Barclays CEO Energy-Power Conference

September 2018

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 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, 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;
- fluctuations in spot and long-term charter hire rates and vessel values;
- 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;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels no longer under long-term time charter commitments, including the risk that certain of our vessels may no longer have the latest technology which may impact the rate at which we can charter such vessels;
- our ability to maintain long term relationships and enter into time charters with new and existing customers;
- increased exposure to the spot market and fluctuations in spot charter rates;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- changes in the ownership of our charterers;
- our customers' performance of their obligations under our time charters and other contracts;
- our future operating performance and expenses, 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;
- the time that it may take to construct and deliver newbuildings and the useful lives of our ships;
- fluctuations in currencies and interest rates;
- the expected cost of and our ability to comply with environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operation, including the risk of accidents, collisions and the discharge of pollutants;
- our ability to retain key employees and the availability of skilled labour, 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
- other risks and uncertainties described in the Company's Annual Report on Form 20-F filed with the SEC on February 28, 2018 and 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 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.

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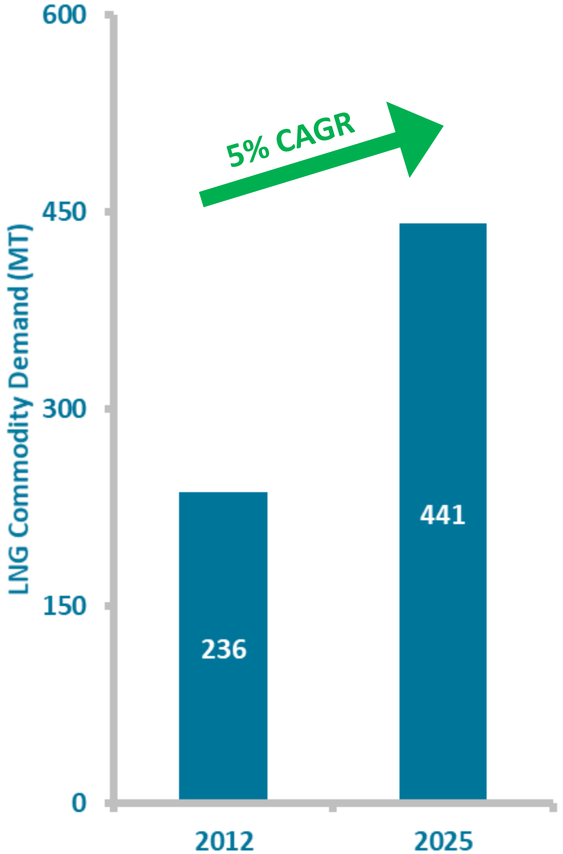
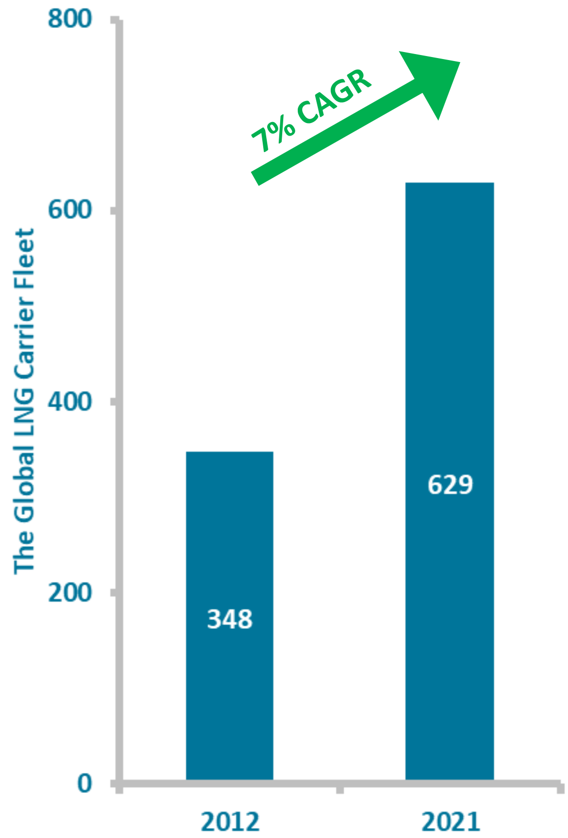
GasLog Ltd.: Leveraged To Demand Growth For LNG

