

Investor Presentation

December 2016



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 the Partnership's operations, cash flows, financial position, liquidity and cash available for dividends or distributions, plans, strategies, business prospects and changes and trends in the Partnership's business and the markets in which it operates. The Partnership cautions that these forward-looking statements represent estimates and assumptions only as of the date of this report, about factors that are beyond its 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:

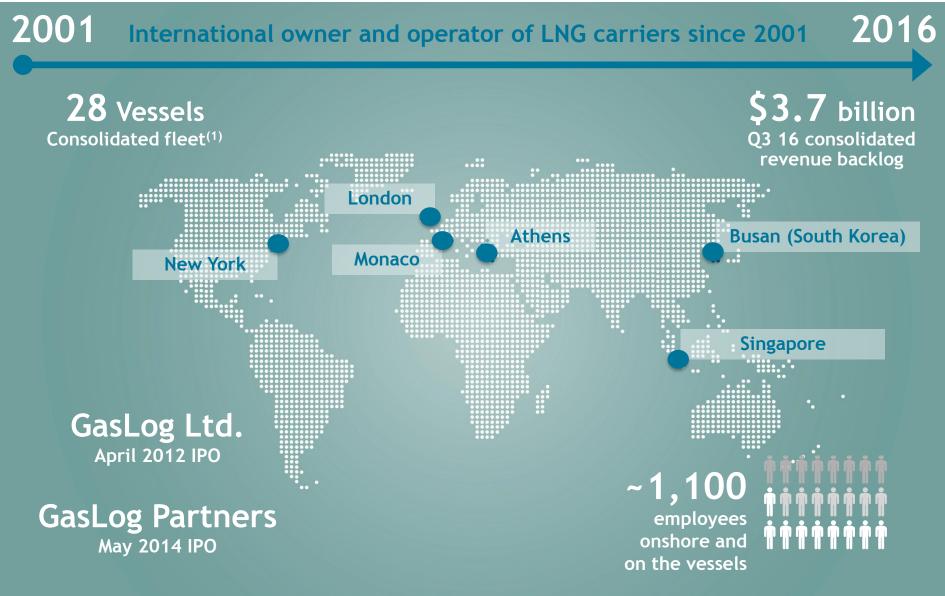
- general liquefied natural gas ("LNG") shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements and opportunities for the profitable operations of LNG carriers;
- our ability 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 upon consummation of the initial public offering ("IPO") 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, drydocking 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 12, 2016, available at http://www.sec.gov.

The Partnership undertakes 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, the Partnership cannot assess the impact of each such factor on its 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.

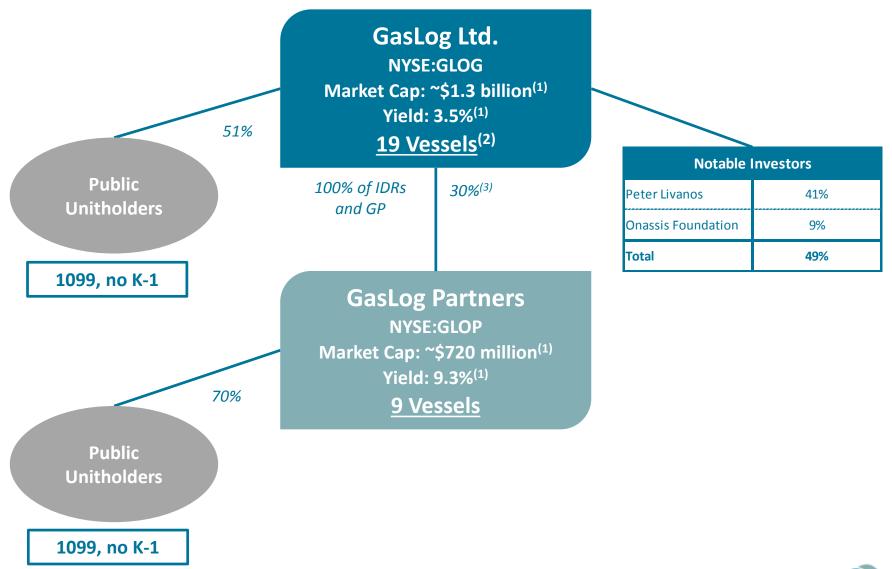
The declaration and payment of distributions are at all times subject to the discretion of our board of directors and will depend on, amongst other things, risks and uncertainties described above, restrictions in our credit facilities, the provisions of Marshall Islands law and such other factors as our board of directors may deem relevant.



