GasLog Partners LP
MLPA Investor Presentation

June 2017

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;
- continued low prices for crude oil and petroleum products and volatility in gas prices;
- our ability to leverage GasLog’s relationships and reputation in the shipping industry;
- our ability to enter into time charters with new and existing customers;
- 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 purchase vessels from GasLog in the future;
- 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 or operating expenses;
- our expectations about the time that it may take to construct and deliver newbuildings and the useful lives of our ships;
- number of off-hire days, dry-docking requirements and insurance costs;
- fluctuations in currencies and interest rates;
- our ability to maintain long-term relationships with major energy companies;
- our ability to maximize the use of our ships, including the re-employment or disposal of ships no longer under time charter commitments, including the risk that our vessels may no longer have the latest technology at such time;
- environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities;
- the expected cost of, and our ability to comply with, governmental regulations and maritime self-regulatory organization standards, requirements imposed by classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operation, including the discharge of pollutants;
- GasLog’s 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 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.

GasLog: A Global Leader In LNG Transportation

2001 International owner and operator of LNG carriers since 2001 **2017**

28 Vessels
Consolidated fleet[1]

$3.5 billion
Q1 17 consolidated revenue backlog

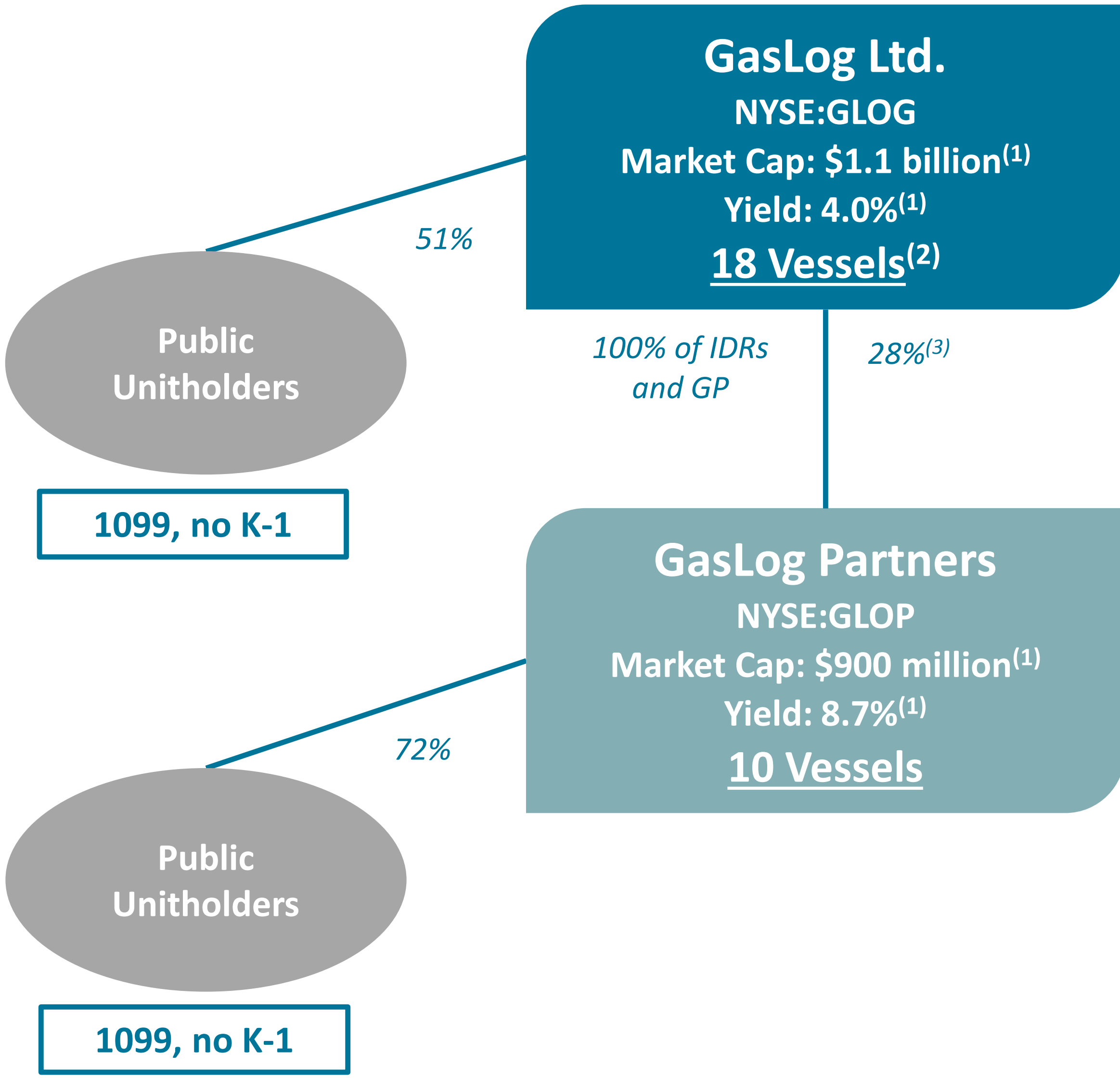
GasLog Ltd.
April 2012 IPO

GasLog Partners
May 2014 IPO

~1,500
employees onshore and on the vessels

1. Includes one vessel secured under a long-term bareboat charter from Lepta Shipping, a subsidiary of Mitsui

Organizational And Ownership Structure



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

1. As of May 15, 2017
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

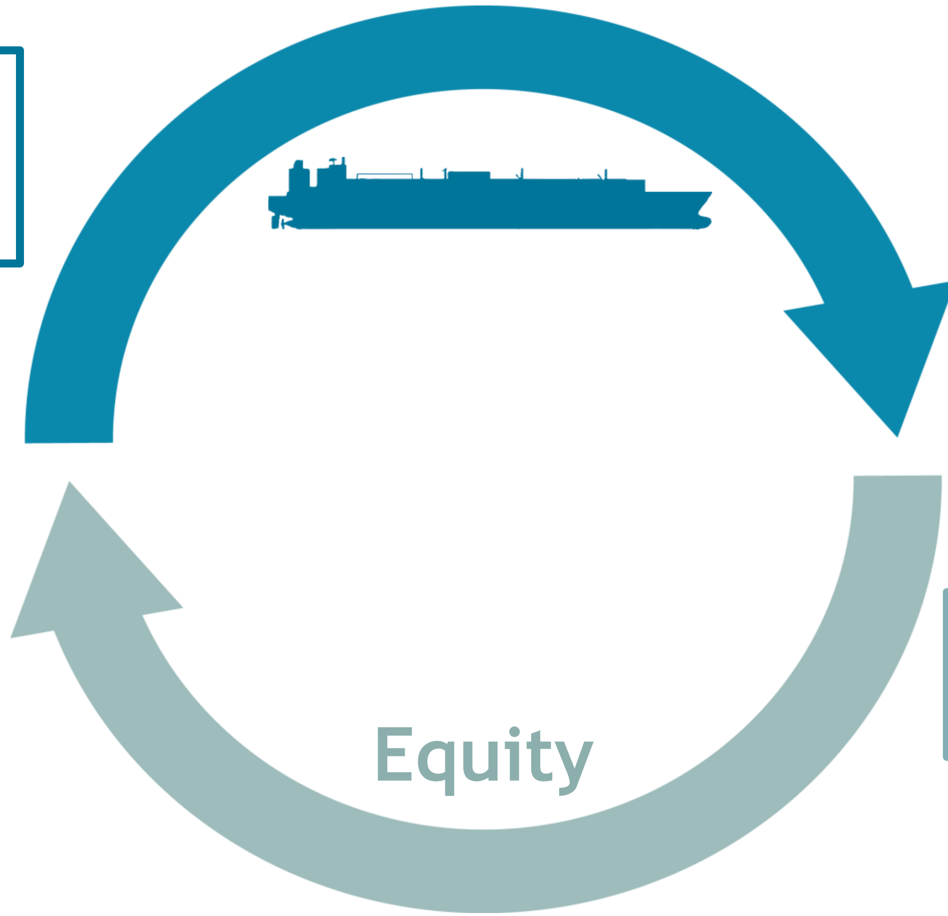
GasLog Partners Funds GasLog Ltd.'s Growth

Recycling capital efficiently

Order And Contract New Vessels Which Can Be Dropped Down To GasLog Partners

GASLOG

GLOG: 18 Ships(1)



GASLOG PARTNERS

GLOP: 10 Ships

Finance At GLOP At Attractive Cost Of Capital

1. Includes one vessel secured under a long-term bareboat charter from Lepta Shipping, a subsidiary of Mitsui

OVERVIEW OF GASLOG PARTNERS

GasLog Partners: A Different Marine MLP Strategy

1	**Differentiated:** ***Total Return And Financial Performance***
2	**Differentiated:** ***Business Model And Cash Flow Stability***
3	**Differentiated:** ***Counterparty Risk***
4	**Differentiated:** ***MLP-Dedicated CEO And Independent Board***
5	**Differentiated:** ***GP/LP Alignment And Dropdown Growth Pipeline***

Compelling MLP Investment Opportunity

GASLOG PARTNERS

GasLog Partners' Business Model Provides Cash Flow Stability With Growth Through Acquisitions

