GASLOG PARTNERS LP

Q2 2022 results

28 July 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.

Q2 2022 REVIEW

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS

KEY TAKEAWAYS FOR Q2 2022

1 DEMAND FOR ENERGY SECURITY HAS INCREASED DEMAND FOR LNG SUPPLY AND SHIPPING

- Increased LNG demand in Europe keeps competing with Far East, maintaining high gas prices
- LNG shipping spot rates were volatile in Q2, while the term market remains strong
- Increased ordering of Newbuildings for 2025/2026 expected to meet increased liquefaction capacity

2 GASLOG HAS CAPITALIZED THE SUSTAINED STRENGTH OF THE MARKET

- $513 million in contracted revenues with average remaining charter duration of 1.5 years
- New charters for the Methane Rita Andrea, a Steam LNG carrier, and the GasLog Seattle, a TFDE LNG carrier, at attractive rates
- 461 open or spot-linked days remaining in 2022 against an expected tight market backdrop

3 BALANCE SHEET STRENGTHENING CONTINUES TO INCREASE SHAREHOLDER EQUITY VALUE

- Retired c.$20 million of debt in Q2 2022 and c.$112 million in the last 12 months, including principal lease payments
- Repurchased c.$8.7 million of preference units in Q2 2022 and c.$37.1 million since the start of the repurchase program
- Reached agreement to sell the Methane Shirley Elisabeth increasing liquidity by c.$20 million, net of debt repayment, subject to closing conditions, in Q3 2022
- Pursuing an agreement for the sale and leaseback of another Steam LNG carrier with no purchase obligation

ANNUAL SUSTAINABILITY REPORT

OUR COMMITMENT…

1 **DECARBONIZATION**
Net zero by 2050

2 **SAFETY AND WELLBEING**
Mental and physical safety and resilience

3 **DIVERSITY, EQUITY & INCLUSION**
Improving DE&I at all levels with a focus on gender

[ACCESS OUR SUSTAINABILITY REPORT]

…IS ALIGNED WITH UN GLOBAL COMPACT…

…AND WITH THE EU GREEN TAXONOMY

European Parliament

The European Parliament agreed to add gas to the EU “green taxonomy” rulebook from 2023, enabling investors to label and market gas investments as “green.”

OUR PERFORMANCE

c.6%

Average Annual Efficiency Ratio (AER) improvement compared to 2020 due to higher utilization and the increased efficiency of the vessels dry docked in 2021

c.4%

Increase in CO_2 emissions compared to 2020 due to changes in vessels operating profile as instructed by our charterers (e.g. speed, idle time and higher fuel oil vs. LNG ratio)

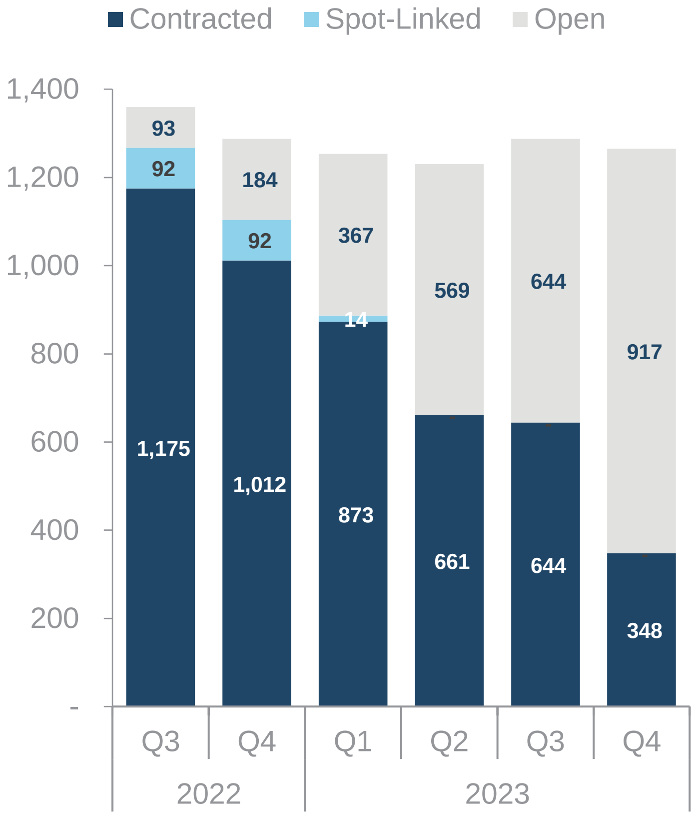
TWO NEW CHARTERS SIGNED IN RECENT MONTHS ON ATTRACTIVE TERMS REFLECT IMPROVED MARKET BACKDROP

Vessel Name	*Methane Rita Andrea* (Steam)	*GasLog Seattle* (TFDE)
Counterparty	Energy Major	Major Trader
Term	12 months	9 months
Start Date	November 2022	June 2022
End Date	October 2023	March 2023
Estimated EBITDA(1)	c.$19 million	c.$33 million

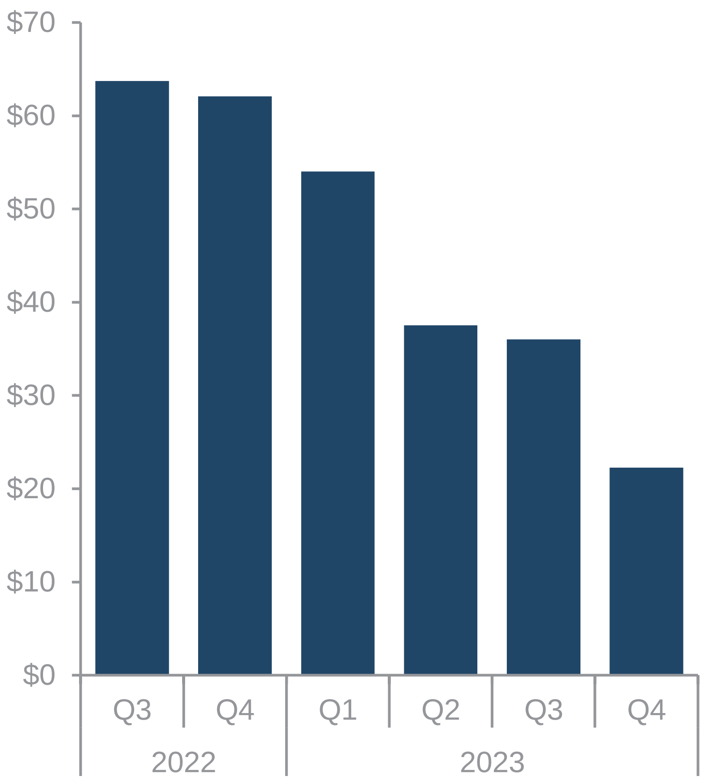
1. EBITDA is a non-GAAP financial measure and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable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

CONTINUED STRENGTH IN LNG SHIPPING TERM RATES TO MATERIALLY BENEFIT GASLOG

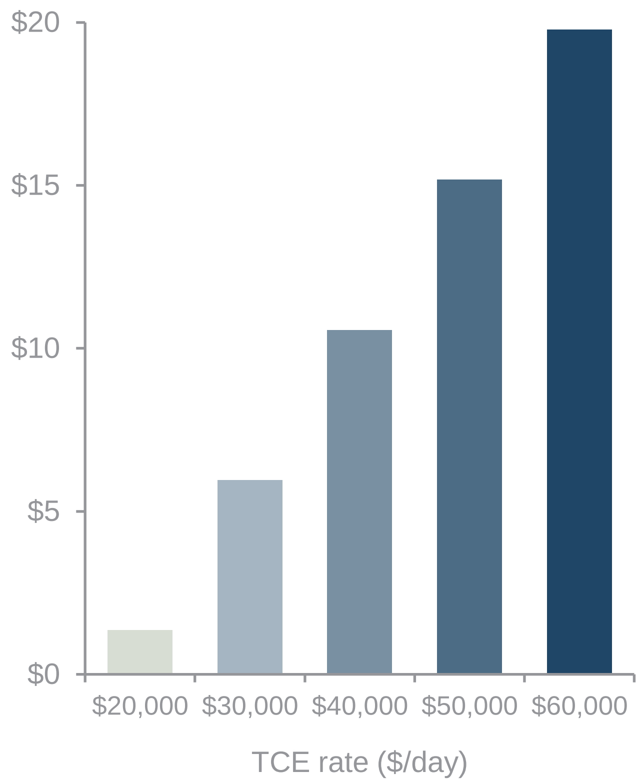
CONTRACTED/OPEN DAYS BY QUARTER[1]



