GasLog Partners LP
MLPA Conference

May 21-24, 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, maintenance, 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 including LNG;
- our ability to expand our fleet by acquiring vessels through 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 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 GasLog Partners' Annual Report on Form 20-F filed with the SEC on February 12, 2018 and GasLog Ltd.'s Annual Report on Form 20-F filed with the SEC on February 28, 2018, both 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

GasLog: A Global Leader In LNG Transportation

2001 International owner and operator of LNG carriers since 2001 **2018**

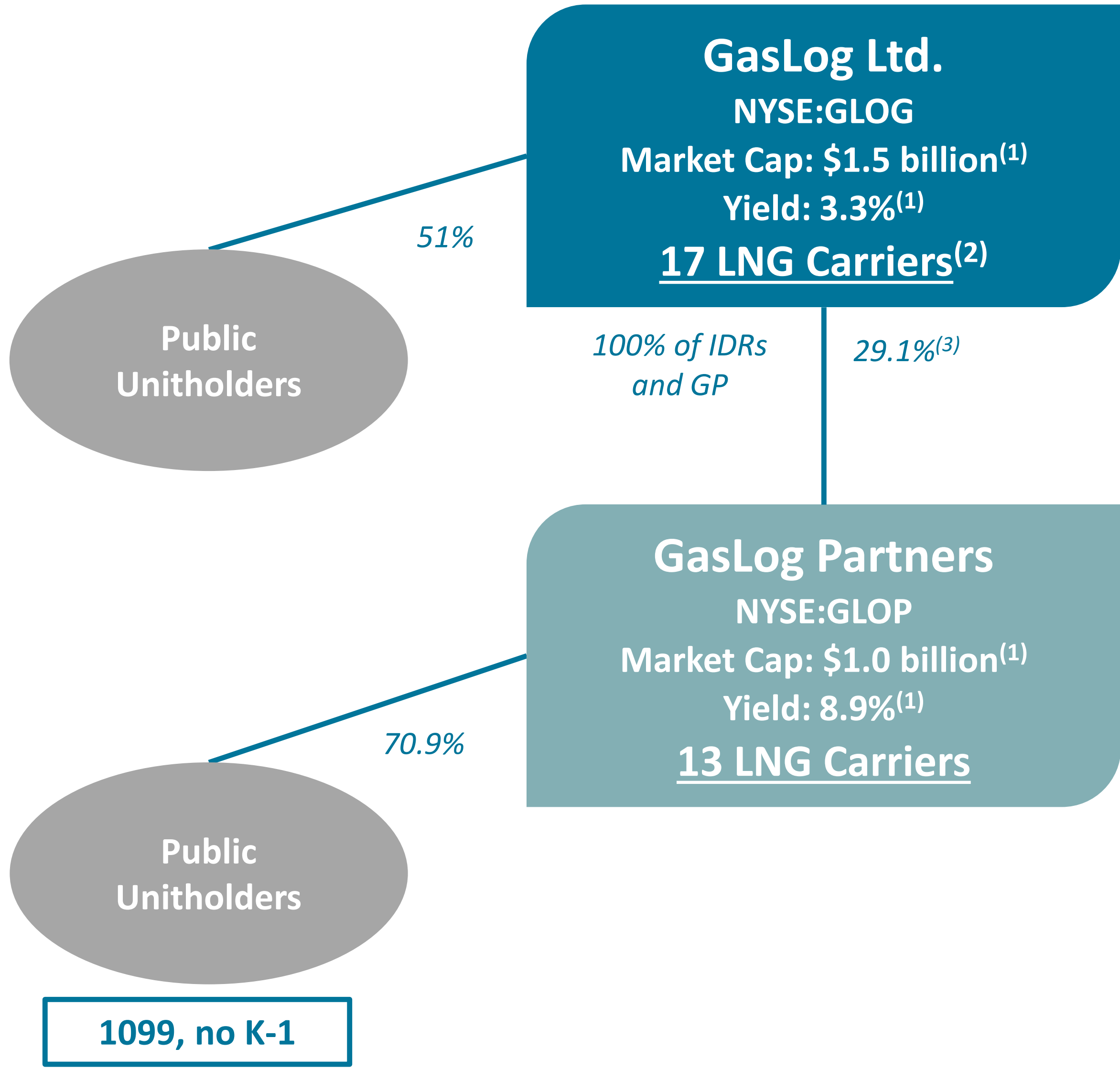
30 Vessels
Consolidated fleet[(1)]

