GASLOG PARTNERS LP

Q3 2019 Results Presentation

30 October 2019

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 press release, 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 multi-year 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;
- 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 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;
- 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;
- fluctuations in prices for crude oil, petroleum products and natural gas;
- 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 or by acquiring other assets from third parties;
- 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 and major LNG producers, marketers and consumers;
- 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 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 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 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;
- potential disruption of shipping routes due to accidents, 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 February 26, 2019, 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.

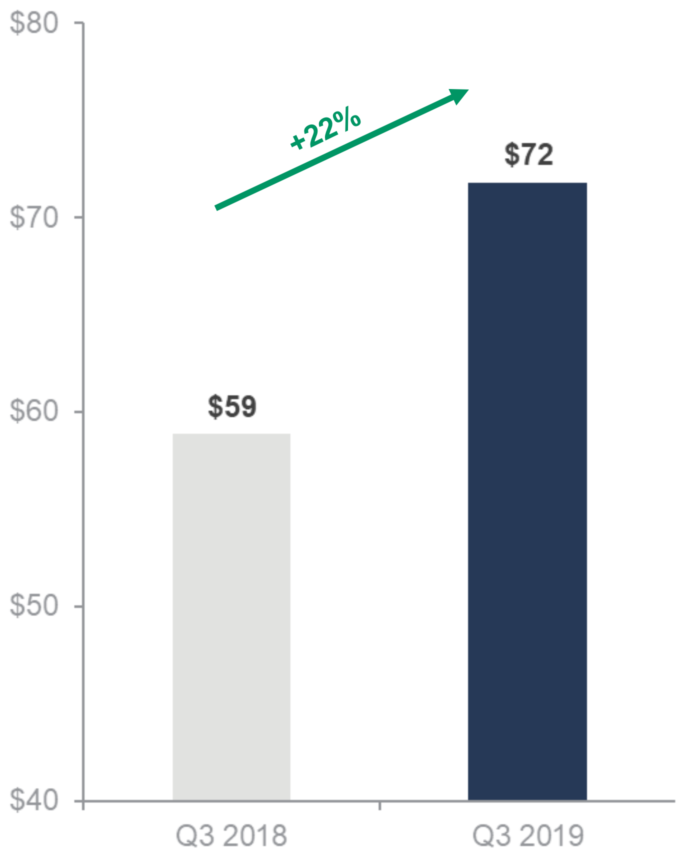
GASLOG PARTNERS' Q3 2019 HIGHLIGHTS

- The *Methane Alison Victoria* won Crew of the Year at the IHS Markit Safety at Sea Awards 2019
  - Zero LTIs since delivery in 2007
- Highest-ever Partnership Performance Results[1] for Revenues, EBITDA[2] and Distributable cash flow [2]
- Solid financial performance from the *GasLog Shanghai's* market-linked charter
  - Expecting continued strength during Q4 2019
- Repurchased 508,908 common units at an average price of $19.84 per unit for a total amount of $10.1 million
- Cash distribution of $0.55 per common unit for the third quarter, unchanged from Q2 2019 and 3.8% higher than Q3 2018
  - Distribution coverage ratio[3] of 1.30x
- Reiterating 2% - 4% distribution growth for 2019

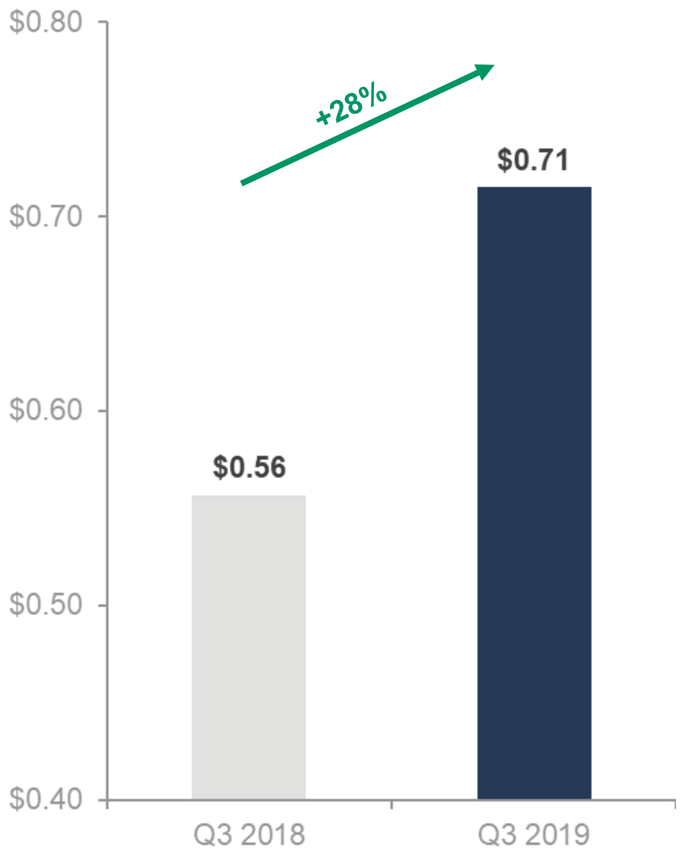
1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA and Distributable cash flow are non-GAAP financial measures, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For 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 EXECUTION OF OUR STRATEGY

EBITDA GROWTH YEAR-OVER-YEAR ($M)



DCF PER LP UNIT



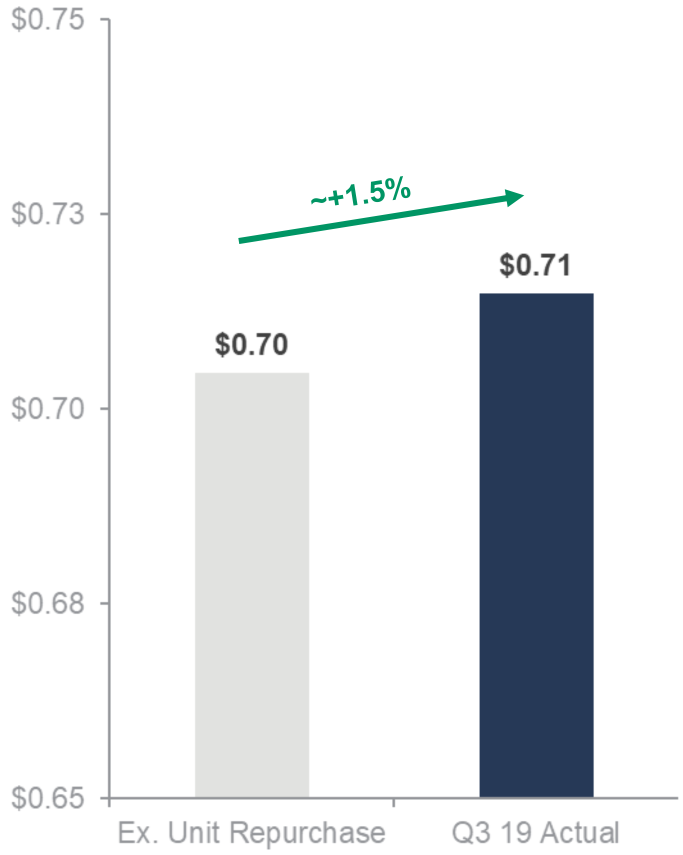
$72 million
Record EBITDA in Q3

2
Vessel acquisitions in the last 12 months

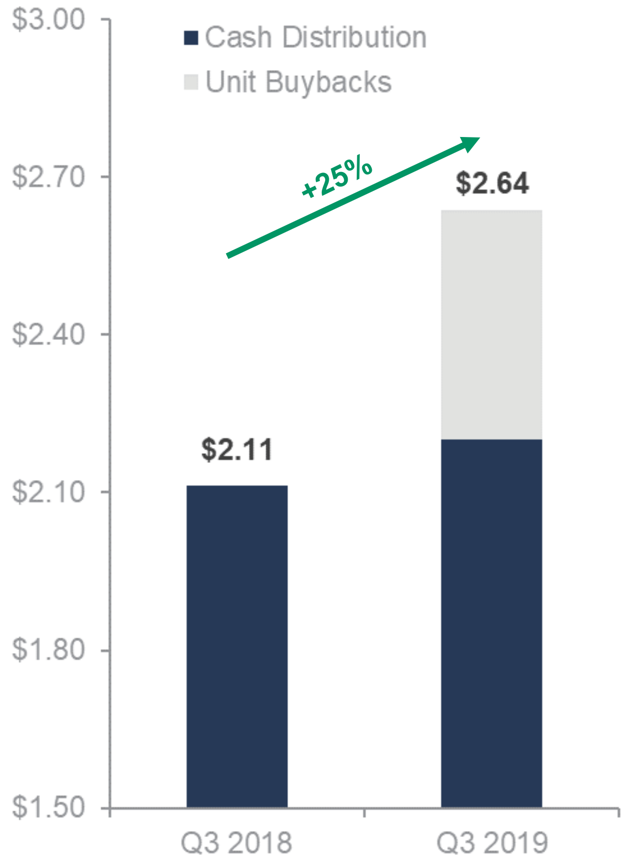
No IDRs
Form 1099 reporting

ACCRETIVE COMMON UNIT REPURCHASES ENHANCE TOTAL RETURNS

DCF PER LP UNIT ACCRETION[(1)]



TRAILING 12 MONTH CAPITAL RETURN



$20 million
Total unit repurchases YTD

$20.31/unit
Average repurchase price

c.$0.44/unit
Cash returned to unitholders from buybacks YTD

1. "Ex. Unit Repurchase" assumes no units were repurchased YTD.

