GasLog Partners LP
Wells Fargo Conference

December 2017

Forward-Looking Statements

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

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

- general LNG shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements and opportunities for the profitable operations of LNG carriers;
- continued low prices for crude oil and petroleum products and volatility in gas prices;
- our ability to leverage GasLog's relationships and reputation in the shipping industry;
- our ability to enter into time charters with new and existing customers;
- 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 dividends and distributions;
- our ability to purchase vessels from GasLog in the future;
- 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 or operating expenses;
- our expectations about the time that it may take to construct and deliver newbuildings and the useful lives of our ships;
- number of off-hire days, dry-docking requirements and insurance costs;
- fluctuations in currencies and interest rates;
- our ability to maintain long-term relationships with major energy companies;
- our ability to maximize the use of our ships, including the re-employment or disposal of ships no longer under time charter commitments, including the risk that our vessels may no longer have the latest technology at such time;
- environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities;
- the expected cost of, and our ability to comply with, governmental regulations and maritime self-regulatory organization standards, requirements imposed by classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operation, including the discharge of pollutants;
- GasLog's ability to retain key employees and provide services to us, and the availability of skilled labor, ship crews and management;
- potential disruption of shipping routes due to accidents, political events, piracy or acts by terrorists;
- potential liability from future litigation;
- our business strategy and other plans and objectives for future operations;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; and
- other risks and uncertainties described in the Partnership's Annual Report on Form 20-F filed with the SEC on February 13, 2017, 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.

GasLog: A Global Leader In LNG Transportation

2001 International owner and operator of LNG carriers since 2001 **2017**

28 Vessels
Consolidated fleet[1]

$3.2 billion
Q3 17 consolidated revenue backlog

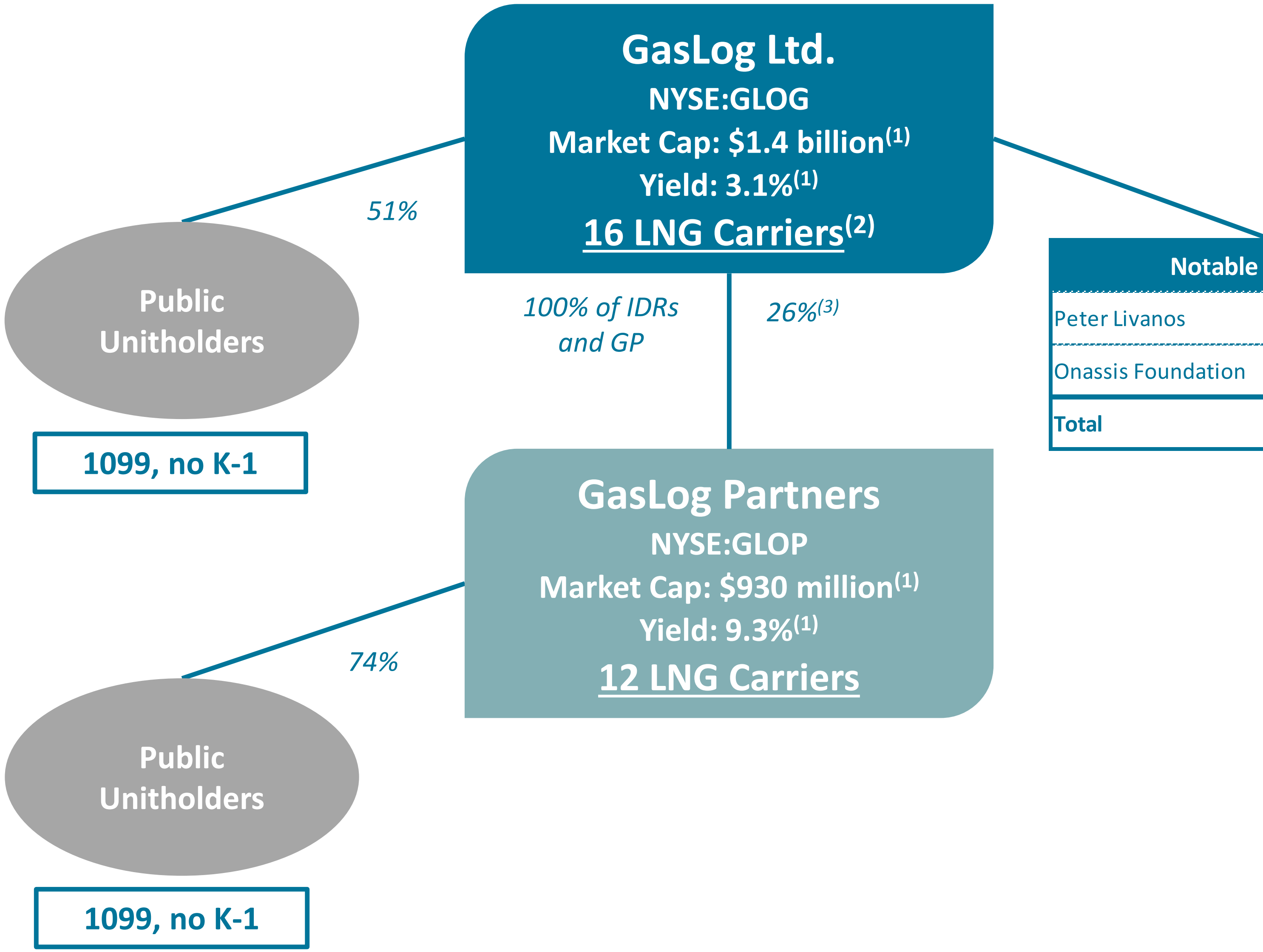
GasLog Ltd.
April 2012 IPO

GasLog Partners
May 2014 IPO

~1,500
employees onshore and on the vessels

1. Includes one vessel secured under a long-term bareboat charter from Lepta Shipping, a subsidiary of Mitsui

Organizational And Ownership Structure



Notable Investors	
Peter Livanos	40%
Onassis Foundation	9%
Total	**49%**

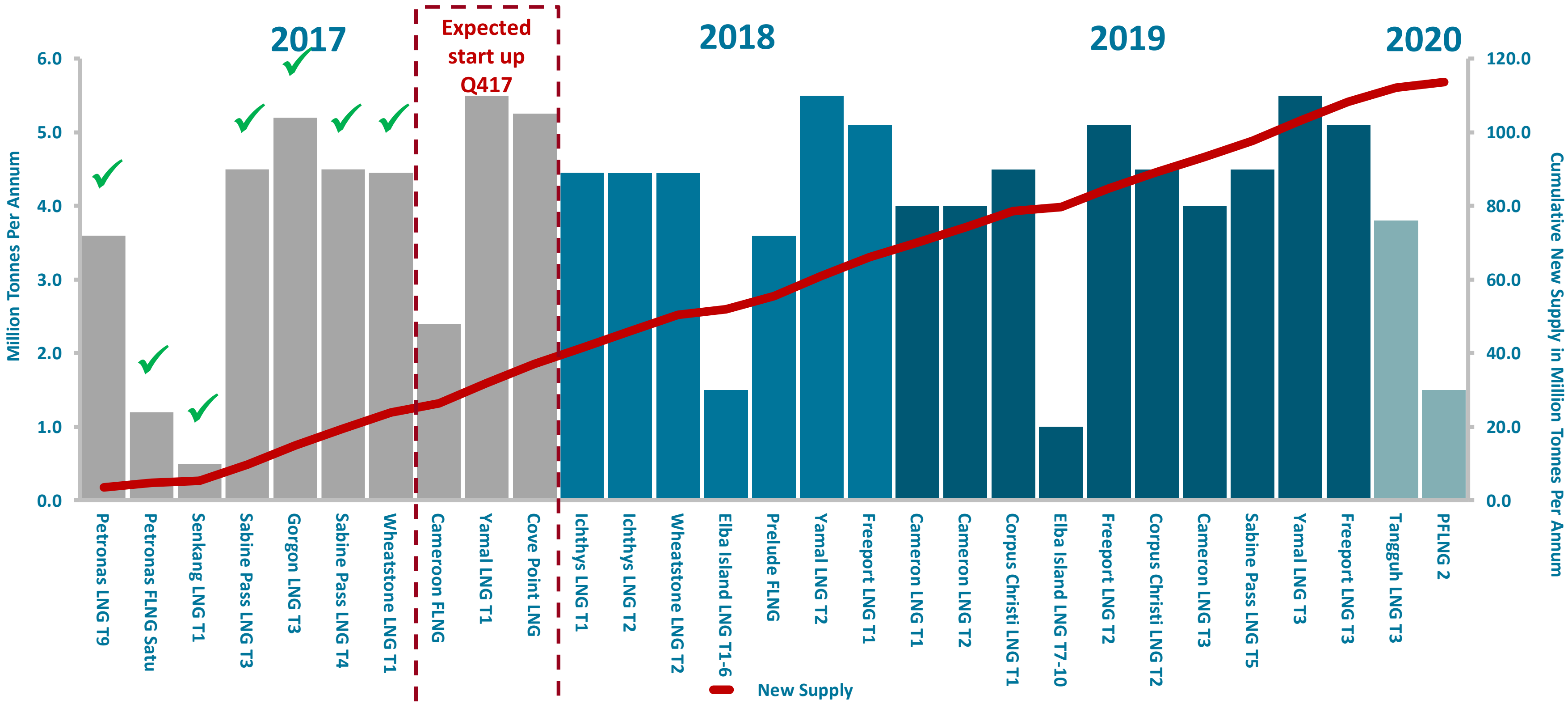
1. As of December 1, 2017
2. Includes one vessel secured under a long-term bareboat charter from Lepta Shipping, a subsidiary of Mitsui
3. Inclusive of 2.0% GP Interest