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



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



1. As of June 30, 2022
2. Assumes daily operating expenses average of $14,000 per day and G&A average of approximately $3,250 per day, as well as 2.999 fixed days, 277 unfixed days and 184 spot linked days in 2022 as of June 30, 2022

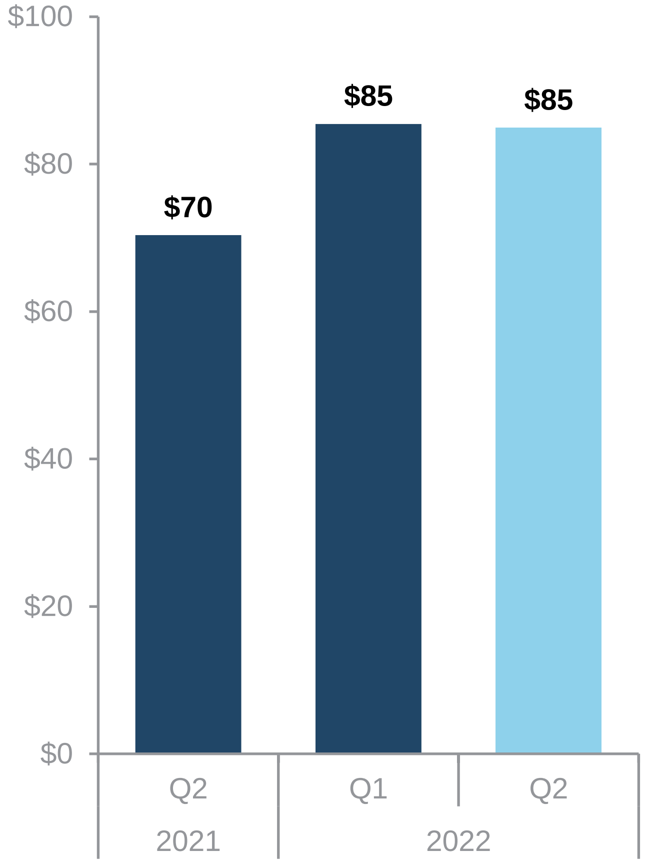
Every $10,000 per day in spot TCE generates approximately $4.6 million of incremental EBITDA in 2022

Q2 2022 FINANCIAL REVIEW

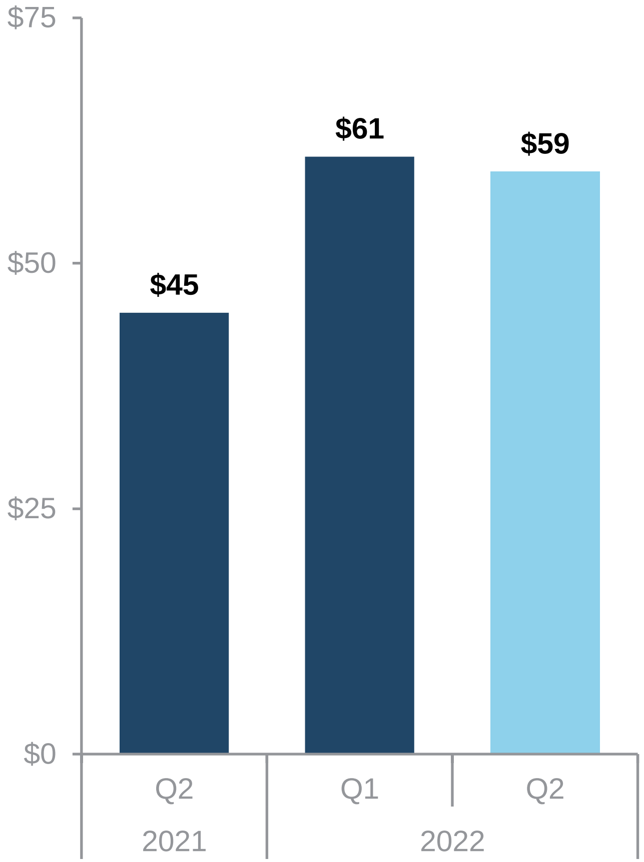
ACHILLEAS TASIOULAS, CHIEF FINANCIAL OFFICER, GASLOG PARTNERS LP

STRONG COMMERCIAL PERFORMANCE IN SEASONALLY WEAKER SECOND QUARTER

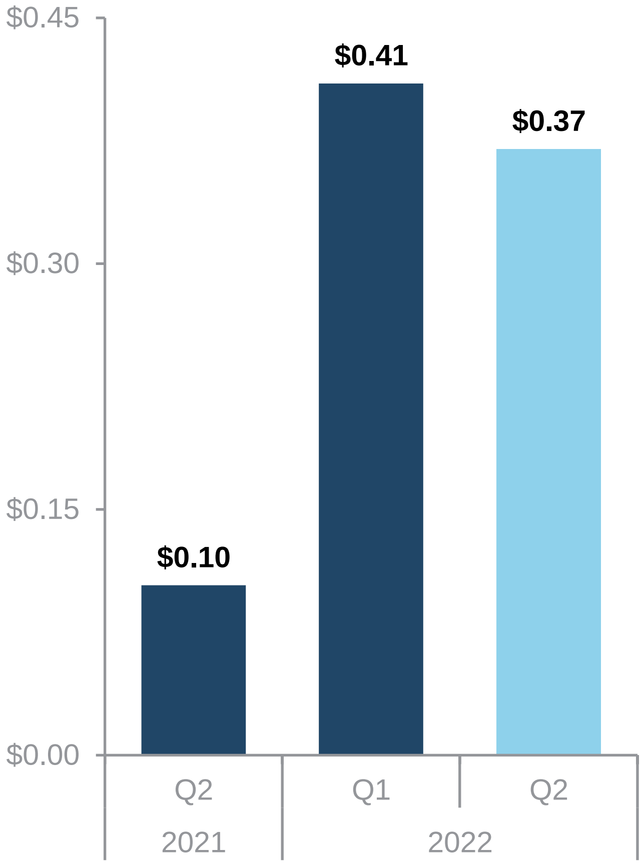
REVENUES ($M)



ADJUSTED EBITDA ($M)[1]



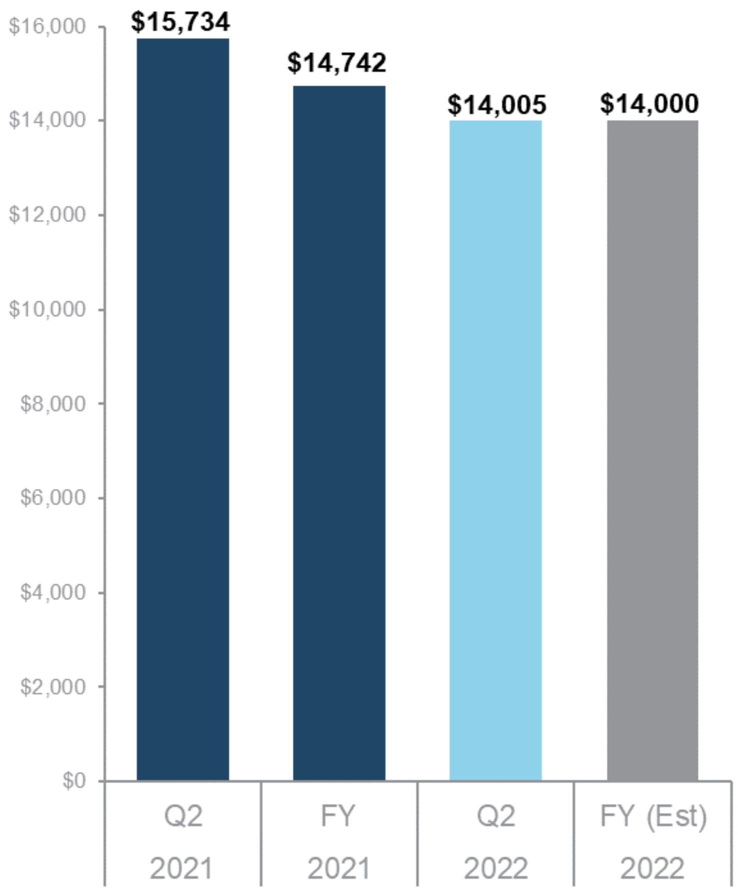
ADJUSTED EPU ($/UNIT)[1]