HIGHEST-EVER PARTNERSHIP PERFORMANCE RESULTS FOR REVENUE, EBITDA AND DISTRIBUTABLE CASH FLOW

(US$,000 unless otherwise stated)	Q3 2018	Q2 2019	Q3 2019	% change Q3 2018	% change Q2 2019
Revenues	81,887	91,805	96,485	18%	5%
OPEX	15,765	18,548	18,116	15%	(2%)
Ownership days (ex. Solaris)	*1,104*	*1,274*	*1,288*	*17%*	*1%*
Unit OPEX (US$ per vessel per day)	14,280	14,559	14,065	(2%)	(3%)
EBITDA(2)	58,850	67,503	71,779	22%	6%
EBITDA Margin	72%	74%	74%	4%	1%
Distributable cash flow(2)	27,167	29,399	34,320	26%	17%
Quarterly Cash Distribution ($/unit)	$0.53	$0.55	$0.55	4%	0%
Distribution Coverage Ratio	1.06x	1.10x	1.30x		
Adjusted Distribution Coverage Ratio(3)	1.06x	1.16x	1.33x		
Vessel availability	100%	100%	100%		

+18%
Revenue growth year-over-year

+22%
EBITDA growth year-over-year

+26%
Distributable cash flow growth year-over-year

+4%
Distribution growth year-over-year

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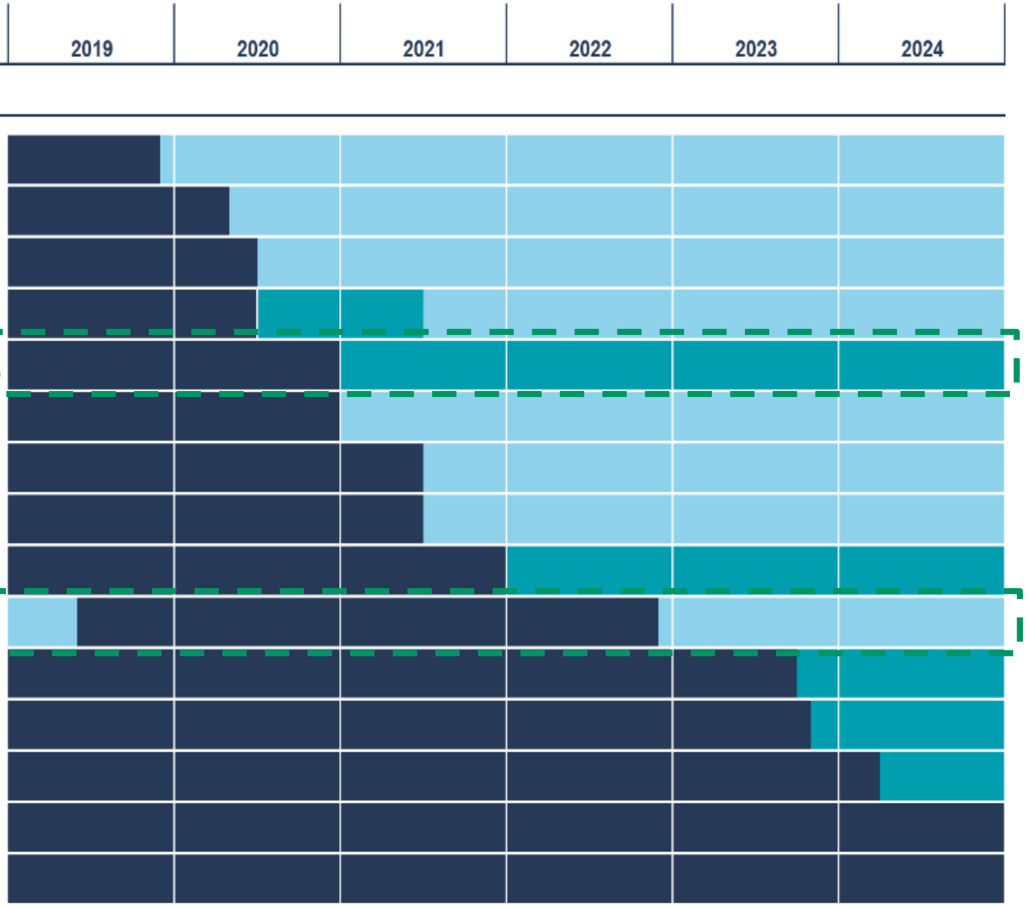
3. Excludes the impact of the scheduled dry-docking of *Solaris* in Q2 2019 and Q3 2019

FULL QUARTER CONTRIBUTION FROM THE *GASLOG SHANGHAI*'S MARKET-LINKED CHARTER WITH GUNVOR IN Q3 2019

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
Methane Alison Victoria	Steam	2007	145,000	
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth	Steam	2007	145,000	
GasLog Sydney[(1)]	TFDE	2013	155,000	CHENIERE
Methane Jane Elizabeth[(1),(5)]	Steam	2006	145,000	/ TRAFIGURA
Methane Heather Sally	Steam	2007	145,000	
GasLog Seattle	TFDE	2013	155,000	
Solaris	TFDE	2014	155,000	
GasLog Santiago[(1)]	TFDE	2013	155,000	TRAFIGURA
GasLog Shanghai[(2)]	TFDE	2013	155,000	GUNVOR
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	
GasLog Glasgow[(1)]	TFDE	2016	174,000	



Firm period Optional period Available/short-term charter

+$1 Billion

Contracted revenue backlog

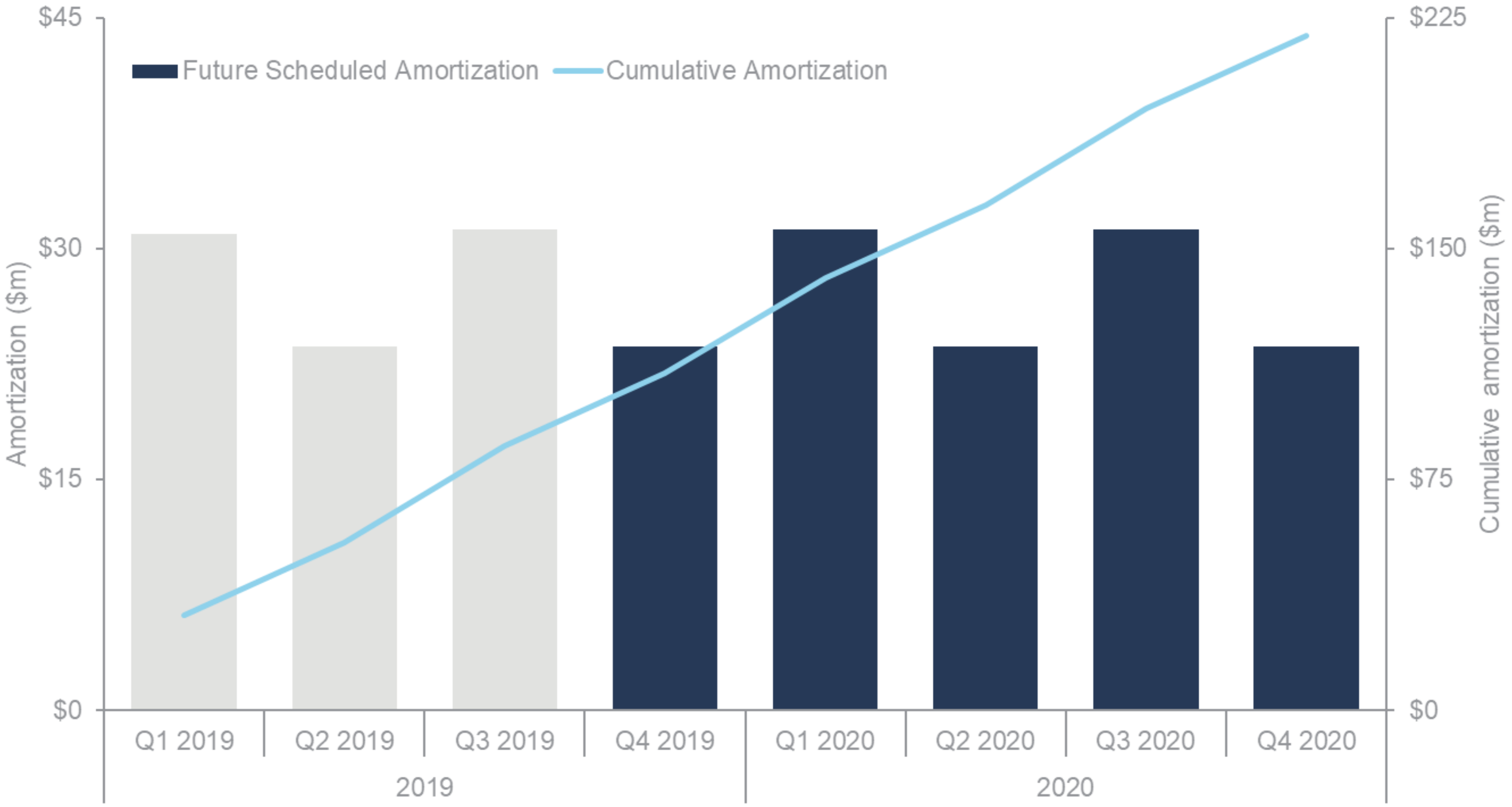
81%

Charter coverage in 2020

See the Appendix for the footnotes pertaining to the GasLog Ltd. and GasLog Partners fleets