LNG SHIPPING OVERVIEW

Attractive Long-Term Outlook For LNG Shipping

1	Wave Of LNG Supply Coming Online As Expected	✓
2	LNG Demand Keeping Pace With New Supply	✓
3	Limited Vessel Ordering: Expected Shortfall From 2019	✓
4	Encouraging Signs Of Recovery In LNG Shipping Market	✓

New LNG Supply Coming Online

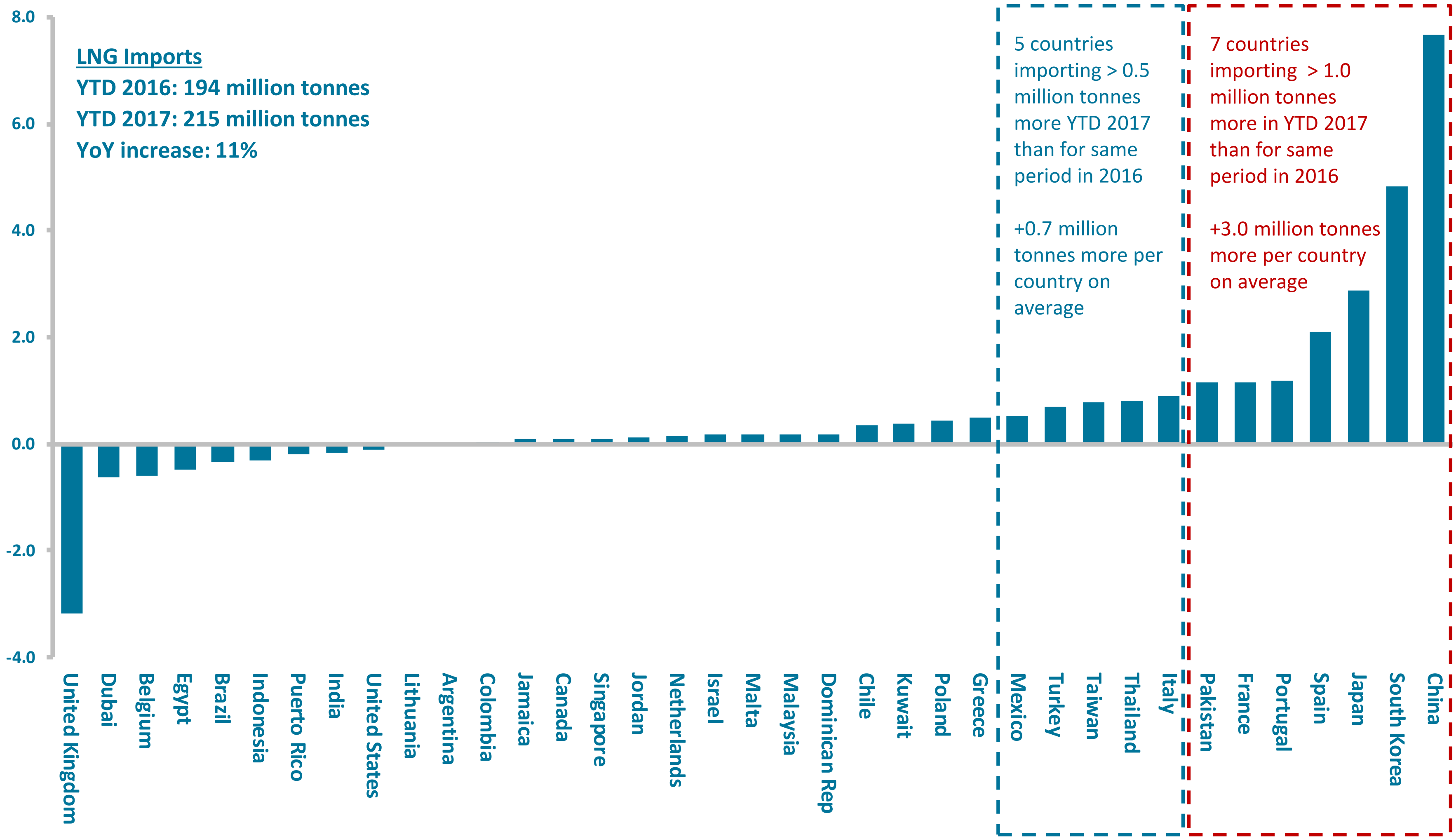


- 24 million tonnes of nameplate capacity online in 2017 YTD. A further 13 million tonnes expected by year end
- Largely H217 loaded with the start up of Sabine Pass T3 & 4, Wheatstone and the expected start up of Cameroon, Yamal and Cove Point in the coming weeks
- Sabine Pass continues to operate around full capacity and has now shipped ~200 cargoes
- Expected shortfall of 40 – 60 vessels by 2020, excluding FSRU conversions or vessel scrapping

Source: IGU, Wood Mackenzie

LNG Demand Continues To Keep Pace With New Supply

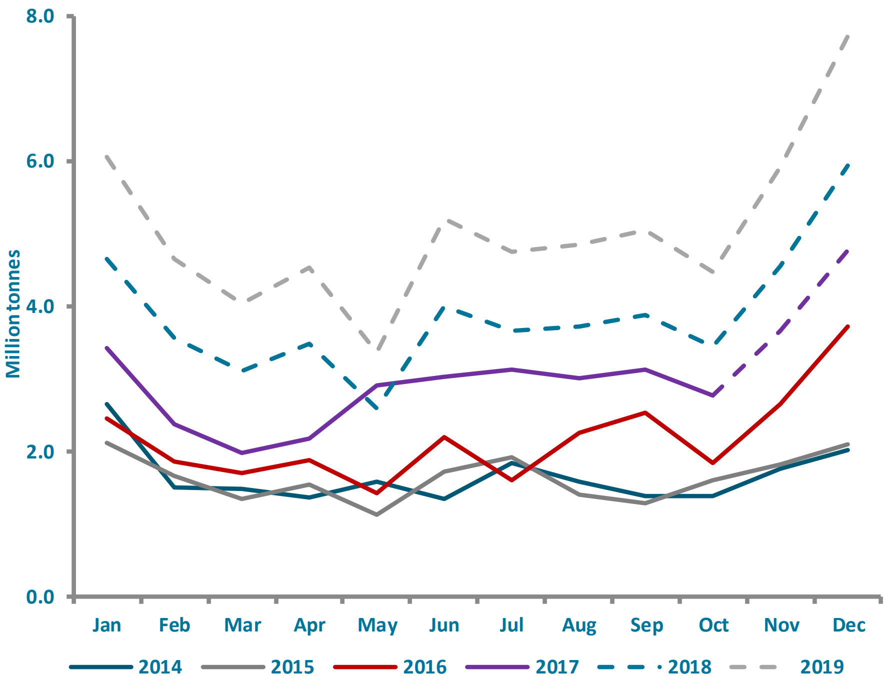
LNG Imports (million tonnes) For 9 Months Ending 30 September 2017 vs. 9 Months Ending 30 September 2016