- 100% fixed-fee revenue contracts
  - No commodity price or LNG project-specific exposure
  - No volume or production risk
- Strategy to acquire additional LNG carriers and FSRUs under multi-year contract

Current LNG Carriers	Year Built	Cargo Capacity (cbm)	Charterer	Charter Expiry
GasLog Shanghai	2013	155,000		May 2018
GasLog Santiago	2013	155,000		July 2018
GasLog Sydney	2013	155,000		September 2018
Methane Jane Elizabeth	2006	145,000		October 2019
Methane Alison Victoria	2007	145,000		December 2019
Methane Rita Andrea	2006	145,000		April 2020
Methane Shirley Elisabeth	2007	145,000		June 2020
Methane Heather Sally	2007	145,000		December 2020
GasLog Seattle	2013	155,000		December 2020
GasLog Greece	2016	174,000		March 2026

Highest-Ever Quarterly Partnership Performance Results For Revenues And EBITDA And Increased Distribution Per Unit

(In millions of USD, except per unit data)

	Q1 2017	Q4 2016	Q1 2016	% Change from Q4 2016	% Change from Q1 2016
Revenues	$57.0	$56.0	$49.4	*2%*	*15%*
EBITDA[(1)]	$42.0	$41.6	$34.5	*1%*	*22%*
Distributable cash flow[(1)]	$23.5	$23.5	$18.9	*0%*	*25%*
Annualized cash distribution per unit	$2.00	$1.96	$1.91	*2%*	*5%*

1. 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 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

Conservative Coverage Ratio Maintained Post Distribution Increase

Distribution Coverage Ratio

(In millions of USD)	Q1 2017	Cumulative Since IPO
EBITDA[1]	$42.0	$362.0
Cash interest expense[2]	($8.4)	($64.7)
Drydocking capital reserve	($2.7)	($22.5)
Replacement capital reserve	($7.4)	($68.1)
Distributable cash flow[1]	$23.5	$206.7
Cash distributions declared	$20.1	$169.8
Distribution coverage ratio	**1.17x**	**1.22x**

1. 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 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
2. Excludes amortization of loan fees

Acquisition Of *GasLog Greece* From GasLog Ltd. Supports Additional 2017 Distribution Growth

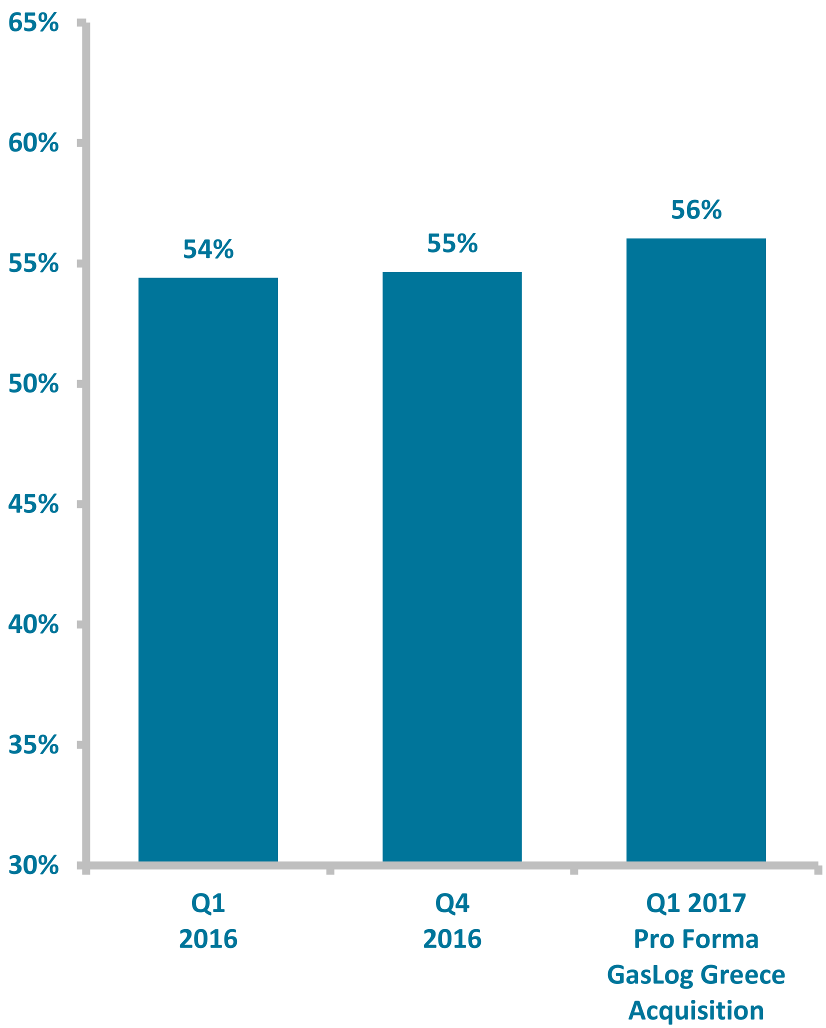
Announcement Date	March 23, 2017
Closing Date	May 3, 2017
Purchase Price	$219 million, including $1 million of positive net working capital
Size / Propulsion	174,000 cbm / tri-fuel diesel electric ("TFDE")
Year Built	2016
Time Charter Period	March 2026 to Shell with 5-year extension option
Estimated NTM EBITDA(1)	$24 million
Estimated NTM Distributable Cash Flow(1)	$13 million
Acquisition Multiple	9.1x Estimated NTM EBITDA

- GasLog Partners financed the acquisition with cash on hand, including proceeds from its January equity offering, and the assumption of $151 million of *GasLog Greece*'s existing debt

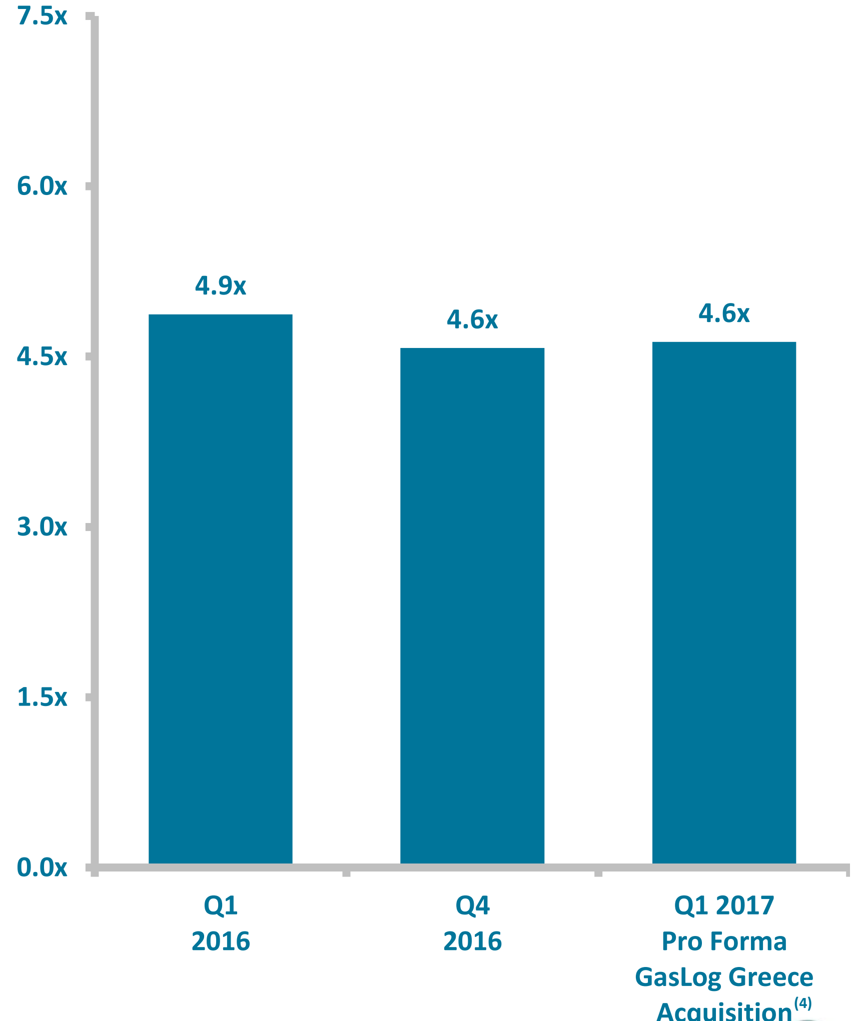
1. For the first 12 months after the closing. Estimated NTM EBITDA and Distributable cash flow are non-GAAP financial measures. Please refer to appendix for a definition of these measures

Strong Balance Sheet And Credit Metrics Following *GasLog Greece* Acquisition

Total Debt To Total Book Capitalization[1]



Net Debt[2] To EBITDA[3]



1. Total debt is borrowings – non-current portion plus borrowings – current portion ("Total Debt"); Total book capitalization is total partners' equity and liabilities ("Total Book Capitalization")
2. Net debt is borrowings – non-current portion plus borrowings – current portion less cash and cash equivalents ("Net Debt")
3. Quarterly EBITDA annualized. 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 definition and reconciliation of this measure to the most directly comparable financial measure calculated and presented in accordance with the Partnership Performance Results, please refer to the appendix of this presentation
4. Pro Forma EBITDA is Estimated NTM EBITDA referenced on slide 10 of presentation plus Q1 2017 EBITDA annualized

