GasLog Partners LP
Q4 2017 Results Presentation

January 31, 2018

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 dividends or distributions, plans, strategies, business prospects 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 long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements and opportunities for the profitable operations of LNG carriers;
- fluctuations in charter hire rates and vessel values;
- changes in our operating expenses, including crew wages, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements including our ability to successfully complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels no longer under long-term time charter commitments, including the risk that certain of our vessels may no longer have the latest technology at such time which may impact the rate at which we can charter such vessels;
- our ability to secure new multi-year charters, at economically attractive rates;
- fluctuations in prices for crude oil, petroleum products and natural gas;
- our ability to expand our fleet by acquiring vessels from our drop-down pipeline at GasLog;
- our ability to leverage GasLog's relationships and reputation in the shipping industry;
- the ability of GasLog to maintain long-term relationships with major energy companies;
- 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 dividends and distributions;
- our ability to acquire assets in the future, including vessels from GasLog;
- our ability to obtain financing to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments, funding by GasLog of the revolving credit facility with GasLog entered into on April 3, 2017 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;
- the expected cost of and our ability to comply with environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operation, including the discharge of pollutants;
- 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;
- potential disruption of shipping routes due to accidents, political events, piracy or acts by terrorists;
- potential liability from future litigation;
- our business strategy and other plans and objectives for future operations;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; and
- other risks and uncertainties described in the Partnership's Annual Report on Form 20-F filed with the SEC on February 13, 2017, 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. 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 to 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.

GasLog Partners' Q4 2017 Highlights

- Highest-ever quarterly and annual Partnership Performance Results[1] for Revenues, EBITDA, Profit and Distributable cash flow[2]
- Increased cash distribution to $0.5235 per common unit, 1.2% higher than the third quarter of 2017 and 6.8% higher than the fourth quarter of 2016
  - Distribution coverage ratio[3] of 1.18x
- Completed the acquisition of the *Solaris* from GasLog Ltd. ("GasLog") for $185.9 million, with attached multi-year charter to a subsidiary of Royal Dutch Shell plc ("Shell")
- Post quarter-end, prepaid in full the remaining $29.8 million balance of the junior tranche of the credit agreement entered into on February 18, 2016, due in April 2018
- Post quarter-end, completed public offering of 8.200% Series B Perpetual Fixed to Floating Rate Preference Units, raising gross proceeds of $115.0 million
- Well placed to deliver 5-7% growth in distributions per unit in 2018 given strong liquidity position and dropdown pipeline

1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA and Distributable cash flow are non-GAAP financial measures, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable financial measure calculated and presented in accordance with the Partnership Performance Results, please refer to the Appendix to these slides.
3. Distribution coverage ratio represents the ratio of Distributable cash flow to the Cash distribution declared.

Continued EBITDA Growth From 3 Dropdowns In 2017

	GasLog Greece	*GasLog Geneva*	*Solaris*
Announcement Date	March 23, 2017	June 1, 2017	September 15, 2017
Closing Date	May 3, 2017	July 3, 2017	October 20, 2017
Purchase Price(1)	$219.0 million	$211.0 million	$185.9 million
Size / Propulsion	174,000 cbm / tri-fuel diesel electric	174,000 cbm / tri-fuel diesel electric	155,000 cbm / tri-fuel diesel electric
Year Built	2016	2016	2014
Firm Charter Period / Charterer	March 2026 to Shell	September 2023 to Shell	June 2021 to Shell
Extension Options	5-year extension option	Consecutive extension options to extend the charter by 5 or 8 years	Consecutive extension options to extend the charter by 5 or 10 years
Estimated NTM EBITDA(2)	$24 million	$23 million	$20 million
Acquisition Multiple	9.1x	9.1x	9.2x

1. Includes $1 million of positive net working capital.
2. For the first 12 months after the closing. Estimated NTM EBITDA is a non-GAAP financial measure. Please refer to Appendix for a definition of this measure for *GasLog Greece, GasLog Geneva* and *Solaris*.

Highest-Ever Quarterly Partnership Performance Results[1] And Increased Distribution Per Unit

(In Millions Of USD, Except Per Unit Data)

	Q4 2017	Q3 2017	Q4 2016	% Change From Q3 2017	% Change From Q4 2016
Revenues	$76.2	$73.3	$56.0	*4.0%*	*36.2%*
EBITDA[2]	$55.4	$53.5	$41.6	*3.4%*	*33.0%*
Distributable Cash Flow[2]	$26.9	$26.9	$23.5	*0.2%*	*14.4%*
Quarterly Cash Distribution Per Unit	$0.524	$0.518	$0.490	*1.2%*	*6.8%*
Annualized Cash Distribution Per Unit	$2.094	$2.070	$1.960	*1.2%*	*6.8%*
Distribution Coverage Ratio	1.18x	1.20x	1.20x	*-0.02x*	*-0.02x*
Distribution Coverage Ratio ex. Dry Dockings[3]	1.24x	1.20x	1.20x	*0.04x*	*0.04x*

