely to increase due to more expensive European yards elected to match the commercial trading schedule

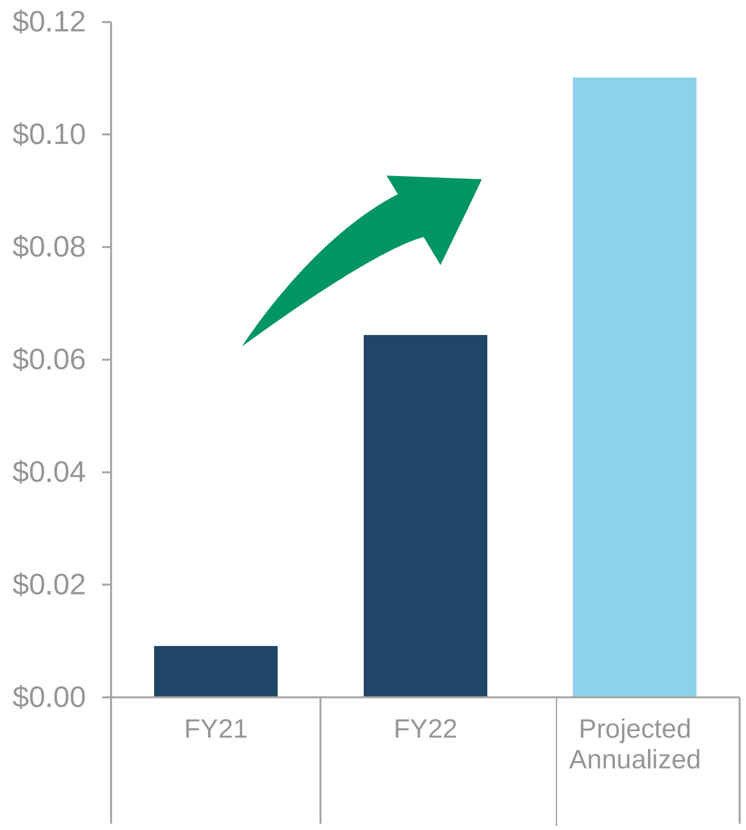
1. Includes dry-docking expense. For Q1 2023, FY 2022, and FY 2021, operating expense component of dry-docking costs was approximately $420, $0, and $503 per day, respectively.

PREFERENCE UNIT BUYBACKS STATUS

ANNUAL PREF UNIT DISTRIBUTIONS ($M)



INCREASE IN FREE CASH FLOW ($/UNIT)



PROGRESS ON PLAN

Nil in Q1 2023
due to Transaction blackout period

c.$68 million
Repurchased at c.$25 per Unit on average since in Aug 2021

c.$5.7 million
Projected annualized savings, in free cash flow achieved

c.$87.4 million
Series B Preference Units outstanding, which are callable at par since March 2023, at our option

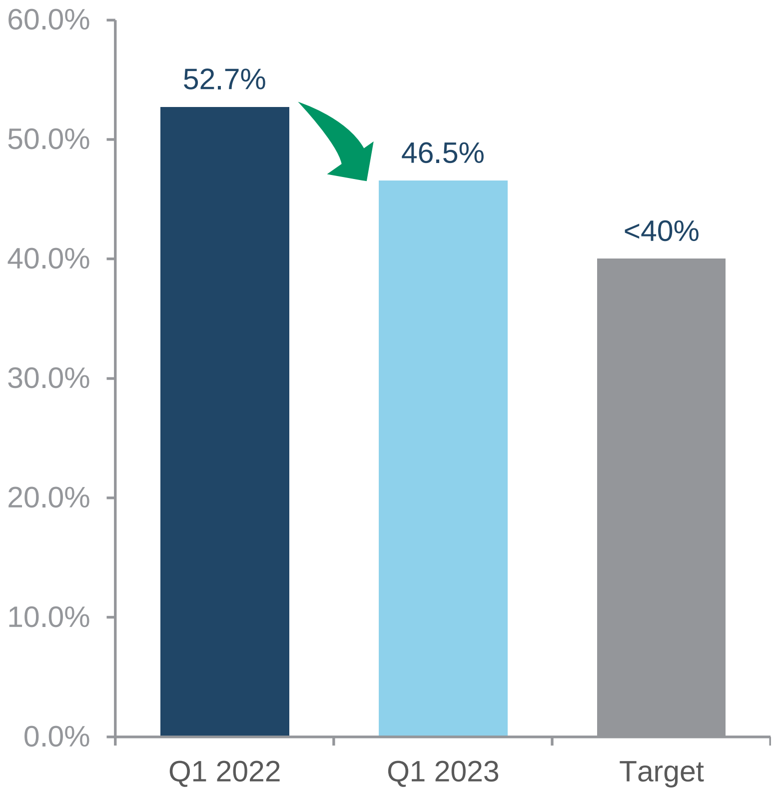
c.$203.7 million
Series A & Series C Preference Units outstanding on March 31, 2023

10.78% Floating annual coupon resets quarterly
Series B turned to floating in March 2023, increasing significantly from 8.2% coupon previously and will now reset to three-month LIBOR plus a spread of 5.839% p.a.

