GASLOG PARTNERS

GasLog Partners LP
Q3 2018 Results Presentation

October 25, 2018

Forward-Looking Statements

All statements in this presentation that are not statements of historical fact are "forward-looking statements" within the meaning of the U.S. Private Securities Litigation Reform Act of 1995. Forward-looking statements include statements that address activities, events or developments that the Partnership expects, projects, believes or anticipates will or may occur in the future, particularly in relation to our operations, cash flows, financial position, liquidity and cash available for dividends or distributions, plans, strategies, business prospects and changes and trends in our business and the markets in which we operate. We caution that these forward-looking statements represent our estimates and assumptions only as of the date of this presentation, about factors that are beyond our ability to control or predict, and are not intended to give any assurance as to future results. Any of these factors or a combination of these factors could materially affect future results of operations and the ultimate accuracy of the forward-looking statements. Accordingly, you should not unduly rely on any forward-looking statements.

Factors that might cause future results and outcomes to differ include, but are not limited to, the following:

- general LNG shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements and opportunities for the profitable operations of LNG carriers;
- fluctuations in charter hire rates and vessel values;
- changes in our operating expenses, including crew wages, maintenance, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements including our ability to complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels which are not 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 the rate at which we can charter such vessels;
- our ability to secure new multi-year charters at economically attractive rates;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- our ability to expand our fleet by acquiring vessels through our drop-down pipeline with GasLog;
- our ability to leverage GasLog's relationships and reputation in the shipping industry;
- the ability of GasLog to maintain long-term relationships with major energy companies;
- changes in the ownership of our charterers;
- our customers' performance of their obligations under our time charters and other contracts;
- our future operating performance, financial condition, liquidity and cash available for distributions;
- our ability to acquire assets in the future, including vessels from GasLog;
- our ability to obtain financing to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments, funding by GasLog of the revolving credit facility with GasLog entered into on April 3, 2017 and our ability to meet our restrictive covenants and other obligations under our credit facilities;
- future, pending or recent acquisitions of ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- the expected cost of and our ability to comply with environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operations, including the discharge of pollutants;
- GasLog's relationships with its employees and ship crews, its ability to retain key employees and provide services to us, and the availability of skilled labor, ship crews and management;
- potential disruption of shipping routes due to accidents, political events, piracy or acts by terrorists;
- potential liability from future litigation;
- our business strategy and other plans and objectives for future operations;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; and
- other risks and uncertainties described in the Partnership's Annual Report on Form 20-F filed with the SEC on February 12, 2018, available at http://www.sec.gov.

We undertake no obligation to update or revise any forward-looking statements contained in this press release, 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 Partners' Q3 2018 Highlights

- Highest-ever quarterly Partnership Performance Results[1] for Revenues and EBITDA[2]
- Raised total gross proceeds of approximately $58 million through the at-the-market common equity offering program ("ATM Programme"), including $53.1 million to funds managed by Tortoise Capital Advisors, L.L.C. ("Tortoise")
- Post-quarter end, announced acquisition of the *Methane Becki Anne* from GasLog Ltd. ("GasLog") for $207.4 million, with attached multi-year charter to a subsidiary of Royal Dutch Shell plc ("Shell")
- Declared cash distribution of $0.53 per common unit, unchanged from Q2 2018 and 2.4% higher than Q3 2017
  - Distribution coverage ratio[3] of 1.06x
- Reiterating 5% to 7% distribution growth guidance for 2018, and introducing guidance of 2% to 4% distribution growth for 2019

1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
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 International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of this measure to the most directly comparable financial measure calculated and presented in accordance with the Partnership Performance Results, please refer to the Appendix to these slides.
3. Distribution coverage ratio represents the ratio of Distributable cash flow to the Cash distribution declared.

Continued Fleet And EBITDA Growth From *GasLog Gibraltar* And *Methane Becki Anne*

	GasLog Gibraltar	*Methane Becki Anne*
Announcement Date	March 21, 2018	October 25, 2018
Closing Date	May 3, 2018	Q4 2018
Purchase Price[(1)]	$207.0 million	$207.4 million
Size / Propulsion	174,000 cbm / tri-fuel diesel electric	170,000 cbm / tri-fuel diesel electric
Year Built	2016	2010
Firm Charter Period / Charterer	October 2023 to Shell	March 2024 to Shell
Extension Options	Consecutive extension options to extend the charter by 5 or 8 years	Consecutive extension options to extend the charter by 3 or 5 years
Estimated NTM EBITDA[(2)]	$22.4 million	$22.0 million
Acquisition Multiple[(3)]	9.2x Estimated NTM EBITDA	9.4x Estimated NTM EBITDA
Financing	$45.0 million in common units to GLOG $18.4 million in cash $143.6 million in assumed debt	$113.5 million in cash $93.9 million in assumed debt

1. Includes $1 million of positive net working capital
2. For the first 12 months after the closing. Estimated NTM EBITDA is a non-GAAP financial measure. Please refer to appendix for a definition of this measure for *GasLog Gibraltar* and *Methane Becki Anne*
3. Acquisition multiple is calculated using purchase price net of $1 million of positive net working capital

GASLOG PARTNERS

Highest-Ever Quarterly Partnership Performance Results[1] For Revenues And EBITDA

(In Millions, Except Per Unit Data)

	Q3 2018	Q2 2018	Q3 2017	% Change From Q2 2018	% Change From Q3 2017
Revenues	$81.9	$74.9	$73.3	*9.3%*	*11.7%*
Unit OPEX ($/day)	$14,216	$14,058	$14,747	*1.1%*	*-3.6%*
EBITDA[2]	$58.9	$53.3	$53.5	*10.5%*	*9.9%*
Distributable Cash Flow[2]	$27.2	$22.9	$26.9	*18.6%*	*1.1%*
Quarterly Cash Distribution Per Unit	$0.530	$0.530	$0.518	*0.0%*	*2.4%*
Annualized Cash Distribution Per Unit	$2.12	$2.12	$2.07	*0.0%*	*2.4%*
Distribution Coverage Ratio	1.06x	0.94x	1.20x	*0.12x*	*-0.14x*

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

The *GasLog Shanghai's* Performance In The Cool Pool

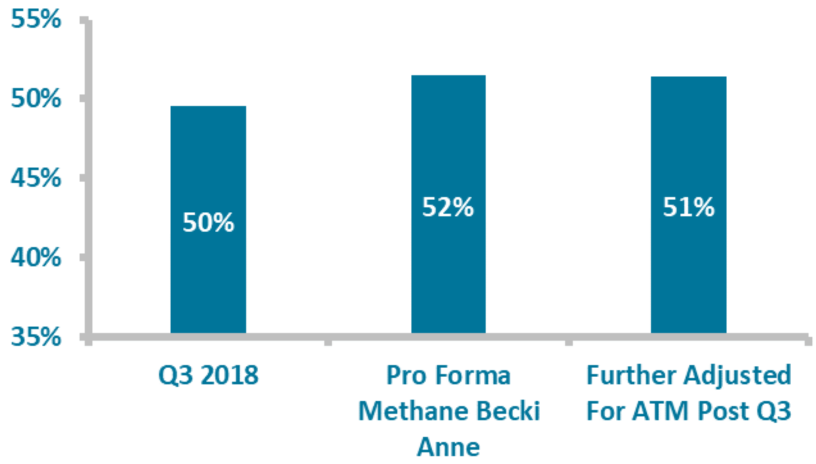
(Amounts in thousands of U.S. Dollars)	Q3 2017	Q2 2018	Q3 2018
Pool gross revenues (included in Revenues)	-	1,516	4,110
Pool gross voyage expenses and commissions (included in Voyage expenses and commissions)	-	(78)	(210)
Adjustment for net pool allocation (included in Net pool allocation)	-	(357)	780
GasLog Partners' total net pool performance	**-**	**1,081**	**4,680**

- **Pool gross revenues:** Revenue of GasLog Partners' wholly owned vessel in The Cool Pool
- **Pool gross voyage expenses and commissions:** Bunkers and other costs of GasLog Partners' wholly owned vessel in The Cool Pool
- **Net pool allocation:** Positive/negative allocation to/from GasLog Partners from/to other Cool Pool members (including GasLog) based on net pool results and revenue sharing mechanics

