GasLog Partners LP
Q4 2018 Results Presentation

January 30, 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 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 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 US 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 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;
- risks inherent in ship operations, 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 12, 2018, 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. 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

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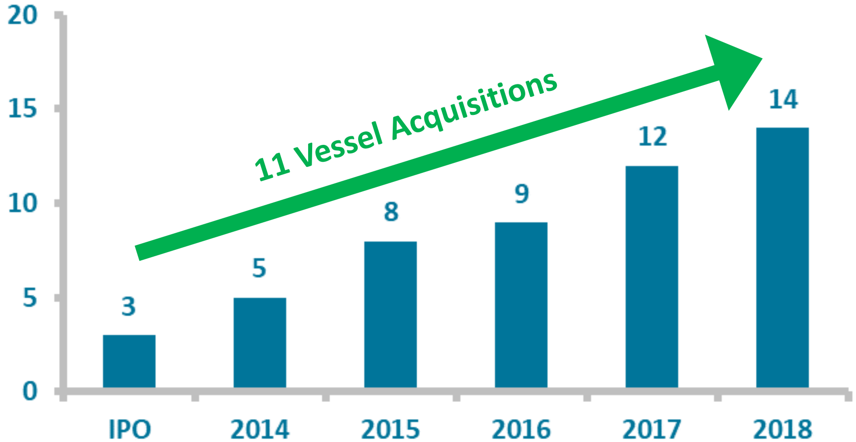
GasLog Partners' Q4 2018 Highlights

- Highest-ever quarterly and annual Partnership Performance Results[1] for Revenues, EBITDA[2] and Distributable cash flow
- Increased cash distribution to $0.55 per common unit for the fourth quarter, 3.8% higher than the third quarter of 2018 and 5.1% higher than the fourth quarter of 2017
  - Achieved the 5% to 7% distribution growth guidance established for 2018
  - Coverage ratio of 1.17x or 1.22x adjusting for dry-docking of *GasLog Seattle*
- Significant reduction in expected cost of equity capital following agreement to modify the Partnership Agreement with respect to the incentive distribution rights ("IDRs")
- Completed acquisition of the *Methane Becki Anne* from GasLog Ltd. ("GasLog") for $207.4 million, with attached multi-year charter to subsidiary of Royal Dutch Shell plc
- Completed $100 million offering of 8.500% Series C preferred equity
- Reiterating 2% to 4% distribution growth guidance for 2019
- Unit repurchase programme of up to $25.0 million of the Partnership's common units

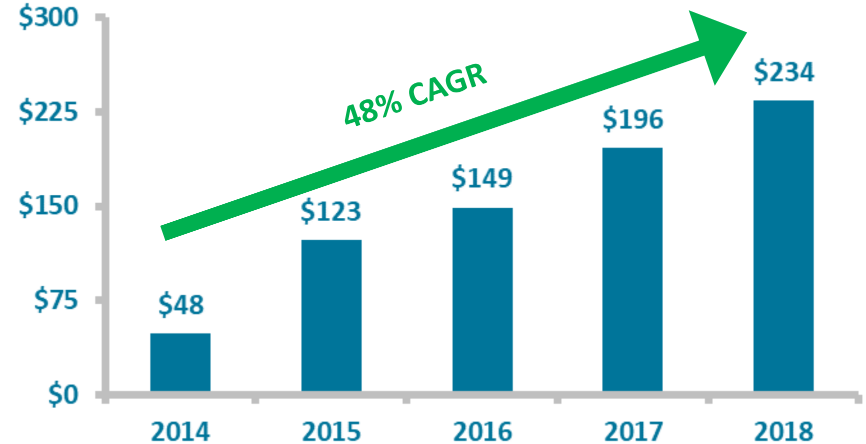
1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA is a non-GAAP financial measure, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International 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.

GasLog Partners' Track Record Of Growth Since IPO

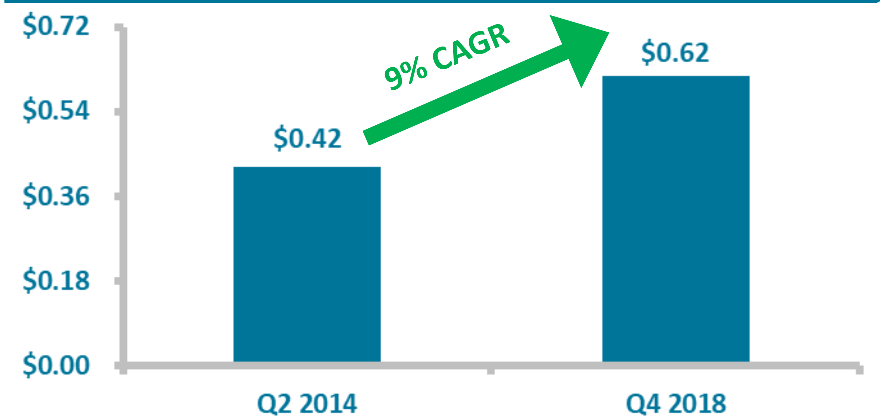
GasLog Partners' Wholly Owned Fleet



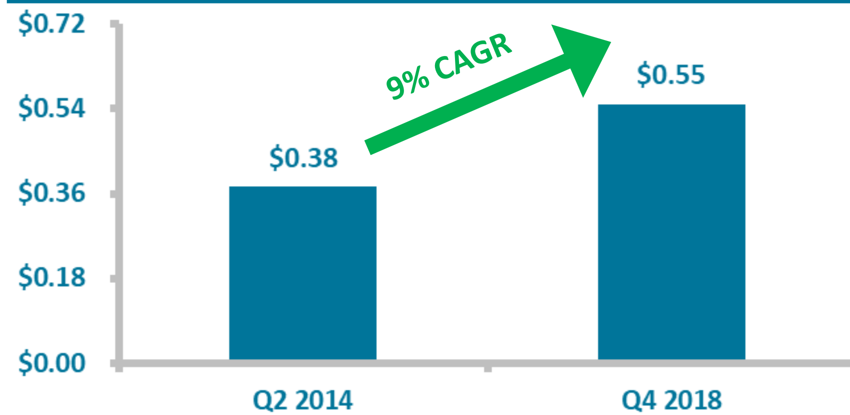
EBITDA ($m) (1)



Distributable Cash Flow Per LP Unit(1)



Cash Distribution Per LP Unit



GasLog Partners Has Grown Distributions And Met Guidance Every Year Since IPO In 2014

1. EBITDA and Distributable cash flow are non-GAAP financial measures, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with 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.

Proactive Management Of IDR Obligations

- **Announced on November 16, 2018, delivering on timeline communicated at April 2018 Investor Day**
- **Transaction summary**
  - GP's IDRs on quarterly distributions above $0.5625 per unit reduced from 48% to 23%
  - GP to waive IDR payments resulting from any asset or business acquired by GasLog Partners from a third party
  - Consideration of $25.0 million, sourced from available cash
- **Strategic rationale for GasLog Ltd. and GasLog Partners**
  - Proactive reduction of expected future IDR payments supports GasLog Partners' continued growth
  - Accretive to the Partnership's estimated distributable cash flow per LP unit in 2019 and beyond
  - Reduction in cost of capital for future acquisitions from the GP
  - Meaningfully enhances competitiveness when pursuing acquisitions from third parties
  - No incremental common units or new debt required to complete the IDR modifications

IDR Modifications Permanently Reduce Our Expected Cost Of Capital For Future Acquisitions

Highest-Ever Partnership Performance Results[1] For Revenues, EBITDA And Distributable Cash Flow

