GASLOG PARTNERS

Investor Presentation

March 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 the Partnership's operations, cash flows, financial position, liquidity and cash available for dividends or distributions, plans, strategies, business prospects and changes and trends in the Partnership's business and the markets in which it operates. The Partnership cautions that these forward-looking statements represent estimates and assumptions only as of the date of this report, about factors that are beyond its 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 liquefied natural gas ("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;
- our ability to leverage GasLog Ltd. ("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 upon consummation of the initial public offering (the "IPO") 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, drydocking 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 12, 2016, available at http://www.sec.gov.

The Partnership undertakes 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, the Partnership cannot assess the impact of each such factor on its 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 PARTNERS

GasLog: A Global Leader In LNG Transportation

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

28 Vessels[1]
Consolidated fleet

$3.6 billion
Q4 16 consolidated revenue backlog

GasLog Ltd.
April 2012 IPO

GasLog Partners
May 2014 IPO

~1,100
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

GasLog Ltd.
NYSE:GLOG
Market Cap: $1.3 billion(1)
Yield: 3.4%(1)
19 Vessels(2)

51%

Public Unitholders

1099, no K-1

Notable Investors	
Peter Livanos	41%
Onassis Foundation	9%
Total	**49%**

100% of IDRs and GP

30%(3)

GasLog Partners
NYSE:GLOP
Market Cap: $925 million(1)
Yield: 8.3%(1)
9 Vessels

70%

Public Unitholders

1099, no K-1

1. As of February 21, 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

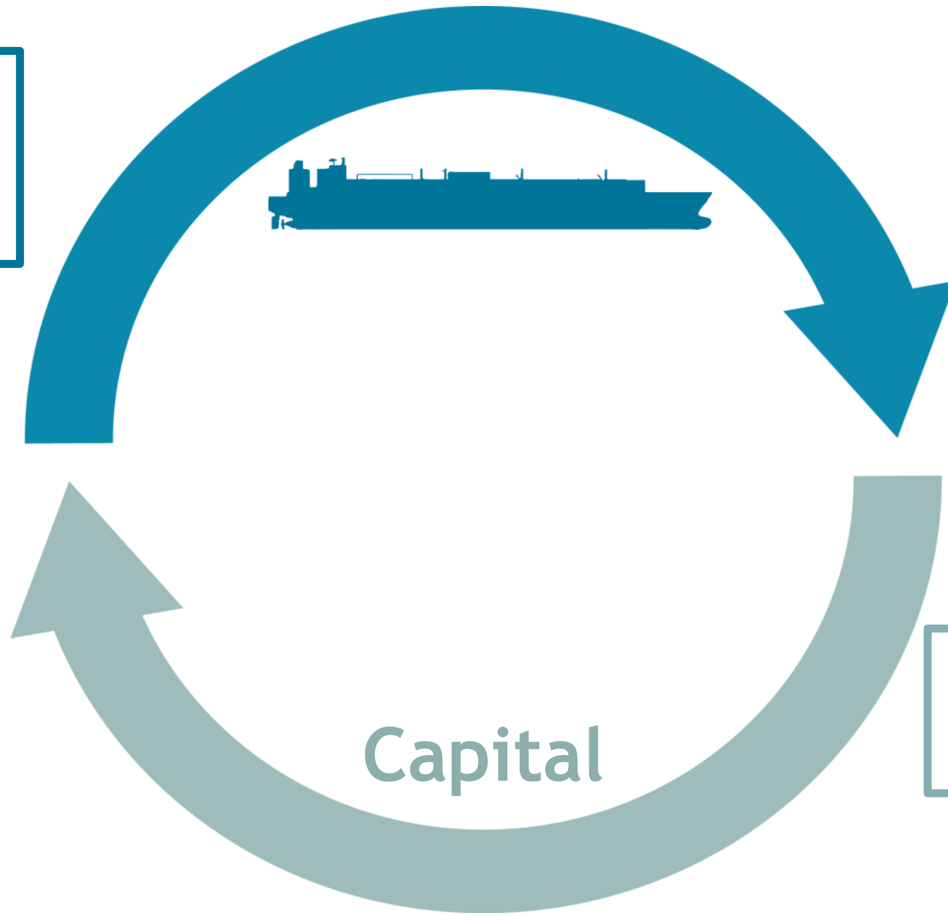
GasLog Partners Funds GasLog Ltd.'s Growth

Recycling capital efficiently

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

GASLOG

GLOG: 19 Ships[1]



GASLOG PARTNERS

GLOP: 9 Ships

Finance At GLOP At Attractive Cost Of Capital

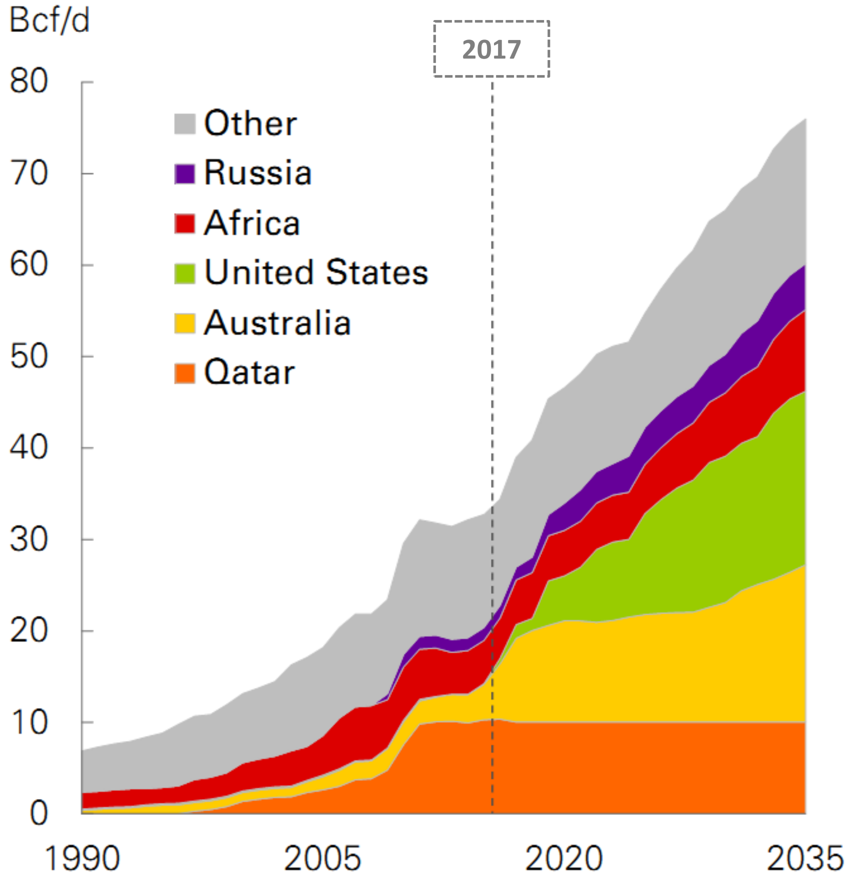
GasLog Partners Has Zero Capital Commitments For Vessel Newbuildings Or Other Commercial Projects