$3.1 billion
Q1 18 consolidated revenue backlog

~1,650
employees onshore and on the vessels

1. As of May 21, 2018

Organizational And Ownership Structure

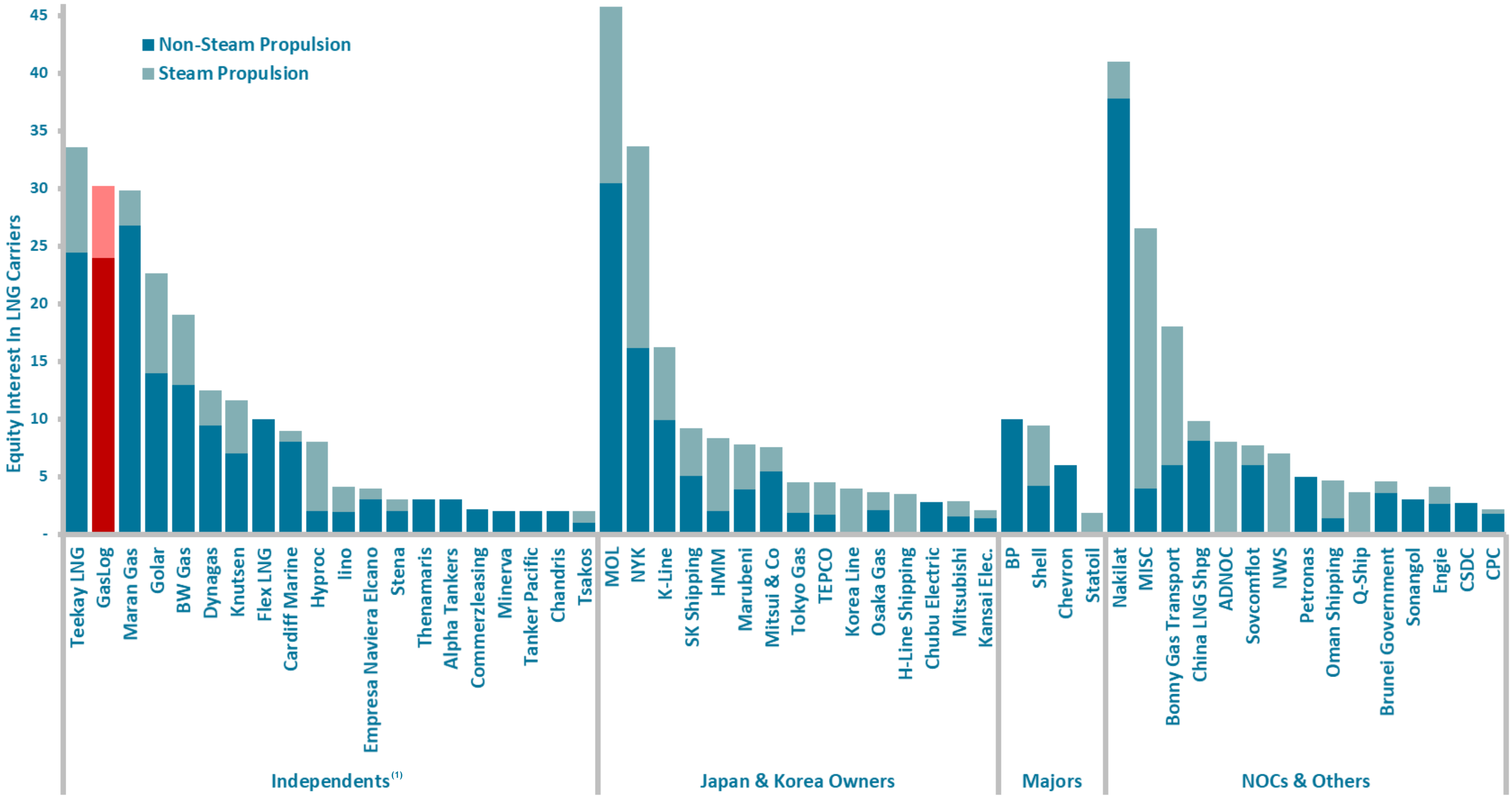


Notable Investors	
Peter Livanos	40%
Onassis Foundation	9%
Total	**49%**

1. As of May 21, 2018
2. Includes one vessel secured under a long-term bareboat charter from Lepta Shipping, a subsidiary of Mitsui
3. Inclusive of 2.0% GP Interest

GasLog Is A Leading International Pureplay LNG Shipping Company

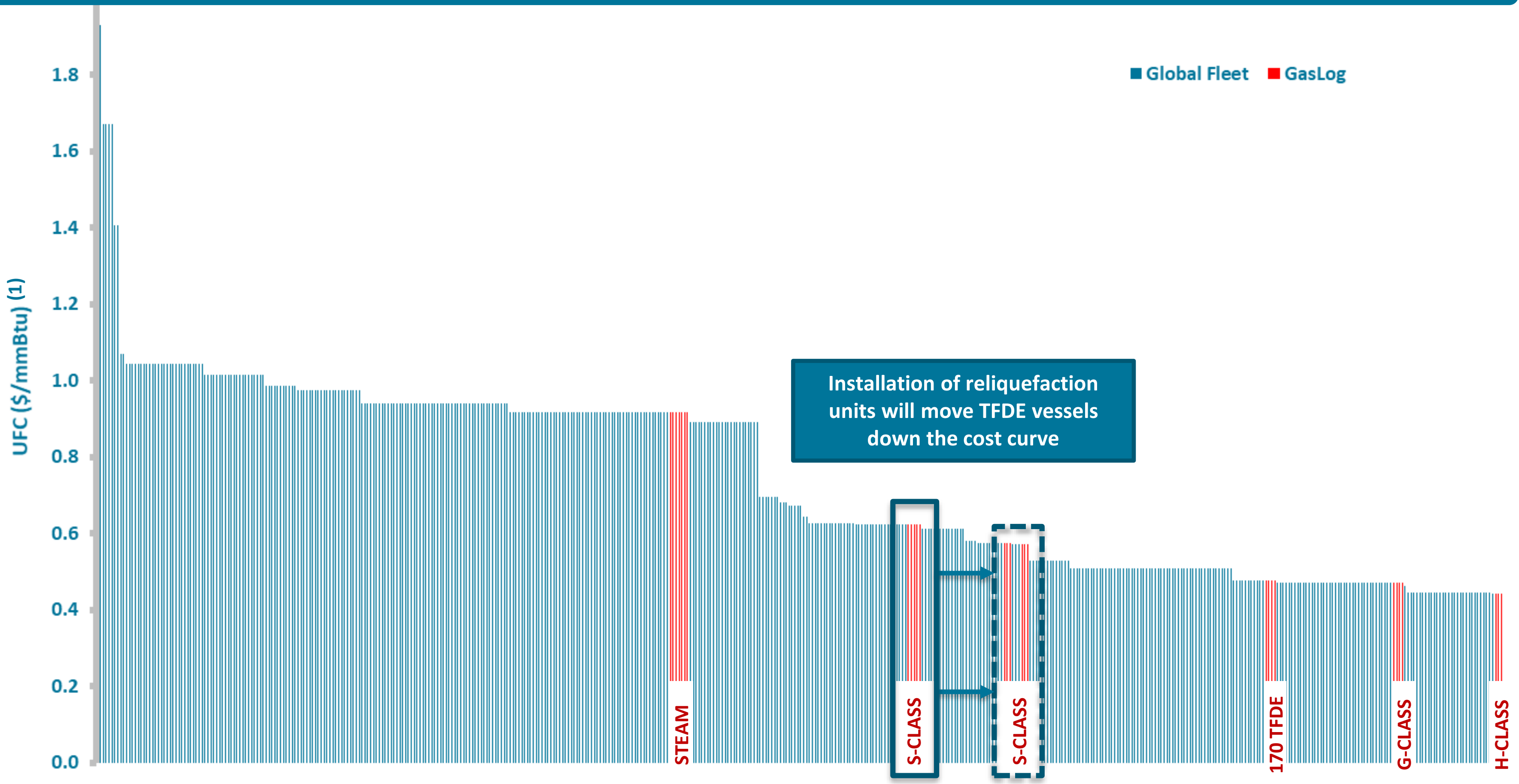
Global Fleet Equity Ownership



Source: Company data as of April 5, 2018

GasLog Fleet - Young, Modern And Increasingly Efficient

GasLog Fleet – Unit Freight Cost Comparison To Global Fleet



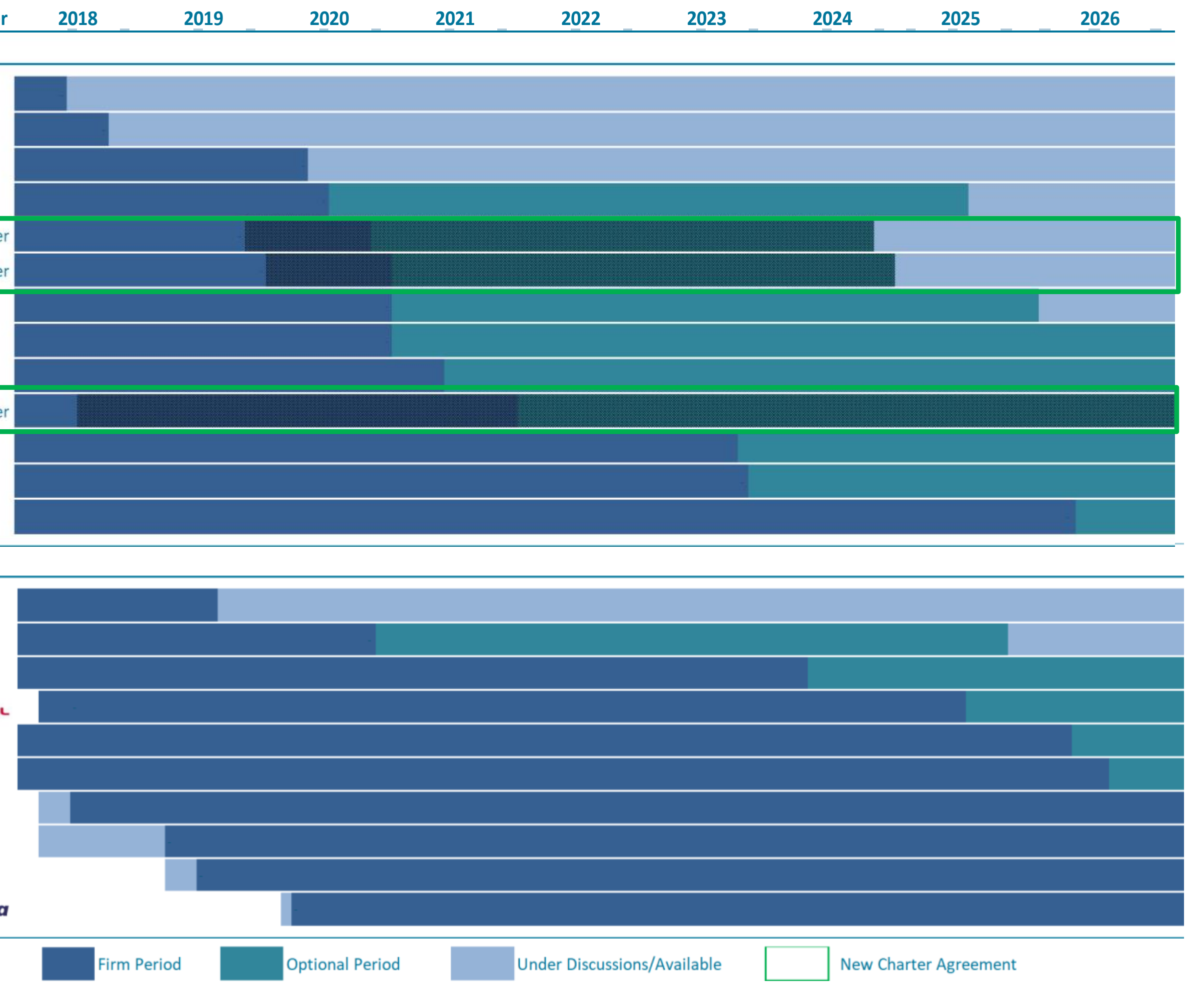
~40% Of The Global Fleet Is Less Efficient Than GasLog's Modern Steam Vessels