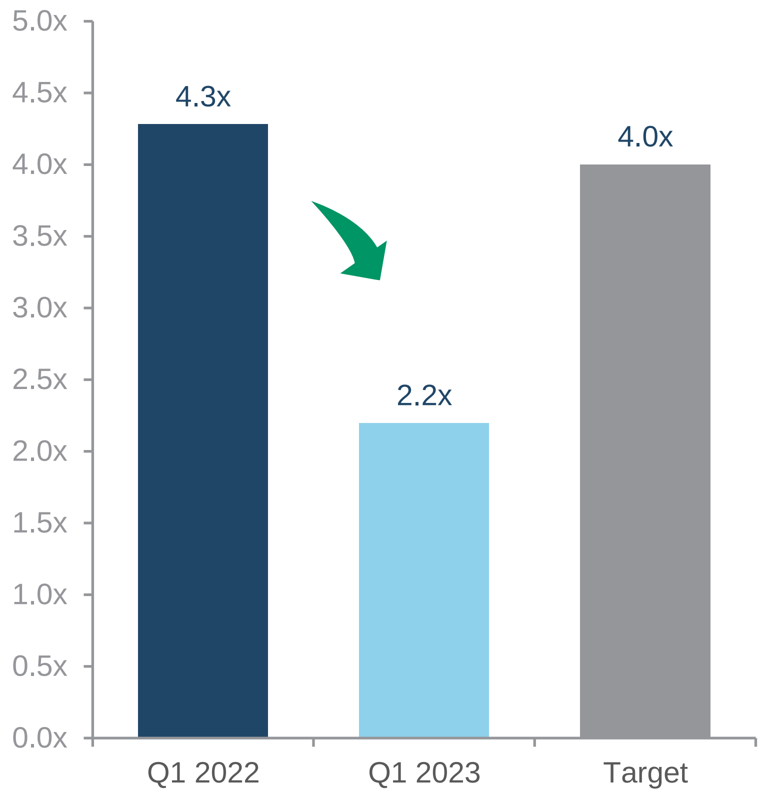
The Partnership intends to continue opportunistically repurchase preference units in the open market at or below par

CONTINUED FOCUS TOWARD LEVERAGE TARGETS

GROSS DEBT TO CAPITALIZATION (%)[1]



NET DEBT TO LTM ADJ. EBITDA[1],[2]



LTM PROGRESS

c.$111 million

Debt scheduled amortization during LTM, incl. lease principal payments (excl. debt prepayments of $120.7m due to the sale and sale & lease-backs)

c.$115.7 million

NTM scheduled amortization (excluding balloon payments) and lease principal payments

Q1 BALANCE SHEET ITEMS

$226 million

Cash & cash equivalents as of March 31, 2023

$57 million

short-term cash deposits as of March 31, 2023

$66m net liquidity raised from the 2 x Sale & Lease Back transactions executed in Q4 2022 and Q1 2023

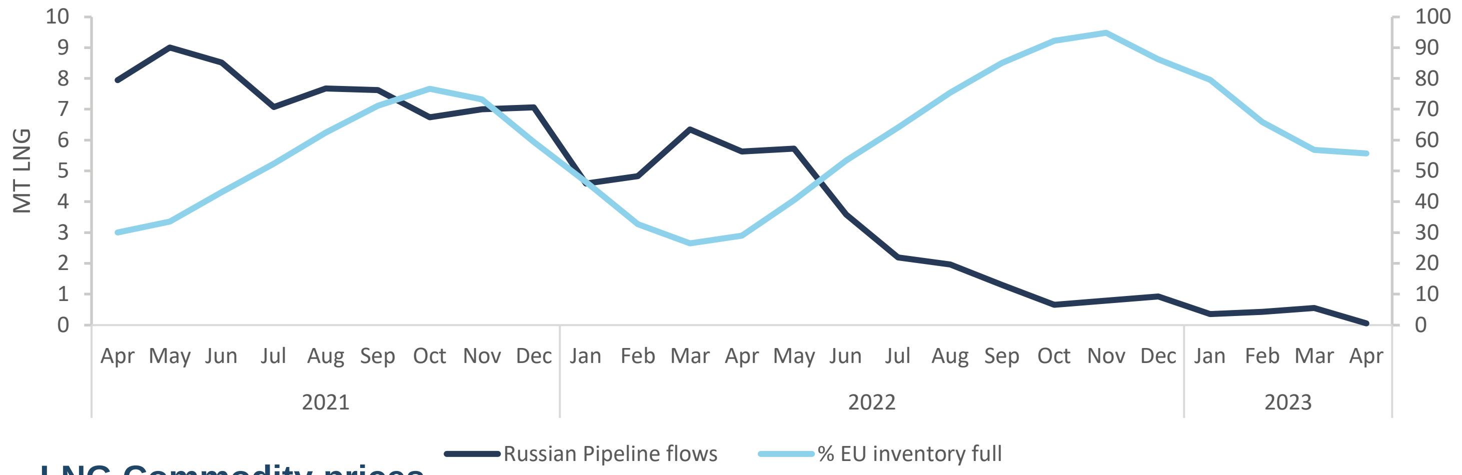
1. Debt figures include lease liabilities and derivatives. Net debt is equal to debt less cash and cash equivalents and short-term cash deposits.
2. Adjusted EBITDA is a non-GAAP financial measure and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with "IFRS". For the definitions and reconciliations of this measure to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