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

LNG MARKET OVERVIEW

Strong LNG Supply Growth Led By US And Australia

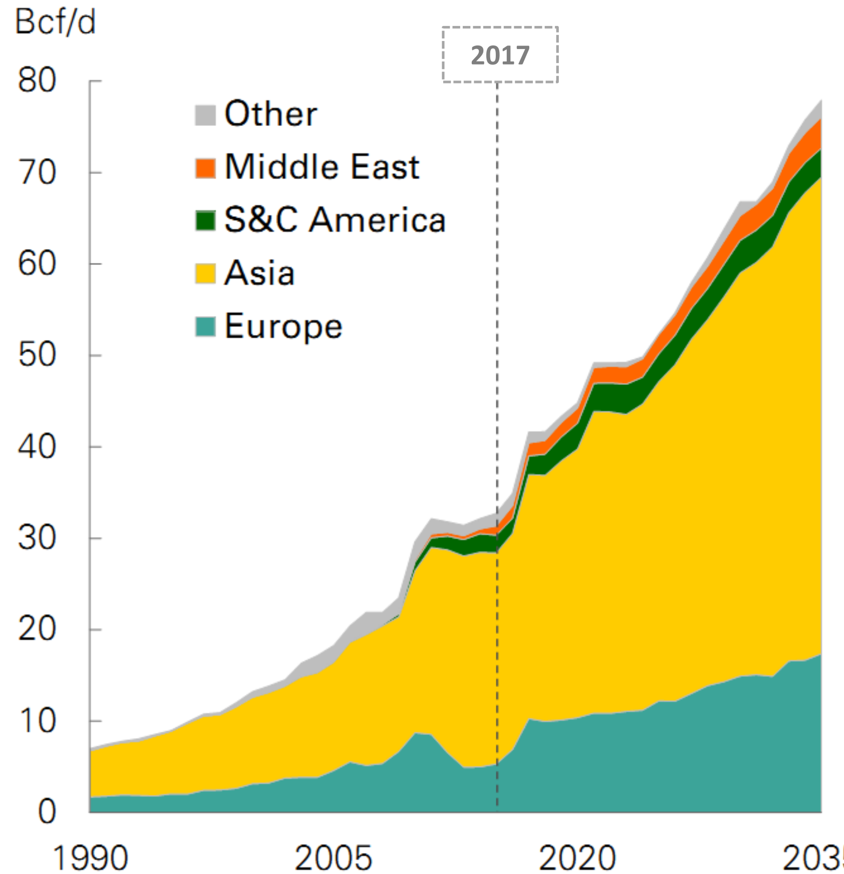
LNG Supply



Supply Growth:

- Abundant and low cost reserves
- Location mismatch: gas reserves vs. energy demand (e.g. U.S. and Japan)

LNG Demand



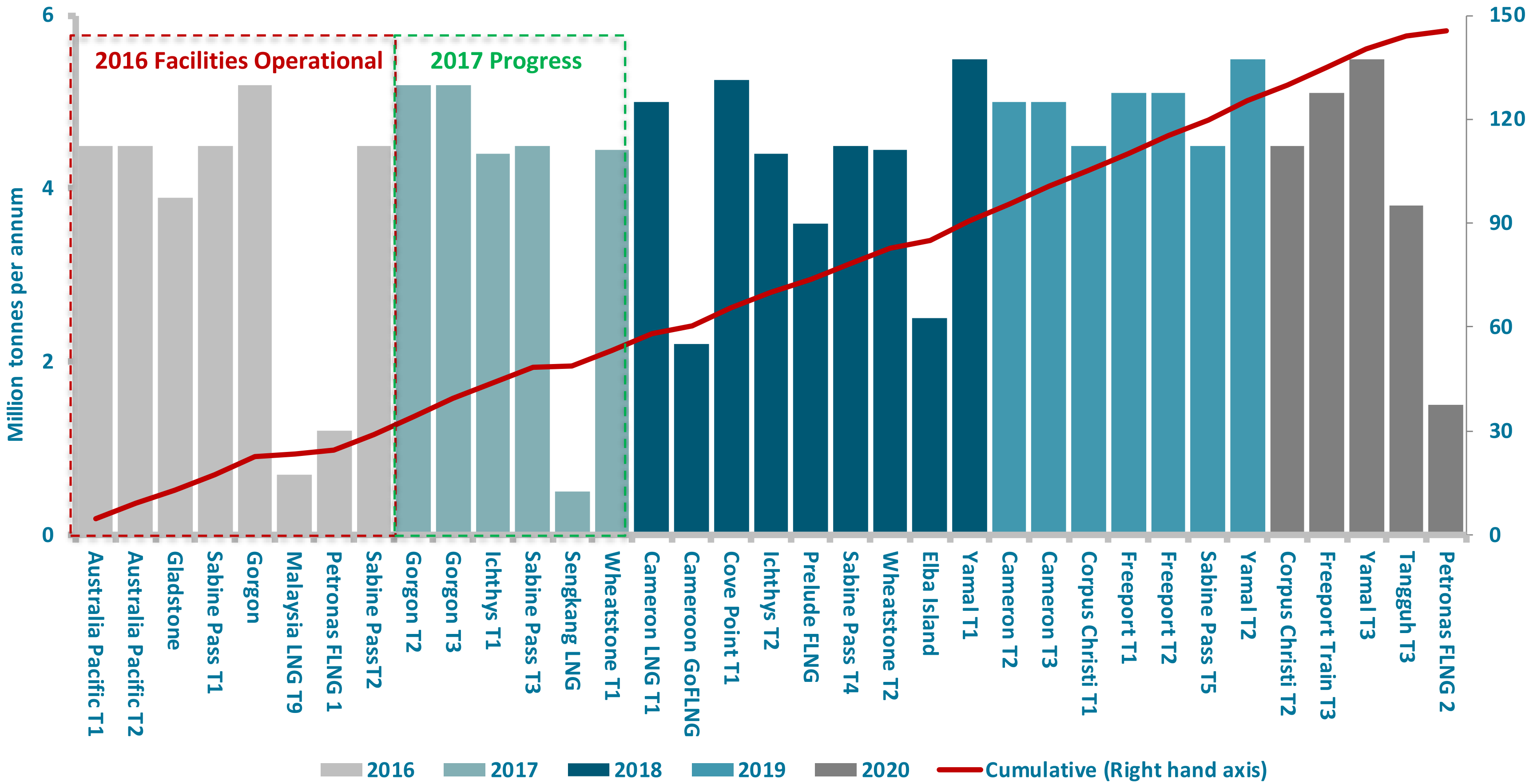
Demand Growth:

- Growing energy and power demand
- Lower carbon emissions versus coal and oil

Source: BP 2017 Energy Outlook (January 2017)

