GASLOG PARTNERS LP

Q1 2022 results

28 April 2022

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 liquefied natural gas (“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;
- 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 Euro;
- our ability to expand our portfolio by acquiring vessels through our drop-down pipeline with GasLog Ltd. (“GasLog”) or by acquiring other assets from third parties;
- our ability to leverage GasLog’s relationships and reputation in the shipping industry and the ability of GasLog to maintain long-term relationships with major energy companies and major LNG producers, marketers and consumers to obtain new charter contracts;
- 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 changes to cash distributions 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 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;
- 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 related to climate change, 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 1, 2022, 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 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.

Q1 2022 REVIEW

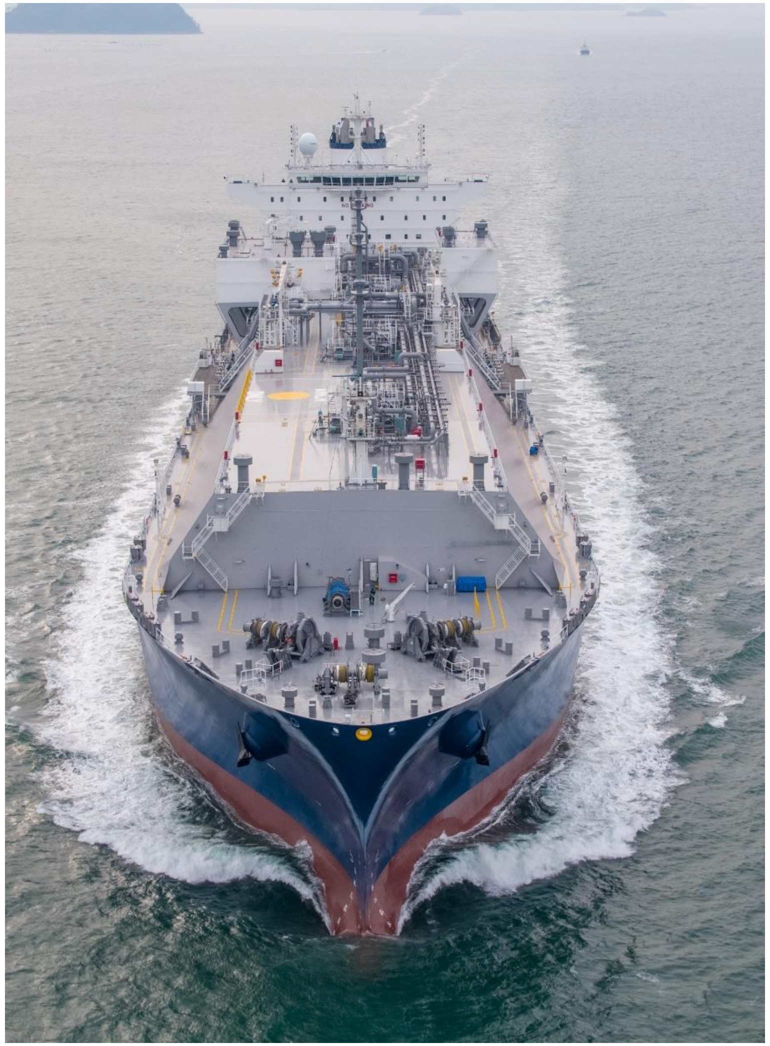
PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS

CONTINUED PERFORMANCE AND STRATEGY EXECUTION

1 **SOLID FINANCIAL RESULTS**
- Revenues of c.$85 million
- Adjusted EBITDA of c.$61 million and Adjusted EPU of $0.41 per unit
- Fleet uptime of 99.4% in Q1 2022

2 **VISIBLE CASH FLOWS AND UPSIDE THROUGH MARKET EXPOSURE**
- $521 million in contracted revenues with average charter duration of 1.3 years
- Recently secured new 11-month charter for *GasLog Sydney* at an attractive rate above mid-cycle
- 851 open days remaining in 2022 against tight market backdrop with rates expected to strengthen in the seasonally stronger second half

3 **CONTINUED PROGRESS TOWARDS BALANCE SHEET GOALS**
- Retired c.$37 million of debt in Q1 2022 and c.$111 million in the last 12 months, including lease payments
- Repurchased c.$10 million of preference units in Q1 2022 and c.$28.4 million since the initiation of the repurchase program



TRAGIC SITUATION IN UKRAINE HAS LED TO A PIVOTAL MOMENT FOR LNG AS ENERGY SECURITY CONCERNS COME UNDER THE GLOBAL SPOTLIGHT

- Importance of LNG as a long-term energy source and not primarily a transition fuel has been underscored by the tragic situation in Ukraine
- LNG market was already tight after consecutive cold winters in Asia, and new focus on securing natural gas in Europe has further tightened the market
- High gas prices amid surging demand, growing appetite for long-term contracts, and supportive legislation will likely drive new LNG projects to FID
- Demand for LNG shipping is likely to increase due to increased global demand for LNG
- The impact of shorter US-EUR trade routes will likely be mitigated by more consistent year-round fleet demand and strong utilization

FT FINANCIAL TIMES

"Europe Battles to Secure Specialised Ships to Boost LNG Imports."

WSJ

"Natural-Gas Industry Gets Boost as Biden Shifts Stance."

B

"Asian LNG Buyers Snap Up LNG Desperately Needed by Europe."

GasLog's focus is on supporting the safety and wellbeing of our Ukrainian seafarers and their families

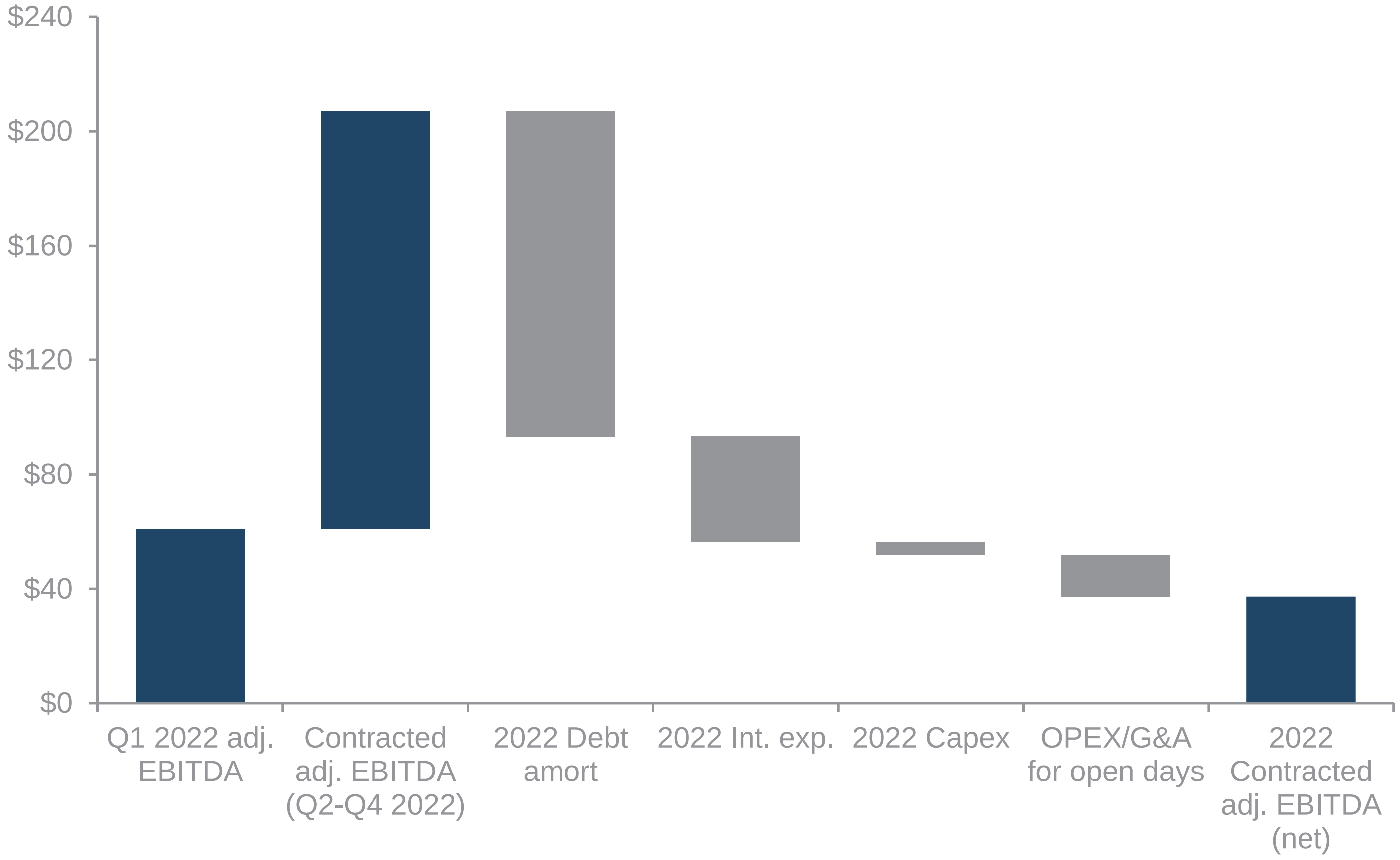
TWO NEW CHARTERS SIGNED IN RECENT MONTHS ON ATTRACTIVE TERMS REFLECT IMPROVED MARKET BACKDROP