SasLog: A Global Leader In LNG Transportation



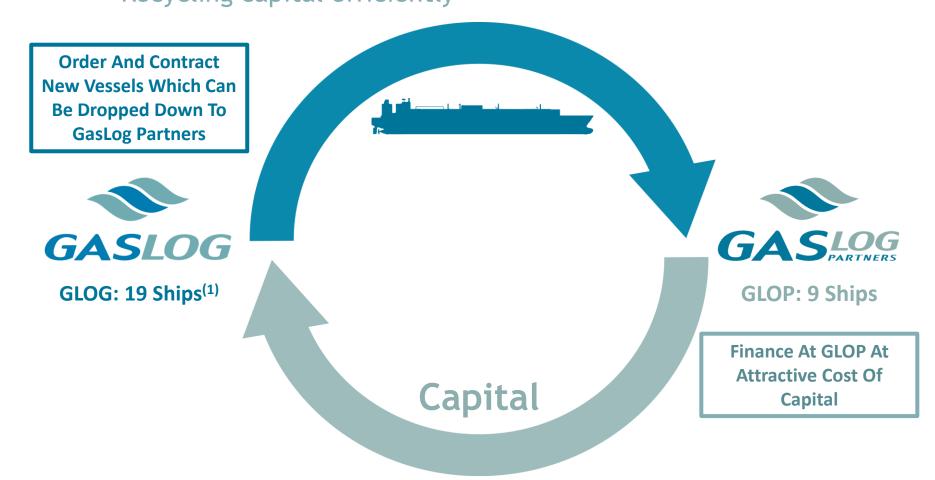
Organizational And Ownership Structure







GasLog Partners Funds GasLog Ltd.'s Growth Recycling capital efficiently

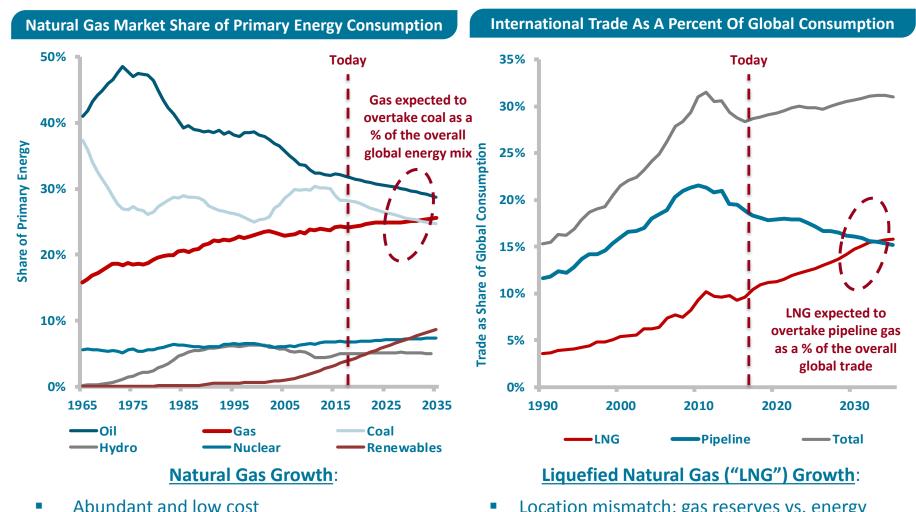


GasLog Partners Has <u>Zero Capital</u> Commitments For Vessel Newbuildings Or Other Commercial Projects





Natural Gas and Liquefied Natural Gas Are Growing Fuels In Global Energy Mix



 Location mismatch: gas reserves vs. energy demand (e.g. U.S. and Japan)

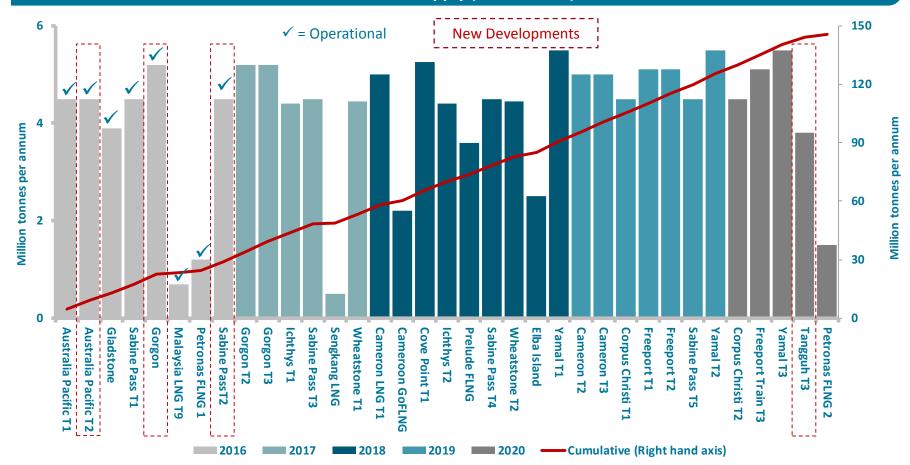


Growing energy and power demand

Lower carbon emissions versus coal and oil

~150 Million Tons Per Annum Of New LNG Supply Scheduled To Come Online By 2020

New LNG Supply (2016 - 2020)



- All LNG facilities due to start up in 2016 are now operational
- All projects above have taken final investment decision ("FID") and collectively represent a 60% increase in supply from 2015 expected by 2020

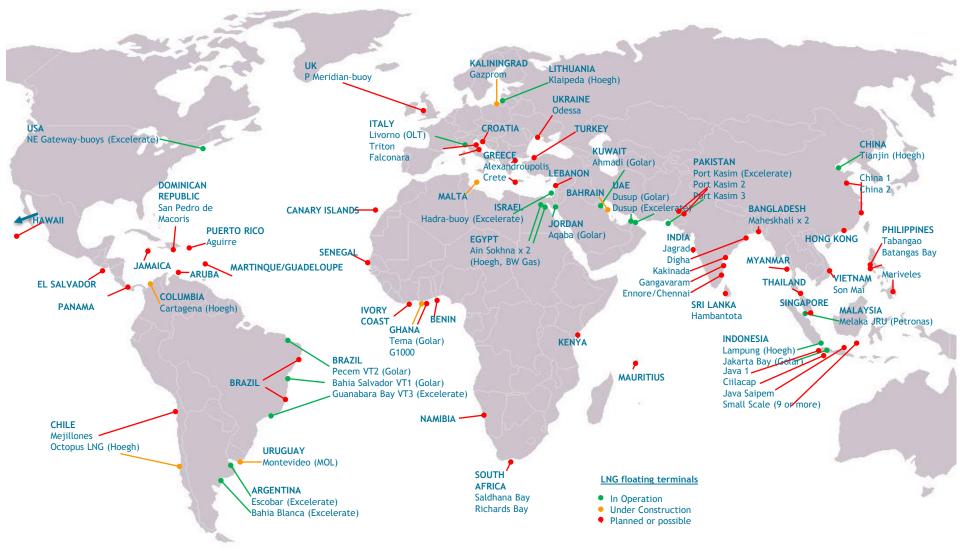


Significant New And Existing LNG Demand

Global LNG Demand 400 140 120 Million tonnes per annum 300 100 pe 80 tonnes 200 60 Million 40 100 20 0 0 2015 2016 2017 2018 2019 2020 Asia Pacific Europe Americas Middle East North Africa -----Cumulative Demand (right hand axis)

- A number of factors driving a significant increase in global LNG demand
 - Cheap gas makes LNG an attractively priced energy source
 - Requirement to replace declining indigenous production (e.g. UK)
 - Diversification from existing gas suppliers (e.g. US exports vs Russian pipeline gas)
 - Displacement of existing energy supply (e.g. oil/coal)
 - Increased gas usage (vs coal/oil) will help achieve global climate targets
- As of November 2016, year-over-year LNG import volumes into China and India were up 27% and 34%, respectively

Floating Storage And Regasification Units ("FSRUs") To Open Up New Markets

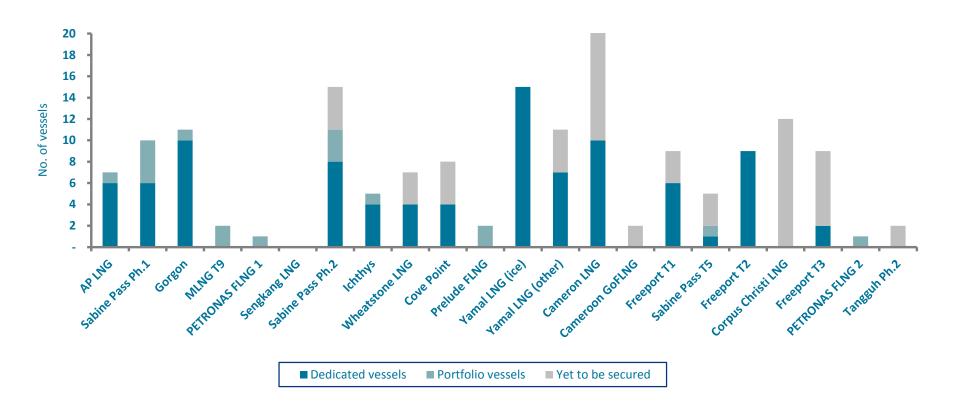






LNG SHIPPING MARKET OVERVIEW

Over 50 Vessels Yet To Be Secured For New Supply...