LNG Supply Expected 2017 - 2020 From FID Projects

New LNG Supply By Project Start Date

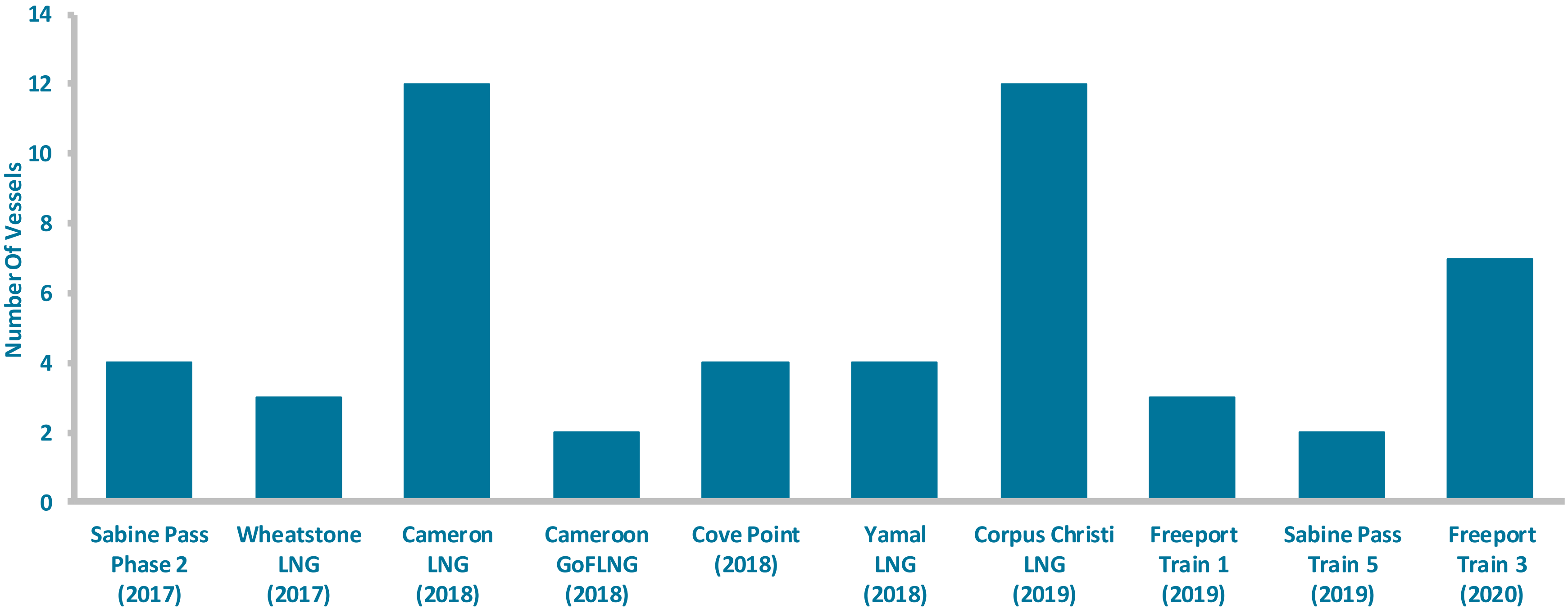


- ~146 million tons per annum of new FID'd liquefaction production coming online 2016-20
- All LNG facilities due to start up in 2016 came online during the year

Source: Wood Mackenzie; Poten

Visible Demand For ~50 LNG Carriers Yet To Be Secured

Selected FID Liquefaction Projects

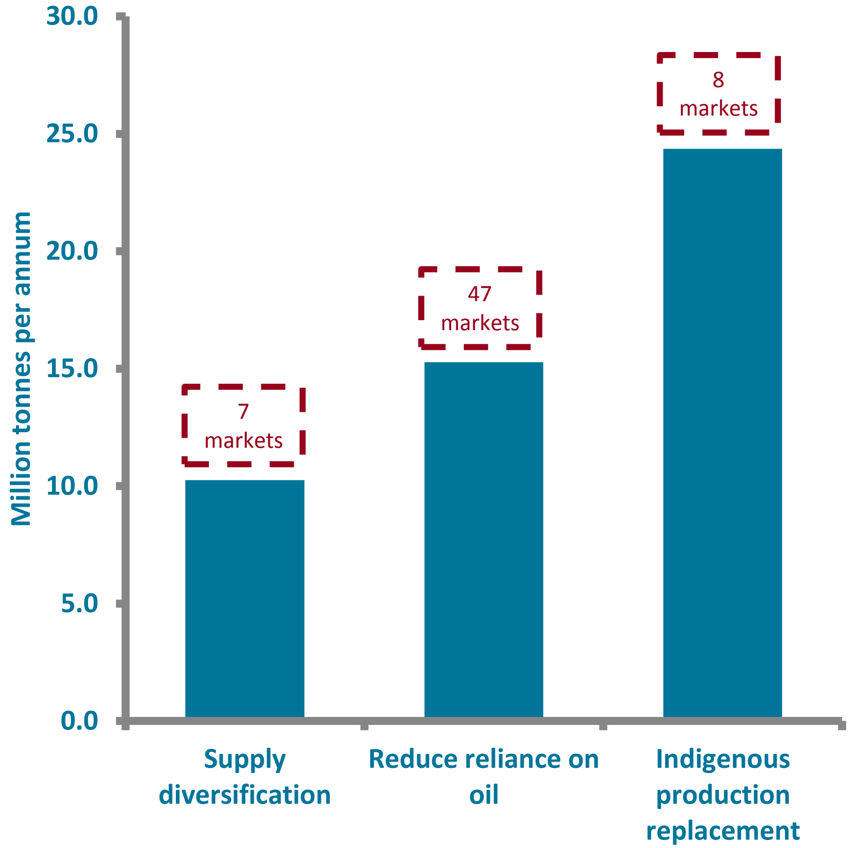


- Vessels yet to be secured are mainly offtakers of US LNG volumes
- Requirements are expected to be filled with a combination of newbuildings and existing tonnage