Vessel Name	*GasLog Santiago*	*GasLog Sydney*
Counterparty	TRAFIGURA	Naturgy
Term	12 – 13 months	11 months
Start Date	December 2021	June 2022
End Date	January 2023	May 2023
Estimated EBITDA[(1)]	c.$17 million	c.$26 million

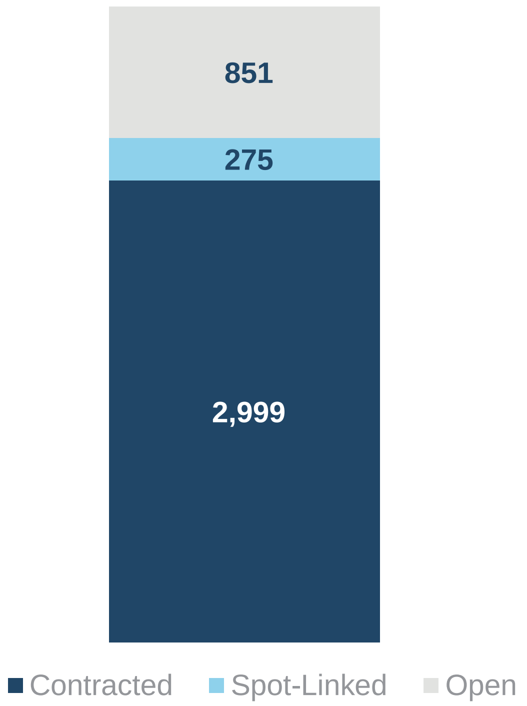
1. EBITDA is a non-GAAP financial measure and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable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

2022 CONTRACTED EBITDA MORE THAN COVERS OUR FIXED OBLIGATIONS FOR 2022

2022 GASLOG PARTNERS COMMITTED CASH INFLOWS AND OUTFLOWS ($M)(1,2,3)



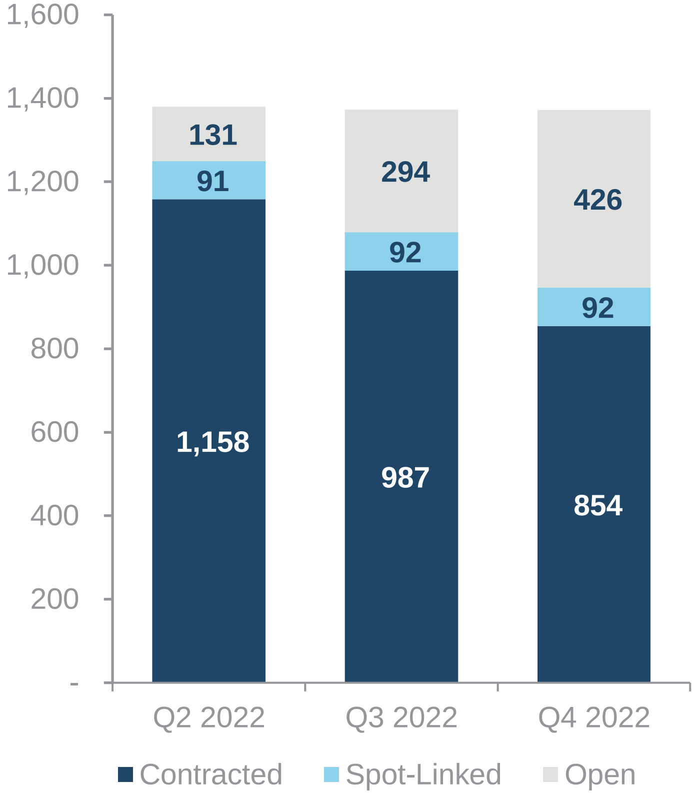
CONTRACTED / OPEN DAYS (Q2-Q4 2022)



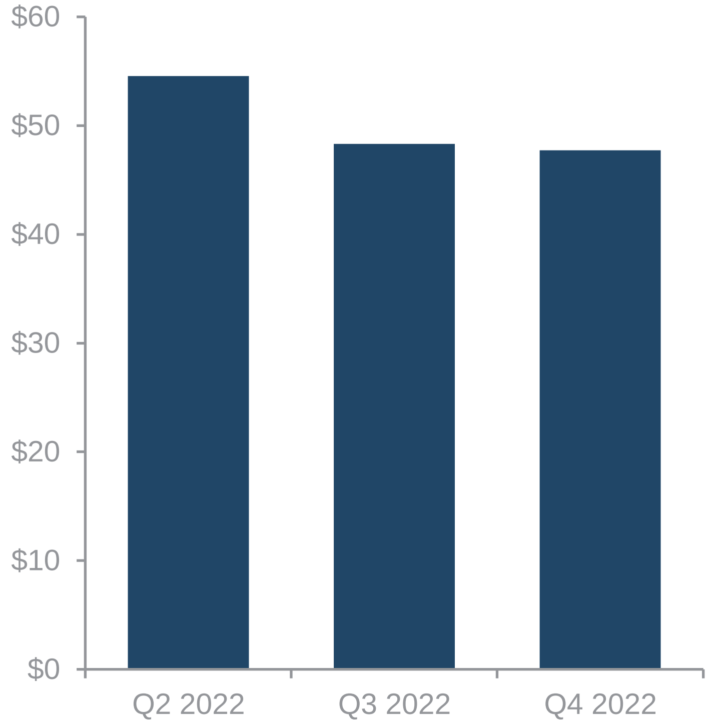
1. Adjusted EBITDA is a non-GAAP financial measures and should not be used in isolation or as a substitute for the Partnership's financial results presented in accordance with IFRS. For the definition and reconciliation of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.
2. Contracted adjusted EBITDA assumes daily operating expenses average of $13,800 per day and G&A average of approximately $3,250 per day, as well as 2,999 fixed and 275 spot linked days (at fixed floor rate) in Q2-Q4 2022 as of March 31, 2022.
3. Operating and G&A expenses for open days assume daily operating expenses average $13,800 per day and G&A averages approximately $3,250 per day, as well as 851 unfixed days in Q2-Q4 as of March 31, 2022.

CONTINUED STRENGTH IN LNG SHIPPING TERM RATES TO MATERIALLY BENEFIT GASLOG

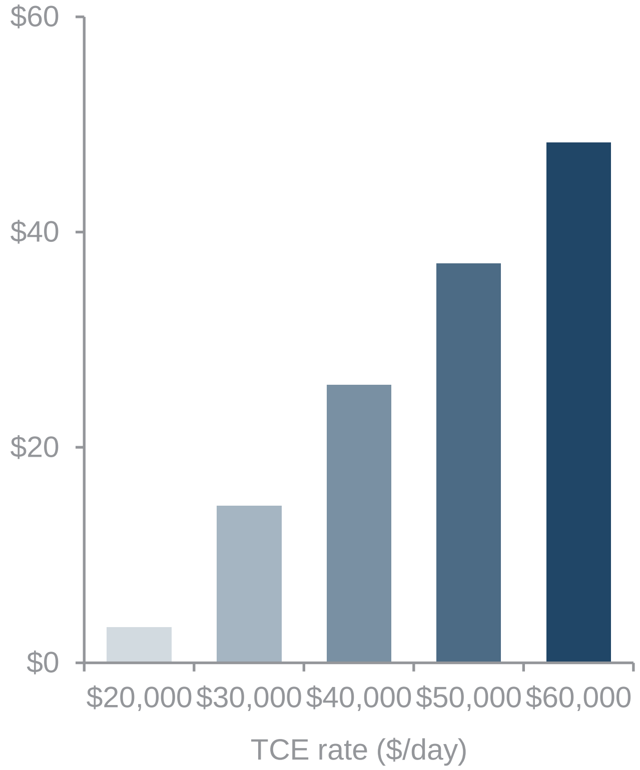
2022 CONTRACTED/OPEN DAYS BY QUARTER[1]



2022 QUARTERLY ADJ. CONTRACTED EBITDA ($M)[1,2]



2022 OPEN DAYS ADJ. EBITDA SENSITIVITY ($M)[1,2]



1. As of March 31, 2022
2. Assumes daily operating expenses average of $13,800 per day and G&A average of approximately $3,250 per day, as well as 2.999 fixed days, 851 unfixed days and 275 spot linked days in 2022 as of March 31, 2022