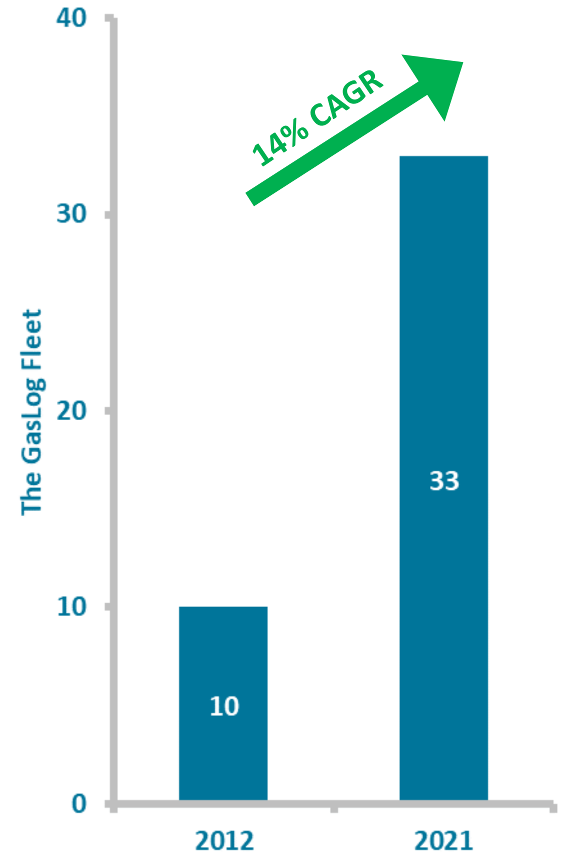
LNG Commodity Demand 2012-25E



Global LNG Fleet Growth 2012-21[1]



GasLog Fleet Growth 2012-21[1]



Each Incremental MTpa Of Supply Has Historically Required 1.4 Ships

Source: Wood Mackenzie, Poten, Clarksons

1. The LNG carrier orderbook extends through 2021

GasLog Ltd.: A Differentiated LNG Shipping Strategy

1	2012-21 Fleet Growth Of 14% Per Year Backed By Long-Term Charters
2	$3.2 Billion Charter Backlog
3	EBITDA Growth Of 46% Per Year Since IPO In 2012
4	Strong Leverage To Strengthening LNG Shipping Spot Market
5	Access To Competitive Sources Of Capital Through GLOG & GLOP
6	Dividend Growth Of Over 5% Per Annum Since Q4 2012