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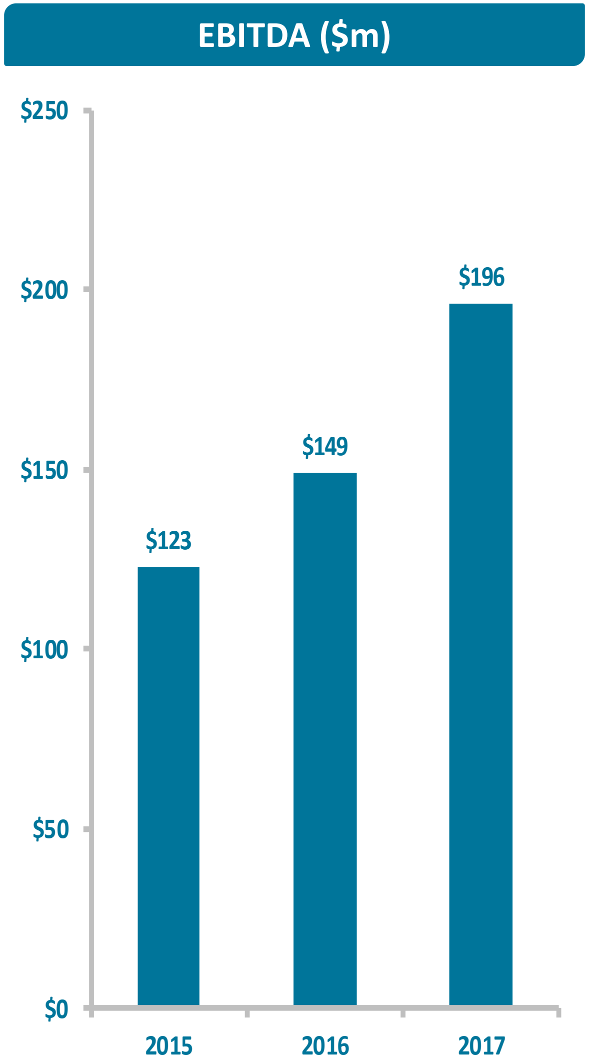
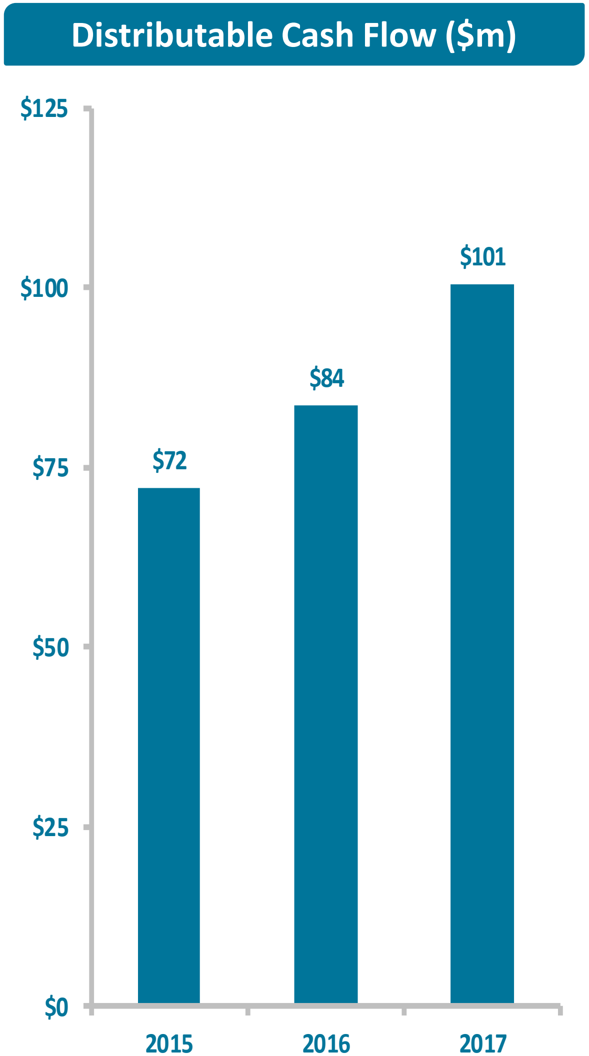
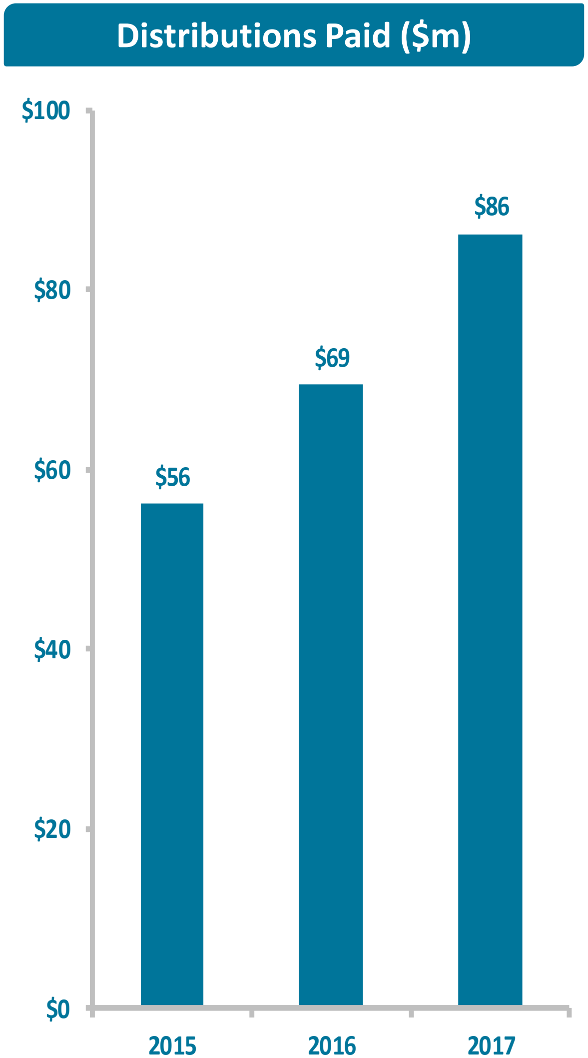
3. Excludes the impact of the scheduled dry docking of the *GasLog Shanghai*

GASLOG PARTNERS

Strong Annual Growth In Cash Flows And Distributions

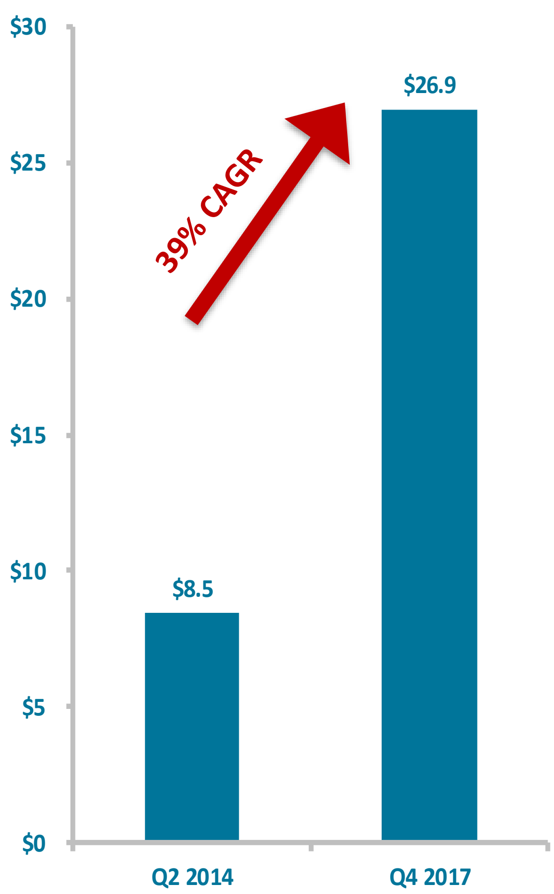




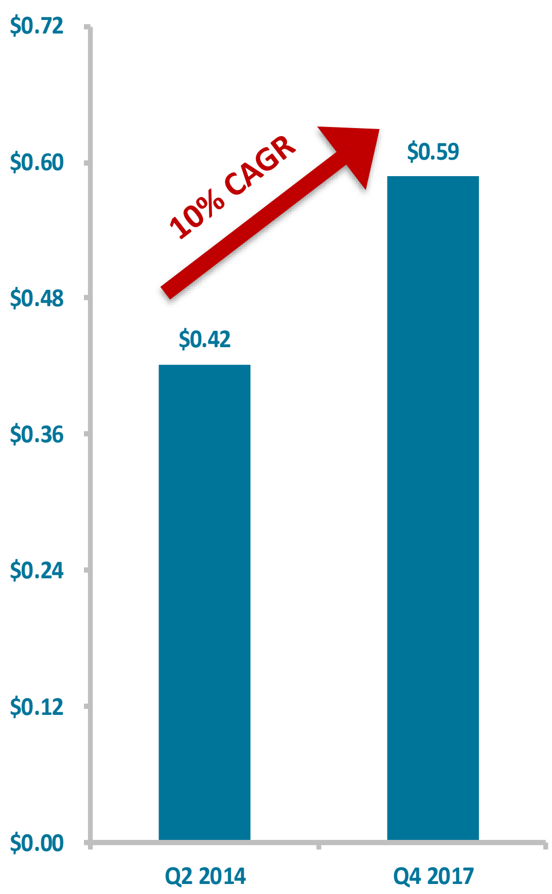


Track Record Of Cash Flow Growth And Coverage Discipline Since IPO

Distributable Cash Flow ($m)