AMORTIZING DEBT CREATES BALANCE SHEET CAPACITY FOR ADDITIONAL GROWTH

SCHEDULED AMORTIZATION 2019-2020



4.5x
Q3 19 net debt to annualized EBITDA

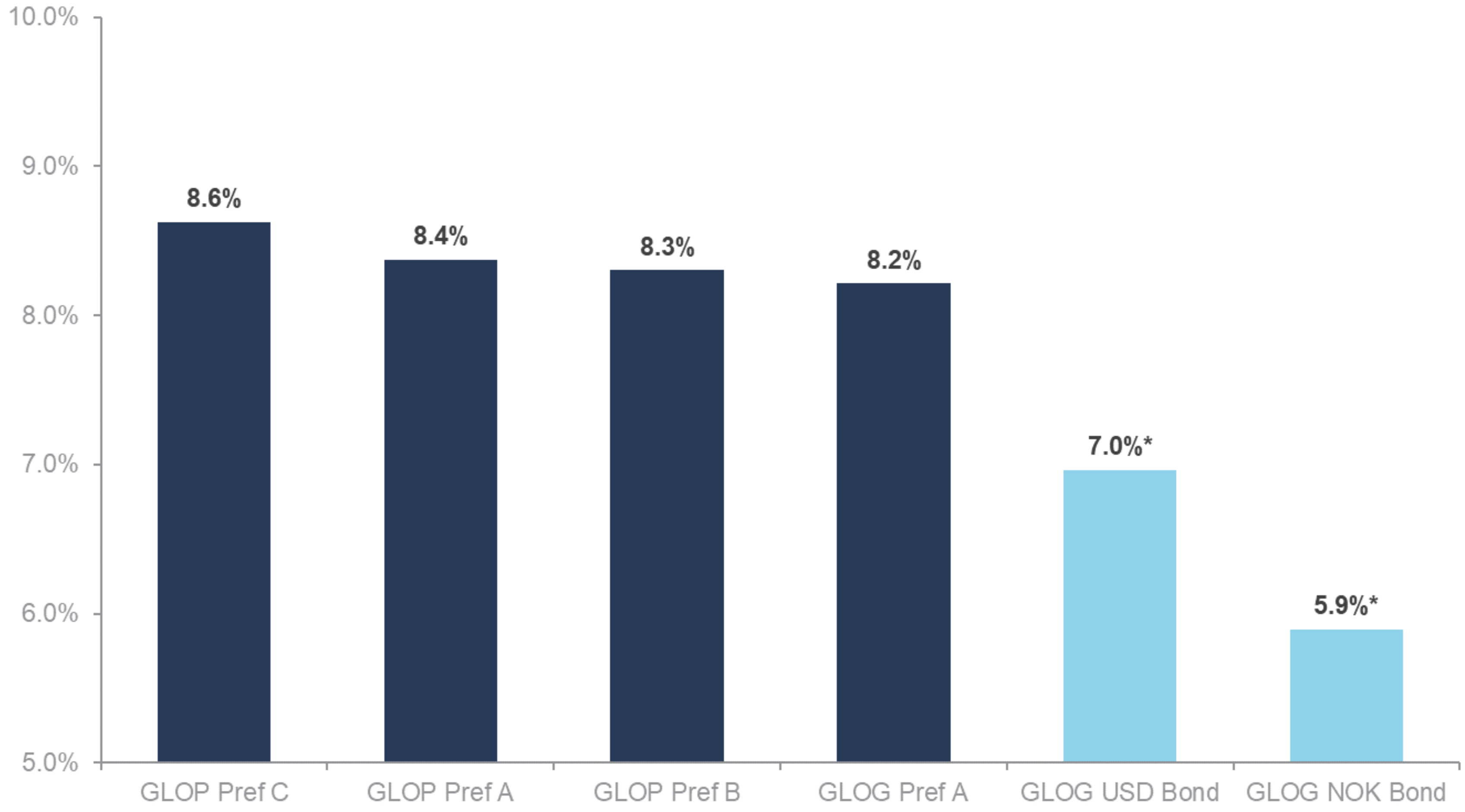
51%
Q3 19 net debt to total capitalization

c.$86 million
Debt amortized YTD

c.$110 million
Scheduled amortization in 2020

ACCESS TO COST COMPETITIVE EQUITY AND DEBT

YIELDS OF GASLOG AND GASLOG PARTNERS PREFERRED EQUITY AND UNSECURED DEBT



Source: Bloomberg
* Yield to maturity

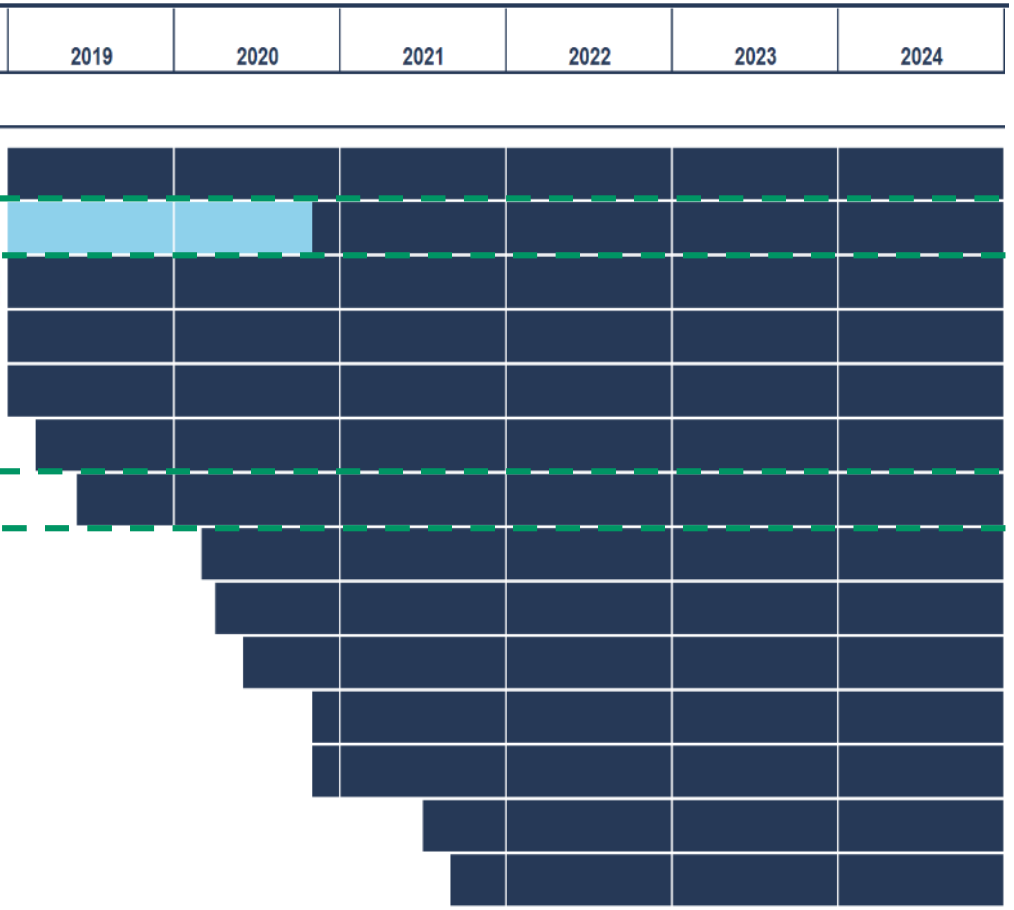
c.$1.2 Billion
Equity capital raised by GLOP since 2014

8.4%
Weighted average cost of GLOP preference equity

4.6%
Weighted average cost of GLOP debt in Q3 19

DROPDOWN PIPELINE EXPANDS FOLLOWING THE *GASLOG SINGAPORE* FSU CHARTER AND DELIVERY OF THE *GASLOG WARSAW*

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Ltd. chartered fleet				
Methane Julia Louise[(1),(6)]	TFDE	2010	170,000	
GasLog Singapore[(4)]	TFDE	2010	155,000	SSE
GasLog Hong Kong[(1), (3)]	X-DF	2018	174,000	TOTAL
GasLog Genoa[(1)]	X-DF	2018	174,000	
GasLog Houston[(1)]	X-DF	2018	174,000	
GasLog Gladstone[(1)]	X-DF	2019	174,000	
GasLog Warsaw[(1)]	X-DF	2019	180,000	endesa
Hull 2213	X-DF	2020	180,000	centrica
Hull 2274	X-DF	2020	180,000	jera
Hull 2262	X-DF	2020	180,000	centrica
Hull 2300	X-DF	2020	174,000	CHENIERE
Hull 2301	X-DF	2020	174,000	CHENIERE
Hull 2311	X-DF	2021	180,000	CHENIERE
Hull 2312	X-DF	2021	180,000	CHENIERE



Firm period | Optional period | Available/short-term charter

See the Appendix for the footnotes pertaining to the GasLog Ltd. and GasLog Partners fleets