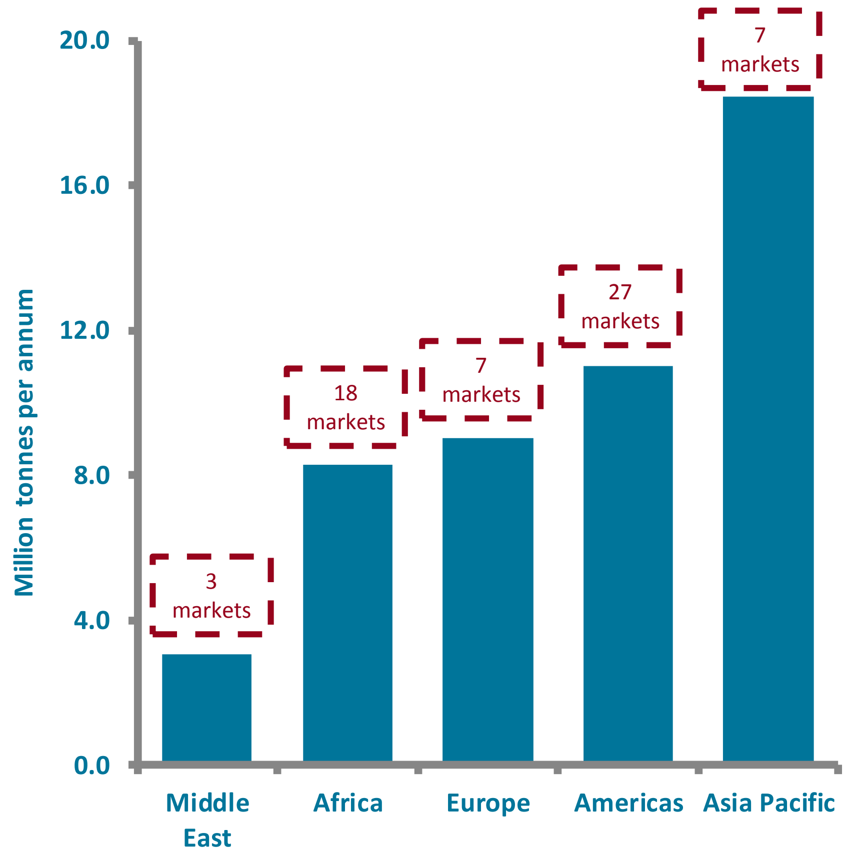
Source: Wood Mackenzie

FSRU: A Key Enabler For Emerging Market Demand

New LNG Importers By 2025 – Demand By Key Driver



New LNG Importers By 2025 – Demand By Region



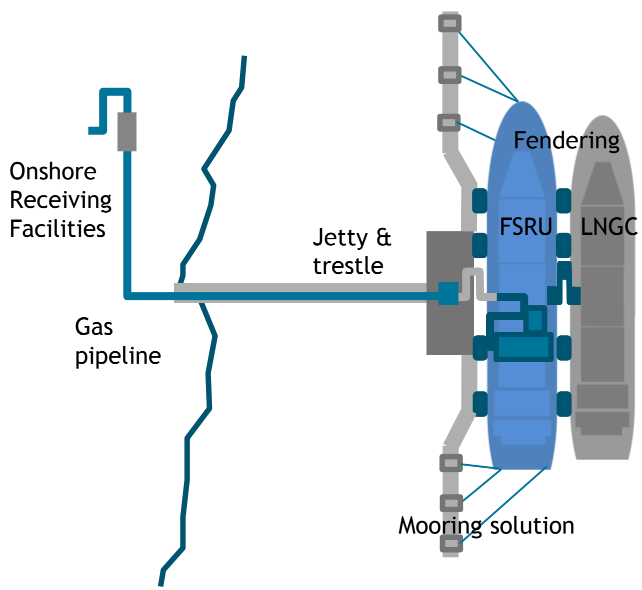
- Wood Mackenzie predicts over 60 **additional** LNG importing nations by 2025 (~35 importing nations in 2016)

Source: Wood Mackenzie

GasLog FSRU Strategy Progressing

Long-Lead Items

- Long lead items ("LLI's") ordered for an LNG carrier to FSRU conversion
  - Accelerates speed to market
  - 6-8 months for conversion once LLI's are in place
  - Could deliver an FSRU by H2 2018
  - Capital efficient



Alexandroupolis FSRU Development

- GasLog has acquired 20% of Gastrade S.A., a Greek utility licensed to develop an offshore natural gas system at Alexandroupolis
  - Strategic positioning into Europe's South Eastern Gas Corridor
  - Project expected to be funded with debt, equity and EU grant financing
  - Final investment decision expected late 2017

GASLOG PARTNERS OVERVIEW

GasLog Partners' Business Model Provides Cash Flow Stability And Growth

- 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)	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

Acquisition Of *GasLog Seattle* From GasLog Ltd.

Date	November 1, 2016
Purchase Price	$189 million, including $1 million of positive net working capital
Size / Propulsion	155,000 cbm / tri-fuel diesel electric (“TFDE”)
Time Charter Period	December 2020 with Shell; Shell has two consecutive 5-year extension options
Estimated NTM EBITDA(1)	$20 million
Estimated NTM Distributable Cash Flow(1)	$10 million
Acquisition Multiple	9.4x Estimated NTM EBITDA(2)
Estimated Distribution Increase Per Unit	Approximately 5% annualized

- GasLog Partners financed the acquisition with cash on hand, including proceeds from the August 5, 2016 equity offering, plus the assumption of GasLog Seattle’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
2. Acquisition multiple is calculated using net purchase price of $188 million

Track Record Of Growing Cash Flows And Meeting Distribution Guidance

Annualized Distributable Cash Flow[(1)] Per Unit

Annualized Cash Distribution Per Unit

1. Distributable cash flow is non-GAAP financial measure and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with IFRS. For a 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

Conservative Coverage Ratio Following Distribution Increase And Recent Equity Offering

Distribution Coverage Ratio		
(In millions of USD)	Q4 2016	Cumulative Since IPO
EBITDA[1]	$41.6	$320.0
Cash interest expense[2]	($8.0)	($56.3)
Drydocking capital reserve	($2.3)	($19.8)
Replacement capital reserve	($7.8)	($60.7)
Distributable cash flow[1]	$23.5	$183.2
Cash distributions declared	$19.5	$149.7
Distribution coverage ratio	*1.20x*	*1.22x*
	Excluding equity offering	
Cash distributions declared	$17.6	$147.7
Distribution coverage ratio	*1.34x*	*1.24x*

Continue to Outperform Target Converge Ratio of 1.125x

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 IFRS. For definitions and reconciliations of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides
2. Excludes amortization of loan fees

Substantial Liquidity And Strong Balance Sheet To Finance Additional Growth

Cash and Credit Metrics Adjusted For Equity Offering[1]