1. Unit freight cost estimates based on an assumed round-trip US Gulf to Far East route, vessel speed of 16.5kts, LNG price of $7.5/mmBtu and HFO price of $350/MT

Source: Wood Mackenzie, Company information

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

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
GasLog Shanghai	TFDE	2013	155,000	
GasLog Sydney	TFDE	2013	155,000	
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth[1]	Steam	2007	145,000	
Methane Jane Elizabeth[5]	Steam	2006	145,000	/ Other
Methane Alison Victoria[5]	Steam	2007	145,000	/ Other
Methane Heather Sally[1]	Steam	2007	145,000	
GasLog Seattle[1]	TFDE	2013	155,000	
Solaris[1]	TFDE	2014	155,000	
GasLog Santiago[4]	TFDE	2013	155,000	/ Other
GasLog Geneva[1]	TFDE	2016	174,000	
GasLog Gibraltar[1]	TFDE	2016	174,000	
GasLog Greece[1]	TFDE	2016	174,000	
GasLog Ltd.				
GasLog Skagen[6]	TFDE	2013	155,000	
Methane Lydon Volney[1]	Steam	2006	145,000	
Methane Becki Anne[1]	TFDE	2010	170,000	
GasLog Hong Kong[1] [2]	X-DF	2018	174,000	TOTAL
Methane Julia Louise[1] [3]	TFDE	2010	170,000	
GasLog Glasgow[1]	TFDE	2016	174,000	
GasLog Genoa[1]	X-DF	2018	174,000	
GasLog Houston[1] [7]	X-DF	2018	174,000	
Hull 2131	X-DF	2019	174,000	
Hull 2213	X-DF	2020	180,000	centrica

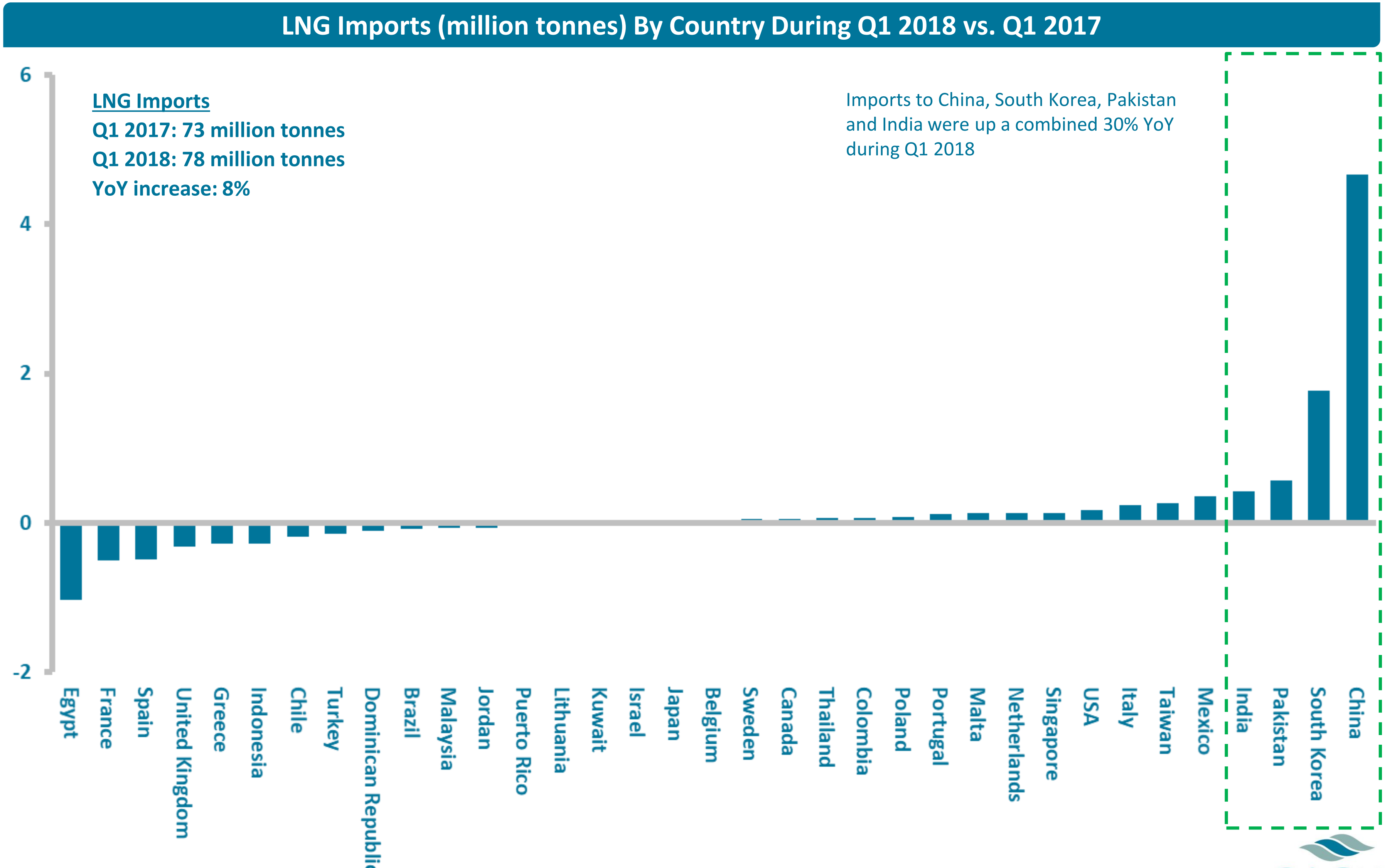


GasLog Gibraltar **Dropdown, New Charter Agreements Increase Contracted Days To 90% In 2018 And 83% In 2019**