14 vessels
Dropdown pipeline

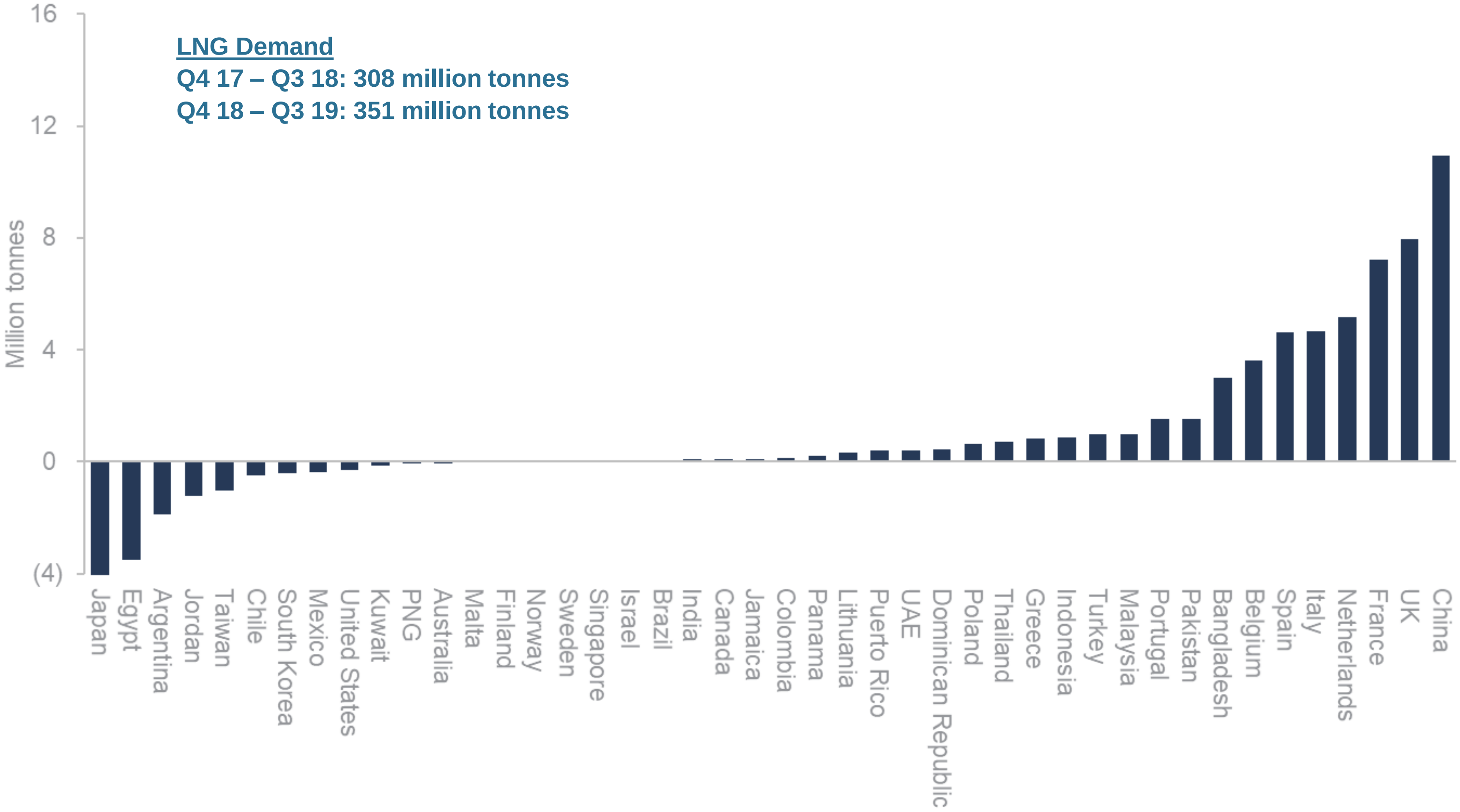
c.$3B
Contracted backlog

8 years
Average charter duration

c.$300 million
Annual EBITDA in GLOP dropdown pipeline

LNG DEMAND CONTINUES TO INCREASE…

LNG DEMAND (MILLION TONNES, MT) BY COUNTRY ON A TRAILING 12-MONTH BASIS



Source: Poten

43 mt or +14%

Global demand growth year-over-year on a trailing 12-month basis

36 mt or +105%

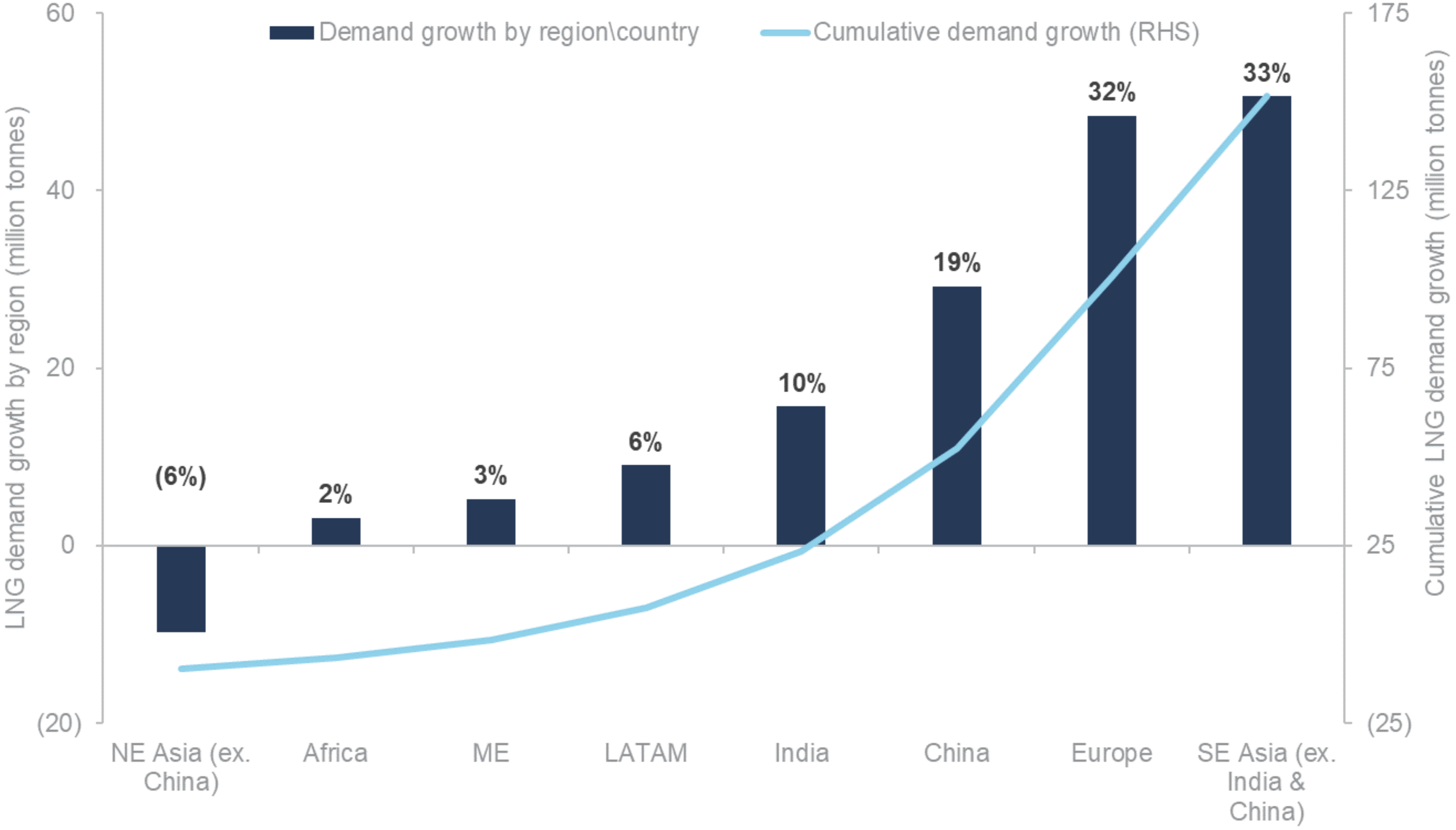
European demand growth

11 mt or +22%

Chinese demand growth

…AND FORECASTED DEMAND GROWTH IS GLOBALLY DIVERSE

LNG DEMAND GROWTH 2018-2025 (MILLION TONNES)