Recent Preferred Offering Provides Additional Equity Financing Alternative

Fixed To Floating Preferred Unit Offering	
Date	May 8, 2017
Size (Including Greenshoe)	$143,750,000
Distribution Rate	8.625%
Call / Fixed Period End Date	June 15, 2027
Floating Spread To 3-Month LIBOR	6.310%
Maturity	Perpetual

Transaction Highlights

1. New funding source with attractive cost of equity capital
2. Use of proceeds expected to include future vessel acquisitions
3. No new IDRs created
4. Strong demand enabled full exercise of the underwriters greenshoe option

New Intercompany Facility Refinances Majority Of Junior Tranche Of February 2016 Credit Agreement

Intercompany Facility

- On April 3, GasLog Ltd. and GasLog Partners established a new, two-part, $75 million intercompany loan facility:

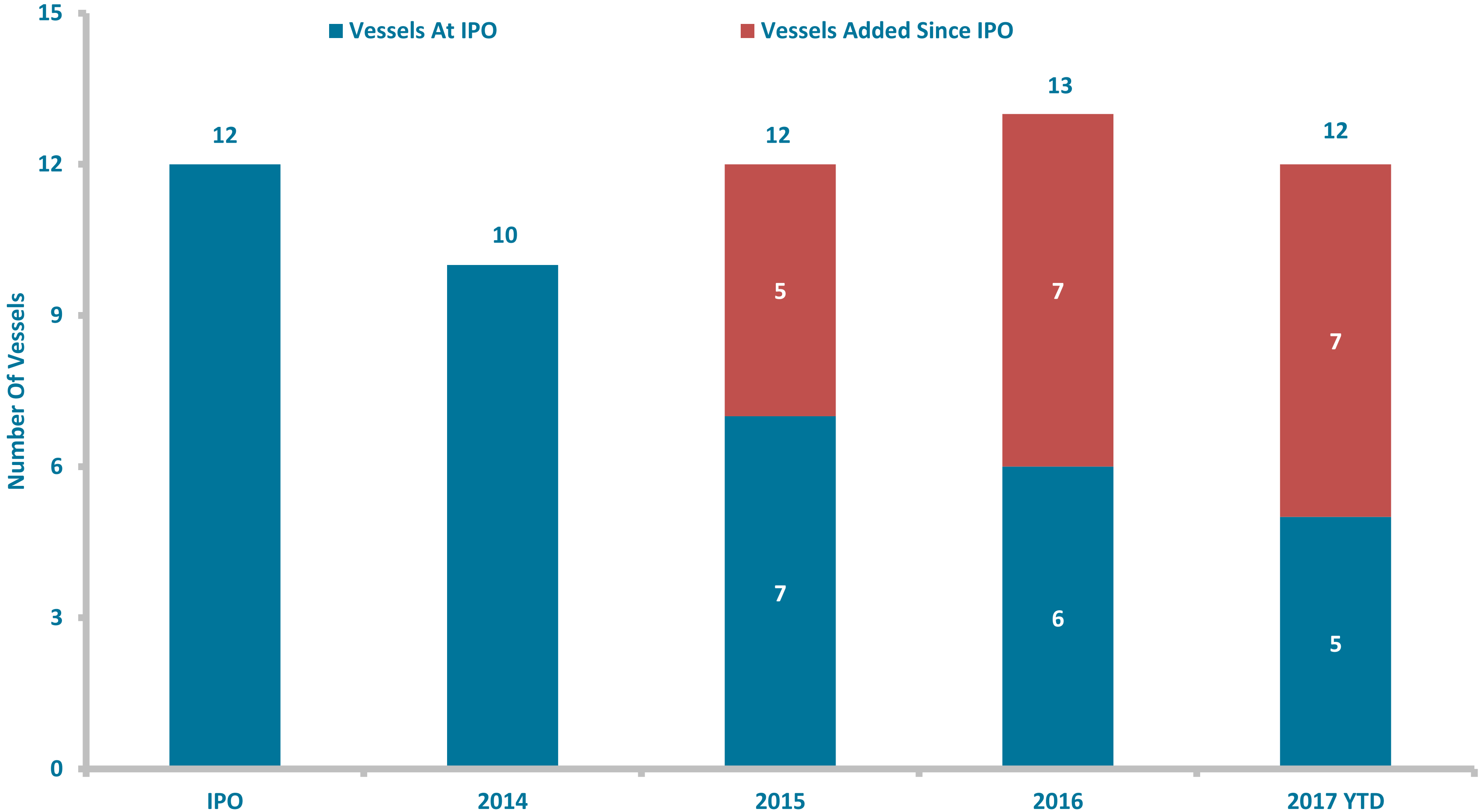
  1) $30 million revolving credit facility (replaces previous facility maturing May 2017)
  2) $45 million term facility
  3) 5-year maturity
  4) Prepayable at anytime
  5) Rate in line with GasLog Ltd.'s March 2017 bond offering

Refinancing Summary

- On April 5, GasLog Partners repaid $60 million of $90 million junior tranche using intercompany loan facility
  - Leverage neutral transaction