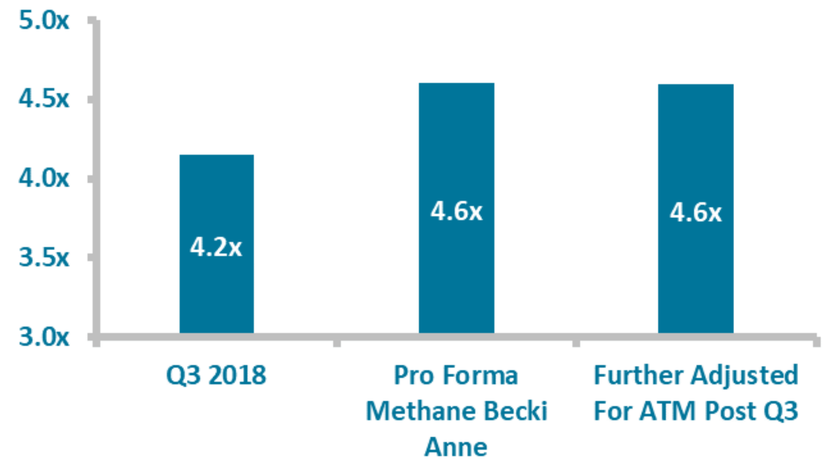
GasLog Shanghai **Provides Exposure To Improved Spot Market**

Balance Sheet Capacity And Diversity Of Capital Sources Support Our Future Growth

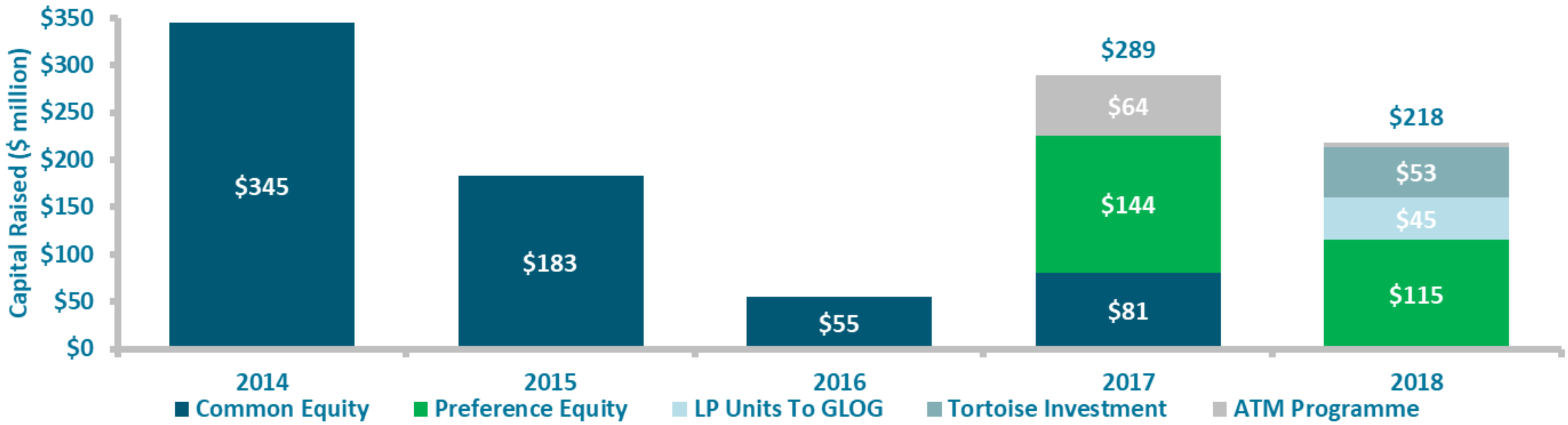
Total Debt / Total Capitalization (%)



Net Debt / EBITDA[1] (Annualized)



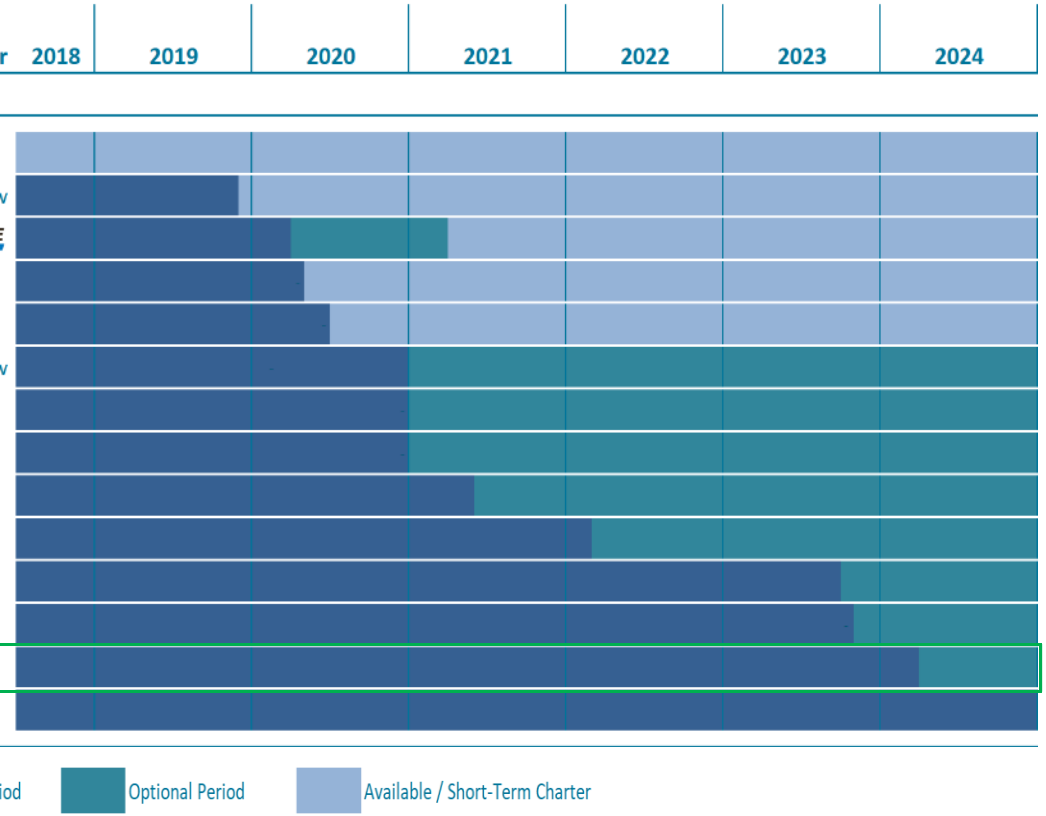
Over $1 Billion Of Equity Capital Raised By GasLog Partners Since IPO



1. EBITDA and adjusted EBITDA are 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 measure calculated and presented in accordance with IFRS, please refer to the Appendix to these slides

