GASLOG PARTNERS LP

Investor Presentation

June 2021

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;
- 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 wages, 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;
- disruption to the LNG, LNG shipping and financial markets caused by the global shutdown as a result of the COVID-19 pandemic;
- business disruptions resulting from measures taken to reduce the spread of COVID-19, including possible delays due to the quarantine of vessels and crew, as well as government-imposed shutdowns;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- fluctuations in exchange rates, especially the U.S. dollar and the 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;
- the ability of GasLog to maintain long-term relationships with major energy companies and major LNG producers, marketers and consumers;
- 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 cash distribution reductions 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, funding by GasLog of the revolving credit facility 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;
- the impact on us and the shipping industry of environmental concerns, including climate change;
- 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, including 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 2, 2021, 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 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.

HISTORY, OWNERSHIP STRUCTURE AND ASSETS

GASLOG HISTORY

1824
The Livanos Family traces its roots to the island of Chios, where they made their first steps into the shipping industry

1949
Ceres Hellenic Shipping Enterprises Ltd. was established by George P. Livanos

1982
George P. Livanos founded the Hellenic Marine Environment Protection Association (HELMEPA) to promote health and safety measures aboard ships

•HELMEPA•

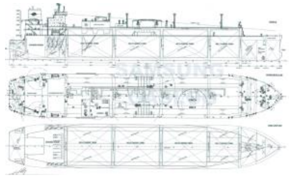
1987
SeaChem established. Paul Wogan CEO - Merged with Odfjell in 2000

1994
Peter Livanos takes over management of Ceres Hellenic from his father

2001
The Ceres Group enters LNG Shipping, forming a strategic relationship with BG Group – the first voyage of the Methane Kari Elin for BG Group in 2004

BG GROUP

2007
Ceres LNG Shipping manages and operates eight LNGCs on behalf of BG Group. Entry into LNGC ownership, with six vessels ordered at SHI



2011
The GasLog brand is introduced
A further eight new-buildings are ordered from SHI

GASLOG

2012
GasLog Ltd. goes public with a listing on the New York Stock Exchange (NYSE:GLOG)

NYSE

2014
A further ten ships added to the fleet and surpassing 12,000,000 man hours without an LTIF with SHI

IPO of GasLog Partners (NYSE: GLOP)

GASLOG PARTNERS

2015
Formation of the Cool Pool with Golar and Dynagas
LNGreen Award for pioneering work in vessel design
Among the first to order 2-stroke XDF vessels

The Cool Pool

2016
Term charters secured with Total and Centrica

GasLog launches its FSRU business

2018

Delivery of its first X-DF vessels: GasLog Houston, GasLog Hong Kong and GasLog Genoa

Term charters secured with Centrica and Cheniere

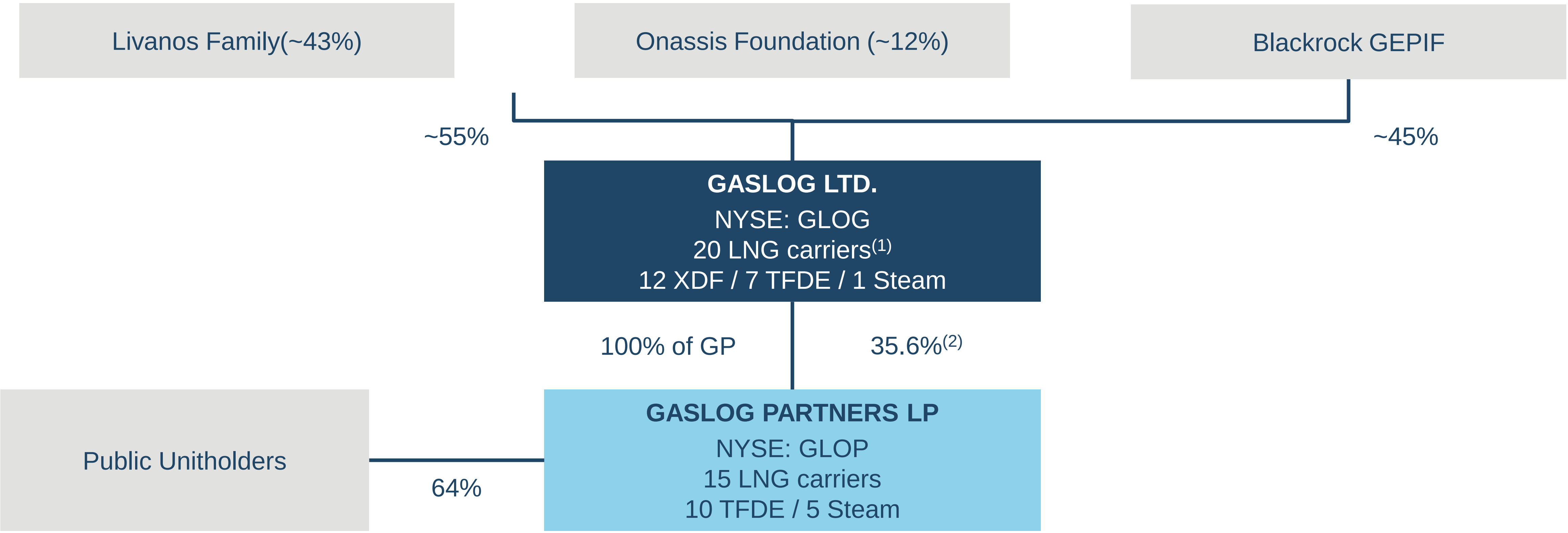
Today

GASLOG

Leading LNG shipping provider:

6 Steam vessels
12 X-DF vessels
17 TFDE vessels

ORGANISATIONAL AND OWNERSHIP STRUCTURE

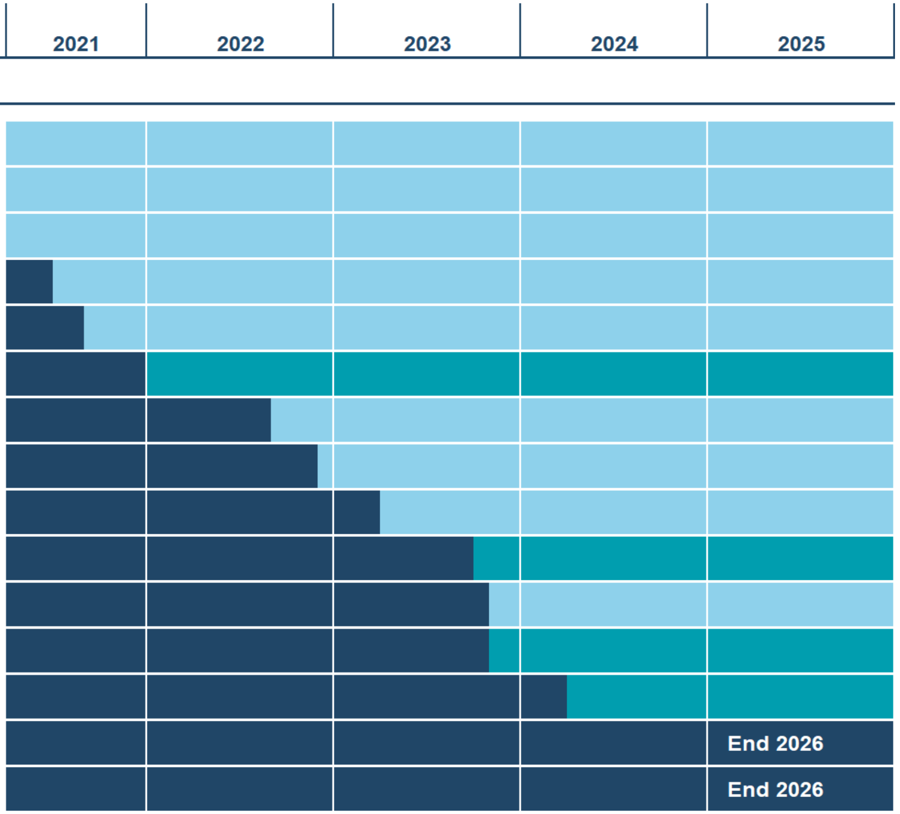


1) Includes three vessels which have been sold to a subsidiary of Mitsui & Co. Ltd. to CMBFL and ICBC respectively, and leased back by GasLog under long-term bareboat charters
2) Inclusive of 2.0% General Partner interest and Class B units owned by GasLog Ltd.

THE GASLOG PARTNERS FLEET

GASLOG PARTNERS LP'S FLEET

Vessel	Propulsion	Built	Capacity (cbm)	Charter
GasLog Partners LP				
Methane Rita Andrea	Steam	2006	145,000	Spot
Methane Heather Sally	Steam	2007	145,000	Spot
GasLog Sydney	TFDE	2013	155,000	Spot
GasLog Seattle	TFDE	2013	155,000	
Solaris	TFDE	2014	155,000	
GasLog Santiago	TFDE	2013	155,000	TRAFIGURA
Methane Shirley Elisabeth	Steam	2007	145,000	JOVO
GasLog Shanghai	TFDE	2013	155,000	GUNVOR
Methane Jane Elizabeth	Steam	2006	145,000	CHENIERE
GasLog Geneva	TFDE	2016	174,000	
Methane Alison Victoria	Steam	2007	145,000	VPOWER GROUP
GasLog Gibraltar	TFDE	2016	174,000	
Methane Becki Anne	TFDE	2010	170,000	
GasLog Greece	TFDE	2016	174,000	
GasLog Glasgow	TFDE	2016	174,000	



Firm period | Optional period | Available

15
Number of vessels in the Partnership's fleet

c.$660 million
Contracted revenue backlog as of March 31, 2021

c.2 years
Average charter duration of the GasLog Partners fleet

c.9 years
Average age of the GasLog Partners fleet

1. Refer to the GasLog Partners Q1 2021 Results 6-K filed with the SEC on May 6, 2021 for a detailed description of the charterers and option periods.