Q1 2023 REVIEW

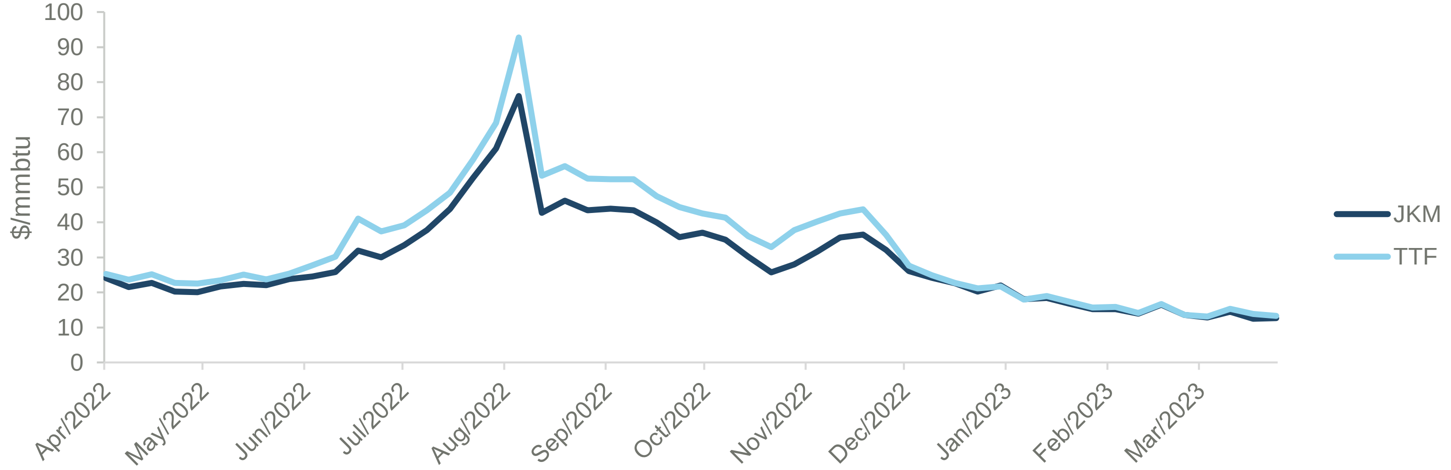
PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS

LNG PRICES SLIDING FROM PEAK LEVELS AS EUROPEAN INVENTORIESA REMAIN HIGH

Russian-Europe Pipeline Imports (LHS) - European Inventories % Full (RHS)



LNG Commodity prices



Source: BNEF, Bloomberg, Kpler
* as of 31 March 2022

-91.5% fall in Russian pipeline flows in 2023Q1 compared to 2022Q1 and

+55% rise in LNG imports to Europe in 2022 vs.2021

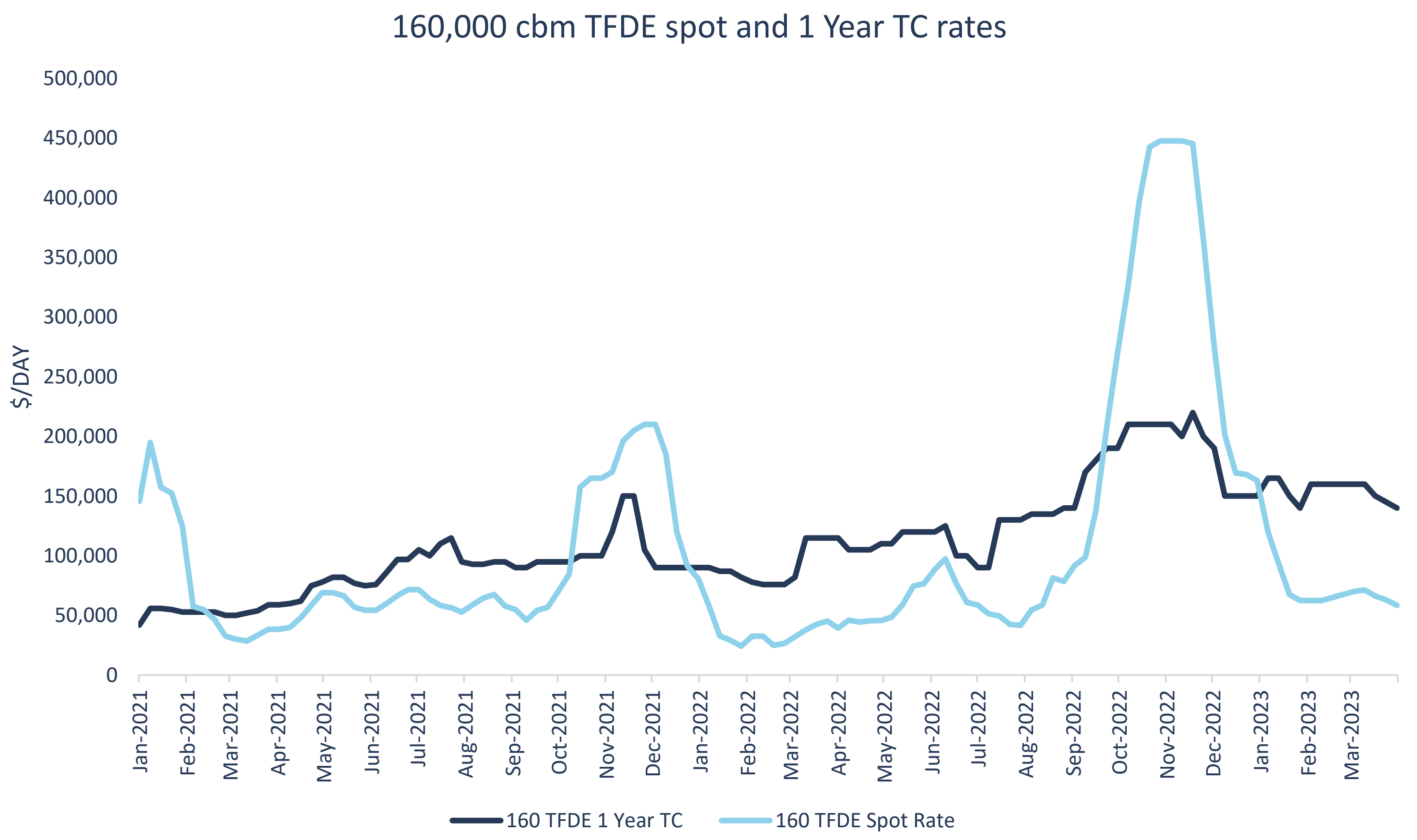
-12% gas demand destruction in Europe in 2022 vs. 2021 (yoy)

