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 Company 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 and business prospects, and changes and trends in our business and the markets in which we operate. We caution that these forward-looking statements represent our estimates and assumptions only as of the date of this press release, about factors that are beyond our ability to control or predict, and are not intended to give any assurance as to future results. Any of these factors or a combination of these factors could materially affect future results of operations and the ultimate accuracy of the forward-looking statements. Accordingly, you should not unduly rely on any forward-looking statements.

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

- general LNG shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping and technological advancements;
- continued low prices for crude oil and petroleum products;
- our ability to enter into time charters with new and existing customers;
- increased exposure to spot market and fluctuations in spot charter rates;
- changes in the ownership of our charterers;
- our customers’ performance of their obligations under our time charters;
- our future operating performance, financial condition, liquidity and cash available for dividends and distributions;
- our ability to obtain financing 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 or orders for ships or other assets, business strategy, areas of possible expansion and expected capital spending or operating expenses;
- 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 not under time charter commitments;
- 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;
- 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;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; and

We undertake no obligation to update or revise any forward-looking statements contained in this press release, 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 dividends 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 Bermuda 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

$3.6 billion
Q4 16 consolidated revenue backlog

GasLog Ltd.
April 2012 IPO

GasLog Partners
May 2014 IPO

28 Vessels
Consolidated fleet

~1,100 employees onshore and on the vessels

Monaco
Athens
Busan (South Korea)
Singapore
London
New York

Q4 16 consolidated revenue backlog

$3.6 billion

2017

2001

International owner and operator of LNG carriers since 2001

28 Vessels
Consolidated fleet

GasLog Ltd.
April 2012 IPO

GasLog Partners
May 2014 IPO

~1,100 employees onshore and on the vessels
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 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.
SELECTED Q416 RESULTS
<table>
<thead>
<tr>
<th></th>
<th>2016: Execution Of Our Strategic Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Diversify Customer Base With New Charter Wins</td>
</tr>
<tr>
<td>2</td>
<td>Delivery Of Four Newbuildings On-Time / On-Budget</td>
</tr>
<tr>
<td>3</td>
<td>Participation In Two FSRU Opportunities By Year End</td>
</tr>
<tr>
<td>4</td>
<td>Continue Dropdown Activity – Recycle Capital To GLOG</td>
</tr>
<tr>
<td>5</td>
<td>Re-Finance Near Term Debt Maturities</td>
</tr>
<tr>
<td>6</td>
<td>Maintain Dividend During Downturn</td>
</tr>
</tbody>
</table>
## Financial Highlights

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>126</td>
<td>108</td>
<td>466</td>
<td>415</td>
</tr>
<tr>
<td>Adjusted EBITDA (1)</td>
<td>85</td>
<td>69</td>
<td>302</td>
<td>263</td>
</tr>
<tr>
<td>Adjusted Profit (1)</td>
<td>19</td>
<td>14</td>
<td>57</td>
<td>56</td>
</tr>
<tr>
<td>Adjusted EPS ($/share) (1)</td>
<td>0.02</td>
<td>(0.02)</td>
<td>(0.03)</td>
<td>0.07</td>
</tr>
<tr>
<td>Dividend ($/share)</td>
<td>0.14</td>
<td>0.14</td>
<td>0.56</td>
<td>0.56</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Balance Sheet</th>
<th></th>
<th></th>
<th>FY 2016</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Debt (2)</td>
<td></td>
<td></td>
<td>2,872</td>
<td>2,374</td>
</tr>
<tr>
<td>Cash and Cash equivalents (2)</td>
<td></td>
<td></td>
<td>227</td>
<td>366</td>
</tr>
<tr>
<td>Net Debt (2)</td>
<td></td>
<td></td>
<td>2,645</td>
<td>2,008</td>
</tr>
<tr>
<td>Weighted average number of shares (m)</td>
<td></td>
<td></td>
<td>80.5</td>
<td>80.5</td>
</tr>
</tbody>
</table>

1. Adjusted EBITDA, Adjusted Profit and Adjusted EPS are non-GAAP financial measures, and should not be used in isolation or as substitutes for GasLog’s financial results presented in accordance with 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.