Please refer to the Appendix of this presentation for footnotes pertaining to the fleets of GasLog Ltd. and GasLog Partners

LNG SHIPPING OVERVIEW

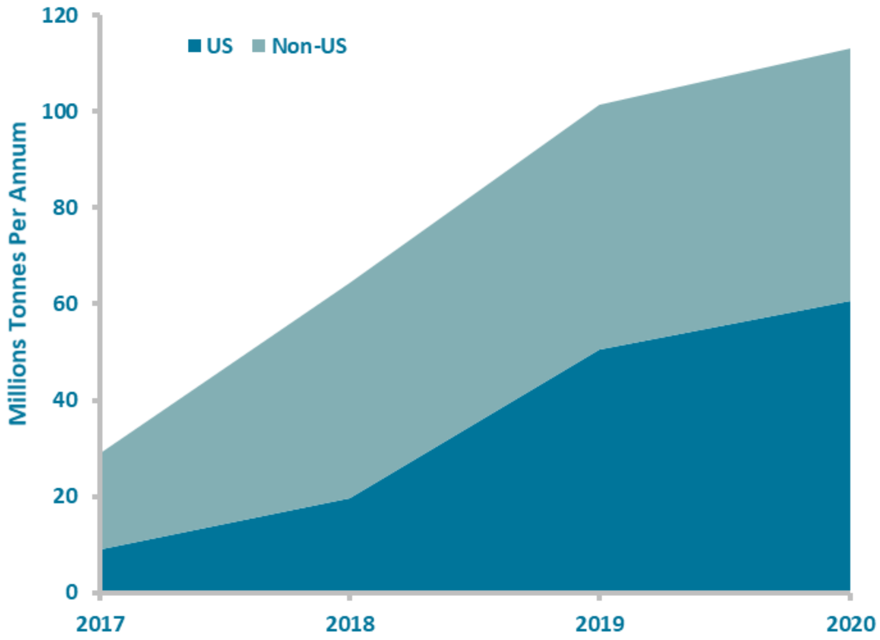
LNG Demand Continues To Keep Pace With New Supply



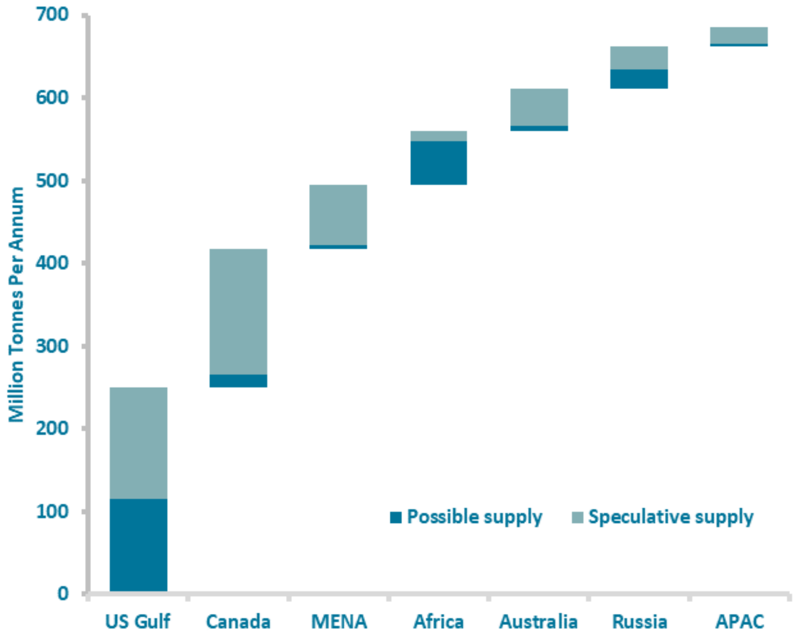
Source: Poten

Visible LNG Supply Growth Through 2020

Expected LNG Capacity Additions 2018-2020



Possible & Speculative Supply Sources

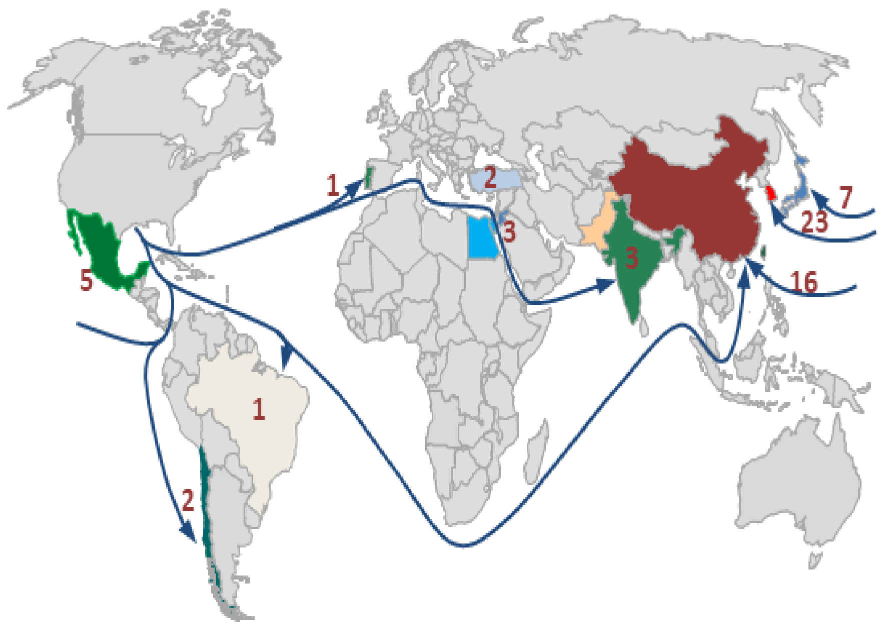


- Over 33 Mtpa of new liquefaction capacity expect to enter commercial service in 2018, an increase of 10% over 2017
  - Cove Point began commercial production earlier this month
  - Cameroon and Wheatstone T2 expected to start commercial operations later in Q2
- At least 125 Mtpa of LNG production capacity in planning has a breakeven of <$10/mmBTU

Source: IGU, Wood Mackenzie, Poten

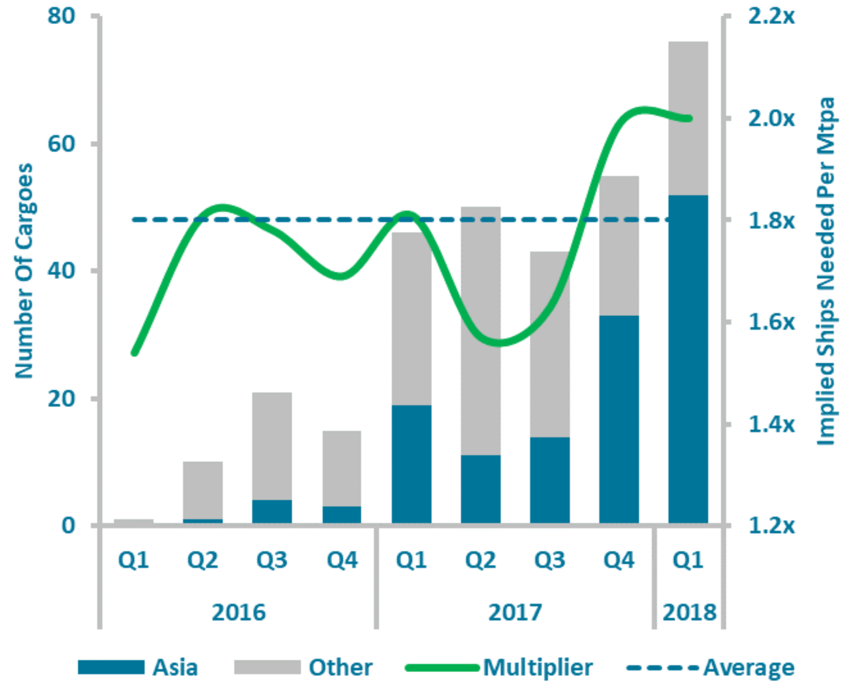
US Exports Of LNG Expand Tonne Miles And Tighten Supply And Demand Balance For LNG Shipping