Compelling Investment Opportunity

GasLog: A Global Leader In LNG Transportation

2001 International owner and operator of LNG carriers since 2001 **2018**

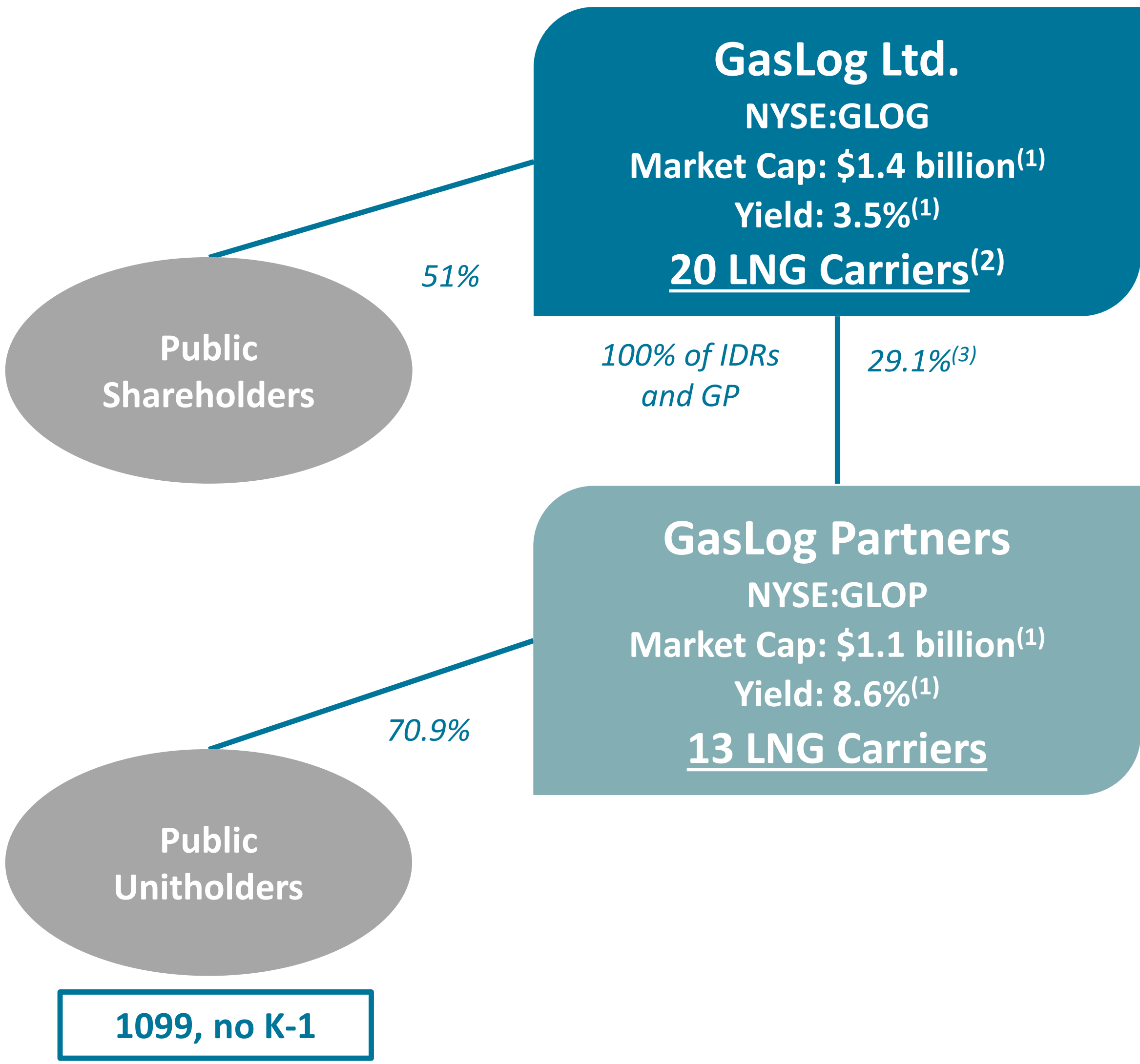
33 Vessels
Consolidated fleet[1]