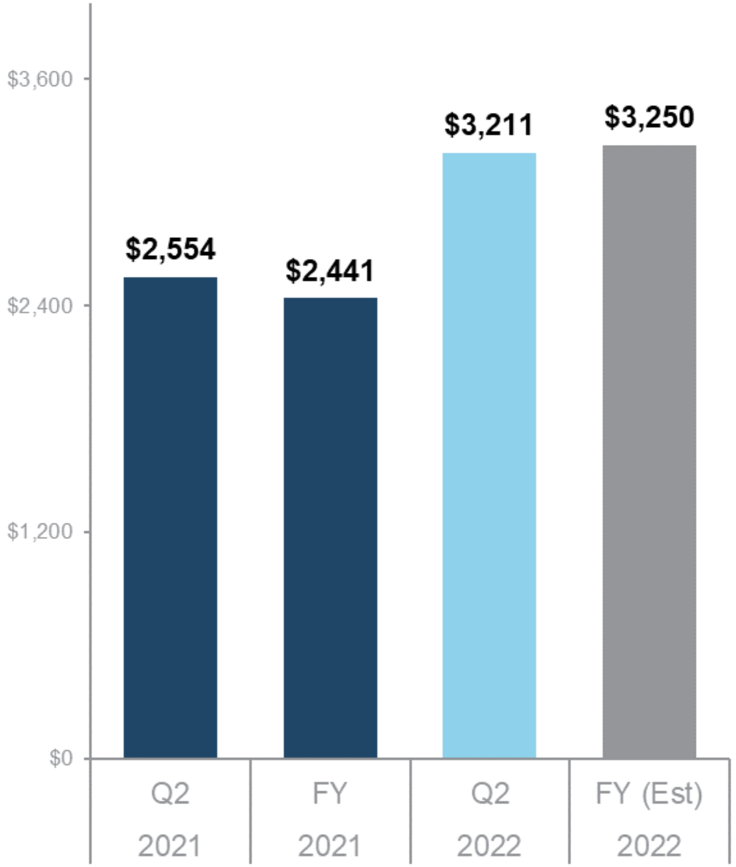
1. Adjusted EBITDA and adjusted earnings per unit ("EPU") are non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions and reconciliations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

CONTINUING TO EFFECTIVELY MANAGE COSTS DESPITE EXTERNAL FACTORS

UNIT OPEX ($/DAY)[1]



UNIT G&A ($/DAY)



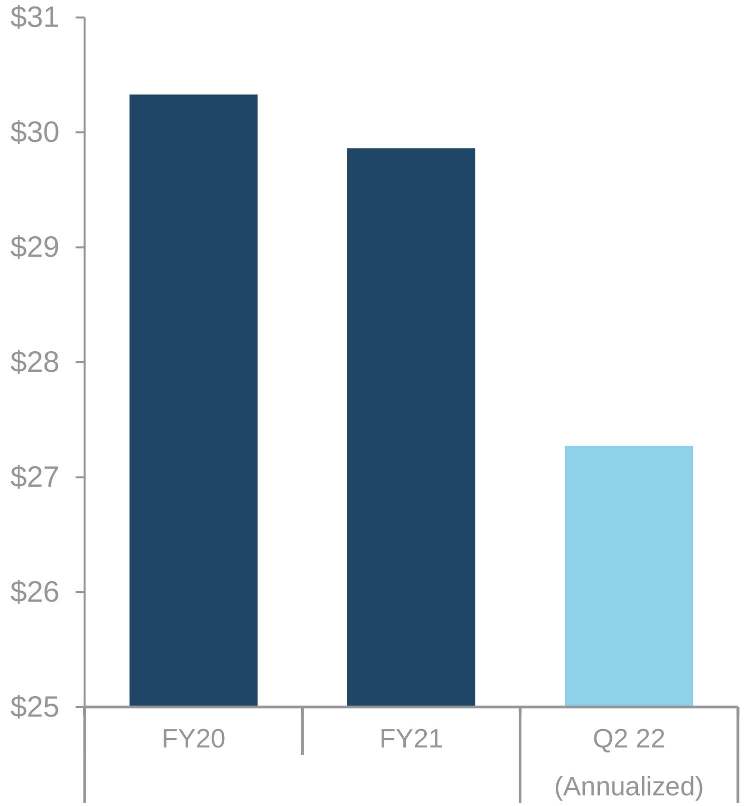
COMMENTARY

- Strong fleet performance and safety record as we continue to adhere to enhanced COVID-19 related protocols
- OPEX down year over year at competitive levels and lower than prior year despite the impact of the pandemic and the significant current inflationary environment observed
- G&A movements affected by the management fee changes effective on Jan 1, 2022, as discussed in previous quarters

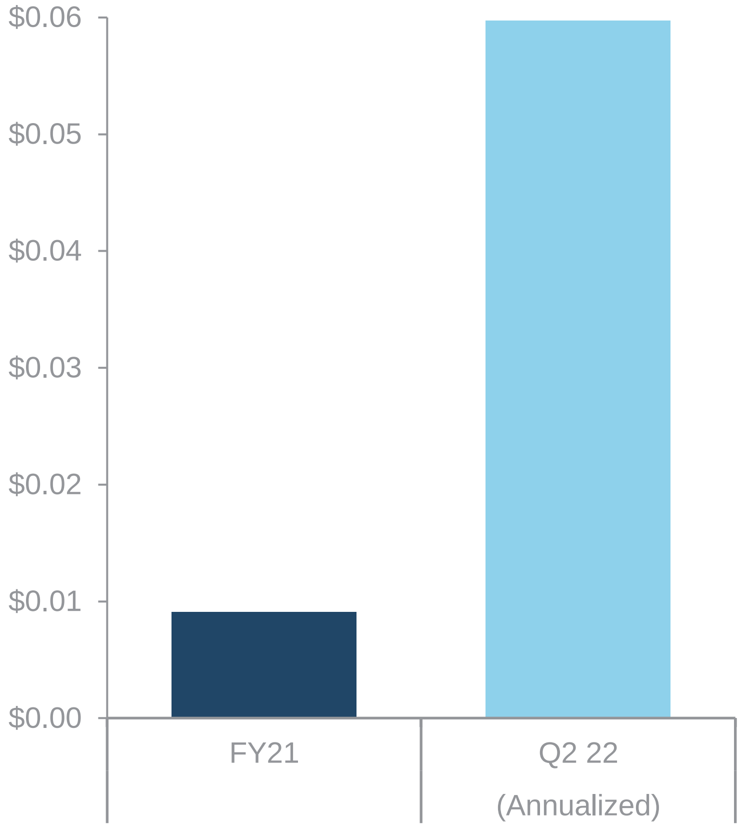
1. Includes dry-docking expense. For FY 2021 and FY 2020, operating expense component of dry-docking costs was approximately $503 and $542 per day, respectively.

PREFERENCE UNITS BUYBACKS IMPROVE FREE CASH FLOW CAPACITY

ANNUAL PREF UNIT DISTRIBUTIONS ($M)



INCREASE IN FREE CASH FLOW ($/UNIT)



PROGRESS ON PLAN

c.$18.7 million
Preference Units purchased during H1 2022

c.$37.1 million
Preference units purchased at avg. price of c.$25 per Unit since repurchase program initiated

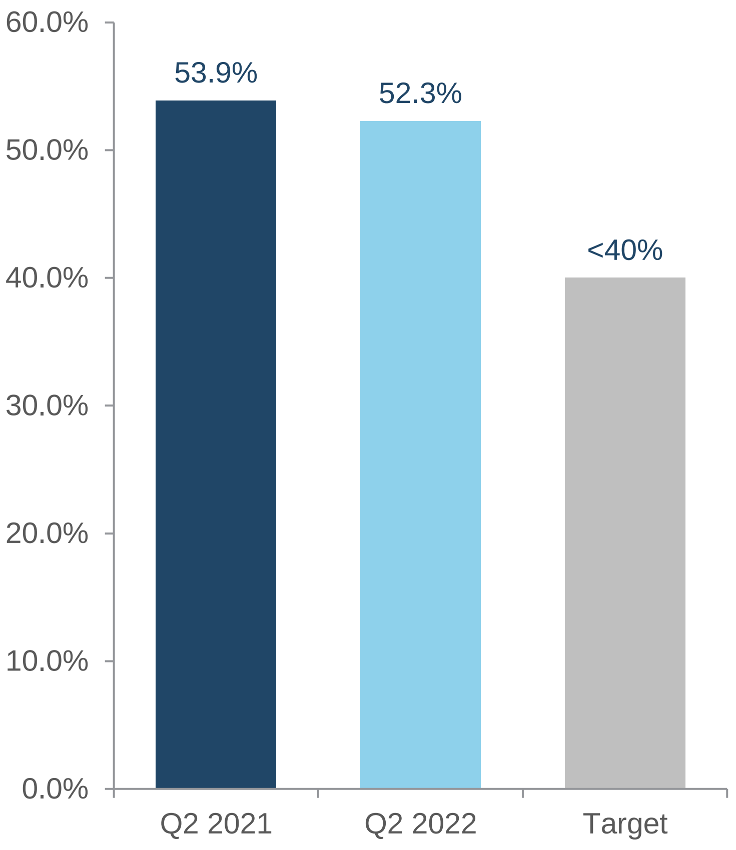
c.$3.1 million
Annual savings in free cash flow achieved through repurchases