- Vessels yet to be secured are mainly offtakers of US volumes
- Projects may take newbuildings or existing tonnage
- Only five new LNG carrier orders year to date



…Creating Strong Demand For Long-Term Charters

- GasLog Ltd. signed a seven-year charter with Total⁽¹⁾ on July 11, 2016
- Hull 2801 is currently being built at Hyundai Heavy Industries ("HHI")
- 174,000cbm LNG carrier with XDF propulsion
- Charter commences mid-2018
- GasLog Ltd. signed a seven-year charter with Centrica⁽²⁾ on October 20, 2016
- Hull 2212 has been ordered from Samsung Heavy Industries ("SHI")
- 180,000cbm LNG carrier with XDF propulsion
- Charter commences second half of 2019

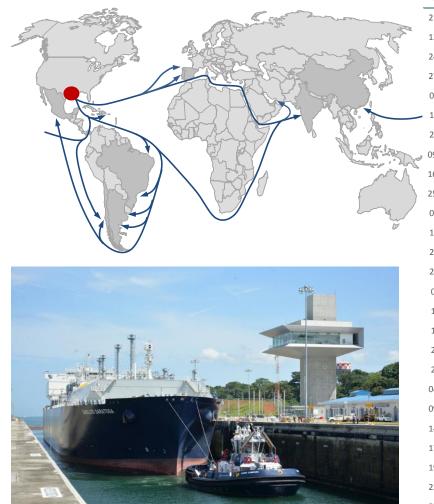
Daily Charter Rates In Line With GasLog Ltd.'s And GasLog Partners' Average Long-Term Charter Rate







Solumes Expanding Ton Miles And Ton Time



Load Date	Discharge Date	Laden Duration (days)	Vessel Name	Discharge Port	Volume (Tons)	Equivalent Annual Volume* (Million Tons)	160k m3 Equivalent Vessels Per Mtpa
21-Feb	15-Mar	23	ASIA VISION	Rio de Janeiro	70,166	0.58	1.72
12-Mar	17-Apr	36	CLEAN OCEAN	Dabhol	65,988	0.37	2.69
24-Ma r	05-Apr	12	GASLOG SALEM	Pecem	67,950	1.11	0.90
27-Mar	29-Apr	33	ENERGY ATLANTIC	Jebel Ali	68,226	0.41	2.47
06-Apr	07-Ma y	31	STENA CLEAR SKY	Bahia Blanca	70,629	0.43	2.32
12-Apr	26-Apr	14	CREOLE SPIRIT	Sines	76,534	0.96	1.05
23-Apr	13-Ma y	20	GASLOG SALEM	Bahia Blanca	67,654	0.67	1.50
09-May	05-Jun	27	CREOLE SPIRIT	Mina Al Ahmadi	74,752	0.5	2.02
16-Ma y	11-Jun	26	GASLOG SHANGHAI	Quintero	66,752	0.51	1.94
25-May	20-Jun	26	VALENCIA KNUTSEN	Quintero	74,870	0.51	1.94
02-Jun	20-Jun	18	MARAN GAS SPARTA	Bahia Blanca	71,625	0.74	1.35
12-Jun	02-Jul	20	MARAN GAS APOLLONIA	Bahia Blanca	69,515	0.67	1.50
20-Jun	17-Jul	27	CLEAN ENERGY	Quintero	63,221	0.5	2.02
23-Jun	23-Jul	30	SCF MITRE	Dahej	72,002	0.45	2.24
01-Jul	22-Jul	21	SESTAO KNUTSEN	El Ferrol	58,859	0.64	1.57
13-Jul	05-Aug	23	HISPANIA SPIRIT	Quintero	59,740	0.58	1.72
17-Jul	05-Aug	19	GASLOG GREECE	Aqaba Terminal	75,984	0.7	1.42
20-Jul	22-Aug	33	MARAN GAS APOLLONIA	Yantian	68,017	0.41	2.47
28-Jul	13-Aug	16	MARAN GAS DELPHI	Quintero	69,098	0.84	1.20
04-Aug	16-Aug	12	SESTAO KNUTSEN	Mejillones	59,359	1.11	0.90
09-Aug	07-Sep	29	MARAN GAS SPARTA	Quintero	69,916	0.46	2.17
14-Aug	27-Aug	13	LOBITO	Pecem	69,647	1.03	0.97
17-Aug	10-Sep	24	BW GDF SUEZ EVERETT	Caucedo	58,624	0.56	1.79
19-Aug	02-Sep	14	GASLOG SARATOGA	Quintero	67,950	0.96	1.05
22-Aug	24-Sep	33	STENA CLEAR SKY	Manzanillo	74,985	0.41	2.47
27-Aug	23-Sep	27	OAK SPIRIT	Dahej	74,967	0.5	2.02
					Avera	ge	1.75

1.75 ships per million tonnes required based on historical Sabine voyages





GASLOG PARTNERS OVERVIEW

GasLog Partners' Business Model Provides Cash Flow Stability And Growth

- 100% fixed-fee revenue contracts
 - No commodity price or LNG project-specific exposure
 - No volume or production risk
- Strategy to acquire additional LNG carriers and FSRUs under multi-year contract

Current LNG Carriers	Year Built	Cargo Capacity (cbm)	Charter Expiry	Extension Options ⁽¹⁾	
GasLog Shanghai	2013	155,000	May 2018	2021-2026	
GasLog Santiago	2013	155,000	July 2018	2021-2026	
GasLog Sydney	2013	155,000	September 2018	2021-2026	
Methane Jane Elizabeth	2006	145,000	October 2019	2022-2024	
Methane Alison Victoria	2007	145,000	December 2019	2022-2024	
Methane Rita Andrea	2006	145,000	April 2020	2023-2025	
Methane Shirley Elisabeth	2007	145,000	June 2020	2023-2025	
Methane Heather Sally	2007	145,000	December 2020	2023-2025	
GasLog Seattle	2013	155,000	December 2020	2025-2030	