Distributable Cash Flow Per LP Unit



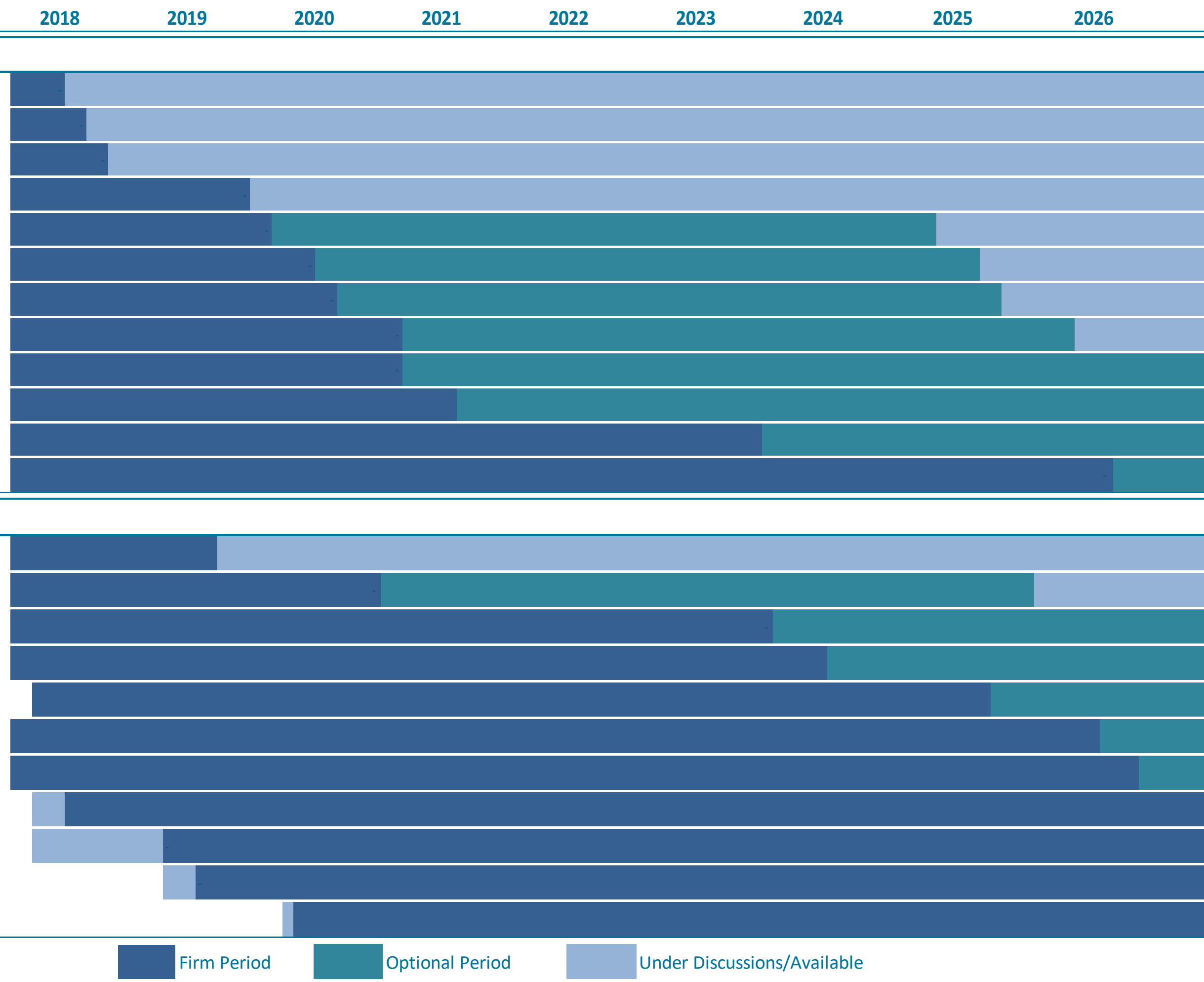
Cash Distribution Per LP Unit

Cumulative Distribution Coverage Ratio = 1.20x Since IPO

GASLOG PARTNERS

Visible Future Growth From GasLog Ltd.'s Fleet Of Vessels With Multi-Year Charters

Vessel	Propulsion	Built	Capacity (cbm)
GasLog Partners LP			
GasLog Shanghai	TFDE	2013	155,000
GasLog Santiago	TFDE	2013	155,000
GasLog Sydney	TFDE	2013	155,000
Methane Jane Elizabeth	Steam	2006	145,000
Methane Alison Victoria[1]	Steam	2007	145,000
Methane Rita Andrea[1]	Steam	2006	145,000
Methane Shirley Elisabeth[1]	Steam	2007	145,000
Methane Heather Sally[1]	Steam	2007	145,000
GasLog Seattle[1]	TFDE	2013	155,000
Solaris[1]	TFDE	2014	155,000
GasLog Geneva[1]	TFDE	2016	174,000
GasLog Greece[1]	TFDE	2016	174,000
GasLog Ltd.			
GasLog Skagen	TFDE	2013	155,000
Methane Lydon Volney	Steam	2006	145,000
GasLog Gibraltar	TFDE	2016	174,000
Methane Becki Anne	TFDE	2010	170,000
Hull 2801[2]	X-DF	2018	174,000
Methane Julia Louise[3]	TFDE	2010	170,000
GasLog Glasgow	TFDE	2016	174,000
Hull 2130	X-DF	2018	174,000
GasLog Houston	X-DF	2018	174,000
Hull 2131	X-DF	2019	174,000
Hull 2213[4]	X-DF	2020	180,000