c.$95.6 million
Series B Preference Units callable in March 2023

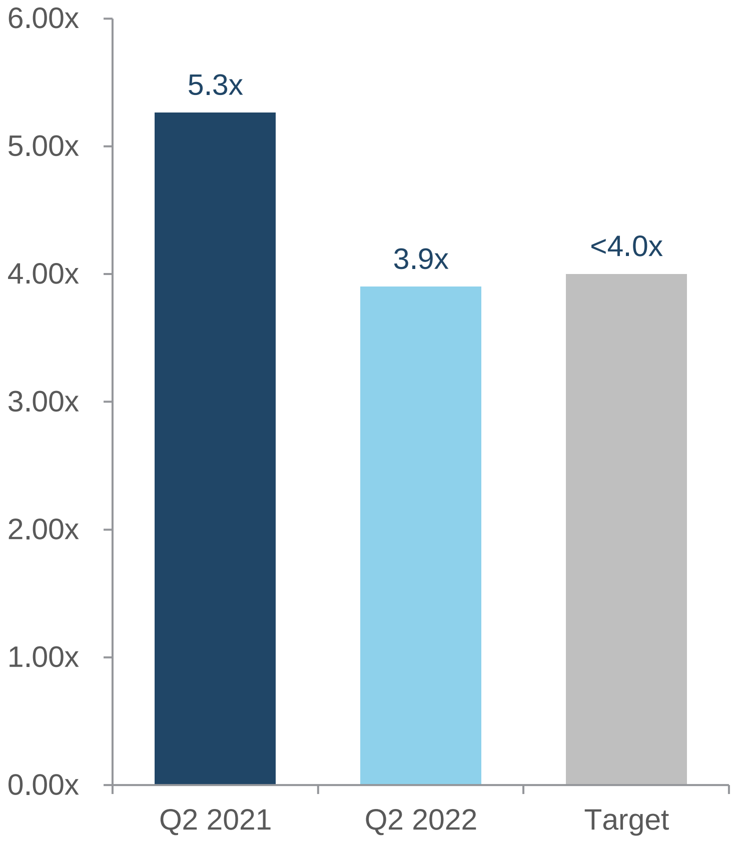
The Partnership will continue to opportunistically repurchase preference units in the open market at or below par

PROGRESSING TOWARD LEVERAGE TARGETS

DEBT TO CAPITALIZATION (%)[1]



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



LTM PROGRESS

c.$112 million

Debt retired during LTM, including lease principal payments

c.$114 million

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

Q2 BALANCE SHEET ITEMS

$157 million

Cash, cash equivalents and short-term cash deposits as of June 30, 2022

Further liquidity may be released from opportunistic sales or sale & leasebacks of Steam LNG carriers in the future

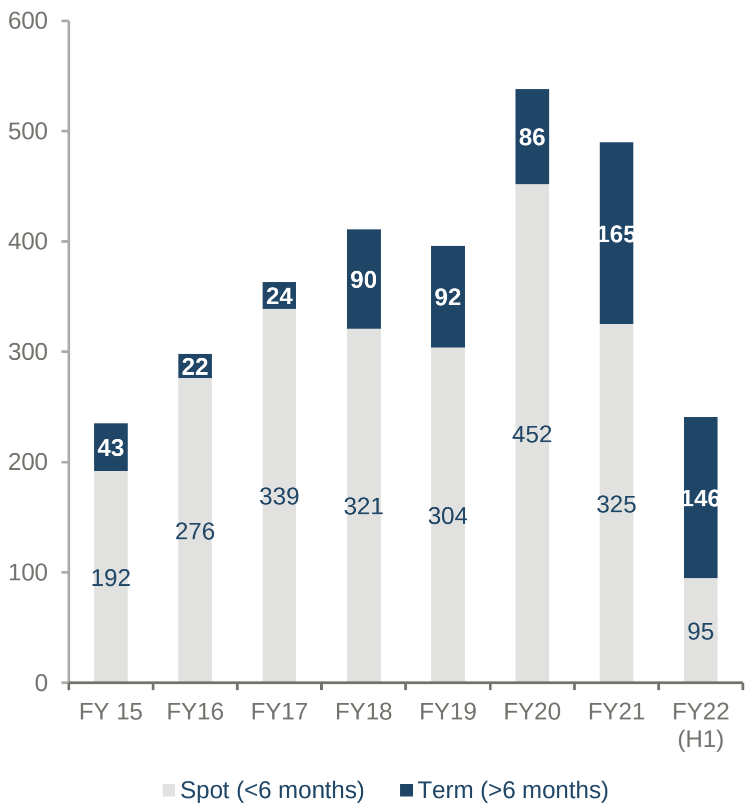
1. Debt figures include lease liabilities and derivatives. Net debt is equal to debt less cash and cash equivalents.
2. Adjusted EBITDA is a non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International 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

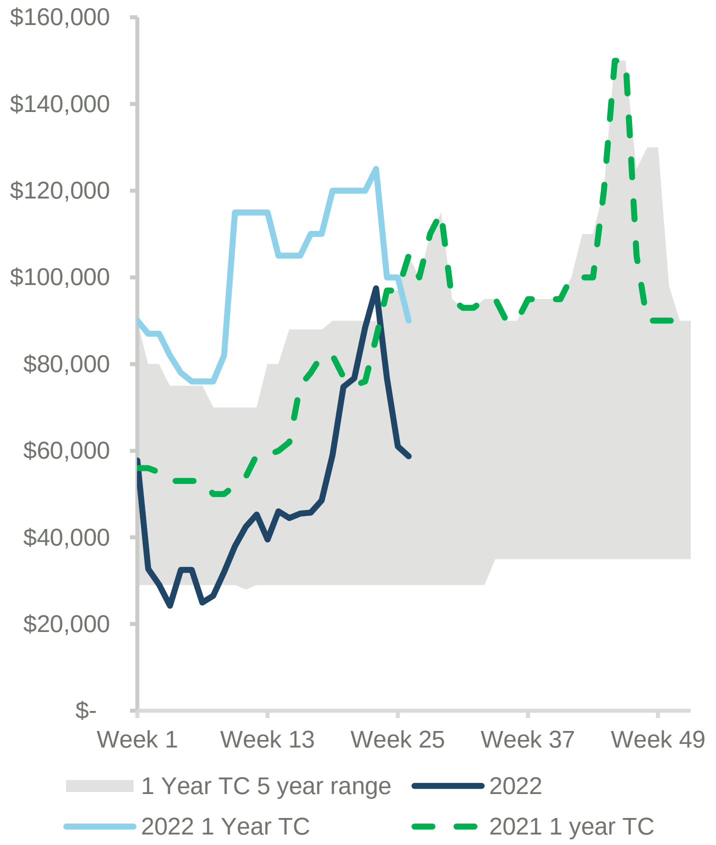
STRONG TERM MARKET AS CHARTERERS SEEK WINTER COVER AMONGST LIMITED VESSEL AVAILABILITY