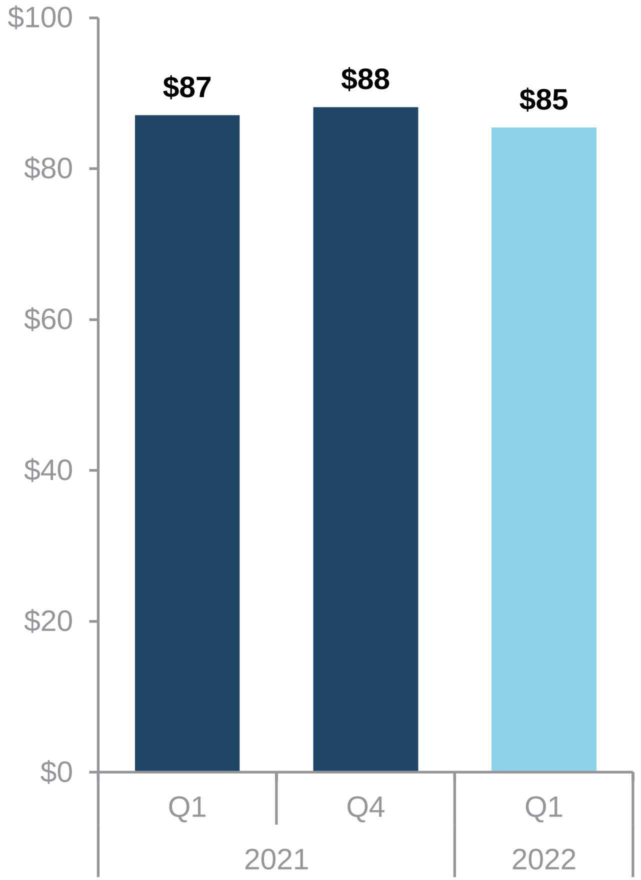
Each $10,000 per day increase in TCE generates approximately $11 million of incremental EBITDA in 2022

Q1 2022 FINANCIAL REVIEW

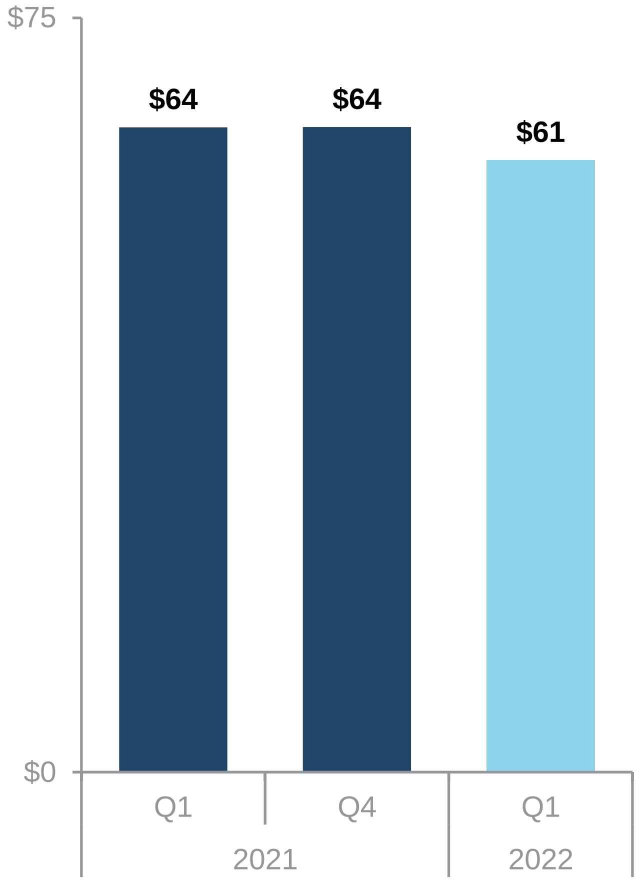
ACHILLEAS TASIOULAS, CHIEF FINANCIAL OFFICER, GASLOG PARTNERS LP

Q1 2022 OVERVIEW RESULTS

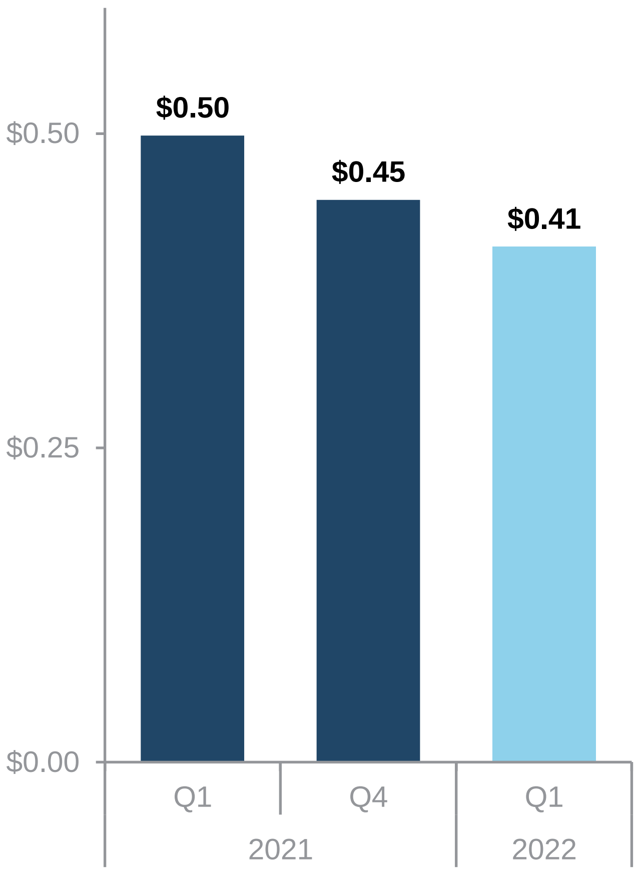
REVENUES ($M)



ADJUSTED EBITDA ($M)(1)



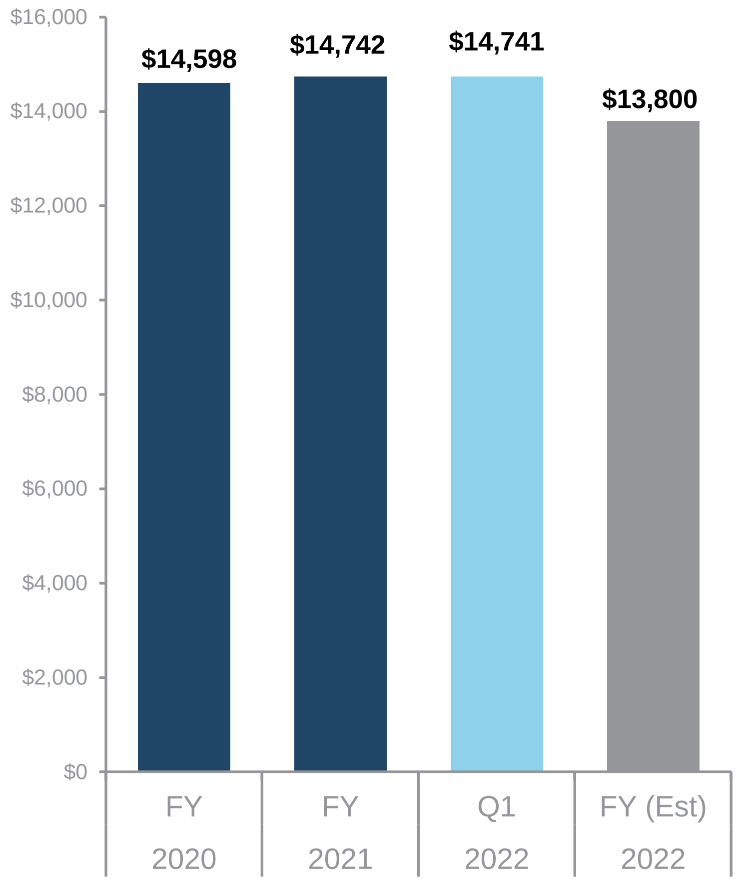
ADJUSTED EPU ($/UNIT)(1)



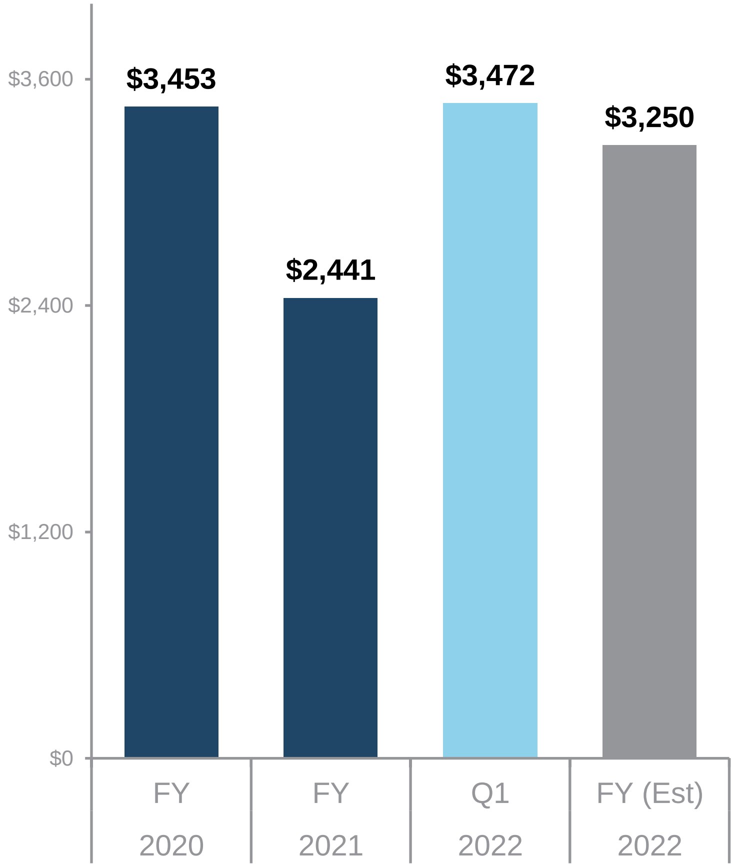
1. Adjusted EBITDA and adjusted earnings per unit ("EPU") are non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions and reconciliations 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.

