GASLOG PARTNERS LP

Q4 2022 results

26 January 2023

FORWARD-LOOKING STATEMENTS

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

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

- general liquefied natural gas (“LNG”) shipping market conditions and trends, including spot and multi-year charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, including geopolitical events, technological advancements and opportunities for the profitable operations of LNG carriers;
- fluctuations in charter hire rates, vessel utilization and vessel values;
- our ability to secure new multi-year charters at economically attractive rates;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels which are not operating under multi-year charters, including the risk that certain of our vessels may no longer have the latest technology at such time which may impact our ability to secure employment for such vessels as well as the rate at which we can charter such vessels;
- changes in our operating expenses, including crew wages, maintenance, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements, including our ability to complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- business disruptions resulting from measures taken to reduce the spread of COVID-19, including possible delays due to the quarantine of vessels and crew, as well as government-imposed shutdowns;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- fluctuations in exchange rates, especially the U.S. dollar and Euro;
- our response to GasLog Ltd. ("GasLog") 's non-binding proposal to acquire all of the outstanding common units representing limited partner interests of the Partnership not already beneficially owned by GasLog, and any potential resulting transaction
- 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 and the ability of GasLog to maintain long-term relationships with major energy companies and major LNG producers, marketers and consumers to obtain new charter contracts;
- GasLog’s relationships with its employees and ship crews, its ability to retain key employees and provide services to us, and the availability of skilled labor, ship crews and management;
- changes in the ownership of our charterers;
- our customers’ performance of their obligations under our time charters and other contracts;
- our future operating performance, financial condition, liquidity and cash available for distributions;
- our distribution policy and our ability to make cash distributions on our units or the impact of changes to cash distributions on our financial position;
- our ability to obtain debt and equity financing on acceptable terms to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments and our ability to meet our restrictive covenants and other obligations under our credit facilities;
- future, pending or recent acquisitions of ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- risks inherent in ship operation, including the discharge of pollutants;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity event;
- the expected cost of and our ability to comply with environmental and regulatory requirements related to climate change, including with respect to emissions of air pollutants and greenhouse gases, as well as future changes in such requirements or other actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- potential disruption of shipping routes due to accidents, diseases, pandemics, political events, piracy or acts by terrorists;
- potential liability from future litigation; and
- other risks and uncertainties described in the Partnership’s Annual Report on Form 20-F filed with the SEC on March 1, 2022, available at http://www.sec.gov.

We undertake no obligation to update or revise any forward-looking statements contained in this presentation, whether as a result of new information, future events, a change in our views or expectations or otherwise, except as required by applicable law. New factors emerge from time to time, and it is not possible for us to predict all of these factors. Further, we cannot assess the impact of each such factor on our business or the extent to which any factor, or combination of factors, may cause actual results to be materially different from those contained in any forward-looking statement. The declaration and payment of distributions are at all times subject to the discretion of our board of directors and will depend on, amongst other things, risks and uncertainties described above, restrictions in our credit facilities, the provisions of Marshall Islands law and such other factors as our board of directors may deem relevant.

Q4 2022 REVIEW

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS

LEVERAGING STRONG MARKET TO ADVANCE STRATEGIC GOALS

1 ENERGY SECURITY DRIVES MARKET VOLATILITY AND STRONG TERM BUSINESS

- LNG rescued Europe as energy supply dwindled in 2022 with similar outlook for 2023 given the continued war in Ukraine and the doubt over Russia's gas supplies
- Spot rates softening after record winter as long-term market remains strong with few available vessels in 2023

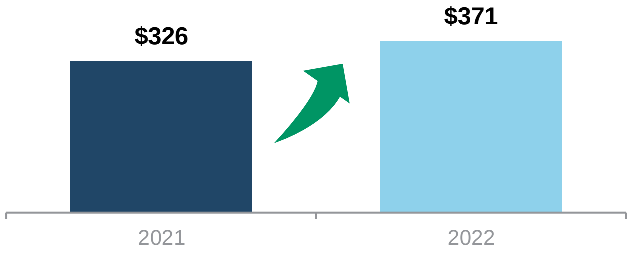
2 PARTNERSHIP HAS CAPITALIZED ON THE STRONG 2022 LNG MARKET

- Adjusted EBITDA[(1)] and Adjusted EPU[(1)] up 19% and 55%, respectively, year-over-year
- Charter's Options declared for the *Methane Becki Anne,* the *Methane Jane Elizabeth* and signed a new fixture for the *Gaslog Seattle*
- Contracted revenue backlog of $729 million, with coverage for most of 2023 and 72% of open days falling in the fourth quarter

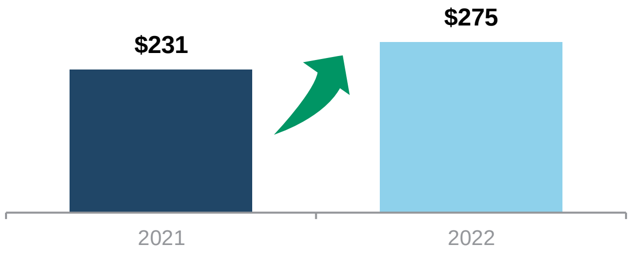
3 DELIVERING RESULTS THROUGH DISCIPLINED EXECUTION OF STRATEGY

- Reduced gross debt to cap to c. 49% following debt repayments of $21.7 million in the quarter, excluding prepayments related to vessel sale & lease back in Q4 2022 of $32.9m
- Increased annualized free cash flow per unit by $0.11 through total repurchases of preference units
- De-risked steams fleet exposure through well-timed direct sale or sale & leaseback in 2022

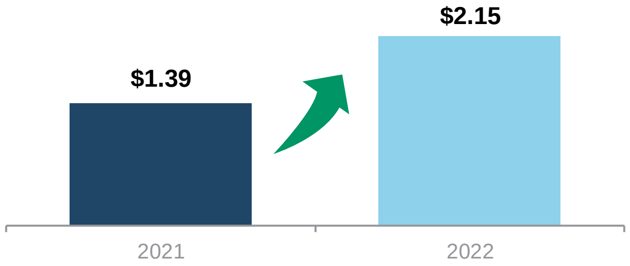
REVENUES ($M)



ADJUSTED EBITDA ($M)[(1)]



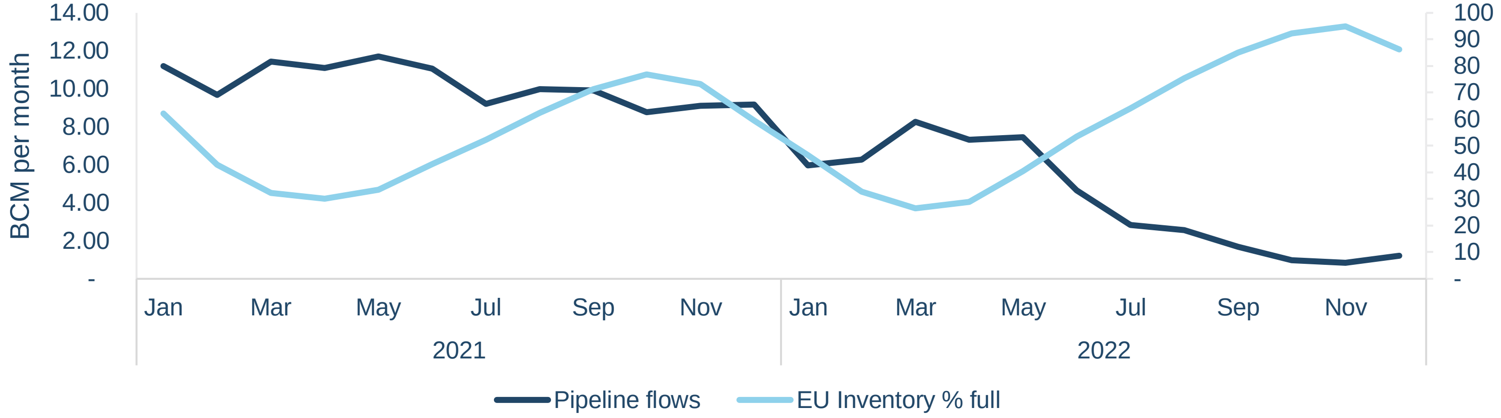
ADJUSTED EPU ($/UNIT)[(1)]