(In millions of USD)	Q4 2016 As Adjusted
Cash and cash equivalents	$119

Credit Metrics

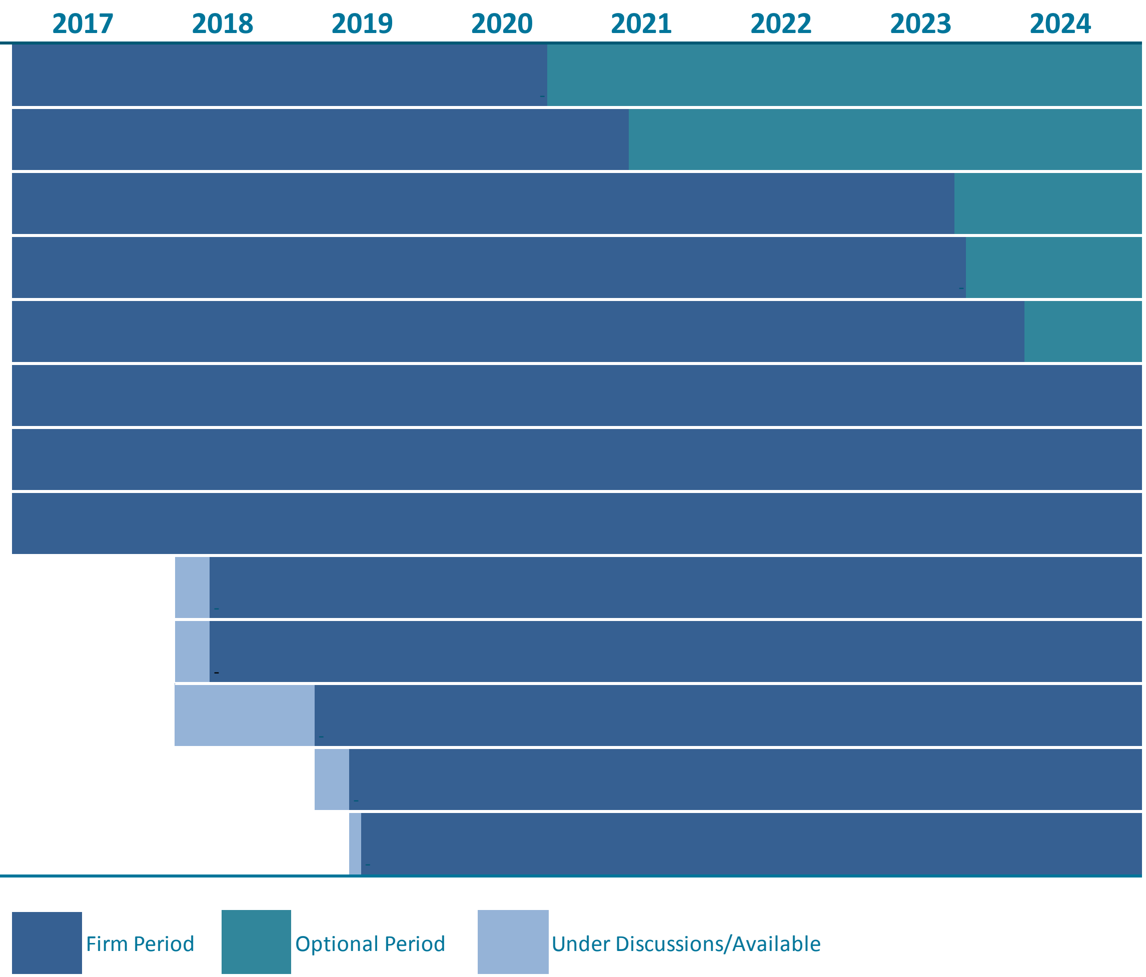
Total Debt / Total Book Capitalization	53%
Net Debt / EBITDA[2] (annualized)	4.1x
EBITDA[2] (annualized)/ cash interest expense[3] (annualized)	5.2x

1. Adjusted for net proceeds from January 2017 equity offering, related GP unit issuance, and scheduled January 2017 debt amortization
2. 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 IFRS. For definitions and reconciliations of this measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides
3. Excludes amortization of loan fees

13 Vessel Dropdown Pipeline Provides Visibility For Cash Distribution Growth

Dropdown Pipeline

Vessel	Built	Capacity (cbm)	Charterer
Methane Lydon Volney	2006	145,000	
Solaris	2014	155,000	
GasLog Geneva	2016	174,000	
GasLog Gibraltar	2016	174,000	
Methane Becki Anne	2010	170,000	
GasLog Greece	2016	174,000	
Methane Julia Louise[1]	2010	170,000	
GasLog Glasgow	2016	174,000	
Hull 2801[2]	2018	174,000	TOTAL
Hull 2130	2018	174,000	
Hull 2800	2018	174,000	
Hull 2131	2019	174,000	
Hull 2212[3]	2019	180,000	centrica



1. 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 of this vessel
2. The vessel is chartered to Total Gas & Power Chartering Limited, a subsidiary of Total
3. The vessel is chartered to Pioneer Shipping Limited, a subsidiary of Centrica plc

Recent Equity Financing Supports Distribution Guidance For 2017

Annualized Distribution Per Unit to Q1 2017E

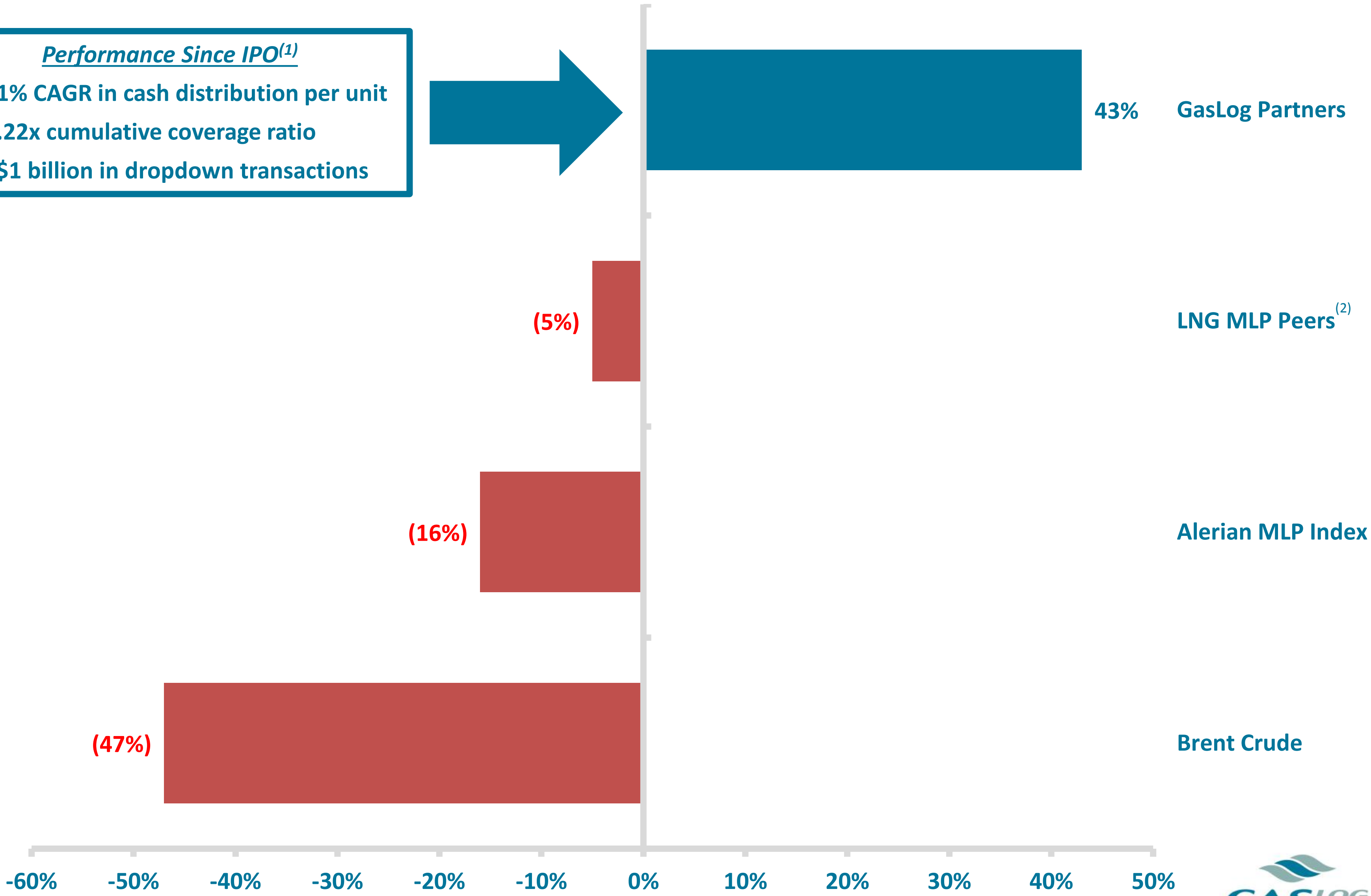
Annualized Distribution Per Unit to Q4 2017E