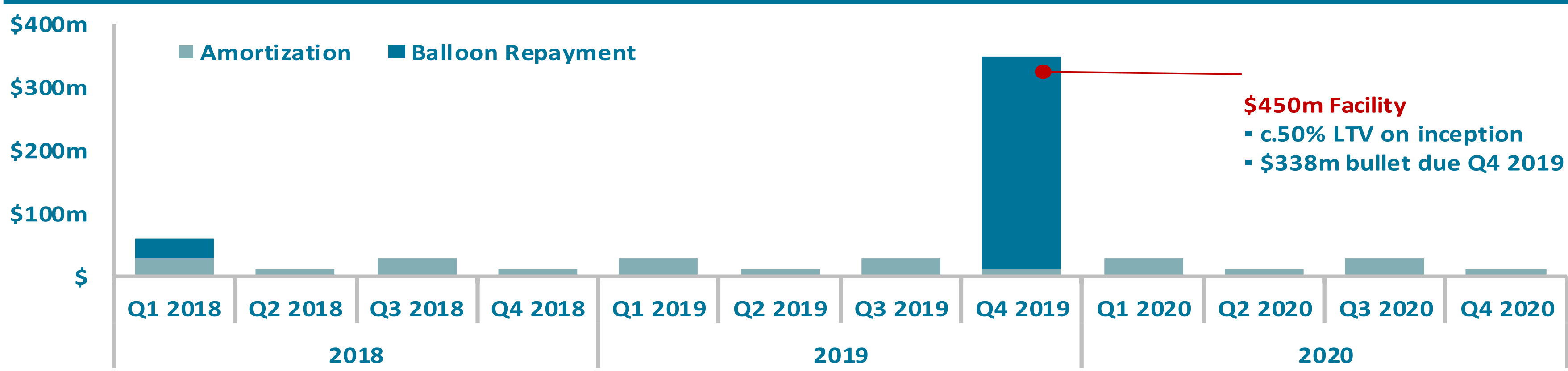
1. Charters may be extended for certain periods at charterer's option. The period shown reflects the maximum optional period. In addition, the charterer of the *Methane Shirley Elisabeth*, the *Methane Heather Sally* and the *Methane Alison Victoria* has a unilateral option to extend the term of two of the related time charters for a period of either three or five years at its election. The charterer of the *Methane Rita Andrea* may extend this charter for one extension period of three or five years. The charterer of the *GasLog Seattle* and the *Solaris* may extend the term of each time charter for a period ranging from five to ten years. The charterer of the *GasLog Greece* may extend the term of the time charter for a period of five years. The charterer of the *GasLog Geneva* may extend the term of the time charter by two additional periods of five and three years, respectively.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a subsidiary of Total.
3. On February 24, 2016, GasLog completed the sale and leaseback of the *Methane Julia Louise* with Lepta Shipping Co., Ltd., a subsidiary of Mitsui Co. Ltd. GasLog Partners retains its option to purchase the special purpose entity that controls the charter revenues from this vessel.

Substantial Liquidity And Debt Capacity To Fund Fleet Growth And Investments In Vessel Enhancements

Liquidity And Credit Metrics

Liquidity ($m)	Q4 2017	Adjusted for $115m Series B Preferred Equity	Further Adjusted For $30m Debt Repayment (Jan-2018) $24m Investments In Vessel Enhancements
Cash And Cash Equivalents	$143	$254	$200
Availability Under Revolving Credit Facilities	$56	$56	$56
Total Liquidity	$199	$310	$256
Credit Metrics			
Total Debt / Total Capitalization	54.8%	52.0%	51.4%
Net Debt / EBITDA[1] (Annualized)	4.6x	4.1x	4.2x

Scheduled Debt Payments



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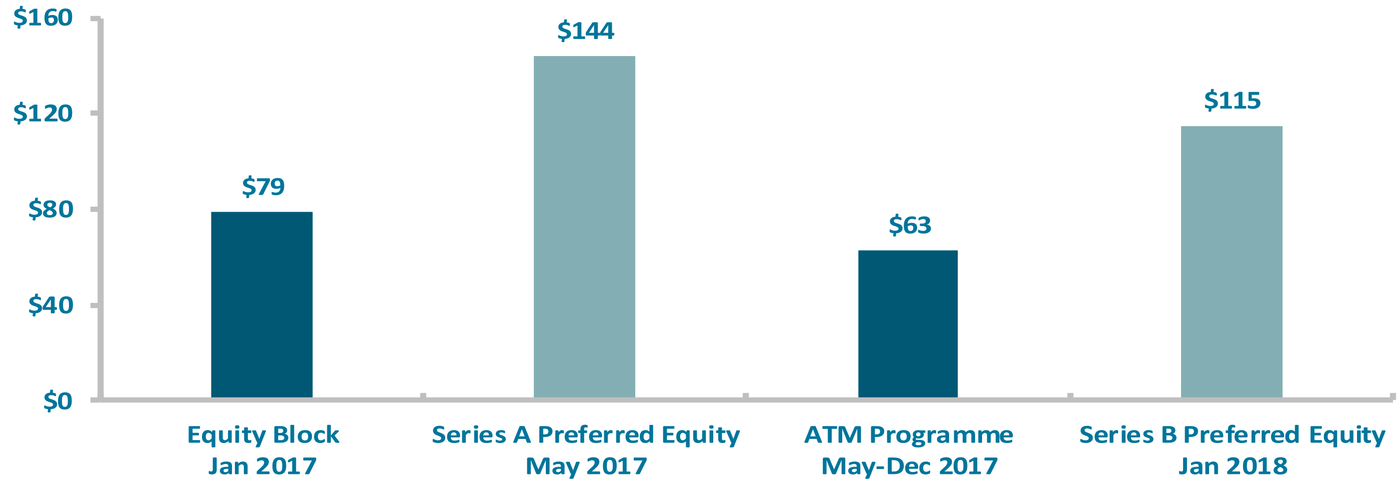
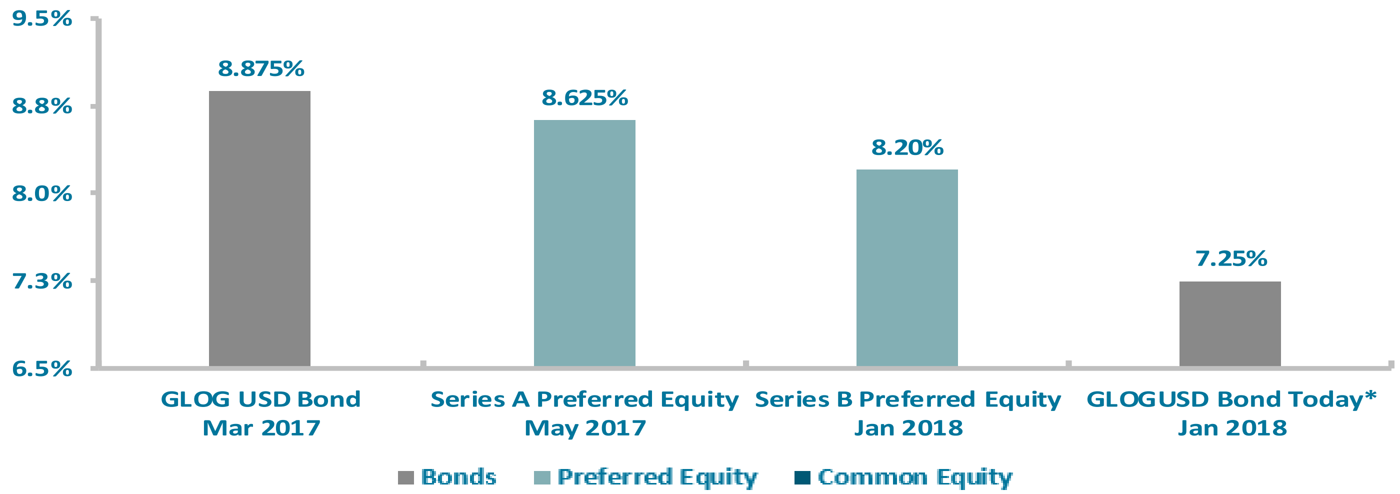
Increased Diversity And Improved Cost Of Capital Position GasLog Partners For Future Growth