Closed Acquisition: November 1, 2016



Charters may be extended for certain periods at charterer's option. The dates shown reflect the expiration minimum and 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 and the Methane Jane Elizabeth may extend either or both of these charters for one extension period of three or five years

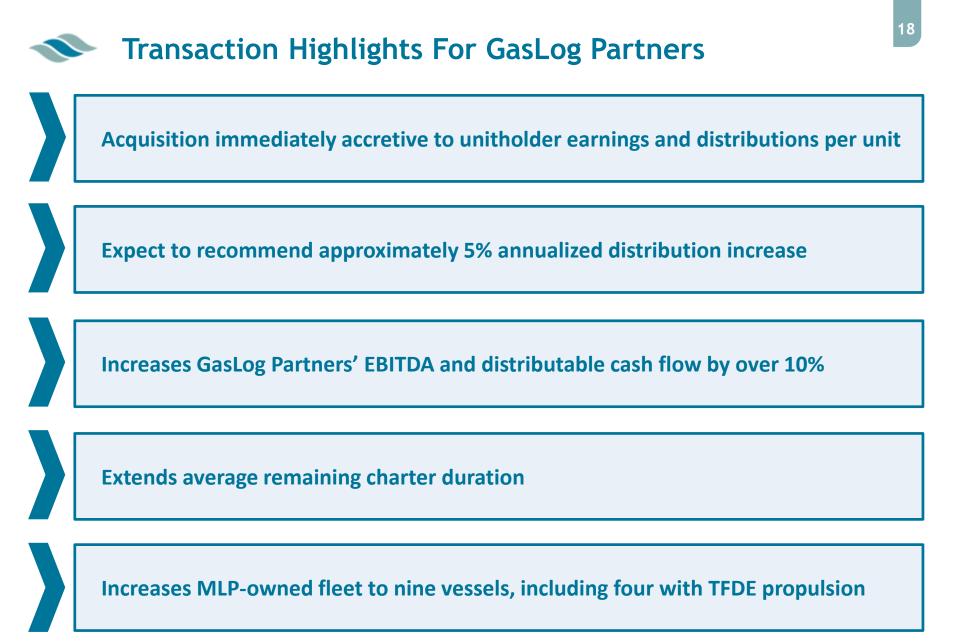
Acquisition Of GasLog Seattle From GasLog Ltd.

Purchase Price	\$189 million, including \$1 million of positive net working capital					
Time Charter	Through December 2020 with Shell; Shell has two consecutive 5-year extension options					
Size / Propulsion	155,000 cbm / tri-fuel diesel electric ("TFDE")					
Estimated NTM EBITDA ⁽¹⁾	\$20 million					
Estimated NTM Distributable Cash Flow ⁽¹⁾	\$10 million					
Acquisition Multiple	9.4x Estimated NTM EBITDA ⁽²⁾					

GasLog Partners financed the acquisition with cash on hand, including proceeds from recent equity offering, and the assumption of GasLog Seattle's existing debt

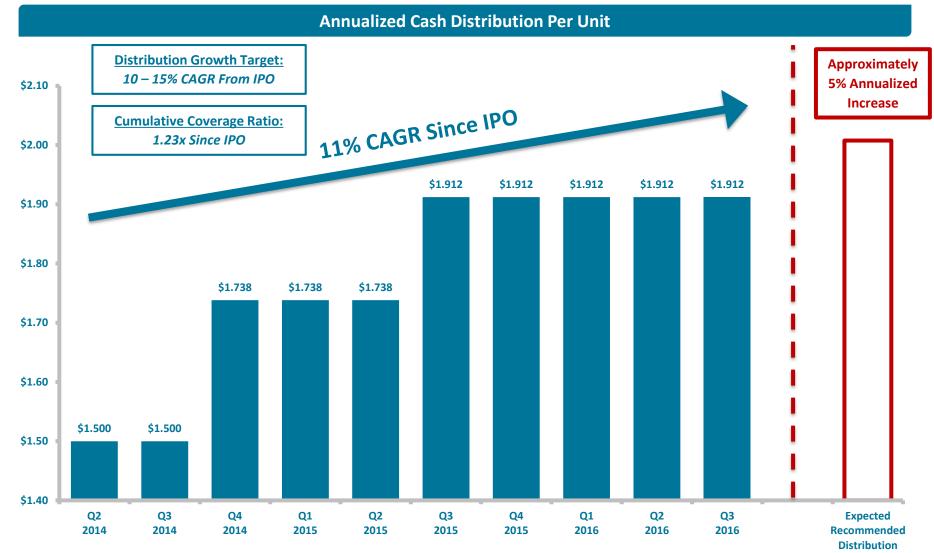


For the first 12 months after the closing. EBITDA and distributable cash flow are non-GAAP financial measures. Please refer to appendix for guidance on the underlying assumptions used to derive EBITDA and distributable cash flow Acquisition multiple is calculated using net purchase price of \$188 million





Track Record Of Meeting Distribution CAGR Guidance





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Conservative Distribution Coverage Ratio

Distribution Coverage Ratio								
(In millions)	Q3 2016	Cumulative Since IPO						
EBITDA ⁽¹⁾	\$37.2	\$278.3						
Financial costs excluding amortization of loan fees ⁽²⁾	(\$6.4)	(\$48.3)						
Drydocking capital reserve	(\$2.2)	(\$17.5)						
Replacement capital reserve	(\$7.2)	(\$52.9)						
Distributable cash flow ⁽¹⁾	\$ 21.4	\$159.6						
Cash distributions declared	\$17.1	\$130.1						
Distribution coverage ratio	1.25 x	1.23x						



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 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
 Includes \$6.2 million of interest expense on loans

13 Vessel Dropdown Pipeline Provides Visibility For Additional Growth

Dropdown Pipeline												
Vessel	Built	Capacity (cbm)	Charterer	2017	2018	2019	2020	2021	2022	2023	2024	2025
Methane Lydon Volney	2006	145,000										
Solaris	2014	155,000	()									
GasLog Geneva	2016	174,000	()									
GasLog Gibraltar	2016	174,000	()									
Methane Becki Anne	2010	170,000	()									
Hull 2801 ⁽¹⁾	2018	174,000	TOTAL									
Methane Julia Louise ⁽²⁾	2010	170,000	(
GasLog Greece	2016	174,000	(
GasLog Glasgow	2016	174,000	()									
Hull 2212 ⁽³⁾	2019	180,000	centrica									
Hull 2130	2018	174,000										
Hull 2800	2018	174,000										
Hull 2131	2019	174,000										
			[Recent C	Charter Award	ls Fir	m Period	Optional	Period	Under Discu	ussions/Availa	ble