(US$,000 unless otherwise stated)	Q4 2017	Q4 2018	*% change*	2017	2018	% change
Revenues	76,219	83,134	9.1%	269,071	316,991	17.8%
GasLog Shanghai net pool performance	-	8,971	-	-	14,732	-
OPEX	16,169	14,986	(7.3%)	55,692	61,452	10.3%
Ownership days (ex. Solaris)	*1,012*	*1,151*	*13.7%*	*3,710*	*4,311*	*16.2%*
Unit OPEX (US$ per vessel per day)	*15,977*	*13,020*	*(18.5%)*	*15,011*	*14,255*	*(5.0%)*
EBITDA[2]	55,358	65,716	18.7%	196,133	233,656	19.1%
Distributable cash flow[2]	26,934	31,401	16.6%	100,551	108,945	8.3%
Quarterly Cash Distribution ($/unit)	$0.5235	$0.550	5.1%	-	-	-
Annualized Cash Distribution ($/unit)	$2.09	$2.20	5.1%	-	-	-
Distribution Coverage Ratio	1.18x	1.17x	-	1.16x	1.08x	-
Adjusted Distribution Coverage Ratio[3]	1.24x	1.22x	-	1.18x	1.15x	-

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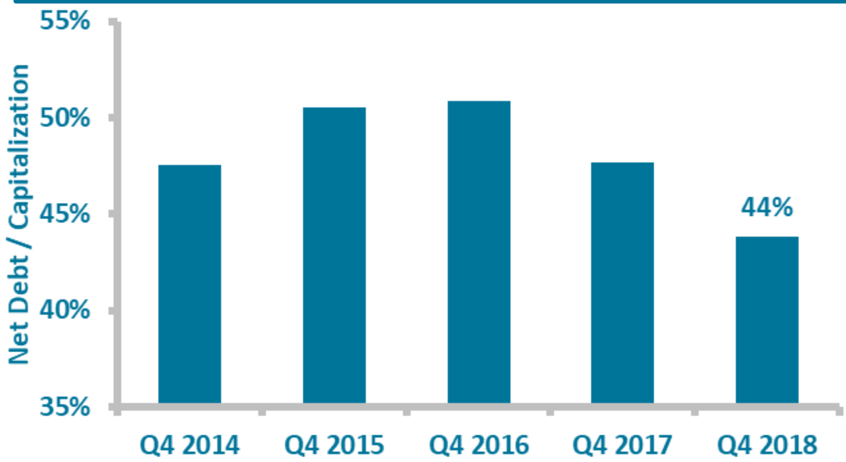
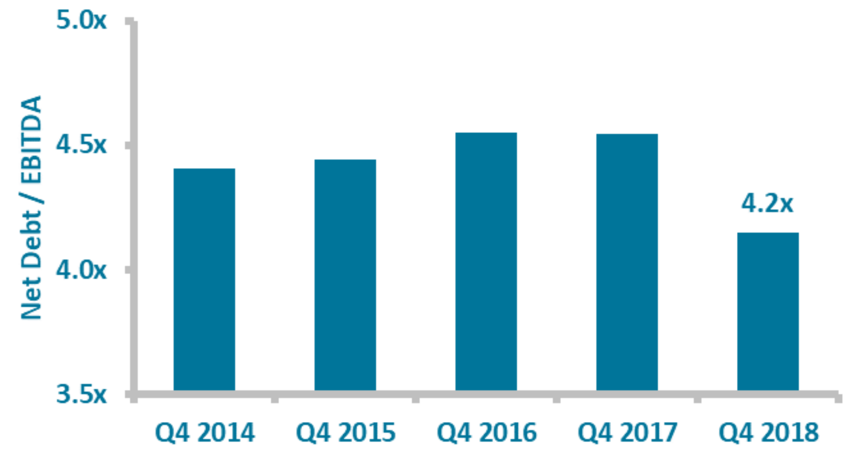
3. Excludes the impact of the scheduled dry docking of *GasLog Seattle* in Q4 2018 and *GasLog Shanghai* in Q4 2017 and FY 2017. Excludes the impact of the scheduled dry dockings of the *GasLog Santiago*, *GasLog Sydney* and *GasLog Seattle* in FY 2018.

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

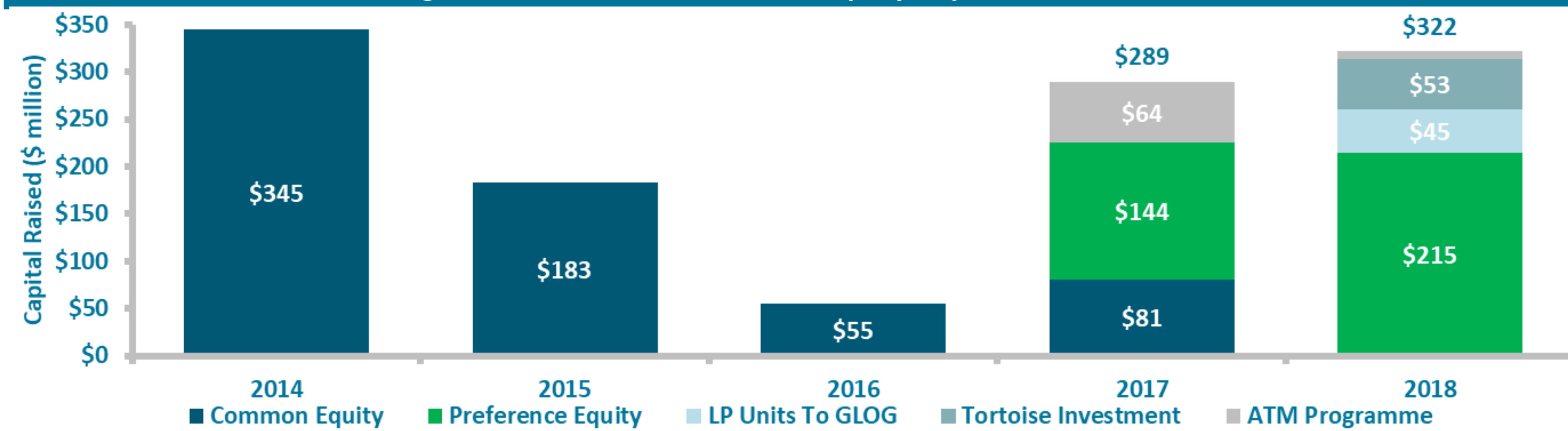
Net Debt / Capitalization



Net Debt / EBITDA (Q4 Annualized)



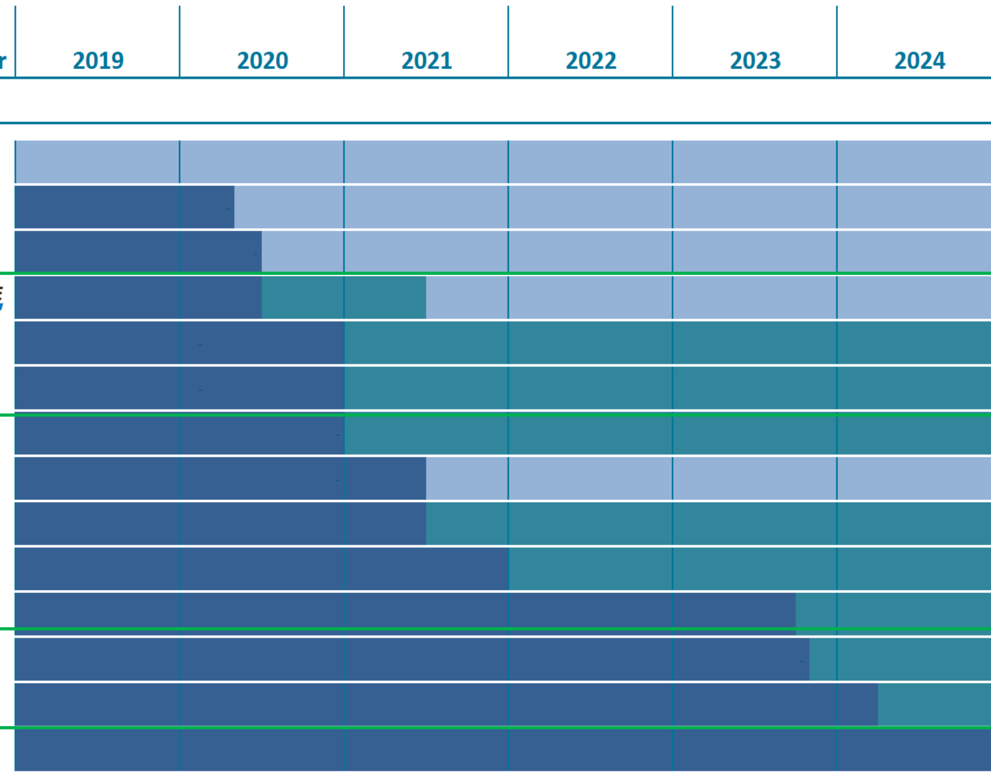
GasLog Partners Has Diversified Its Equity Capital Sources Since IPO