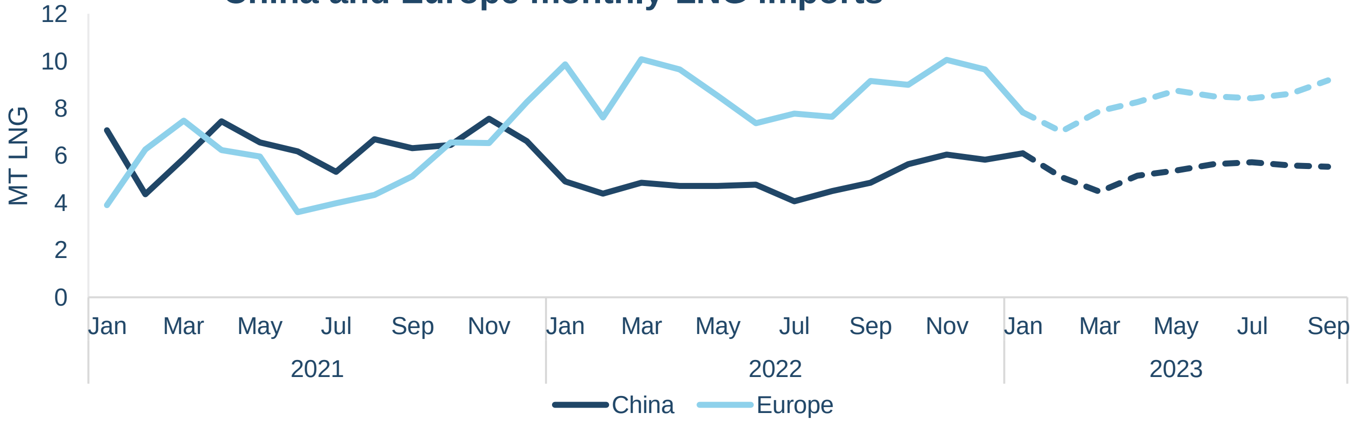
1. Adjusted EBITDA and adjusted earnings per unit ("EPU") are non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definitions and reconciliations of these measures to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

ENERGY SECURITY KEEPS DRIVING MARKET DYNAMICS

Russian-Europe Pipeline Imports (LHS) - European Inventories % Full (RHS)



China and Europe monthly LNG imports



Source: BNEF, Bloomberg, Kpler
* as of 31 December 2022

-90% fall in monthly pipeline flows from Russia and +55% rise in LNG imports to Europe in 2022 vs.2021

-35% demand destruction in 2022 in Europe, allowed inventories to remain historically high at 83.36%* and prices to fall c.80% from their August peak.

-22% lower LNG imports into China

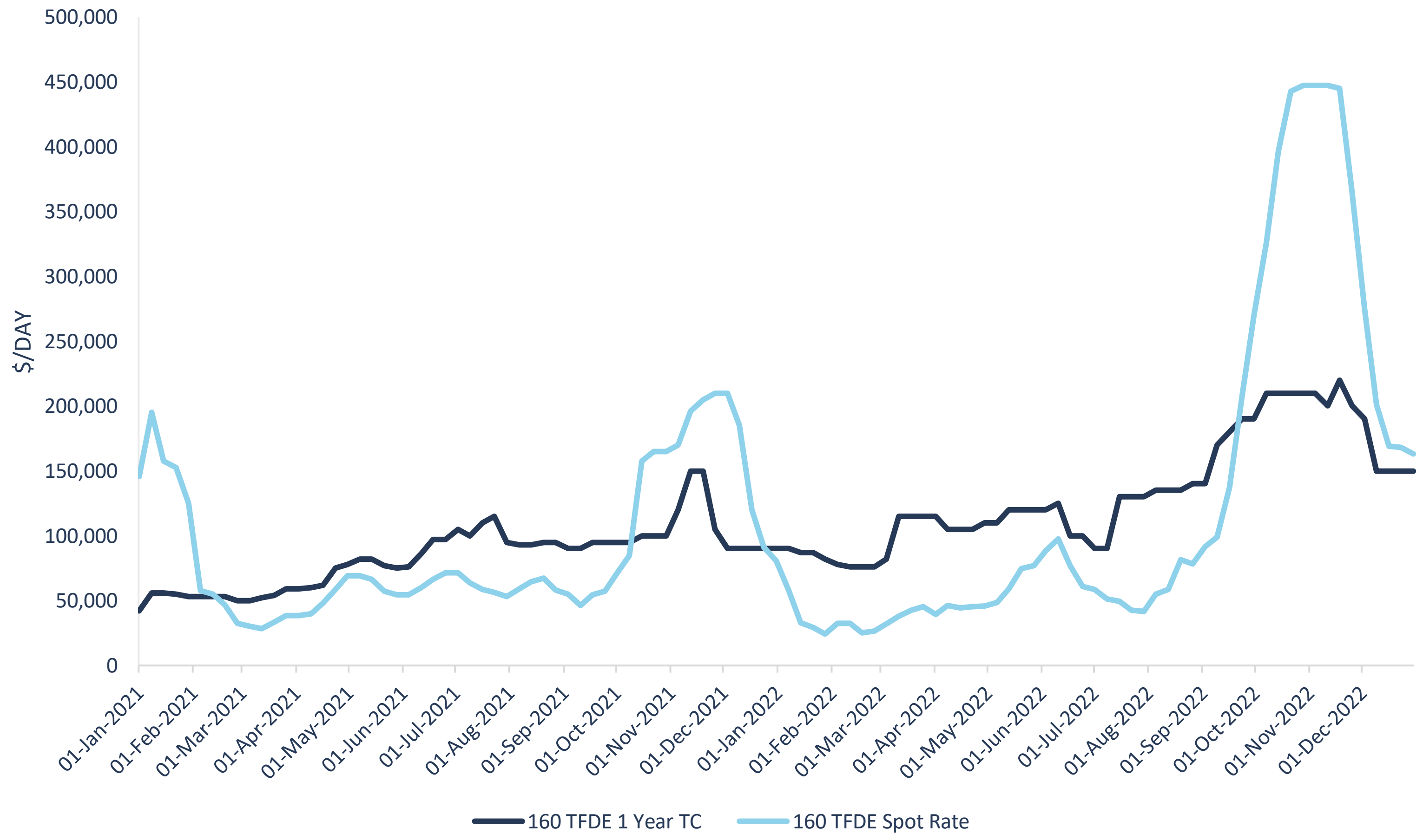
+25.3 MTPA of new projects were sanctioned in 2022.

+54.5 MTPA of projects expected to be sanctioned in 2023, mostly from US

+169 orders placed in 2022 for LNGC carriers

STRONG TERM MARKET AS CHARTERERS SEEK COVER AMONGST LIMITED VESSEL AVAILABILITY

160,000 TFDE LNGC SPOT AND 1 YEAR TC



Source: Clarkson's as of December 31, 2022

$150,000+ per day

1-year time charter assessments for TFDEs

$163,000 per day

Current headline spot rate assessment for TFDE LNGCs

$67,500 per day

Current headline spot rate assessment for ST LNGCs

Spot rates sliding from record highs. Meanwhile charterers continue to be reticent to release vessels

- Estimated <20 independently owned vessels available for term business in 2023
- Flat ton-mile in 2022 as balance of EU-Far East trading plus high level of floating storage around EU

ATTRACTIVE TERM CHARTERS SIGNED REFLECTING IMPROVED MARKET BACKDROP

Vessel Name	*Methane Becki Anne (TFDE)*	*Methane Jane Elizabeth (Steam)*	*GasLog Seattle (TFDE)*
Counterparty	Shell	Cheniere	Energy Major
Term	5 years (option declaration)	1 year (option declaration)	1 year
Start Date	March 2024	March 2023	March 2023
End Date	March 2029	March 2024	March 2024
Total Estimated EBITDA (1)	$121m	$9m	$37m