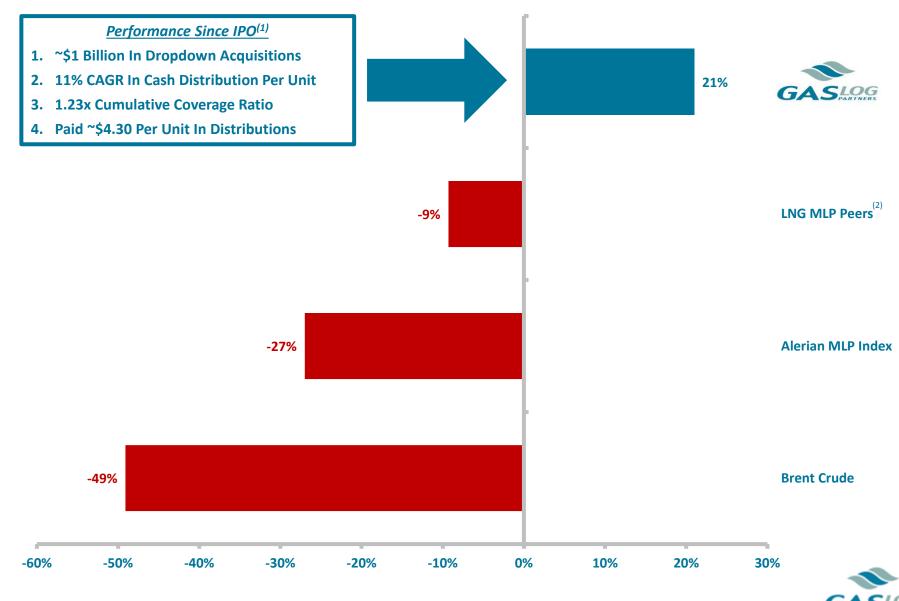


1. The vessel is chartered to Total Gas & Power Chartering Limited, a subsidiary of Total

2. 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 of this vessel

3. The vessel is chartered to Pioneer Shipping Limited, a subsidiary of Centrica plc

Solution Total Return Outperformance Since IPO



2. Represents average total return performance of HMLP, GMLP, TGP and DLNG. HMLP's performance is since August 6, 2014 (HMLP's IPO date)



Strategy Of Long-Term Charters

		Capacity								
Ship	Built	(cbm)	2017	2018	2019	2020	2021	2022	2023	2024
asLog Partners LP										
asLog Shanghai	2013	155,000								
asLog Santiago	2013	155,000		-						
asLog Sydney	2013	155,000		-						
1ethane Jane Elizabeth ⁽¹⁾	2006	145,000			-					
1ethane Alison Victoria ⁽¹⁾	2007	145,000			-					
1ethane Rita Andrea ⁽¹⁾	2006	145,000				-				
Nethane Shirley Elisabeth ⁽¹⁾	2007	145,000								
Aethane Heather Sally ⁽¹⁾	2007	145,000				-				
asLog Seattle	2013	155,000								
GasLog Ltd.										
Methane Lydon Volney	2006	145,000				-				
GasLog Skagen ⁽²⁾	2013	155,000					-			
olaris	2014	155,000								
GasLog Geneva	2016	174,000								
GasLog Gibraltar	2016	174,000								
Aethane Becki Anne	2010	170,000								-
IHI Hull 2801	2018	174,000								
/lethane Julia Louise ⁽³⁾	2010	170,000								
asLog Greece	2016	174,000								
GasLog Glasgow	2016	174,000								
Hull No. 2212	2019	180,000								
Hull No. 2130	2018	174,000								
Hull No. 2800	2018	174,000								
Iull No. 2131	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								

Firm Charter Charterer Optional Period Under Discussions/Available

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 1. 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 Aita Andrea and the Methane Jane Elizabeth may extend either or both of these charters for one extension period of three or five years

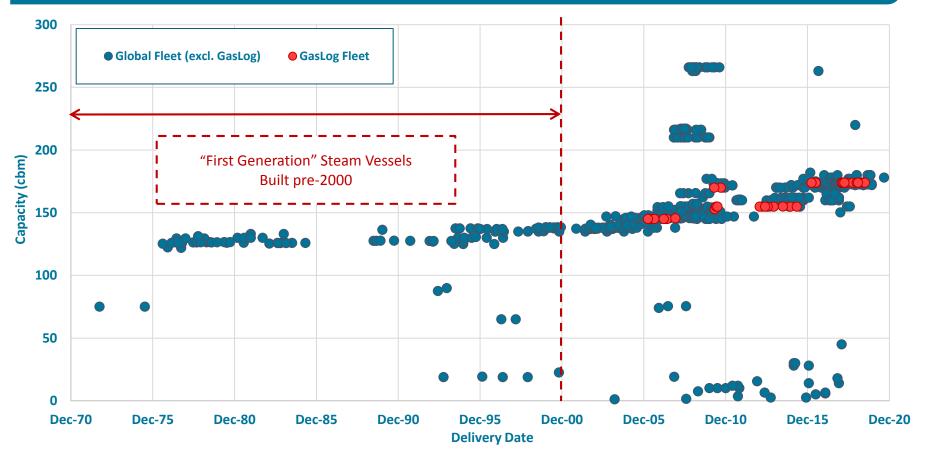
2. The GasLog Skagen has a seasonal charter for the last 5 years of its firm period (each year: 7 months on hire, and 5 months opportunity for GasLog to employ) 3.

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



One Of The Most Modern Fleets On The Water

Global LNG Fleet Including Firm Newbuild Order Pipeline

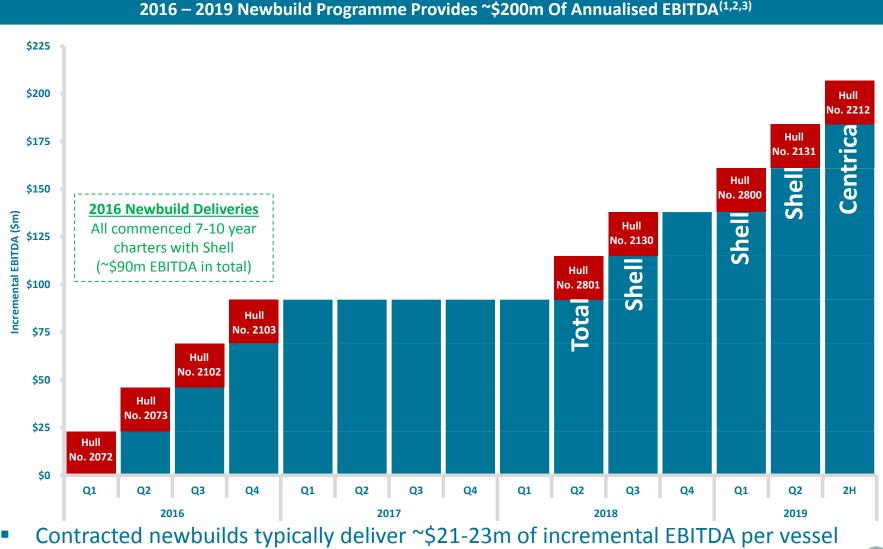


- Average age of a GasLog on-the-water vessel is 5.3 years
- Major technological advancements since 2000 (modern steam /TFDE / MEGI / XDF)
- There are approximately 130 ships on the water built before 2006 (GasLog's oldest vessel)