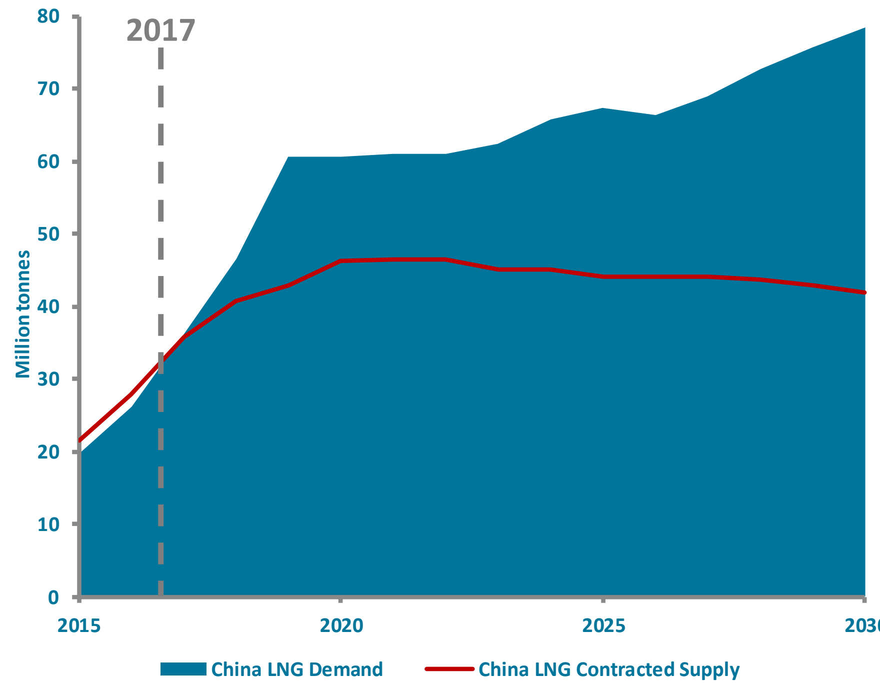
Source: Poten

Strong Future Chinese LNG Demand Expected

Chinese Monthly LNG Demand



Chinese LNG Demand To Outpace Contracted Supply



- Wood Mackenzie estimates that :
  - Chinese LNG demand will rise sharply through 2018 and 2019
  - Chinese LNG demand will outpace contracted supply during 2018 onwards
    - Almost 18 mtpa shortfall in 2019 from current contracted supply
    - Rising to 37 mtpa shortfall by 2030

Source: Wood Mackenzie

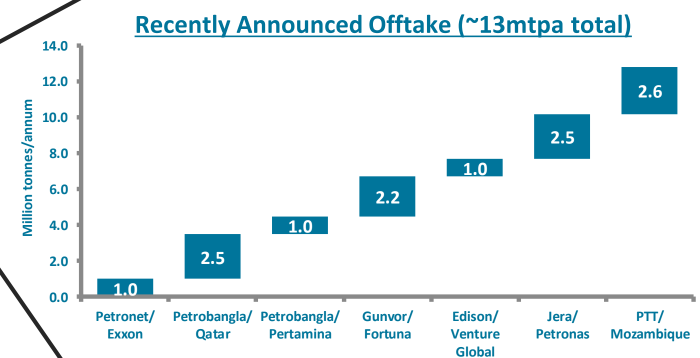
Growing Momentum In New Offtake Agreements

Aug 2017: Petronet increased its Gorgon volumes from Exxon to 2.5mtpa (from 1.5mtpa)

Sept 2017: Bangladesh signed 15y offtake with Qatar for 2.5mtpa on average

Sept 2017: Bangladesh signed three MOU supply agreements – Pertamina (1mtpa), Oman, Gunvor

Oct 2017: JERA signs a 3y contract with Petronas to supply 2.5mtpa from April 2018



New offtake news

Infrastructure developments

Oct 2017: Edison signed 20y SPA with Venture Global for 1mtpa from Calcasieu Pass

Aug 2017: Fortuna FLNG offtake awarded to Gunvor for 2.2mtpa for 10y

Sept 2017: PTT signed offtake agreement for 2.6mtpa from Mozambique

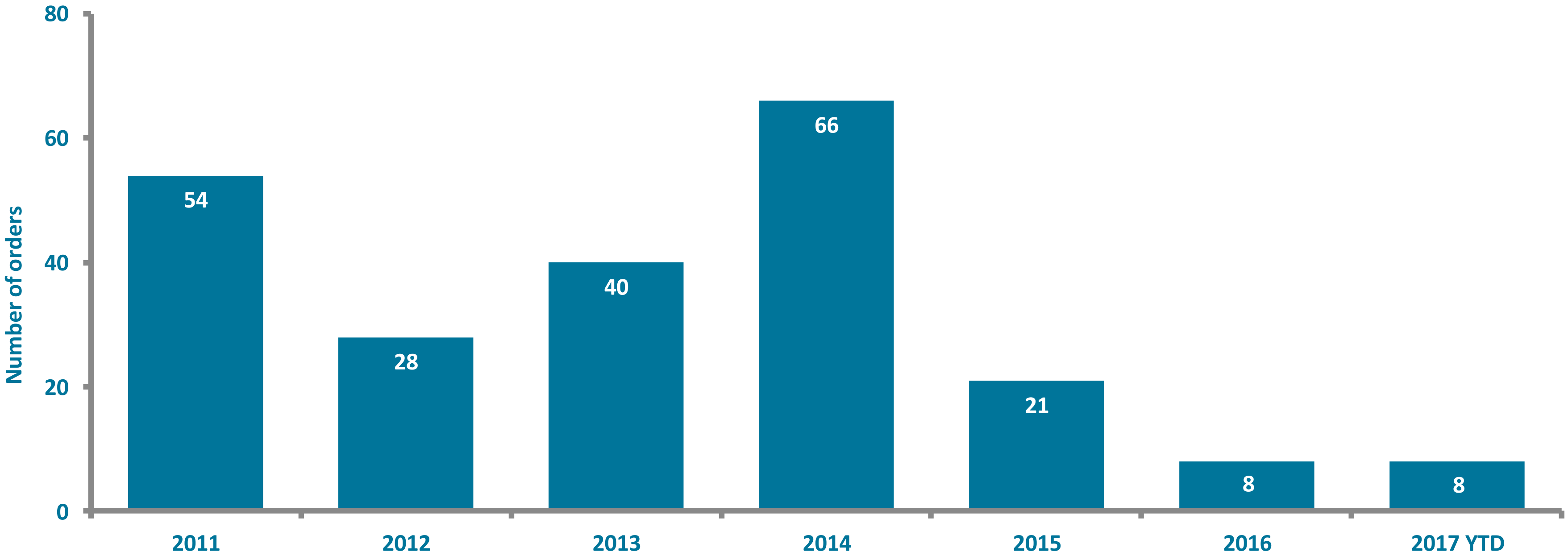
Oct 2017: Japan to invest $10bn in global LNG infrastructure

- Despite limited number of new FIDs, multiple projects continue to make progress