GASLOG PARTNERS

Differentiated Total Return Performance Since IPO

***Performance Since IPO*[1]**

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



1. Data as of February 21, 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)

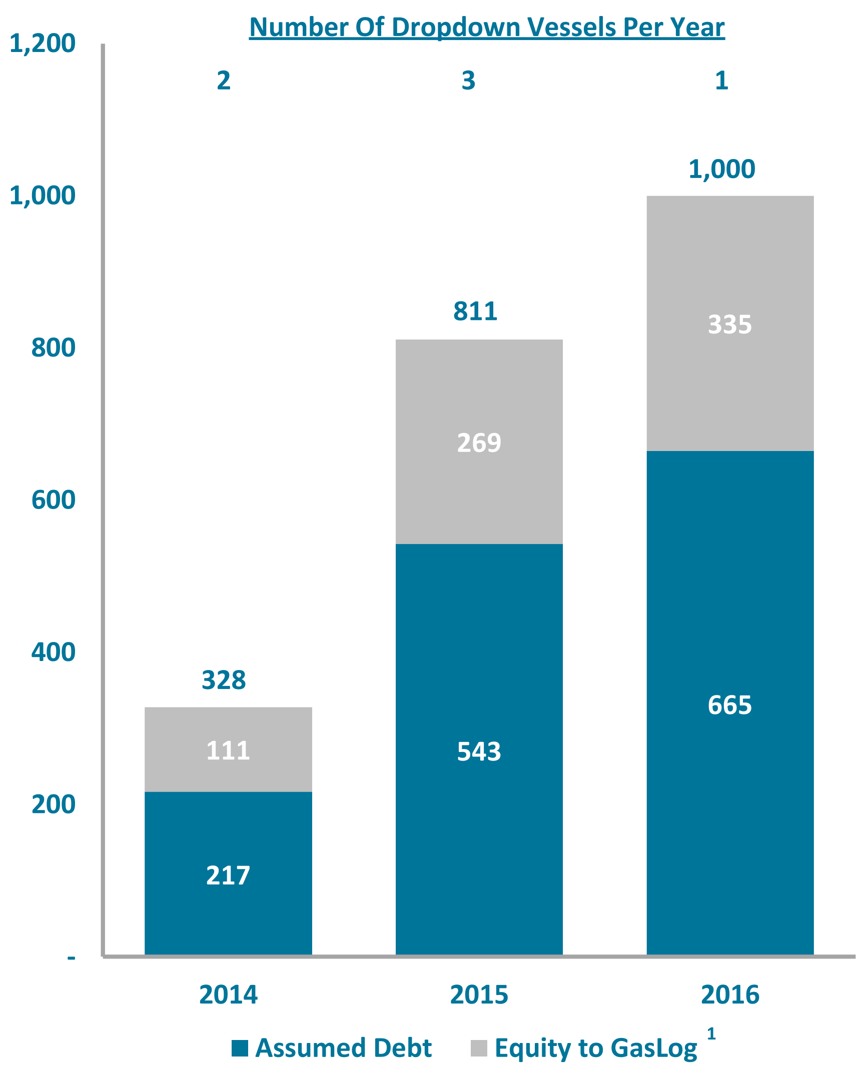
Summary

1	Track record of meeting 10-15% target CAGR in cash distributions first provided at IPO, while maintaining conservative coverage
2	Recent equity financing supports meeting distribution CAGR guidance through 2017
3	13 vessel dropdown pipeline and strong balance sheet provides visibility for growth
4	New liquefaction volumes create positive demand outlook for LNG shipping under long-term charters

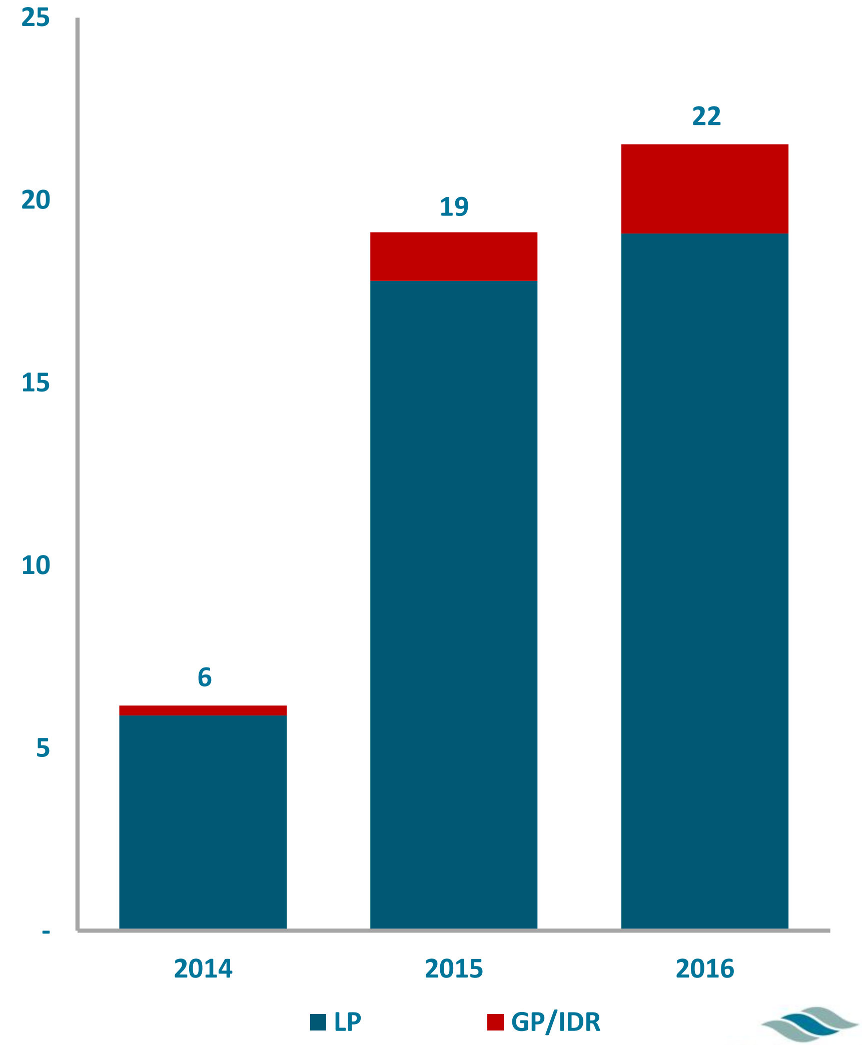
APPENDIX

GasLog Partners Delivers Significant Value To GasLog Ltd.