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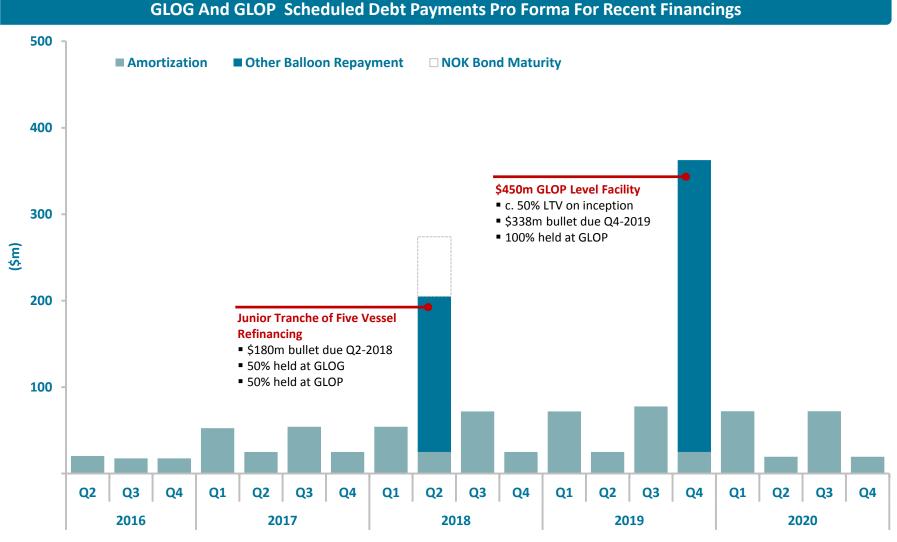


EBITDA is a non-GAAP financial measure, and should not be used in isolation or as a substitute for GasLog's financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For definition and reconciliation
of this measure to the most directly comparable financial measures calculated and presented in accordance with IFRS, please refer to GasLog's most recent quarterly results filed with the SEC on November 3, 2016.
 EBITDA based on Company estimates

3. Contract start dates sometimes differ from vessel delivery dates

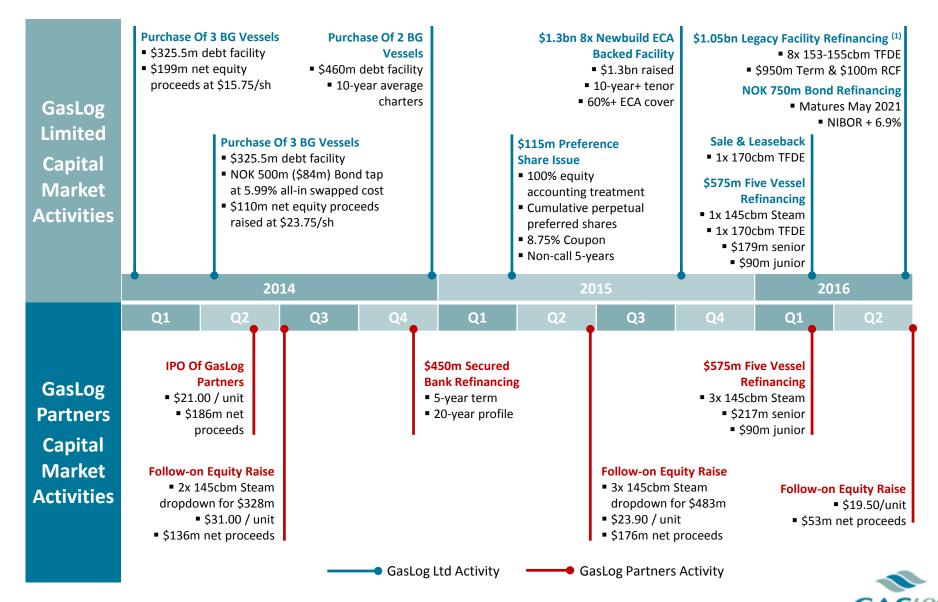


Limited Refinancing Required For Several Years





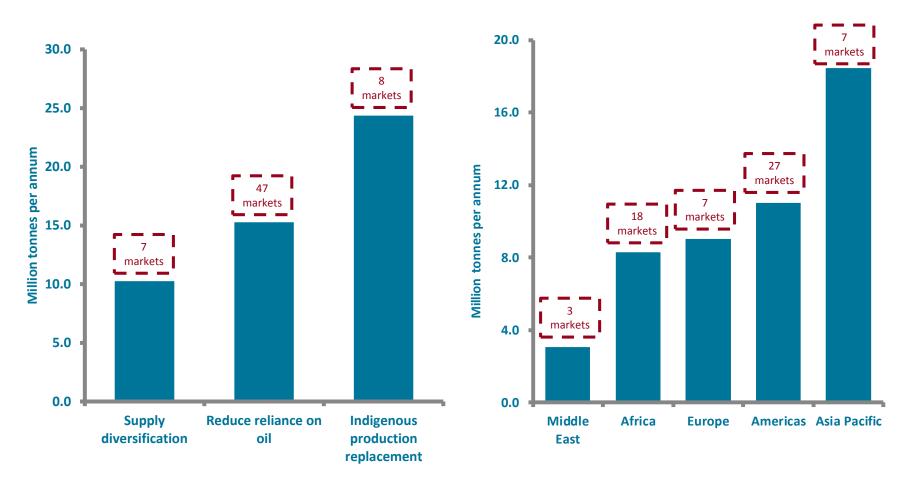
Solid Track Record And Broad Access To Capital Markets