COST CONTROL REMAINS IN FOCUS FOR 2022

UNIT OPEX ($/DAY)(1)



UNIT G&A ($/DAY)



OPEX

- Effective 1/1/2022, we have amended our vessel management fee paid to GasLog Ltd.
- Enhanced COVID-19 related protocols increased costs in 2022

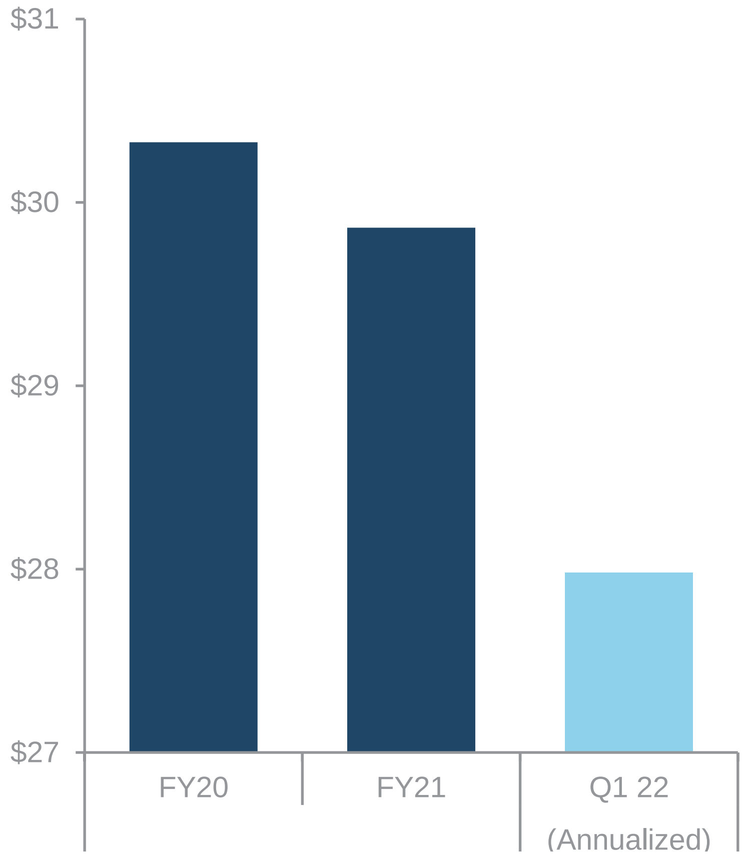
G&A

- Effective 1/1/2022, we have amended our administrative service fee and commercial fee paid to GasLog Ltd.

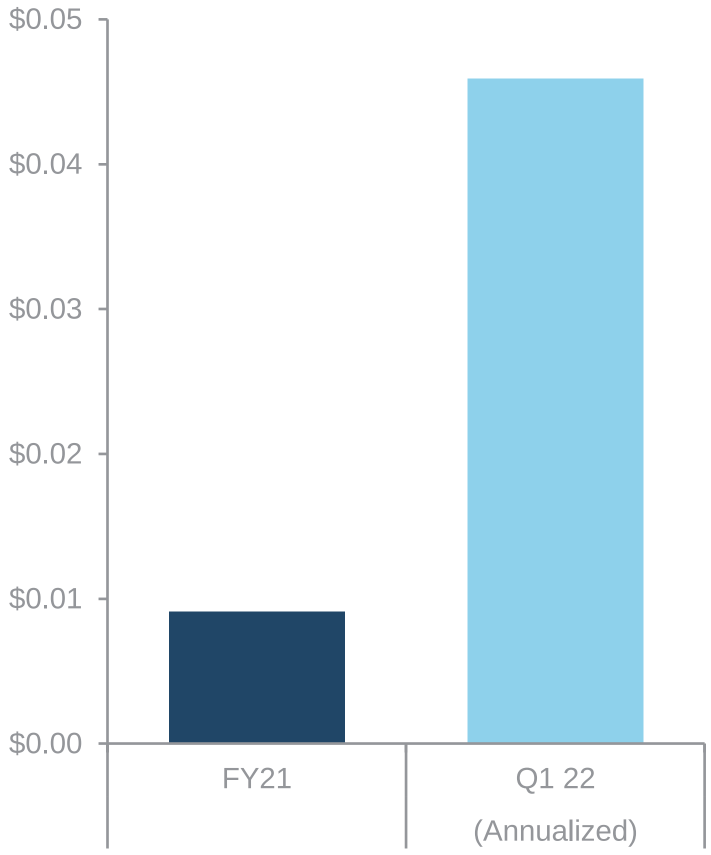
1. Includes dry-docking expense. For FY 2021 and FY 2020, operating expense component of dry-docking costs was approximately $503 and $542 per day, respectively.

REDUCTION OF PREFERENCE UNITS IMPROVES FREE CASH FLOW CAPACITY

ANNUAL PREF UNIT DISTRIBUTIONS ($M)



INCREASE IN FREE CASH FLOW ($/UNIT)



PROGRESS ON PLAN

c.$10 million
Preference Units purchased during Q1 2022

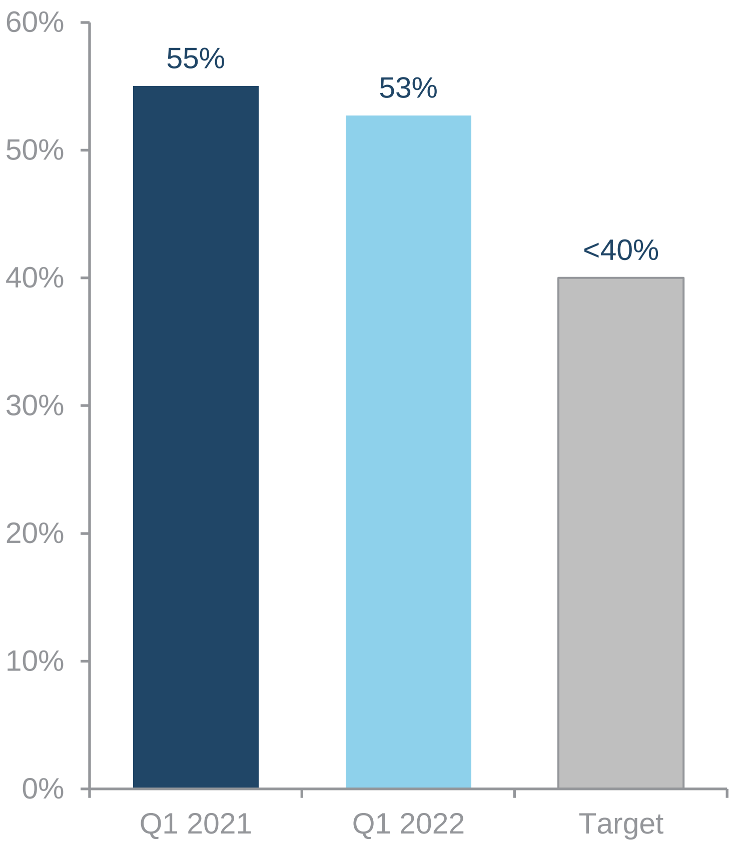
c.$28.4 million
Preference units purchased at avg. price of c.$25 per Unit since repurchase program initiated

c.$2.4 million
Annual savings in free cash flow achieved through repurchases

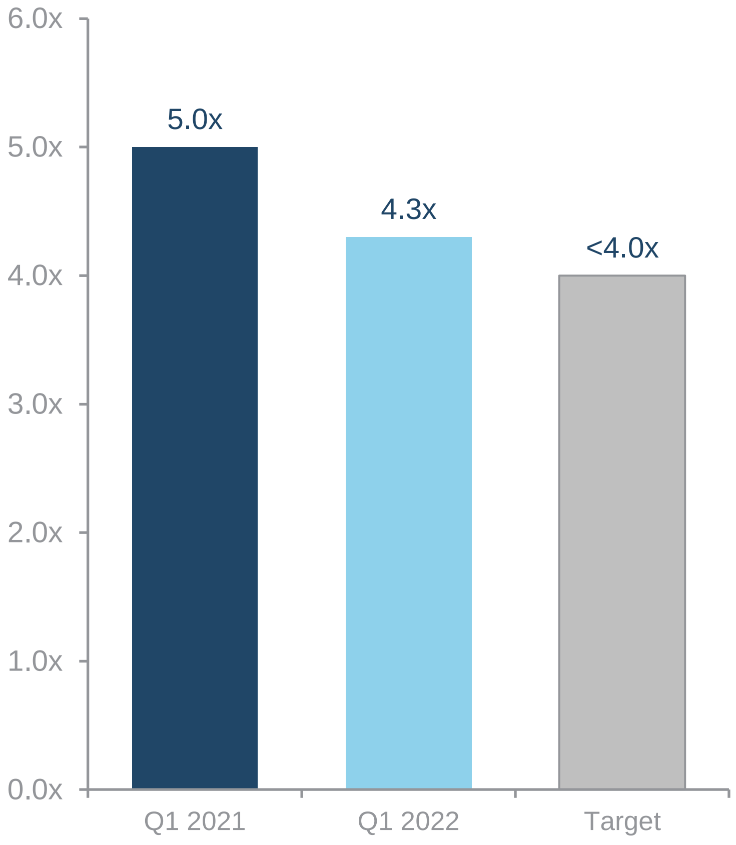
The Partnership will continue to opportunistically repurchase preference units in the open market at or below par