Cumulative Dropdown Gross Proceeds ($m)



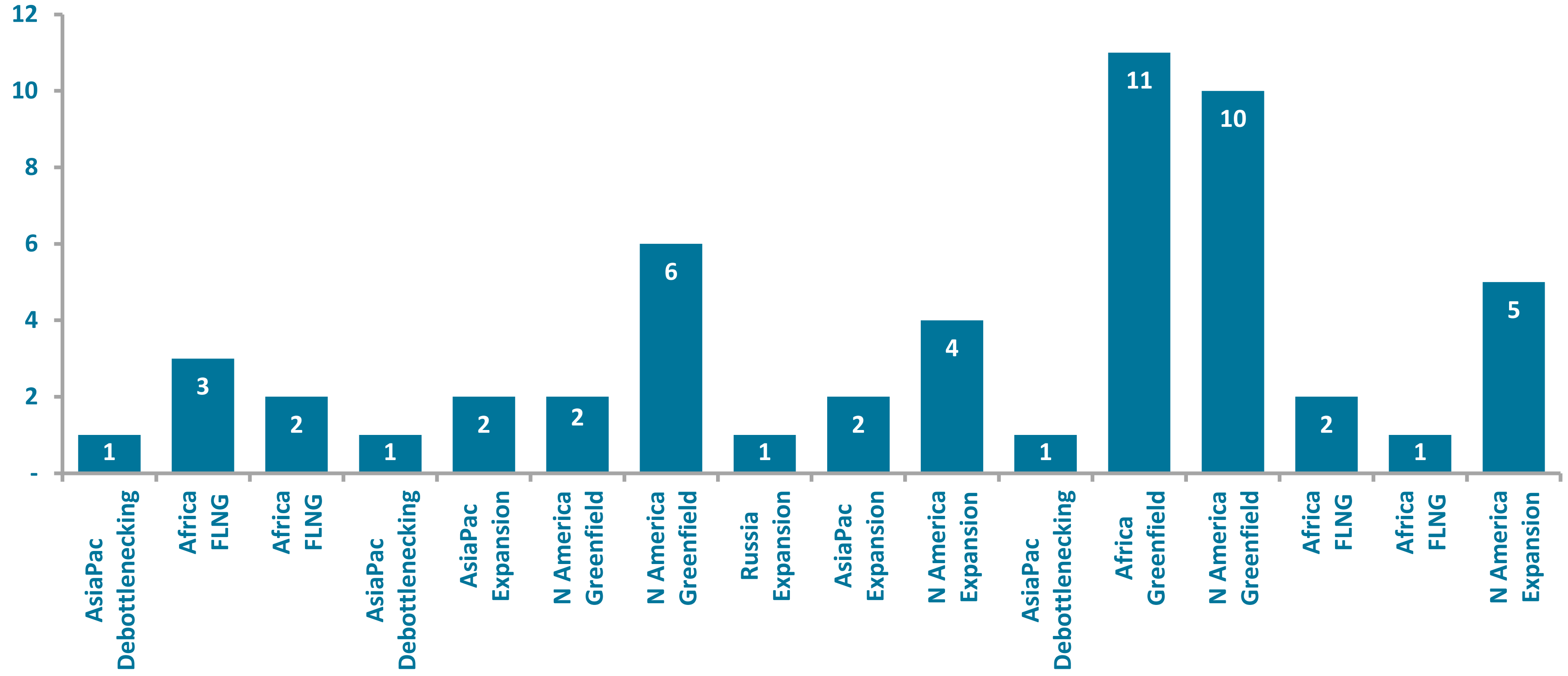
Annual LP And GP/IDR Distributions to GLOG ($m)



1. Gross proceeds exclude payment to GasLog Partners to maintain GasLog Ltd's 2% GP stake

Pipeline Of Future Projects Support Long Term Demand

Vessel Demand – Future FID Liquefaction Projects (Pre-FID)

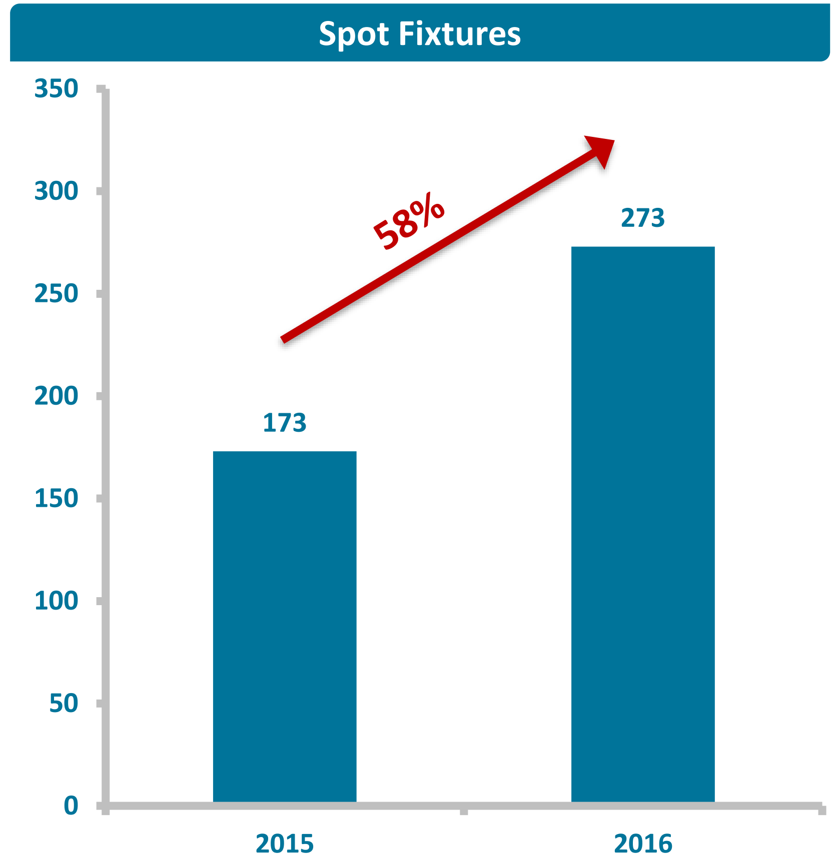


- Pipeline of future projects supports further additional shipping requirement in the future
  - North America and Africa will be areas of development
  - Mix of greenfield and expansion projects; or debottlenecking of existing projects