Under development

Venice Energy FSRU supply a 145,000 cbm Steam vessel as a converted FSRU in Port of Adelaide in Australia

- 10-year Charter Party under negotiation
- FID key milestones scheduled for mid-year 2023
- FSRU conversions estimated cost $100m+ and >8 months
- Attractive project returns

Illustration of Proposed LNG Terminal (Courtesy of Venice)

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

ESG & REGULATORY UPDATES

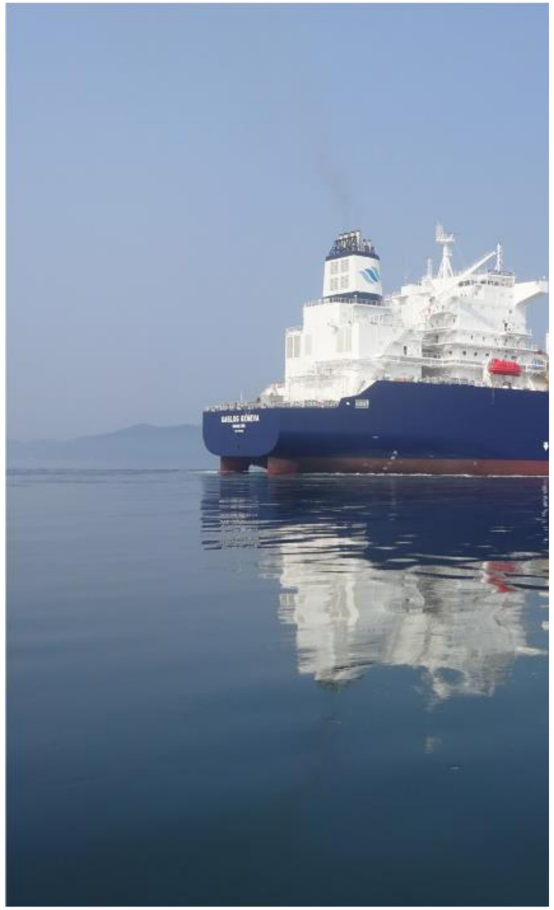
EUROPEAN UNION - FIT FOR 55 EU REGULATION

EU ETS: last December 2022 EU confirmed inclusion of shipping in the EU ETS (a ‘cap and trade’ system) beginning in 2024.
Requirement is to surrender allowances according to the reported emissions, for voyages related only to EU ports

Fuel EU: last October 2022 EU issued a rule to reduce maritime emissions by strengthening greenhouse gas intensity limits for maritime fuels and obliging ship owners to use a percentage of low-carbon fuels by 2030.

- *The Partnership is investigating the implementation of various CO2 and Methane reduction technologies including use of biodiesel, CCS and methane slip abatement.*
- *Ship specific decarbonization plans have been developed to achieve compliance by 2030.*
- *We are strengthening our operational cooperation with our customers to improve operational efficiency.*

ESG: GasLog Partners closes 2022 achieving Goal 0 in our LTI safety standards

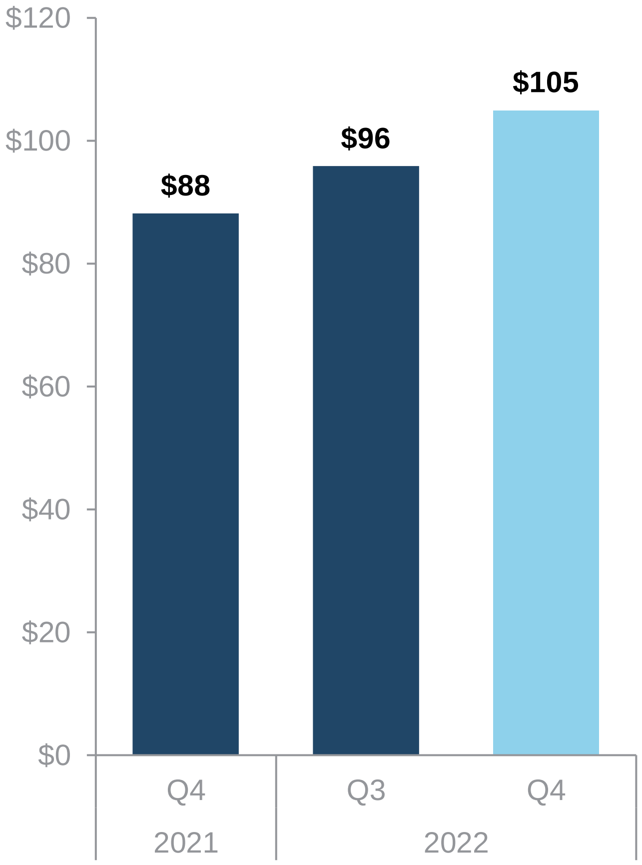


Q4 2022 FINANCIAL REVIEW

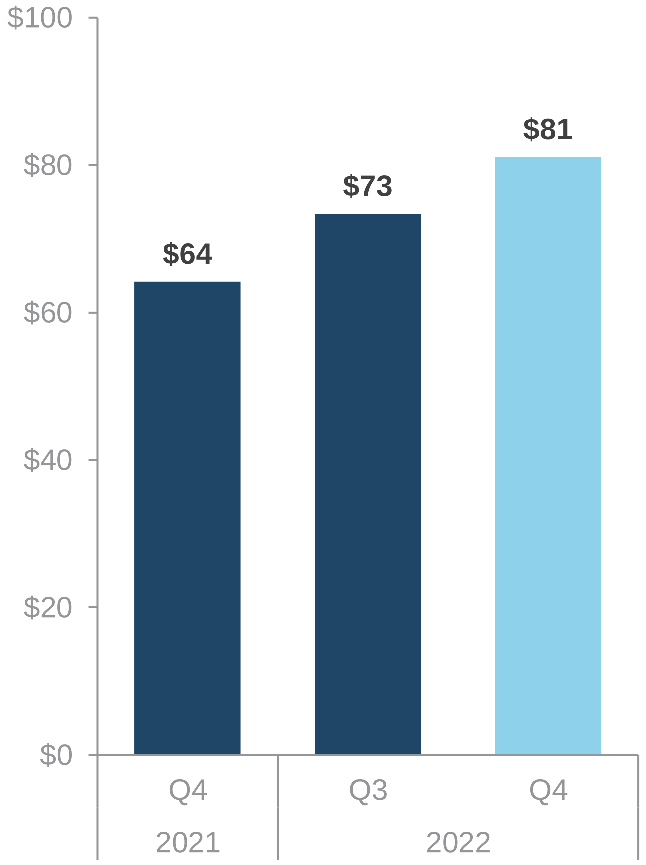
ACHILLEAS TASIOULAS, CHIEF FINANCIAL OFFICER, GASLOG PARTNERS LP

STRONG COMMERCIAL PERFORMANCE DROVE SOLID RESULTS IN THE QUARTER

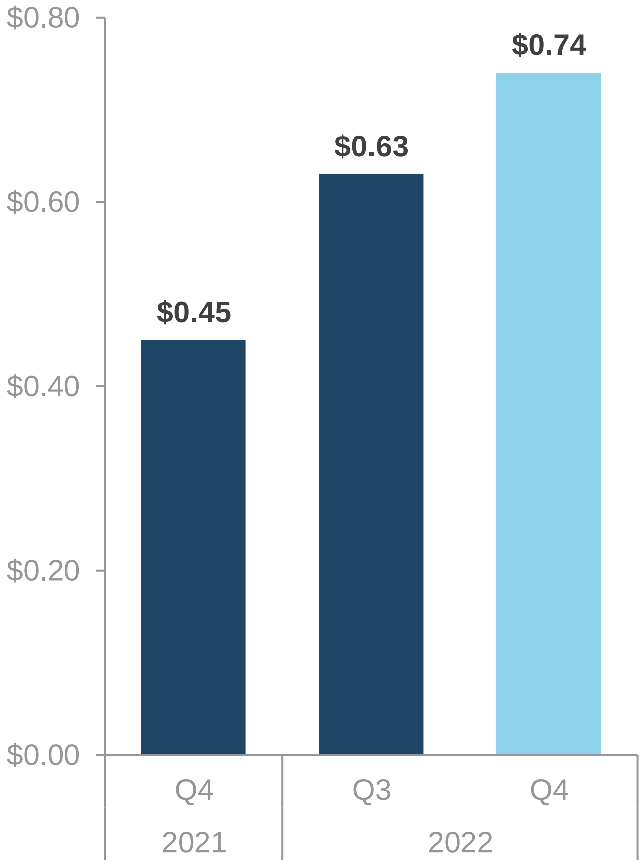
REVENUES ($M)