European inventories 55.65% full compared to 36.7% 5 year average

+32 MTPA of new projects sanctioned in 2022 and +54.5 MTPA of projects planned to be sanctioned in 2023, mostly from US, although underappreciated construction related delays could delay delivery of existing and proposed projects

SEASONAL WEAKNESS EXACERBATED BY LOW TONMILE DEMAND AND COMPETITION FROM RELETS

160,000 TFDE LNGC SPOT AND 1 YEAR TC



Source: Clarkson's as of April 14, 2023

$140,000+ per day

1-year time charter assessments for TFDEs

$52,5000 per day

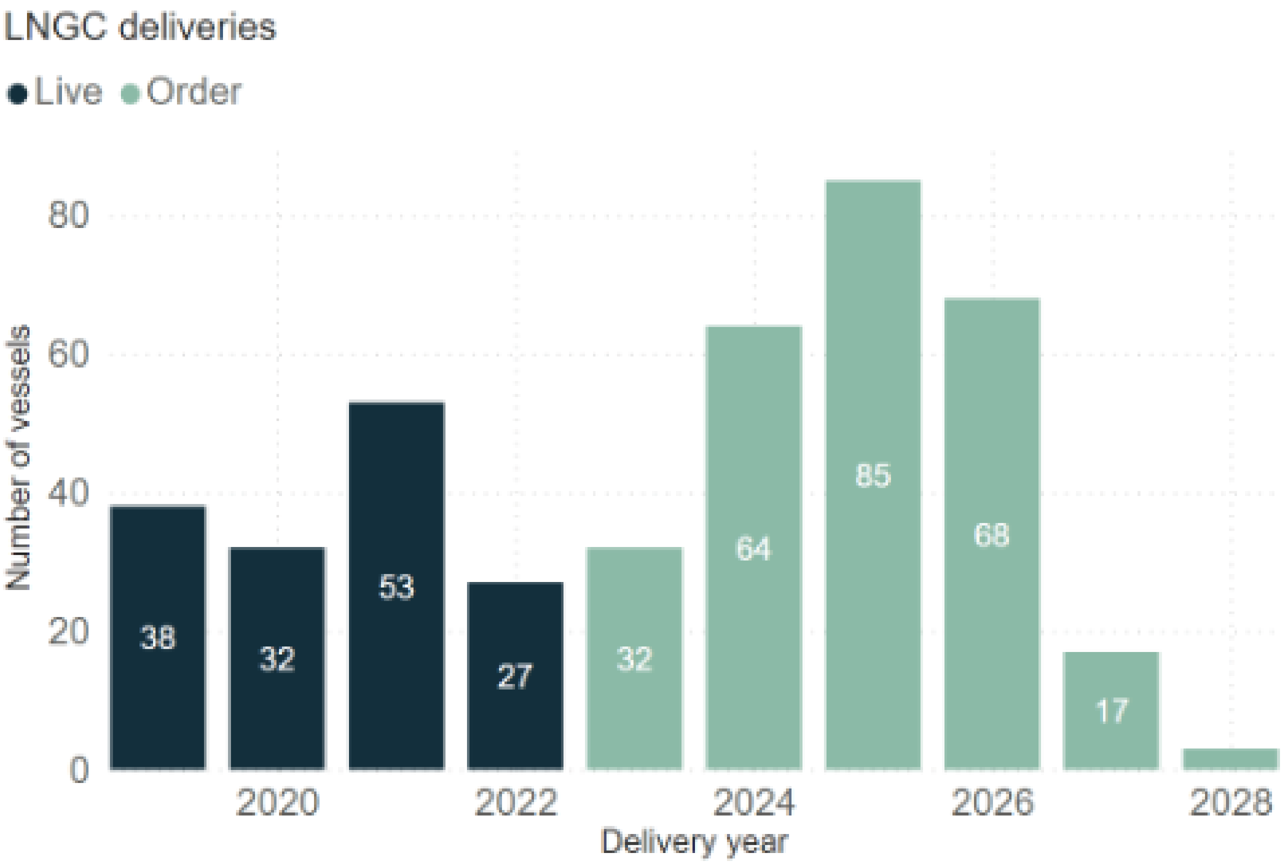
Current headline spot rate assessment for TFDE LNGCs