GasLog Ltd. Success Winning Charters Has Replenished Dropdown Pipeline

Vessels With Multi-Year Charters

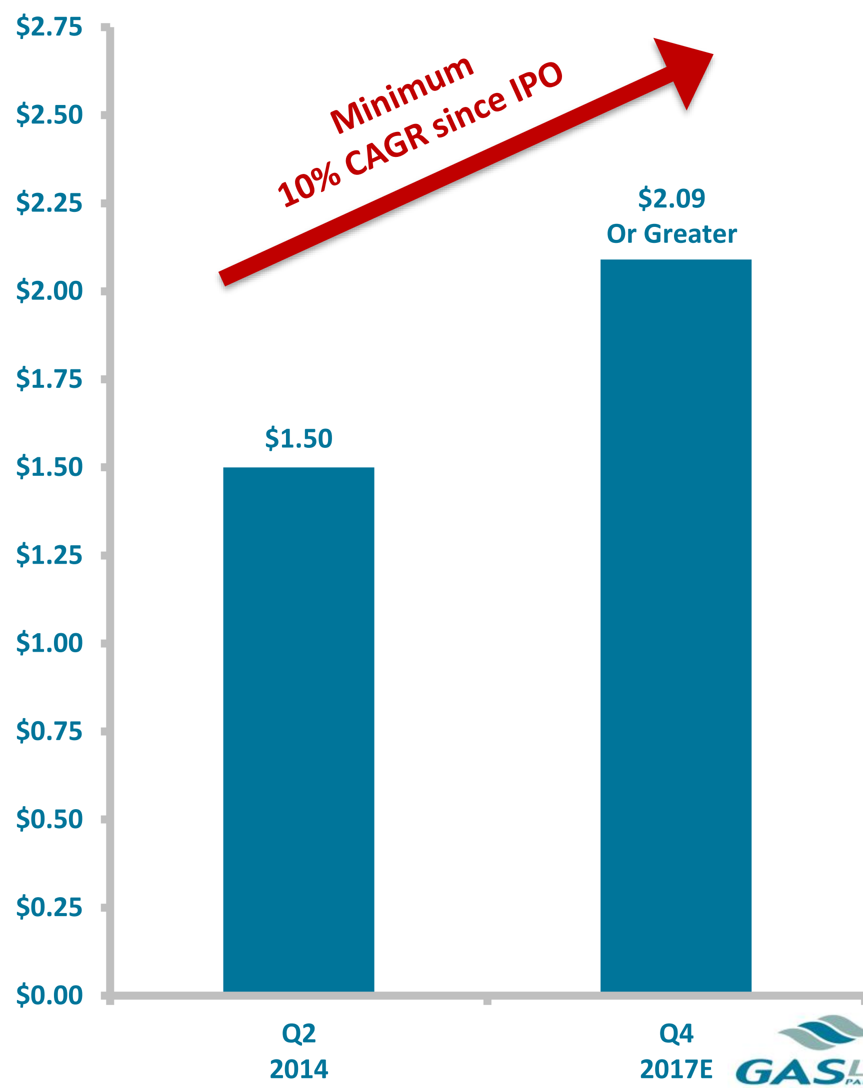


Number Of Dropdowns Per Year:	2	3	1	1

Affirm Distribution Growth Guidance Through 2017

Annualized Distribution Per Unit To Q1 2017

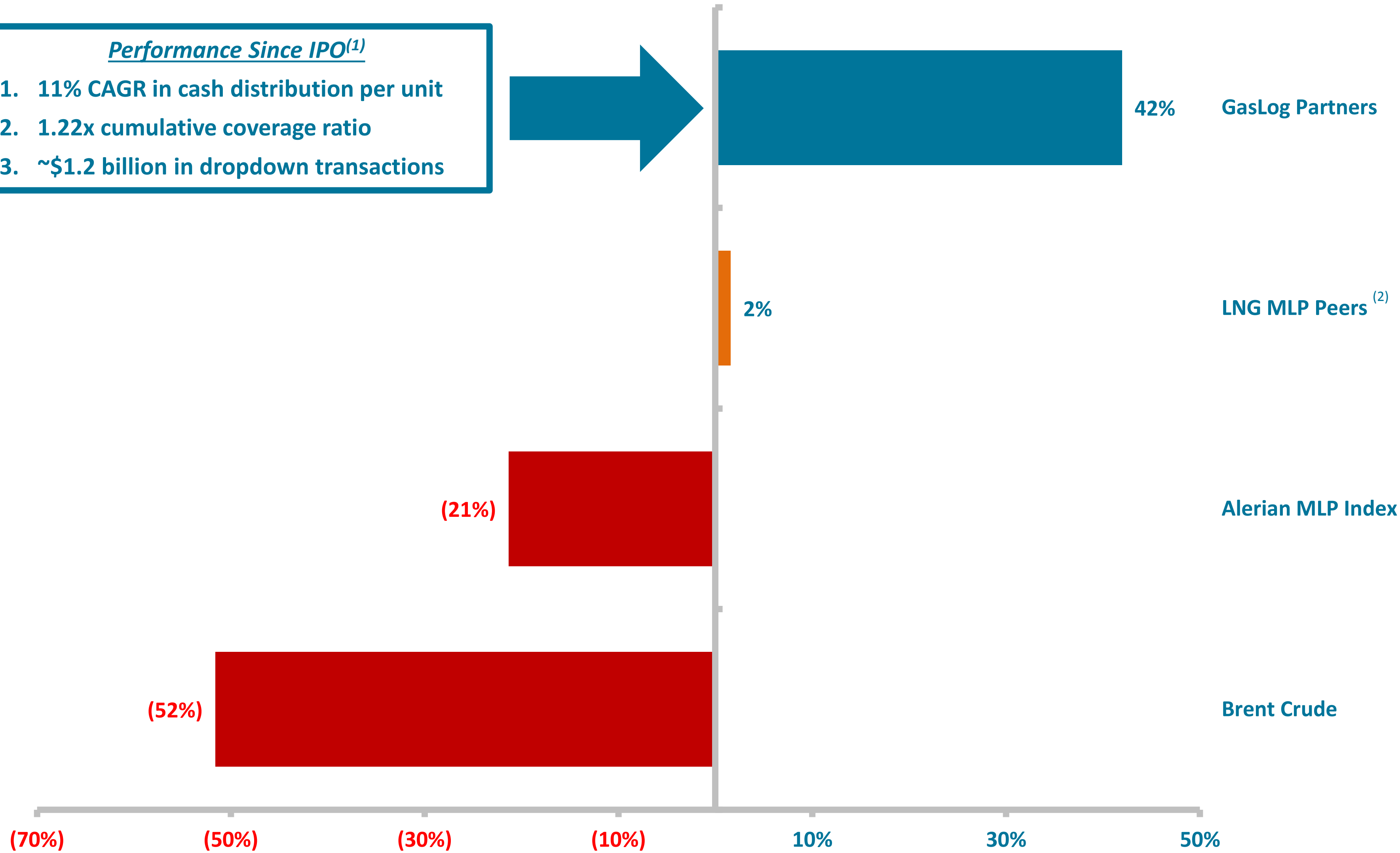
Annualized Distribution Per Unit To Q4 2017E



Successful Execution Of Business Model Supports Differentiated Total Return Performance

Performance Since IPO[1]

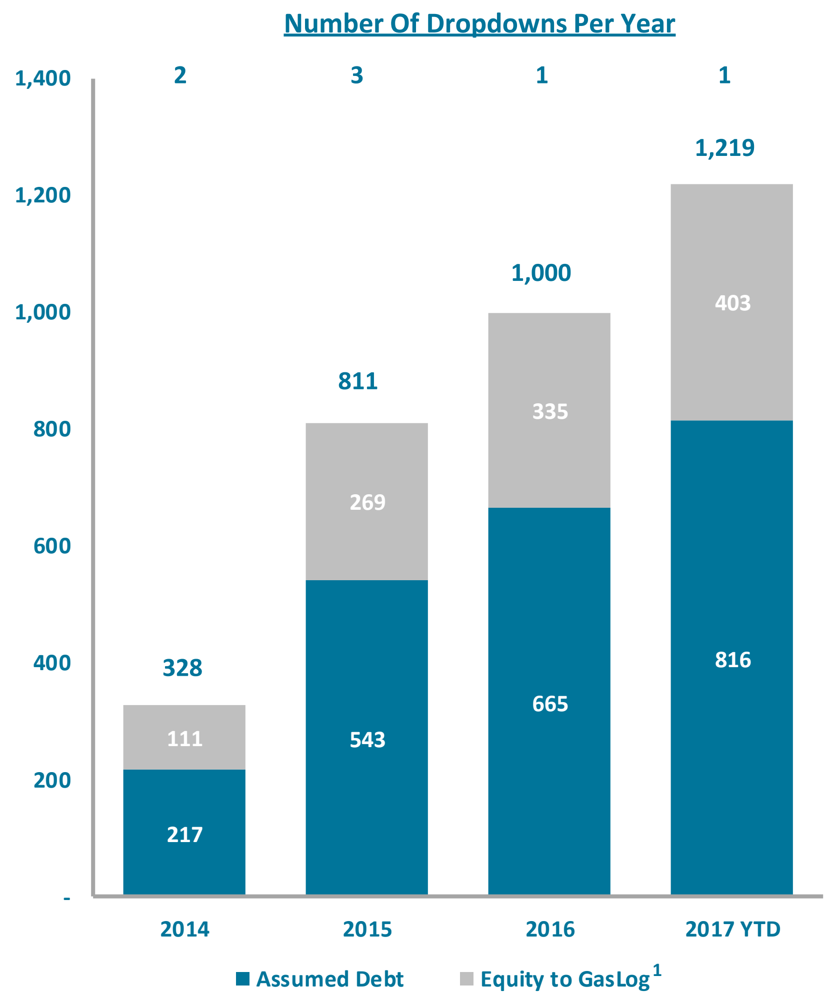
1. 11% CAGR in cash distribution per unit
2. 1.22x cumulative coverage ratio
3. ~$1.2 billion in dropdown transactions



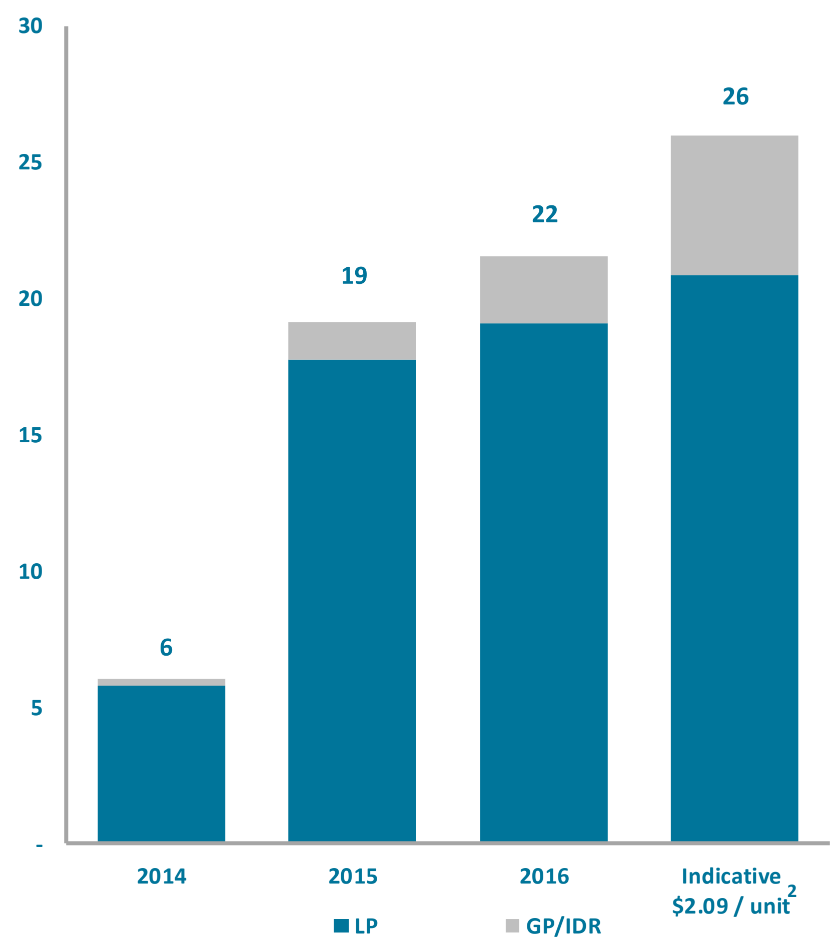
1. Data as of May 15, 2017
2. Represents average total return performance of HMLP, GMLP, TGP and DLNG. HMLP's performance is since August 6, 2014 (HMLP's IPO date)

GasLog Partners Delivers Significant Value To GasLog Ltd.