Acquisition of *Methane Becki Anne* Will Enhance Revenue Visibility…

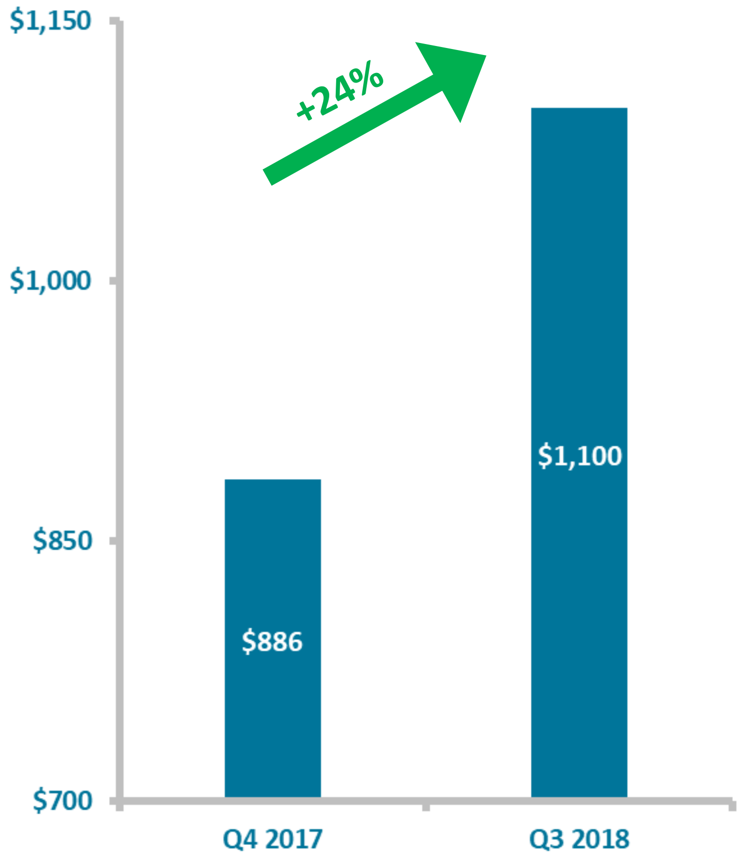
Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
GasLog Shanghai (Cool Pool)	TFDE	2013	155,000	Spot
Methane Jane Elizabeth[5]	Steam	2006	145,000	/ New
GasLog Sydney[8]	TFDE	2013	155,000	CHENIERE
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth[1]	Steam	2007	145,000	
Methane Alison Victoria[5]	Steam	2007	145,000	/ New
Methane Heather Sally[1]	Steam	2007	145,000	
GasLog Seattle[1]	TFDE	2013	155,000	
Solaris[1]	TFDE	2014	155,000	
GasLog Santiago[4]	TFDE	2013	155,000	New
GasLog Geneva[1]	TFDE	2016	174,000	
GasLog Gibraltar[1]	TFDE	2016	174,000	
Methane Becki Anne[1]	TFDE	2010	170,000	
GasLog Greece[1]	TFDE	2016	174,000	



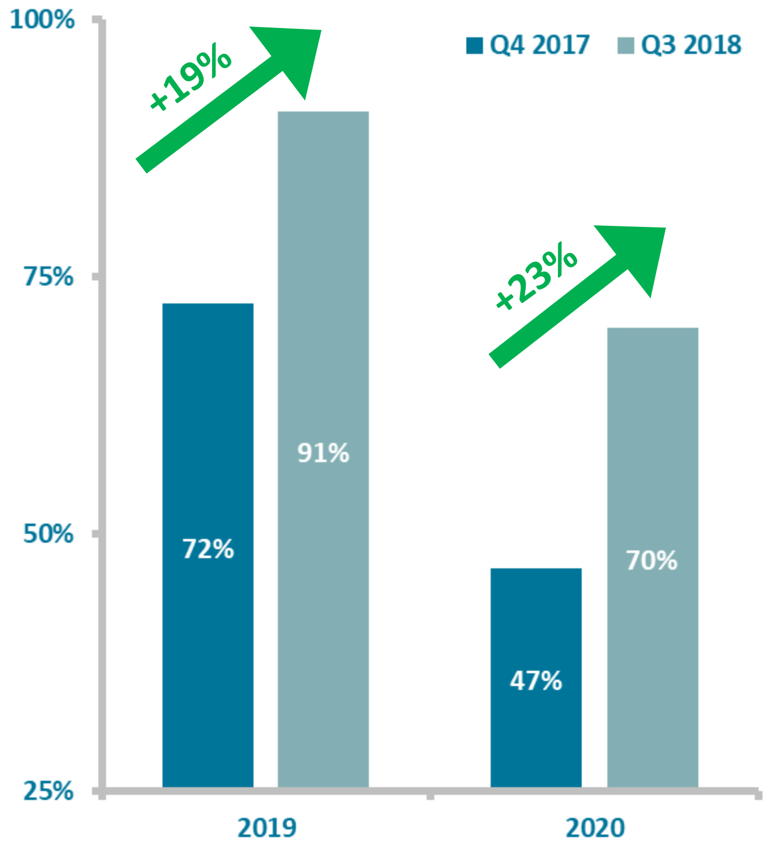
***Methane Becki Anne* Acquisition Increases Average Charter Duration To Over 3 Years**

… Contributing Further To Our Backlog And Charter Coverage…

GasLog Partners' Backlog ($M)[1]



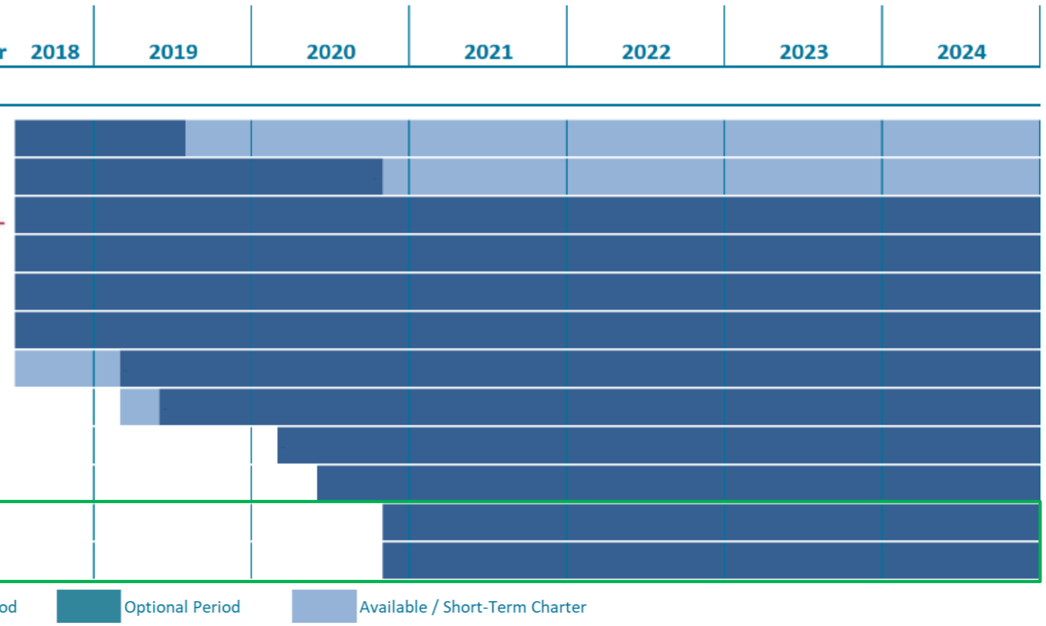
2019 and 2020 % Of Contracted Days[1]



1. Pro forma of the acquisition of the *Methane Becki Anne* announced on October 25, 2018.

…While Cheniere Newbuild Charter Awards At GasLog Increase Potential Future Growth Opportunities

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Ltd.				
GasLog Saratoga	TFDE	2013	155,000	
Methane Lydon Volney	Steam	2006	145,000	
GasLog Hong Kong(1) (2)	X-DF	2018	174,000	TOTAL
Methane Julia Louise(1) (3)	TFDE	2010	170,000	
GasLog Glasgow(1)	TFDE	2016	174,000	
GasLog Genoa(1)	X-DF	2018	174,000	
GasLog Houston(1) (6)	X-DF	2018	174,000	
Hull 2131	X-DF	2019	174,000	
Hull 2213	X-DF	2020	180,000	centrica
Hull 2262	X-DF	2020	180,000	centrica
Hull 2300	X-DF	2020	174,000	CHENIERE
Hull 2301	X-DF	2020	174,000	CHENIERE