2. Gross Debt includes the finance lease associated with the Methane Julia Louise. Cash and Cash Equivalents includes Restricted Cash and Short Term Investments. Net Debt is equal to Gross Debt less Cash and Cash Equivalents.
Limited Refinancing Requirements To 2021

Scheduled Debt Payments

$450m GLOP Level Facility
- c. 50% LTV on inception
- $338m bullet due Q4-2019
- 100% held at GLOP

Junior Tranche of Five Vessel Refinancing
- $180m bullet due Q2-2018
- 50% held at GLOG
- 50% held at GLOP

Source: Company information
### Dropdown Of *GasLog Seattle* To GasLog Partners

<table>
<thead>
<tr>
<th>Date</th>
<th>November 1, 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Price</td>
<td>$189 million, including $1 million of positive net working capital</td>
</tr>
<tr>
<td>Size / Propulsion</td>
<td>155,000 cbm / tri-fuel diesel electric (“TFDE”)</td>
</tr>
<tr>
<td>Time Charter Period</td>
<td>December 2020 with Shell; Shell has two consecutive 5-year extension options</td>
</tr>
<tr>
<td>Estimated NTM EBITDA(^1)</td>
<td>$20 million</td>
</tr>
<tr>
<td>Multiple</td>
<td>9.4x Estimated NTM EBITDA(^2)</td>
</tr>
<tr>
<td>Distribution Increase Per Unit</td>
<td>Approximately 5% annualized</td>
</tr>
<tr>
<td>Dropdown Pipeline</td>
<td>13 Vessels (includes Centrica charter awarded during Q416)</td>
</tr>
</tbody>
</table>

1. For the first 12 months after the closing. Estimated NTM EBITDA and distributable cash flow are non-GAAP financial measures. Please refer to appendix for a definition of these measures.
2. Acquisition multiple is calculated using net purchase price of $188 million.
GasLog Partners Delivers Significant Value To GasLog Ltd.

Cumulative Dropdown Gross Proceeds ($m)

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>328</td>
<td>543</td>
<td>665</td>
</tr>
<tr>
<td>3</td>
<td>269</td>
<td>811</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>111</td>
<td></td>
<td>1,000</td>
</tr>
</tbody>
</table>

Annual LP And GP/IDR Distributions to GLOG ($m)

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6</td>
<td>19</td>
<td>22</td>
</tr>
</tbody>
</table>

1. Assumed Debt
2. Equity to GasLog

1. Gross proceeds exclude payment to GasLog Partners to maintain GasLog Ltd's 2% GP stake
FSRU Strategy Progressing

Long-Lead Items

- Long lead items ("LLI’s") ordered for an LNG carrier to FSRU conversion
  - Accelerates speed to market
  - 6-8 months for conversion once LLI’s are in place
  - Could deliver an FSRU by H2 2018
  - Capital efficient

Alexandroupolis FSRU Development

- GasLog has acquired 20% of Gastrade S.A., a Greek utility licensed to develop an offshore natural gas system at Alexandroupolis
  - Strategic positioning into Europe’s South Eastern Gas Corridor
  - Project expected to be funded with debt, equity and EU grant financing
  - Final investment decision expected late 2017
### Improving Industry Fundamentals

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wave Of New LNG Supply Coming Online</td>
</tr>
<tr>
<td>2</td>
<td>Significant Increase In Demand From New &amp; Existing Markets</td>
</tr>
<tr>
<td>3</td>
<td>FSRUs Opening Up New Demand Centres</td>
</tr>
<tr>
<td>4</td>
<td>Greater Trading Optionality Increasing Ton Miles And Ton Time</td>
</tr>
<tr>
<td>5</td>
<td>Multi-Year Low In Vessel Orders</td>
</tr>
<tr>
<td>6</td>
<td>Spot Rates Increasing (+54% YoY / +72% From 2016 Low)</td>
</tr>
</tbody>
</table>
- ~146 million tons per annum of new FID’d liquefaction production coming online 2016-20
- All LNG facilities due to start up in 2016 came online during the year
- 60 shipments from Sabine Pass to 17 different countries
- 1.75 ships needed for every million tonnes of US exports, based on voyages so far
- Applying the multiplier to yet-to-deliver US FID exports (53mtpa) would require 90+ ships
- GasLog was the most active shipowner at Sabine Pass in 2016 transporting 8 cargoes
Vessels yet to be secured are mainly offtakes of US LNG volumes

Requirements are expected to be filled with a combination of newbuildings and existing tonnage
Five new LNG carrier orders placed since September 2015

LNG vessels take ~2.5 years to build: An order placed now likely delivers H2 2019+

Some vessel deliveries being pushed back to match project start-up dates

Source: Poten
The LNG Spot Market Is Growing And Evolving

- The LNG shipping spot market continues to evolve as more spot cargoes become available
- 273 LNG shipping spot fixtures in 2016
  - An increase of 53% over 2015 (173 fixtures)
  - 88% over 2014 (146 fixtures)
- ~40 different charterers active in the spot market in 2016
  - O&G majors, traders, and LNG projects have all been participants
  - More participants expected in 2017
Outlook And Objectives For 2017