ADJUSTED EBITDA ($M)(1)



ADJUSTED EPU ($/UNIT)(1)



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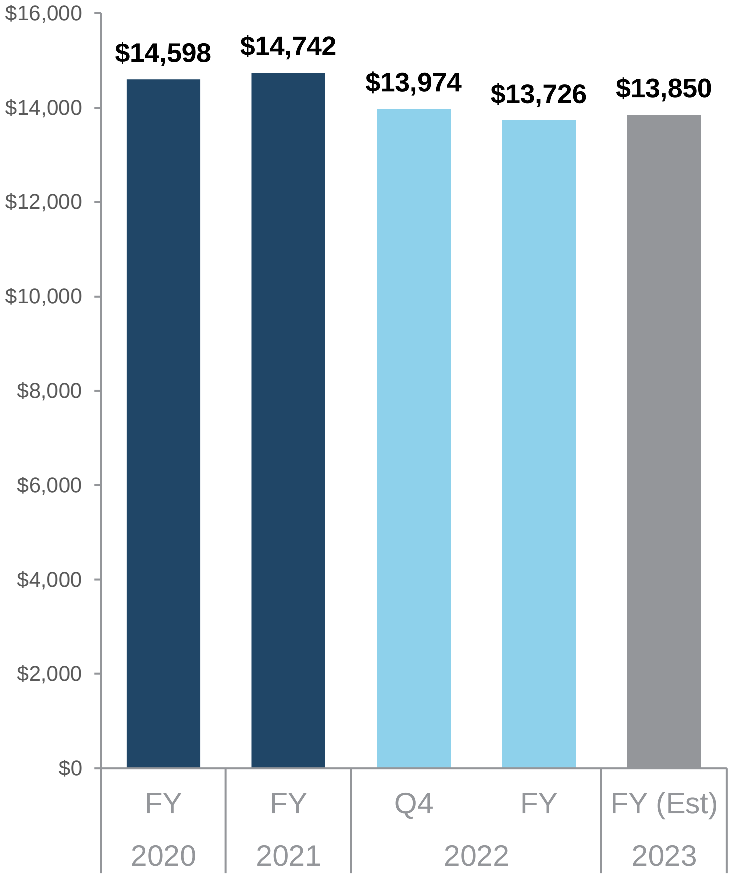
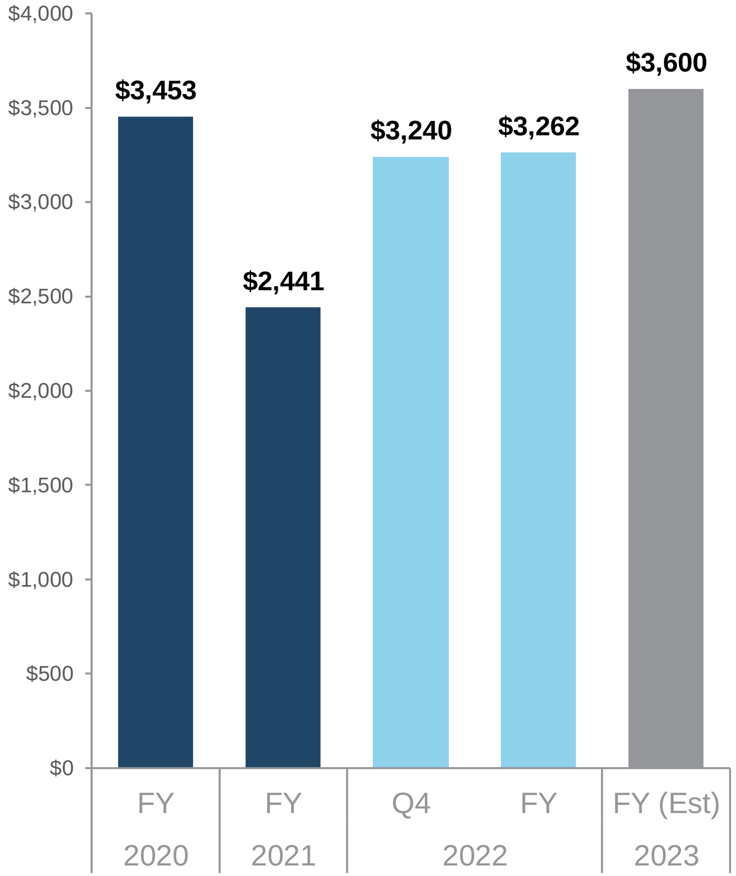
CONTINUING TO EFFECTIVELY MANAGE COSTS DESPITE EXTERNAL FACTORS

UNIT OPEX ($/DAY)(1)



UNIT G&A ($/DAY)



COMMENTARY

- Decrease in OPEX was primary due to favorable exchange rates fully absorbing inflationary pressures on our costs
- G&A movements affected by the management fees annual review process effective on Jan 1 each year, as discussed in previous quarters

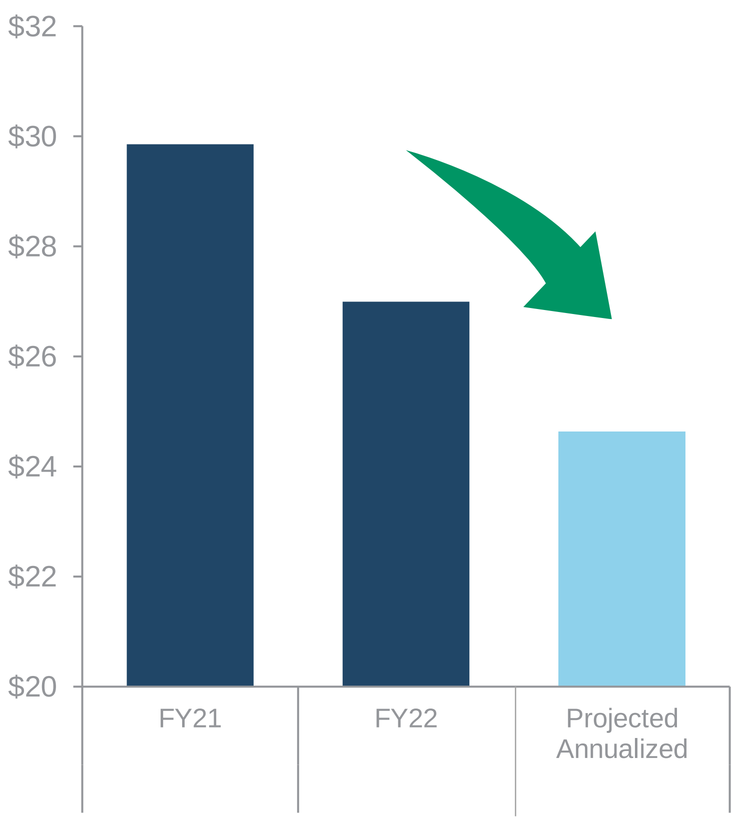
DRY DOCKING

- 4 scheduled drydockings in 2023 with estimated 30 days revenue off-hire each (refer to Appendix)
- $15.5 million estimated total drydocking cost in 2023, including costs for ballast water treatment systems