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

Two Acquisitions And Two Multi-Year Charters With New Customers In 2018 Support Our Revenue Visibility…

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
GasLog Shanghai (Cool Pool)	TFDE	2013	155,000	Spot
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth	Steam	2007	145,000	
GasLog Sydney[(1), (6)]	TFDE	2013	155,000	CHENIERE
Methane Jane Elizabeth[(5)]	Steam	2006	145,000	/ New
Methane Alison Victoria[(5)]	Steam	2007	145,000	/ New
Methane Heather Sally[(1)]	Steam	2007	145,000	
GasLog Seattle	TFDE	2013	155,000	
Solaris[(1)]	TFDE	2014	155,000	
GasLog Santiago[(1)]	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	



Firm Period | Optional Period | Available / Short-Term Charter

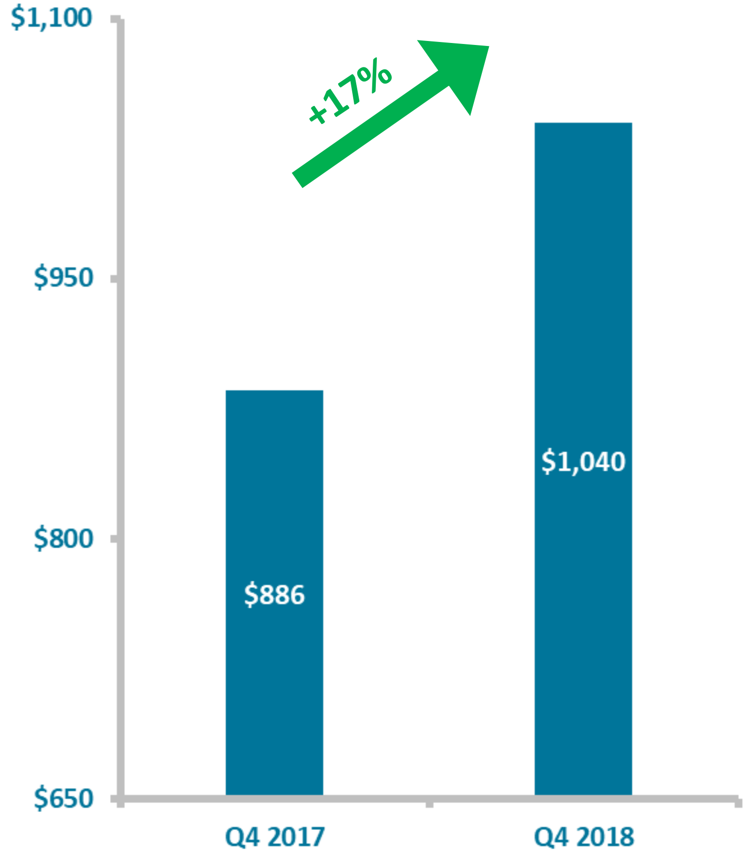
No New Equity Required For Next Drop Down Acquisition

1. Please refer to the Appendix of this presentation for notes pertaining to GasLog Partners' fleet

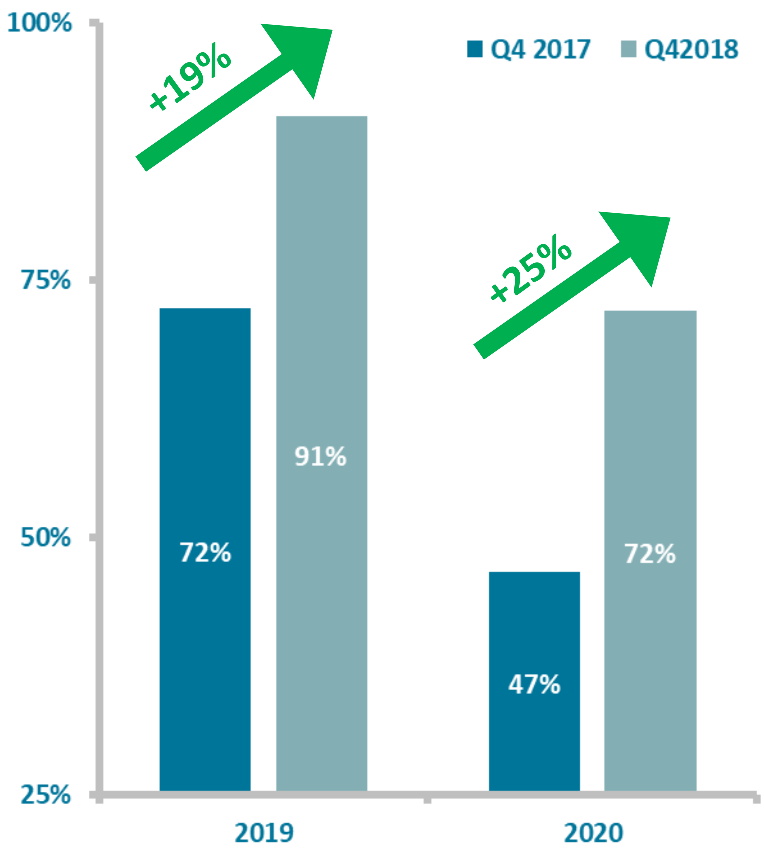
GASLOG PARTNERS

…Contributing Further To Our Backlog And Charter Coverage…

GasLog Partners' Revenue Backlog ($M)



2019 and 2020 % Of Contracted Days



…While Continued Commercial Success At GasLog Increases Potential Future Growth Opportunities

GasLog Partners Dropdown Pipeline With GasLog Ltd.[1]

Vessel	Propulsion	Built	Capacity (cbm)	Charterer	2019	2020	2021	2022	2023	2024
GasLog Ltd.										
Methane Lydon Volney	Steam	2006	145,000							
GasLog Hong Kong[(1), (4)]	X-DF	2018	174,000	TOTAL						
Methane Julia Louise[(1),(7)]	TFDE	2010	170,000							
GasLog Glasgow[(1)]	TFDE	2016	174,000							
GasLog Genoa[(1)]	X-DF	2018	174,000							
GasLog Houston[(1),(3)]	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						
Hull 2311	X-DF	2021	180,000	CHENIERE						
Hull 2312	X-DF	2021	180,000	CHENIERE						