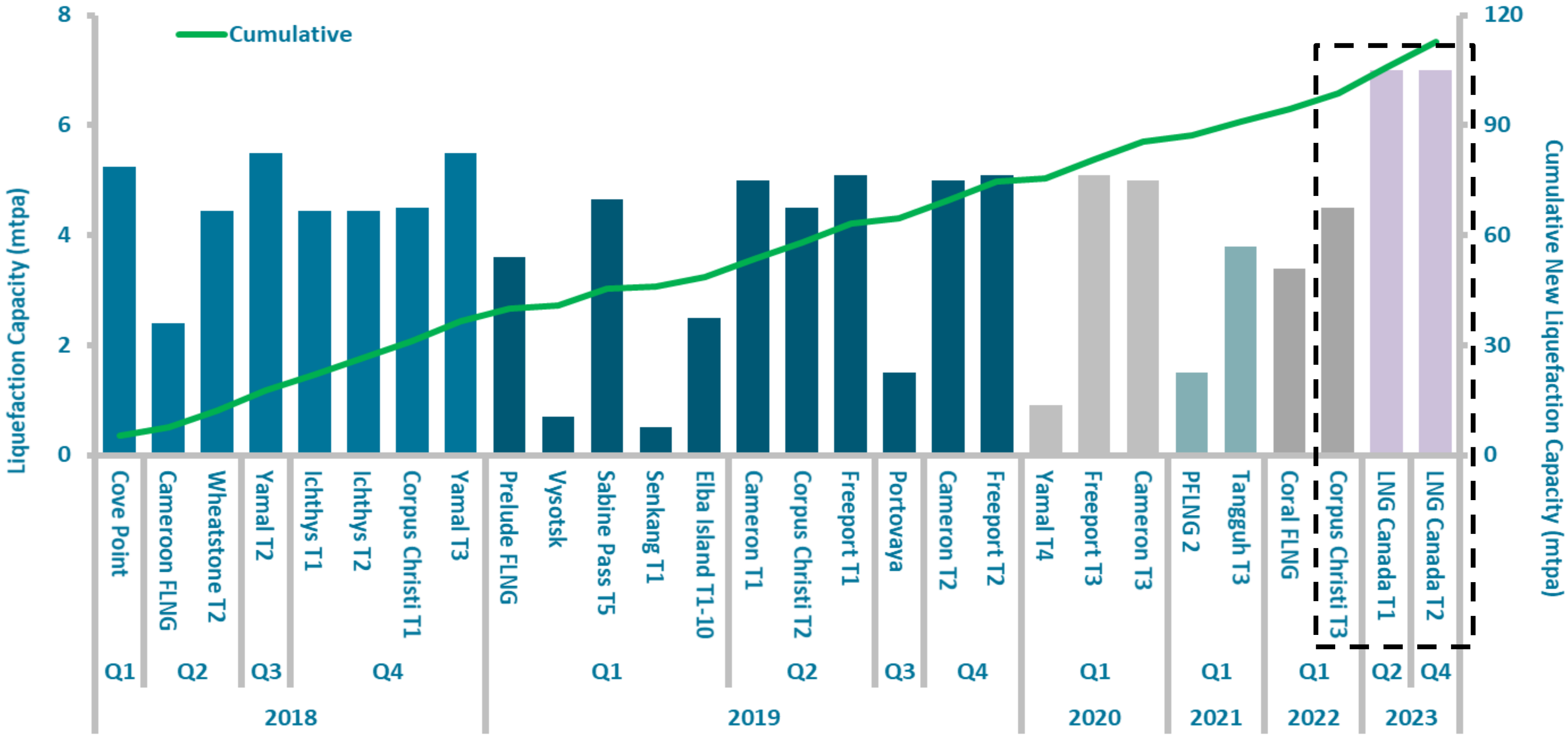


Recent Newbuild Charter Awards At GasLog Ltd.

- GasLog signed two seven year charters with Cheniere on August 20, 2018
- Hulls 2300 and 2301 have been ordered from Samsung Heavy Industries
- 174,000cbm LNG carriers with XDF propulsion. Charters commence late 2020
- Cheniere have options for up to two additional LNG carriers

Visible LNG Supply Growth Through 2023 Supported By Recent FIDs

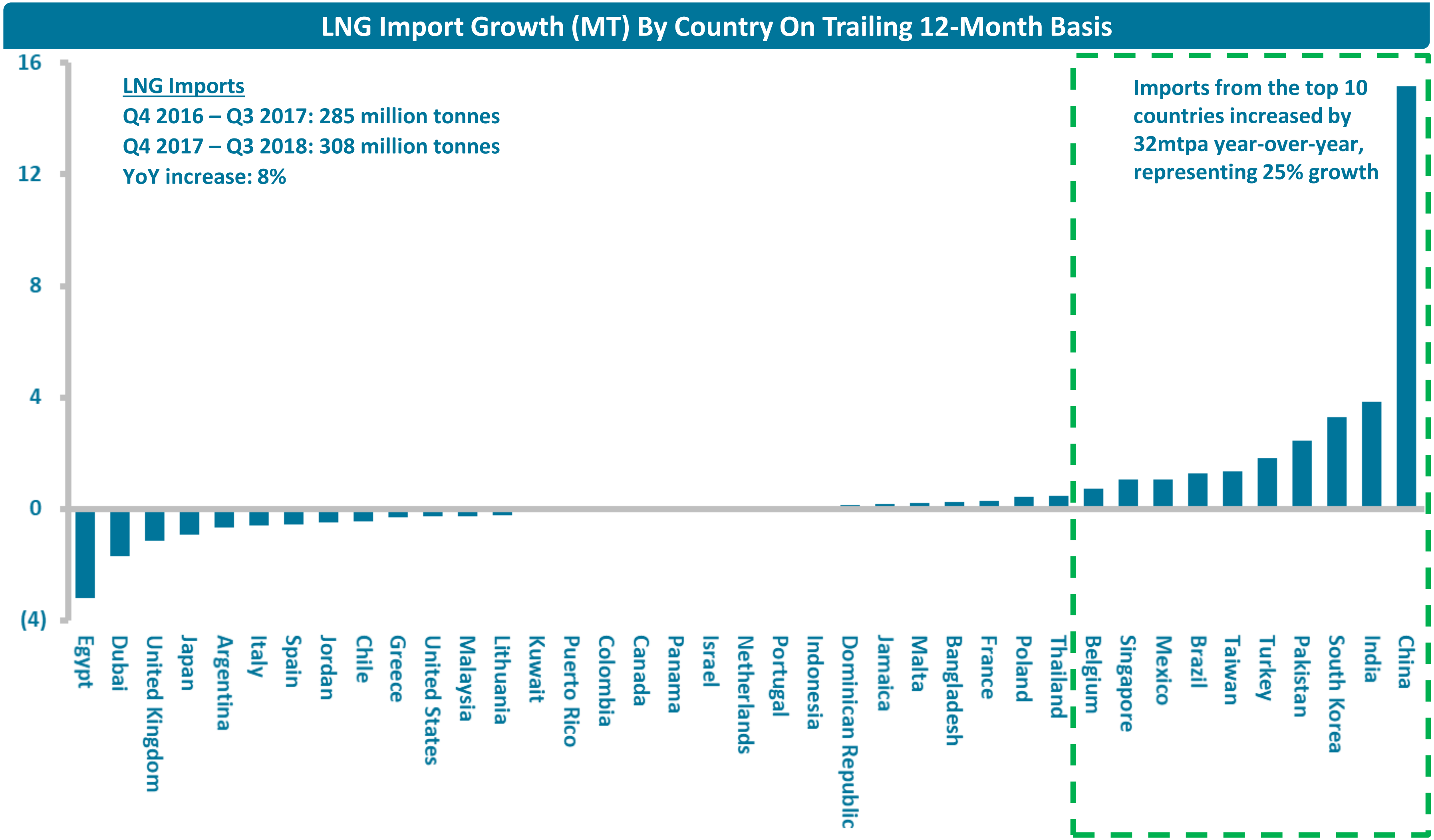
Expected LNG Capacity Additions 2018-2023



- At least 112 mtpa of new liquefaction capacity is scheduled to come online during 2018-23
  - Approximately 50% of new capacity is located in the US
- Recent FIDs of Corpus Christi T3 and LNG Canada represent nearly 19 mtpa of incremental capacity