Source: Public disclosure and company estimates

New Vessel Orders Continue At Multi-Year Low

New LNG Carrier Orders Placed

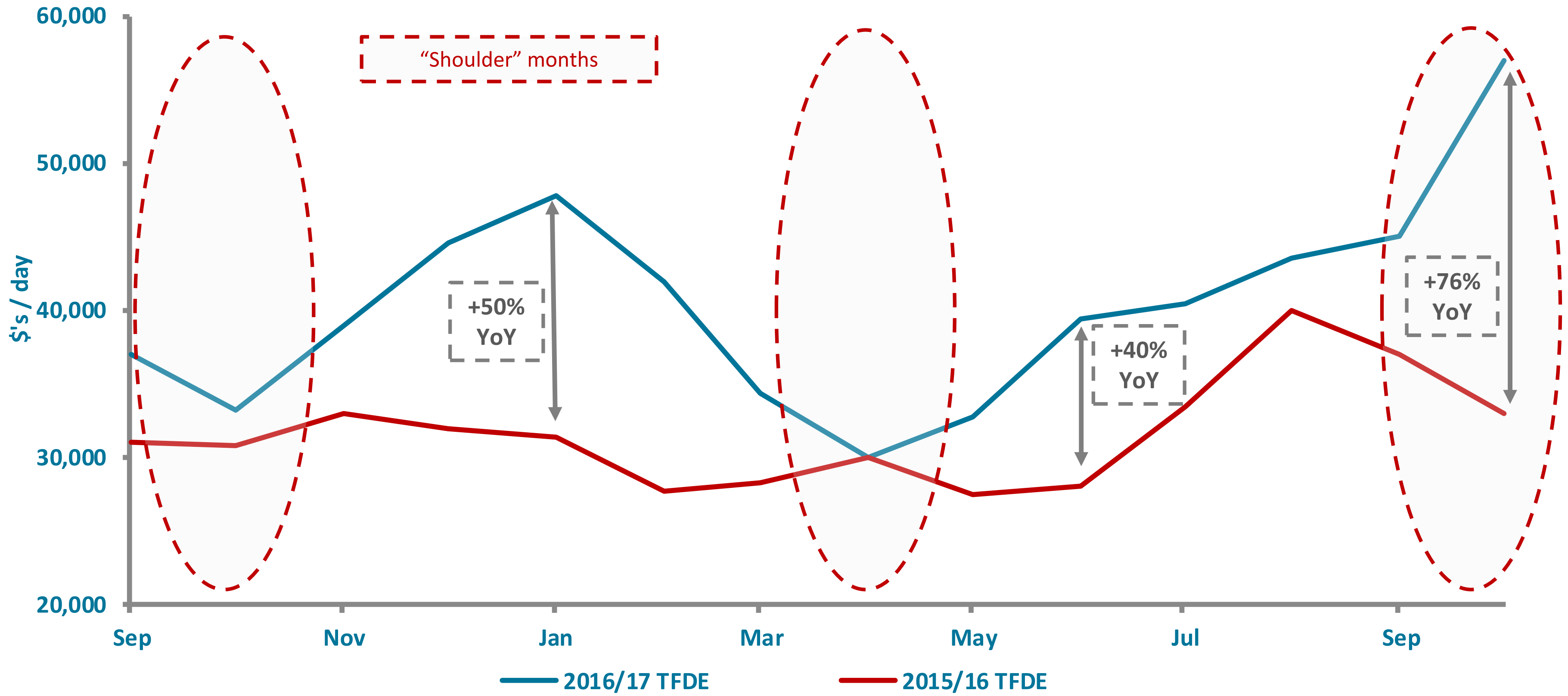


- New order placed in July 2017 for 4 LNG carriers for MOL (for the Yamal project)
- LNG vessels take ~2.5 years to build: An order placed now delivers in 2020

Source: Poten

Rates Continue To Rise Through "Shoulder" Months

TFDE Spot Rates vs. Previous 12 Months



- Limited seasonality in rates in H215/H116, due to vessel oversupply in the market
- 2017 has seen much greater seasonality as the vessel oversupply starts to be absorbed
- Rates did not fall through Q317 "shoulder" months – a marked change from Q316
  - Clarksons currently quoting headline rates of $70k/day (+63% YoY)

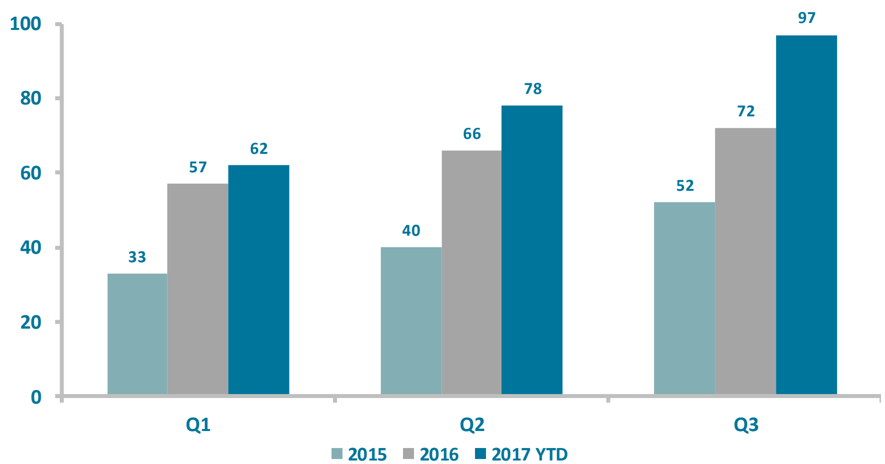
Source: Clarksons

LNG Shipping Spot Market Continues To Tighten

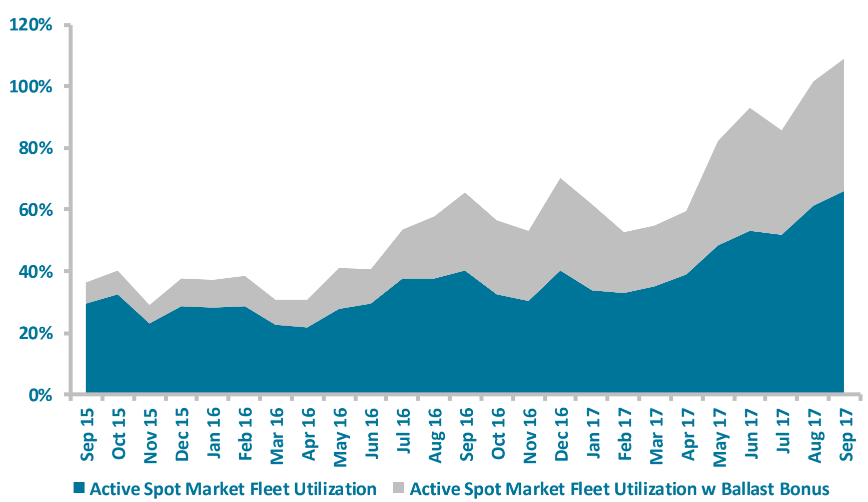
Spot Market Developments

- Greater uncontracted LNG supply driving heightened levels of market activity
- Number of fixtures increasing every quarter and up 22% YTD vs 2016
- Utilization of spot fleet also improving
- Return of round trip economics as a result of lack of vessel availability

LNG Spot Fixtures Per Quarter



LNG Shipping Utilization Rates



Source: Poten

GASLOG PARTNERS INVESTMENT OPPORTUNITY

GasLog Partners' Q3 2017 Highlights

- Highest-ever quarterly Partnership Performance Results[(1)] for Revenues, EBITDA and Distributable cash flow[(2)], among other metrics
- Increased cash distribution to $0.5175 per common unit, 1.5% higher than the second quarter of 2017 and 8.3% higher than the third quarter of 2016
  - Distribution coverage ratio[(3)] of 1.20x
- Completed the acquisition of the *GasLog Geneva* from GasLog Ltd. ("GasLog") for $211.0 million, with attached multi-year charter to a subsidiary of Royal Dutch Shell plc ("Shell")
- Announced and, post quarter-end, completed the acquisition of the *Solaris* from GasLog for $185.9 million, with attached multi-year charter to Shell
- Raised gross at-the-market common equity ("ATM") proceeds of $44.6 million during the quarter, with cumulative gross proceeds totaling $53.9 million since inception
  - Weighted average sales price of $22.91[(4)] per unit represents 0.6% discount to VWAP

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 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.
3. Distribution coverage ratio represents the ratio of Distributable cash flow to the Cash distribution declared.
4. The weighted average price from inception to 30 September 2017.

Continued EBITDA Growth From *GasLog Geneva* And *Solaris* Acquisitions

	GasLog Geneva	*Solaris*
Announcement Date	June 1, 2017	September 15, 2017
Closing Date	July 3, 2017	October 20, 2017
Purchase Price	$211.0 million, including $1 million of positive net working capital	$185.9 million, including $1 million of positive net working capital
Size / Propulsion	174,000 cbm / tri-fuel diesel electric	155,000 cbm / tri-fuel diesel electric
Year Built	2016	2014
Firm Charter Period / Charterer	September 2023 to Shell	June 2021 to Shell
Extension Options	Consecutive extension options to extend the charter by 5 or 8 years	Consecutive extension options to extend the charter by 5 or 10 years
Estimated NTM EBITDA(1)	$23 million	$20 million
Acquisition Multiple(2)	9.1x Estimated NTM EBITDA	9.2x Estimated NTM EBITDA

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

Highest-Ever Quarterly Partnership Performance Results[1] And Increased Distribution Per Unit

(In Millions Of USD, Except Per Unit Data)

	Q3 2017	Q2 2017	Q3 2016	% Change From Q2 2017	% Change From Q3 2016
Revenues	$73.3	$62.6	$51.5	*17.1%*	*42.4%*
EBITDA[2]	$53.5	$45.2	$37.2	*18.4%*	*43.8%*
Distributable Cash Flow[2]	$26.9	$23.3	$21.4	*15.5%*	*25.5%*
Quarterly Cash Distribution Per Unit	$0.518	$0.510	$0.478	*1.5%*	*8.3%*
Annualized Cash Distribution Per Unit	$2.070	$2.040	$1.912	*1.5%*	*8.3%*

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Track Record Of Cash Flow Growth And Coverage Discipline Since IPO

Distributable Cash Flow Per LP Unit Since IPO [1]

Distribution Per LP Unit Since IPO[1]

Cumulative Distribution Coverage Ratio = 1.20x Since IPO

1. The Q2 2014 data above is shown on a full quarter basis. The Partnership's Q2 2014 results were for the period from May 12, 2014 to June 30, 2014.