Firm Period   Optional Period   Available / Short-Term Charter

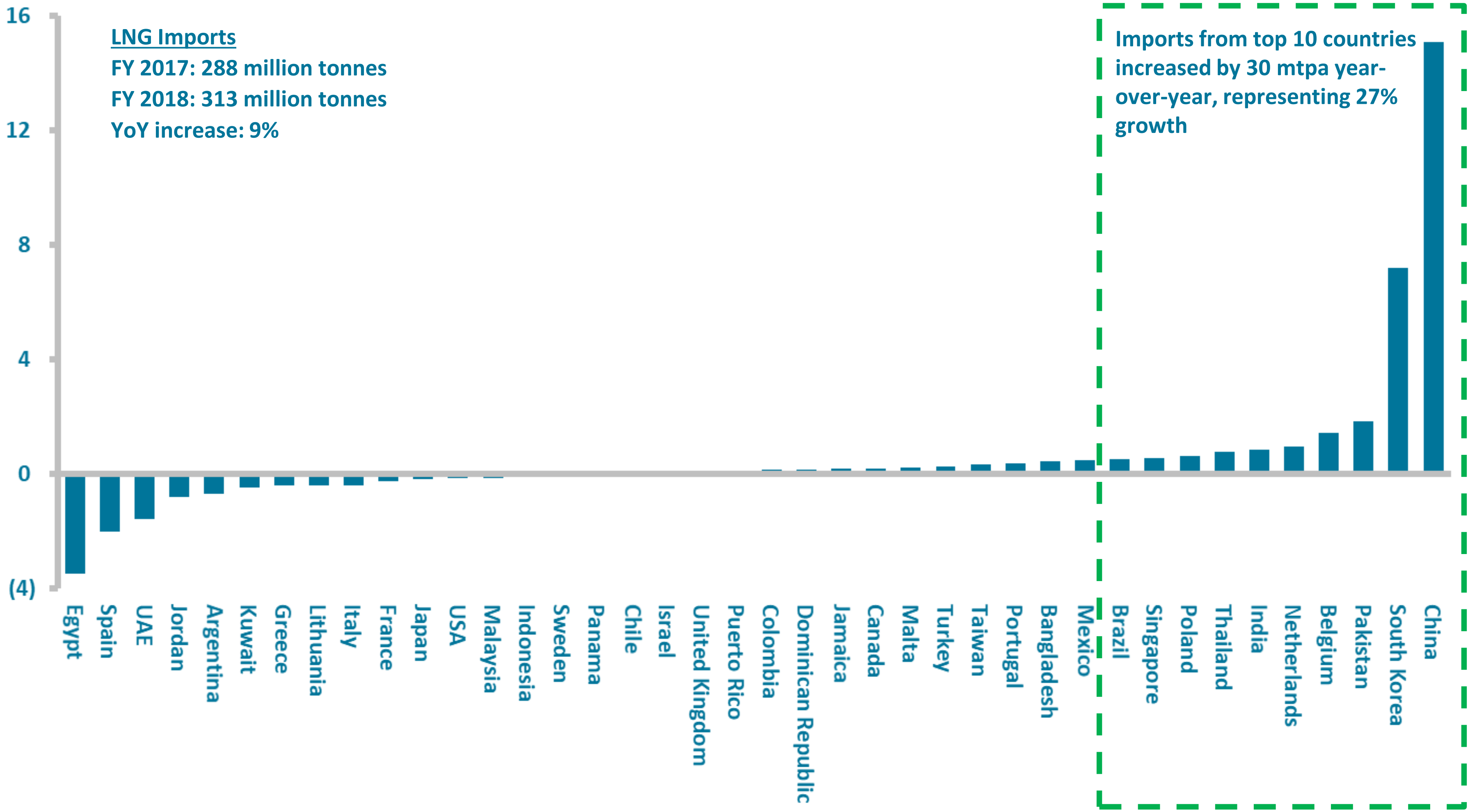
Recent Newbuild Charter Awards At GasLog Ltd.

- GasLog announced five new seven year charters in 2018, including two seven year charters with Cheniere on December 26, 2018
  - Hulls 2311 and 2312 have been ordered from Samsung Heavy Industries
  - 180,000cbm LNG carriers with XDF propulsion. Charters commence mid 2021

1. Please refer to the Appendix of this presentation for notes pertaining to GasLog Ltd.'s flleet

LNG Demand Continues To Increase…

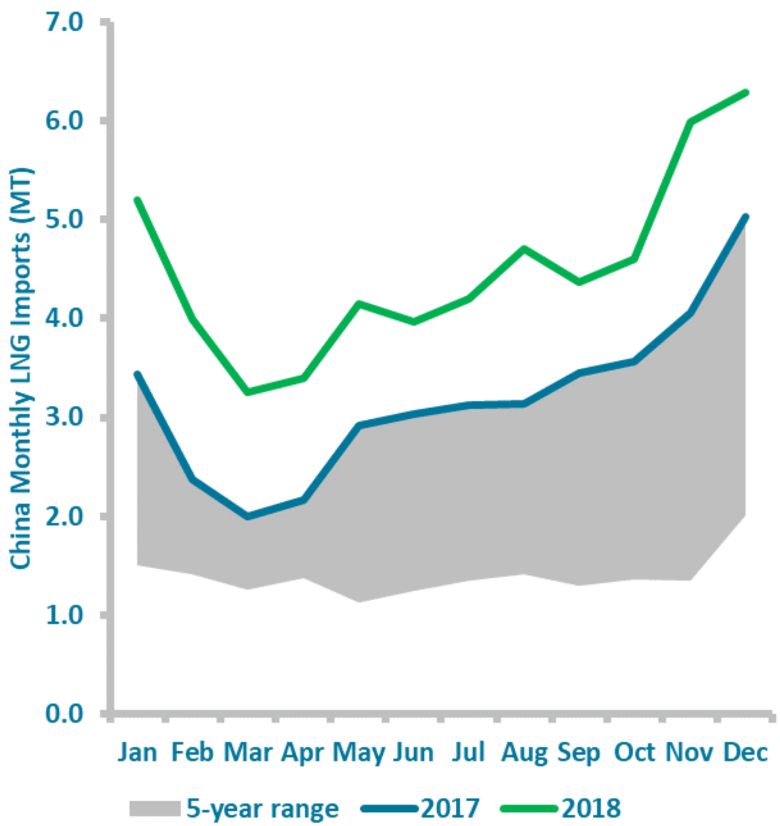
LNG Import Growth (MT) By Country On Trailing 12-Month Basis



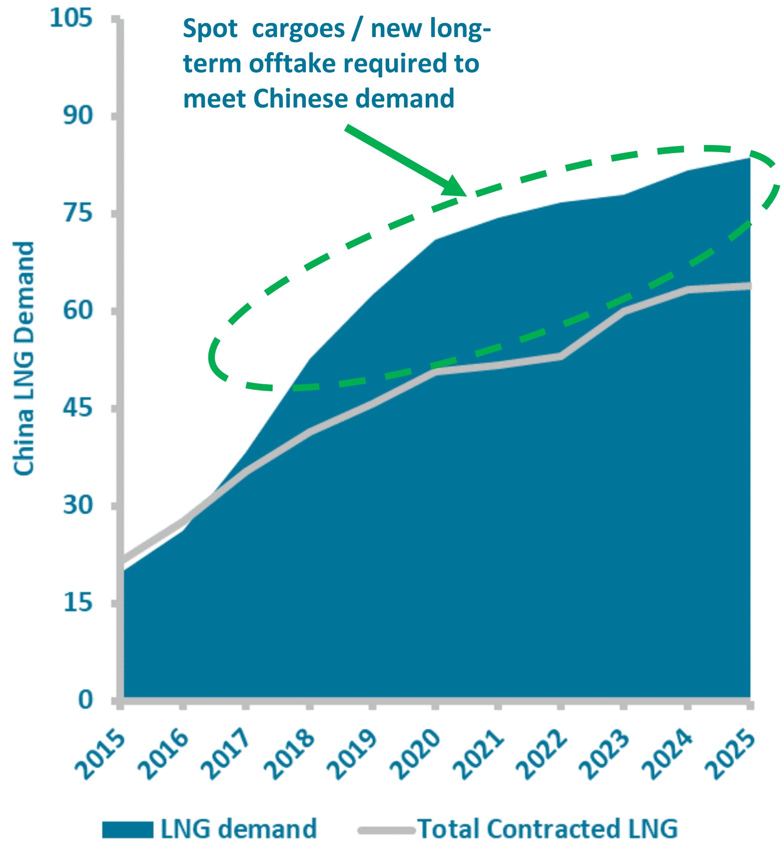
Source: Wood Mackenzie, Poten

…And While China's Demand Continued To Increase In 2018…

China Monthly LNG Imports 2013-18 (MT)



China LNG Demand v. Contracted Supply (MT)