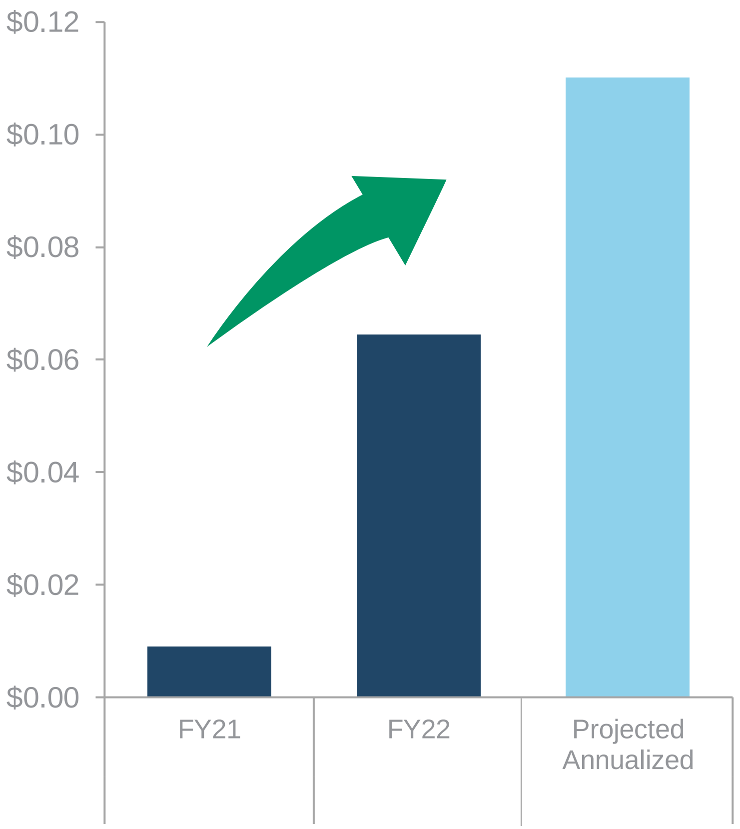
1. Includes dry-docking expense. For FY 2022, FY 2021 and FY 2020, operating expense component of dry-docking costs was approximately $0, $503 and $542 per day, respectively.

PREFERENCE UNIT BUYBACKS IMPROVE FREE CASH FLOW CAPACITY

ANNUAL PREF UNIT DISTRIBUTIONS ($M)



INCREASE IN FREE CASH FLOW ($/UNIT)



PROGRESS ON PLAN

c.$10.5 million
Preference Units repurchased during Q4 2022

c.$68 million
Preference units purchased at avg. price of c.$25 per Unit since repurchase program initiated in Aug 2021

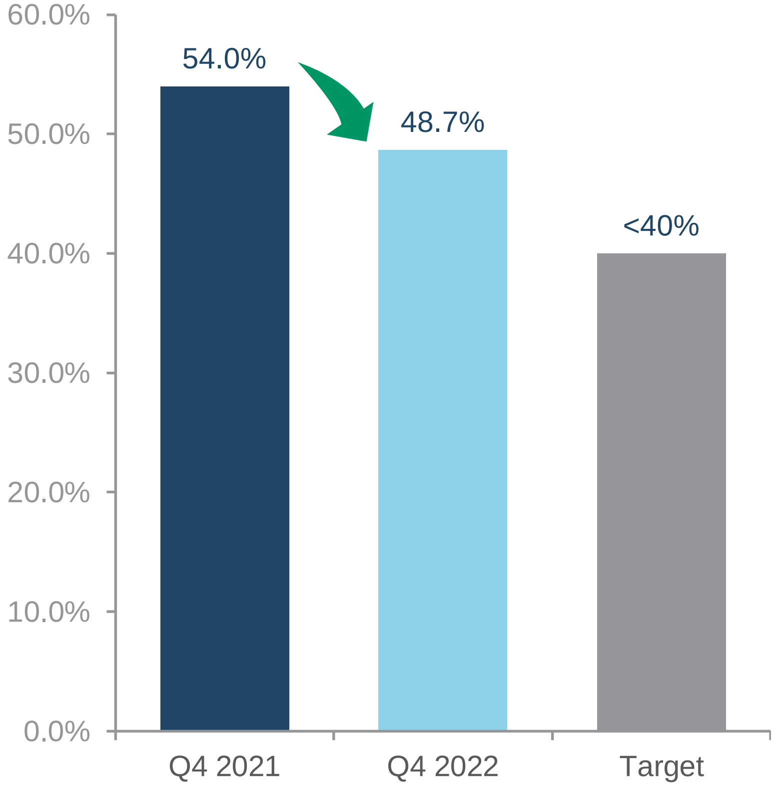
c.$5.7 million
Projected annualized savings, in free cash flow achieved through repurchases

c.$87.4 million
Series B Preference Units callable in March 2023, at the Partnership's option

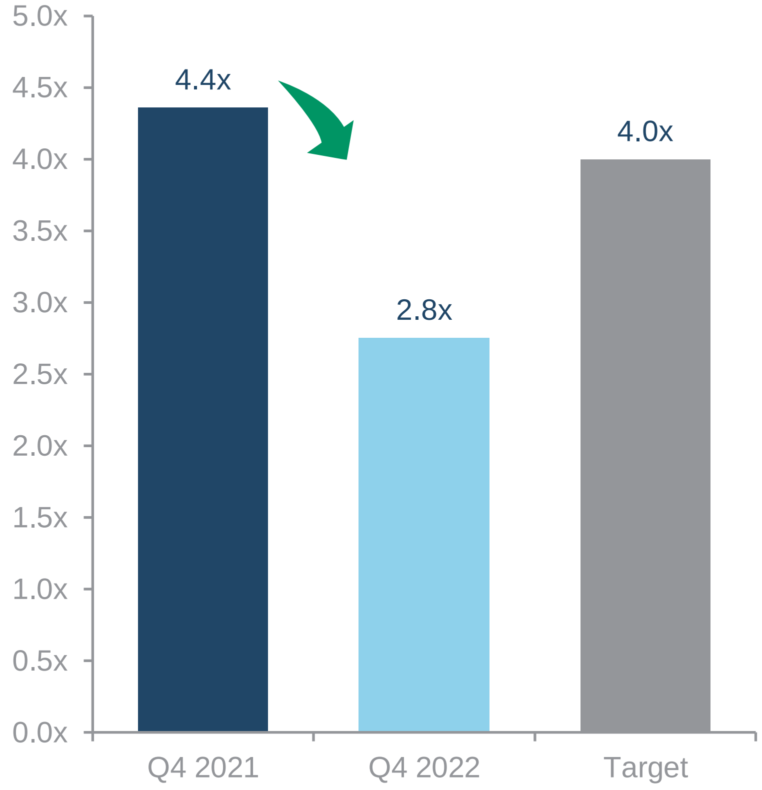
The Partnership will continue to opportunistically repurchase preference units in the open market at or below par

CONTINUED PROGRESS TOWARD LEVERAGE TARGETS

GROSS DEBT TO CAPITALIZATION (%)[1]



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



LTM PROGRESS

c.$116 million

Debt scheduled amortization during LTM, incl. lease principal payments (excl. debt prepayments of $65.1m due to the sale and sale & lease-back in 2022)

c.$112 million

NTM scheduled amortization and lease principal payments (in 2023)