INVESTMENT CASE

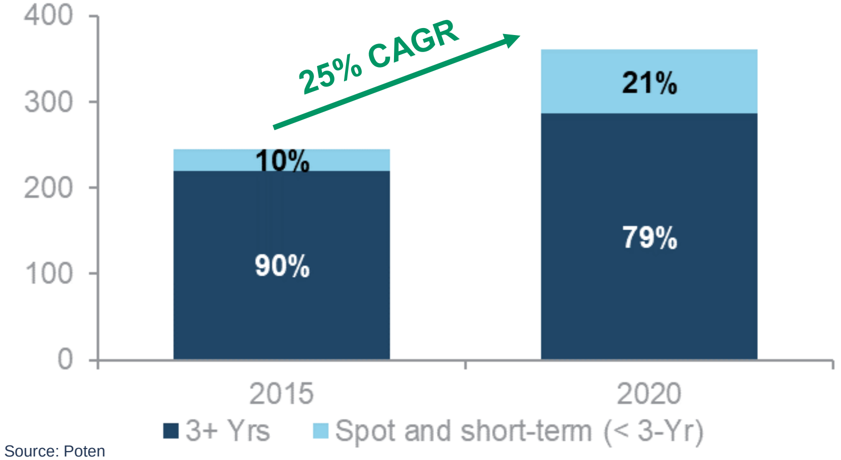
INDEPENDENT STRATEGY OFFERS ATTRACTIVE INVESTMENT CASE

1	15-vessel fleet backed by leading operational and commercial platform offers a competitive advantage
2	Strong financial position with no corporate-level debt and no debt maturities until 2024
3	Capital allocation for 2021 prioritizes debt repayment, more than covered by contracted cash flows this year
4	Continued strength in the LNG carrier spot market to materially benefit the Partnership
5	LNG demand growth projected for decades to come

1 EXISTING STRUCTURE AND STRATEGY CREATES PLATFORM FOR VALUE CREATION

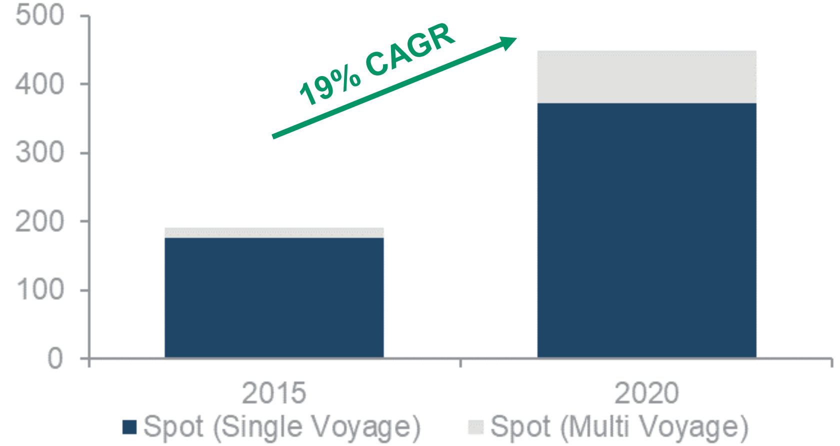
- Continued forecast growth in LNG market
- Spot and short-term trade in LNG is growing rapidly
- Leading commercial and operational platform
- Fleet size and operational excellence afford us a competitive advantage
- Financially strong with no corporate level debt and no debt maturities until 2024

LNG TRADE BY CHARTER DURATION (MT)



Source: Poten

NUMBER OF SPOT FIXTURES



Source: Poten

CONTINUED FOCUS ON DEBT REPAYMENT, NEAREST MATURITY IN 2024

BALANCE SHEET METRICS

5.0x
Net debt to trailing 12-month adjusted EBITDA

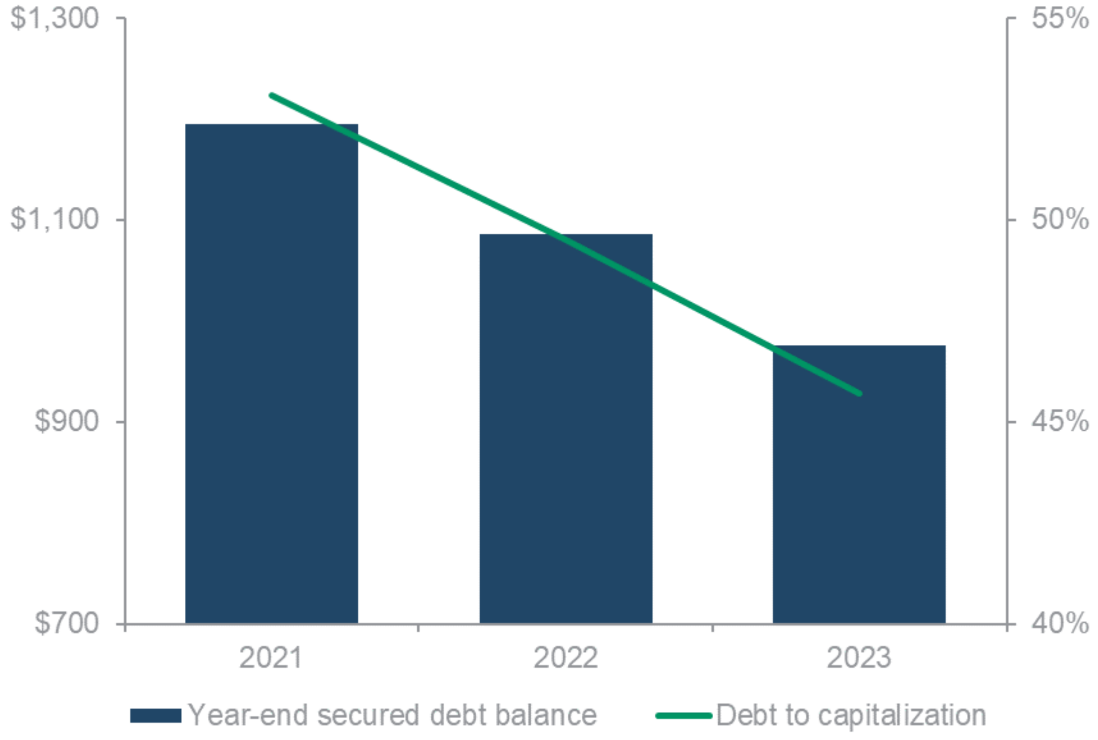
50%
Net debt to total capitalization as of Q1 2021

$125 million
Total available liquidity at end Q1 2021

$110 million
Annual scheduled amortization 2021-23

$0
Corporate level debt

SECURED DEBT BALANCE AND AMORTIZATION 2021-2023 ($M)



CASH ITEMS

c.$36 million
Debt retired during Q1 2021 through scheduled amortization

c.$330 million
Total scheduled debt amortization during 2021-2023

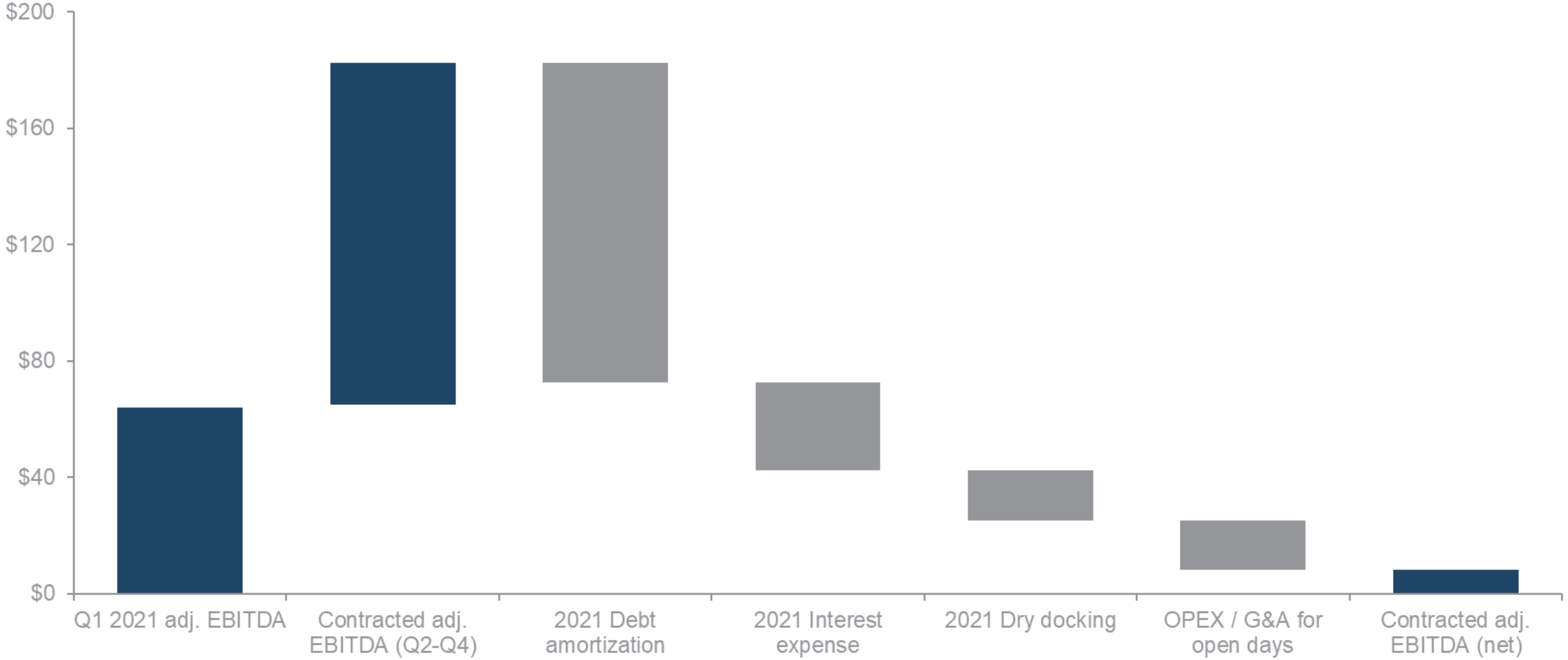
$0
Committed growth capex

1. Capitalization defined as total assets. Net debt defined as borrowings net of cash and cash equivalents. Available liquidity defined as cash and cash equivalents plus undrawn borrowing capacity.
2. Forecast for total capitalization determined using our fleet's depreciation schedule and debt using our amortization schedule.