$35,000 per day

Current headline spot rate assessment for ST LNGCs

MORE LNGC ORDERS EXPECTED IN 2023 DESPITE BLOATED ORDERBOOK AFTER RECORD YEAR FOR ORDERING IN 2022

FEARNLEY: LNGC DELIVERIES BY YEAR



Newbuild Market Dynamics

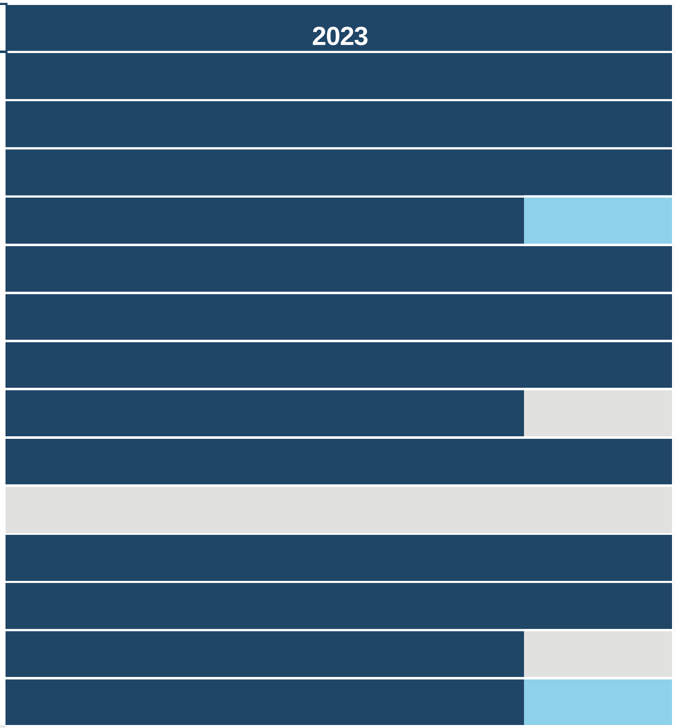
- A record 169 orders placed in 2022 with additional orders coming through in the first quarter
- Does not include reserved slots for the second Qatar tender and other Oil Major NB tenders
- Orderbook represents >46% of trading fleet
- 12% of orderbook remains uncommitted
- Reported prices for new orders nearing $260m
- Delivery slots for 2026 are drying up and both Korean and Chinese yards have begun taking orders for 2027 and 2028

Source: Fearnley's 2022 LNG Shipping Annual report, Poten, Clarkson's

EARNINGS VISIBILITY IN 2023

GASLOG PARTNERS LP'S FLEET[1][2]

Gaslog Partners Fleet	Propulsion	Built	Capacity	Charterer
GasLog Glasgow	TFDE	2016	174,000	
GasLog Greece	TFDE	2016	174,000	
Methane Becki Anne	TFDE	2010	170,000	
GasLog Gibraltar	TFDE	2016	174,000	
GasLog Geneva	TFDE	2016	174,000	
GasLog Shanghai	TFDE	2013	155,000	
GasLog Santiago	TFDE	2013	155,000	
Solaris	TFDE	2014	155,000	Energy Major
GasLog Seattle	TFDE	2013	155,000	Major Trading House
GasLog Sydney	TFDE	2013	155,000	Spot market
Methane Heather Sally	Steam	2007	145,000	SEA Charterer
Methane Jane Elizabeth	Steam	2006	145,000	CMI
Methane Rita Andrea	Steam	2006	145,000	Energy Major
Methane Alison Victoria	Steam	2007	145,000	



Firm period | Optional period | Available

85.5%
Charter coverage for remainder of 2023

c.$785 million
Total contracted revenues as of March 31, 2022

c. $122 Million
EBITDA linked to a 5 years option declaration by Shell for GasLog Geneva ending September 2028

Venice Energy FSRU update
No significant updates as Venice Energy continues to work towards FID

1. Refer to the GasLog Partners Q1 2023 Results 6-K filed with the SEC on April 27 2023, for a detailed description of the charterers and option periods
2. In March 2023, the GasLog Sydney was sold and leased back to a wholly-owned subsidiary of China Development Bank Leasing ("CDBL").

CLOSING REMARKS

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS LP

GASLOG LTD. WILL ACQUIRE THE PARTNERSHIP'S OUTSTANDING COMMON UNITS NOT ALREADY OWNED BY GASLOG LTD FOR AN OVERALL CONSIDERATION OF $8.65 PER COMMON UNIT IN CASH

UNIT PRICE CONSIDERATIONS

5.37 $/unit	Paid by GasLog as merger consideration
3.28 $/unit	Paid as special cash distribution by the Partnership following unitholder transaction approval
8.65 $/unit	Total consideration

- The Conflicts Committee unanimously **approved and** recommended the Transaction to the Partnership's Board.
- Acting upon the recommendation of the Conflicts Committee, the Partnership's Board unanimously approved the Transaction and recommended the common unitholders vote in favor of the Transaction.
- The Transaction is expected to close by end of Q3 2023 subject to the affirmative vote of the holders of a majority of the Partnership's common units