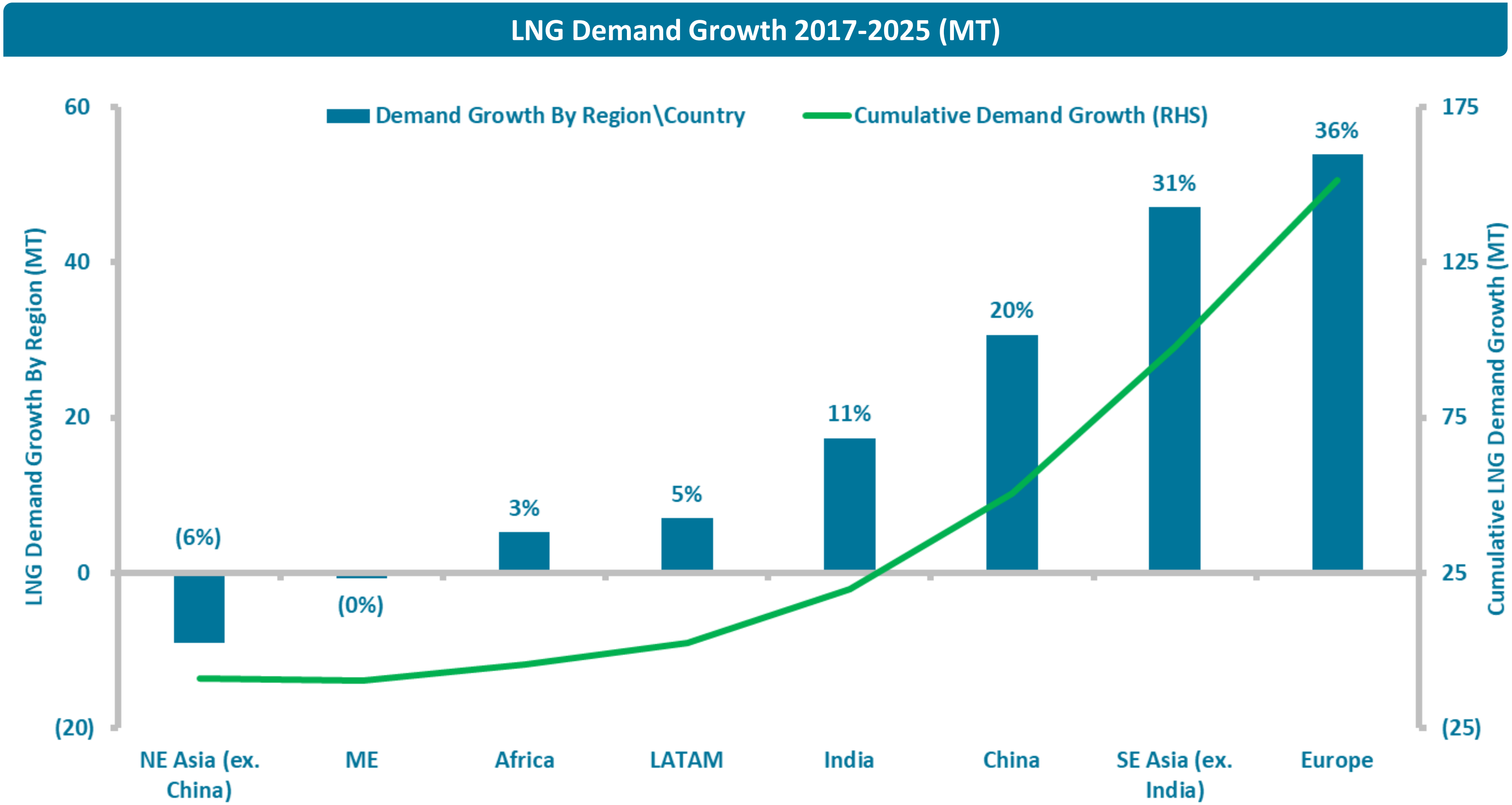
Source: Wood Mackenzie

LNG Demand Continues To Keep Pace With New Supply…



Source: Poten

…And Forecasted Demand Growth Is Broad Based

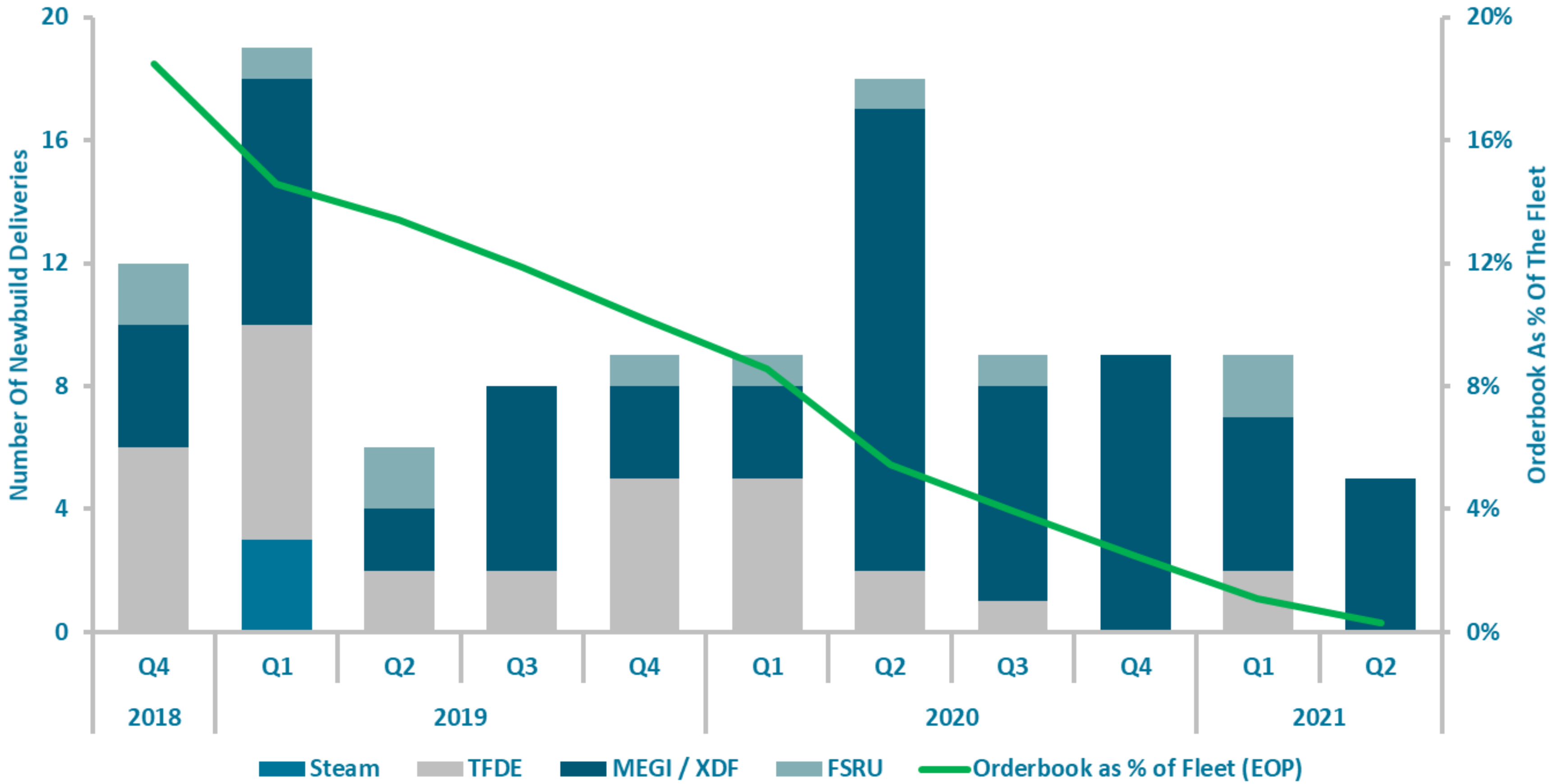


Approximately 80% Of Demand Growth Is Outside Of China

Source: Wood Mackenzie

Orderbook Declining As Percentage Of Global Fleet

Newbuild Delivery Schedule Q4 2018 – Q2 2021

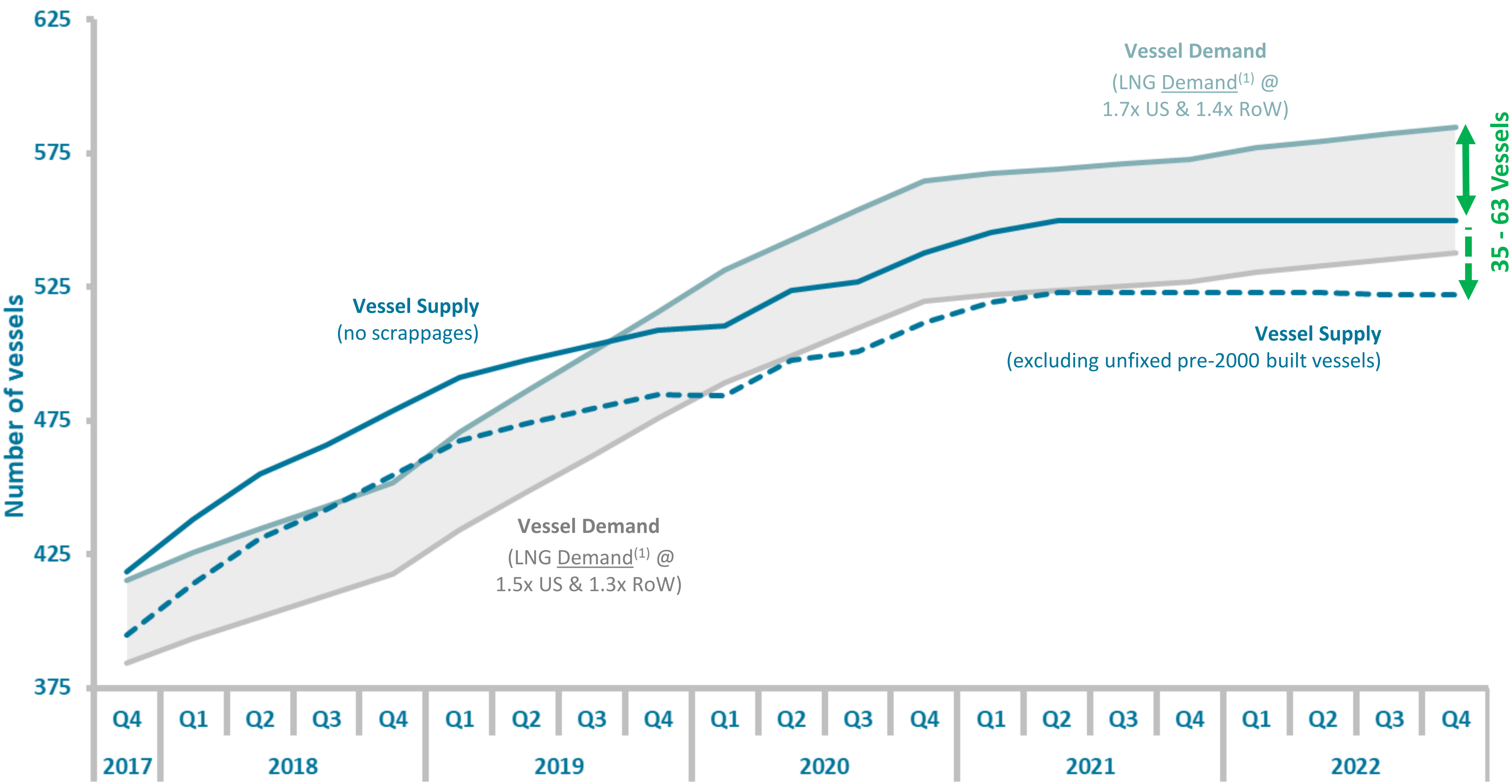


Approximately 65% Of The Orderbook Is Backed By Multi-Year Charters

Source: Poten, company estimates

Growth In LNG Demand Continues To Require Incremental Shipping Capacity

Projected LNGC Vessel Supply & Demand Balance (160k CBM Vessel Equivalent)

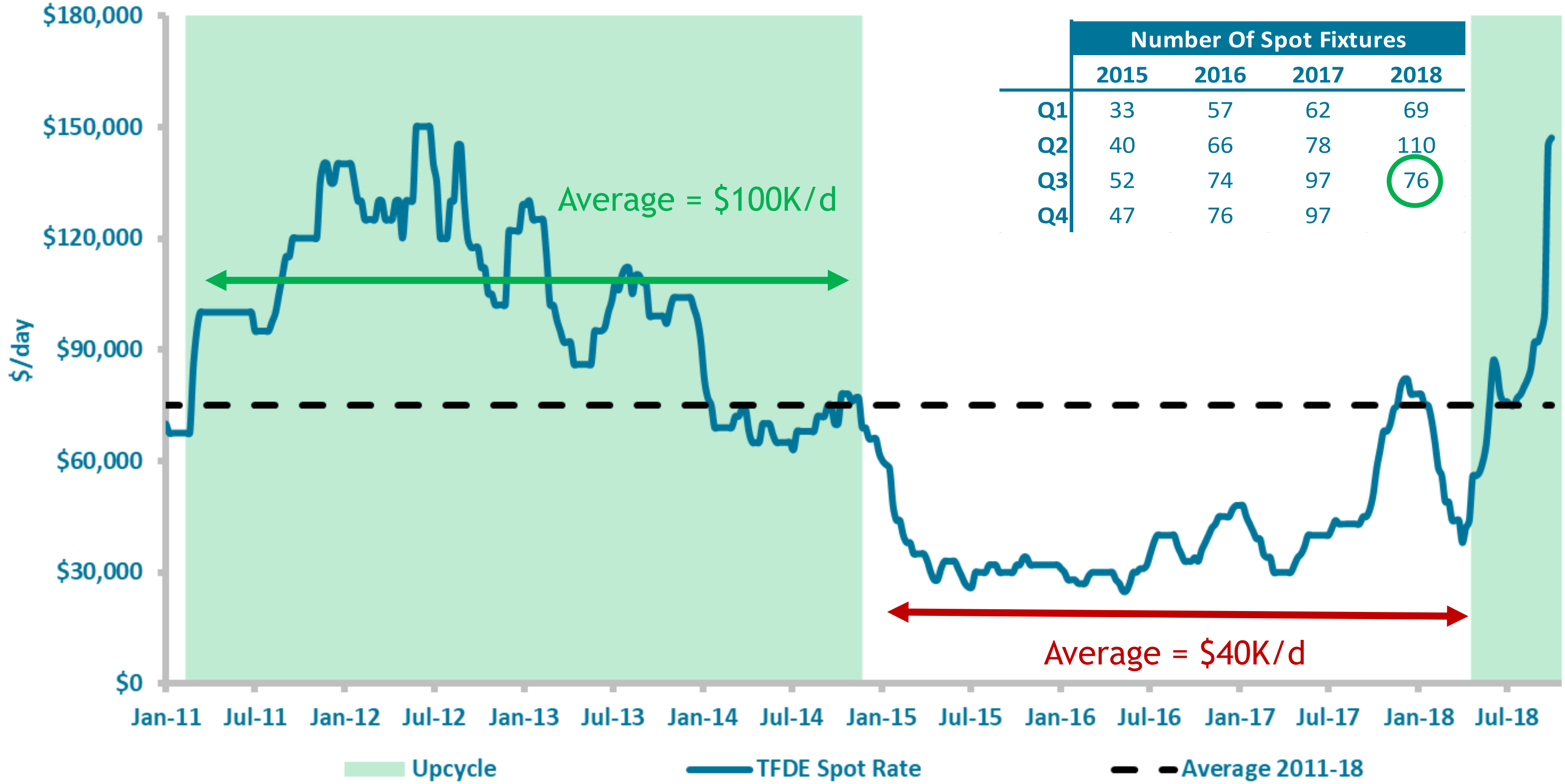