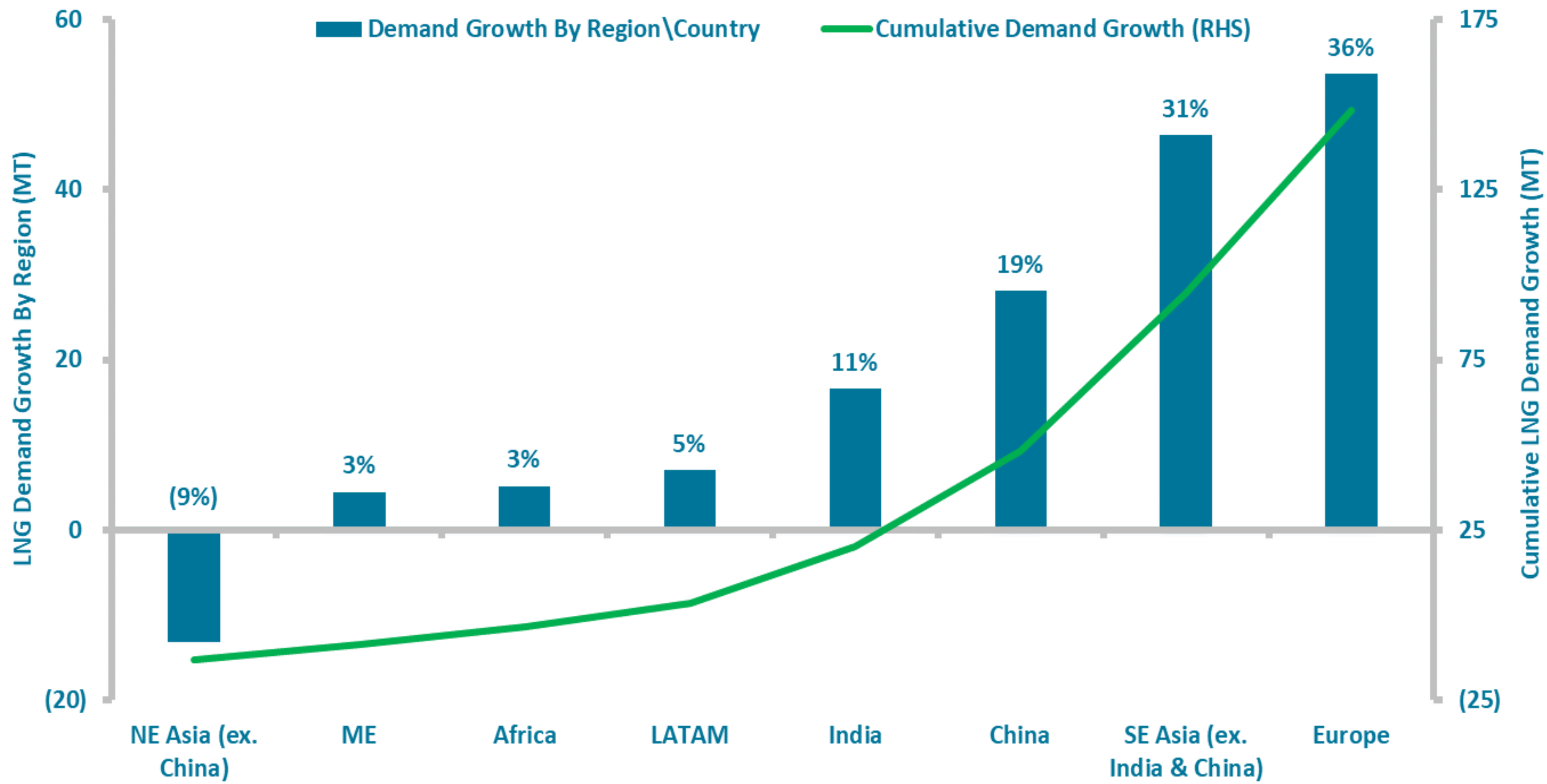


Seasonal Demand, Uncontracted Supply Have Increased Shipping Intensity

Source: Wood Mackenzie

…Forecasted Demand Growth Of Nearly 150 MT Is Broad Based

LNG Demand Growth 2018-2025 (MT)

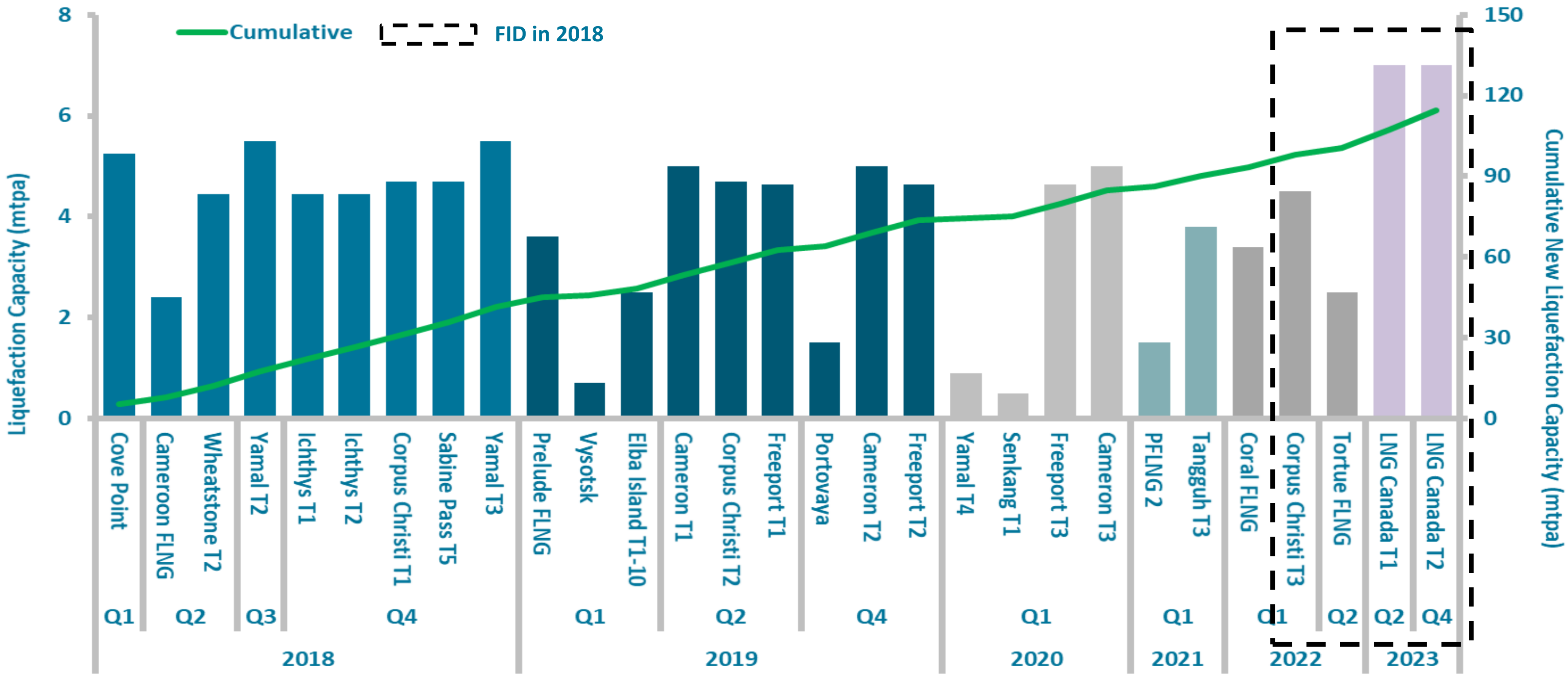


Over 80% Of Forecasted Demand Growth Is Outside Of China During 2018-25

Source: Wood Mackenzie

Expected LNG Supply Growth Through 2023 Underpinned By US Production And Recent FIDs