30.2%
Of common units owned by GasLog Ltd

$8.65/unit representing:

- ✓ 24% premium to the closing GLOP price of the last trading day prior to initial offer
- ✓ 31% premium to the volume weighted average price of the units over the 30 calendar days prior to initial offer

Preference units
of the Partnership will remain outstanding and continue to trade on the New York Stock Exchange

The Partnership will prepare and file with the SEC a proxy statement that will contain important information on the Partnership, GasLog, the transaction and related matters, including the terms and conditions of the transaction. Partnership unitholders are urged to carefully read these documents once available

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Non-GAAP Financial Measures:

EBITDA is defined as earnings before financial income and costs, gain/loss on derivatives, taxes, depreciation and amortization. Adjusted EBITDA is defined as EBITDA before impairment loss on vessels, gain/loss on disposal of vessels, restructuring costs and Transaction costs. Adjusted Profit represents earnings before (a) non-cash gain/loss on derivatives that includes unrealized gain/loss on derivatives held for trading, (b) write-off and accelerated amortization of unamortized loan fees, (c) impairment loss on vessels, (d) gain/loss on disposal of vessels, (e) restructuring costs and (f) Transaction costs. Adjusted EPU represents Adjusted Profit (as defined above), after deducting preference unit distributions and adding/deducting any difference between the carrying amount of preference units and the fair value of the consideration paid to settle them, divided by the weighted average number of units outstanding during the period. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU, which are non-GAAP financial measures, are used as supplemental financial measures by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Partnership believes that these non-GAAP financial measures assist our management and investors by increasing the comparability of our performance from period to period. The Partnership believes that including EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU assists our management and investors in (i) understanding and analyzing the results of our operating and business performance, (ii) selecting between investing in us and other investment alternatives and (iii) monitoring our ongoing financial and operational strength in assessing whether to purchase and/or to continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of, in the case of EBITDA and Adjusted EBITDA, financial costs, gain/loss on derivatives, taxes, depreciation and amortization; in the case of Adjusted EBITDA, impairment loss on vessels, gain/loss on disposal of vessels, restructuring costs and Transaction costs and, in the case of Adjusted Profit and Adjusted EPU, non-cash gain/loss on derivatives, write-off and accelerated amortization of unamortized loan fees, impairment loss on vessels, gain/loss on disposal of vessels, restructuring costs and Transaction costs, which items are affected by various and possibly changing financing methods, financial market conditions, general shipping market conditions, capital structure and historical cost basis and which items may significantly affect results of operations between periods. Restructuring costs are excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because restructuring costs represent charges reflecting specific actions taken by management to improve the Partnership's future profitability and therefore are not considered representative of the underlying operations of the Partnership. Impairment loss is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because impairment loss on vessels represents the excess of their carrying amount over the amount that is expected to be recovered from them in the future and therefore is not considered representative of the underlying operations of the Partnership. Gain/loss on disposal of vessels is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because gain/loss on disposal of vessels represents the difference between the carrying amount and the amount that was recovered through sale and therefore is not considered representative of the underlying operations of the Partnership. In the current period, Transaction costs are excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because they are charges and items not considered to be reflective of the ongoing operations of the Partnership, which we believe reduce the comparability of our operating and business performance across periods.

EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU have limitations as analytical tools and should not be considered as alternatives to, or as substitutes for, or superior to, profit, profit from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS. Some of these limitations include the fact that they do not reflect (i) our cash expenditures or future requirements for capital expenditures or contractual commitments, (ii) changes in, or cash requirements for, our working capital needs and (iii) the cash requirements necessary to service interest or principal payments on our debt. Although depreciation and amortization are non-cash charges, the assets being depreciated and amortized will often have to be replaced in the future and EBITDA and Adjusted EBITDA do not reflect any cash requirements for such replacements. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU are not adjusted for all non-cash income or expense items that are reflected in our statement of cash flows and other companies in our industry may calculate these measures differently to how we do, limiting their usefulness as comparative measures. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU exclude some, but not all, items that affect profit or loss and these measures may vary among other companies. Therefore, EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU as presented herein may not be comparable to similarly titled measures of other companies. The following tables reconcile EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU to Profit, the most directly comparable IFRS financial measure, for the periods presented.

In evaluating EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU should not be construed as an inference that our future results will be unaffected by the excluded items.