Source: Wood Mackenzie

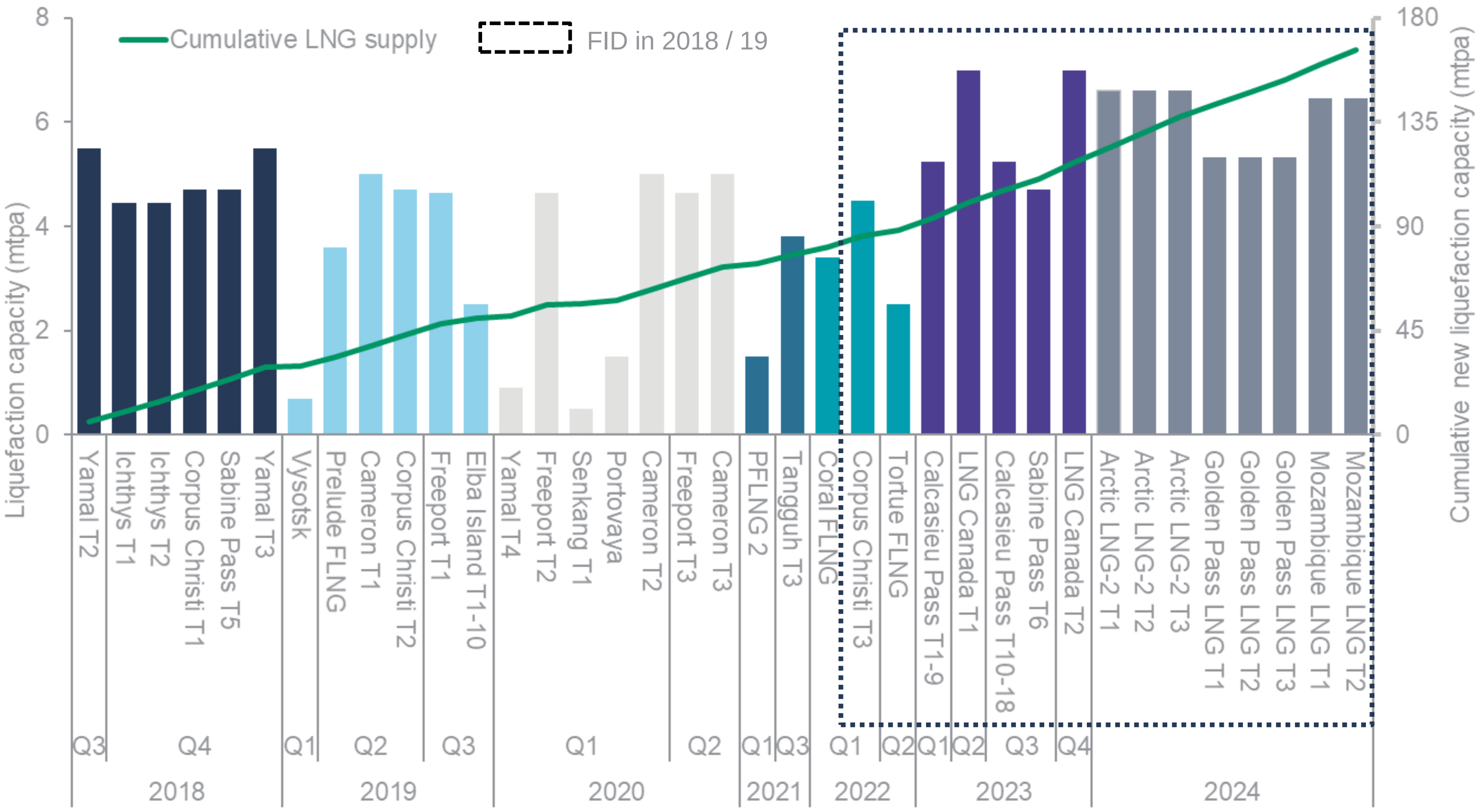
151 mt
Forecasted LNG demand growth 2018-25

6%
Demand CAGR 2018-25

81%
Demand growth outside of China

EXPECTED LNG SUPPLY GROWTH THROUGH 2024 UNDERPINNED BY RECORD NUMBER OF PROJECT SANCTIONS IN 2019

ACTUAL AND EXPECTED LNG CAPACITY ADDITIONS Q3 2018-2024



Source: Wood Mackenzie

c.80 mtpa

New LNG capacity sanctioned in the last 12 months

137 mtpa

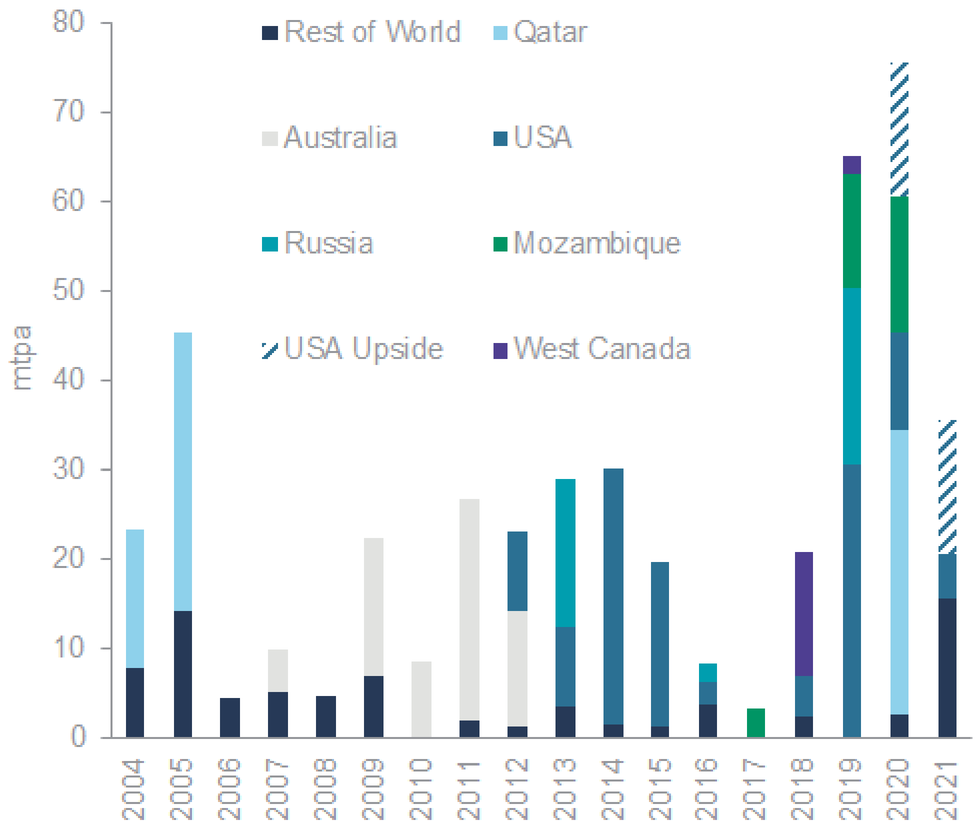
LNG capacity scheduled to come online over 2019-2024