Cumulative Dropdown Gross Proceeds ($m)



Annual LP And GP/IDR Distributions to GLOG ($m)

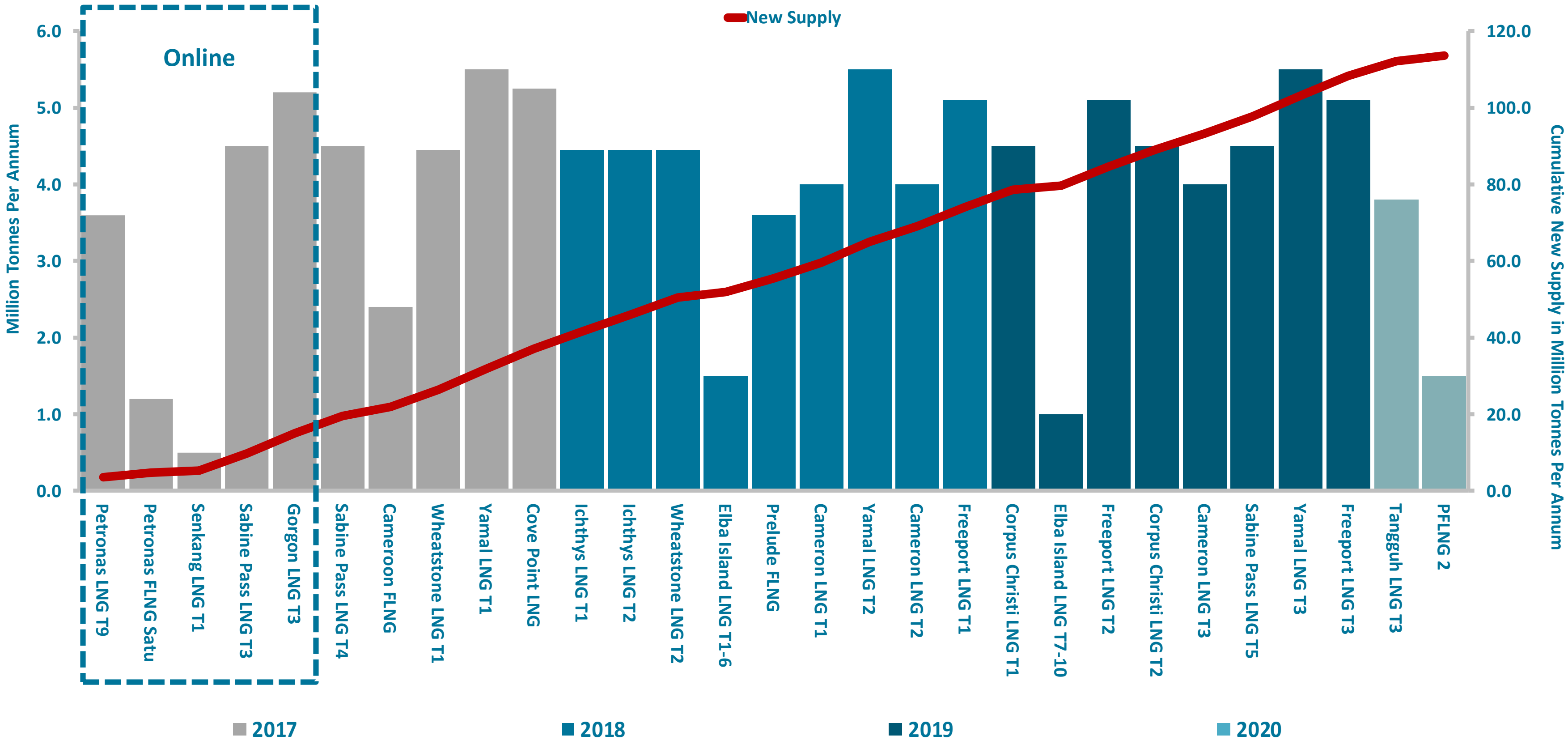


1. Gross proceeds exclude payment to GasLog Partners to maintain GasLog Ltd's 2% GP stake
2. Distributions based on an annualized $2.09/unit, equivalent to $0.5225 per quarter

LNG MARKET OVERVIEW

Continued LNG Supply Growth

New LNG Supply By Project Start Date

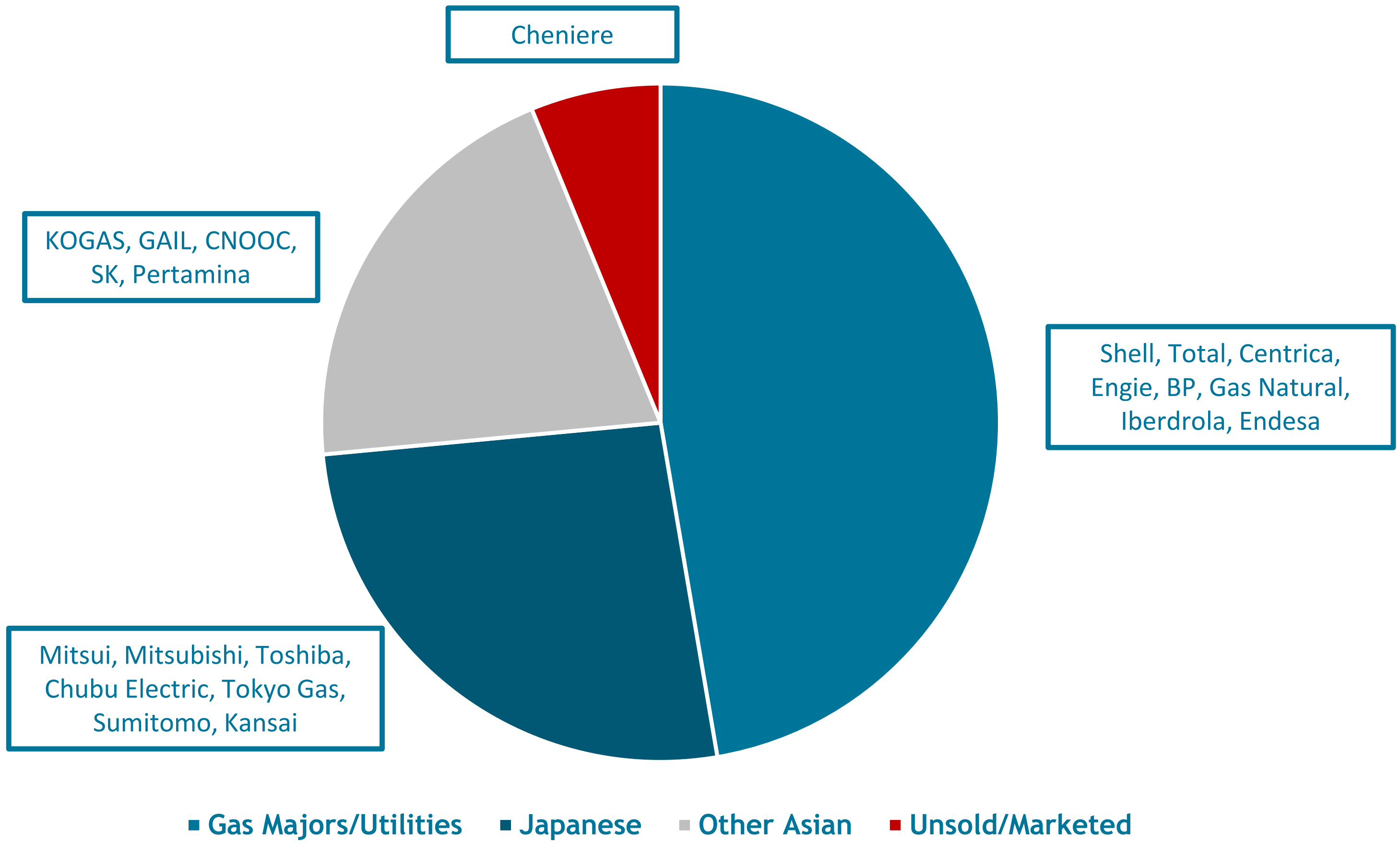


- Over 110 million tonnes per annum ("MTPA") of new supply coming online 2017 - 2020
- Projects expected to use both newbuildings and existing tonnage to meet shipping requirements

Source: 2017 IGU World LNG Report (Ichthys delay adjusted as per company disclosure)

Buyers Of US Volumes Creating New Trade Flows

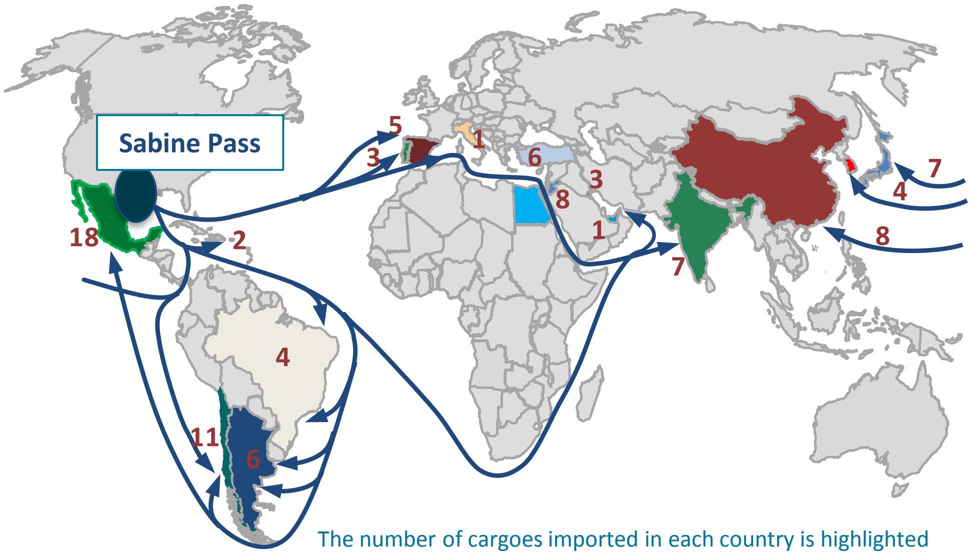
Contracted Buyers Of US Volumes



- Approximately half of US volumes have been contracted to Asian buyers
- Significant buyer diversity: End-users (e.g. utilities), portfolio players and traders