Source: Wood Mackenzie

The LNG Spot Market Is Growing And Evolving

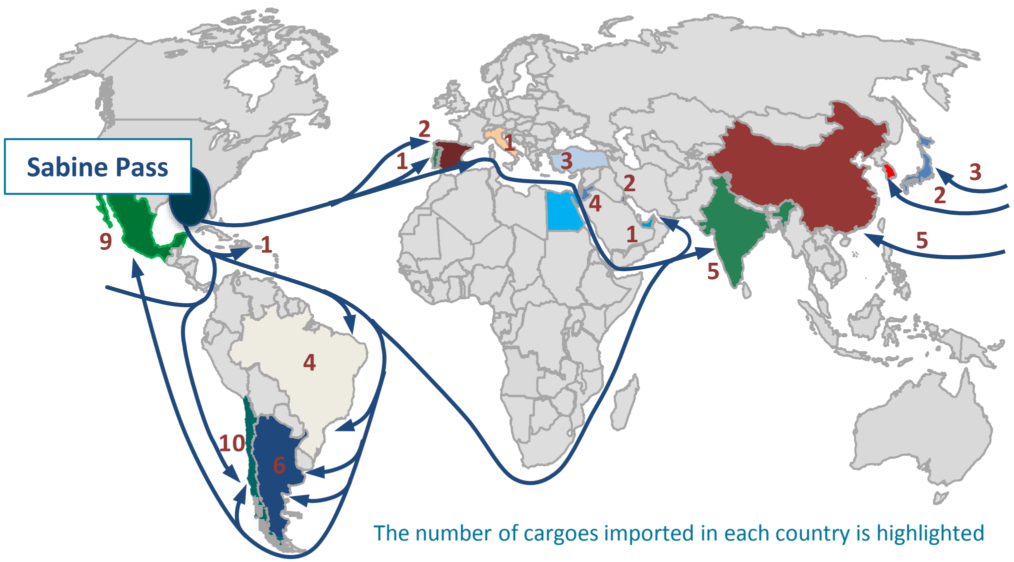
- The LNG shipping spot market continues to evolve as more spot cargoes become available
- 273 LNG shipping spot fixtures in 2016
  - An increase of 53% over 2015 (173 fixtures)
  - 88% over 2014 (146 fixtures)
- ~40 different charterers active in the spot market in 2016
  - O&G majors, traders, and LNG projects have all been participants
  - More participants expected in 2017



Cool Pool Customers

Brunei LNG, bp, RasGas, Vitol, eni, gasNatural fenosa, Australia Pacific LNG, Trafigura, EDF, Total, Cheniere, centrica, RWE, Exxon, Gunvor, Shell, Jera

US Volumes Expanding Ton Miles And Ton Time



Country	# Cargos	Total Volume (Tonnes)	Ave Laden Duration (Days)	Equivalent # 160k m^3 vessels Required Per MTPA
Argentina	6	366,357	23	1.73
Brazil	4	217,299	13	0.96
Chile	10	619,083	21	1.55
China	5	352,308	32	2.39
Dom. Republic	1	58,181	22	1.69
Egypt	1	75,561	27	2.03
India	5	347,240	28	2.13
Italy	1	67,899	16	1.21
Japan	3	222,205	28	2.08
Jordan	4	273,845	20	1.54
Kuwait	2	144,548	32	2.44
Mexico	9	629,751	16	1.22
Portugal	1	75,957	11	0.82
South Korea	2	139,502	33	2.49
Spain	2	119,779	17	1.26
Turkey	3	179,217	17	1.24
UAE	1	67,711	31	2.37
Totals	**60**	**3,956,444**	**22.8**	
Volume Weighted Vessel Multiplier				**1.75**

- 60 shipments from Sabine Pass to 17 different countries
- 1.75 ships needed for every million tonnes of US exports, based on voyages so far
- Applying the multiplier to yet-to-deliver US FID exports (53mtpa) would require 90+ ships
- GasLog was the most active shipowner at Sabine Pass in 2016 transporting 8 cargoes

Source: Poten

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, 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 significant interest expense, or 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 than 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. The table below 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 entities owning *GasLog Seattle*, 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 fourth quarter of 2016 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 October 27, 2016, the date GasLog Partners announced the acquisition of *GasLog Seattle*, but if these assumptions prove to be incorrect, actual EBITDA and distributable cash flow for the entities owning the vessels 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 press release 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 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
Partnership's profit for the period	$3,822,964	$9,575,060	$1,146,105	$12,897,430	$12,614,067	$19,229,755	$20,299,131	$16,191,081	$17,381,477	$18,870,801	$24,826,448
Depreciation	$2,156,691	$4,083,010	$7,111,771	$6,831,539	$6,895,122	$11,098,875	$11,155,470	$11,103,360	$10,948,845	$11,116,002	$12,062,056
Financial costs	$1,381,670	$2,587,917	$11,235,837	$3,949,800	$4,030,068	$6,922,543	$6,886,128	$7,181,162	$7,251,980	$7,332,907	$8,420,637
Financial income	($3,242)	($8,565)	($11,091)	($9,414)	($8,355)	($4,818)	($1,577)	($18,412)	($23,967)	($83,409)	($53,280)
Loss / (Gain) on interest rate swaps	$755,972	($342,816)	$4,805,218	-	-	-	-	-	-	-	($3,622,992)
EBITDA	**$8,114,055**	**$15,894,606**	**$24,287,840**	**$23,669,355**	**$23,530,902**	**$37,246,355**	**$38,339,152**	**$34,457,191**	**$35,558,335**	**$37,236,301**	**$41,632,869**
Finacial costs excluding amortization of loan fees	($1,606,061)	($2,982,447)	($5,323,785)	($3,573,094)	($3,637,833)	($6,159,395)	($6,113,938)	($6,191,114)	($6,322,306)	($6,425,171)	($7,990,628)
Drydocking capital reserve	($394,798)	($727,016)	($1,499,068)	($1,499,068)	($1,499,068)	($2,669,872)	($2,669,872)	($2,168,375)	($2,168,375)	($2,168,375)	($2,324,163)
Replacement capital reserve	($1,470,214)	($2,693,884)	($4,340,466)	($4,340,466)	($4,340,466)	($7,014,530)	($7,014,530)	($7,230,229)	($7,230,229)	($7,230,229)	($7,776,810)
Distributable Cash Flow	**$4,642,982**	**$9,491,259**	**$13,124,521**	**$14,256,727**	**$14,053,535**	**$21,402,558**	**$22,540,812**	**$18,867,473**	**$19,837,425**	**$21,412,526**	**$23,541,268**
Other reserves[2]	($512,780)	($252,210)	($2,407,296)	($3,539,502)	($7,251)	($5,690,893)	($6,829,147)	($3,155,808)	($2,760,380)	($4,335,481)	($3,992,025)
Cash distributions declared	**$4,130,202**	**$9,239,049**	**$10,717,225**	**$10,717,225**	**$14,046,284**	**$15,711,665**	**$15,711,665**	**$15,711,665**	**$17,077,045**	**$17,077,045**	**$19,549,243**

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)

GASLOG PARTNERS