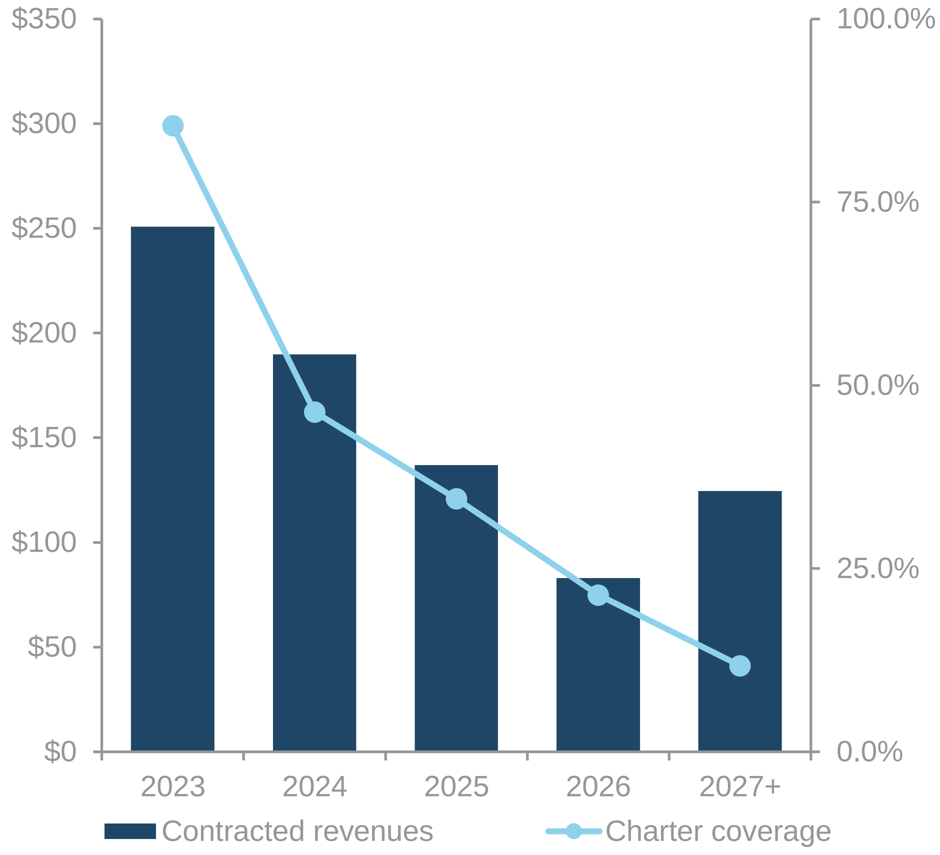
APPENDIX

2023 DRY-DOCKING SCHEDULE AND CONTRACTED REVENUE BACKLOG

DRY-DOCKING OFF-HIRE DAYS SCHEDULE[1]

	Q2 23	Q3 23	Q4 23
GasLog Santiago	30	-	-
GasLog Sydney	30	-	-
GasLog Seattle	-	30	-

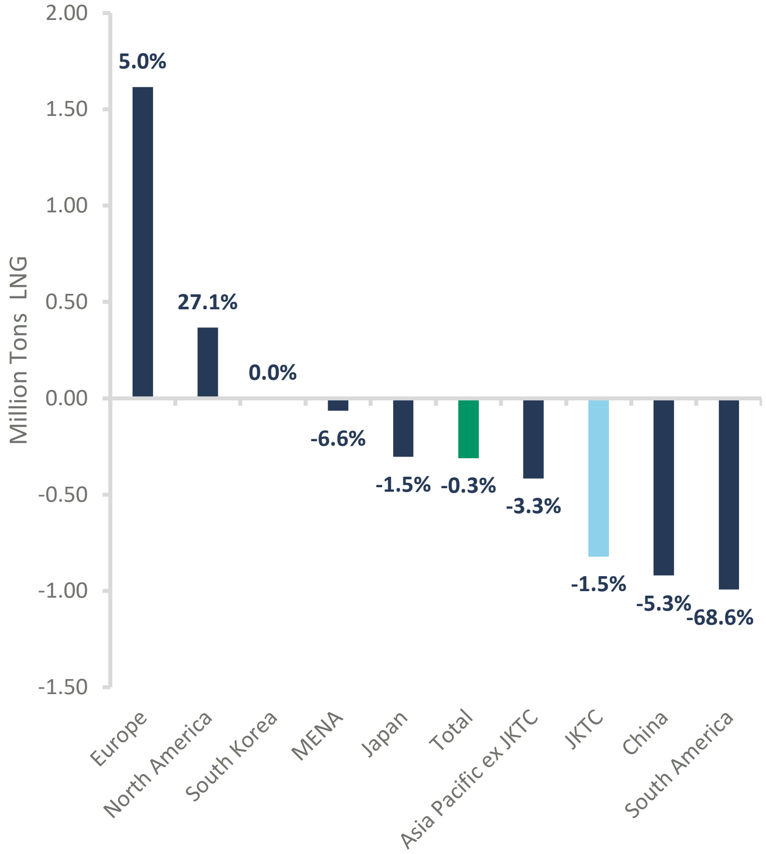
GLOP CONTRACTED REVENUES ($M)



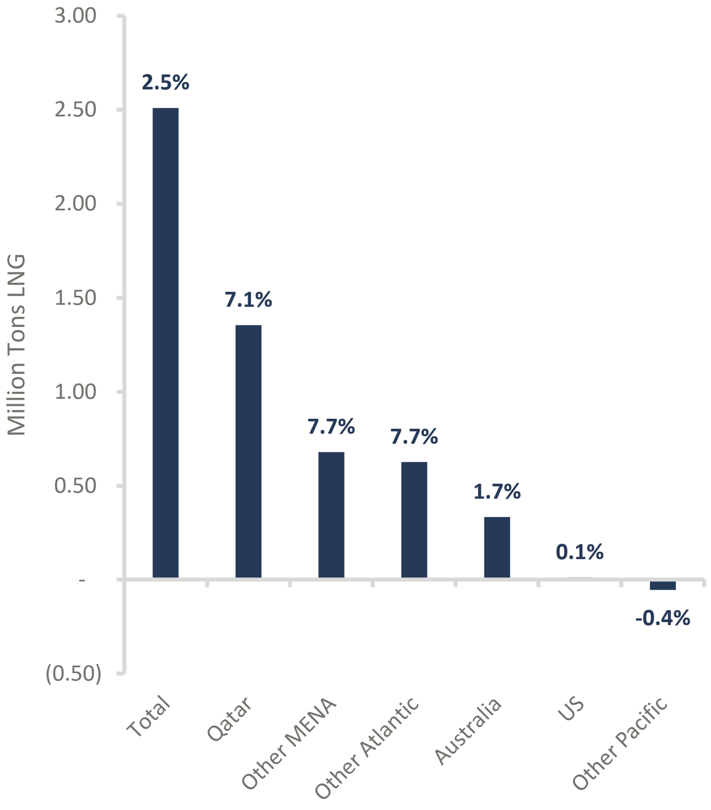
1. The estimates in this table are management's forecast as of April 27, 2023 and are subject to revision.