Source: Company disclosure

US Volumes Expanding Tonne Miles And Tonne Time



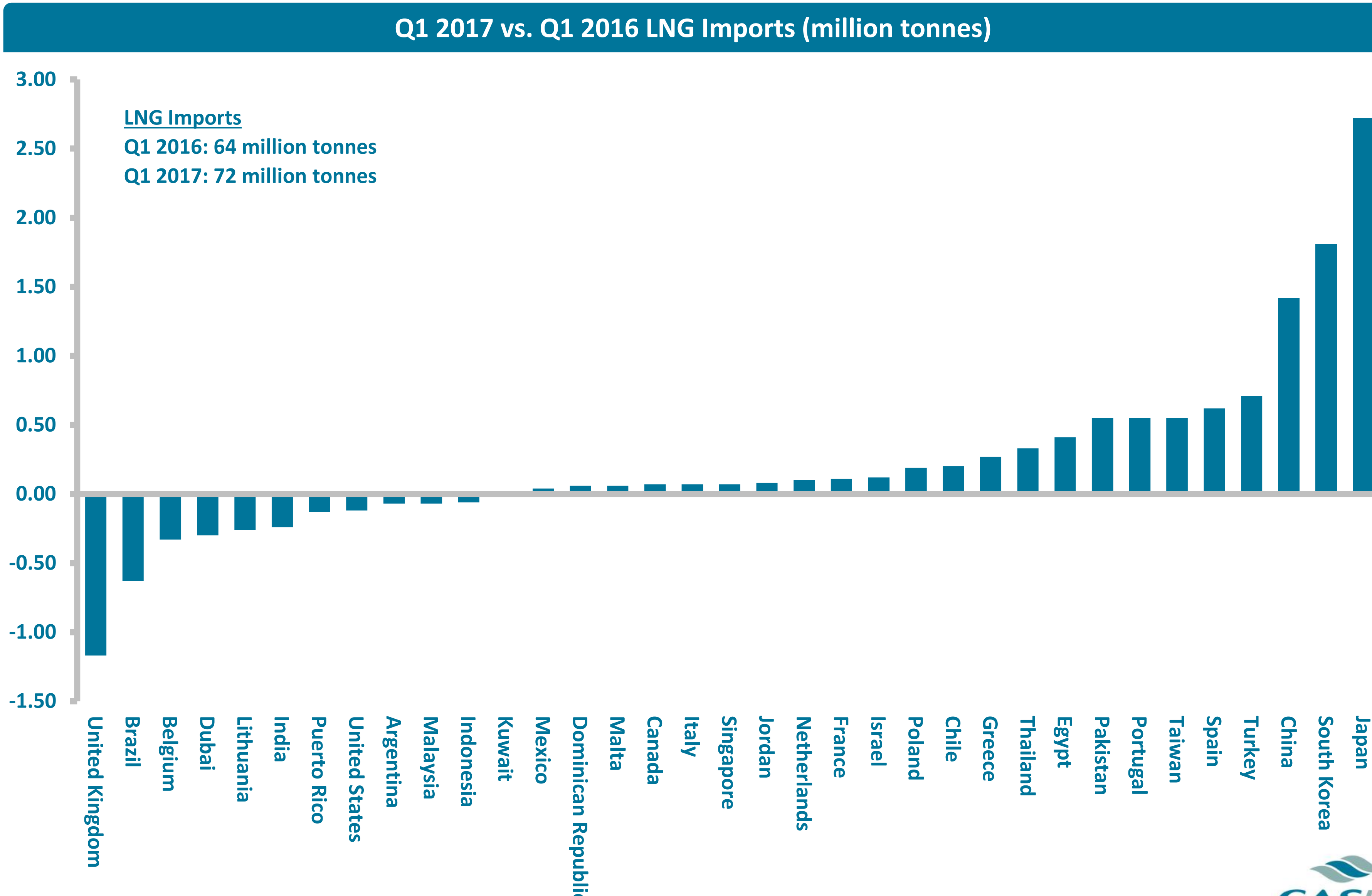
The number of cargoes imported in each country is highlighted

Country	# Cargos	Total Volume (Tonnes)	Ave Laden Duration (Days)	Equivalent # 160km^3 vessels Required Per MTPA
Argentina	6	369,142	22	1.79
Brazil	4	218,950	14	1.12
Chile	11	682,949	20	1.66
China	8	574,231	30	2.41
Dom. Republic	2	126,559	20	1.60
Egypt	1	75,047	24	1.93
India	7	490,624	29	2.31
Italy	1	68,415	16	1.31
Japan	7	506,104	32	2.52
Jordan	8	522,773	21	1.72
Kuwait	3	211,723	33	2.59
Malta	1	6,870	28	2.24
Mexico	18	1,300,283	14	1.19
Portugal	3	193,573	12	0.97
South Korea	4	279,839	32	2.55
Spain	5	289,745	15	1.22
Turkey	6	406,377	17	1.40
UAE	1	68,226	32	2.54
Totals	**96**	6,391,429	**21.9**	
Volume Weighted Vessel Multiplier				**1.77**

- Cheniere reported over 100 cargoes shipped to 20 countries (Q1 2017 results)
- Sabine Pass trains have been running consistently, save for maintenance outages
- Applying the 1.77x multiplier to yet-to-deliver US FID exports (50+mtpa) would require ~90 ships
- GasLog has been one of the most active transporters of US exports

Source: Poten. Data to end March 2017

Increased Demand Has Absorbed Additional Supply



Source: Poten

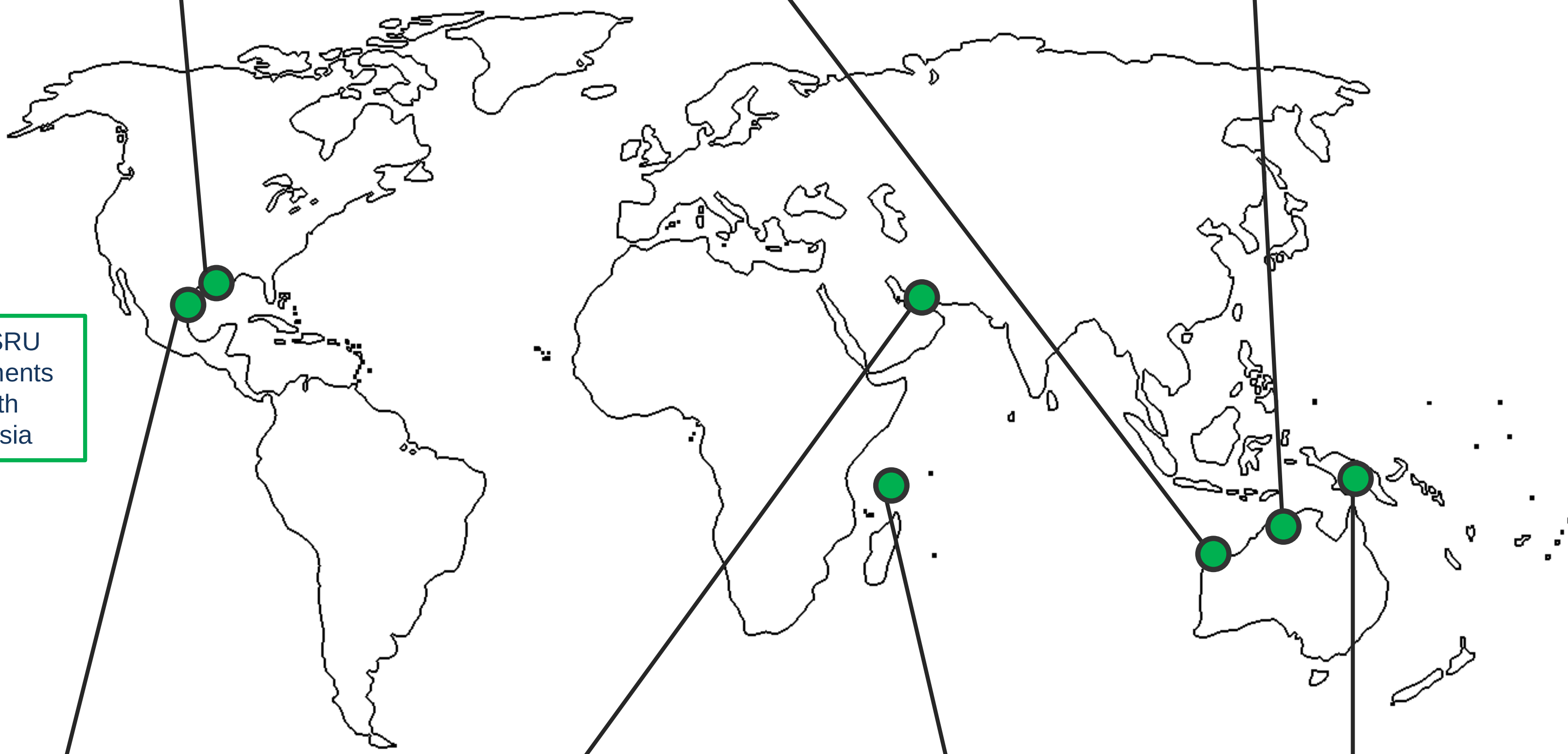
Emerging Indicators Of Longer Term Growth Potential

April 2017: Tellurian files FERC approval for 26mtpa Driftwood LNG project

February 2017: Woodside announces plan to explore Pluto LNG expansion

April 2017: ConocoPhillips and partners considering expansion of the Darwin LNG plant

Various new FSRU project developments in Africa, South America and Asia



April 2017: The US DoE grants approval for 15.6mtpa Golden Pass project to export LNG to non-free trade agreement countries.