NUMBER OF FIXTURES 2015 – 2022



Source: Poten, Clarksons, SSY ; as of July 7, 2022

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



$100,000+ per day
1-year time charter assessments for TFDEs

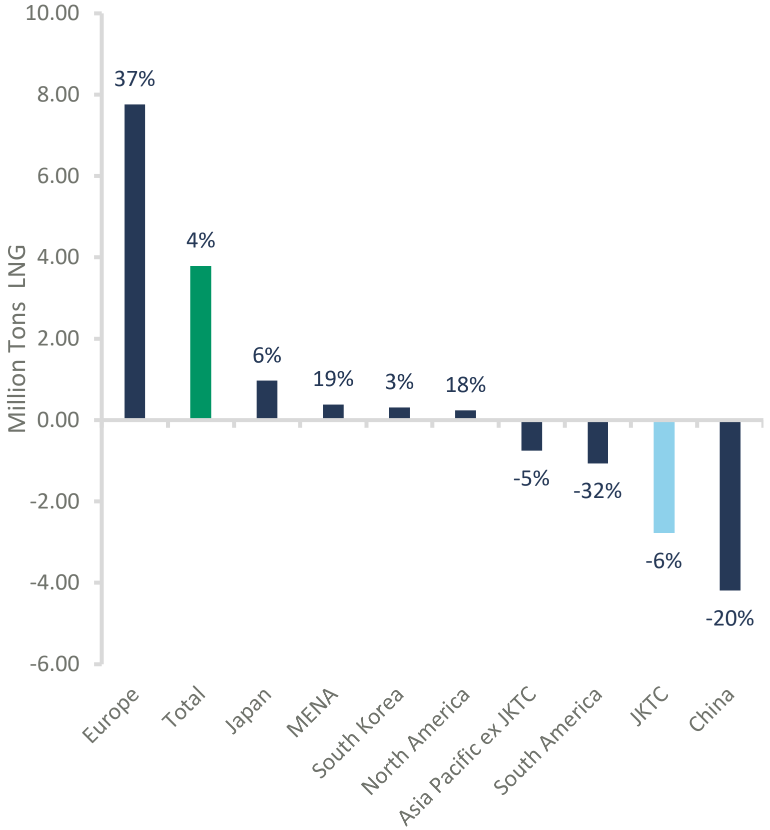
$58,750 per day
Current headline spot rate assessment for TFDE LNGCs

$32,500 per day
Current headline spot rate assessment for ST LNGCs

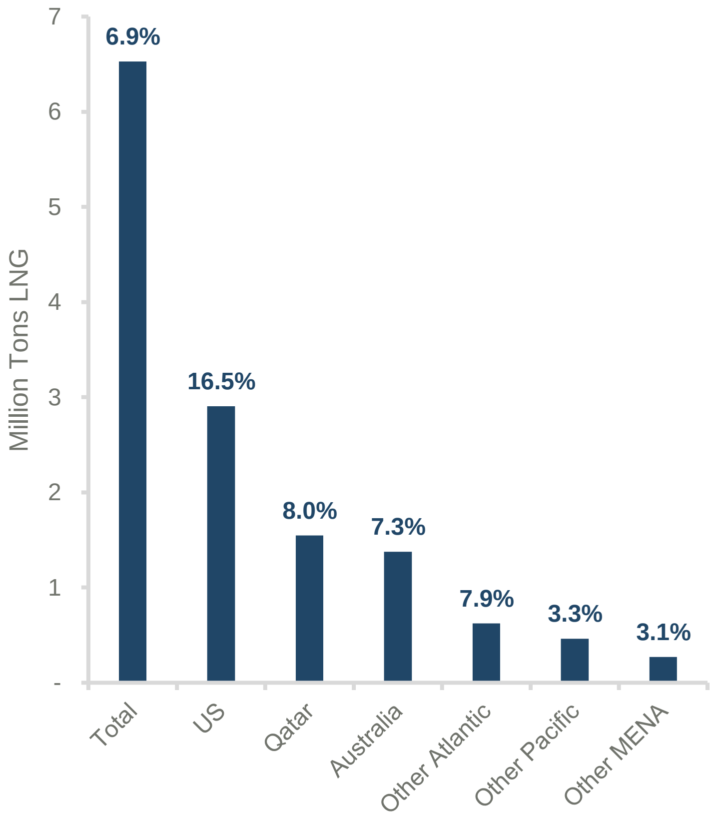
Significant demand for term charters set to outpace record levels seen in 2021

STRONG GROWTH IN EUROPEAN DEMAND DURING Q2 2022 UNDERSCORES GLOBAL NEED FOR LNG AS STABLE ENERGY SOURCE

LNG DEMAND: Q2 22V. Q2 21(MT)



LNG SUPPLY: Q2 22V. Q2 21(MT)



6.9%
LNG supply growth 2021Q2 vs 2022Q2

20.5 MT
Total US LNG exports in Q2 2022

c.1.97x
US shipping multiplier in Q2 2022

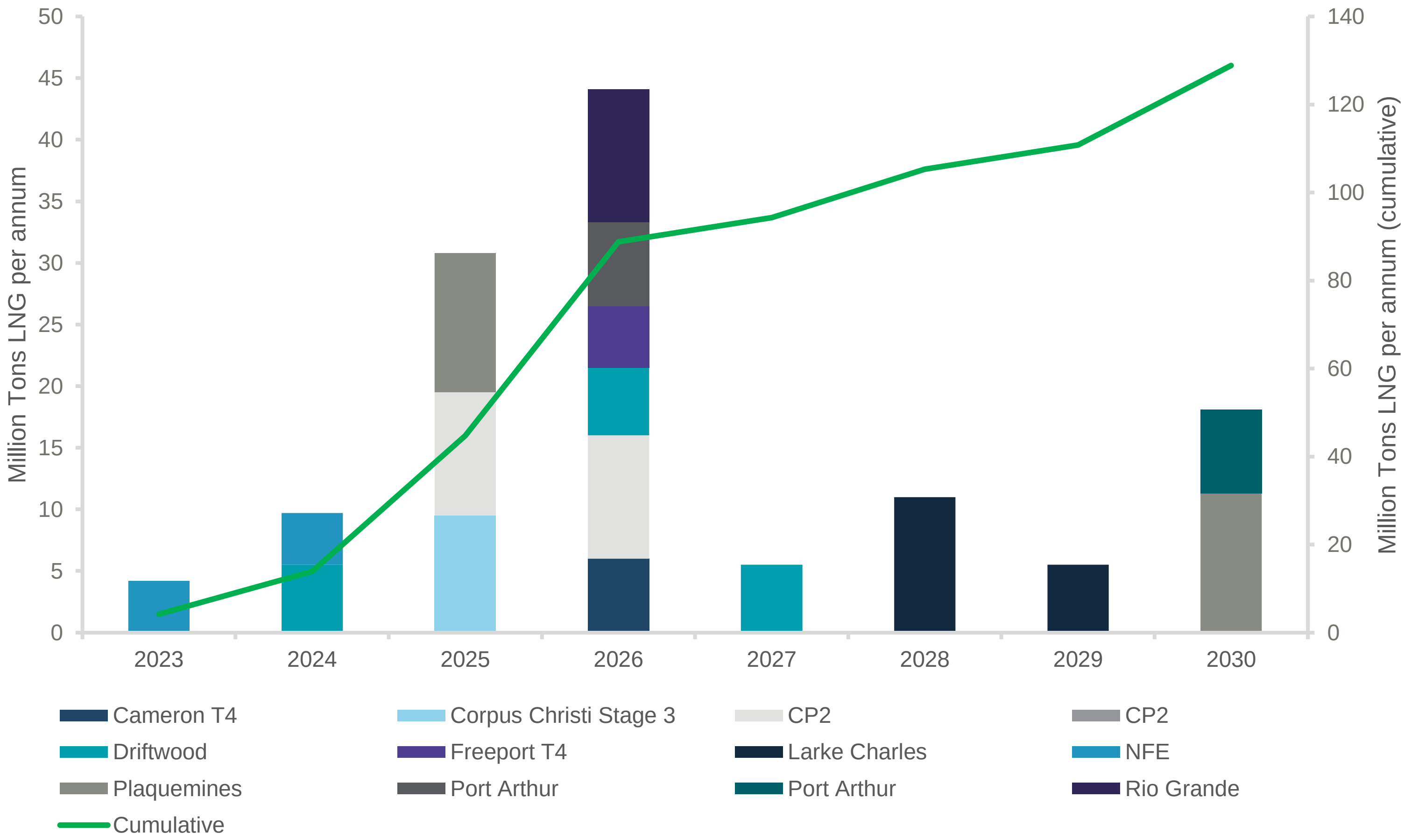
5.7%
Forecast LNG demand growth year-on-year in 2022

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

Despite large increases to flows from US to Europe, ton mile demand remains strong as European demand offset seasonally weaker demand from Asia