Over $400m In Growth Capital Raised Since January 2017



Cost of Capital Declining Over The Last 12 Months

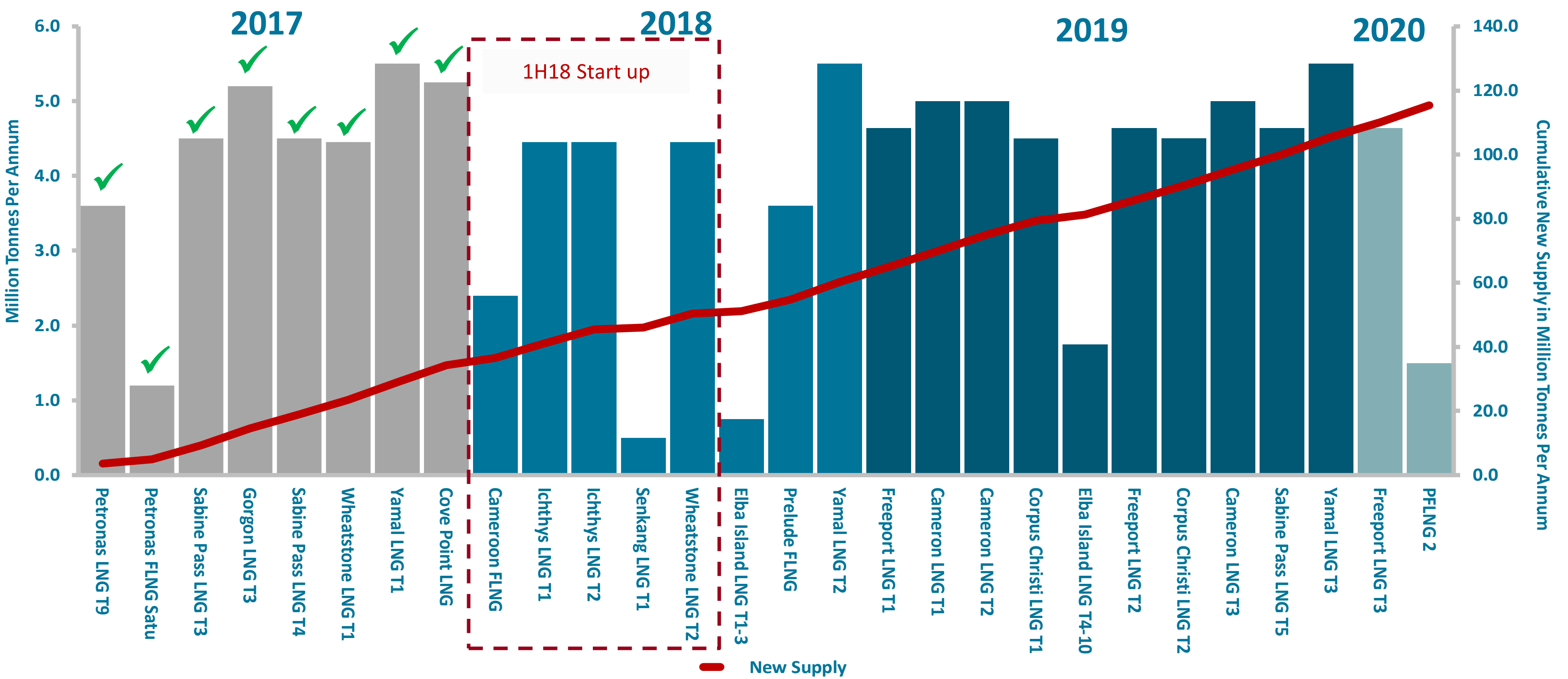


* Price as of January 29, 2018

Attractive Long-Term Outlook For LNG Shipping

1	Wave Of LNG Supply Coming Online As Expected	✓
2	LNG Demand Keeping Pace With Supply, Driven By Strong Growth In Multiple Markets Including China	✓
3	Limited Vessel Ordering: Expected Shortfall From 2019	✓
4	Encouraging Recovery In LNG Shipping Market	✓