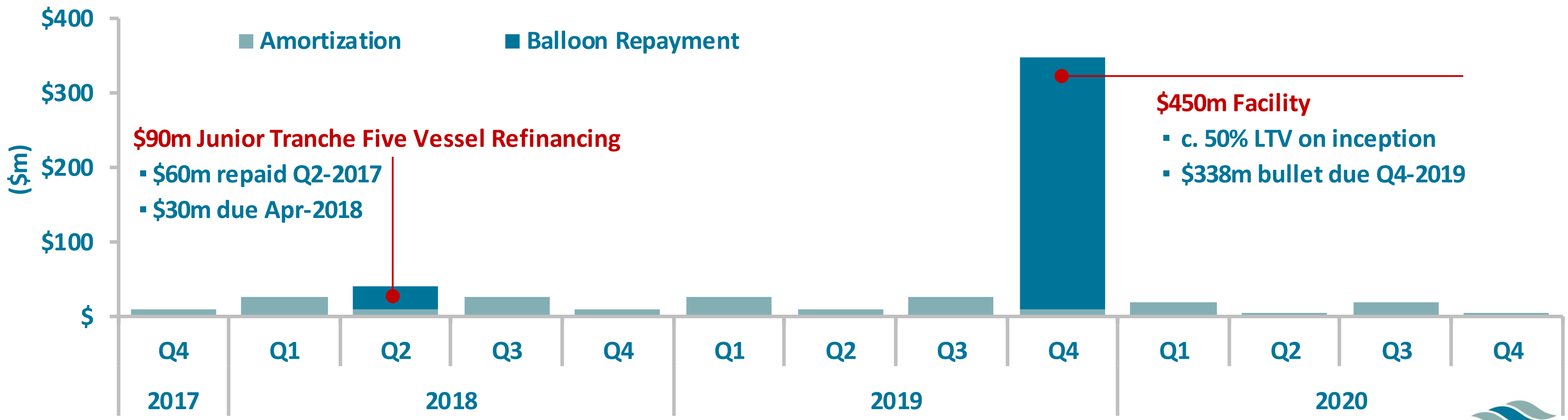
Substantial Liquidity And Debt Capacity To Fund Fleet Growth And Investments In Vessel Enhancements

Liquidity And Credit Metrics

Liquidity ($m)	Q3 2017	Adjusted For *Solaris* Acquisition	Further Adjusted For $30m Debt Repayment (Apr-2018) $26m Investments In Vessel Enhancements
Cash And Cash Equivalents	$193	$124	$68
Availability Under Revolving Credit Facilities	$43	$56	$56
Total Liquidity	$235	$180	$124

Credit Metrics			
Total Debt / Total Capitalization	52.9%	53.8%	53.1%
Net Debt / EBITDA[(1)] (Annualized)	4.0x	4.2x	4.2x

Scheduled Debt Payments



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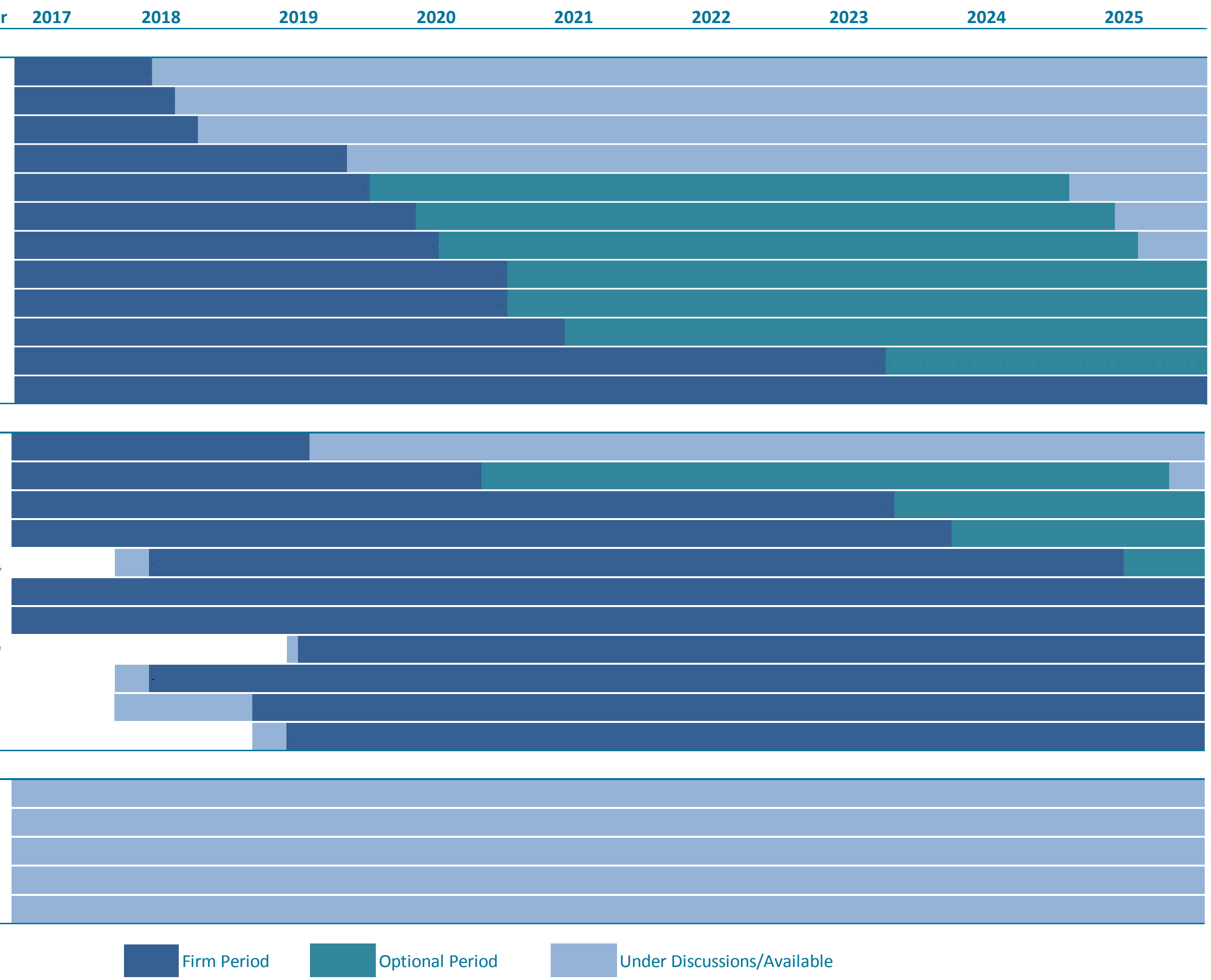
Visible Future Growth From GasLog Ltd.'s Fleet Of Vessels With Multi-Year Charters