Q1 2018 Sabine Pass Trade Routes[1]



1. Numbers represent the number of cargoes imported to each country

Sabine Pass Exports And Shipping Multiplier Q1 2016 - Q1 2018



- Sabine Pass shipped 76 cargoes during Q1 2018
  - 68% of cargoes shipped during the quarter were delivered to Asia
  - Second consecutive quarter where at least 2 ships were needed for each 1 mtpa of supply from Sabine Pass
- Since inception of Sabine Pass LNG exports, over 1.8 ships have been needed for each 1 mtpa of supply
  - 43% of cargoes from Sabine Pass have been delivered to Asia since start-up

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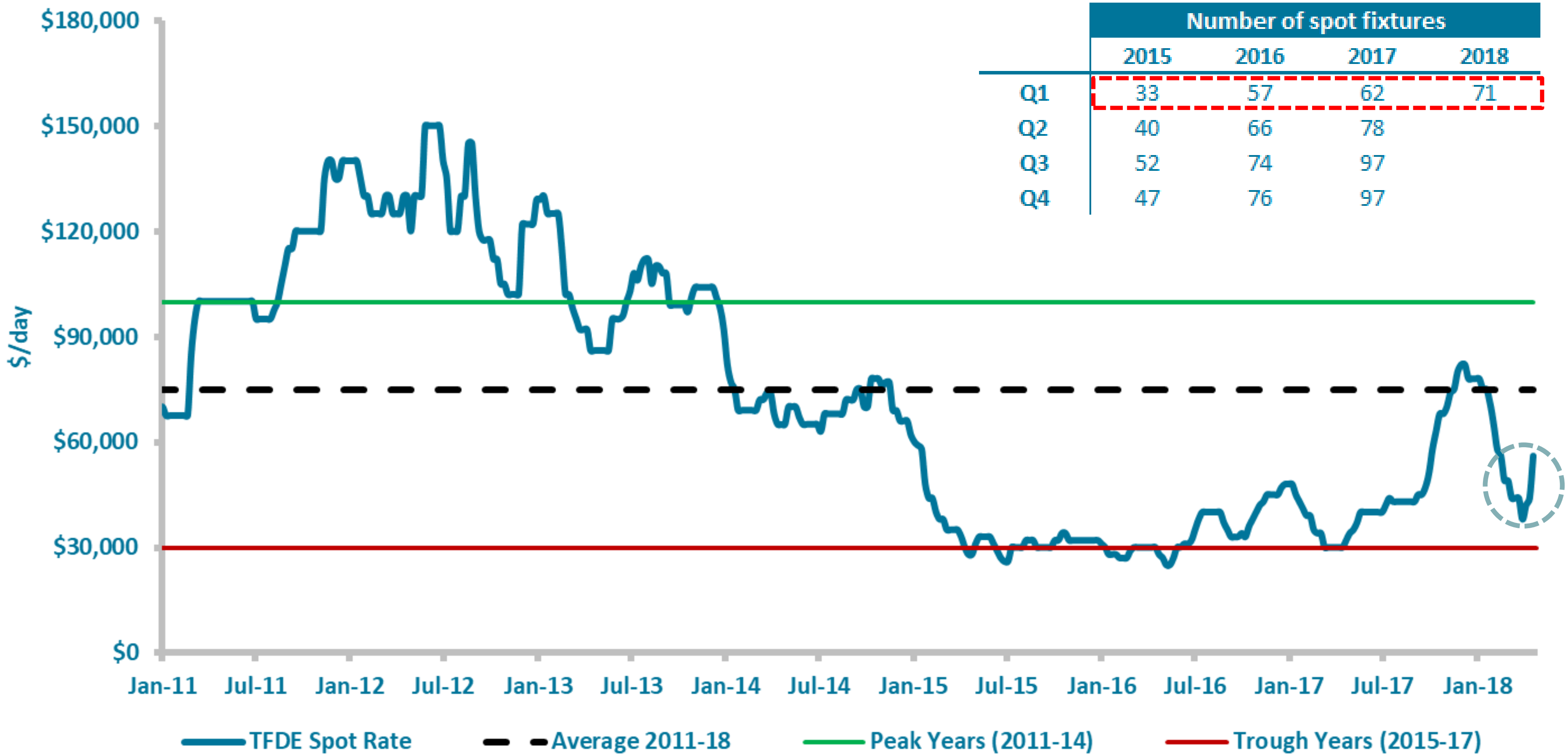
Source: Poten

Spot Rates Setting Higher Lows And Higher Highs, With Increased Spot Fixture Activity

TFDE Headline Spot Rates (2011-18) And Quarterly Spot Fixtures (2015-2018 YTD)



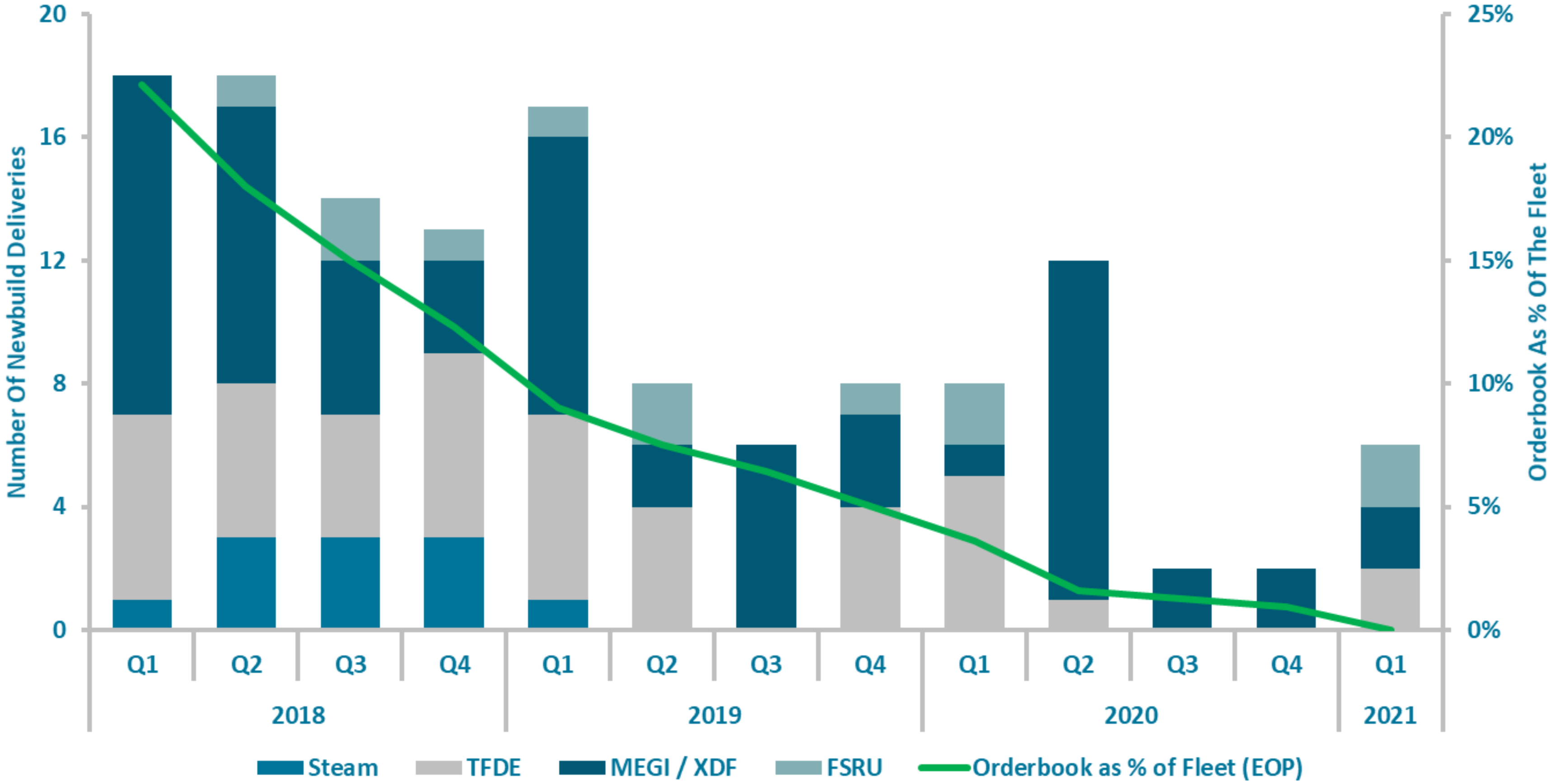
	Number of spot fixtures			
	2015	2016	2017	2018
Q1	33	57	62	71
Q2	40	66	78	
Q3	52	74	97	
Q4	47	76	97	