Q4 BALANCE SHEET ITEMS

$198 million

Cash & cash equivalents as of December 31, 2022

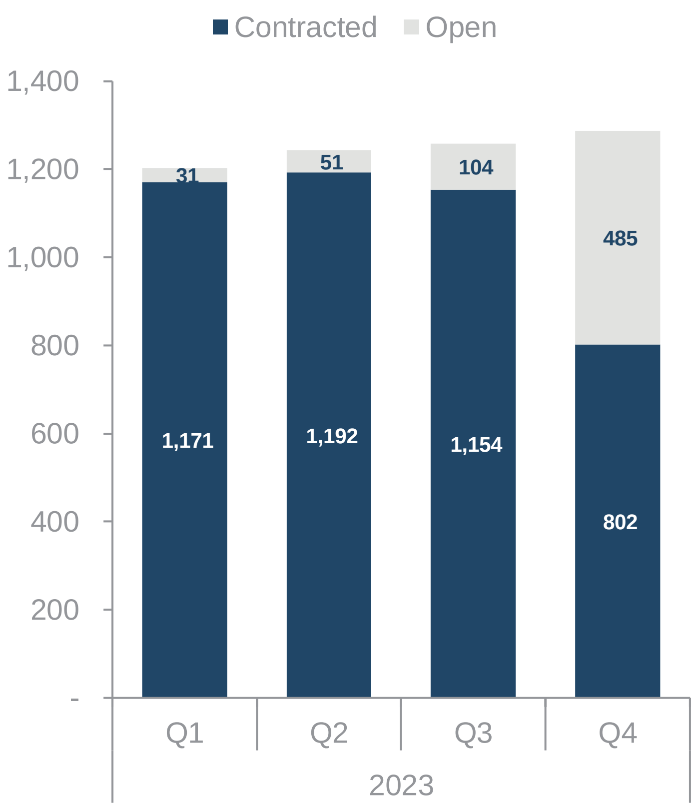
$25 million

short-term cash deposits as of December 31, 2022

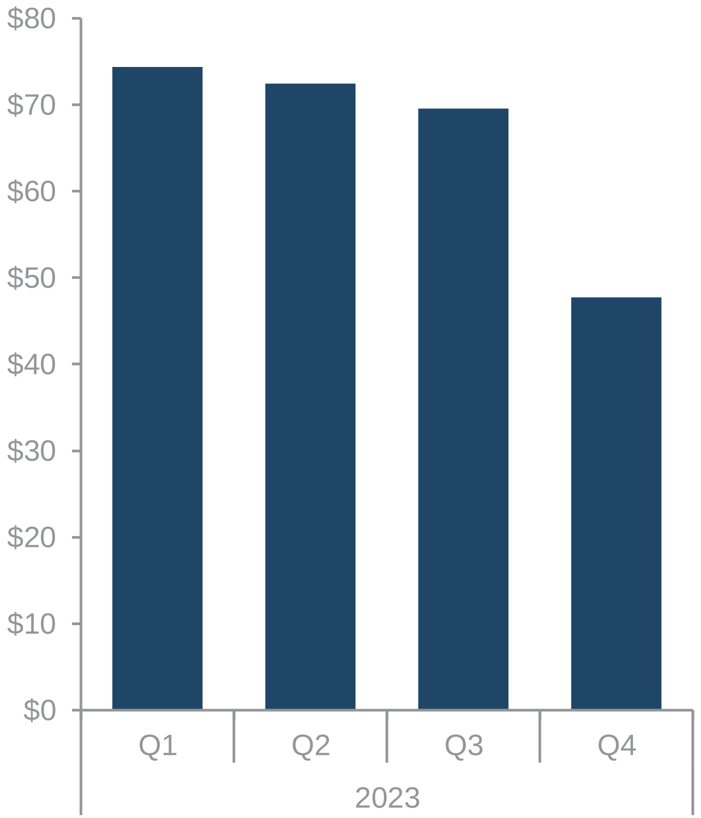
1. Debt figures include lease liabilities and derivatives. Net debt is equal to debt less cash and cash equivalents and short-term cash deposits.
2. Adjusted EBITDA is a non-GAAP financial measures and should not be used in isolation or as substitutes for GasLog Partners' financial results presented in accordance with "IFRS". For the definitions and reconciliations of this measure to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.

WELL POSITIONED WITH SPOT EXPOSURE IN SEASONALLY STRONG PERIOD IN 2023

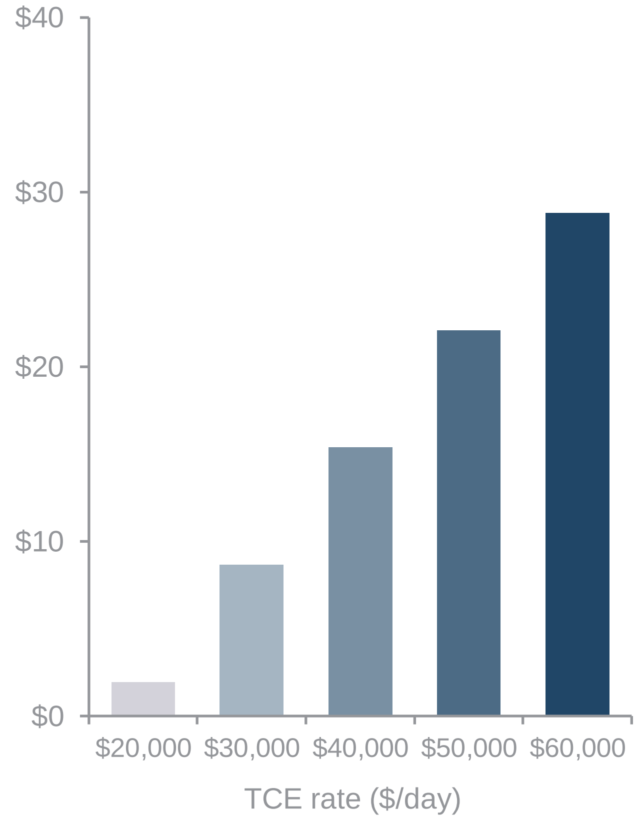
CONTRACTED/OPEN DAYS BY QUARTER[1]



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



2023 OPEN DAYS ADJ. EBITDA SENSITIVITY ($M)[1,2]



1. As of December 31, 2022
2. Assumes daily operating expenses average of $13,850 per day and G&A average of approximately $3,600 per day, as well as 4,319 fixed days, 671 unfixed days and 0 spot linked days in 2023 as of December 31, 2022

Capitalizing on the 2022 strong market the Partnership significantly increased its cash-flow visibility in 2023

CLOSING REMARKS

PAOLO ENOIZI, CHIEF EXECUTIVE OFFICER, GASLOG PARTNERS LP

STRONG CASH GENERATION AND STRATEGY EXECUTION IN A FAVORABLE MARKET BACKDROP

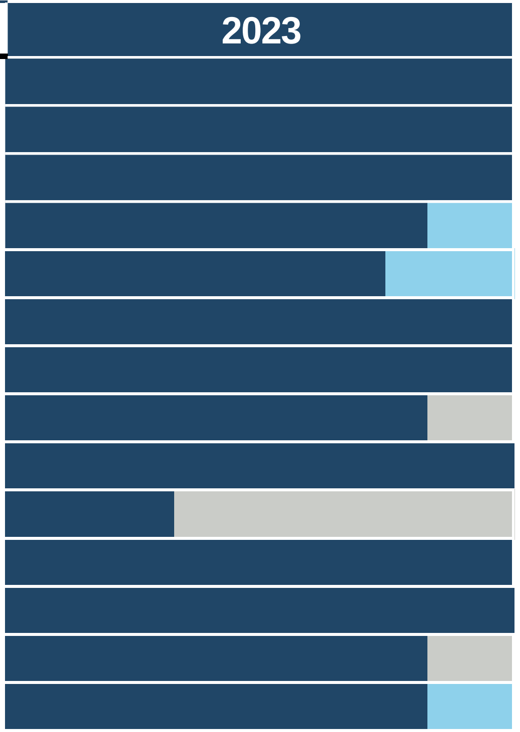
1	Energy security drives market volatility and, combined with scarcity of independently owned vessels, maintains a strong term business
2	Partnership has capitalized on the strong 2022 LNG market through profitable fixtures, exercised charterers options and retains market exposure in seasonally strong period in 2023
3	Capital allocation remains focused on deleveraging, improving our break evens, strengthening our balance sheet and positioning us to take advantage of growth opportunities in the future with attractive returns for our unitholders
4	Continued to leverage the favorable shipping market in 2023 with diligent strategy execution to meet our capital structure targets

APPENDIX

INCREASED EXPOSURE IN A TIGHT MARKET ENVIRONMENT

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

	Propulsion	Built	Capacity	Charterer
GasLog Glasgow	TFDE	2016	174,000	
GasLog Greece	TFDE	2016	174,000	
Methane Becki Anne	TFDE	2010	170,000	
GasLog Gibraltar	TFDE	2016	174,000	
GasLog Geneva	TFDE	2016	174,000	
GasLog Shanghai	TFDE	2013	155,000	
GasLog Santiago	TFDE	2013	155,000	
Solaris	TFDE	2014	155,000	Energy Major
GasLog Seattle	TFDE	2013	155,000	Major Trading House
GasLog Sydney	TFDE	2013	155,000	
Methane Heather Sally	Steam	2007	145,000	SEA Charterer
Methane Jane Elizabeth	Steam	2006	145,000	CMI
Methane Rita Andrea	Steam	2006	145,000	Energy Major
Methane Alison Victoria	Steam	2007	145,000	