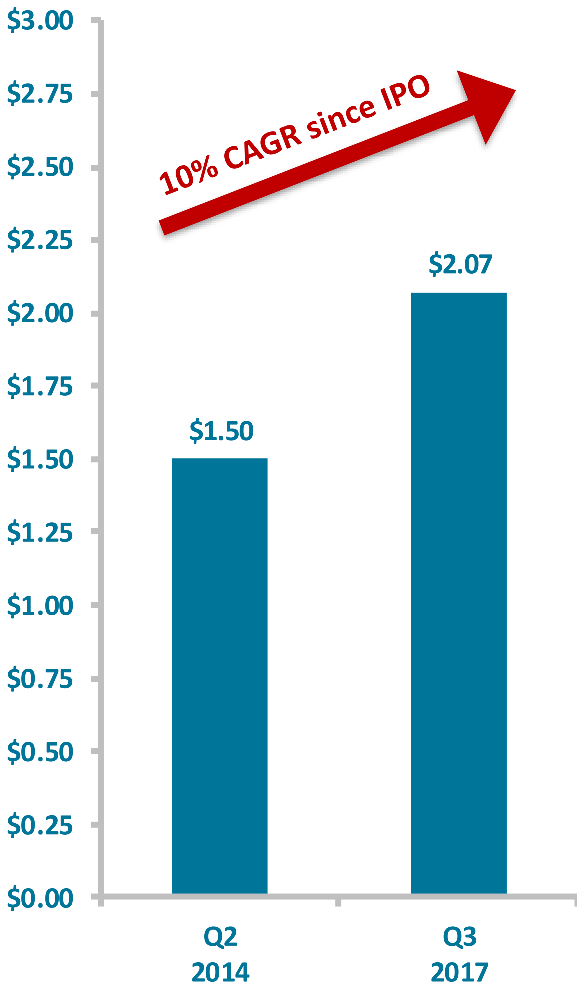
Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
GasLog Shanghai	TFDE	2013	155,000	
GasLog Santiago	TFDE	2013	155,000	
GasLog Sydney	TFDE	2013	155,000	
Methane Jane Elizabeth	Steam	2006	145,000	
Methane Alison Victoria[1]	Steam	2007	145,000	
Methane Rita Andrea[1]	Steam	2006	145,000	
Methane Shirley Elisabeth[1]	Steam	2007	145,000	
Methane Heather Sally[1]	Steam	2007	145,000	
GasLog Seattle[1]	TFDE	2013	155,000	
Solaris[1]	TFDE	2014	155,000	
GasLog Geneva[1]	TFDE	2016	174,000	
GasLog Greece[1]	TFDE	2016	174,000	
GasLog Ltd.				
GasLog Skagen	TFDE	2013	155,000	
Methane Lydon Volney	Steam	2006	145,000	
GasLog Gibraltar	TFDE	2016	174,000	
Methane Becki Anne	TFDE	2010	170,000	
Hull 2801[2]	X-DF	2018	174,000	TOTAL
Methane Julia Louise[3]	TFDE	2010	170,000	
GasLog Glasgow	TFDE	2016	174,000	
Hull 2212[4]	X-DF	2019	180,000	centrica
Hull 2130	X-DF	2018	174,000	
Hull 2800	X-DF	2018	174,000	
Hull 2131	X-DF	2019	174,000	
GasLog Ltd. Vessels in The Cool Pool				
GasLog Singapore		2010	155,000	-
GasLog Chelsea		2010	153,600	-
GasLog Savannah		2010	155,000	-
GasLog Saratoga		2014	155,000	-
GasLog Salem		2015	155,000	-



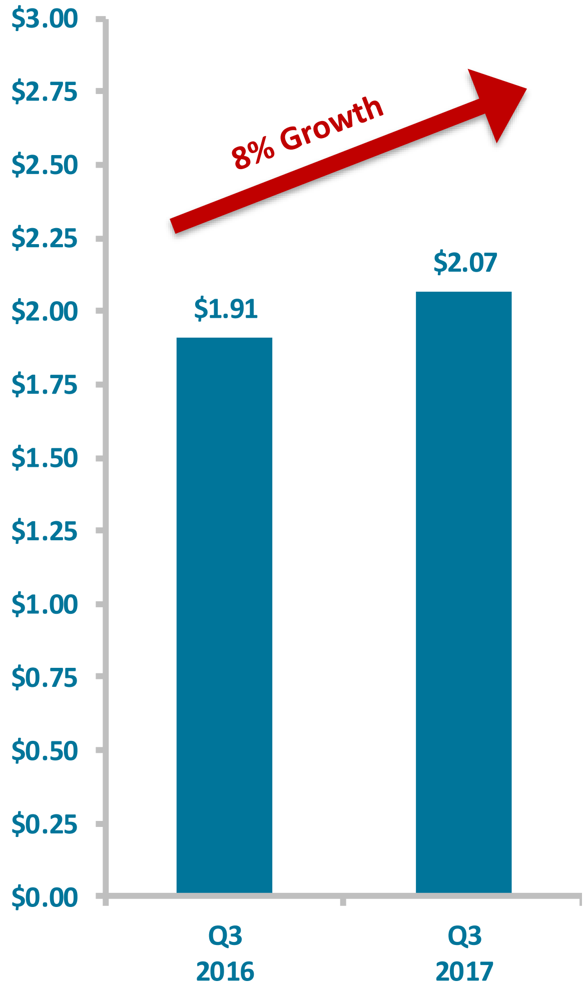
1. Charters may be extended for certain periods at charterer's option. The period shown reflects the expiration maximum optional period. In addition, the charterer of the *Methane Shirley Elisabeth*, the *Methane Heather Sally* and the *Methane Alison Victoria* has a unilateral option to extend the term of two of the related time charters for a period of either three or five years at its election. The charterer of the *Methane Rita Andrea* may extend this charter for one extension period of three or five years. The charterer of the *GasLog Seattle* and the *Solaris* may extend the term of each time charter for a period ranging from five to ten years. The charterer of the *GasLog Greece* may extend the term of the time charter for a period of five years. The charterer of the *GasLog Geneva* may extend the term of the time charter by two additional periods of five and three years, respectively.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a subsidiary of Total.
3. On February 24, 2016, GasLog completed the sale and leaseback of the *Methane Julia Louise* with Lepta Shipping Co., Ltd., a subsidiary of Mitsui Co. Ltd. GasLog Partners retains its option to purchase the special purpose entity that controls the charter revenues from this vessel.
4. The vessel is chartered to Pioneer Shipping Limited, a subsidiary of Centrica plc.

Distribution Growth Track Record And 2018 Guidance

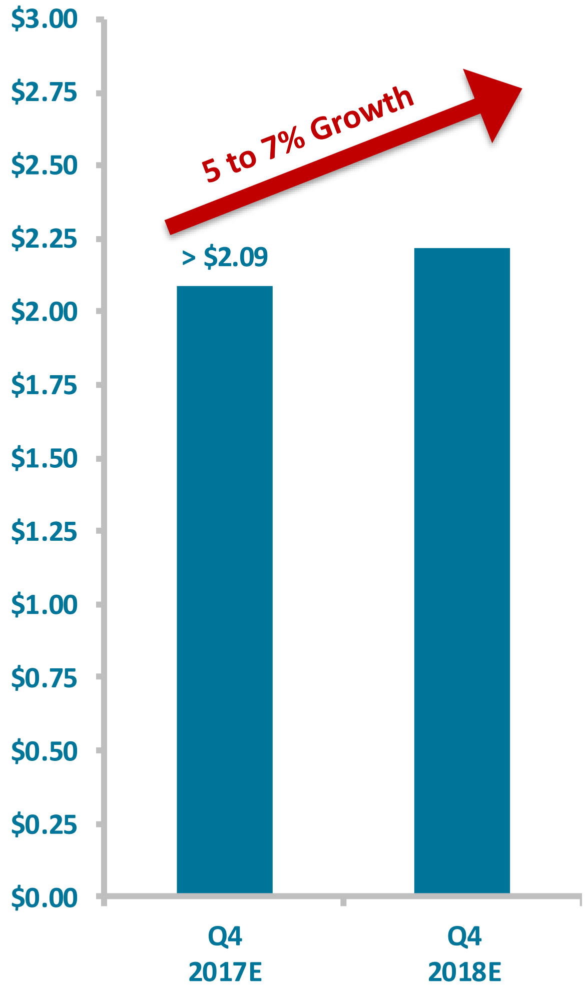
IPO To Q3 2017[1]



Year-On-Year Growth[1]



2018 Guidance[1]



1. Annualized distribution per LP unit.

GasLog Partners: Investment Case

1 Highest-ever quarterly Partnership Performance Results[1] for Revenues, EBITDA and Distributable cash flow[2]

2 Increased quarterly cash distribution represents 10% CAGR since IPO and 8% growth over Q3 2016

3 5% to 7% growth guidance for 2018 reflects dropdown pipeline, continued access to equity, dry-dockings and charter renewals