1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG Demand[3] [4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
2. Projected LNG Vessel Demand are based on Wood Mackenzie LNG Supply[3] [4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
3. Demand breakdown between US and Rest of World (RoW) is based on Wood Mackenzie supply estimates
4. Annual Wood Mackenzie demand & supply forecasts assumed to increase quarterly on a linear basis

Source: Wood Mackenzie, Poten

Spot Fixing Activity In Shoulder Months Has Pushed Current Spot Rates To Multi-Year Highs

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



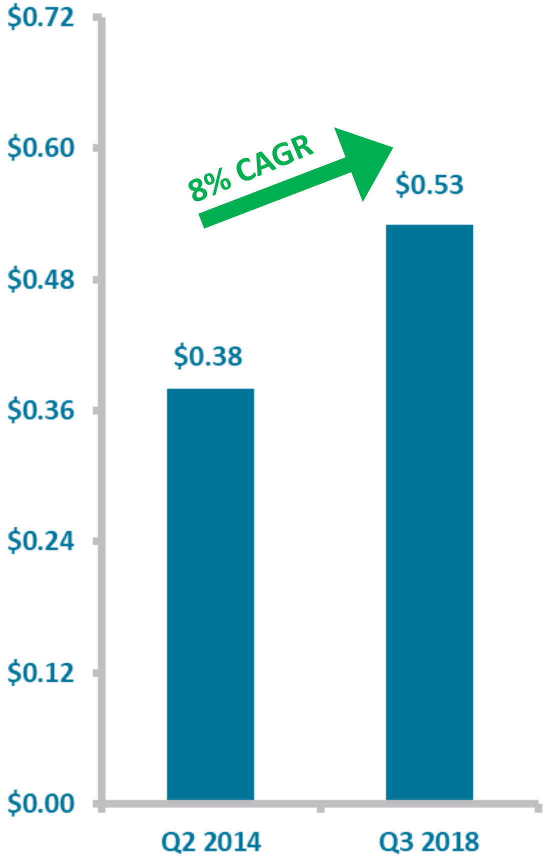
Number Of Spot Fixtures	2015	2016	2017	2018
Q1	33	57	62	69
Q2	40	66	78	110
Q3	52	74	97	76
Q4	47	76	97	