SRU: A Key Enabler For Emerging Market Demand

New LNG Importers By 2025 – Demand By Key Driver

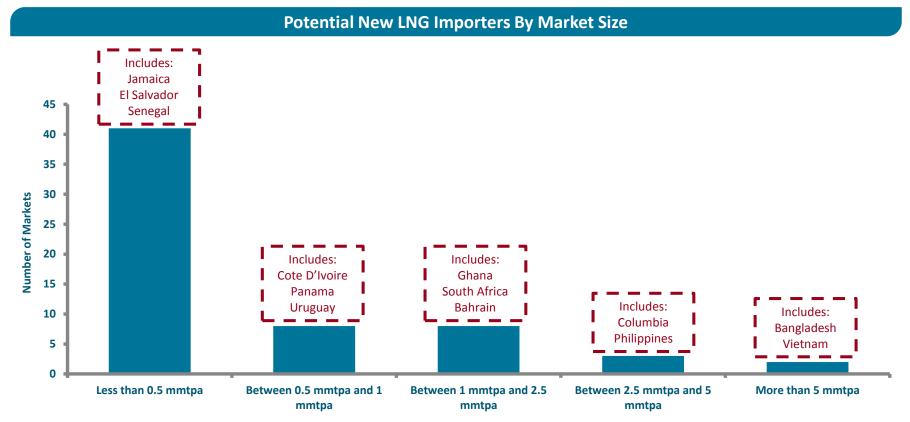
New LNG Importers By 2025 – Demand By Region



Wood Mackenzie predicts up to 60 <u>additional</u> LNG importing nations by 2025 (36 importing nations in 2015)



New Smaller Markets Favour Floating Solutions

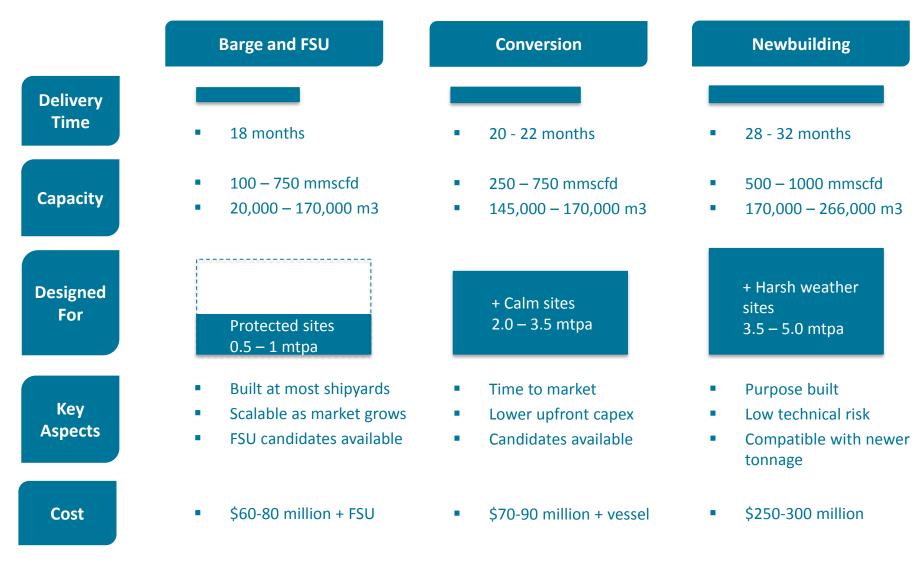


- FSRUs are typically cheaper and quicker-to-market than a land-based solution
- LNG demand from new markets may be too low to warrant a land-based re-gasification terminal
- FSRUs offer the potential for lower upfront capex (daily hire rate vs lump sum)
- Smaller markets are well-suited to conversion of existing vessels or FSU/barge combination



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Possible FSRU Opportunities For GasLog







Four Key Strategies To Maximise Shareholder Value:

Asset Strategy

Maximise returns from the existing fleet

- Fix open ships on multi-year contracts
- Look for conversion opportunities
- Continue to research efficiency gains

LNGC Growth

Grow market share in LNGCs through 2020

- Deliver significant inbuilt EBITDA growth through newbuild programme
- Continued LNGC growth

GASLOG

FSRU Market Entry

Via conversions and/or newbuilds

- Low prices and abundant availability of LNG will continue to stimulate demand
- Build team and customer relationships
- Two active projects by end-2016

Capital Strategy

Further access to diversified pools of capital

- GLOP remains preferred source of capital
- Continue to proactively manage the balance sheet







Commodity Prices and Spot Shipping Rates

Crude Oil	02-December-16	30-June-16	% Change
Brent	\$54.46	\$49.68	10%
WTI	\$51.68	\$48.33	7%

Natural Gas Prices

Henry Hub	\$3.44	\$2.92	18%
National Balancing Point	\$5.94	\$4.44	34%

Platts LNG Prices

Japan Korea Marker	\$7.70	\$5.23	47%
Southwest Europe	\$6.26	\$4.58	37%
Northwest Europe	\$6.08	\$4.45	37%

Platts Spot Shipping Rates (Per Day)

Asia Pacific Basin	\$30,000	\$30,000	0%
Atlantic Basin	\$48,000	\$34,000	41%



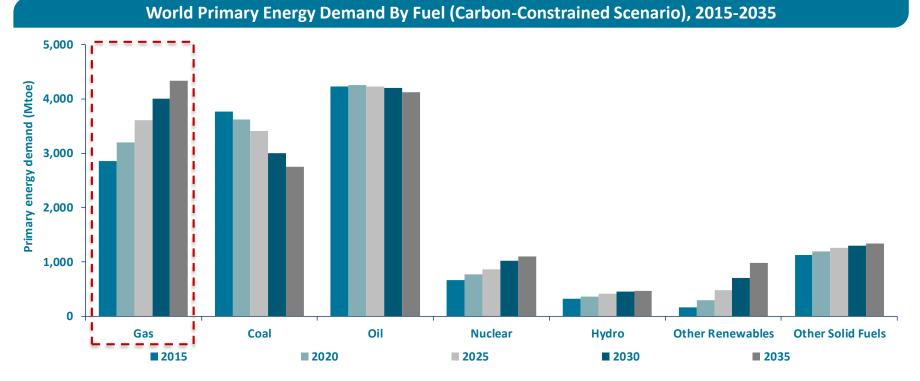
The LNG Spot Market Continues To Evolve

- Poten reported over 200 spot fixtures YTD to September 2016 (+60% vs. 2015)
 - ~150 TFDE / ~50 steam spot charters
- Q3 LNG shipping spot rates fluctuated as Sabine Pass, Angola and Gorgon were closed for planned maintenance
- The Cool Pool has been trading since October 2015
 - Unique ability to attract spot charters due to the ability to fix ships with forward start dates, offering greater flexibility to customers
 - 16 different customers / 3 new customers recently added (Vitol, Jera, Exxon)
- We anticipate future tightness as the available spot fleet comes under increased demand from new, uncommitted export gas volumes entering the LNG trading market