PROGRESSING TOWARD LEVERAGE TARGETS

DEBT TO CAPITALIZATION (%)[1]



NET DEBT TO LTM ADJ. EBITDA[1],[2]



LTM PROGRESS

$111 million

Debt retired during LTM, including lease principal payments

$114 million

Annual scheduled amortization and lease principal payments (2022-23)

Q1 BALANCE SHEET ITEMS

$136 million

Cash and cash equivalents as of Q1 2022

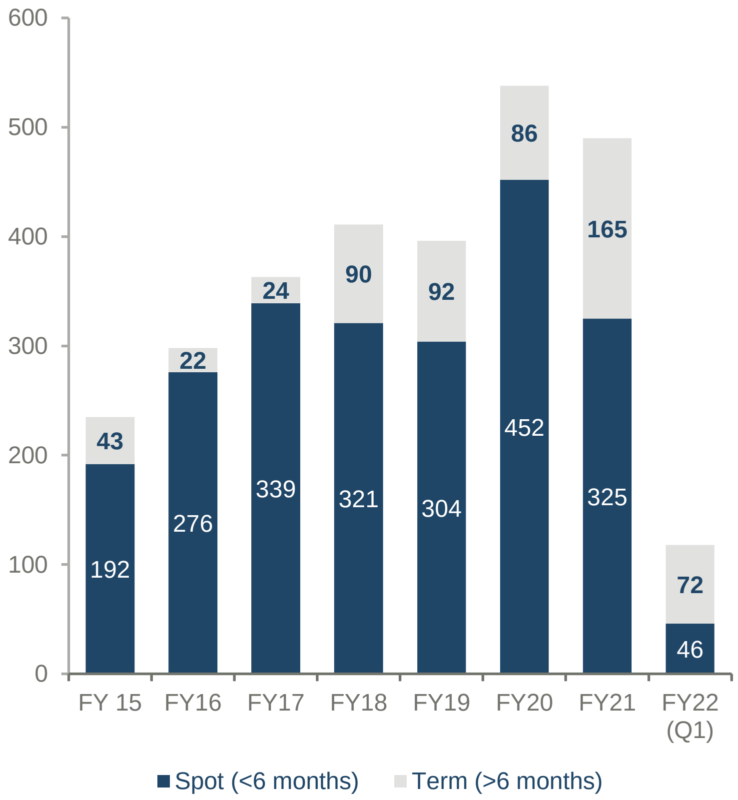
1. Debt figures include lease liabilities and derivatives.
2. Adjusted EBITDA is a non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions 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.

LNG COMMODITY AND LNG SHIPPING REVIEW AND OUTLOOK

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS LP

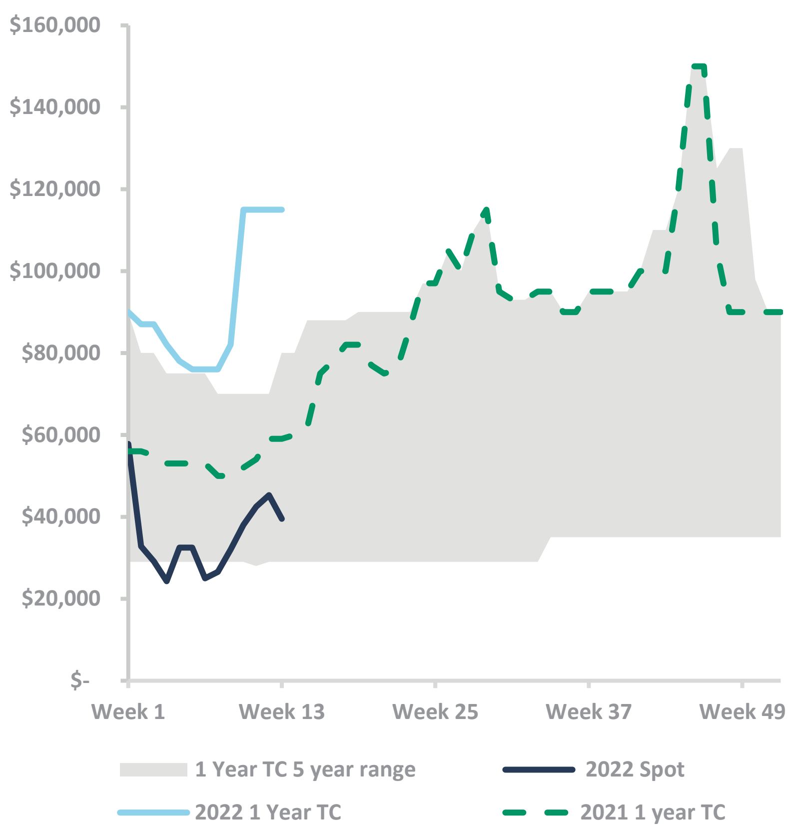
TERM MARKET STRONG AS DEMAND INCREASES SIGNIFICANTLY AND CHARTERERS SEEK WINTER COVER EARLY AGAINST LIMITED TERM VESSEL AVAILABILITY

NUMBER OF FIXTURES 2015 – 2022



Source: Poten, Clarksons, Fearnleys; As of April 1, 2022

TFDE SPOT & 1-YR TC RATES ($/DAY)