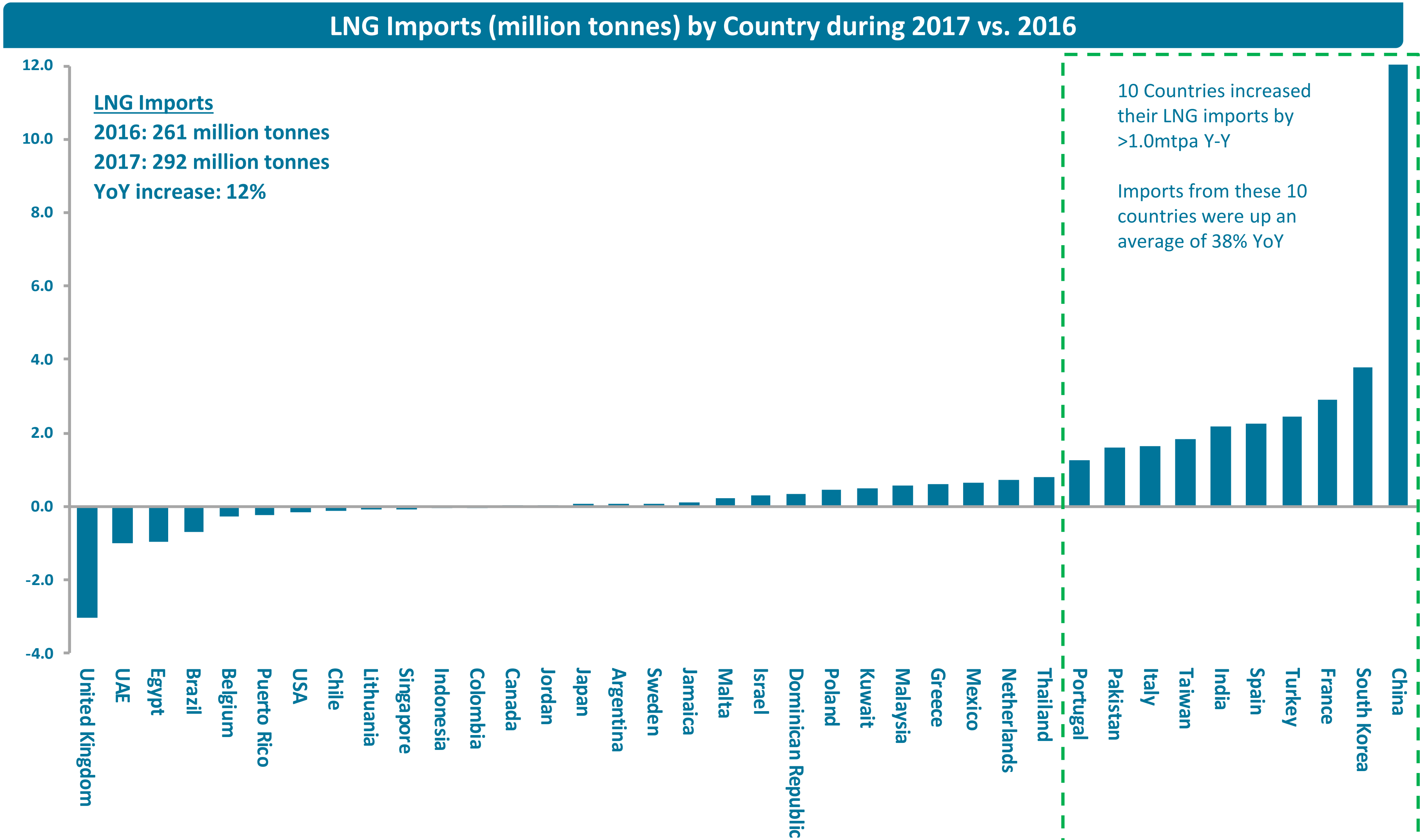
New LNG Supply Coming Online



- Over 30mtpa of new nameplate capacity came online in 2017, an increase of 11% over 2016
- 25mtpa of new capacity scheduled to start up in 2018, including Cameroon, Wheatstone T2 and Ichthys during 1H18
- Multiple projects continue to make progress towards FID to meet longer term demand growth

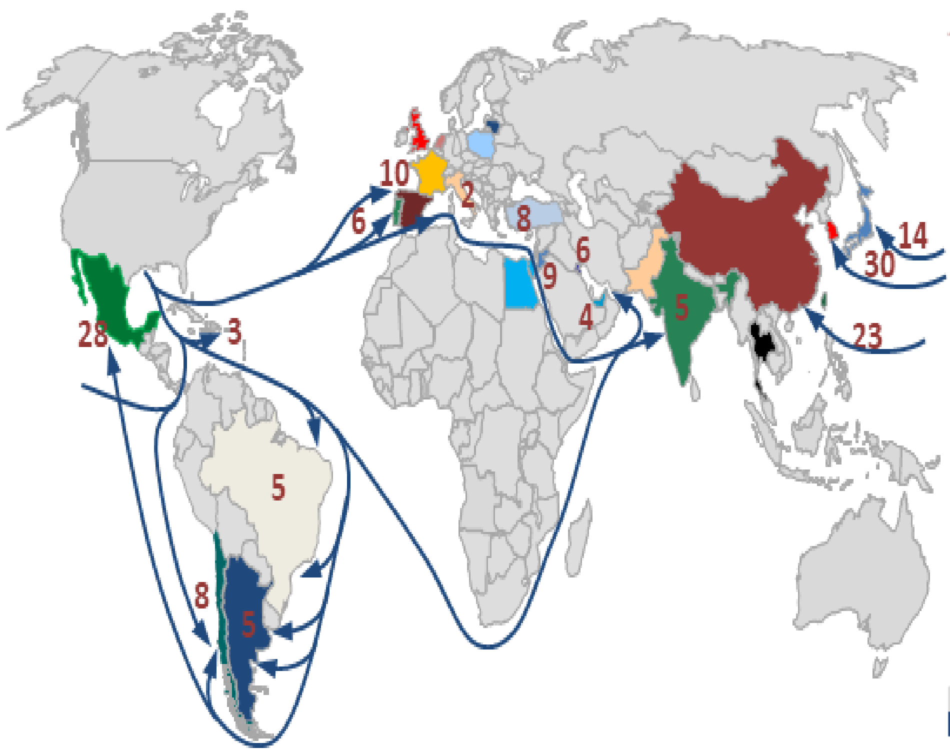
Source: IGU, Wood Mackenzie, Poten

LNG Demand Continues To Keep Pace With New Supply



Source: Poten

US Exports Of LNG Expand Tonne Miles, Tighten Supply And Demand Balance For LNG Shipping



Country	# Cargos	Total Volume (Tonnes)	Ave Laden Duration (Days)	Equivalent # 160k m^3 Vessels Required Per MTPA
Argentina	5	354,307	21	1.69
Brazil	5	376,880	14	1.15
Chile	8	545,634	19	1.53
China	23	1,621,644	31	2.45
Dom. Republic	3	197,546	12	1.01
Egypt	3	184,530	23	1.84
France	1	68,469	15	1.19
India	5	350,806	30	2.38
Italy	2	140,429	19	1.54
Japan	14	1,025,055	30	2.39
Jordan	9	599,365	22	1.78
Kuwait	6	413,240	31	2.48
Lithuania	2	144,380	15	1.21
Malta	1	19,068	28	2.24
Mexico	41	3,037,170	10	0.85
Netherlands	1	61,042	18	1.43
Pakistan	1	66,627	27	2.15
Poland	1	69,571	16	1.31
Portugal	6	406,796	12	1.02
South Korea	30	2,131,388	32	2.58
Spain	10	656,330	13	1.09
Taiwan	3	187,897	40	3.14
Thailand	1	60,572	35	2.80
Turkey	8	596,117	17	1.37
UAE	4	284,030	27	2.19
United Kingdom	1	69,284	13	1.07
Totals	194	13,668,177	21.9	
Volume Weighted Vessel Multiplier				1.76

- Sabine Pass continues to operate around full capacity, shipping 194 cargoes in 2017 and over 240 since start-up in early 2016
  - 51% of cargoes shipped during Q4 of 2017 were delivered to Asia
  - 35% of cargoes from Sabine Pass have been delivered to Asia since start-up
- Data from Sabine Pass imply 1.76 ships needed for each 1mtpa of LNG exports from the US