Firm period | Optional period | Available

86.6%
Charter coverage for remainder of 2023

c.$729 million
Total contracted revenues as of December 31, 2022

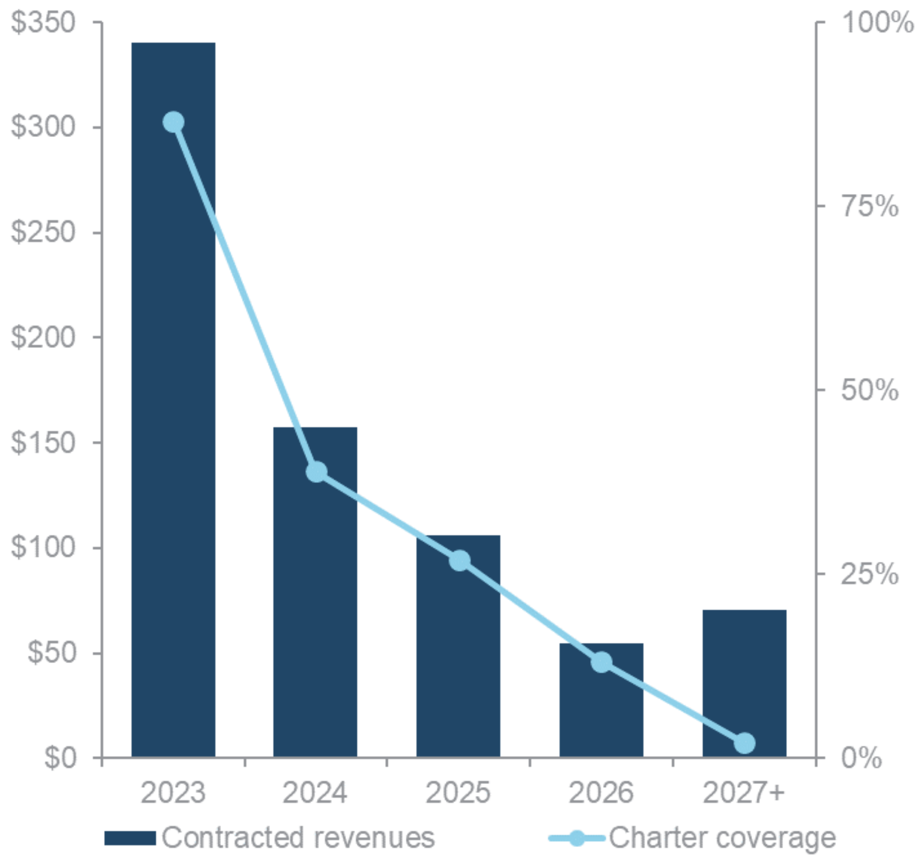
1. Refer to the GasLog Partners Q4 2022 Results 6-K filed with the SEC on January 26 2023, for a detailed description of the charterers and option periods.
2. In October 2021, the GasLog Shanghai was sold and leased back to a wholly-owned subsidiary of China Development Bank Leasing ("CDBL"). In October 2022, the Methane Heather Sally was sold and leased back to an unrelated third party.

2023 DRY-DOCKING SCHEDULE AND CONTRACTED REVENUE BACKLOG

DRY-DOCKING OFF-HIRE DAYS SCHEDULE[1]

	Q1 23	Q2 23	Q3 23	Q4 23
GasLog Shanghai	30	-	-	-
GasLog Santiago	21	9	-	-
GasLog Sydney	-	30	-	-
GasLog Seattle	-	-	21	9

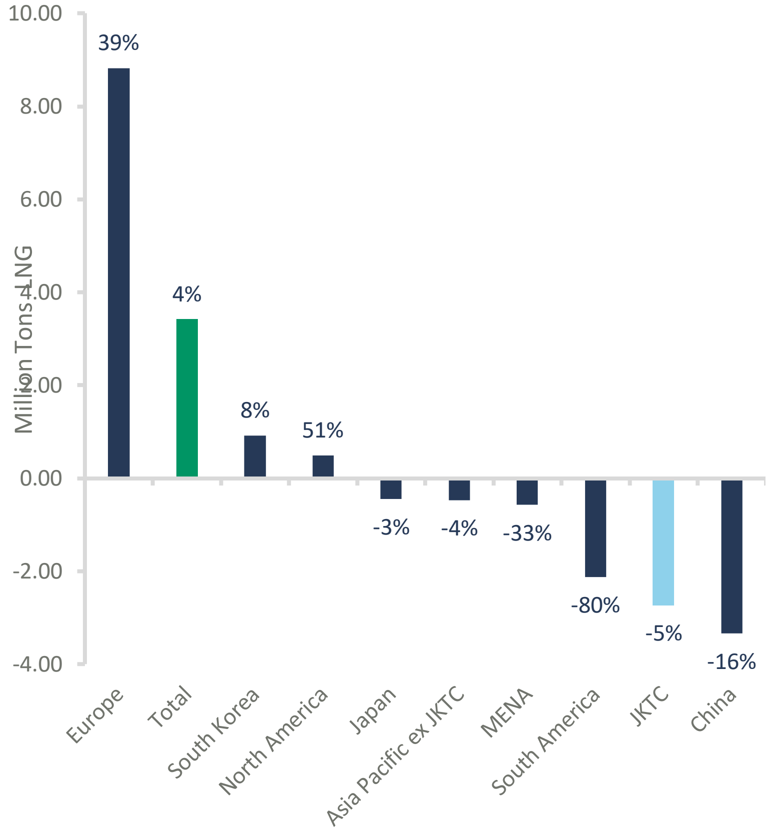
GLOP CONTRACTED REVENUES ($M)



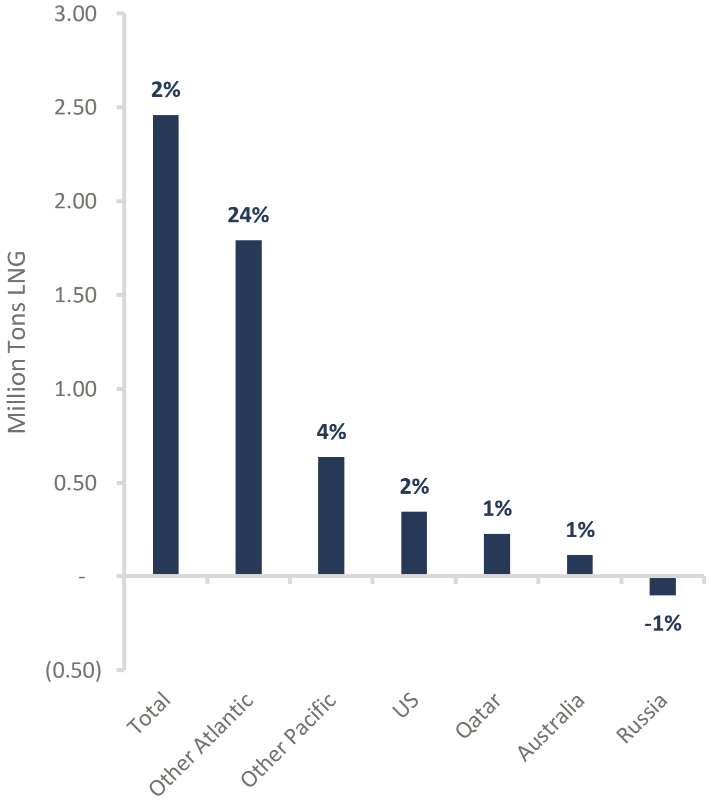
1. The estimates in this table are management's forecast as of January 26, 2023 and are subject to revision.