4 New liquefaction volumes, vessel chartering activity and limited new vessel orders support improving LNG shipping rates

Attractive MLP Investment Opportunity

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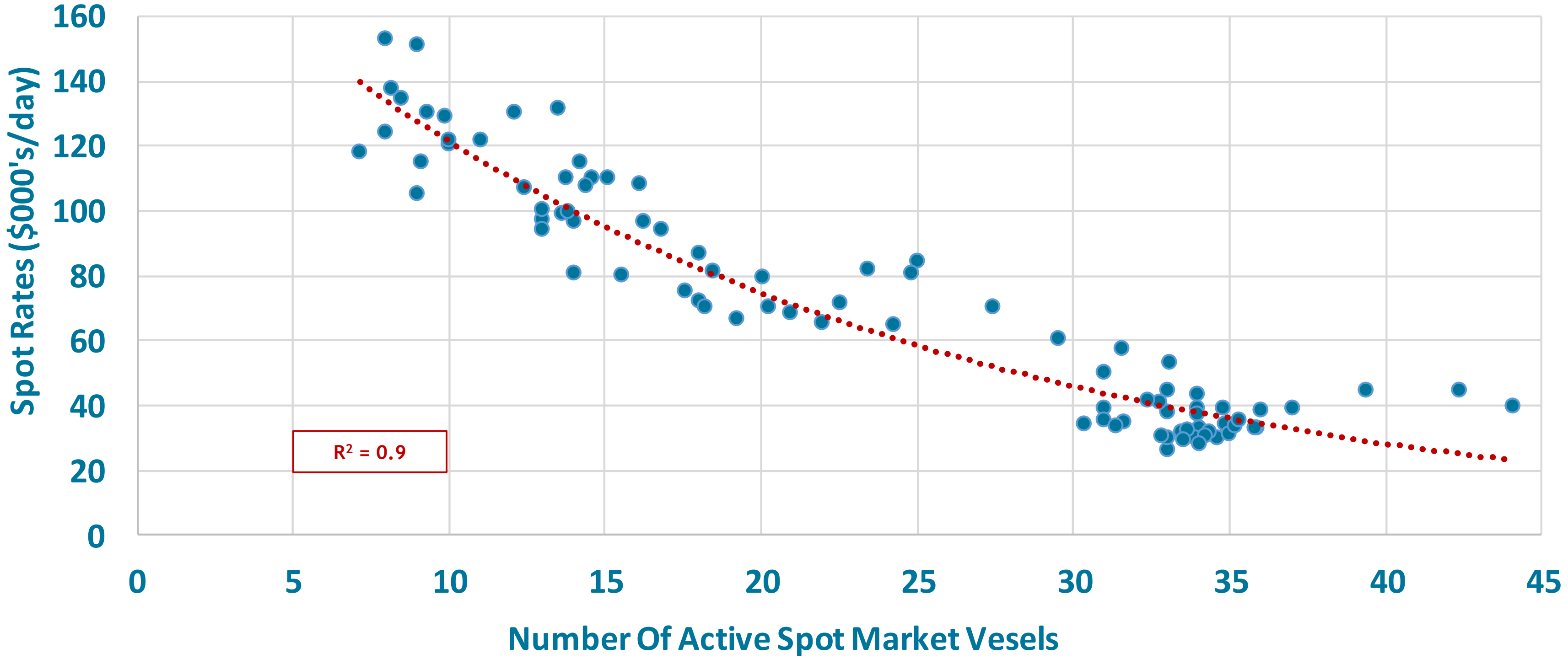
APPENDIX

Historical Spot Market Availability Vs Spot Rates

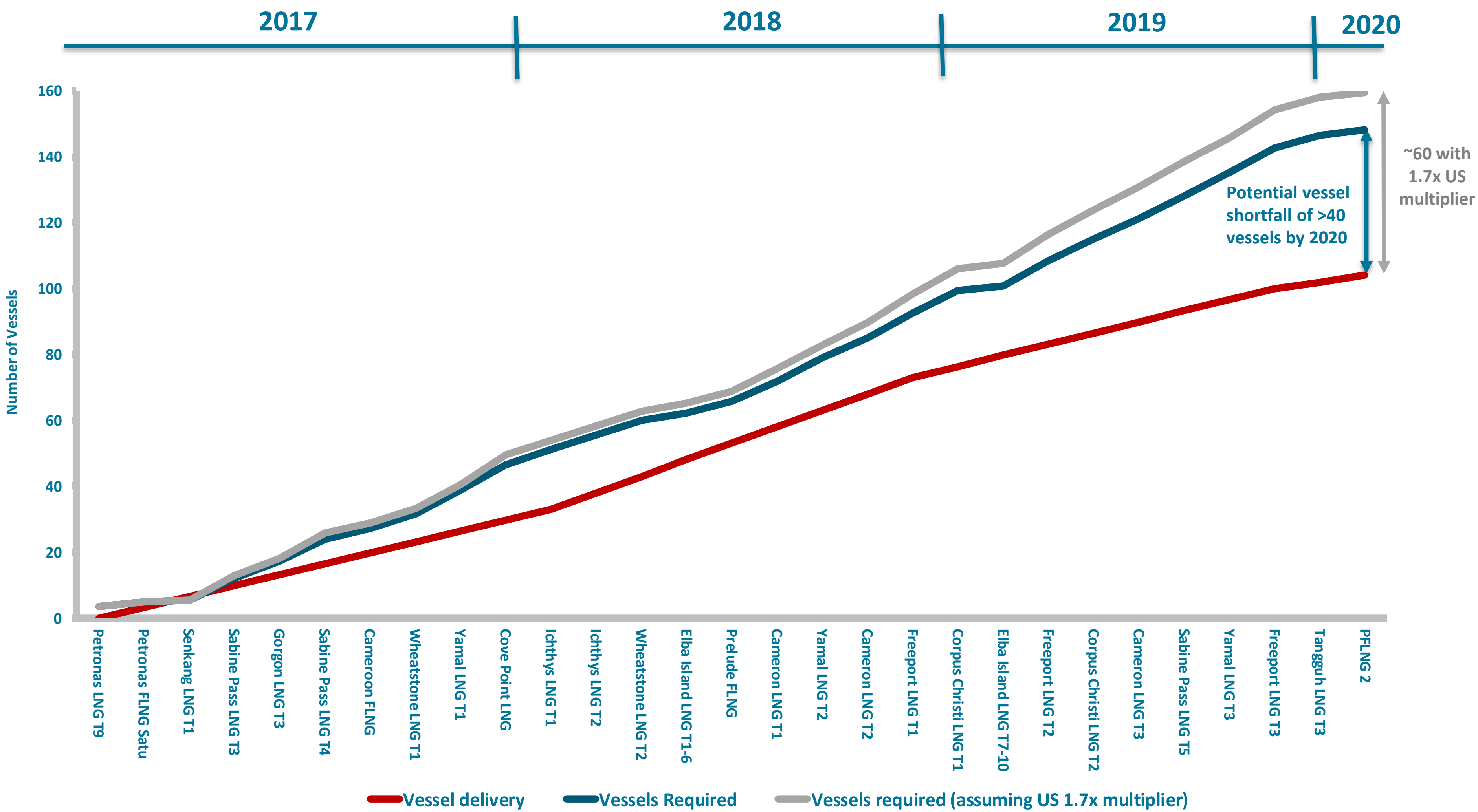
Benchmark Spot Charter Rates vs Active Spot Market Vessels (2010-2017)



- Strong historical relationship between charter rates and number of spot vessels

Source: Poten; company information

Future Vessel Demand Exceeds The Current Orderbook



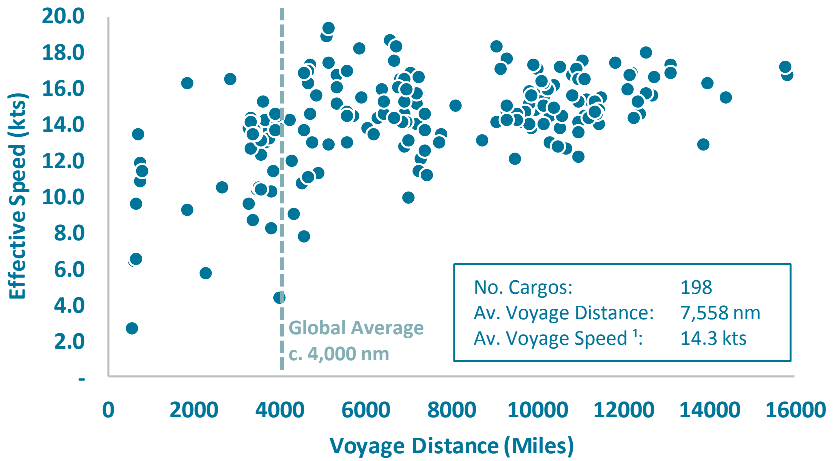
- The shortage will be met by new and existing vessels
- The analysis above does not include vessel conversions or scrapping