CASH GENERATED IN Q1, ALONG WITH 75% CHARTER COVERAGE THROUGH YEAR END MORE THAN COVERS OUR DEBT SERVICE OBLIGATIONS FOR 2021

3

2021 GASLOG PARTNERS COMMITTED CASH INFLOWS AND OUTFLOWS ($M)(1,2,3,4.5)

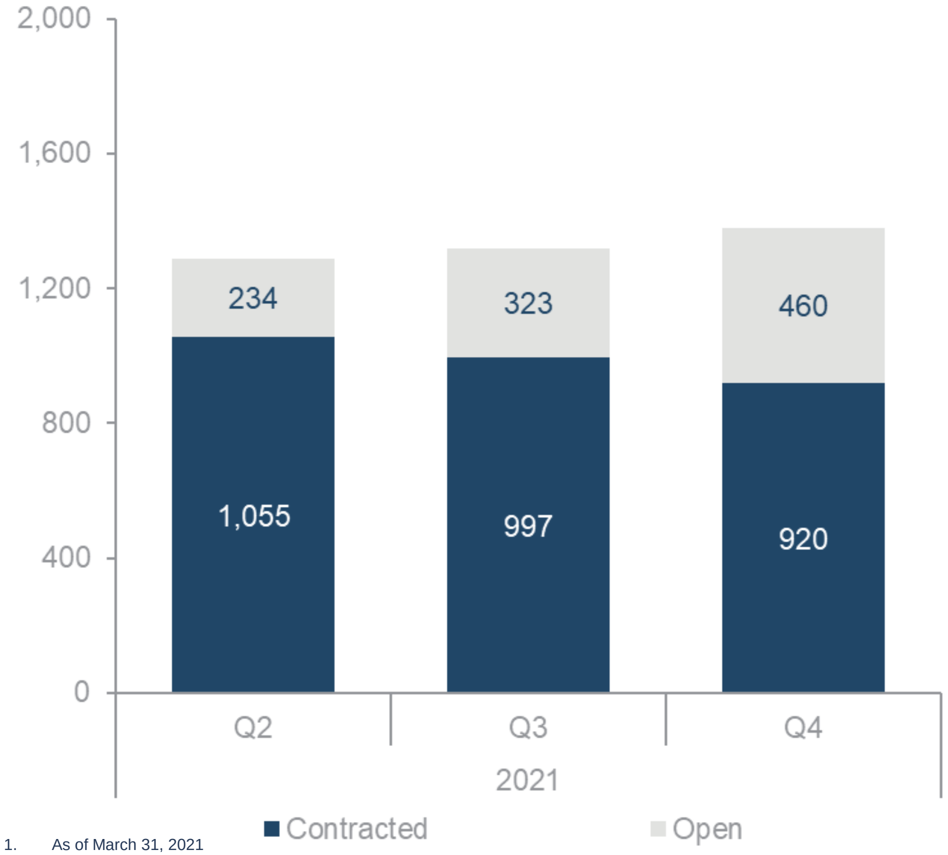


1. Adjusted EBITDA is a non-GAAP financial measures and should not be used in isolation or as a substitute for the Partnership's financial results presented in accordance with IFRS. For the definition and reconciliation of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.
2. Contracted adjusted EBITDA as of March 31, 2021 and does not include any contribution from charters signed thus far in Q2.
3. Contracted adjusted EBITDA assumes daily operating expenses average $14,132 per day and G&A averages approximately $2,275 per day, equivalent to its average during Q1 2021 as well as 2,972 fixed days in Q2-Q4 2021 as of March 31, 2021.
4. Interest expense assumed to be the average debt balance in 2021 of approximately $1.25 billion based on our scheduled amortization, with an average cost of debt of approximately 2.4%, equal to the average interest rate during the 3-month period ended March 31, 2021.
5. Operating and G&A expenses for open days assume daily operating expenses average $14,132 per day and G&A averages approximately $2,275 per day, equivalent to their average during Q1 2021 as well as 1,071 fixed days in Q2-Q4 as of March 31, 2021.

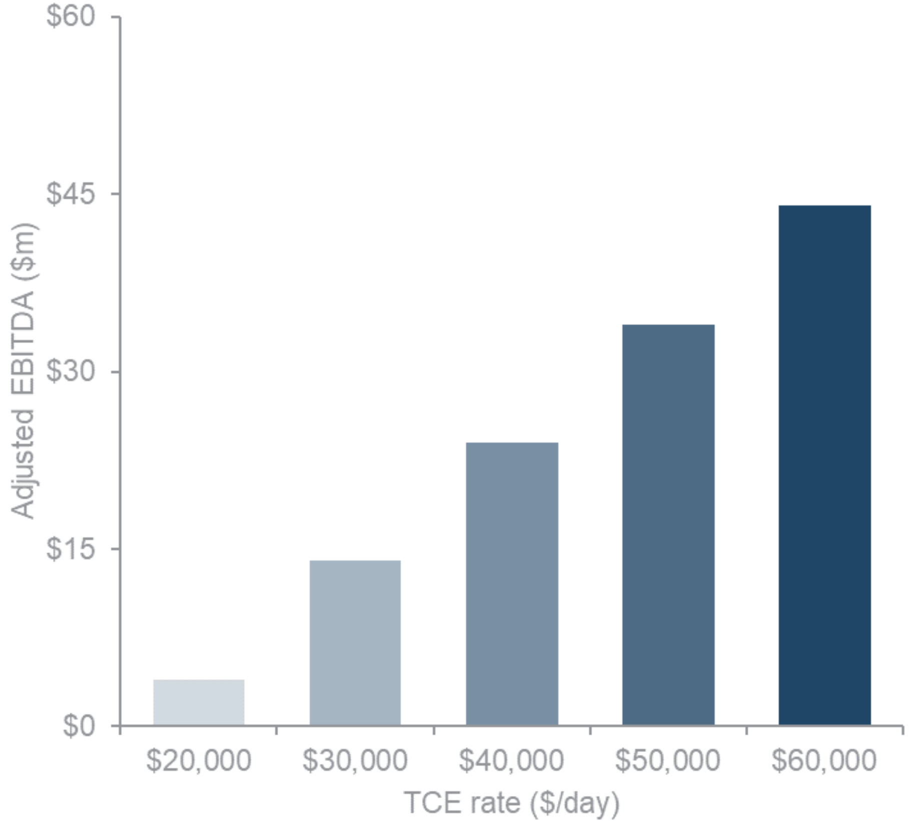
4

A RECOVERY IN LNG SHIPPING SPOT RATES TO MATERIALLY BENEFIT GASLOG PARTNERS

2021 OPEN DAYS BY QUARTER[(1)]



2021 ADJ. EBITDA SENSITIVITY ($M)[(2)]



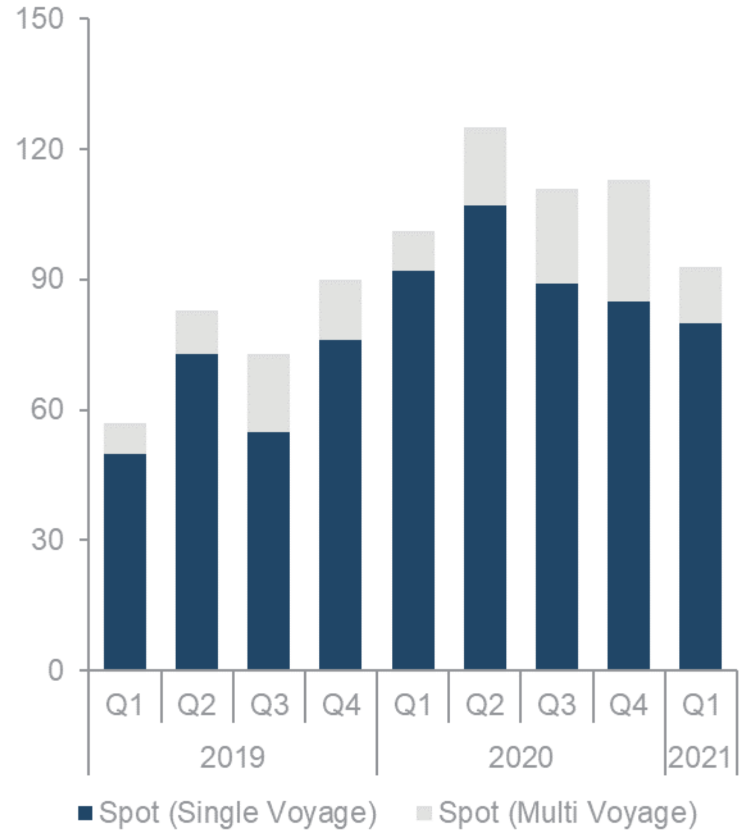
1. As of March 31, 2021
2. Assumes daily operating expenses average $14,132 per day and G&A averages approximately $2,275 per day, equivalent to the average over Q1 2021 as well as 1017 unfixed days in 2021 as of March 31, 2021

Each $10,000 per day increase in TCE generates approximately $10 million of incremental EBITDA in 2021

4

SPOT MARKET LIQUIDITY NEAR RECORD HIGH IN Q1, HEADLINE SPOT RATES NEAR 5-YEAR HIGHS

NUMBER OF SPOT FIXTURES Q1 19 – Q1 21



HEADLINE TFDE SPOT RATES ($/DAY)