$3.2 billion
Q2 18 consolidated revenue backlog

~1,650
employees onshore and on the vessels

1. As of August 29, 2018

Organizational And Ownership Structure

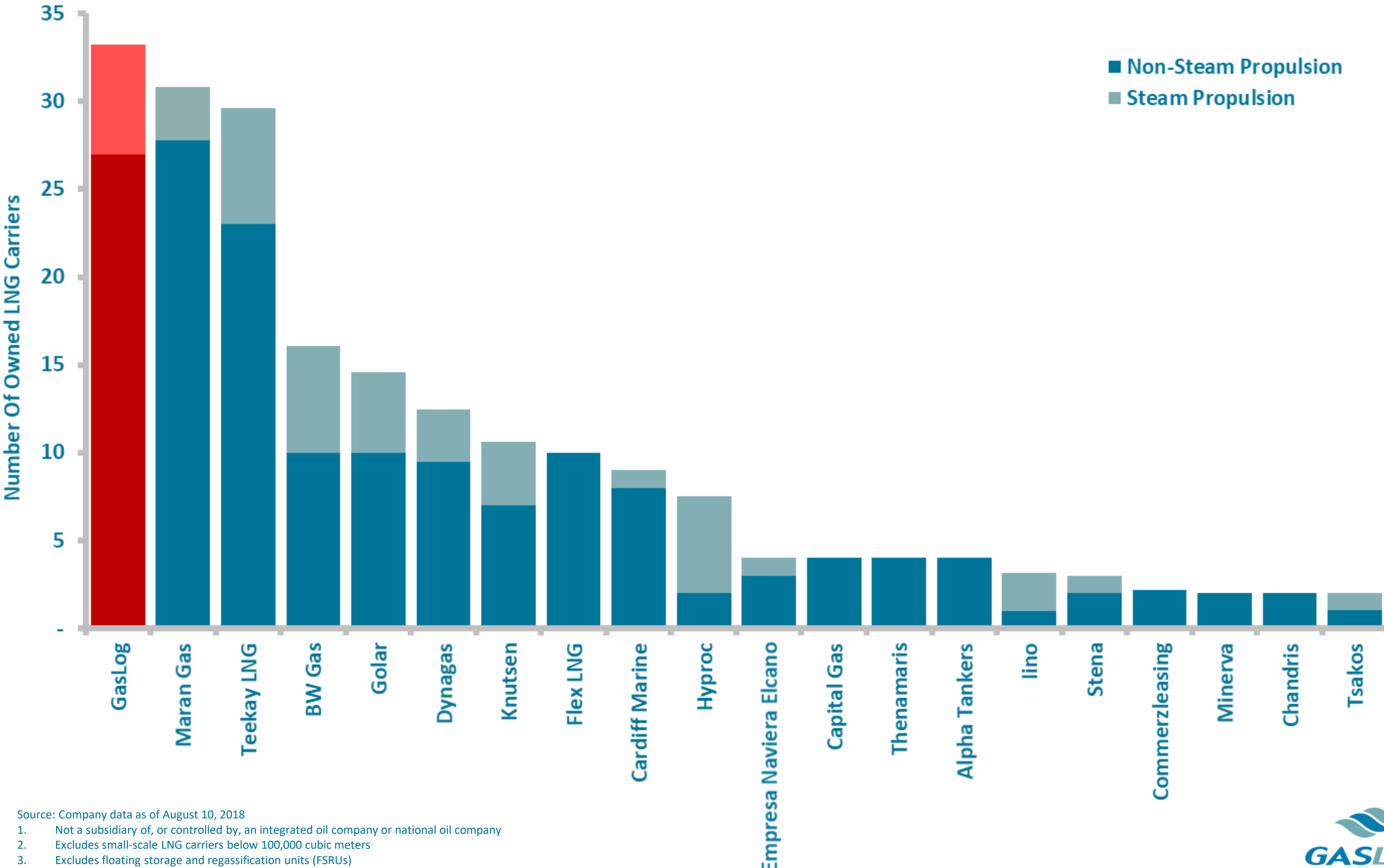


Notable Investors	
Peter Livanos	40%
Onassis Foundation	9%
Total	**49%**

1. As of August 29, 2018
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

GasLog Is A Leading International Pureplay LNG Shipping Company

Global Fleet Equity Ownership – Independents(1)