Clarksons TFDE Spot Rate Assessment Recently Increased To $56,000/day, Up 65% Y-O-Y

Source: Clarksons, Poten

Orderbook Declining As Percentage Of The Global Fleet

Newbuild Delivery Schedule 2018 - 2021

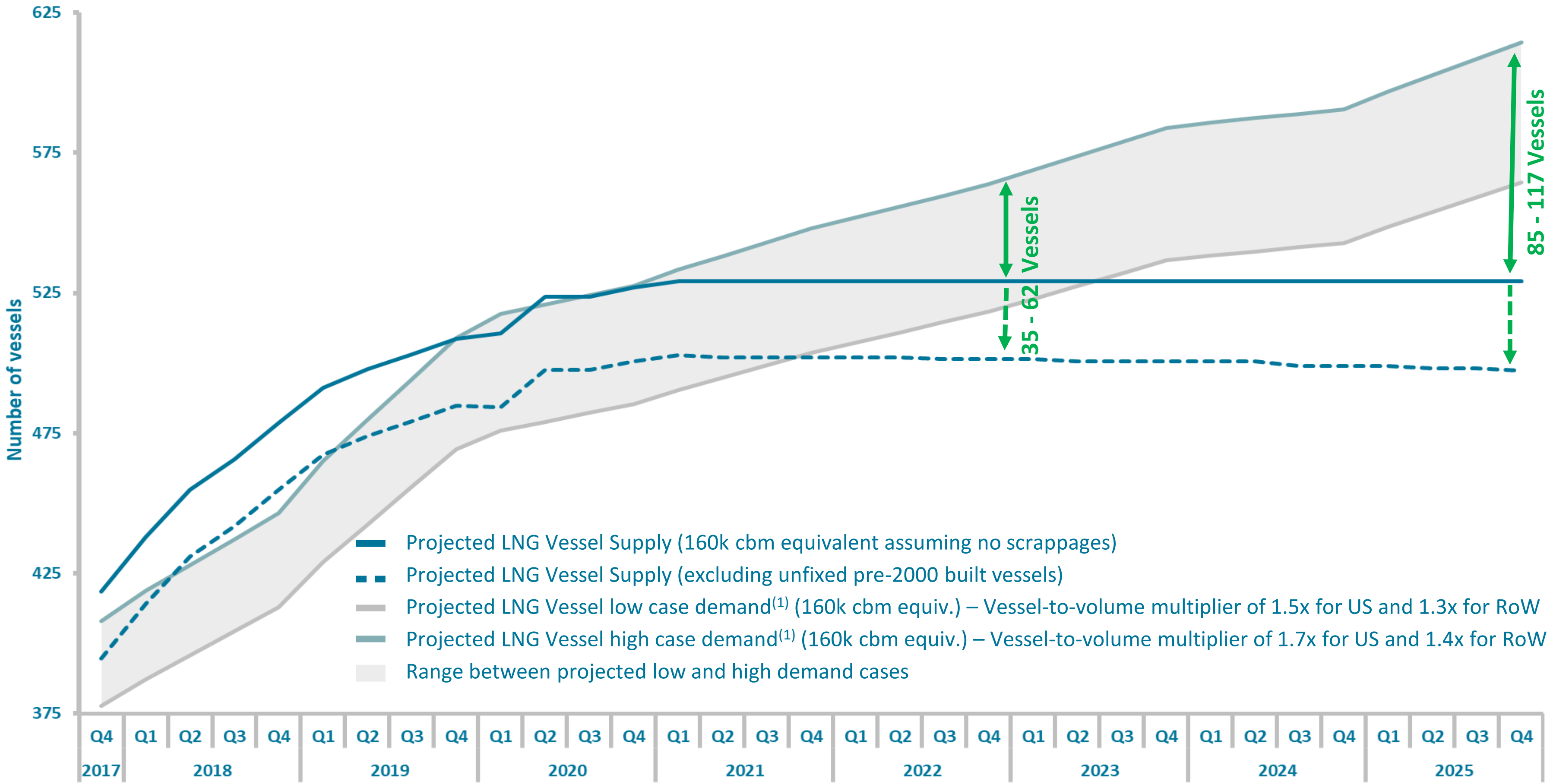


80% of Current Orderbook Fixed, Vessels Ordered Today Not Delivered Before 2020

Source: Poten

LNG Shipping Market Expected To Tighten Through 2019

Projected LNGC Vessel Supply & Demand Balance



More Ships Required To Meet LNG Demand 2020+

1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG Demand[2][3] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
2. Demand breakdown between US and Rest of World (RoW) is based on Wood Mackenzie supply estimates
3. Annual Wood Mackenzie Demand forecasts assumed to increase quarterly on a linear basis

Source: Wood Mackenzie, Poten

GASLOG PARTNERS INVESTMENT OPPORTUNITY

GasLog Partners: A Different MLP Strategy

1. Differentiated MLP Corporate Structure (1099) And Governance
2. Track Record Of Superior Financial And Total Return Performance
3. Visible, Multi-Year Pipeline Of Growth Opportunities
4. Equity Needs Substantially Addressed To Meet 2018 Guidance
5. Proactive Approach To Managing Future IDR Obligations