STRONG EUROPEAN LNG IMPORTS CONTINUE DESPITE WARM WEATHER SHOWCASING DEPENDENCE ON LNG

LNG DEMAND: Q1 23. Q1 22(MT)



LNG SUPPLY: Q1 23. Q1 22(MT)



3%

Forecast LNG supply growth in 2023

20.4 MT

Total US LNG exports in Q1 2023

2%

Forecast LNG demand growth in 2023

11%

Forecast demand rise in China in 2023

Source: Wood Mackenzie // JKTC: sum of demand of Japan, South Korea, Taiwan and China. Each region is also shown separately.

Inventory rebuilds in Europe supported by low demand in Asia

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Reconciliation of Profit to EBITDA and Adjusted EBITDA:

(Amounts expressed in thousands of U.S. Dollars)

	For the three months ended	
	March 31, 2022	**March 31, 2023**
Profit for the period	34,981	36,375
Depreciation	21,987	22,712
Financial costs	8,781	17,353
Financial income	(39)	(2,282)
(Gain)/loss on derivatives	(4,977)	167
EBITDA	**60,733**	**74,325**
Restructuring costs	168	—
Impairment loss on vessel	—	142
Loss on disposal of vessel	—	1,033
Transaction costs	—	824
Adjusted EBITDA	**60,901**	**76,324**

Reconciliation of Profit to Adjusted Profit:

(Amounts expressed in thousands of U.S. Dollars)

	For the three months ended	
	March 31, 2022	**March 31, 2023**
Profit for the period	34,981	36,375
Non-cash (gain)/loss on derivatives	(6,823)	696
Write-off of unamortized loan fees	—	229
Impairment loss on vessel	—	142
Loss on disposal of vessel	—	1,033
Restructuring costs	168	—
Transaction costs	—	824
Adjusted Profit	**28,326**	**39,299**

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Reconciliation of Profit to EPU

(Amounts expressed in thousands of U.S. Dollars)

	For the three months ended March 31, 2022	March 31, 2023
Profit for the period	**34,981**	**36,375**
Adjustment for:		
Accrued preference unit distributions	(6,990)	(6,723)
Differences on repurchase of preference units	(82)	—
Partnership's profit attributable to:	**27,909**	**29,652**
Common units	27,333	29,045
General partner units	576	607
Weighted average units outstanding (basic)		
Common units	51,137,201	51,687,865
General partner units	1,077,494	1,080,263
EPU (basic)		
Common units	0.53	0.56
General partner units	0.53	0.56

Reconciliation of Profit to Adjusted EPU

(Amounts expressed in thousands of U.S. Dollars)

	For the three months ended March 31, 2022	March 31, 2023
Profit for the period	**34,981**	**36,375**
Adjustment for:		
Accrued preference unit distributions	(6,990)	(6,723)
Differences on repurchase of preference units	(82)	—
Partnership's profit used in EPU calculation	**27,909**	**29,652**
Non-cash (gain)/loss on derivatives	(6,823)	696
Write-off of unamortized loan fees	—	229
Impairment loss on vessel	—	142
Loss on disposal of vessel	—	1,033
Restructuring costs	168	—
Transaction costs	—	824
Adjusted Partnership's profit used in EPU calculation attributable to:	**21,254**	**32,576**
Common units	20,815	31,909
General partner units	439	667
Weighted average units outstanding (basic)		
Common units	51,137,201	51,687,865
General partner units	1,077,494	1,080,263
Adjusted EPU (basic)		
Common units	0.41	0.62
General partner units	0.41	0.62

ESG & REGULATORY UPDATES

EUROPEAN UNION - FIT FOR 55 EU REGULATION

EU ETS: last December 2022 EU confirmed inclusion of shipping in the EU ETS (a 'cap and trade' system) beginning in 2024.
Requirement is to surrender allowances according to the reported emissions, for voyages related only to EU ports

Fuel EU: last October 2022 EU issued a rule to reduce maritime emissions by strengthening greenhouse gas intensity limits for maritime fuels and obliging ship owners to use a percentage of low-carbon fuels by 2030.

- *The Partnership is investigating the implementation of various CO2 and Methane reduction technologies including use of biodiesel, CCS and methane slip abatement.*
- *Ship specific decarbonization plans have been developed to achieve compliance by 2030.*
- *We are strengthening our operational cooperation with our customers to improve operational efficiency.*

ESG: GasLog Partners closes 2022 achieving Goal 0 in our LTI safety standards