c.52%

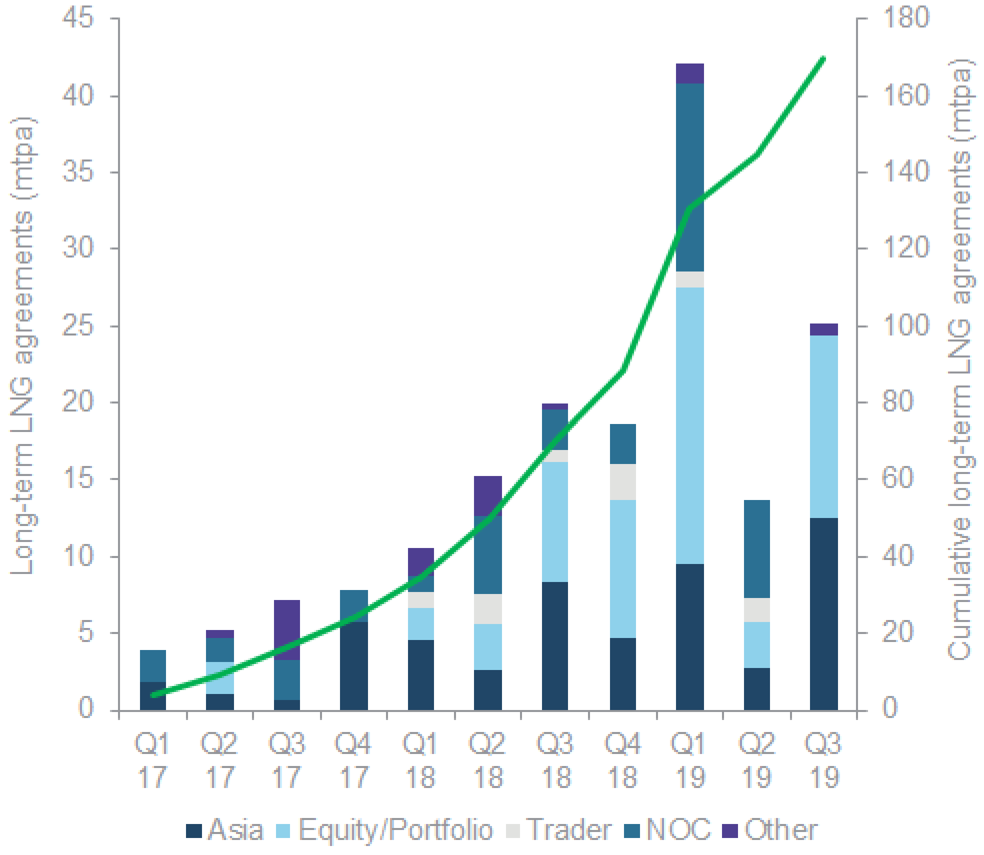
Future new capacity located in the US

MOMENTUM IN LONG-TERM OFFTAKE AGREEMENTS SUPPORTING LNG CAPACITY ADDITIONS

CAPACITY OF LNG PROJECTS TAKING FID BY YEAR



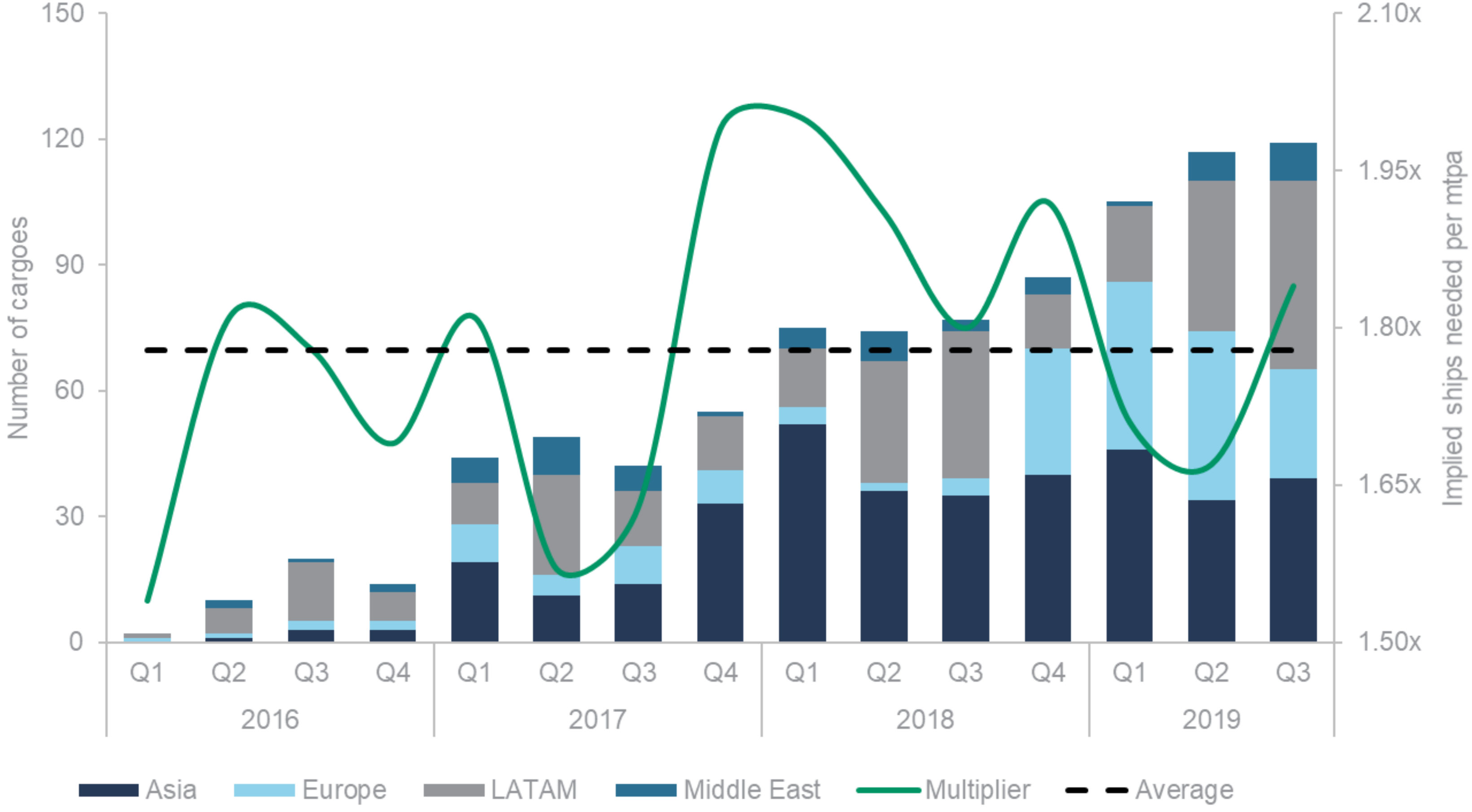
LONG TERM LNG SUPPLY AGREEMENTS (2017-2019)



Source: Wood Mackenzie, GasLog estimates

US EXPORTS OF LNG ARE SHIPPING INTENSIVE

U.S. EXPORTS, DESTINATION AND SHIPPING MULTIPLIER Q1 2016 – Q3 2019



Source: Poten

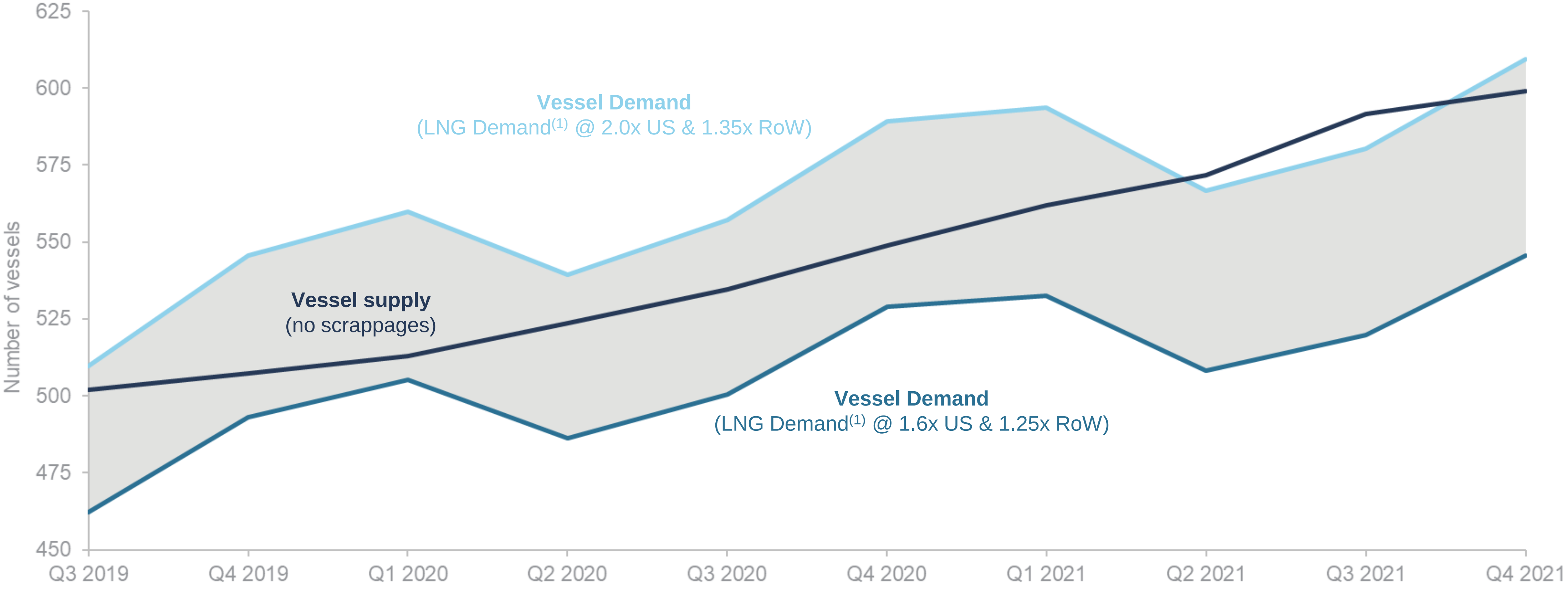
1.84x
US shipping multiplier in Q3

40%
Percentage of US cargoes delivered to Asia and the Middle East in Q3 19

c.50%
Percentage of long-term LNG supply agreements signed by Asian buyers

LNG SHIPPING DEMAND PROJECTED TO INCREASE AS NEW SUPPLY COMES ONLINE

PROJECTED LNGC VESSEL SUPPLY & DEMAND BALANCE (160K CBM VESSEL EQUIVALENT)