Compelling MLP Investment Opportunity

GasLog Partners' Q1 2018 Highlights

- Highest-ever quarterly Partnership Performance Results[(1)] for Revenues, Profit, Adjusted Profit [(2)], EBITDA and Distributable cash flow[(2)]
- Increased cash distribution to $0.53 per common unit, 1.2% higher than the fourth quarter of 2017 and 6.0% higher than the first quarter of 2017
  - Distribution coverage ratio[(3)] of 1.13x, or 1.18x prior to post quarter-end common and general partner unit issuances
- Completed public offering of 8.200% Series B Perpetual Fixed to Floating Rate Preference Units, raising gross proceeds of $115.0 million
- Announced and, post quarter-end, completed the acquisition of the *GasLog Gibraltar* from GasLog Ltd. ("GasLog") for $207.0 million, with attached multi-year charter to a subsidiary of Royal Dutch Shell plc ("Shell")
- Successfully re-chartered the *GasLog Santiago* for approximately three and a half years and one of the Partnership's modern steam vessels for one year to a new customer
- Retired $103.9 million in total debt

1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA, Adjusted Profit 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 *GasLog Gibraltar* And Debt Repayment Lowers Interest Costs

GasLog Gibraltar Acquisition	
Purchase Price	$207.0 million
NTM EBITDA[1]	$22.4 million
NTM DCF[1]	$11.5 million
Acquisition Multiple	9.2x NTM EBITDA[1]
Financing	$45.0 million in common units to GLOG $18.4 million in cash $143.6 million in assumed debt

Intercompany Loan Repayment	
Loan Amount	$45.0 million
Interest Rate	9.125%
Maturity Date	March 2022
Repayment Date	March 23, 2018
Financing	$45.0 million in cash from 8.200% Series B Preference Unit offering

Each Transaction Accretive To Distributable Cash Flow [1] Per LP Unit

1. For the first 12 months after the closing. Estimated NTM DCF, NTM EBITDA and Distributable cash flow are non-GAAP financial measures. Please refer to the Appendix of this presentation for a definition and discussion of the assumptions used to calculate the NTM figures.

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

(In Millions Of USD, Except Per Unit Data)

	Q1 2018	Q4 2017	Q1 2017	% Change From Q4 2017	% Change From Q1 2017
Revenues	$77.1	$76.2	$57.0	*1.1%*	*35.2%*
EBITDA[2]	$55.8	$55.4	$42.0	*0.9%*	*32.8%*
Distributable Cash Flow[2]	$27.5	$26.9	$23.5	*2.0%*	*16.9%*
Quarterly Cash Distribution Per Unit	$0.530	$0.524	$0.500	*1.2%*	*6.0%*
Annualized Cash Distribution Per Unit	$2.120	$2.094	$2.000	*1.2%*	*6.0%*
Distribution Coverage Ratio	1.13x	1.18x	1.17x	*-0.05x*	*-0.04x*
Distribution Coverage Ratio ex. Dry-Dockings[3]	1.13x	1.24x	1.17x	*-0.11x*	*-0.04x*

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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. Excludes the impact of the scheduled dry docking of the *GasLog Shanghai* during Q4 2017.

GASLOG PARTNERS

Impact Of Dry-Docking On Q2 2018 Distribution Coverage

Dry-Docking Fundamentals

Frequency	Once every 5 years
Estimated Duration	Typically 30 days per vessel
Revenue Impact	No revenue earned during drydocking
Operating Expenses and CAPEX	Added costs for maintenance and repairs
Reserves	$270K/quarter per vessel

Dry-Docking Of *GasLog Santiago* And *GasLog Sydney*

Estimated Duration	40 days per vessel
Revenue Impact	80 days off hire (total)
Vessel Enhancements	Reliquefaction modules
Additional CAPEX	$19.3 million remaining of $28 million total cost for reliquefaction upgrades
Financing	Cash on hand

We Anticipate Reduced Distribution Coverage In Any Quarter With Vessel Dry-Dockings

Reliquefaction Modules Lower Unit Freight Cost And Improve Our Fleet’s Commercial Competitiveness

Benefits To GasLog Partners

✓	Lower unit freight costs (UFC) and increased operational flexibility for our customers
✓	*GasLog Santiago* and *GasLog Sydney* expected to be more efficient than 70% of the on-the-water fleet
✓	Can be installed during routine dry-dockings with minimal additional downtime
✓	Modest CAPEX requirement
✓	Enhanced marketability and commercial value

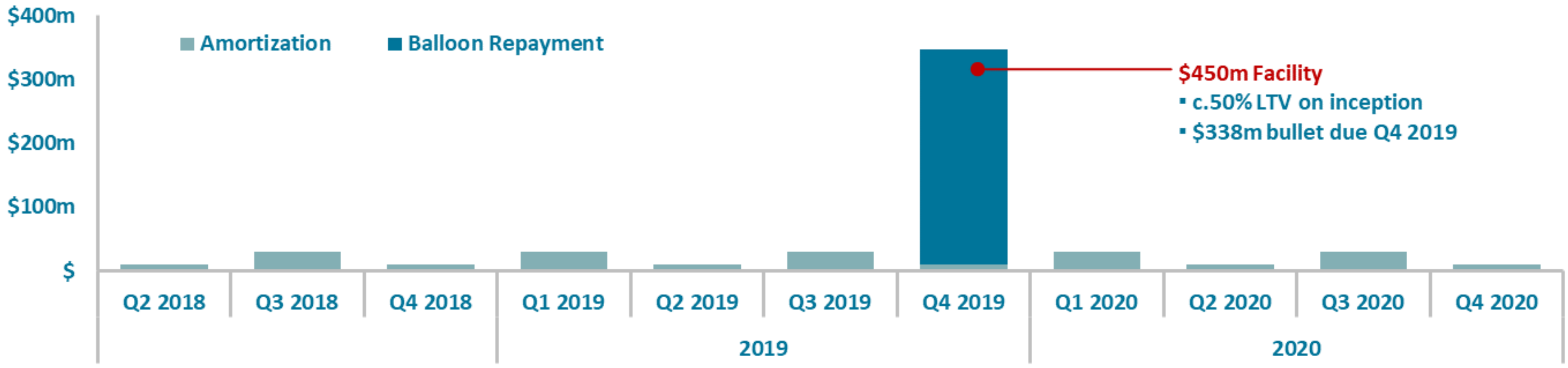
Reliquefaction Module For The *GasLog Santiago*

Liquidity And Balance Sheet Capacity To Fund Future Growth And Vessel Enhancements

Liquidity And Credit Metrics

Liquidity ($m)	Q1 2018	Adjusted For *GasLog Gibraltar* Acquisition	Further Adjusted For $19m Investments In Vessel Enhancements
Cash And Cash Equivalents, Including Short-Term Investments	$150	$132	$112
Availability Under Revolving Credit Facilities	$56	$56	$56
Total Liquidity	$206	$188	$168
Credit Metrics			
Total Debt / Total Capitalization	49.9%	51.9%	51.9%
Net Debt / EBITDA[1] (Annualized)	4.0x	4.3x	4.4x