Actual And Expected LNG Capacity Additions 2018-2023

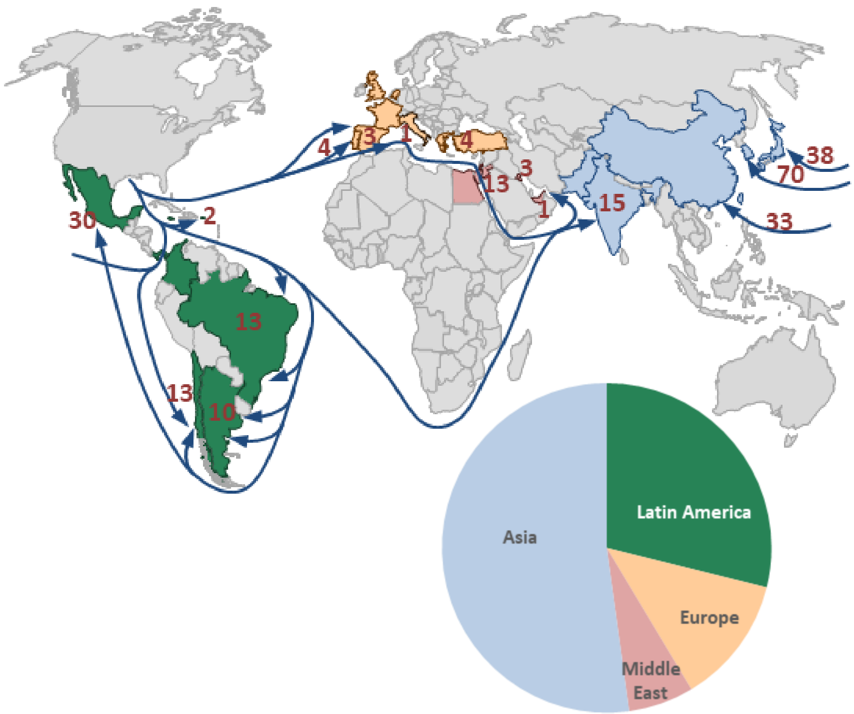


- At least 73 mtpa of new liquefaction capacity is scheduled to come online during 2019-23
  - Approximately 60% of new capacity is located in the US
- Approximately 21 mtpa of new capacity was sanctioned in 2018
  - Wood Mackenzie expect 2019 to be a record year for new LNG project sanctions

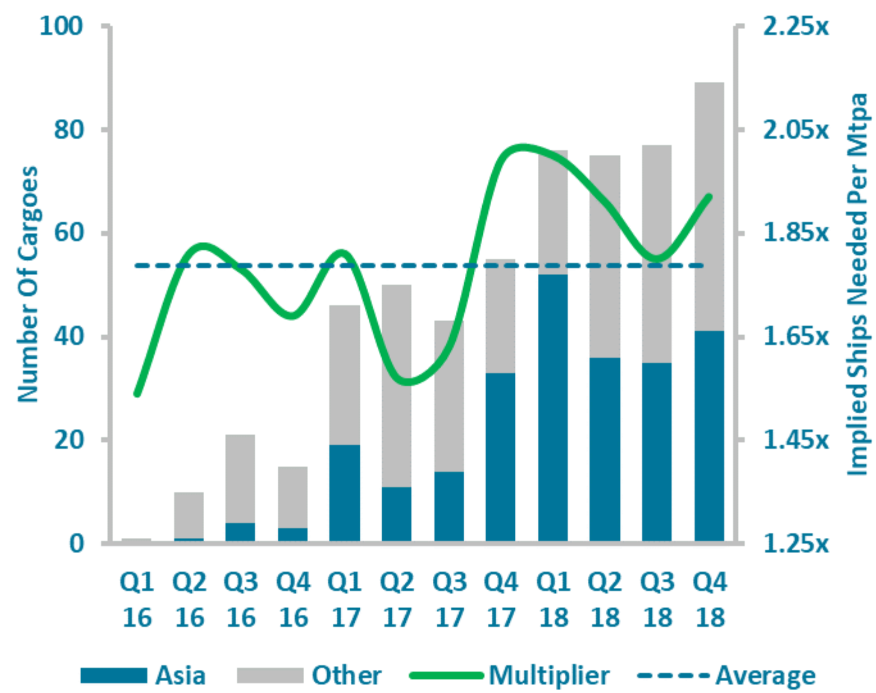
Source: Wood Mackenzie

US Exports Of LNG Continue To Support A Shipping Multiplier In Excess of Historical Levels

2018 US LNG Export Destinations[1]



US Exports And Shipping Multiplier Q1 2016 – Q4 2018[2]



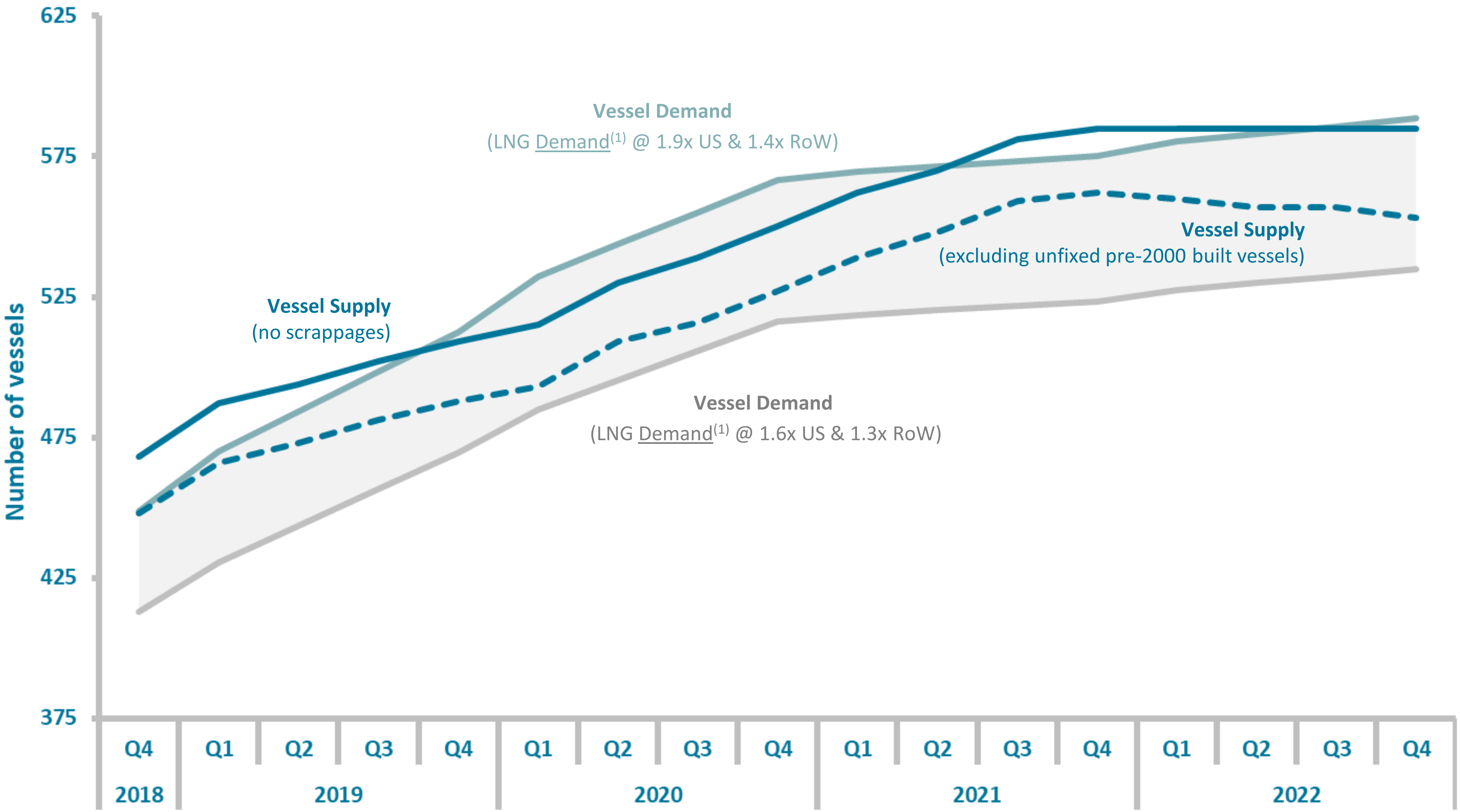
- The US exported 318 cargoes in 2018, compared with 194 in 2017
  - South Korea, Japan and China received 141 cargoes from the US in 2018
  - Over 1.9 ships were needed for each 1 mtpa exported from the US in 2018
- Since Sabine Pass start-up, approximately 1.8 ships have been needed for each 1 mtpa of US supply, compared to a historical global average shipping multiplier of 1.3x