STRONG EUROPEAN LNG IMPORTS CONTINUE DESPITE WARM WEATHER SHOWCASING DEPENDENCE ON LNG

LNG DEMAND: Q4 22V. Q4 21(MT)



LNG SUPPLY: Q4 22V. Q4 21(MT)



4.5%
Forecast LNG supply growth in 2022

19.1 MT
Total US LNG exports in Q4 2022

c.2.30x
US shipping multiplier in Q4 2022 (Source: SSY)

5.7%
Forecast LNG demand growth in 2022

-20.4%
Forecast demand drop in China in 2022

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

Reduced consumption in Europe over 2022Q4 due to mild weather

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Non-GAAP Financial Measures:

EBITDA is defined as earnings before financial income and costs, gain/loss on derivatives, taxes, depreciation and amortization. Adjusted EBITDA is defined as EBITDA before impairment loss on vessels, loss on disposal of vessel and restructuring costs. Adjusted Profit represents earnings before (a) non-cash gain/loss on derivatives that includes unrealized gain/loss on derivatives held for trading, (b) write-off and accelerated amortization of unamortized loan fees, (c) impairment loss on vessels, (d) loss on disposal of vessel and (e) restructuring costs. Adjusted EPU, represents Adjusted Profit (as defined above), after deducting preference unit distributions and adding/deducting any difference between the carrying amount of preference units and the fair value of the consideration paid to settle them, divided by the weighted average number of units outstanding during the period. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU, which are non-GAAP financial measures, are used as supplemental financial measures by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Partnership believes that these non-GAAP financial measures assist our management and investors by increasing the comparability of our performance from period to period. The Partnership believes that including EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU assists our management and investors in (i) understanding and analyzing the results of our operating and business performance, (ii) selecting between investing in us and other investment alternatives and (iii) monitoring our ongoing financial and operational strength in assessing whether to purchase and/or to continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of, in the case of EBITDA and Adjusted EBITDA, financial costs, gain/loss on derivatives, taxes, depreciation and amortization; in the case of Adjusted EBITDA, impairment loss on vessels, loss on disposal of vessel and restructuring costs and, in the case of Adjusted Profit and Adjusted EPU, non-cash gain/loss on derivatives, write-off and accelerated amortization of unamortized loan fees, impairment loss on vessels, loss on disposal of vessel and restructuring costs, which items are affected by various and possibly changing financing methods, financial market conditions, general shipping market conditions, capital structure and historical cost basis and which items may significantly affect results of operations between periods. Restructuring costs are excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because restructuring costs represent charges reflecting specific actions taken by management to improve the Partnership's future profitability and therefore are not considered representative of the underlying operations of the Partnership. Impairment loss is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because impairment loss on vessels represents the excess of their carrying amount over the amount that is expected to be recovered from them in the future and therefore is not considered representative of the underlying operations of the Partnership. Loss on disposal of vessel is excluded from Adjusted EBITDA, Adjusted Profit and Adjusted EPU because loss on disposal of vessel represents the excess of its carrying amount over the amount that was recovered through sale and therefore is not considered representative of the underlying operations of the Partnership.

EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU have limitations as analytical tools and should not be considered as alternatives to, or as substitutes for, or superior to, profit, profit from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS. Some of these limitations include the fact that they do not reflect (i) our cash expenditures or future requirements for capital expenditures or contractual commitments, (ii) changes in, or cash requirements for, our working capital needs and (iii) the cash requirements necessary to service interest or principal payments on our debt. Although depreciation and amortization are non-cash charges, the assets being depreciated and amortized will often have to be replaced in the future and EBITDA and Adjusted EBITDA do not reflect any cash requirements for such replacements. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU are not adjusted for all non-cash income or expense items that are reflected in our statement of cash flows and other companies in our industry may calculate these measures differently to how we do, limiting their usefulness as comparative measures. EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU exclude some, but not all, items that affect profit or loss and these measures may vary among other companies. Therefore, EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU as presented herein may not be comparable to similarly titled measures of other companies. The following tables reconcile EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU to Profit, the most directly comparable IFRS financial measure, for the periods presented.

In evaluating EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of EBITDA, Adjusted EBITDA, Adjusted Profit and Adjusted EPU should not be construed as an inference that our future results will be unaffected by the excluded items.

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Reconciliation of (Loss)/profit to EBITDA and Adjusted EBITDA:

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

	For the three months ended		For the years ended	
	December 31, 2021	December 31, 2022	December 31, 2021	December 31, 2022
(Loss)/profit for the period	(70,784)	40,593	5,726	118,986
Depreciation	22,728	22,583	85,493	87,490
Financial costs	9,393	15,699	37,297	47,639
Financial income	(11)	(1,491)	(43)	(2,363)
Gain on derivatives	(1,762)	(430)	(2,496)	(9,646)
EBITDA	**(40,436)**	**76,954**	**125,977**	**242,106**
Impairment loss on vessels	103,977	4,444	103,977	32,471
Loss/(gain) on disposal of vessels	630	(337)	630	(171)
Restructuring costs	—	—	—	168
Adjusted EBITDA	**64,171**	**81,061**	**230,584**	**274,574**

Reconciliation of (Loss)/profit to Adjusted Profit:

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

	For the three months ended		For the years ended	
	December 31, 2021	December 31, 2022	December 31, 2021	December 31, 2022
(Loss)/profit for the period	(70,784)	40,593	5,726	118,986
Non-cash gain on derivatives	(3,736)	(242)	(11,092)	(12,821)
Write-off of unamortized loan fees	604	360	604	654
Impairment loss on vessels	103,977	4,444	103,977	32,471
Loss/(gain) on disposal of vessels	630	(337)	630	(171)
Restructuring costs	—	—	—	168
Adjusted Profit	**30,691**	**44,818**	**99,845**	**139,287**

NON-GAAP FINANCIAL MEASURES AND RECONCILIATIONS

Reconciliation of (Loss)/profit to EPU and Adjusted EPU:

(Amounts expressed in thousands of U.S. Dollars, except unit and per unit amounts)

	For the three months ended		For the years ended	
	December 31, 2021	December 31, 2022	December 31, 2021	December 31, 2022
(Loss)/profit for the period	(70,784)	40,593	5,726	118,986
Adjustment for:				
Accrued preference unit distributions	(7,201)	(6,159)	(29,694)	(26,458)
Differences on repurchase of preference units	(137)	415	(2)	195
Partnership's (loss)/profit attributable to:	**(78,122)**	**34,849**	**(23,970)**	**92,723**
Common units	(76,510)	34,136	(23,488)	90,821
General partner units	(1,612)	713	(482)	1,902
Weighted average units outstanding (basic)				
Common units	51,137,201	51,687,865	49,501,674	51,422,248
General partner units	1,077,494	1,080,263	1,049,800	1,078,897
EPU (basic)				
Common units	(1.50)	0.66	(0.47)	1.77
General partner units	(1.50)	0.66	(0.46)	1.76

	For the three months ended		For the years ended	
	December 31, 2021	December 31, 2022	December 31, 2021	December 31, 2022
(Loss)/profit for the period	(70,784)	40,593	5,726	118,986
Adjustment for:				
Accrued preference unit distributions	(7,201)	(6,159)	(29,694)	(26,458)
Differences on repurchase of preference units	(137)	415	(2)	195
Partnership's (loss)/profit used in EPU calculation	**(78,122)**	**34,849**	**(23,970)**	**92,723**
Non-cash gain on derivatives	(3,736)	(242)	(11,092)	(12,821)
Write-off of unamortized loan fees	604	360	604	654
Impairment loss on vessels	103,977	4,444	103,977	32,471
Loss/(gain) on disposal of vessels	630	(337)	630	(171)
Restructuring costs	—	—	—	168
Adjusted Partnership's profit used in EPU calculation attributable to:	**23,353**	**39,074**	**70,149**	**113,024**
Common units	22,871	38,275	68,691	110,704
General partner units	482	799	1,458	2,320
Weighted average units outstanding (basic)				
Common units	51,137,201	51,687,865	49,501,674	51,422,248
General partner units	1,077,494	1,080,263	1,049,800	1,078,897
Adjusted EPU (basic)				
Common units	0.45	0.74	1.39	2.15
General partner units	0.45	0.74	1.39	2.15