1. Grow Revenue Backlog With New And Existing Customers
2. Further FSRU Progress / FID Of Alexandroupolis
3. Well Positioned For Market Recovery
4. Continue To Access Capital Using GLOP As A Funding Vehicle

Ongoing Execution Of Our Strategic Objectives
Floating Storage And Regasification Units (“FSRUs”) To Open Up New Markets

LNG floating terminals
- In Operation
- Under Construction
- Planned or possible
Wood Mackenzie predicts up to 60 additional LNG importing nations by 2025 (~35 importing nations in 2016)
Possible FSRU Opportunities For GasLog

**Barge and FSU**
- **Delivery Time:** 18 months
- **Capacity:**
  - 100 – 750 mmscfd
  - 20,000 – 170,000 m³
- **Designed For:** Protected sites 0.5 – 1 mtpa
- **Key Aspects:**
  - Built at most shipyards
  - Scalable as market grows
  - FSU candidates available
- **Cost:** $60-80 million + FSU

**Conversion**
- **Delivery Time:** 20 - 22 months
- **Capacity:**
  - 250 – 750 mmscfd
  - 145,000 – 170,000 m³
- **Designed For:** + Calm sites 2.0 – 3.5 mtpa
- **Key Aspects:**
  - Time to market
  - Lower upfront capex
  - Candidates available
- **Cost:** $70-90 million + vessel

**Newbuilding**
- **Delivery Time:** 28 - 32 months
- **Capacity:**
  - 500 – 1000 mmscfd
  - 170,000 – 266,000 m³
- **Designed For:** + Harsh weather sites 3.5 – 5.0 mtpa
- **Key Aspects:**
  - Purpose built
  - Low technical risk
  - Compatible with newer tonnage
- **Cost:** $250-300 million

Source: Company view
Successful Execution Delivers Highest-Ever Quarterly Partnership Performance Results...

*(In millions of USD, except per unit data)*

<table>
<thead>
<tr>
<th></th>
<th>Q4 2016</th>
<th>Q3 2016</th>
<th>Q4 2015</th>
<th>% Change from</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td>$56</td>
<td>$51</td>
<td>$52</td>
<td>9% 8%</td>
</tr>
<tr>
<td><strong>EBITDA</strong> (1)</td>
<td>$42</td>
<td>$37</td>
<td>$38</td>
<td>12% 9%</td>
</tr>
<tr>
<td><strong>Distributable cash flow</strong> (1)</td>
<td>$24</td>
<td>$21</td>
<td>$23</td>
<td>10% 4%</td>
</tr>
<tr>
<td><strong>Cash distributions declared</strong></td>
<td>$20</td>
<td>$17</td>
<td>$16</td>
<td>14% 24%</td>
</tr>
<tr>
<td><strong>Annualized cash distribution per unit</strong></td>
<td>$1.96</td>
<td>$1.91</td>
<td>$1.91</td>
<td>3% 3%</td>
</tr>
</tbody>
</table>

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 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.
...And Strong Annual Growth Despite Energy And MLP Market Volatility

<table>
<thead>
<tr>
<th>Revenues</th>
<th>EBITDA&lt;sup&gt;(1)&lt;/sup&gt;</th>
<th>Distributable Cash Flow&lt;sup&gt;(1)&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>$169</td>
<td>$123</td>
<td>$72</td>
</tr>
<tr>
<td>2015</td>
<td>2015</td>
<td>2015</td>
</tr>
<tr>
<td>$206</td>
<td>$149</td>
<td>$84</td>
</tr>
<tr>
<td>2016</td>
<td>2016</td>
<td>2016</td>
</tr>
</tbody>
</table>

22% increase, 21% increase, 16%

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 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.
Substantial Liquidity And Strong Balance Sheet To Finance Additional Growth

<table>
<thead>
<tr>
<th>Cash and Credit Metrics Adjusted For Equity Offering&lt;sup&gt;(1)&lt;/sup&gt;</th>
<th>Q4 2016 As Adjusted</th>
</tr>
</thead>
<tbody>
<tr>
<td>(In millions of USD)</td>
<td></td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
<td>$119</td>
</tr>
</tbody>
</table>