1. Numbers represent the number of cargoes imported to each country
2. Normalised to a vessel capacity of 160,000 m^3

Source: Poten

Growth In LNG Demand Continues To Require Incremental Shipping Capacity

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

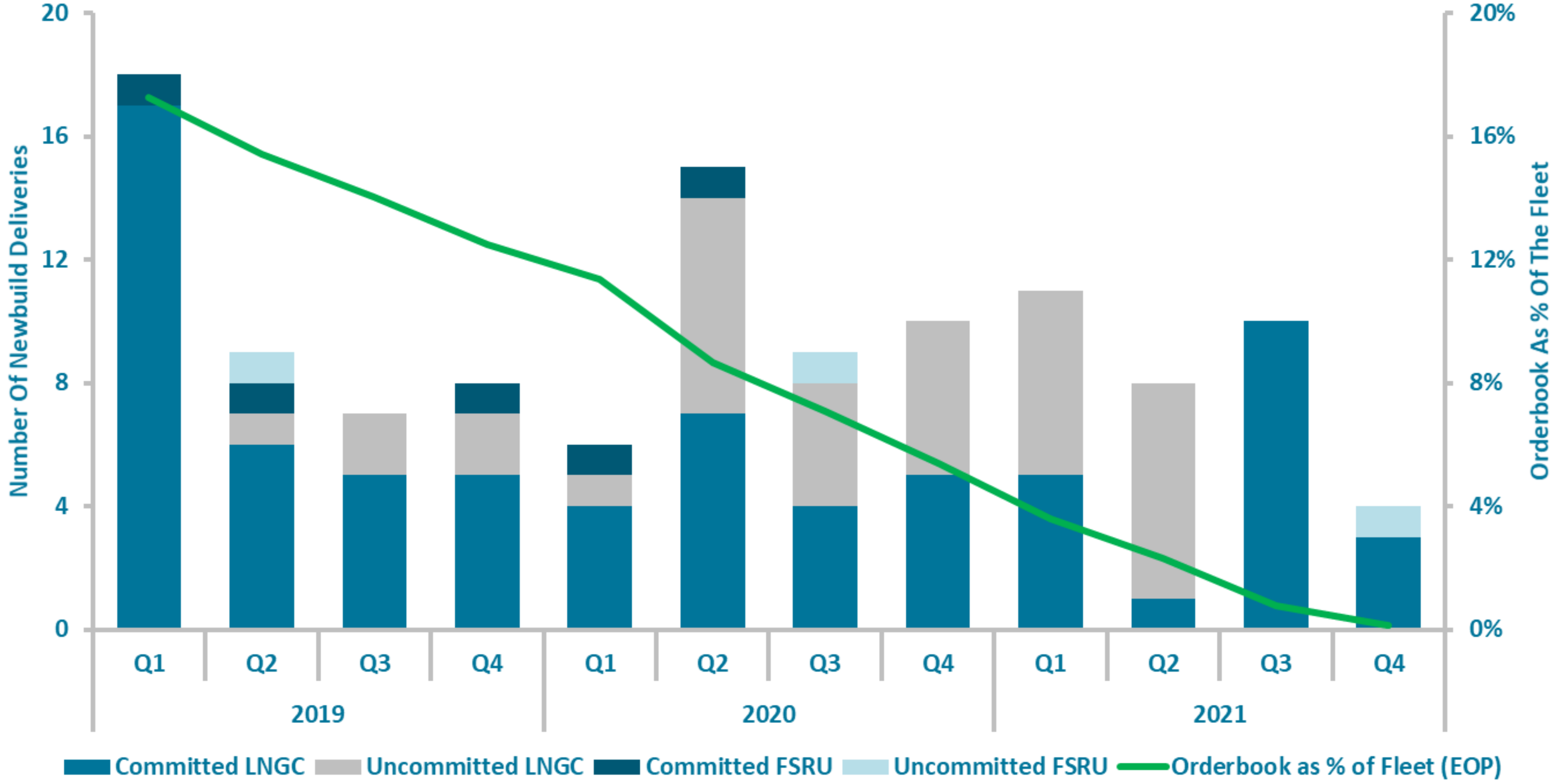


1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG Demand[3] [4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
2. Projected LNG Vessel Demand are based on Wood Mackenzie LNG Supply[3] [4] forecast and the respective vessel-to-volume 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

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

Newbuild Delivery Schedule Q1 2019 – Q4 2021

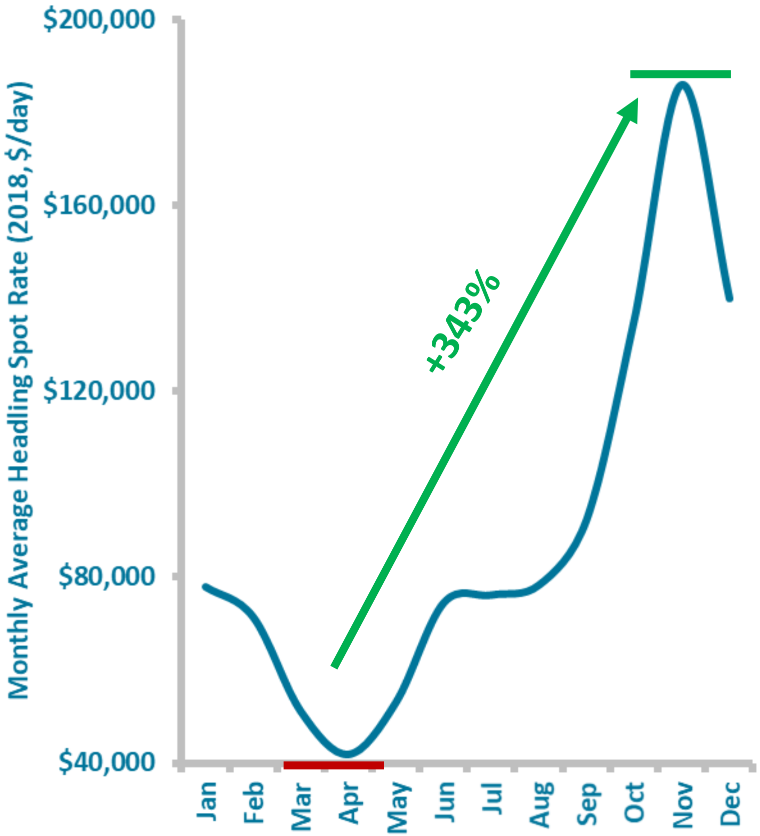


33 Of 38 LNGCs Scheduled To Deliver In 2019 Have Multi-Year Charters Attached

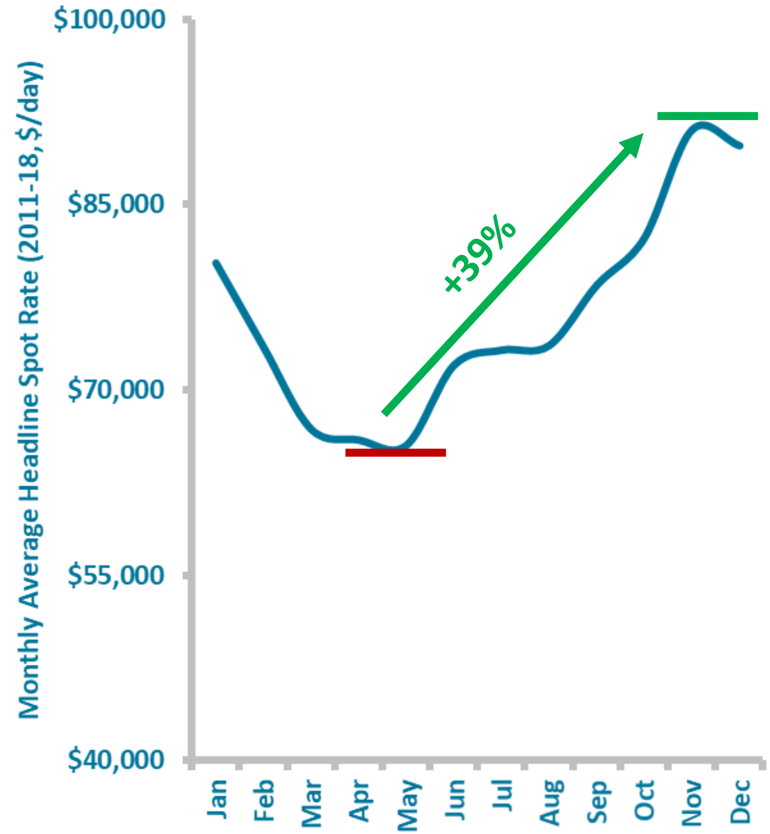
Source: Poten, company estimates

Spot Rates Hit Record High In Q4 2018, Market Anticipated To Tighten Post Current Seasonal Trends