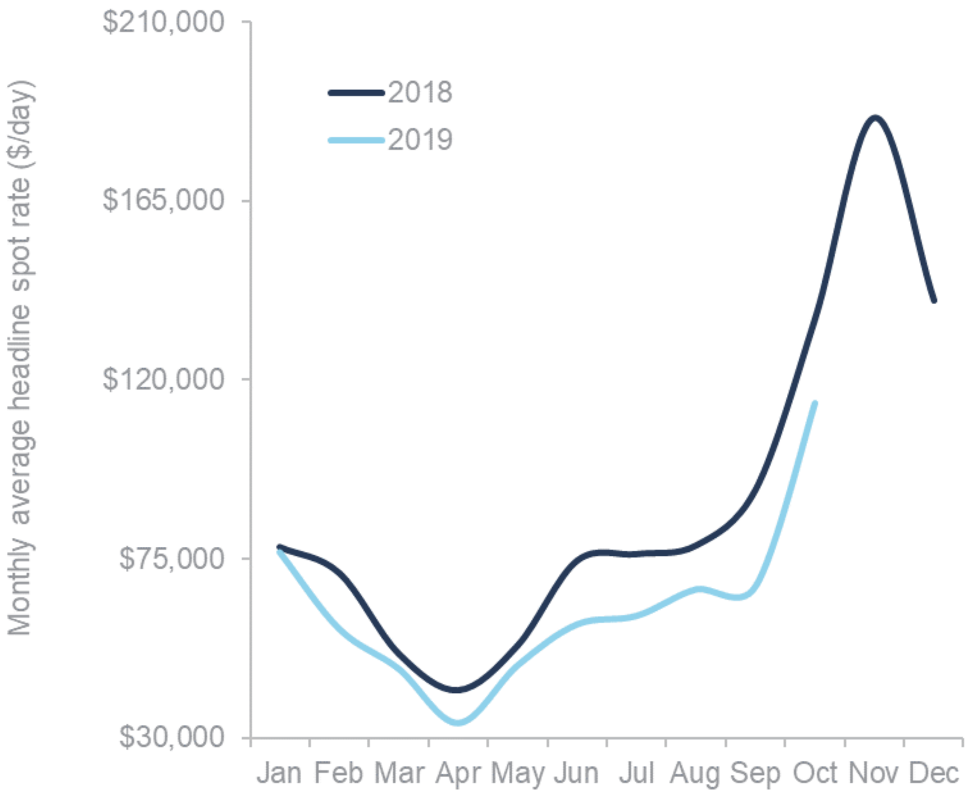


Source: Wood Mackenzie and Poten

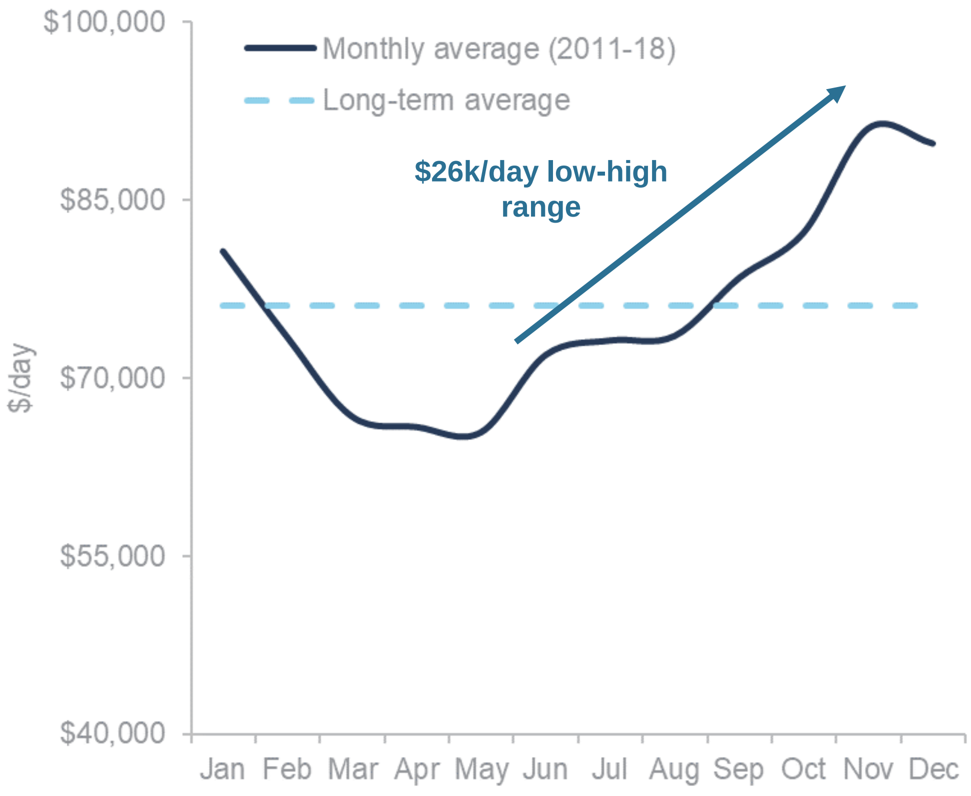
1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG supply forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend

SPOT RATES ARE FOLLOWING THEIR HISTORICAL SEASONAL PATTERN…

AVERAGE MONTHLY HEADLINE TFDE SPOT RATES



AVERAGE MONTHLY HEADLINE TFDE SPOT RATE (2011-18)

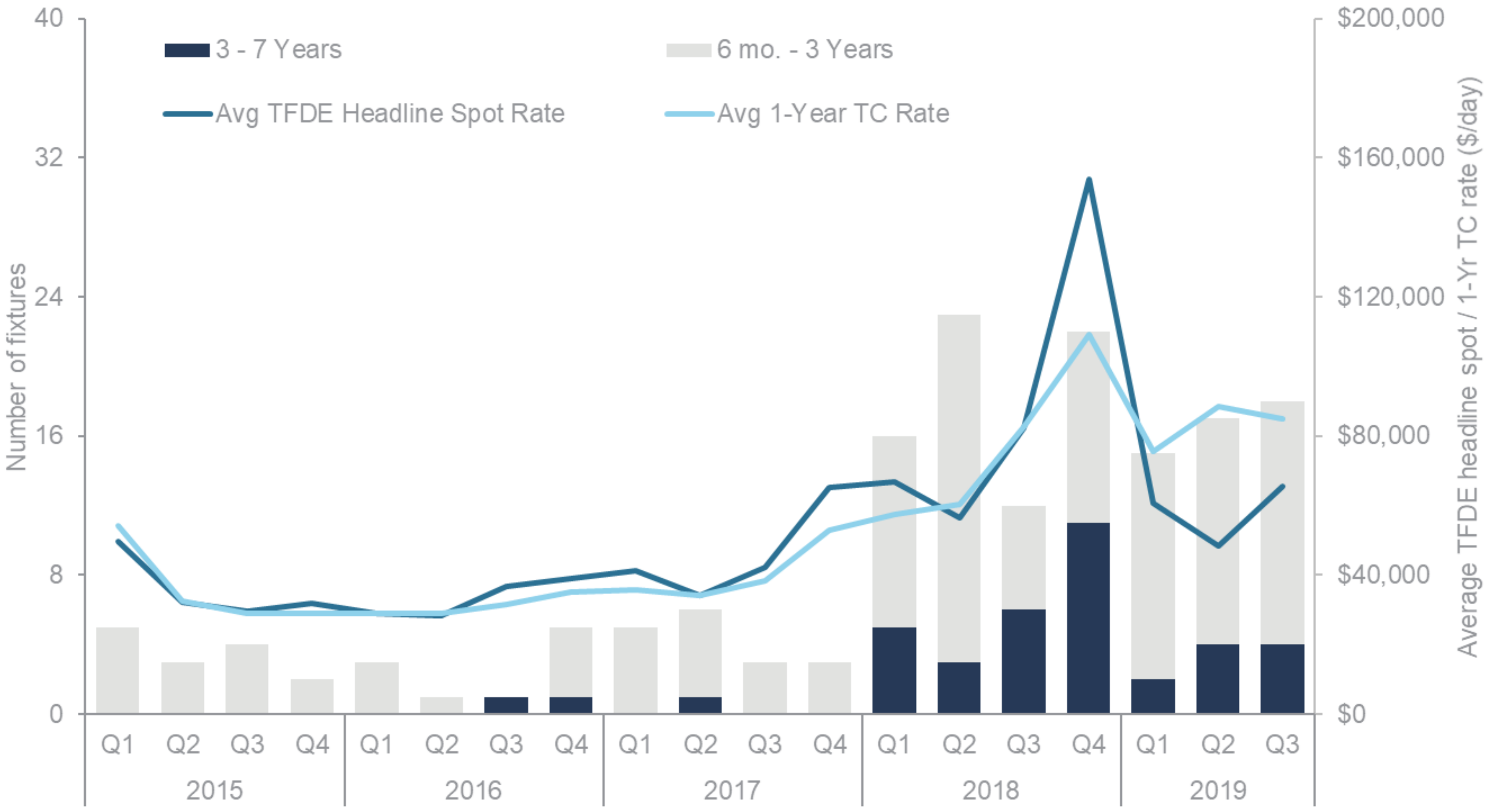


Clarksons currently assessing TFDE spot rates at $140,000/day

Source: Clarksons

…WHILE MULTI-MONTH / MULTI-YEAR CHARTER ACTIVITY HAS INCREASED

QUARTERLY TFDE SPOT / 1-YR TC RATE V. NUMBER OF FIXTURES BETWEEN 6 MONTHS AND 7 YEARS



Source: Poten, Clarksons

18
Total fixtures between 6 months and 7 years in Q3

6
Fixtures for TFDEs greater than 6 months in Q3

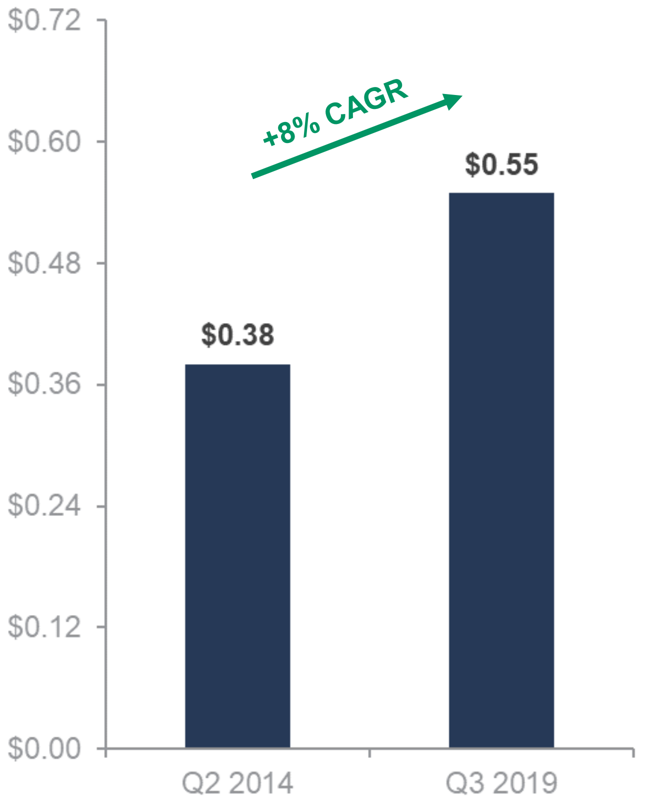
6
Fixtures for Steam vessels greater than 6 months in Q3

$84,000 per day
Current 1-year TC assessment for a TFDE, according to Poten

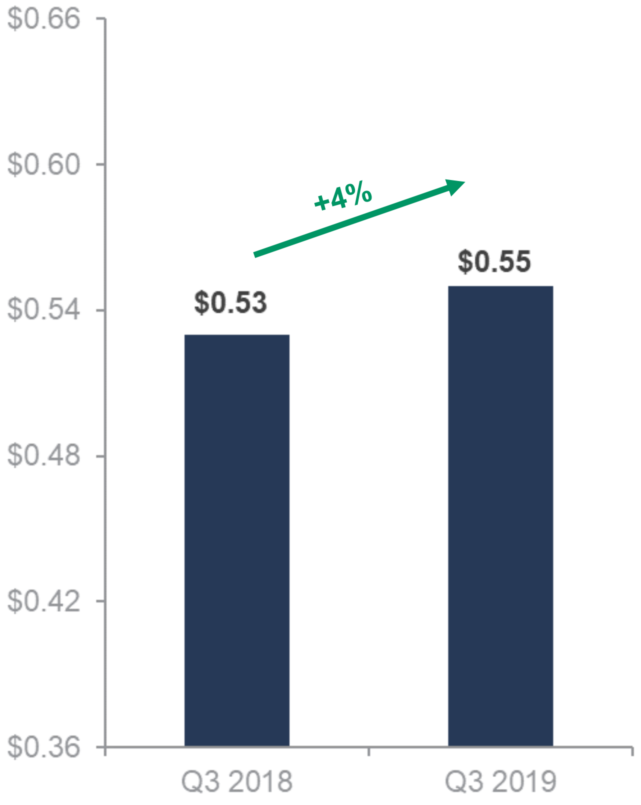
$50,000 per day
Current 1-year TC assessment for a Steam, according to Poten