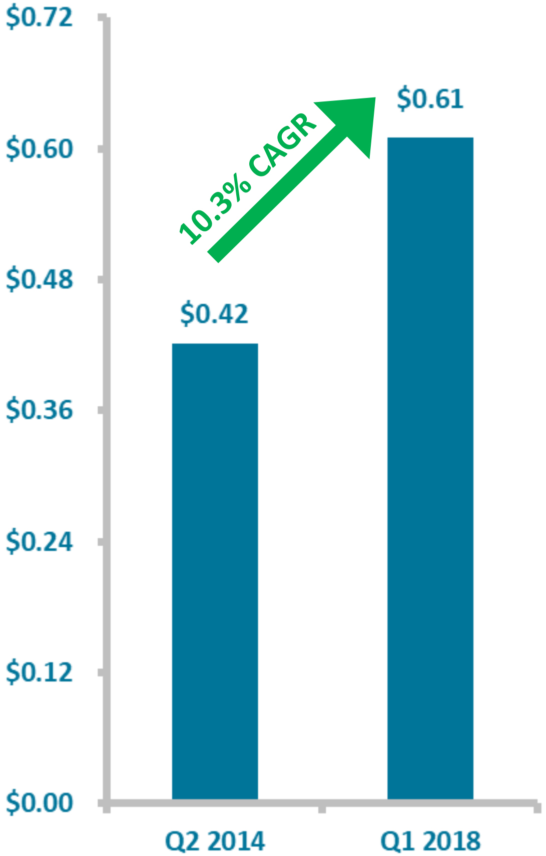
Scheduled Debt Payments



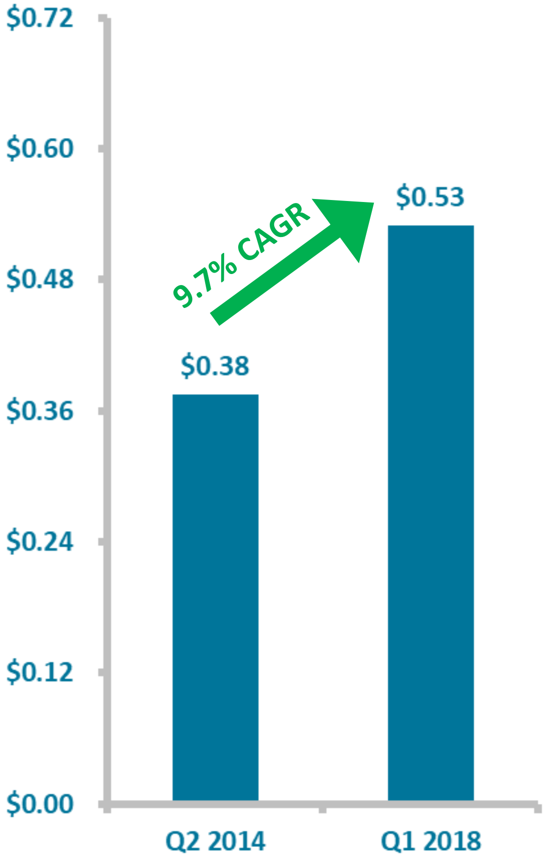
1. EBITDA is a non-GAAP financial measure, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of this measure to the most directly comparable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

Distribution Growth Track Record And 2018 Guidance

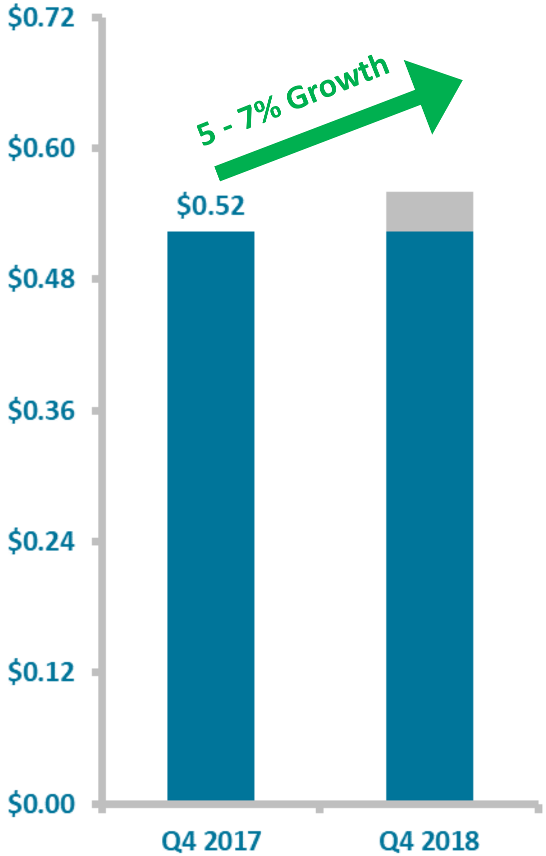
Distributable Cash Flow[1] Per LP Unit



Cash Distribution Paid Per LP Unit



2018 Distribution Guidance



1. Distributable Cash Flow is a non-GAAP financial measure, and should not be used in isolation or as a substitute for GasLog's financial results presented in accordance with IFRS. For a definition and reconciliation 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. Calculation based on unit count as of March 31, 2018.

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 1.2% growth over Q4 2017 and 6.0% growth over Q1 2017
3	5% to 7% growth guidance for 2018 reflects dropdown pipeline, equity funding certainty, dry-dockings and limited spot exposure
4	New liquefaction capacity and strong LNG demand growth support tightening LNG shipping market

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 measures calculated and presented in accordance with the Partnership Performance Results, please refer to the Appendix of this presentation.

APPENDIX

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	31-Mar-18
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	$32,002
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	$16,786
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	$13,888
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)	($83)	($54)	($117)	($228)	($311)	($316)	($519)
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)	($6,327)
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**	**$55,830**
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)	($11,771)
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)	($3,245)
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)	($8,314)
Paid and accrued preferred equity distributions	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($1,549)	($3,100)	($3,100)	($5,038)
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**	**$27,462**
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)	($3,190)
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**	**$24,272**

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).

Non-GAAP Reconciliations

***GasLog Gibraltar* - Estimated NTM EBITDA**

For the entity owning *GasLog Gibraltar*, 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 and GasLog Partners consider the above assumptions to be reasonable as of April 26, 2018, 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 assume no responsibility for, and disclaim any association with, such prospective financial information.

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The GasLog Ltd. And GasLog Partners Fleets

1. The period shown reflects the expiration of the minimum optional period and the maximum optional period. The charterers of the GasLog Seattle and the Solaris have unilateral options to extend the term of the time charters for periods ranging from five to ten years, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterers of the Methane Lydon Volney, the Methane Shirley Elisabeth, the Methane Heather Sally, the Methane Becki Anne and the Methane Julia Louise have unilateral options to extend the term of the related time charters for a period of either three or five years at their election, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterer of the GasLog Greece and the GasLog Glasgow has the right to extend the charters for a period of five years at the charterer's option. The charterer of the GasLog Geneva and the GasLog Gibraltar has the right to extend the charter by two additional periods of five and three years, respectively, provided that the charterer provides us with advance notice of declaration. The charterer of the GasLog Houston and the GasLog Genoa has the right to extend the charter by two additional periods of three years, provided that the charterer provides us with advance notices of declaration. The charterer of the GasLog Hong Kong has the right to extend the charter for a period of three years, provided that the charterer provides us with advance notice of declaration.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
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.
4. The *GasLog Santiago* will begin her approximately three and a half year charter with a new customer during Q3 2018. The charterer has the option to extend the term of the time charter for a period ranging from one to seven years.
5. A one year time charter to a new customer for either of the *Methane Jane Elizabeth* or *Methane Alison Victoria* will commence during Q4 2019. The charterer has the option to extend the term of the time charter for a period ranging from one to four years.
6. On December 6, 2017, a deed of novation and amendment of the charter party agreement of the *GasLog Skagen* with Shell was signed between GasLog and Shell to substitute the *GasLog Salem* for the *GasLog Skagen* in the execution of the charter party. The substitution will take effect after the completion of the *GasLog Skagen's* drydocking in the third quarter of 2018.
7. The *GasLog Houston* completed a short-term charter to a major LNG producer and is currently available in the spot market until the commencement of her multi-year charter with a subsidiary of Shell, from the end of 2018 until April 2028.