Average Monthly Headline TFDE Spot Rate (2018)



Average Monthly Headline TFDE Spot Rate (2011-18)

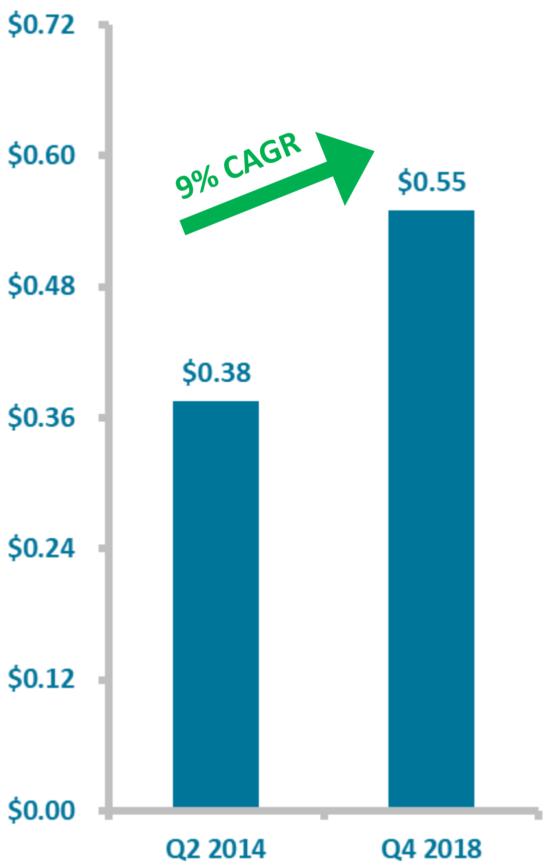


Clarksons Currently Assessing TFDE Spot Rates At $69,000/Day

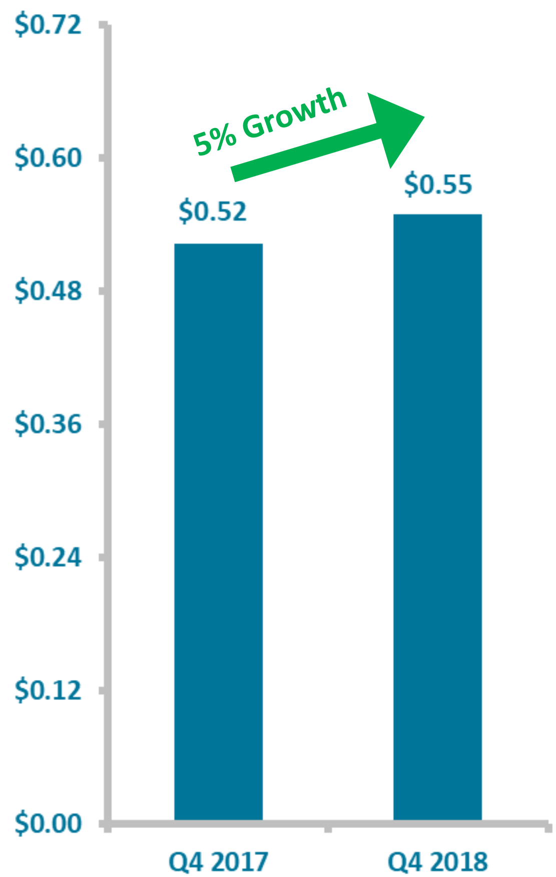
Source: Clarksons

Distribution Growth Track Record And Distribution Guidance

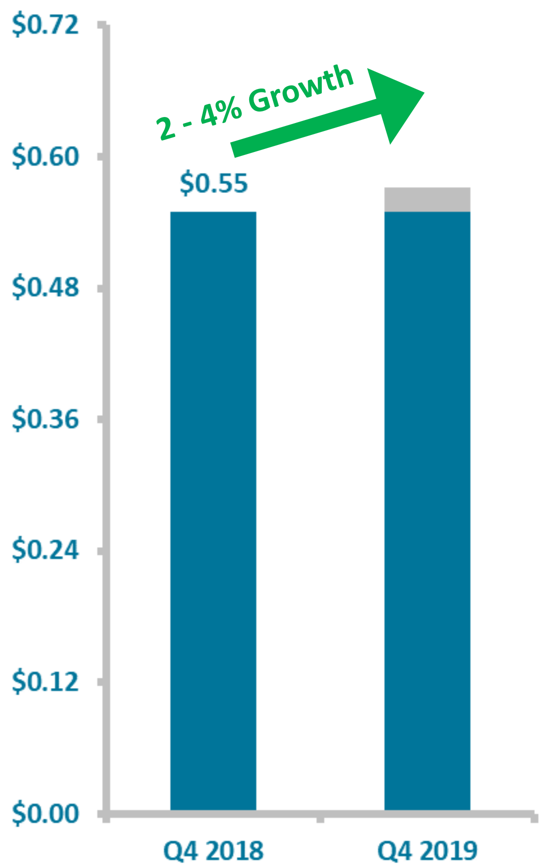
Cash Distribution Paid Since IPO



2018 Distribution Growth



2019 Distribution Guidance



$25 Million Unit Buyback Programme Underscores Focus On Total Unitholder Returns

GASLOG PARTNERS

Review And Outlook

1. Record quarterly and annual Partnership Performance Results for Revenues, EBITDA and Distributable cash flow

2. 2018 vessel acquisitions, new multi-year charters, IDR modification and capital raised significantly strengthen GasLog Partners' platform

3. Increased quarterly cash distribution to $0.55 per unit, 5.1% growth over Q4 2017, meeting our guidance for 2018

4. Distribution growth guidance of 2% to 4% for 2019 reflects acquisitions in 2018, dropdown pipeline and current liquidity

5. New liquefaction capacity and strong LNG demand growth support tightening LNG shipping market

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	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
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
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
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
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)	($83)	($54)	($117)	($228)	($311)	($316)	($519)	($579)	($581)	($719)
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
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**
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)
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)
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)
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)
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**
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)
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**
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**

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).

GASLOG PARTNERS

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 charterers of the Solaris has 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 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 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 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.
2. Shell and GasLog have agreed to substitute the GasLog Saratoga for the GasLog Skagen. The substitution took effect subsequent to the end of the GasLog Skagen's dry-docking in September 2018.
3. The vessel is currently on a short-term charter to a major LNG producer and thereafter will trade under her long-term charter party with a subsidiary of Shell, from the beginning of 2019 until May 2028.
4. "Total" refers to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
5. On March 22, 2018, a new charter party agreement was signed with a new customer for either the Methane Jane Elizabeth or the Methane Alison Victoria (as nominated by the Partnership) commencing in either November or December 2019, at the Partnership's option, until November or December 2020, with the charterer having the option to extend the charter from one to four years.
6. The vessel began her 18-month charter with Cheniere in December 2018.
7. 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 current book value. 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 MSL, a subsidiary of Shell.