Source: IGU and GasLog estimates for vessel demand, assumption of 1 vessel/mtpa for Asia Pacific projects; 1.3 vessels/mtpa for Yamal; 1.5 vessels/mtpa for US projects

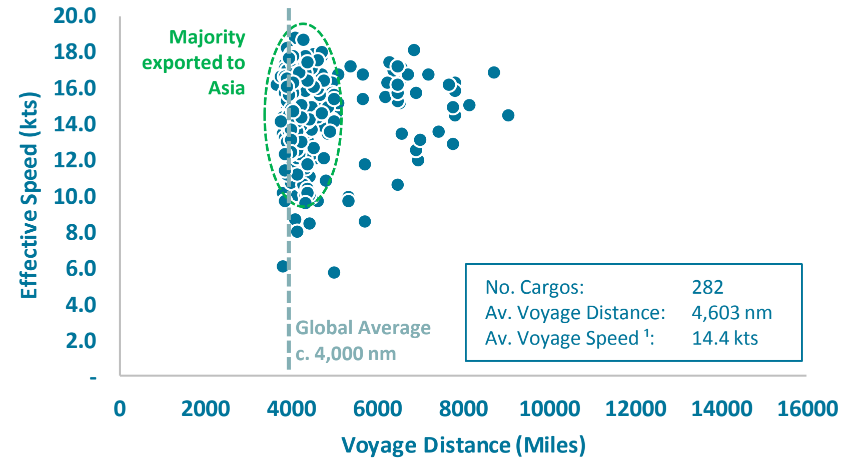
LNG Shipping Market Dynamics

- Australian volumes largely remain within basin, however US and Qatari volumes have varied destination patterns

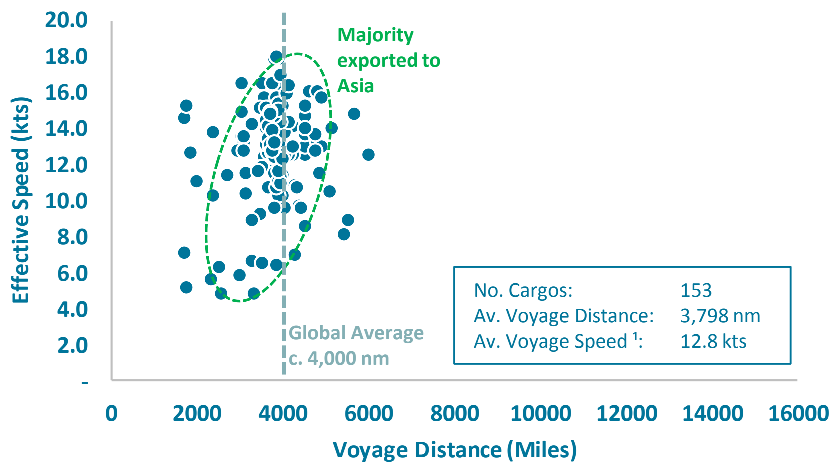
Sabine Pass (US)



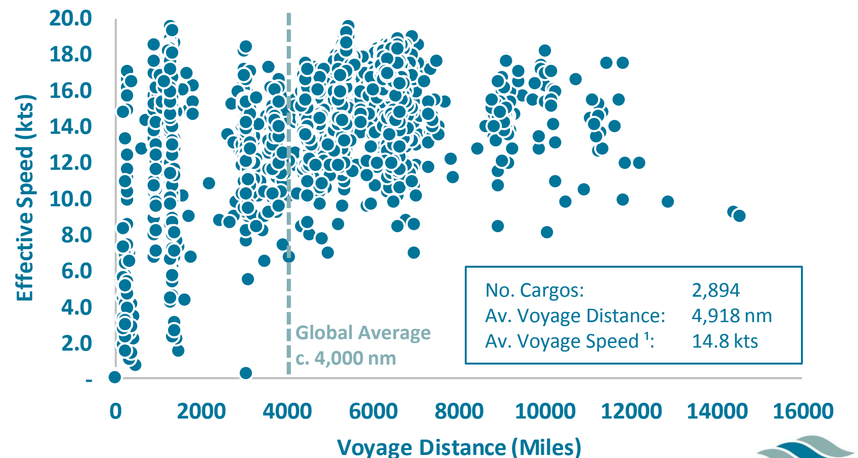
Queensland Curtis LNG (Australia)



Gorgon (Australia)



Ras Laffan (Qatar)

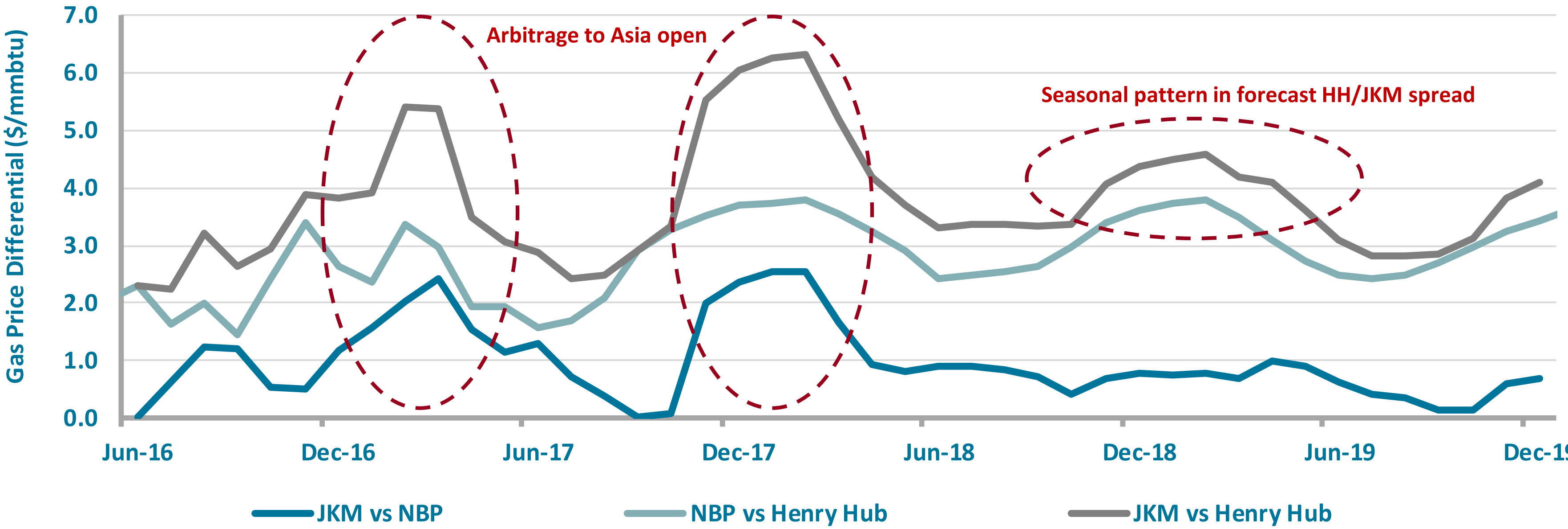


Source: Kpler LNG Carrier Voyage Data 1 Jan 2016 to 14 November 2017. Laden voyages only. Excludes voyages completed by vessels < 100,000 cbm in size.

1 Effective speed calculated by dividing the Kpler voyage distance between origin and destination ports by Kpler voyage days, which includes any idle time between ports

High Correlation Between Rates And Basin Arbitrage

Inter-basin Arbitrage Is Open Through Winter 2017/18



- The current spread between Henry Hub and European / Asian gas hubs is profitable for sellers
- JKM is becoming a more established platform to price LNG contracts in Asia
  - Clear economic incentive for gas to move from the Atlantic Basin into the core Asian markets

Source: Factset, Poten