93
Total LNGC spot fixtures in Q1 2021

41
TFDE spot fixtures in Q1 2021

23
Steam spot fixtures in Q1 2021

$54,500 per day
Current headline spot rate assessment for TFDE LNGCs

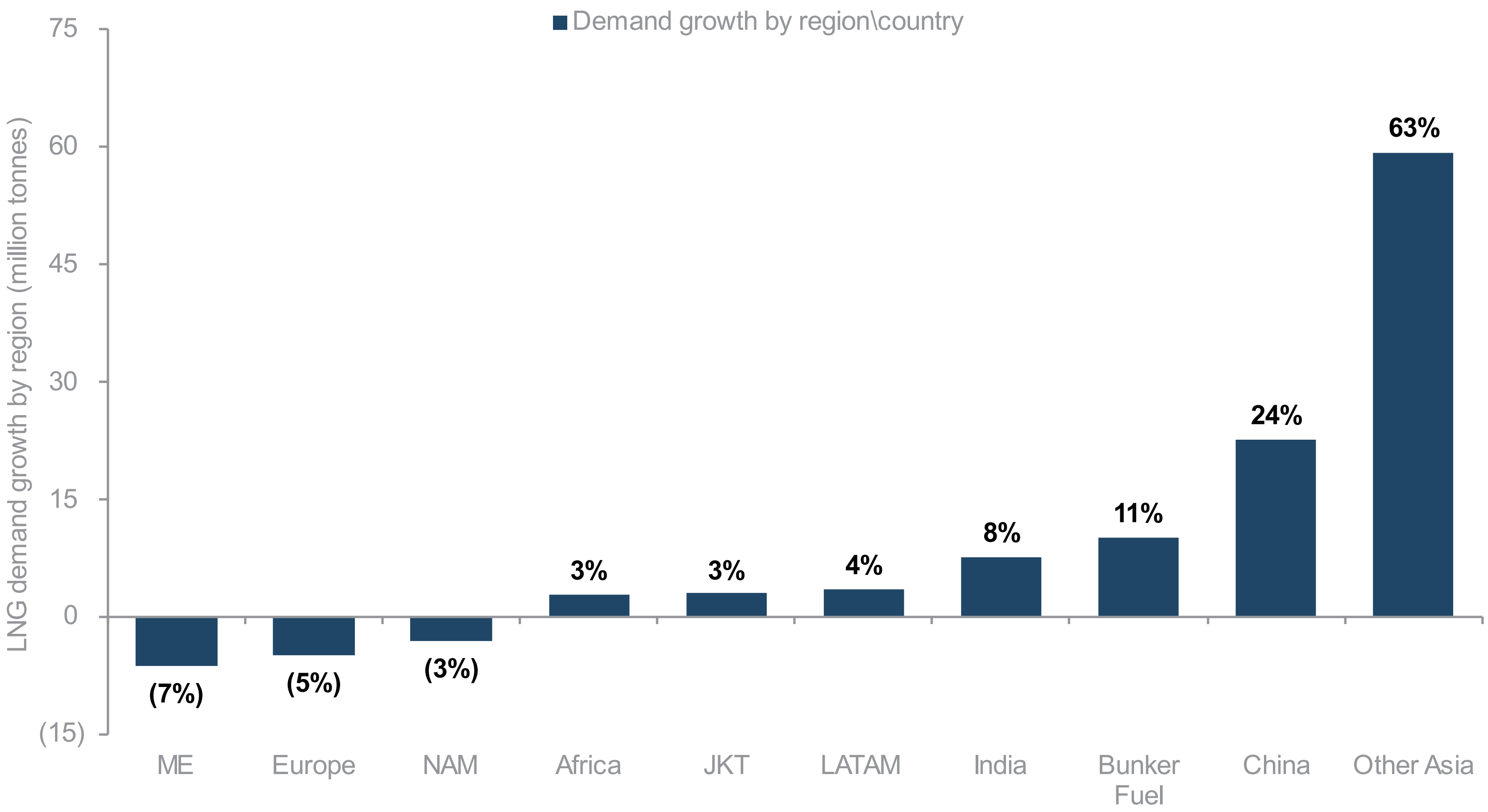
$37,500 per day
Current headline spot rate assessment for ST LNGCs

Source: Poten, Clarksons, Fearnleys

A record 18 one-year time charters were fixed in Q1 on the back of the strong winter market

5 85% OF PROJECTED LNG DEMAND GROWTH TO COME FROM ASIA DURING 2021-2026

LNG DEMAND GROWTH 2021-2026 (MILLION TONNES)



Source: Wood Mackenzie LNG Tool Q1 2021

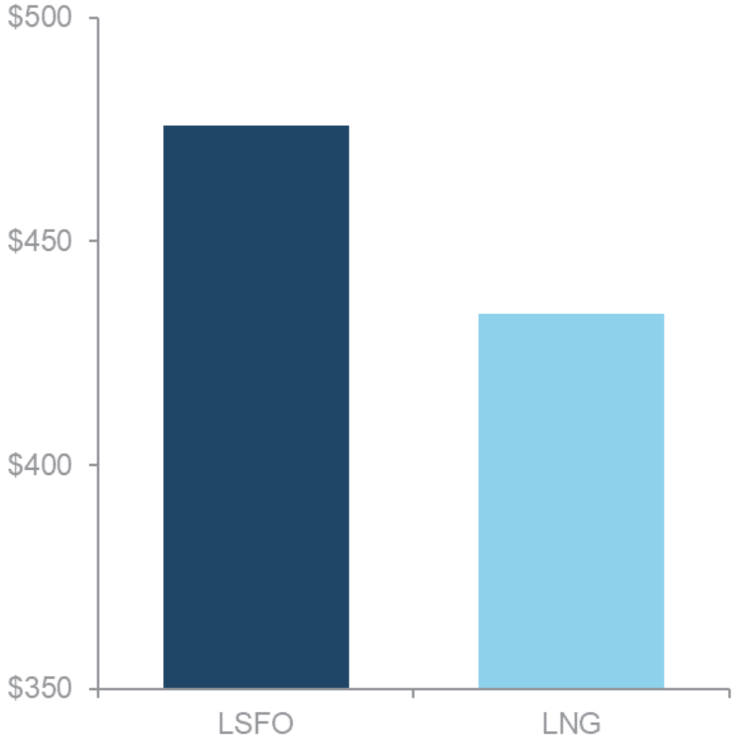
97 mt
Forecast LNG demand growth 2021-2026

4%
Compound annual growth in LNG demand 2021-2026, according to Wood Mackenzie

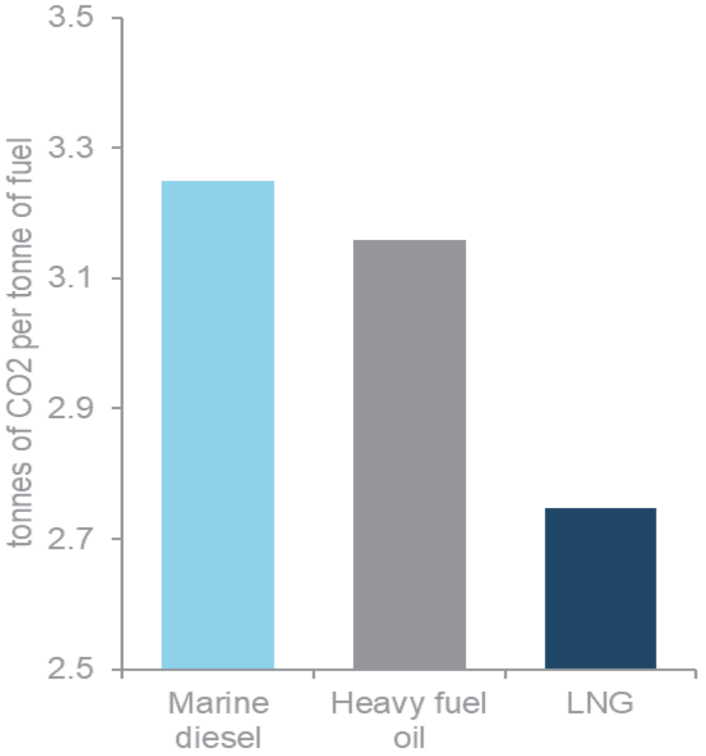
85%
Percentage of demand growth coming from Asia during 2021-26

5 LNG OFFERS A CLEAN, INEXPENSIVE AND AVAILABLE SOLUTION TO MEET UPCOMING IMO EMISSIONS TARGETS

2021 AVG BUNKER FUEL PRICE ($/TON)(1)



CO2 EMISSIONS BY FUEL TYPE(2)



IMO TARGETS

40%

IMO's target reduction in carbon intensity for shipping by 2030 compared with 2008

EEXI

Energy Efficiency Existing Ship Index to be compared with a baseline and required reduction factor

CII

Carbon Intensity Indicator determines the annual reduction factor to ensure improvement of the vessel's carbon intensity

GasLog are currently investigating options for our ST fleet to meet the upcoming EEXI and CII requirements

Source: UK Government GHG Conversion Factors, Department for Business, Energy& Industrial Strategy, Wood Mackenzie

1. Basis Singapore for low sulfur fuel oil ("LSFO") and Platts Japan-Korea Market for LNG. Fuel-oil equivalent utilized for LNG where 1 m3 of LNG is equal to 0.484 tons of fuel oil and 1 m3 of LNG is 24.02 mmBTU. Source: Bloomberg
2. American Bureau of Shipping – Setting the course to low carbon shipping

Q1 2021 RESULTS SUMMARY

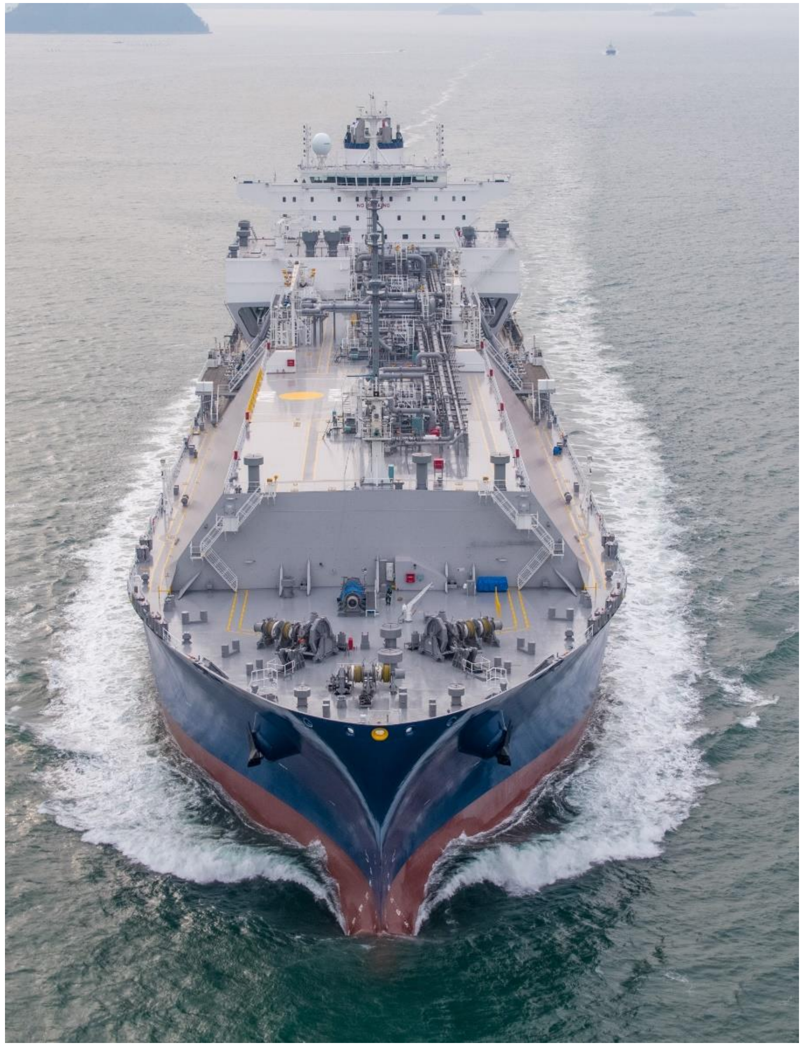
GASLOG PARTNERS Q1 2021 HIGHLIGHTS

1 **DELIVERING FOR OUR CUSTOMERS**
- Fleet uptime of 100% in Q1 2021
- 72 port calls and c.2.2 million tons of LNG delivered in Q1 2021