72

Term charters fixed in Q1 2022 including a record 42 NBs

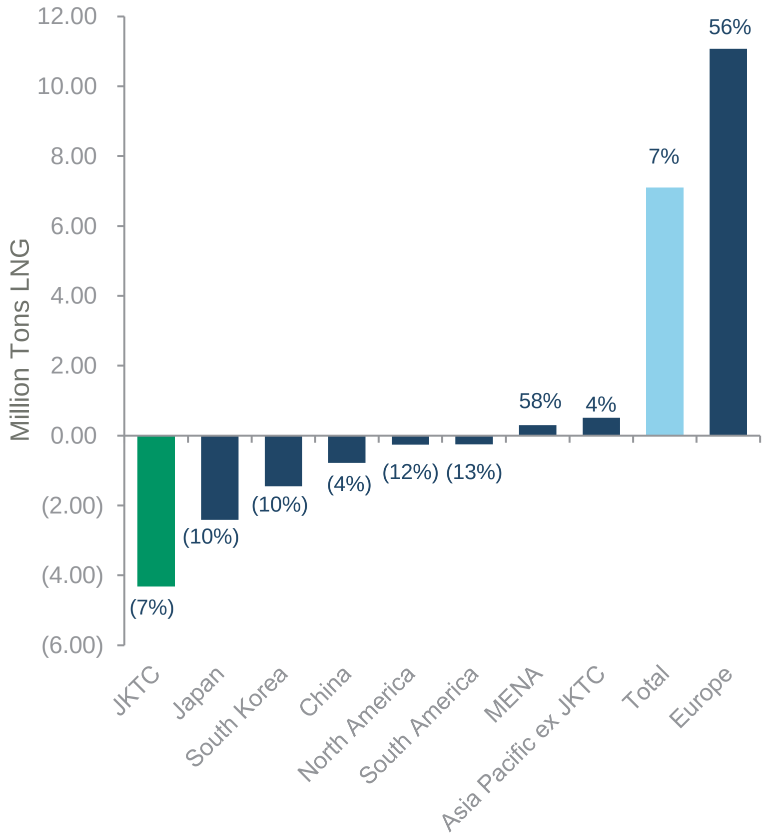
$115,000 per day

1-year time charter assessments for TFDEs

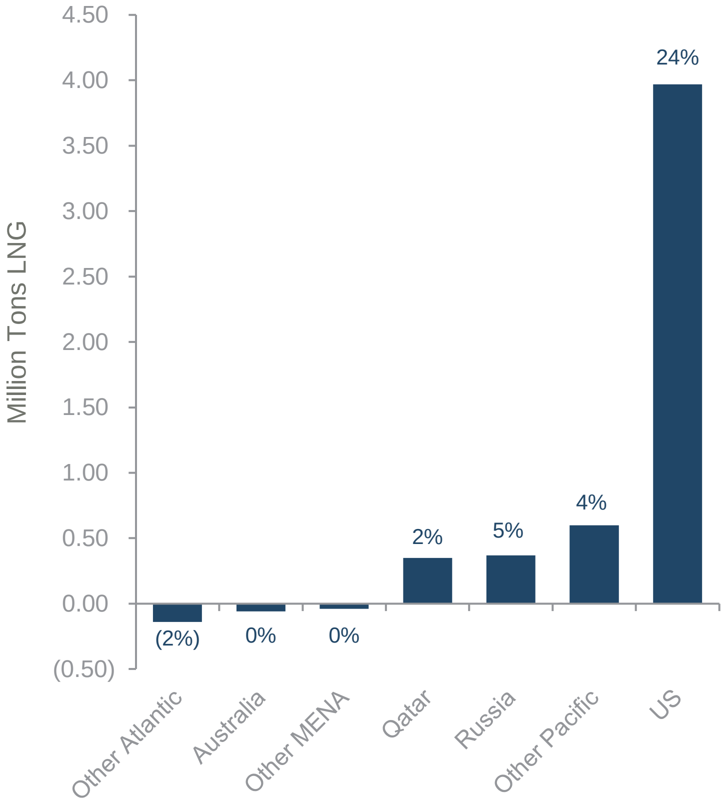
Few independently owned vessels remain in the market for 2022 term business

STRONG GROWTH IN EUROPEAN DEMAND DURING Q1 2022 UNDERSCORES GLOBAL NEED FOR LNG INFRASTRUCTURE AS EUROPE FOCUSES ON ENERGY SECURITY

LNG DEMAND: Q1 22 V. Q1 21 (MT)



LNG SUPPLY: Q1 22 V. Q1 21 (MT)



7%
LNG demand growth q-o-q in Q1 2022

20.5 MT
Total US LNG exports in Q1 2022

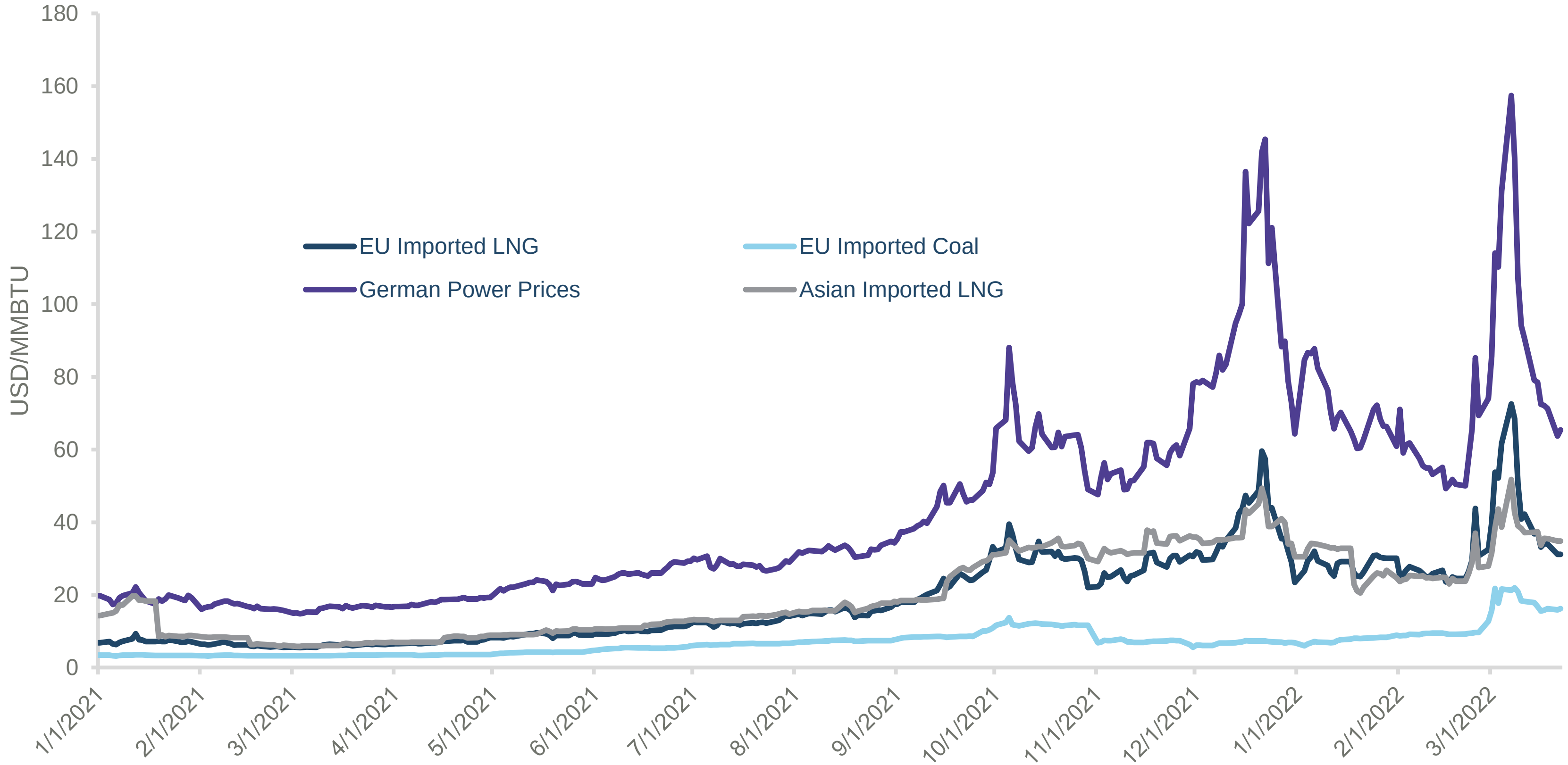
c.1.82x
US shipping multiplier in Q1 2022

4.3%
Forecast LNG demand growth year-over-year in 2022.

Source: Wood Mackenzie // JKTC: sum of demand of Japan, South Korea, Taiwan and China. Each region is also shown separately.

LNG PRICES HAVE INCREASED SIGNIFICANTLY, HIGHLIGHTING STRONG GROWTH IN GLOBAL DEMAND

EU AND ASIAN SPOT LNG PRICE, GERMAN POWER PRICE AND EU IMPORTED COAL PRICE (% Y/Y)



Source: Bloomberg

c.$25.8/mmBTU
Current JKM-HH price differential

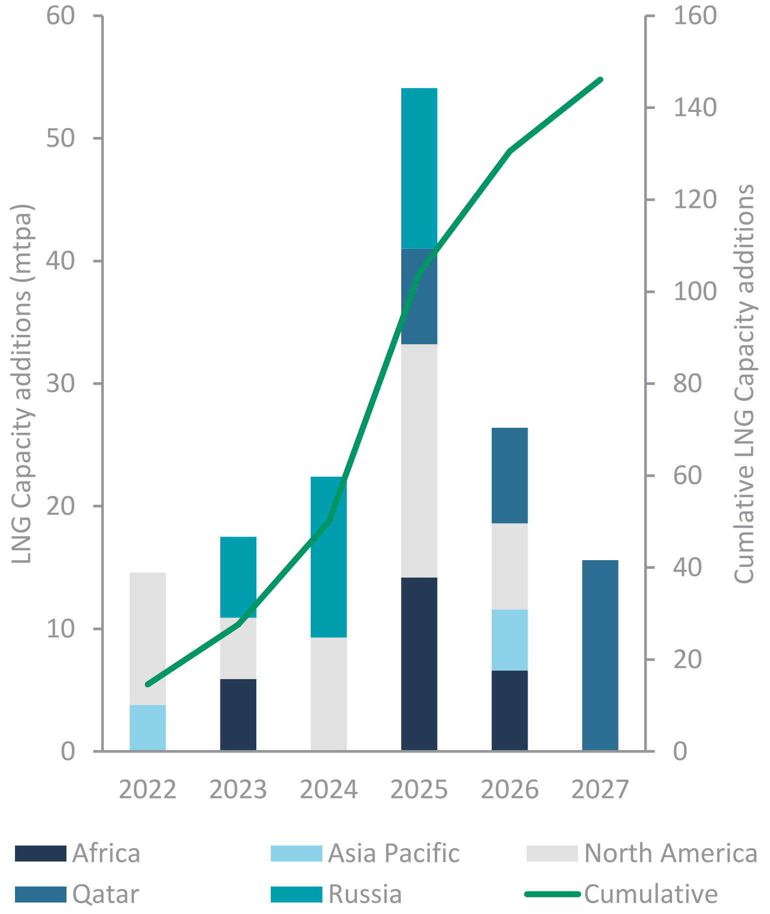
124 MT
Pacific basin LNG deficit, according to Wood Mackenzie