US PROJECTS EXPECTED TO TAKE FID IN 2022-2023 TO SATISFY GLOBAL ENERGY DEMAND INCREASE

US PRE-FID PROJECT NAMEPLATE CAPACITY



Source: BNEF, GasLog estimates

FAVORABLE FACTORS

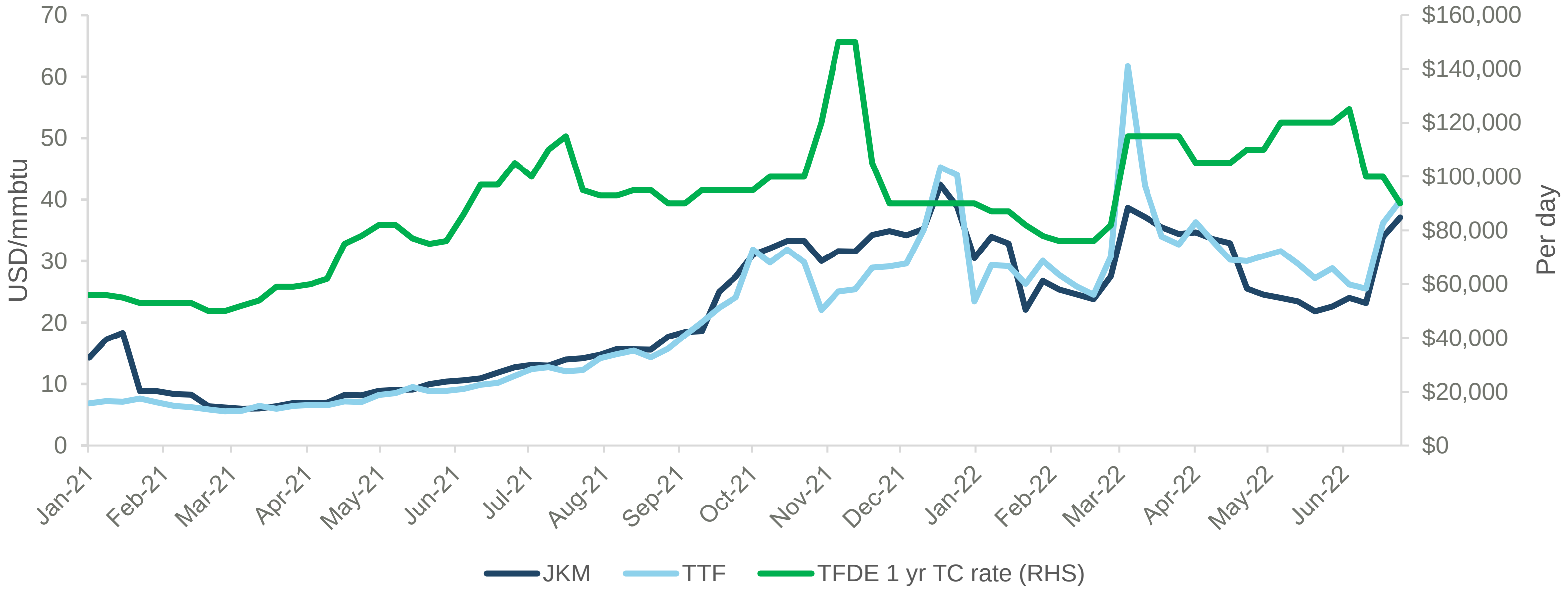
- Strong pricing (12% Brent for Pre-Fid)
- Energy security concerns motivating long term contracts
- Stable security/political environment in US favours project development
- Public and political support for LNG
- Demand from both basins

US pre-FID projects make up about 53% of all pre-FID projects with an estimated startup before 2030

LNG supply growth from the US will be accompanied by significant tonmile demand as fundamentals for growing demand in East Asia remain unchanged

HEALTHY DEMAND FOR VESSELS DESPITE VOLATILE COMMODITY MARKET

LNG MARKET SNAPSHOT



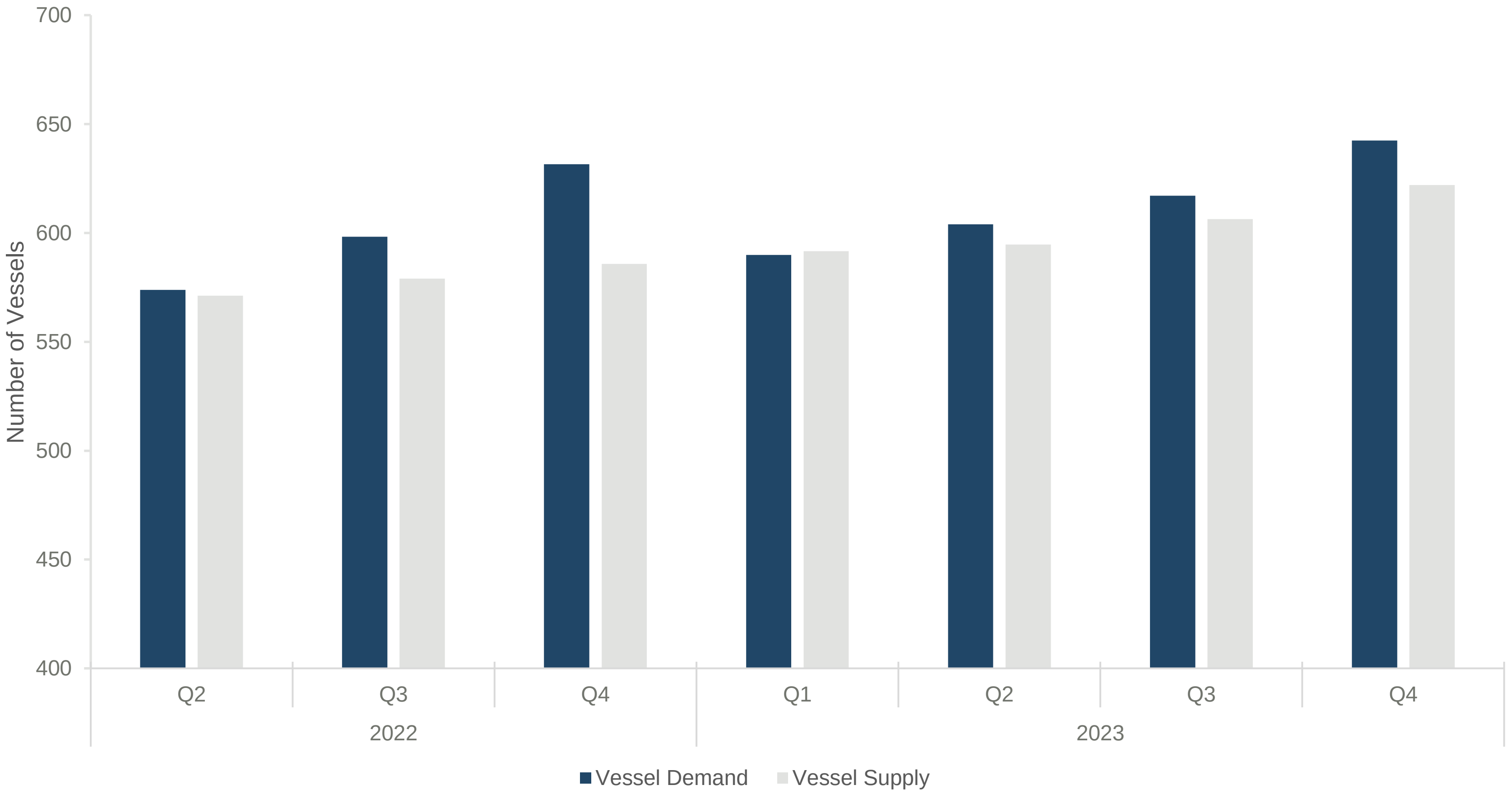
RECENT MARKET DEVELOPMENTS

- Nordstream 1 reduced flows keeps demand high for LNG supplies in Europe
- Freeport LNG expected to be out of service until October due to fire incident
- Snohvit returned to service in April after extended outage
- Heatwaves in both Asia and Europe tighten LNG demand, intensify competition and increase year-round utilization

c.$33.02/mmBTU	125 Mt	c.60.15%
Current JKM-HH price differential	Pacific basin LNG deficit, according to Wood Mackenzie	Current EU LNG storage levels, compared with a 5-year average of 62.51%