2 **OPERATING ENVIRONMENT REMAINS CHALLENGING**
- Crew changes remain difficult, particularly in Asia
- Unit operating expenses averaged $14,132 per day in Q1 2021

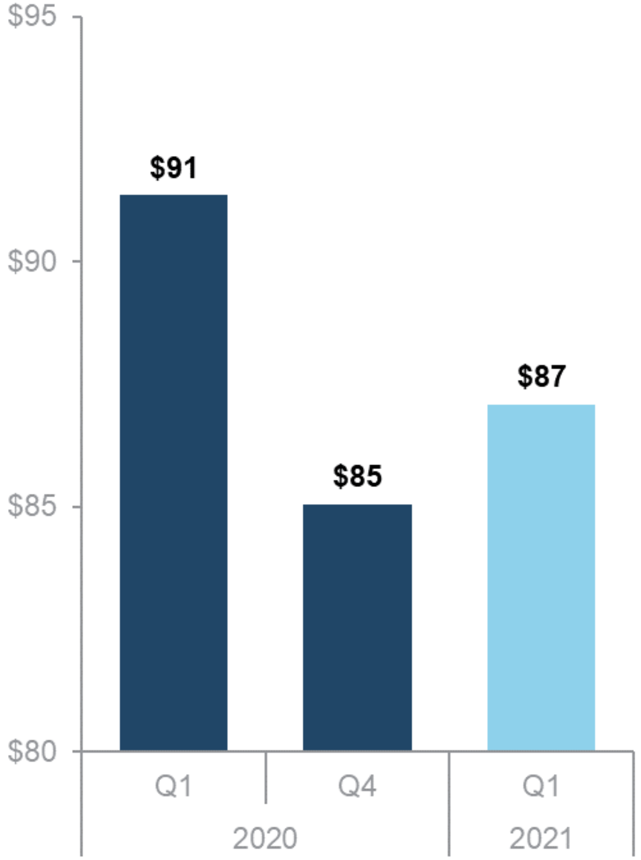
3 **SOLID FINANCIAL PERFORMANCE ENABLED BY COST CONTROL**
- Adjusted EBITDA of c.$64 million, in line with Q1 2020
- Adjusted EPU of $0.50 per unit, up 19% year-over-year

4 **EXECUTING ON OUR STRATEGY TO DELEVERAGE**
- Retired c.$36 million of debt in Q1 2021
- Improved charter coverage to 75% for remainder of 2021
- Declared $0.01 per unit distribution for Q1 2021, unchanged from Q4 2020

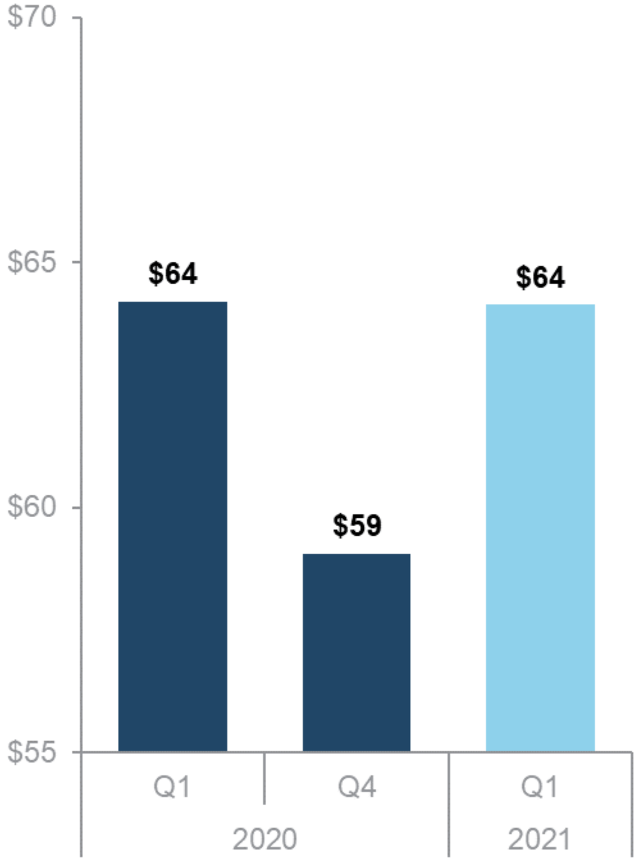


Q1 FINANCIAL RESULTS REFLECT COST CONTROL AND STRONG WINTER MARKET

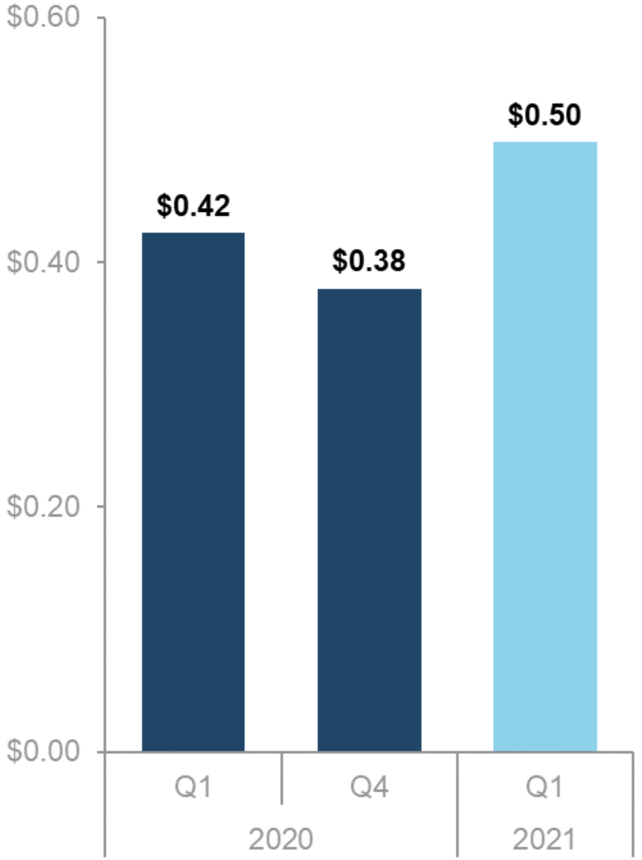
REVENUES ($M)



ADJUSTED EBITDA ($M)



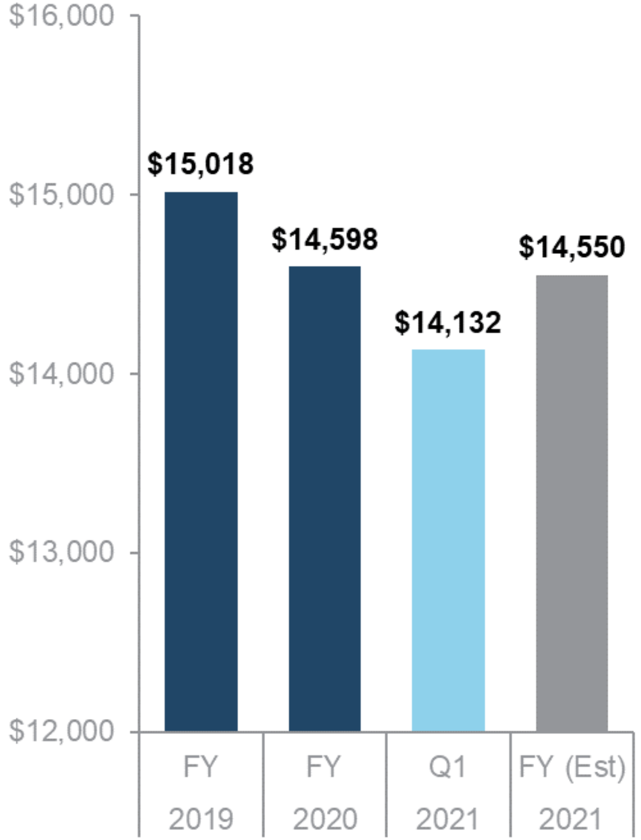
ADJUSTED EPU ($/UNIT)



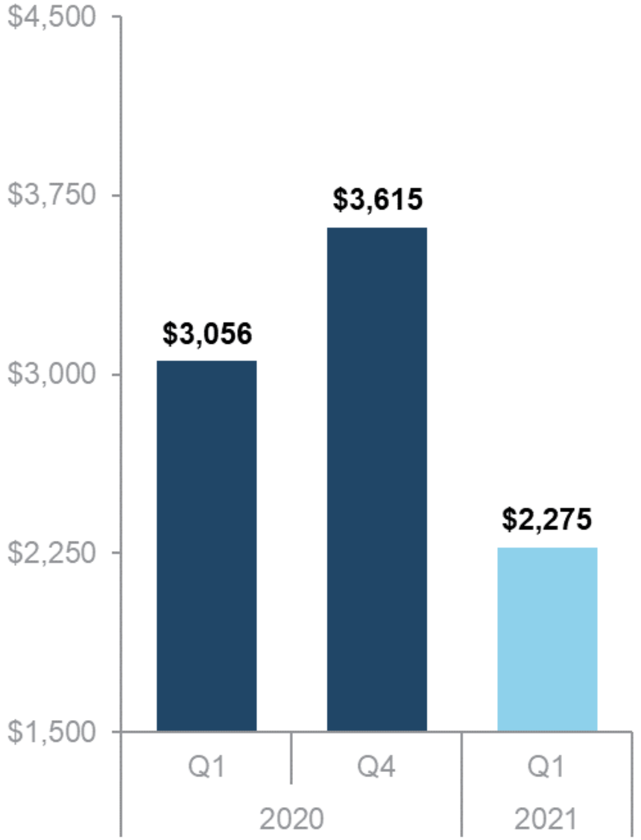
1. Adjusted EBITDA and adjusted earnings per unit are non-GAAP financial measures and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