Clarksons Quoting Average TFDE Headline Rates Of $147,000/Day, Few Prompt Vessels Available

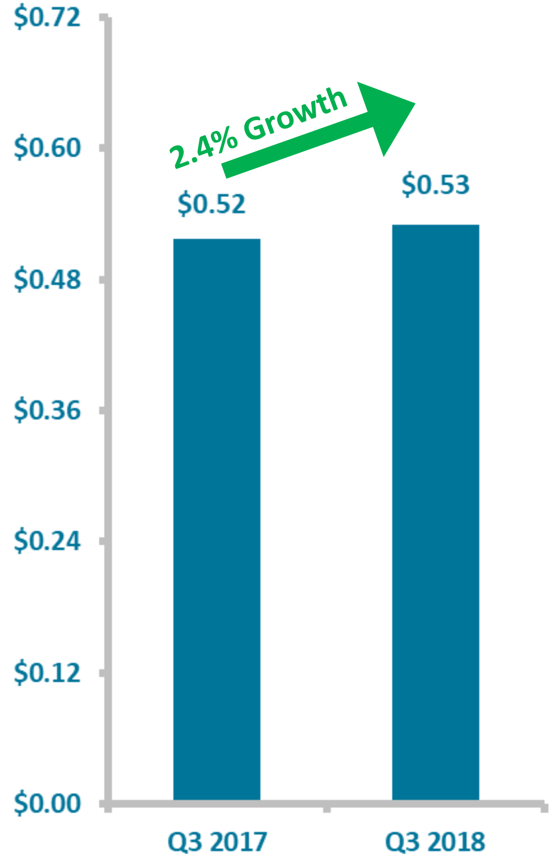
Source: Clarksons, Poten

Distribution Growth Track Record And Distribution Guidance

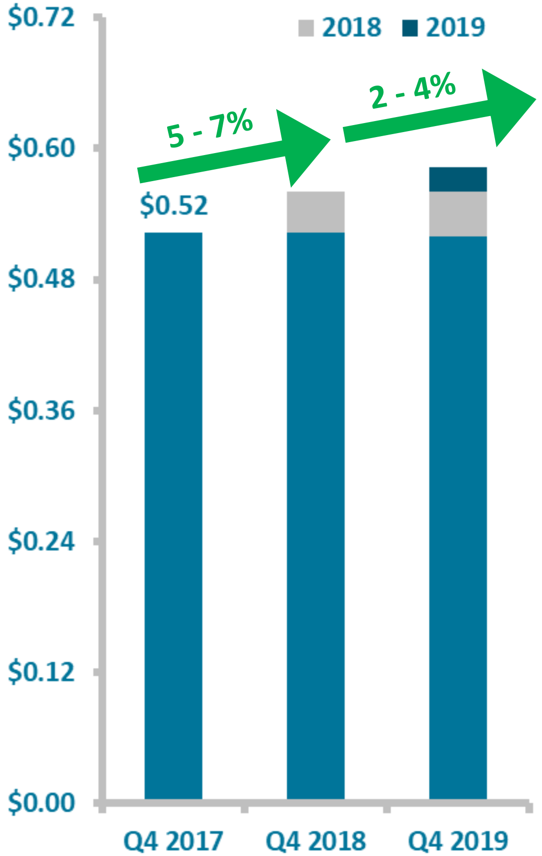
Cash Distribution Paid Since IPO



Q3 2018 Distribution Growth



Distribution Guidance



2019 Distribution Growth Of 2% - 4% Underpinned By Continued Focus On Coverage

Review And Outlook

1	Announced the acquisition of the *Methane Becki Anne*, increasing charter coverage to 91% for 2019 and 70% for 2020
2	Declared quarterly cash distribution of $0.53 per LP unit, 2.4% growth over Q3 2017
3	Distribution growth guidance of 5% to 7% for 2018 and 2% to 4% for 2019 reflects dropdown pipeline and access to capital
4	New liquefaction capacity and strong LNG demand growth support tightening LNG shipping market

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APPENDIX

Non-GAAP Reconciliations

Non-GAAP Financial Measures:

EBITDA is defined as earnings before interest income and expense, gain/loss on derivatives, taxes, depreciation and amortization. EBITDA, which is a non-GAAP financial measure, is used as a supplemental financial measure by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Partnership believes that this non-GAAP financial measure assists our management and investors by increasing the comparability of our performance from period to period. The Partnership believes that including EBITDA assists our management and investors in (i) understanding and analyzing the results of our operating and business performance, (ii) selecting between investing in us and other investment alternatives and (iii) monitoring our ongoing financial and operational strength in assessing whether to purchase and/or continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of financial costs, gain/loss on derivatives, taxes, depreciation and amortization, which items are affected by various and possibly changing financing methods, financial market conditions, capital structure and historical cost basis, and which items may significantly affect results of operations between periods.

EBITDA has limitations as an analytical tool and should not be considered as an alternative to, or as a substitute for, or superior to, profit, profit from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS. Some of these limitations include the fact that it does not reflect (i) our cash expenditures or future requirements for capital expenditures or contractual commitments, (ii) changes in, or cash requirements for, our working capital needs and (iii) the cash requirements necessary to service interest or principal payments, on our debt. Although depreciation and amortization are non-cash charges, the assets being depreciated and amortized will often have to be replaced in the future, and EBITDA does not reflect any cash requirements for such replacements. It is not adjusted for all non-cash income or expense items that are reflected in our statement of cash flows and other companies in our industry may calculate this measure differently to how we do, limiting its usefulness as a comparative measure. EBITDA excludes some, but not all, items that affect profit or loss and these measures may vary among other companies. Therefore, EBITDA as presented herein may not be comparable to similarly titled measures of other companies.

Distributable cash flow means EBITDA, on the basis of the Partnership Performance Results, after considering financial costs for the period, including realized loss on derivatives, interest rate swaps and forward foreign exchange contracts and excluding amortization of loan fees, estimated dry-docking and replacement capital reserves established by the Partnership and accrued distributions on preference units, whether or not declared. Estimated dry-docking and replacement capital reserves represent capital expenditures required to renew and maintain over the long-term the operating capacity of, or the revenues generated by, our capital assets. Distributable cash flow, which is a non-GAAP financial measure, is a quantitative standard used by investors in publicly-traded partnerships to assess their ability to make quarterly cash distributions. Our calculation of Distributable cash flow may not be comparable to that reported by other companies. Distributable cash flow has limitations as an analytical tool and should not be considered as an alternative to, or substitute for, or superior to, profit or loss, profit or loss from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS.

Non-GAAP Reconciliations

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

For the Quarter Ended

	30-Jun-14[1]	30-Sep-14	31-Dec-14	31-Mar-15	30-Jun-15	30-Sep-15	31-Dec-15	31-Mar-16	30-Jun-16
Partnership's profit for the period	$3,823	$9,575	$1,146	$12,897	$12,614	$19,230	$20,299	$16,191	$17,383
Depreciation	$2,157	$4,083	$7,112	$6,832	$6,895	$11,099	$11,155	$11,103	$10,949
Financial costs	$1,382	$2,588	$11,236	$3,950	$4,030	$6,923	$6,886	$7,181	$7,252
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)
Loss / (gain) on interest rate swaps	$756	($343)	$4,805	$0	$0	0	0	0	0
EBITDA	**$8,115**	**$15,894**	**$24,288**	**$23,670**	**$23,531**	**$37,247**	**$38,338**	**$34,457**	**$35,560**
Financial costs[2]	($1,606)	($2,982)	($5,324)	($3,573)	($3,638)	($6,159)	($6,114)	($6,191)	($6,322)
Drydocking capital reserve	($395)	($727)	($1,499)	($1,499)	($1,499)	($2,670)	($2,670)	($2,168)	($2,168)
Replacement capital reserve	($1,470)	($2,694)	($4,341)	($4,340)	($4,340)	($7,015)	($7,015)	($7,231)	($7,232)
Paid and accrued preferred equity distributions	$0	$0	$0	$0	$0	$0	$0	$0	$0
Distributable Cash Flow	**$4,644**	**$9,491**	**$13,124**	**$14,258**	**$14,054**	**$21,403**	**$22,539**	**$18,867**	**$19,838**
Other reserves[3]	($514)	($252)	($2,407)	($3,541)	($7)	($5,691)	($6,829)	($3,155)	($2,761)
Cash distributions declared	**$4,130**	**$9,239**	**$10,717**	**$10,717**	**$14,047**	**$15,712**	**$15,710**	**$15,712**	**$17,077**
Revenue	**$11,293**	**$21,335**	**$33,302**	**$32,578**	**$32,943**	**$51,453**	**$51,953**	**$49,358**	**$49,636**