LNG COMMODITY AND LNG SHIPPING SUPPLY AND DEMAND IMPLY HIGH FLEET UTILIZATION OVER THE NEAR-TERM

QUARTERLY LNG SHIPPING DEMAND: Q2 2022 – Q4 2023



Source: Poten, Wood Mackenzie, Kpler, GasLog Estimates

0
Vessel scrapping assumed

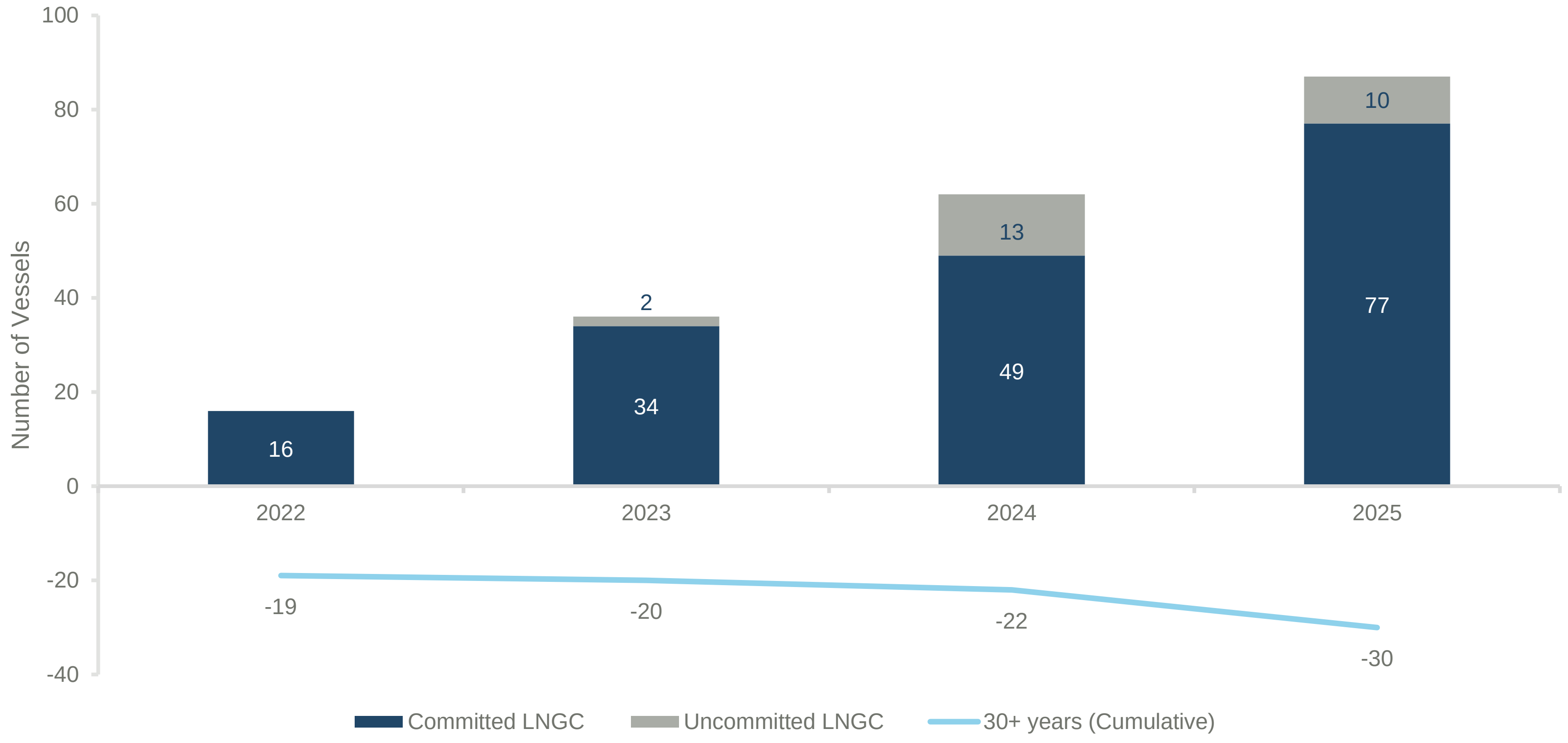
5.7%
Expected LNG demand growth in 2022, according to Wood Mackenzie

82.6 MT
US exports for 2022 as forecast by Wood Mackenzie, 6.5 Mt higher than the 2021Q2 estimate.

71.7 MT
China imports for 2022 as forecast by Wood Mackenzie, 10% lower than 2021

86% OF THE ORDERBOOK IS COMMITTED ON MULTI-YEAR CHARTERS; ONLY 2 UNCOMMITTED NEWBUILDS DELIVERING THROUGH 2023

NEWBUILD DELIVERY SCHEDULE AND CUMULATIVE NUMBER OF VESSELS 30+ YEARS OLD



Source: Poten, Clarksons

219

Number of vessels in the orderbook

19

Number of vessels 30+ years old in the global fleet today

30

Number of vessels 30+ years old in the global fleet by 2025

Earliest delivery date for a newbuild LNGC is now 2026/2027; prices +$240mn

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 of energy security
2	Strong demand growth for LNG shipping, particularly as global infrastructure enables further LNG trade
3	Highly visible cash flows in 2022 from contracted days with further upside through open and spot-linked days in seasonally strong second half
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

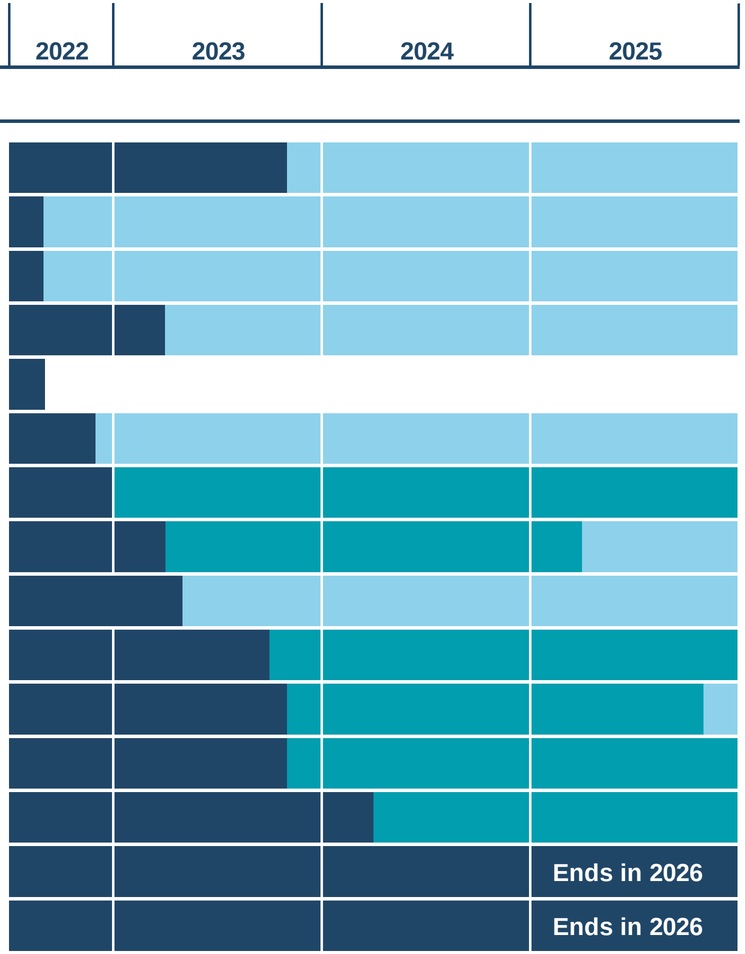
ANALYST Q&A

APPENDIX

INCREASED EXPOSURE IN A TIGHT MARKET ENVIRONMENT

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

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
Methane Rita Andrea	Steam	2006	145,000	
Solaris	TFDE	2014	155,000	
Methane Heather Sally	Steam	2007	145,000	TotalEnergies
GasLog Seattle	TFDE	2013	155,000	
Methane Shirley Elisabeth*	Steam	2007	145,000	JOVO
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	
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