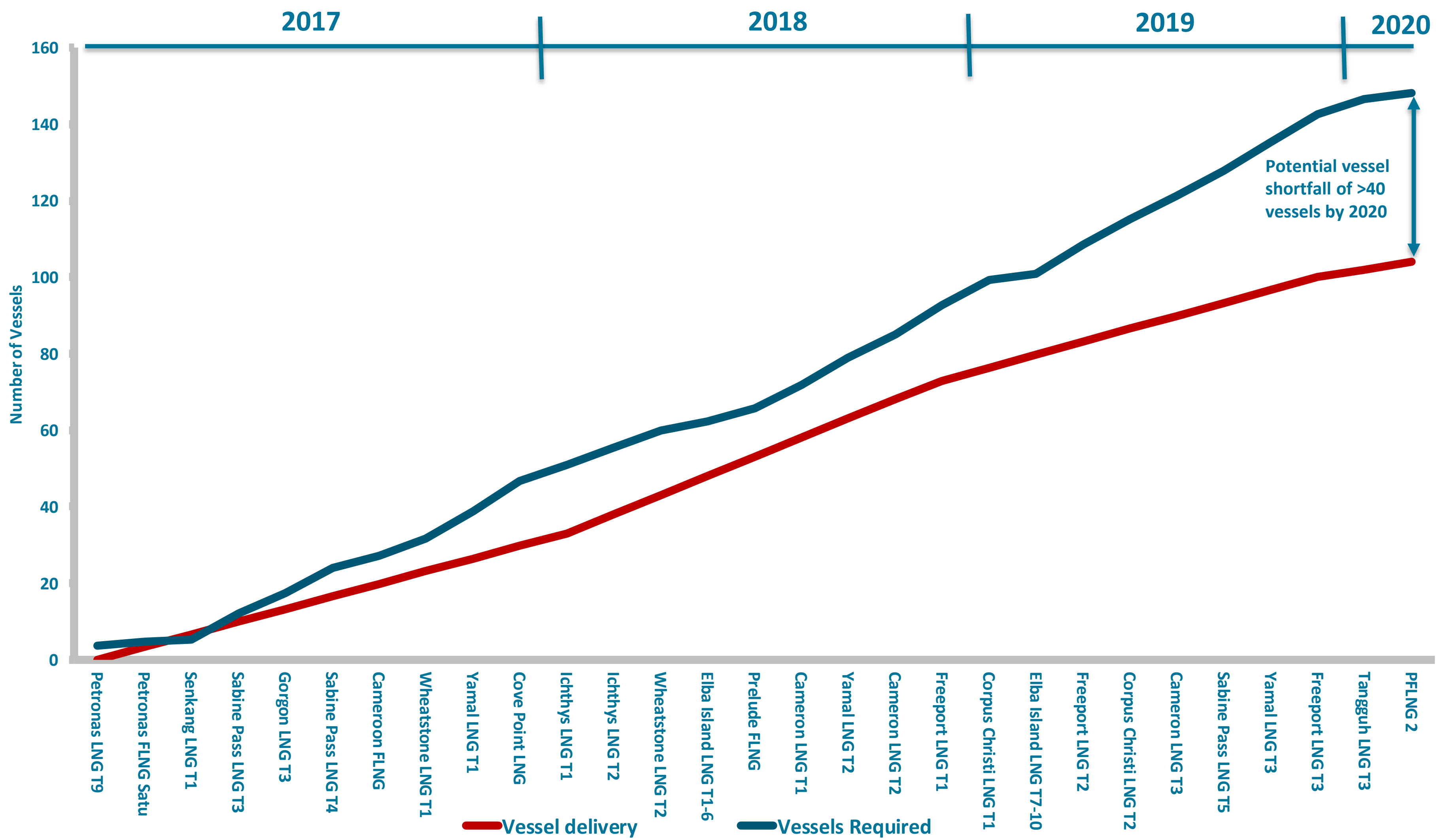
April 2017: Qatar Petroleum lifted the moratorium on production from the North Field

March 2017: Exxon acquired 25% stake in Mozambique Area 4 from ENI for $2.8 billion

January 2017: Potential PNG expansion following Muruk gas discovery

Source: Company disclosure

Future Vessel Demand Exceeds The Current Orderbook



- The shortage will be met by new and existing vessels
- The analysis above does not include vessel conversions or scrapping

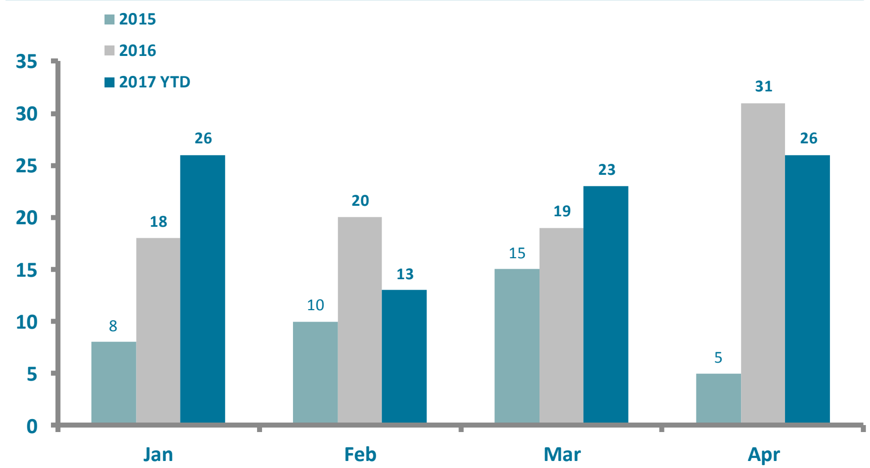
Source: IGU and GasLog estimates for vessel demand, assumption of 1 vessel/mtpa for Asia Pacific projects; 1.3 vessels/mtpa for Yamal; 1.5 vessels/mtpa for US projects

Spot Market Continues To Show Signs Of Tightening

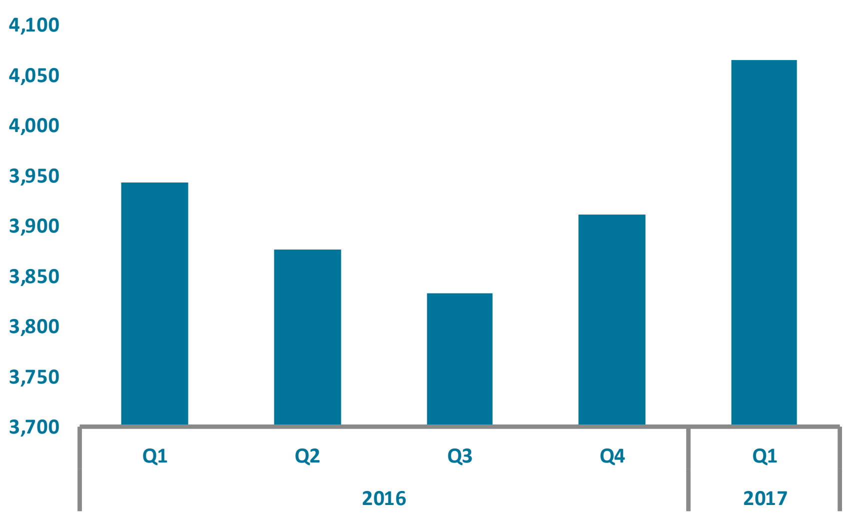
Spot Market Developments

- The LNG shipping spot market continues to evolve with a more liquid LNG trading market
- YTD fixtures maintaining strong 2016 levels
- Average sailing distances increasing as more US volumes come online
- Seasonality in rates demonstrates tightening market