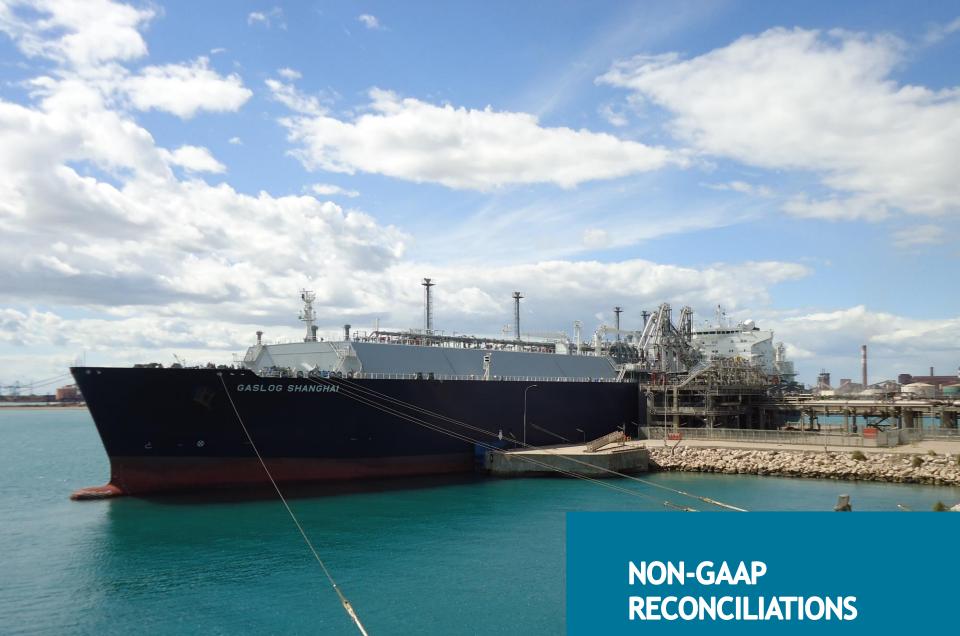


Climate Change Targets Positive For Gas Demand



- 200 nations at the December Paris Climate Conference (COP21) agreed the following targets
 - To hold the increase in global average temperatures to "well below" 2°C...
 - ...and "pursue efforts" to limit the increase to 1.5°C
- WoodMac's "carbon constrained" scenario sees negative growth in coal/oil between 2015 2035
 - Gas takes market share in all sectors and is favoured as the 'low' CO₂ fossil fuel







Non-GAAP Financial Measures:

EBITDA and Distributable cash flow

EBITDA is defined as earnings before interest income and expense, 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 continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of interest, taxes, depreciation and amortization, which items are affected by various and possibly changing financing methods, 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 financial 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 significant interest expense, or 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 than we do, limiting its usefulness as a comparative measure.

Distributable cash flow with respect to any quarter means EBITDA, as defined above for the Partnership Performance Results, after considering financial costs for the period, excluding amortization of loan fees, estimated drydocking and replacement capital reserves established by the Partnership. Estimated drydocking and replacement capital reserves represent capital expenditures required to renew and maintain over the long-term the operating capacity of, or the revenue generated by our capital assets. Distributable cash flow 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 is a non-GAAP financial measure and should not be considered as an alternative to profit or any other indicator of the Partnership's performance calculated in accordance with GAAP. The table below reconciles Distributable cash flow to Profit for the period attributable to the Partnership.





Reconciliation of Distributable Cash Flow to Profit: (Amounts expressed in U.S. Dollars)		For the Quarter Ended ⁽¹⁾									
	12-May-14 to 30-Jun-14	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	
Partnership's profit for the period	\$3,822,964	\$9,575,060	\$1,146,105	\$12,897,430	\$12,614,067	\$19,229,755	\$20,299,131	\$16,191,081	\$17,381,477	\$18,870,801	
Depreciation	\$2,156,691	\$4,083,010	\$7,111,771	\$6,831,539	\$6,895,122	\$11,098,875	\$11,155,470	\$11,103,360	\$10,948,845	\$11,116,002	
Financial costs	\$1,381,670	\$2,587,917	\$11,235,837	\$3,949,800	\$4,030,068	\$6,922,543	\$6,886,128	\$7,181,162	\$7,251,980	\$7,332,907	
Financial income	(\$3,242)	(\$8,565)	(\$11,091)	(\$9,414)	(\$8,355)	(\$4,818)	(\$1,577)	(\$18,412)	(\$23,967)	(\$83,409)	
Loss / (Gain) on interest rate swaps	\$755,972	(\$342,816)	\$4,805,218	-	-	-	-	-	-	-	
EBITDA	\$8,114,055	\$15,894,606	\$24,287,840	\$23,669,355	\$23,530,902	\$37,246,355	\$38,339,152	\$34,457,191	\$35,558,335	\$37,236,301	
Finacial costs excluding amortization of loan fees	(\$1,606,061)	(\$2,982,447)	(\$5,323,785)	(\$3,573,094)	(\$3,637,833)	(\$6,159,395)	(\$6,113,938)	(\$6,191,114)	(\$6,322,306)	(\$6,425,171)	
Drydocking capital reserve	(\$394,798)	(\$727,016)	(\$1,499,068)	(\$1,499,068)	(\$1,499,068)	(\$2,669,872)	(\$2,669,872)	(\$2,168,375)	(\$2,168,375)	(\$2,168,375)	
Replacement capital reserve	(\$1,470,214)	(\$2,693,884)	(\$4,340,466)	(\$4,340,466)	(\$4,340,466)	(\$7,014,530)	(\$7,014,530)	(\$7,230,229)	(\$7,230,229)	(\$7,230,229)	
Distributable Cash Flow	\$4,642,982	\$9,491,259	\$13,124,521	\$14,256,727	\$14,053,535	\$21,402,558	\$22,540,812	\$18,867,473	\$19,837,425	\$21,412,526	
Other reserves ⁽²⁾	(\$512,780)	(\$252,210)	(\$2,407,296)	(\$3,539,502)	(\$7,251)	(\$5,690,893)	(\$6,829,147)	(\$3,155,808)	(\$2,760,380)	(\$4,335,481)	
Cash distribution declared	\$4,130,202	\$9,239,049	\$10,717,225	\$10,717,225	\$14,046,284	\$15,711,665	\$15,711,665	\$15,711,665	\$17,077,045	\$17,077,045	



1. The Partnership's Q214 results reflect the period from May 12, 2014 to June 30, 2014

2. Refers to 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) Partnership and its subsidiaries)