Q1 EXPENSES POSITIVELY IMPACTED BY COST CONTROL INITIATIVES AND LOWER LIBOR RATES

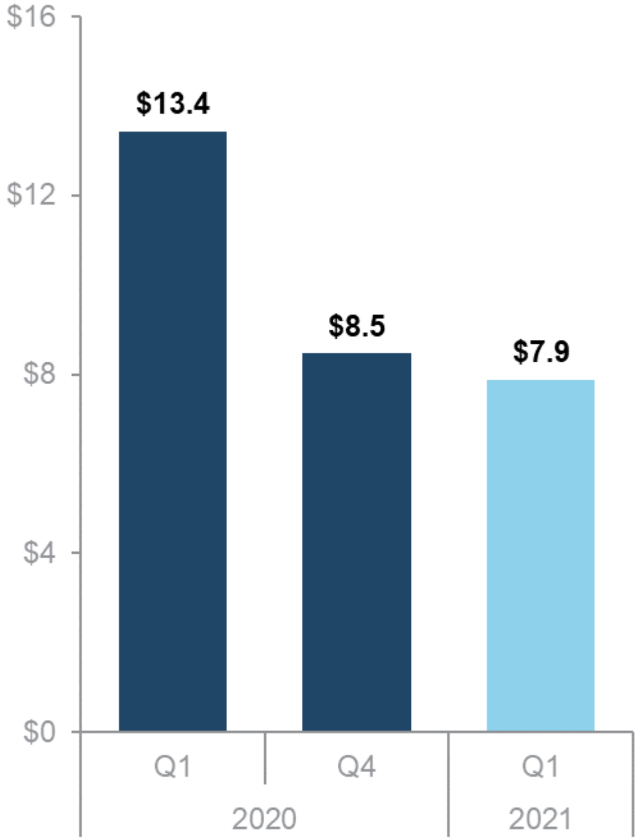
UNIT OPEX ($/DAY)



UNIT G&A ($/DAY)



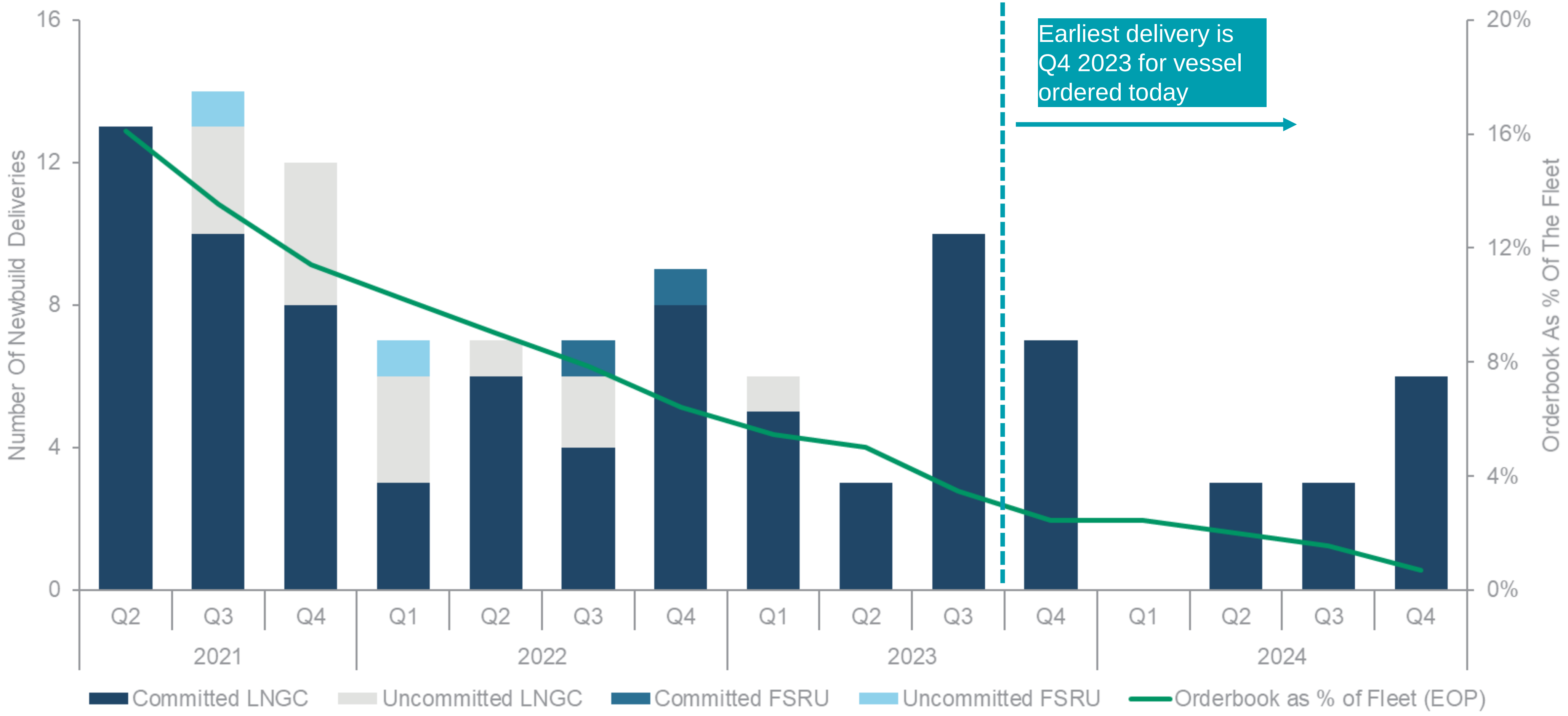
INTEREST EXPENSE ON LOANS ($M)



LNG COMMODITY AND LNG SHIPPING REVIEW AND OUTLOOK

87% OF THE ORDERBOOK IS COMMITTED ON MULTI-YEAR CHARTERS, DELIVERIES PEAKING IN 2021

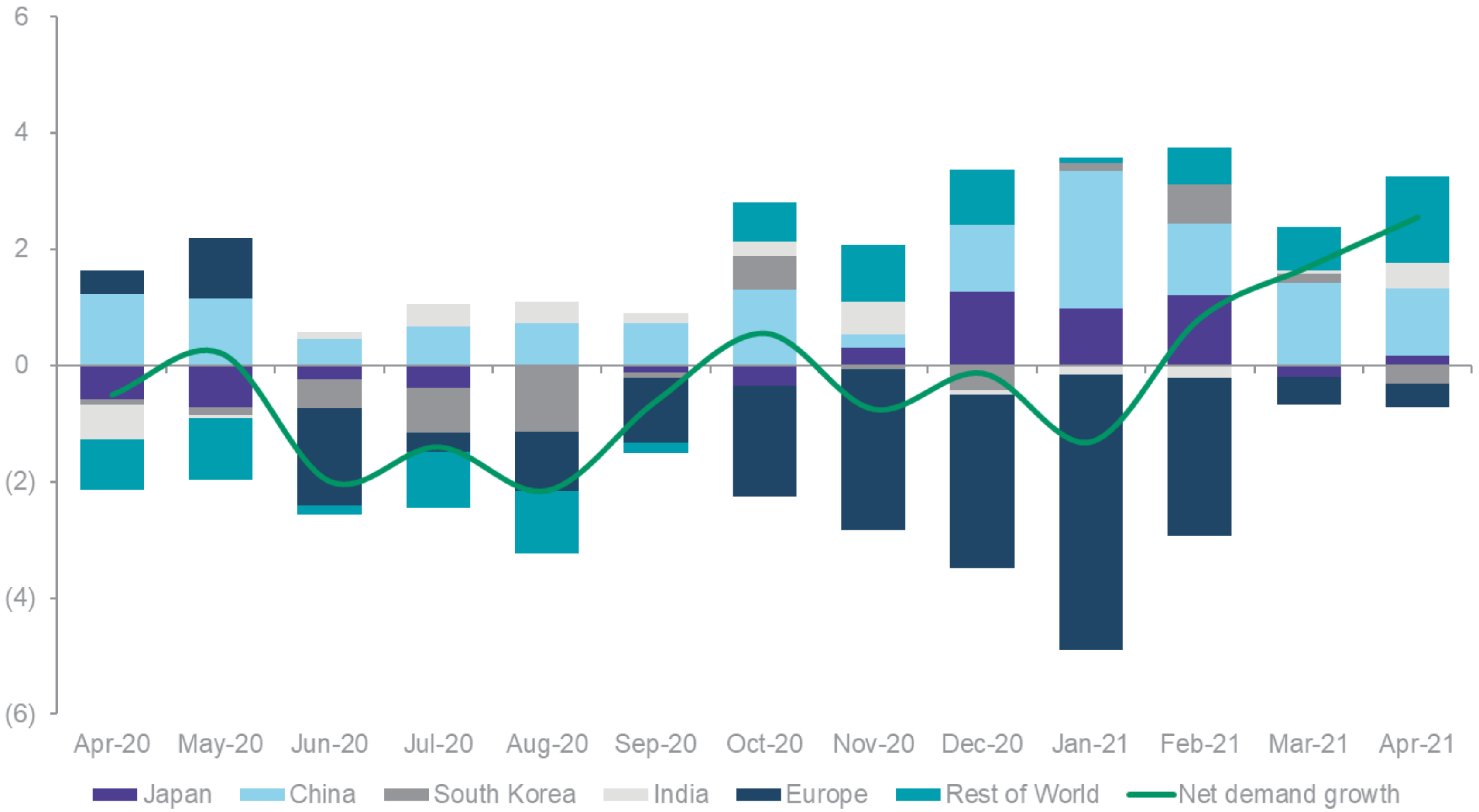
QUARTERLY DELIVERY SCHEDULE



Source: Poten, GasLog estimates

STRONG LNG DEMAND FROM ASIA PROPELLED TRADE GROWTH IN Q1

MONTHLY YEAR OVER YEAR DEMAND GROWTH BY REGION: APR 2020 – APR 2021 (MT)