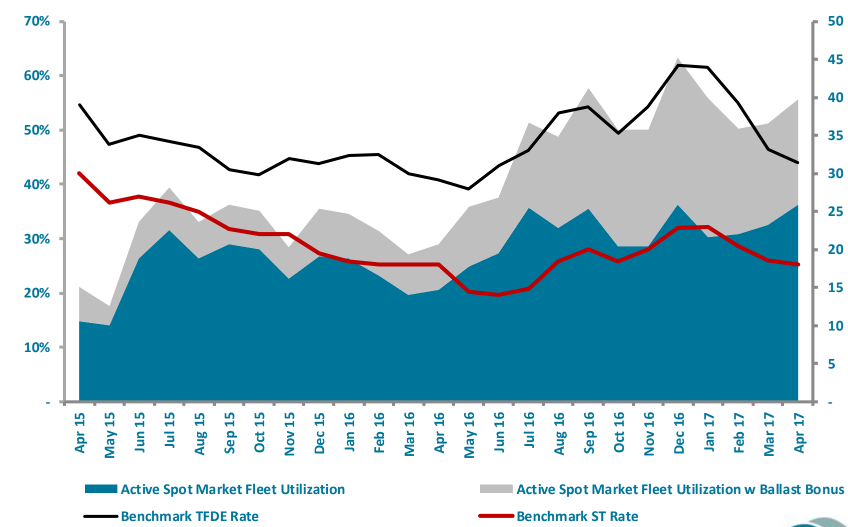
LNG Spot Fixtures Per Month



Average Sailing Distances (nm)



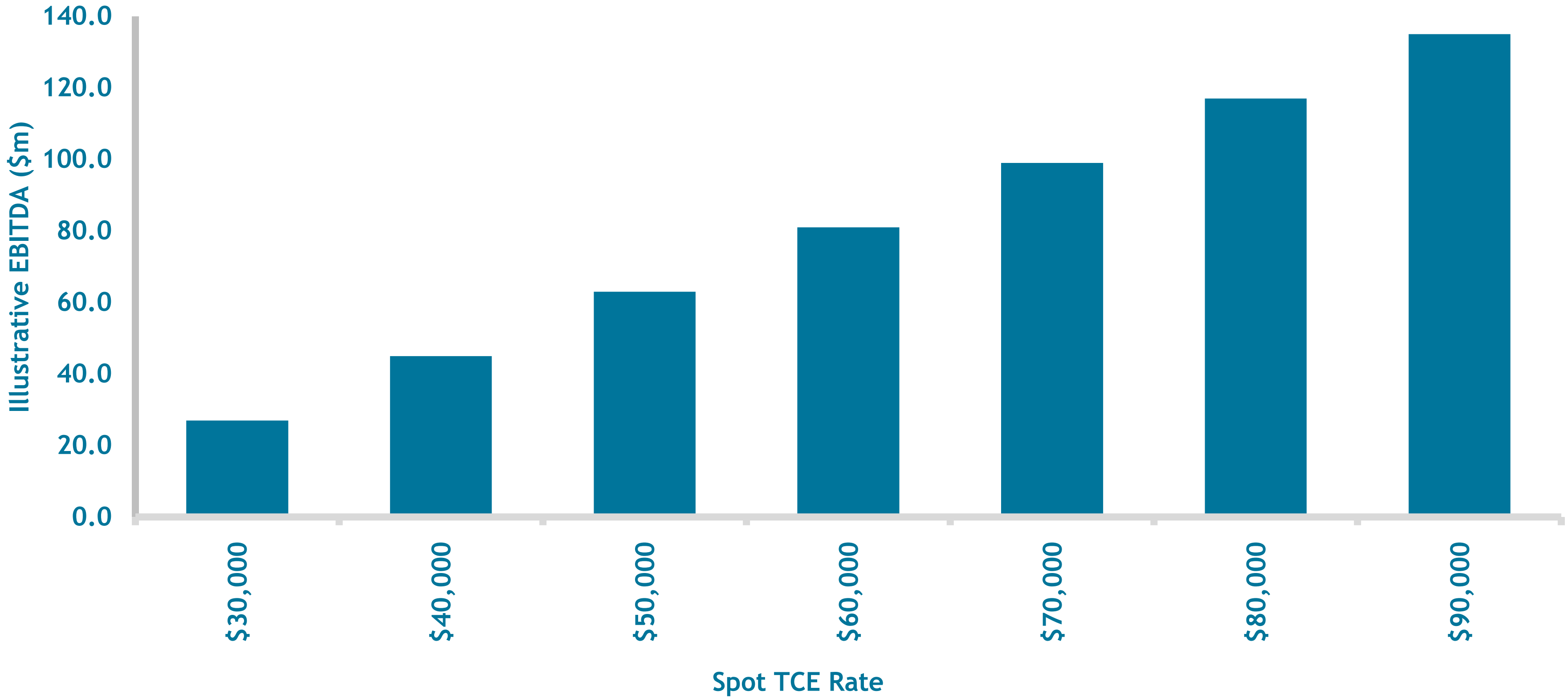
Utilization And Shipping Rates



Source: Poten

Illustrative GasLog Ltd. EBITDA Sensitivity To Spot Rates

EBITDA Sensitivity To Spot TCE Rates For GasLog's Five Open Vessels



- GasLog currently has five vessels trading in the spot market (all in The Cool Pool)
- Each open vessel would earn an incremental $3.6m of EBITDA for every $10,000/day increase in spot TCE rates (~$18m for the five open vessels)
- Clarksons headline spot rates are currently $30,000/day

Source: Company estimate (opex assumed at $15,000/day)s

FSRU Progress

Alexandroupolis / Gastrade

- 20% acquisition of Gastrade closed
- FEED study commenced with Wood Group
  - Expected to be completed Q317
- Study partially funded by the European Commission
- “Connecting Europe Facility” funding tool, which applies to “Projects of European Common Interest”:
  - Projects of high priority for both the host country and EU
  - Projects that contribute to energy security and uninterruptible natural gas supply to the EU
- Project FID targeted late 2017

Other Projects

- Actively bidding in a number of live projects
- Both for newbuilding and conversion projects

Major Strategic Benefits to GasLog:

- **Small initial investment**
- **Potential sale of ship to the project**
- **Financial returns from dividends and O&M agreement**
- **Credibility of delivering FSRU project**

Source: www.entsog.eu

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 measures 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 continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of interest, 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 financial 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.

Distributable cash flow with respect to any quarter means EBITDA, as defined above for the Partnership Performance Results, after considering financial costs for the period, excluding amortization of loan fees, estimated drydocking and replacement capital reserves established by the Partnership. Estimated drydocking 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 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 is a non-GAAP financial measure and should not be considered as an alternative to profit or any other indicator of the Partnership’s performance calculated in accordance with GAAP. Slide 32 reconciles Distributable cash flow to Profit for the period attributable to the Partnership.

Non-GAAP Reconciliations

Estimated NTM EBITDA and Distributable cash flow

For the entity owning *GasLog Greece*, estimated EBITDA and distributable cash flow for the first 12 months of operation following the completion of the Acquisition is based on the following assumptions:

- closing of the Acquisition in the second quarter of 2017 and timely receipt of charter hire specified in the charter contracts;
- 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 GasLog Partners announced the acquisition of *GasLog Greece*, but if these assumptions prove to be incorrect, actual EBITDA and distributable cash flow 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.

Non-GAAP Reconciliations

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

	For the Quarter Ended											
	12-May-14 to 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
Partnership's profit for the period	$3,823	$9,575	$1,146	$12,897	$12,614	$19,230	$20,299	$16,191	$17,381	$18,871	$24,826	$21,022
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
Financial costs	$1,382	$2,588	$11,236	$3,950	$4,030	$6,923	$6,886	$7,181	$7,252	$7,333	$8,420	$8,782
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)	($83)	($53)	($117)
Gain on interest rate swaps	$756	($343)	$4,805	-	-	-	-	-	-	-	($3,623)	($23)
EBITDA	**$8,115**	**$15,894**	**$24,288**	**$23,670**	**$23,531**	**$37,247**	**$38,338**	**$34,457**	**$35,558**	**$37,237**	**$41,632**	**$42,026**
Financial costs excluding amortization of loan fees	($1,606)	($2,982)	($5,324)	($3,573)	($3,638)	($6,159)	($6,114)	($6,191)	($6,322)	($6,425)	($7,991)	($8,419)
Drydocking capital reserve	($395)	($727)	($1,499)	($1,499)	($1,499)	($2,670)	($2,670)	($2,168)	($2,168)	($2,168)	($2,324)	($2,682)
Replacement capital reserve	($1,470)	($2,694)	($4,340)	($4,340)	($4,340)	($7,015)	($7,015)	($7,231)	($7,231)	($7,231)	($7,776)	($7,429)
Distributable Cash Flow	**$4,644**	**$9,491**	**$13,125**	**$14,258**	**$14,054**	**$21,403**	**$22,539**	**$18,867**	**$19,837**	**$21,413**	**$23,541**	**$23,496**
Other reserves (2)	($514)	$252	$2,408	$3,541	$8	$5,691	$6,827	($3,155)	($2,760)	($4,336)	($3,992)	($3,375)
Cash distributions declared	**$4,130**	**$9,239**	**$10,717**	**$10,717**	**$14,046**	**$15,712**	**$15,712**	**$15,712**	**$17,077**	**$17,077**	**$19,549**	**$20,121**

1. The Partnership's Q214 results reflect the period from May 12, 2014 to June 30, 2014
2. 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)