DISTRIBUTION GROWTH HISTORY AND GUIDANCE

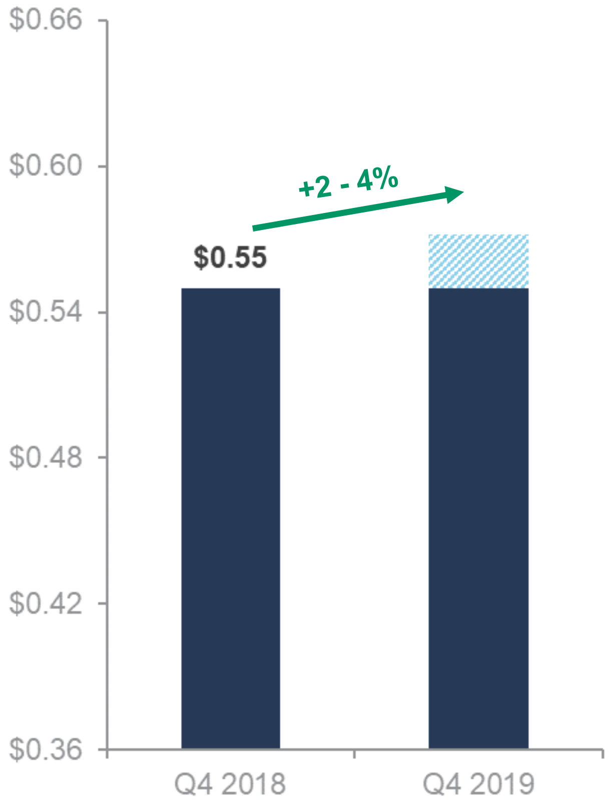
CASH DISTRIBUTION SINCE IPO



Q3 2019 DISTRIBUTION GROWTH



2019 DISTRIBUTION GUIDANCE



Approximately $0.44/Unit Returned To Unitholders Through Repurchases Year To Date

REVIEW AND OUTLOOK

1	Record quarterly performance and 1.3x distribution coverage backed by $1 billion in contracted revenues
2	~$300 million annual EBITDA dropdown pipeline and access to capital support our future growth
3	Reiteration of distribution growth guidance of 2% to 4% for 2019
4	New liquefaction and strong LNG demand leading to improving LNG shipping market and re-chartering opportunities

APPENDIX

NON-GAAP FINANCIAL MEASURES

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, lease expense, 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	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	31-Dec-18	31-Mar-19	30-Jun-19	30-Sep-19
Partnership's profit for the period	$3,823	$9,575	$1,146	$12,897	$12,614	$19,230	$20,299	$16,191	$17,383	$18,869	$24,827	$21,022	$19,358	$25,299	$28,438	$32,002	$22,901	$27,270	$20,424	$20,366	$19,143	$29,434
Depreciation	$2,157	$4,083	$7,112	$6,832	$6,895	$11,099	$11,155	$11,103	$10,949	$11,116	$12,062	$12,362	$13,466	$15,580	$16,785	$16,786	$17,974	$18,710	$19,681	$20,380	$22,137	$22,819
Financial costs	$1,382	$2,588	$11,236	$3,950	$4,030	$6,923	$6,886	$7,181	$7,252	$7,333	$8,421	$8,782	$10,288	$12,289	$13,557	$13,888	$14,552	$15,533	$16,285	$17,902	$18,484	$17,534
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)	($83)	($54)	($117)	($228)	($311)	($316)	($519)	($579)	($581)	($719)	($624)	($527)	($393)
Loss / (gain) on interest rate swaps	$756	($343)	$4,805	$0	$0	0	0	0	0	0	($3,623)	($23)	$2,336	$672	($3,106)	($6,327)	($1,588)	($2,082)	$10,045	$4,877	$8,266	$2,385
EBITDA	**$8,115**	**$15,894**	**$24,288**	**$23,670**	**$23,531**	**$37,247**	**$38,338**	**$34,457**	**$35,560**	**$37,235**	**$41,633**	**$42,026**	**$45,220**	**$53,529**	**$55,358**	**$55,830**	**$53,260**	**$58,850**	**$65,716**	**$62,901**	**$67,503**	**$71,779**
Financial costs[2]	($1,606)	($2,982)	($5,324)	($3,573)	($3,638)	($6,159)	($6,114)	($6,191)	($6,322)	($6,425)	($7,991)	($8,419)	($9,591)	($11,380)	($12,332)	($11,771)	($12,674)	($13,764)	($14,667)	($14,784)	($16,666)	($16,021)
Drydocking capital reserve	($395)	($727)	($1,499)	($1,499)	($1,499)	($2,670)	($2,670)	($2,168)	($2,168)	($2,168)	($2,325)	($2,682)	($2,871)	($3,240)	($3,441)	($3,245)	($3,447)	($3,523)	($3,675)	($3,882)	($4,170)	($4,170)
Replacement capital reserve	($1,470)	($2,694)	($4,341)	($4,340)	($4,340)	($7,015)	($7,015)	($7,231)	($7,232)	($7,228)	($7,776)	($7,429)	($7,955)	($8,942)	($9,551)	($8,314)	($8,767)	($8,939)	($9,430)	($9,045)	($9,686)	($9,686)
Paid and accrued preferred equity distributions	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($1,549)	($3,100)	($3,100)	($5,038)	($5,457)	($5,457)	($6,543)	($7,582)	($7,582)	($7,582)
Distributable Cash Flow	**$4,644**	**$9,491**	**$13,124**	**$14,258**	**$14,054**	**$21,403**	**$22,539**	**$18,867**	**$19,838**	**$21,414**	**$23,541**	**$23,496**	**$23,254**	**$26,867**	**$26,934**	**$27,462**	**$22,915**	**$27,167**	**$31,401**	**$27,608**	**$29,399**	**$34,320**
Other reserves[3]	($514)	($252)	($2,407)	($3,541)	($7)	($5,691)	($6,829)	($3,155)	($2,761)	($4,336)	($3,992)	($3,375)	($2,253)	($4,490)	($4,089)	($3,190)	$1,357	($1,451)	($4,472)	($697)	($2,710)	($7,883)
Cash distributions declared	**$4,130**	**$9,239**	**$10,717**	**$10,717**	**$14,047**	**$15,712**	**$15,710**	**$15,712**	**$17,077**	**$17,078**	**$19,549**	**$20,121**	**$21,001**	**$22,377**	**$22,845**	**$24,272**	**$24,272**	**$25,716**	**$26,929**	**$26,911**	**$26,640**	**$26,437**
Revenues	**$11,293**	**$21,335**	**$33,302**	**$32,578**	**$32,943**	**$51,453**	**$51,953**	**$49,358**	**$49,636**	**$51,452**	**$55,978**	**$56,993**	**$62,582**	**$73,277**	**$76,219**	**$77,061**	**$74,909**	**$81,887**	**$83,134**	**$86,325**	**$91,805**	**$96,485**

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 charterer of the *GasLog Santiago* may extend the term of this time charter for a period ranging from one to seven years, provided that the charterer provides us with advance notice of declaration. 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 charterer provides us with advance notice of declaration. The charterer of the *Methane Becki Anne* and the *Methane Julia Louise* has 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 charterer provides us with advance notice 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,* the *GasLog Genoa* and the *GasLog Gladstone* has the right to extend the charters by two additional periods of three years, provided that the charterer provides us with advance notice of declaration. The charterer of the *Methane Jane Elizabeth* has the right to extend the term of this time charter for a period ranging from one to four years, provided that the charterer gives us advance notice 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. Endesa has the right to extend the charter of the *GasLog Warsaw* by two additional periods of six years, provided that the charterer provides us with advance notice of declaration.
2. The vessel is chartered to Clearlake Shipping Pte. Ltd., a subsidiary of Gunvor Group Ltd. ("Gunvor")
3. "Total" refers to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
4. The vessel is currently trading in the spot market and has been chartered to Sinolam LNG for the provision of an FSU. The charter is expected to commence in November 2020, after the dry-docking and conversion of the vessel to an FSU.
5. In March 2018, GasLog Partners secured a one-year charter with Trafigura for the *Methane Jane Elizabeth* (as nominated by the Partnership), which is expected to commence in November 2019.
6. On February 24, 2016, GasLog's subsidiary, GAS-twenty six Ltd., completed the sale and leaseback of the *Methane Julia Louise* with Lepta Shipping. Lepta Shipping has the right to on-sell and lease back the vessel. The vessel was sold to Lepta Shipping for a total consideration approximately equivalent to its book value at the time of the sale. GasLog has leased back the vessel under a bareboat charter from Lepta Shipping for a period of up to 20 years. GasLog has the option to re-purchase the vessel on pre-agreed terms no earlier than the end of year ten and no later than the end of year 17 of the bareboat charter. The vessel remains on its eleven-year-charter with Methane Services Limited, a subsidiary of Shell.