	30-Sep-16	31-Dec-16	31-Mar-17	30-Jun-17	30-Sep-17	31-Dec-17	31-Mar-18	30-Jun-18	30-Sep-18
Partnership's profit for the period	$18,869	$24,827	$21,022	$19,358	$25,299	$28,438	$32,002	$22,901	$27,270
Depreciation	$11,116	$12,062	$12,362	$13,466	$15,580	$16,785	$16,786	$17,974	$18,710
Financial costs	$7,333	$8,421	$8,782	$10,288	$12,289	$13,557	$13,888	$14,552	$15,533
Financial income	($83)	($54)	($117)	($228)	($311)	($316)	($519)	($579)	($581)
Loss / (gain) on interest rate swaps	0	($3,623)	($23)	$2,336	$672	($3,106)	($6,327)	($1,588)	($2,082)
EBITDA	**$37,235**	**$41,633**	**$42,026**	**$45,220**	**$53,529**	**$55,358**	**$55,830**	**$53,260**	**$58,850**
Financial costs[2]	($6,425)	($7,991)	($8,419)	($9,591)	($11,380)	($12,332)	($11,771)	($12,674)	($13,764)
Drydocking capital reserve	($2,168)	($2,325)	($2,682)	($2,871)	($3,240)	($3,441)	($3,245)	($3,447)	($3,523)
Replacement capital reserve	($7,228)	($7,776)	($7,429)	($7,955)	($8,942)	($9,551)	($8,314)	($8,767)	($8,939)
Paid and accrued preferred equity distributions	$0	$0	$0	($1,549)	($3,100)	($3,100)	($5,038)	($5,457)	($5,457)
Distributable Cash Flow	**$21,414**	**$23,541**	**$23,496**	**$23,254**	**$26,867**	**$26,934**	**$27,462**	**$22,915**	**$27,167**
Other reserves[3]	($4,336)	($3,992)	($3,375)	($2,253)	($4,490)	($4,089)	($3,190)	$1,357	($1,509)
Cash distributions declared	**$17,078**	**$19,549**	**$20,121**	**$21,001**	**$22,377**	**$22,845**	**$24,272**	**$24,272**	**$25,658**
Revenue	**$51,452**	**$55,978**	**$56,993**	**$62,582**	**$73,277**	**$76,219**	**$77,061**	**$74,909**	**$81,887**

1. The Partnership's Q2 2014 results reflect the period from May 12, 2014 to June 30, 2014.
2. Includes realized loss / gain on interest rate swaps and excludes amortization of loan fees.
3. Refers to movement in reserves (other than the drydocking and replacement capital reserves) for the proper conduct of the business of the Partnership and its subsidiaries (including reserves for future capital expenditures and for anticipated future credit needs of the Partnership and its subsidiaries).

Non-GAAP Reconciliations

GasLog Gibraltar **- Estimated NTM EBITDA**

For the entity owning *GasLog Gibraltar*, estimated EBITDA for the first 12 months of operation following the completion of the acquisition is based on the following assumptions:

- timely receipt of charter hire specified in the charter contract;
- utilization of 363 days per year and no drydocking;
- vessel operating and supervision costs and charter commissions per current internal estimates; and
- general and administrative expenses based on management's current internal estimates.

GasLog and GasLog Partners consider the above assumptions to be reasonable as of October 25 2018, but if these assumptions prove to be incorrect, actual EBITDA for the entity owning the vessel could differ materially from our estimates. The prospective financial information was not prepared with a view toward public disclosure or with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants, but, in the view of management, was prepared on a reasonable basis and reflects the best currently available estimates and judgments. However, this information is not fact and should not be relied upon as being necessarily indicative of future results, and readers of this document are cautioned not to place undue reliance on the prospective financial information. Neither our independent auditors nor any other independent accountants have compiled, examined, or performed any procedures with respect to the prospective financial information contained above, nor have they expressed any opinion or any other form of assurance on such information or its achievability and assume no responsibility for, and disclaim any association with, such prospective financial information.

Methane Becki Anne **- Estimated NTM EBITDA**

For the entity owning *Methane Becki Anne*, estimated EBITDA for the first 12 months of operation following the completion of the acquisition is based on the following assumptions:

- timely receipt of charter hire specified in the charter contract;
- utilization of 363 days per year and no drydocking;
- vessel operating and supervision costs and charter commissions per current internal estimates; and
- general and administrative expenses based on management's current internal estimates.

GasLog and GasLog Partners consider the above assumptions to be reasonable as of October 25, 2018, but if these assumptions prove to be incorrect, actual EBITDA for the entity owning the vessel could differ materially from our estimates. The prospective financial information was not prepared with a view toward public disclosure or with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants, but, in the view of management, was prepared on a reasonable basis and reflects the best currently available estimates and judgments. However, this information is not fact and should not be relied upon as being necessarily indicative of future results, and readers of this document are cautioned not to place undue reliance on the prospective financial information. Neither our independent auditors nor any other independent accountants have compiled, examined, or performed any procedures with respect to the prospective financial information contained above, nor have they expressed any opinion or any other form of assurance on such information or its achievability and assume no responsibility for, and disclaim any association with, such prospective financial information.

The GasLog Ltd. And GasLog Partners Fleets

1. The period shown reflects the expiration of the minimum optional period and the maximum optional period. The charterers of the GasLog Seattle and the Solaris have unilateral options to extend the term of the time charters for periods ranging from five to ten years, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterers of the Methane Heather Sally, the Methane Becki Anne and the Methane Julia Louise have unilateral options to extend the term of the related time charters for a period of either three or five years at their election, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterer of the GasLog Greece and the GasLog Glasgow has the right to extend the charters for a period of five years at the charterer's option. The charterer of the GasLog Geneva and the GasLog Gibraltar has the right to extend the charter by two additional periods of five and three years, respectively, provided that the charterer provides us with advance notice of declaration. The charterer of the GasLog Houston and the GasLog Genoa has the right to extend the charter by two additional periods of three years, provided that the charterer provides us with advance notices of declaration. The charterer of the GasLog Hong Kong has the right to extend the charter for a period of three years, provided that the charterer provides us with advance notice of declaration.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
3. On February 24, 2016, GasLog completed the sale and leaseback of the *Methane Julia Louise* with Lepta Shipping Co., Ltd., a subsidiary of Mitsui Co., Ltd. GasLog Partners retains its option to purchase the special purpose entity that controls the charter revenues from this vessel.
4. The *GasLog Santiago* began her approximately three and a half year charter with a new customer during Q3 2018. The charterer has the option to extend the term of the time charter for a period ranging from one to seven years.
5. A one year time charter to a new customer for either of the *Methane Jane Elizabeth* or *Methane Alison Victoria* will commence during Q4 2019. The charterer has the option to extend the term of the time charter for a period ranging from one to four years.
6. The *GasLog Houston* is currently on a short-term charter to a major LNG producer and thereafter will trade under her multi-year charter with a subsidiary of Shell, from the beginning of 2019 until May 2028.
7. GasLog and Centrica have agreed optionality in relation to the actual vessel to be delivered into the seven year charter party announced by GasLog on 30 May 2018. This optionality allows, instead of HN 2262, either HN 2212 or HN 2274 to be delivered into the charter party.
8. The charterer of the *GasLog Sydney* may extend the term of this time charter for a period ranging from six to twelve months, provided that the charter gives us advance notice of declaration.