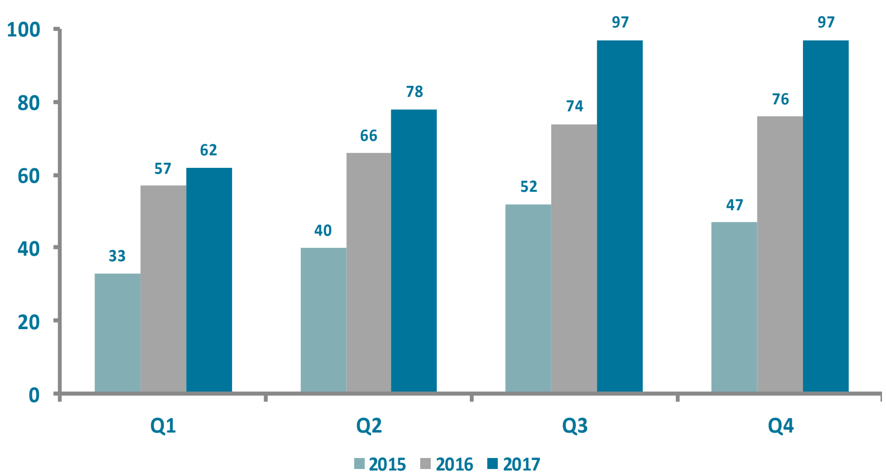
Source: Reuters, Poten

LNG Shipping Spot Market Continues To Tighten

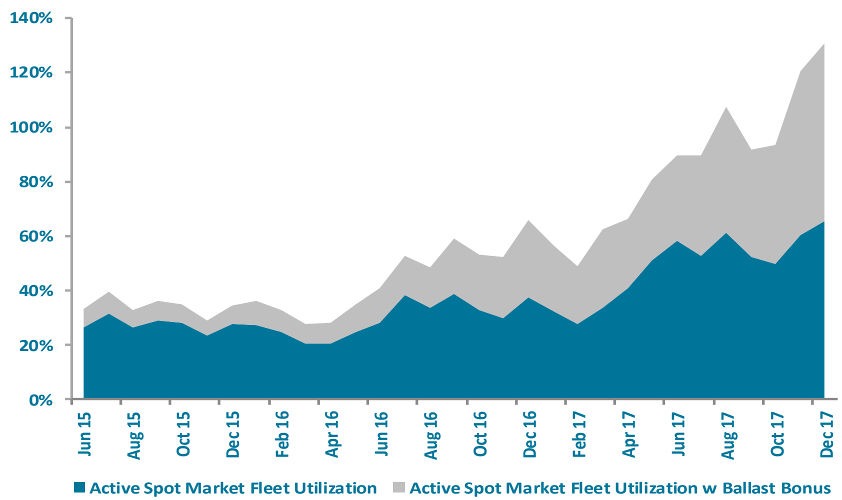
Spot Market Developments

- Strong LNG demand from Asia observed during Q4
  - Chinese imports in 2017 were up over 45%+ Y-Y
- Total number of spot fixtures in 2017 were up 22% Y-Y
- Utilization continues to improve, limited vessel availability driving round trip economics

LNG Spot Fixtures Per Quarter



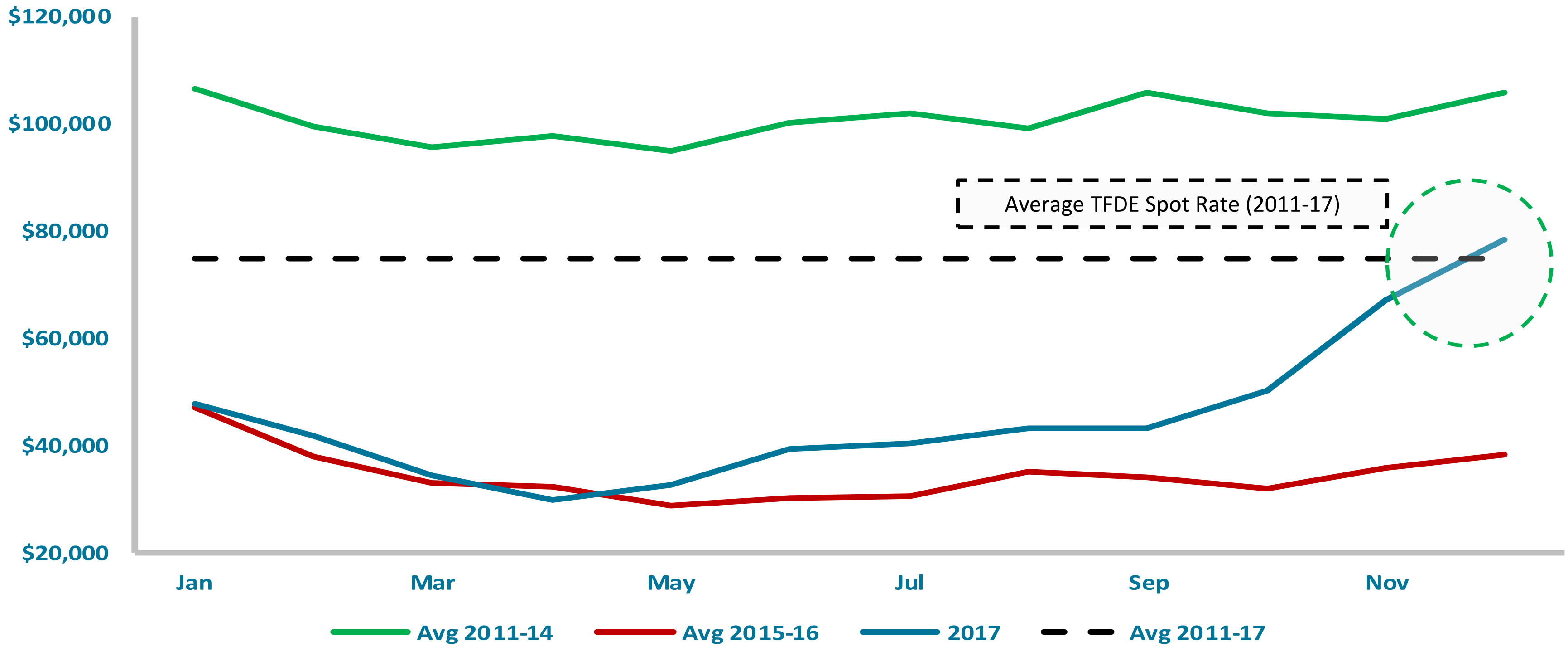
Estimated Utilization Of LNG Spot Fleet



Source: Poten

Tighter Market Being Reflected In Higher Spot Rates

TFDE Spot Rates: Peak Years (2011-14) and Trough Years (2015-16) v. 2017



- Spot rates rose above their long-term average last December for the first time in 3 years
  - Clarksons is currently quoting headline spot rates of $78k/day (+63% YoY)
- Expecting a return of seasonality as we head into the "shoulder" season
- Limited newbuild orders (10 in 2017) and visible vessel supply outlook through 1H20
  - Anticipated shortfall in shipping capacity from 2019

Source: Clarksons

Distribution Growth Track Record And 2018 Guidance

1. Annualized distribution per LP unit.

Review And Outlook

1	Highest-ever quarterly Partnership Performance Results[1] for Revenues, EBITDA, Profit and Distributable cash flow[2]
2	Increased quarterly cash distribution represents 10% CAGR since IPO and 7% growth over Q4 2016
3	5% to 7% growth guidance for 2018 reflects dropdown pipeline, equity funding certainty, dry-dockings and charter renewals
4	New liquefaction capacity, strong LNG demand growth and limited new vessel orders support improving LNG shipping rates

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GasLog Investor Event – SAVE THE DATE

GasLog Ltd. and GasLog Partners' senior management will host an investor and analyst event in New York to provide an update on the group's business and strategy and on the wider LNG and LNG shipping markets.

A more formal announcement will be made in due course.

Please contact ir@gasloglt d.com for more details.

Date: 10th April 2018

Location: New York City

APPENDIX: NON-GAAP RECONCILIATIONS

Non-GAAP Reconciliations

Non-GAAP Financial Measures:

EBITDA is defined as earnings before interest income and expense, gain/loss on interest rate swaps, taxes, depreciation and amortization. EBITDA, which is a non-GAAP financial measure, is used as a supplemental financial measure by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Partnership believes that this non-GAAP financial measure assists our management and investors by increasing the comparability of our performance from period to period. The Partnership believes that including EBITDA 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 continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of financial costs, gain/loss on interest rate swaps, taxes, depreciation and amortization, which items are affected by various and possibly changing financing methods, financial market conditions, capital structure and historical cost basis, and which items may significantly affect results of operations between periods.