Source: Poten

1%

LNG demand growth year-over-year in Q1 2021

34%

China's LNG demand growth year-over-year in Q1 2021

(28%)

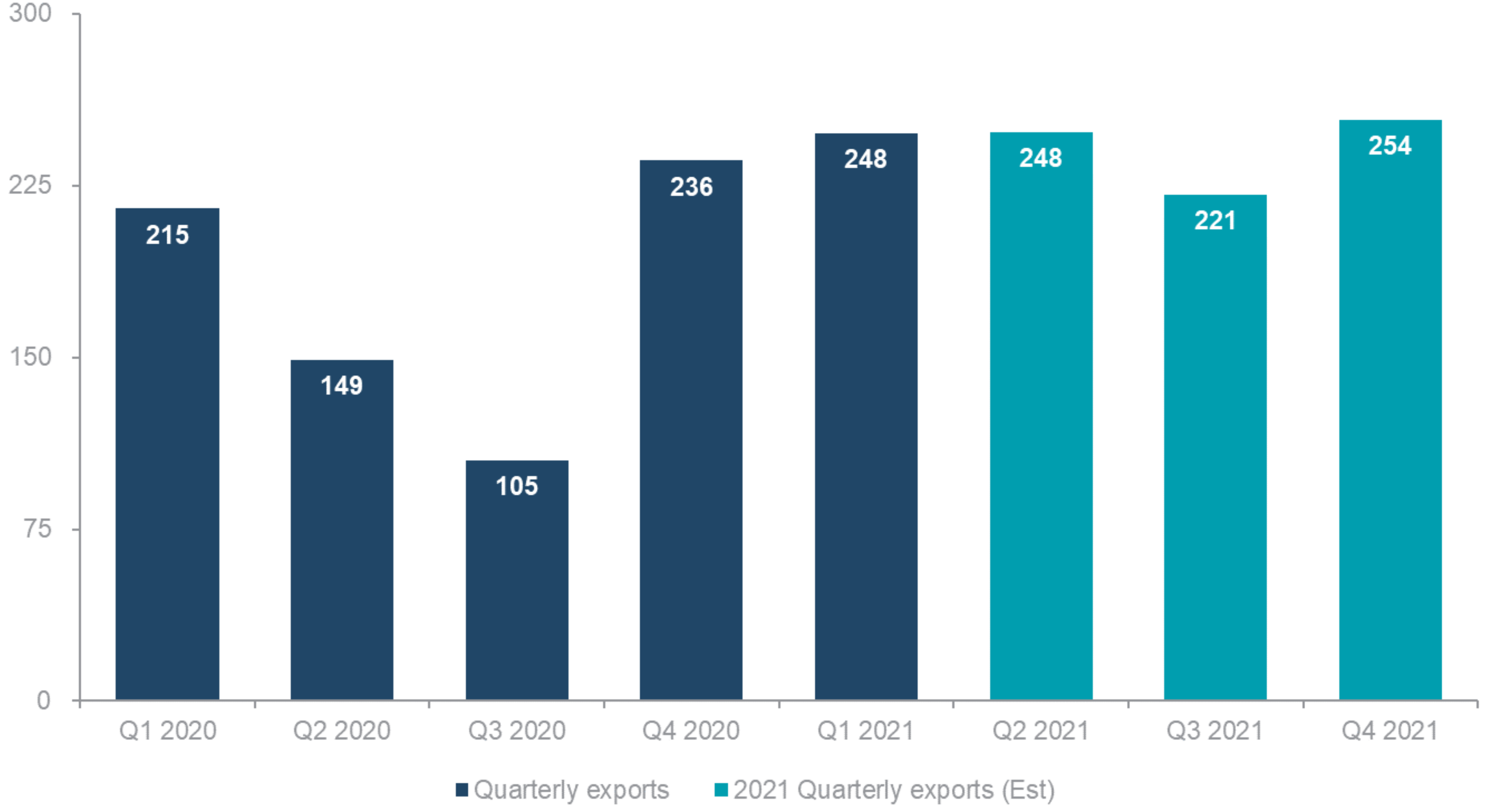
Decline in LNG demand from Europe in Q1 2021

4%

Expected LNG demand growth in 2021, according to Wood Mackenzie

RECORD NUMBER OF LNG CARGOES EXPORTED FROM THE US IN Q1 2021

NUMBER US LNG CARGOES EXPORTED BY QUARTER: Q1 2020 – Q4 2021E(1)



17 MT
US LNG exports in Q1 2021

69 MT
US exports for 2021 as estimated by Wood Mackenzie

50%
Percentage of US exports to Asia during Q1 2021

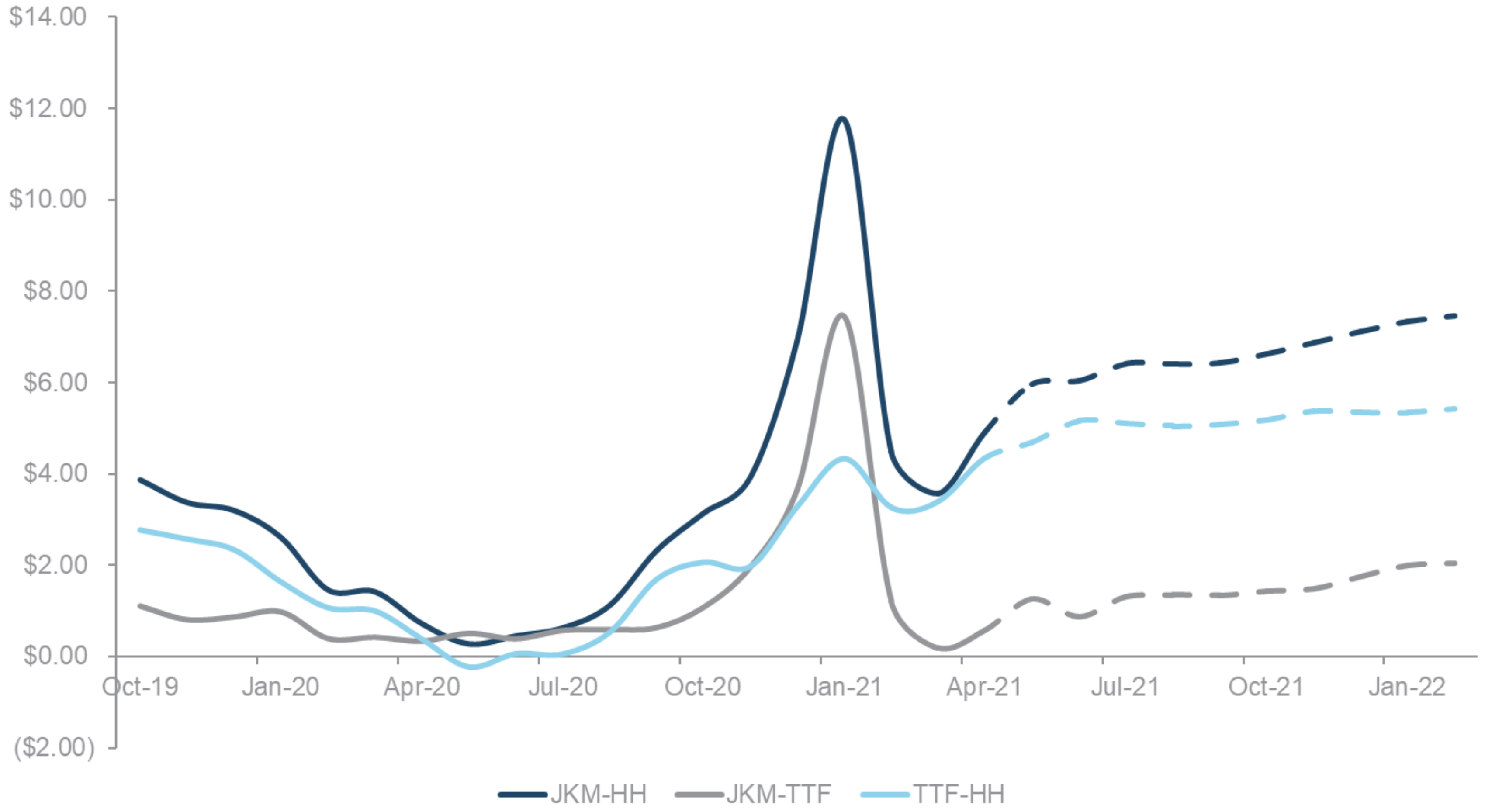
c.1.9x
US shipping multiplier in Q1 2021

Source: Poten, Platts, Wood Mackenzie, GasLog Estimates

1. 2021 quarterly estimates calculated from Wood Mackenzie's quarterly US production estimates per Q1 2021 Short-Term Trade Outlook and assumes average cargo size of 160,000 CBM

FORECAST REGIONAL GAS PRICE DIFFERENTIALS SUPPORT INTER-BASIN TRADING OF LNG THROUGH AT LEAST THE WINTER 2021/2022

REGIONAL GAS PRICE DIFFERENTIALS: OCTOBER 2019 – JANUARY 2022 ($/MMBTU)



Source: Poten, Bloomberg as of May 4, 2021
“JKM” refers to Platts Japan Korea Marker, the benchmark spot price for LNG delivered in northern Asia. “TTF” refers to the Dutch Title Transfer Facility, the benchmark natural gas price for Northern Europe. “HH” refers to Henry Hub, the benchmark natural gas price in the United States.