90%
Charter coverage for remainder of 2022

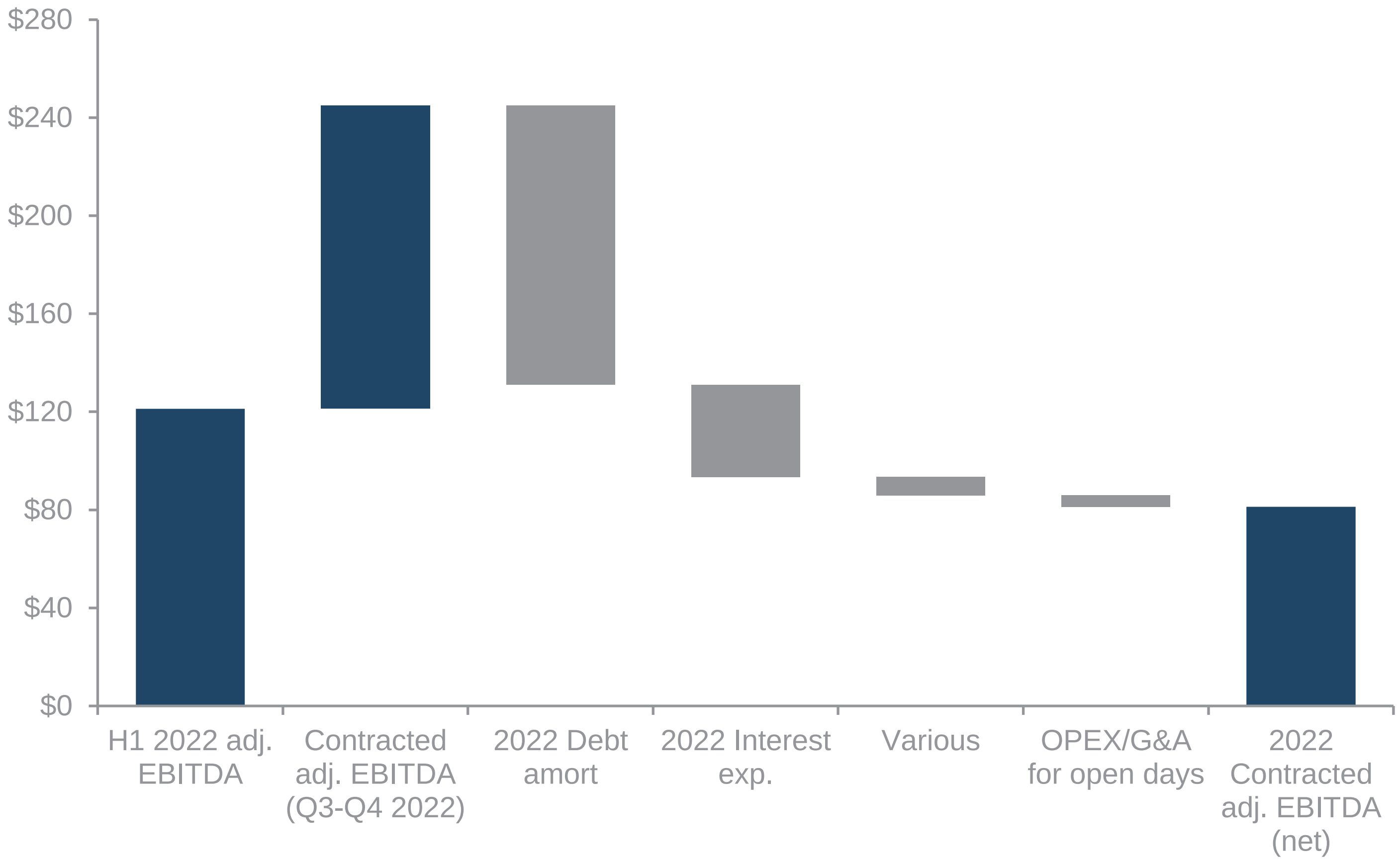
c.$163 million
Contracted revenues in 2022 as of June 30, 2022

c.$513 million
Total contracted revenues as of June 30, 2022

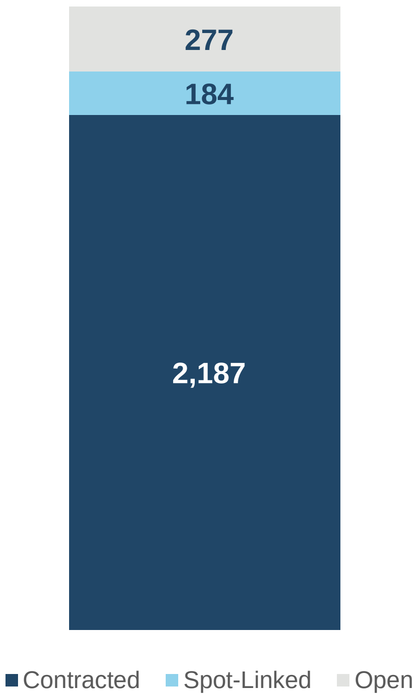
1. Refer to the GasLog Partners Q2 2022 Results 6-K filed with the SEC on July 28, 2022 for a detailed description of the charterers and option periods.
2. In October 2021, the GasLog Shanghai was sold and leased back to a wholly-owned subsidiary of China Development Bank Leasing ("CDBL").
* As of June 30, 2022, the Methane Shirley Elisabeth was agreed to be sold, with the sale expected to be completed in Q3 2022.

2022 HIGH CONTRACTED REVENUES WITH OPPORTUNITY FOR FURTHER UPSIDE IN THE SPOT MARKET

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



CONTRACTED / OPEN DAYS (H2 2022)



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2. Contracted adjusted EBITDA assumes daily operating expenses average of $14,000 per day and G&A average of approximately $3,250 per day, as well as 2,187 fixed and 184 spot linked days (at fixed floor rate) in Q3-Q4 2022 as of June 30, 2022.
3. Operating and G&A expenses for open days assume daily operating expenses average $14,000 per day and G&A averages approximately $3,250 per day, as well as 277 unfixed days in Q3-Q4 as of June 30, 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.

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Reconciliation of Profit to EBITDA and Adjusted EBITDA:

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

	For the three months ended June 30, 2021	For the three months ended June 30, 2022	For the six months ended June 30, 2021	For the six months ended June 30, 2022
Profit for the period	14,663	761	50,023	35,742
Depreciation	20,798	22,224	41,484	44,211
Financial costs	9,115	9,778	18,531	18,559
Financial income	(11)	(221)	(23)	(260)
Loss/(gain) on derivatives	403	(1,246)	(916)	(6,223)
EBITDA	**44,968**	**31,296**	**109,099**	**92,029**
Impairment loss on vessels	—	28,027	—	28,027
Restructuring costs	—	—	—	168
Adjusted EBITDA	**44,968**	**59,323**	**109,099**	**120,224**

Reconciliation of Profit to Adjusted Profit:

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

	For the three months ended June 30,2021	For the three months ended June 30,2022	For the six months ended June 30,2021	For the six months ended June 30,2022
Profit for the period	14,663	761	50,023	35,742
Non-cash gain on derivatives	(1,962)	(2,459)	(5,569)	(9,282)
Impairment loss on vessels	—	28,027	—	28,027
Restructuring costs	—	—	—	168
Adjusted Profit	**12,701**	**26,329**	**44,454**	**54,655**

Reconciliation of Profit to EPU and Adjusted EPU:

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

	For the three months ended June 30, 2021	For the three months ended June 30, 2022	For the six months ended June 30, 2021	For the six months ended June 30, 2022
Profit for the period	**14,663**	**761**	**50,023**	**35,742**
Adjustment for:				
Accrued preference unit distributions	(7,582)	(6,818)	(15,164)	(13,808)
Differences on repurchase of preference units	—	(134)	—	(216)
Partnership's profit/(loss) attributable to:	**7,081**	**(6,191)**	**34,859**	**21,718**
Common units	6,933	(6,064)	34,127	21,269
General partner units	148	(127)	732	449
Weighted average units outstanding (basic)				
Common units	48,161,285	51,171,651	47,841,332	51,154,521
General partner units	1,021,953	1,077,524	1,021,646	1,077,509
EPU (basic)				
Common units	0.14	(0.12)	0.71	0.42
General partner units	0.14	(0.12)	0.72	0.42

	For the three months ended June 30, 2021	For the three months ended June 30, 2022	For the six months ended June 30, 2021	For the six months ended June 30, 2022
Profit for the period	**14,663**	**761**	**50,023**	**35,742**
Adjustment for:				
Accrued preference unit distributions	(7,582)	(6,818)	(15,164)	(13,808)
Differences on repurchase of preference units	—	(134)	—	(216)
Partnership's profit/(loss) used in EPU calculation	**7,081**	**(6,191)**	**34,859**	**21,718**
Non-cash gain on derivatives	(1,962)	(2,459)	(5,569)	(9,282)
Impairment loss on vessels	—	28,027	—	28,027
Restructuring costs	—	—	—	168
Adjusted Partnership's profit used in EPU calculation attributable to:	**5,119**	**19,377**	**29,290**	**40,631**
Common units	5,013	18,978	28,675	39,793
General partner units	106	399	615	838
Weighted average units outstanding (basic)				
Common units	48,161,285	51,171,651	47,841,332	51,154,521
General partner units	1,021,953	1,077,524	1,021,646	1,077,509
Adjusted EPU (basic)				
Common units	0.10	0.37	0.60	0.78
General partner units	0.10	0.37	0.60	0.78