EBITDA has limitations as an analytical tool and should not be considered as an alternative to, or as a substitute 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 it does 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 does not reflect any cash requirements for such replacements. It is 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 this measure differently to how we do, limiting its usefulness as a comparative measure. EBITDA excludes some, but not all, items that affect profit or loss and these measures may vary among other companies. Therefore, EBITDA as presented herein may not be comparable to similarly titled measures of other companies.

Distributable cash flow means EBITDA, on the basis of the Partnership Performance Results, after considering financial costs for the period, including realized loss on interest rate swaps and excluding amortization of loan fees, estimated dry-docking and replacement capital reserves established by the Partnership and accrued distributions on preference units, whether or not declared. Estimated dry-docking and replacement capital reserves represent capital expenditures required to renew and maintain over the long-term the operating capacity of, or the revenue generated by, our capital assets. Distributable cash flow, which is a non-GAAP financial measure, is a quantitative standard used by investors in publicly-traded partnerships to assess their ability to make quarterly cash distributions. Our calculation of Distributable cash flow may not be comparable to that reported by other companies. Distributable cash flow has limitations as an analytical tool and should not be considered as an alternative to, or substitute for, or superior to, profit or loss, profit or loss from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS.

Non-GAAP Reconciliations

Reconciliation of Distributable Cash Flow to Profit:
(Amounts expressed in Thousands of U.S. Dollars)

For the Quarter Ended

	30-Jun-14[1]	30-Sep-14	31-Dec-14	31-Mar-15	30-Jun-15	30-Sep-15	31-Dec-15	31-Mar-16	30-Jun-16	30-Sep-16	31-Dec-16	31-Mar-17	30-Jun-17	30-Sep-17	31-Dec-17
Partnership's profit for the period	$3,823	$9,575	$1,146	$12,897	$12,614	$19,230	$20,299	$16,191	$17,383	$18,869	$24,827	$21,022	$19,358	$25,299	$28,438
Depreciation	$2,157	$4,083	$7,112	$6,832	$6,895	$11,099	$11,155	$11,103	$10,949	$11,116	$12,062	$12,362	$13,466	$15,580	$16,785
Financial costs	$1,382	$2,588	$11,236	$3,950	$4,030	$6,923	$6,886	$7,181	$7,252	$7,333	$8,421	$8,782	$10,288	$12,289	$13,557
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)	($83)	($54)	($117)	($228)	($311)	($316)
Loss / (gain) on interest rate swaps	$756	($343)	$4,805	$0	$0	0	0	0	0	0	($3,623)	($23)	$2,336	$672	($3,106)
EBITDA	**$8,115**	**$15,894**	**$24,288**	**$23,670**	**$23,531**	**$37,247**	**$38,338**	**$34,457**	**$35,560**	**$37,235**	**$41,633**	**$42,026**	**$45,220**	**$53,529**	**$55,358**
Financial costs[2]	($1,606)	($2,982)	($5,324)	($3,573)	($3,638)	($6,159)	($6,114)	($6,191)	($6,322)	($6,425)	($7,991)	($8,419)	($9,591)	($11,380)	($12,332)
Drydocking capital reserve	($395)	($727)	($1,499)	($1,499)	($1,499)	($2,670)	($2,670)	($2,168)	($2,168)	($2,168)	($2,325)	($2,682)	($2,871)	($3,240)	($3,441)
Replacement capital reserve	($1,470)	($2,694)	($4,341)	($4,340)	($4,340)	($7,015)	($7,015)	($7,231)	($7,232)	($7,228)	($7,776)	($7,429)	($7,955)	($8,942)	($9,551)
Paid and accrued preferred equity distributions	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($1,549)	($3,100)	($3,100)
Distributable cash flow	**$4,644**	**$9,491**	**$13,124**	**$14,258**	**$14,054**	**$21,403**	**$22,539**	**$18,867**	**$19,838**	**$21,414**	**$23,541**	**$23,496**	**$23,254**	**$26,867**	**$26,934**
Other reserves[3]	($514)	($252)	($2,407)	($3,541)	($7)	($5,691)	($6,829)	($3,155)	($2,761)	($4,336)	($3,992)	($3,375)	($2,253)	($4,490)	($4,089)
Cash distributions declared	**$4,130**	**$9,239**	**$10,717**	**$10,717**	**$14,047**	**$15,712**	**$15,710**	**$15,712**	**$17,077**	**$17,078**	**$19,549**	**$20,121**	**$21,001**	**$22,377**	**$22,845**

1. The Partnership's Q2 2014 results reflect the period from May 12, 2014 to June 30, 2014.
2. Includes realized loss on interest rate swaps and excludes amortization of loan fees.
3. Refers to reserves (other than the drydocking and replacement capital reserves) for the proper conduct of the business of the Partnership and its subsidiaries (including reserves for future capital expenditures and for anticipated future credit needs of the Partnership and its subsidiaries).

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Non-GAAP Reconciliations

***GasLog Greece* - Estimated NTM EBITDA**

For the entity owning *GasLog Geneva*, estimated EBITDA for the first 12 months of operation following the completion of the acquisition is based on the following assumptions:

- timely receipt of charter hire specified in the charter contract;
- utilization of 363 days per year and no drydocking;
- vessel operating and supervision costs and charter commissions per current internal estimates; and
- general and administrative expenses based on management's current internal estimates.

***GasLog Geneva* - Estimated NTM EBITDA**

For the entity owning *GasLog Geneva*, estimated EBITDA for the first 12 months of operation following the completion of the acquisition is based on the following assumptions:

- timely receipt of charter hire specified in the charter contract;
- utilization of 363 days per year and no drydocking;
- vessel operating and supervision costs and charter commissions per current internal estimates; and
- general and administrative expenses based on management's current internal estimates.

***Solaris* - Estimated NTM EBITDA**

For the entity owning *Solaris*, estimated EBITDA for the first 12 months of operation following the completion of the acquisition is based on the following assumptions:

- timely receipt of charter hire specified in the charter contract;
- utilization of 363 days per year and no drydocking;
- vessel operating and supervision costs and charter commissions per current internal estimates; and
- general and administrative expenses based on management's current internal estimates.

We consider the above assumptions to be reasonable as of the date on which GasLog Partners announced each acquisition but, if these assumptions prove to be incorrect, actual EBITDA for the entity owning the vessel could differ materially from our estimates. The prospective financial information was not prepared with a view toward public disclosure or with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants but, in the view of management, was prepared on a reasonable basis and reflects the best currently available estimates and judgments. However, this information is not fact and should not be relied upon as being necessarily indicative of future results, and readers of this document are cautioned not to place undue reliance on the prospective financial information. Neither our independent auditors nor any other independent accountants have compiled, examined or performed any procedures with respect to the prospective financial information contained above, nor have they expressed any opinion or any other form of assurance on such information or its achievability and may assume no responsibility for, and disclaim any association with, such prospective financial information.

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