c.26%
Current EU LNG storage levels, compared with a 5-year average of 35.6%

New LNG infrastructure developments will support new FIDs in 2022-2023

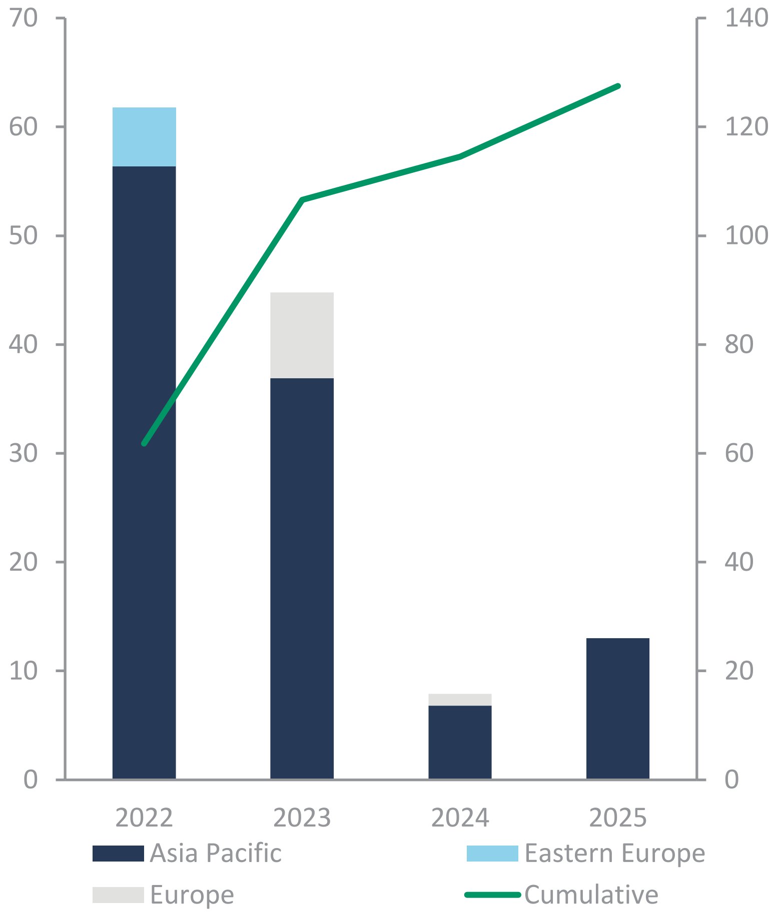
LNG INFRASTRUCTURE UNDER CONSTRUCTION TO SUPPORT TON MILE DEMAND GROWTH THROUGH STRONG INTER-BASIN TRADE

LNG CAPACITY ADDITIONS 2022-27 (MT)



Source: BNEF

REGAS CAPACITY ADDITIONS 2022-25 (MT)



130 MT
LNG capacity additions during 2021-2026

51 MT
LNG capacity additions from North America during 2022-2027

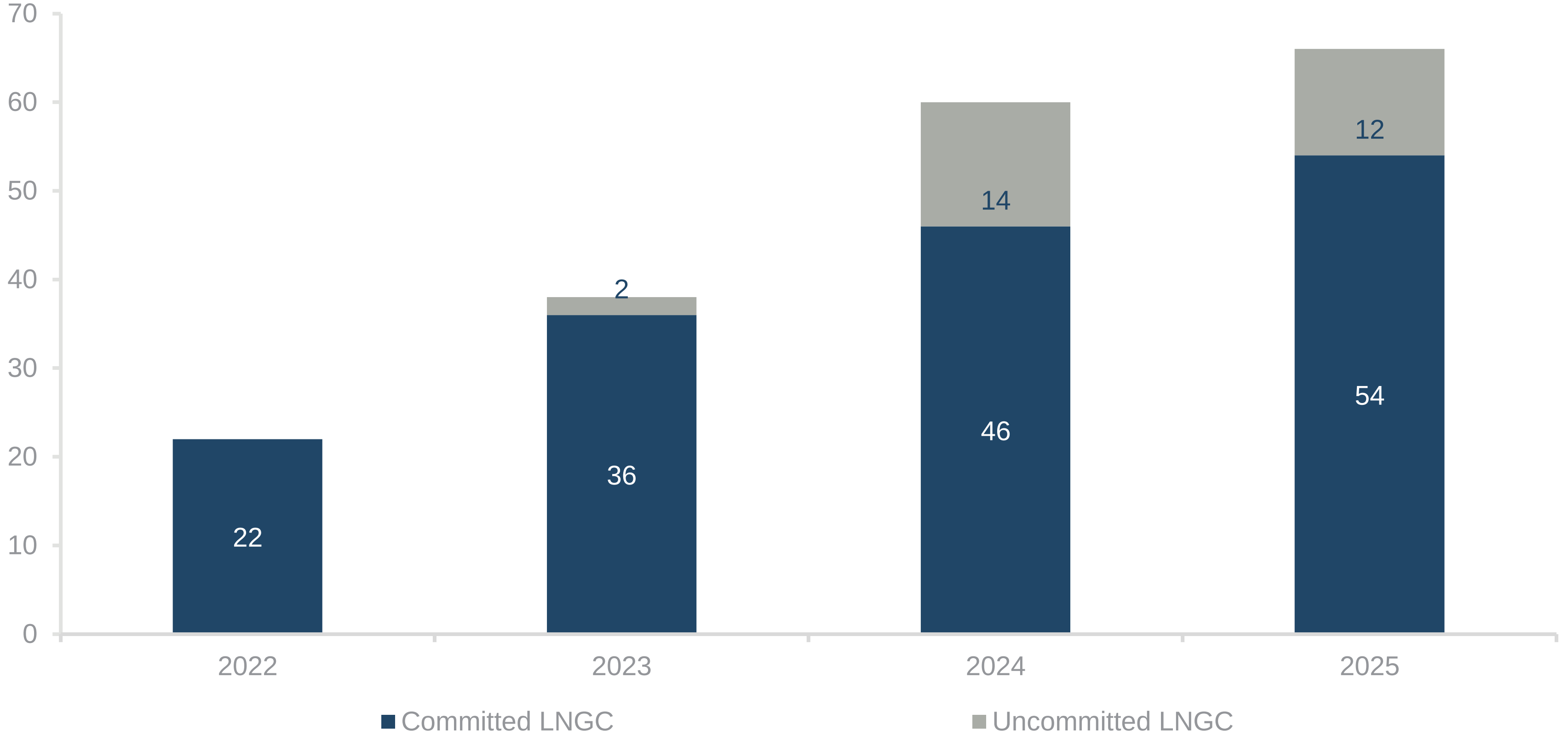
128 MT
LNG regasification capacity additions during 2022-2026

89%
LNG regasification capacity additions from Asia during 202-2024

17+
New import projects being considered by various European countries

85% OF THE ORDERBOOK IS COMMITTED ON MULTI-YEAR CHARTERS, ONLY 2 UNCOMMITTED NEWBUILDS DELIVERING THROUGH 2023

NEWBUILD DELIVERY SCHEDULE



Source: Poten, Clarksons

186

Number of vessels in the orderbook

15%

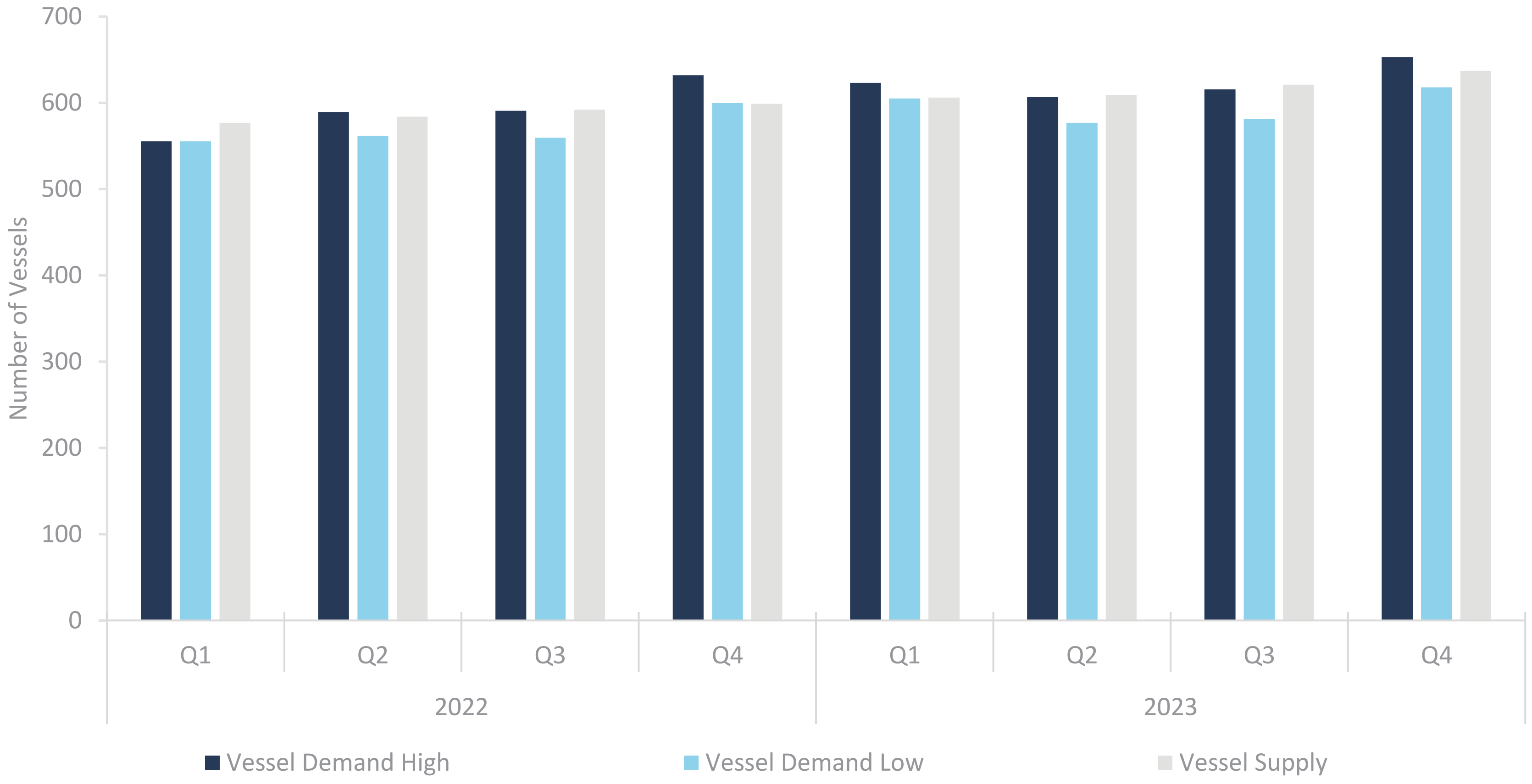
Percentage of ordered vessels without long term commitment