Credit Metrics

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Total Debt / Total Book Capitalization</td>
<td>53%</td>
</tr>
<tr>
<td>Net Debt / EBITDA&lt;sup&gt;(2)&lt;/sup&gt; (annualized)</td>
<td>4.1x</td>
</tr>
<tr>
<td>EBITDA&lt;sup&gt;(2)&lt;/sup&gt; (annualized)/ cash interest expense&lt;sup&gt;(3)&lt;/sup&gt; (annualized)</td>
<td>5.2x</td>
</tr>
</tbody>
</table>

---
1. Adjusted for net proceeds from January 2017 equity offering, related GP unit issuance, and scheduled January 2017 debt amortization.
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 IFRS. For 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.
3. Excludes amortization of loan fees.
Track Record Of Growing Cash Flows And Meeting Distribution Guidance

Annualized Distributable Cash Flow\(^{(1)}\) Per Unit

- Q2 2014: $1.69
- Q4 2016: $2.28

- 13% CAGR since IPO

Annualized Cash Distribution Per Unit

- Q2 2014: $1.50
- Q4 2016: $1.96

- 11% CAGR since IPO

---

1. Distributable cash flow 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 a definition and reconciliation of this measure to the most directly comparable financial measure calculated and presented in accordance with IFRS, please refer to the Appendix to these slides.
1. 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.

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

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

### 13 Vessel Dropdown Pipeline Provides Visibility For Cash Distribution Growth

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Methane Lydon Volney</td>
<td>2006 145,000</td>
<td>Shell</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Solaris</td>
<td>2014 155,000</td>
<td>Shell</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GasLog Geneva</td>
<td>2016 174,000</td>
<td>Shell</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>GasLog Gibraltar</td>
<td>2016 174,000</td>
<td>Shell</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Methane Becki Anne</td>
<td>2010 170,000</td>
<td>Shell</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>GasLog Greece</td>
<td>2016 174,000</td>
<td>Shell</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Methane Julia Louise</td>
<td>2010 170,000</td>
<td>Shell</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GasLog Glasgow</td>
<td>2016 174,000</td>
<td>Shell</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Hull 2801</td>
<td>2018 174,000</td>
<td>Total</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Hull 2130</td>
<td>2018 174,000</td>
<td>Shell</td>
<td></td>
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<tr>
<td>Hull 2800</td>
<td>2018 174,000</td>
<td>Shell</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Hull 2131</td>
<td>2019 174,000</td>
<td>Shell</td>
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<td></td>
</tr>
<tr>
<td>Hull 2212</td>
<td>2019 180,000</td>
<td>Centrica</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. 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.

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

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Recent Equity Financing Supports Distribution Guidance For 2017

Annualized Distribution Per Unit to Q1 2017E

$1.50

11% CAGR since IPO

Approximately $2.00

Annualized Distribution Per Unit to Q4 2017E

$2.09 Or Greater

Minimum 10% CAGR since IPO

$2.00

Q2 2014

Q1 2017E

Q2 2014

Q4 2017E

Approximately $2.00
LNG Supply & Demand Well Matched

Supply Growth:
- Abundant and low cost reserves
- Location mismatch: gas reserves vs. energy demand (e.g. U.S. and Japan)

Demand Growth:
- Growing energy and power demand
- Lower carbon emissions versus coal and oil

Source: BP 2017 Energy Outlook (January 2017)
LNG is becoming an increasingly attractive alternative to coal and oil (climate/emissions targets)

Significant increases in LNG demand from China (+40%) and India (+29%) in 2016

New importers in the last 2 years: Poland, Lithuania, Pakistan, Jordan, Egypt, Columbia, Jamaica

Expected importers in the near future include Bahrain, South Africa, Bangladesh etc.

Source: Wood Mackenzie; Poten
Ship technology continues to evolve with vessels increasing in size and becoming more efficient with lower boil off.

Major technological advancements since 2000 (steam / modern steam / TFDE / MEGI / XDF).

A number of older vessels have been scrapped (8 vessels in 2014-16) or put into layup.

Source: Wood Mackenzie, Company information
Significant Inbuilt EBITDA

2016 – 2019 Newbuild Programme Provides ~$200m Of Annualised EBITDA\(^{(1,2,3)}\)

- **Contracted newbuilds typically deliver ~$21-23m of incremental EBITDA per vessel**

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1. 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.
2. EBITDA based on Company estimates
3. Contract start dates sometimes differ from vessel delivery dates
- Good appetite from banks to fund the debt element of the Centrica vessel
- The equity will be funded by operational cashflow and/or dropdown proceeds

1. Illustrative leverage of 70%