c.$6.00/mmBTU

Current JKM-HH price differential

c.$1.55/mmBTU

Shipping cost from USG to NE Asia through Panama Canal at current spot rates, according to Poten

c.$5.15/mmBTU

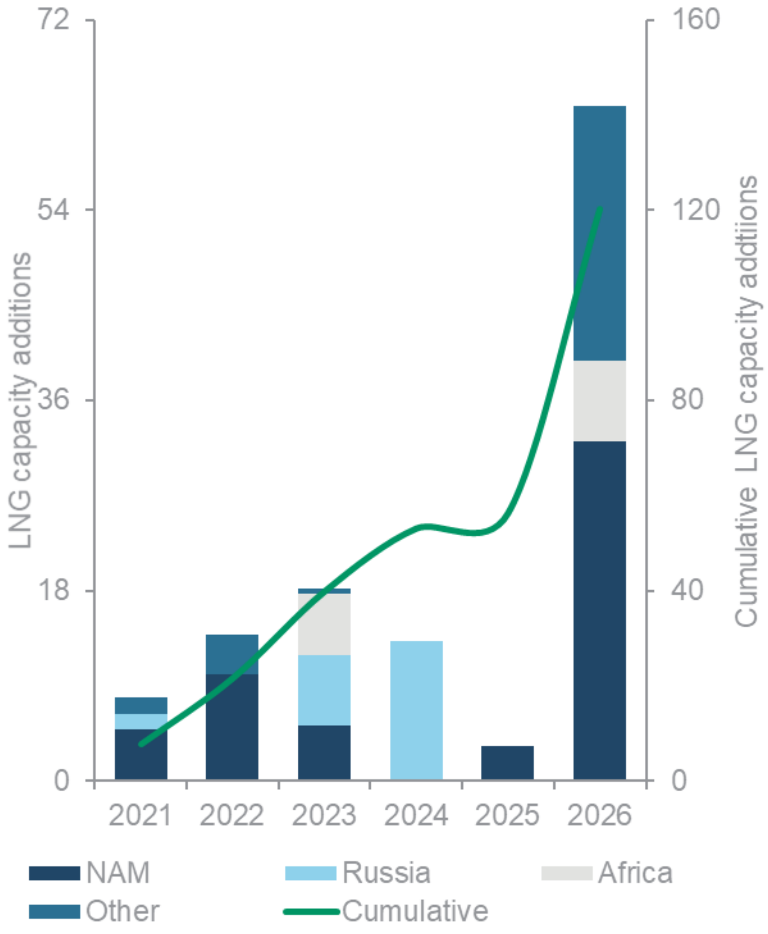
Current TTF-HH price differential

c.$0.80/mmBTU

Shipping cost from USG to EU at current spot rates, according to Poten

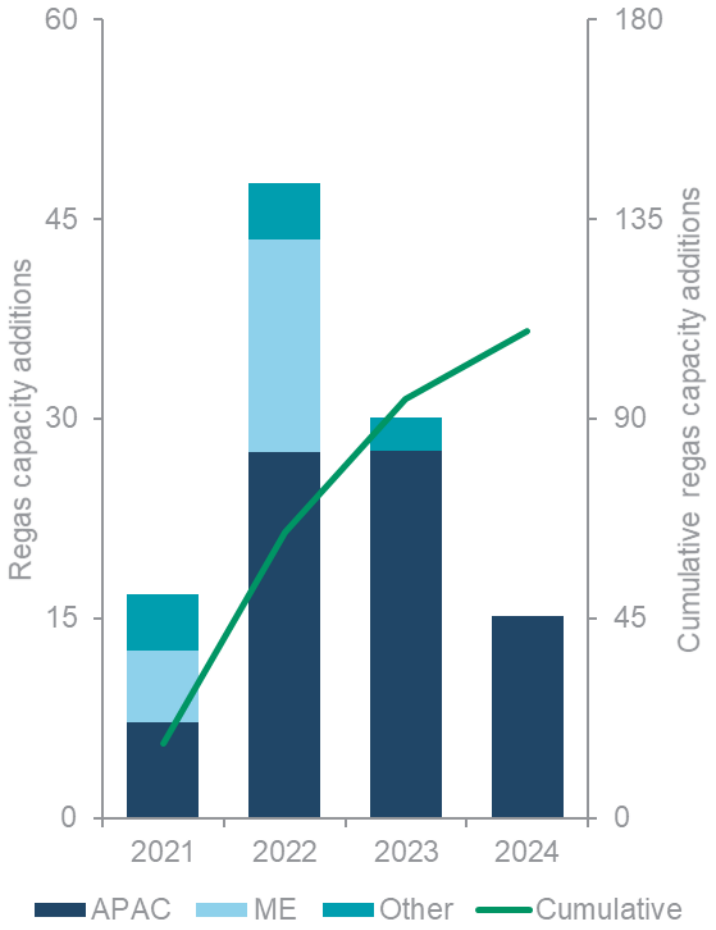
FUTURE LNG PRODUCTION AND RECEIVING INFRASTRUCTURE SUPPORT CONTINUED TON-MILE EXPANSION

LNG CAPACITY ADDITIONS 2021-26 (MT)



Source: Wood Mackenzie LNG Tool Q1 2021, GasLog estimates

REGAS CAPACITY ADDITIONS 2021-24 (MT)



120 MT
LNG capacity additions during 2021-2026

56 MT
LNG capacity additions from North America during 2021-2026

110 MT
LNG regasification capacity additions during 2021-2024

71%
LNG regasification capacity additions from Asia during 2021-2024

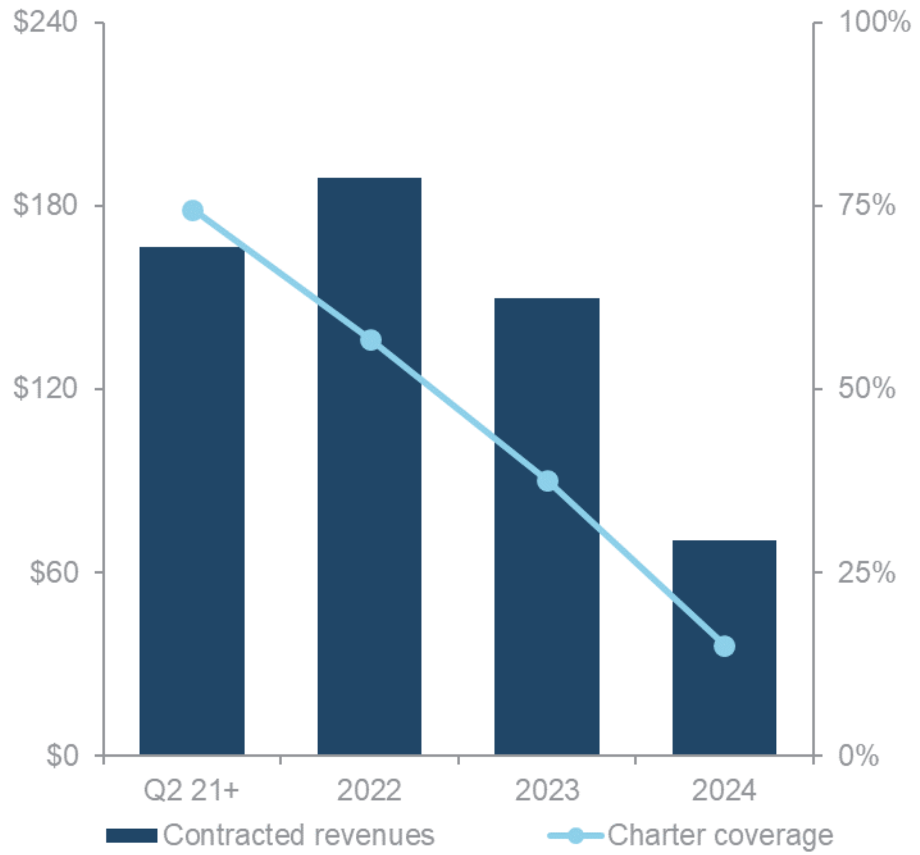
APPENDIX

2021 DRY-DOCKING SCHEDULE AND CONTRACTED REVENUE BACKLOG

DRY-DOCKING SCHEDULE[1]

	Q2 21	Q3 21	Q4 21
GasLog Partners			
GasLog Greece	30		
GasLog Glasgow	30		
Methane Rita Andrea	26		
GasLog Geneva		30	
GasLog Gibraltar		30	

GLOP CONTRACTED REVENUES ($M)



1. The estimates in this table are management's forecast as of May 6, 2021 and are subject to revision.

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 and restructuring 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 and (d) restructuring costs. Adjusted EPU, represents earnings attributable to unitholders 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 and (d) restructuring costs. 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 and restructuring 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 and restructuring 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.

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.

Reconciliation of Profit to EBITDA and Adjusted EBITDA:

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

	For the three months ended	
	March 31,2020	March 31,2021
Profit for the period	14,169	35,360
Depreciation	20,598	20,686
Financial costs	15,513	9,416
Financial income	(199)	(12)
Loss/(gain) on derivatives	14,120	(1,319)
EBITDA and Adjusted EBITDA	**64,201**	**64,131**

Reconciliation of Profit to Adjusted Profit:

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

	For the three months ended	
	March 31,2020	March 31, 2021
Profit for the period	14,169	35,360
Non-cash loss/(gain) on derivatives	13,652	(3,607)
Adjusted Profit	**27,821**	**31,753**

Reconciliation of Profit to EPU and Adjusted EPU:

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

	For the three months ended	
	March 31, 2020	March 31, 2021
Profit for the period	**14,169**	**35,360**
Adjustment for:		
Paid and accrued preference unit distributions	(7,582)	(7,582)
Partnership's profit attributable to:	**6,587**	**27,778**
Common units	6,446	27,194
General partner units	141	584
Weighted average units outstanding (basic)		
Common units	46,764,077	47,517,824
General partner units	1,021,336	1,021,336
EPU (basic)		
Common units	0.14	0.57
General partner units	0.14	0.57

	For the three months ended	
	March 31, 2020	March 31, 2021
Profit for the period	**14,169**	**35,360**
Adjustment for:		
Paid and accrued preference unit distributions	(7,582)	(7,582)
Partnership's profit used in EPU calculation	**6,587**	**27,778**
Non-cash loss/(gain) on derivatives	13,652	(3,607)
Adjusted Partnership's profit used in EPU calculation	**20,239**	**24,171**
Common units	19,805	23,662
General partner units	434	509
Weighted average units outstanding (basic)		
Common units	46,764,077	47,517,824
General partner units	1,021,336	1,021,336
Adjusted EPU (basic)		
Common units	0.42	0.50
General partner units	0.42	0.50