Vast majority of shipyard slots for 2025 delivery have been sold or reserved. Additional orders may be delayed as shipyards may not be willing to take on currency and steel price risk with such a long horizon.

Earliest delivery date for a newbuild LNGC is now 2026; prices exceed $220 million

MARKET IS STRUCTURALLY TIGHT AND FACING LARGE REGIONAL DEMAND DYNAMICS

QUARTERLY LNG SHIPPING DEMAND: Q1 2022 – Q4 2023



Source: Poten, Wood Mackenzie, Kpler, GasLog Estimates

0
Vessel scrapping assumed

4.3%
Expected LNG demand growth in 2022, according to Wood Mackenzie

80 MT
US exports for 2022 as forecast by Wood Mackenzie, 10 mt higher than the 2021 estimate.

CLOSING REMARKS

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS LP

STRONG CASH GENERATION AND STRATEGIC EXECUTION AGAINST A FAVORABLE MARKET BACKDROP

1	LNG increasingly recognized as a reliable and flexible source or energy security
2	Strong demand growth for LNG shipping expected, particularly as global infrastructure enables further LNG trade
3	Highly visible cash flows in 2022 from contracted days with further upside through 851 open days and 275 spot linked days
4	Continued focus on deleveraging and opportunistic repurchase of preference units builds equity value
5	Positioning to take advantage of growth opportunities and fleet modernization in a dynamic LNG market

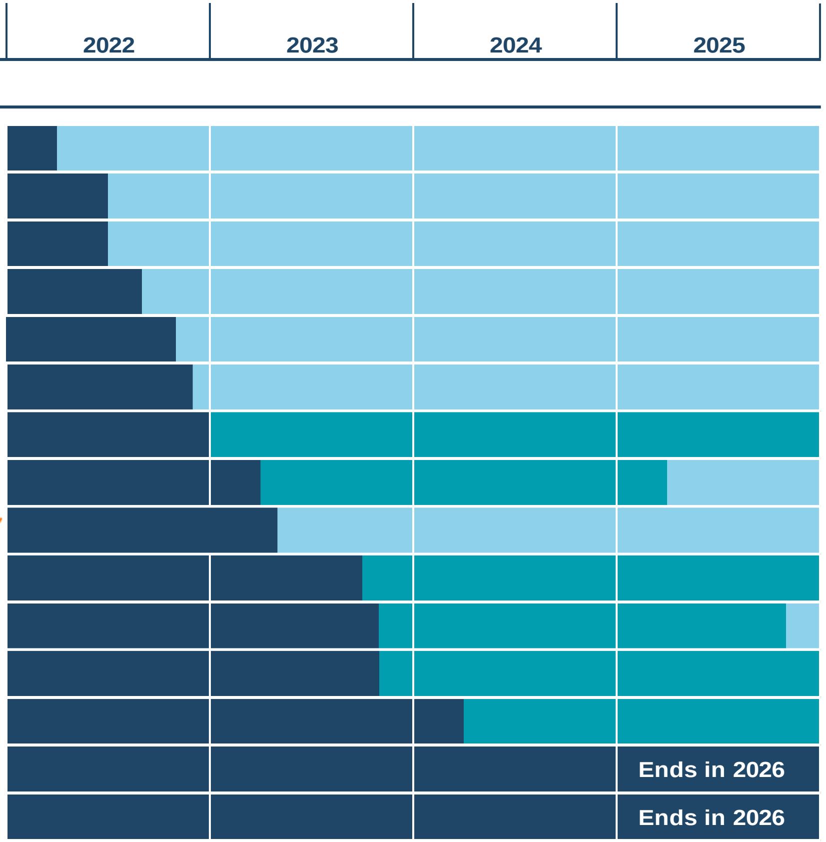
ANALYST Q&A

APPENDIX

INCREASED EXPOSURE IN A TIGHT MARKET ENVIRONMENT

GASLOG PARTNERS LP'S FLEET[(1)(2)]

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
Solaris	TFDE	2014	155,000	
Methane Heather Sally	Steam	2007	145,000	CHENIERE
GasLog Seattle	TFDE	2013	155,000	TotalEnergies
Methane Shirley Elisabeth	Steam	2007	145,000	JOVO
Methane Rita Andrea	Steam	2006	145,000	GUNVOR
GasLog Shanghai	TFDE	2013	155,000	GUNVOR
GasLog Santiago	TFDE	2013	155,000	TRAFIGURA
Methane Jane Elizabeth	Steam	2006	145,000	CHENIERE
GasLog Sydney	TFDE	2013	155,000	TotalEnergies
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

1. Refer to the GasLog Partners Q1 2022 Results 6-K filed with the SEC on April 28, 2022 for a detailed description of the charterers and option periods.
2. In October 2021, the GasLog Shanghai was sold and leased back to a wholly-owned subsidiary of China Development Bank Leasing ("CDBL").

79%
Charter coverage for remainder of 2022

c.$202 million
Contracted revenues in 2022 as of March 31, 2022

c.$521 million
Total contracted revenues as of March 31, 2022

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, loss on disposal of vessel 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, (d) loss on disposal of vessel and (e) restructuring costs. Adjusted EPU, represents Adjusted Profit (as defined above), after deducting preference unit distributions and adding/deducting any difference between the carrying amount of preference units and the fair value of the consideration paid to settle them, divided by the weighted average number of units outstanding during the period. 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, loss on disposal of vessel 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, loss on disposal of vessel 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. Loss on disposal of vessel is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because loss on disposal of vessel represents the excess of its carrying amount over the amount that was recovered through sale 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, 2021	**March 31, 2022**
Profit for the period	35,360	34,981
Depreciation	20,686	21,987
Financial costs	9,416	8,781
Financial income	(12)	(39)
Gain on derivatives	(1,319)	(4,977)
EBITDA	**64,131**	**60,733**
Restructuring costs	—	168
Adjusted EBITDA	**64,131**	**60,901**

Reconciliation of Profit to EPU and Adjusted EPU:
(Amounts expressed in thousands of U.S. Dollars)

	For the three months ended	
	March 31, 2021	**March 31, 2022**
Profit for the period	**35,360**	**34,981**
Adjustment for:		
Accrued preference unit distributions	(7,582)	(6,990)
Differences on repurchase of preference units	—	(82)
Partnership's profit attributable to:	**27,778**	**27,909**
Common units	27,194	27,333
General partner units	584	576
Weighted average units outstanding (basic)		
Common units	47,517,824	51,137,201
General partner units	1,021,336	1,077,494
EPU (basic)		
Common units	0.57	0.53
General partner units	0.57	0.53

	For the three months ended	
	March 31, 2021	**March 31, 2022**
Profit for the period	**35,360**	**34,981**
Adjustment for:		
Accrued preference unit distributions	(7,582)	(6,990)
Differences on repurchase of preference units	—	(82)
Partnership's profit used in EPU calculation	**27,778**	**27,909**
Non-cash gain on derivatives	(3,607)	(6,823)
Restructuring costs	—	168
Adjusted Partnership's profit used in EPU calculation attributable to:	**24,171**	**21,254**
Common units	23,662	20,815
General partner units	509	439
Weighted average units outstanding (basic)		
Common units	47,517,824	51,137,201
General partner units	1,021,336	1,077,494
Adjusted EPU (basic)		
Common units	0.50	0.41
General partner units	0.50	0.41