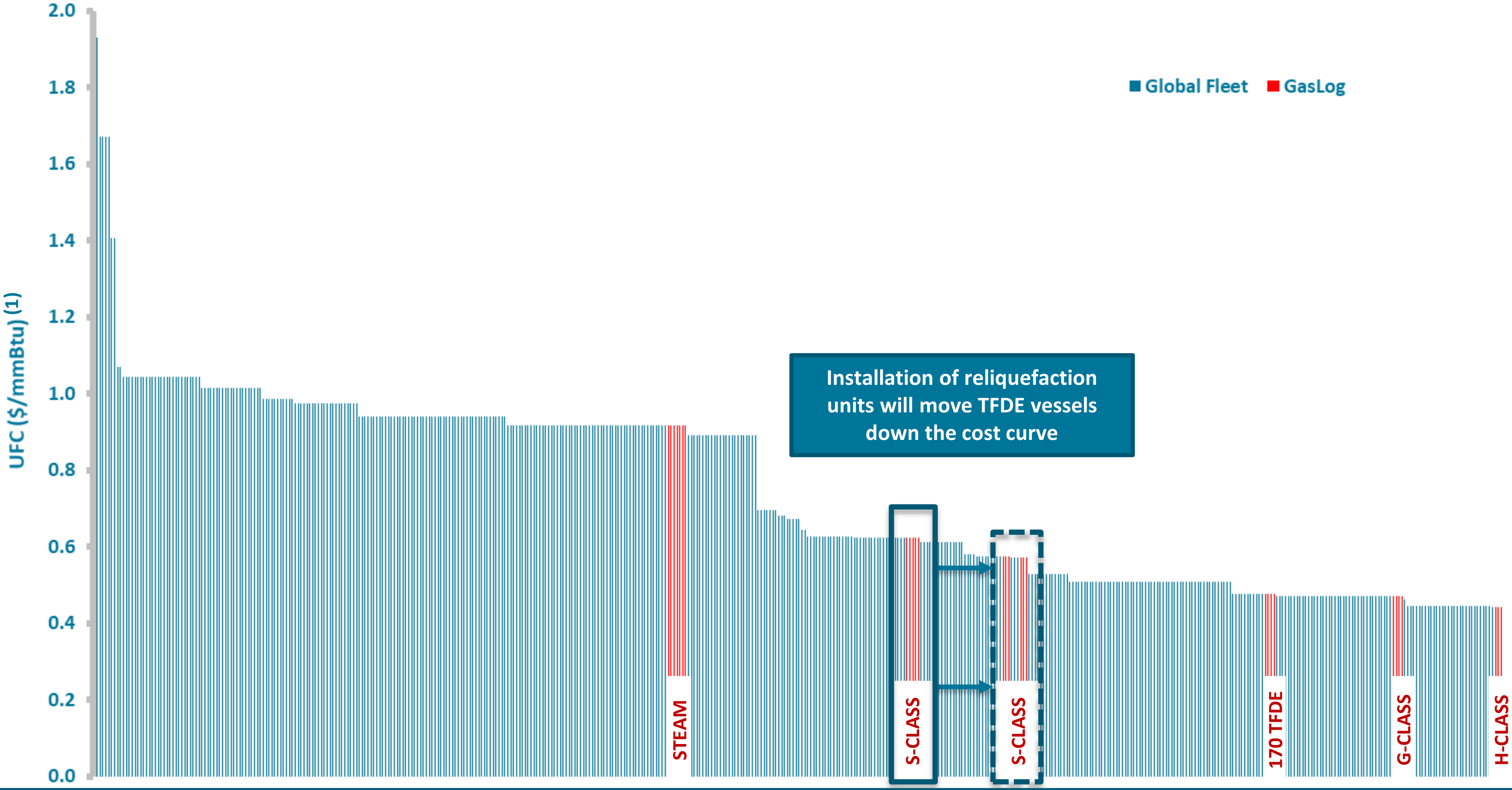


Source: Company data as of August 10, 2018

1. Not a subsidiary of, or controlled by, an integrated oil company or national oil company
2. Excludes small-scale LNG carriers below 100,000 cubic meters
3. Excludes floating storage and regassification units (FSRUs)
4. Excludes floating liquefaction vessels (FLNGs)

GasLog Fleet - Young, Modern And Increasingly Efficient

GasLog Fleet – Unit Freight Cost Comparison To Global Fleet



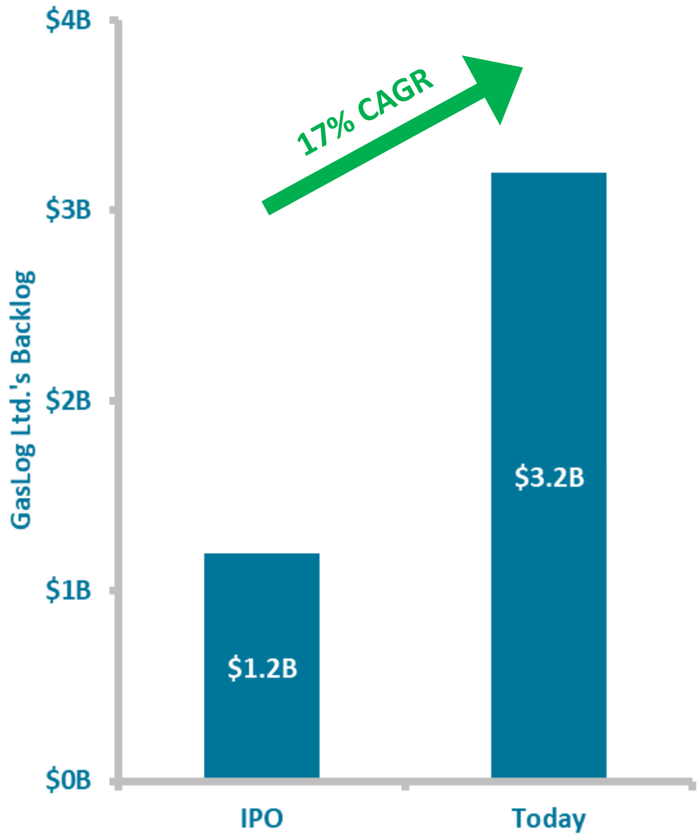
~40% Of The Global Fleet Is Less Efficient Than GasLog's Modern Steam Vessels

1. Unit freight cost estimates based on an assumed round-trip US Gulf to Far East route, vessel speed of 16.5kts, LNG price of $7.5/MMBtu and HFO price of $350/MT

Source: Wood Mackenzie, Company information

Growth And Shareholder Returns Backed By $3.2 Billion Of Long-Term Charters With High Quality Customers(1)

GasLog's Backlog ($B)



16 Multi-Year Charters With Shell

3 Multi-Year Charters With Cheniere(2)

2 Multi-Year Charters With Centrica

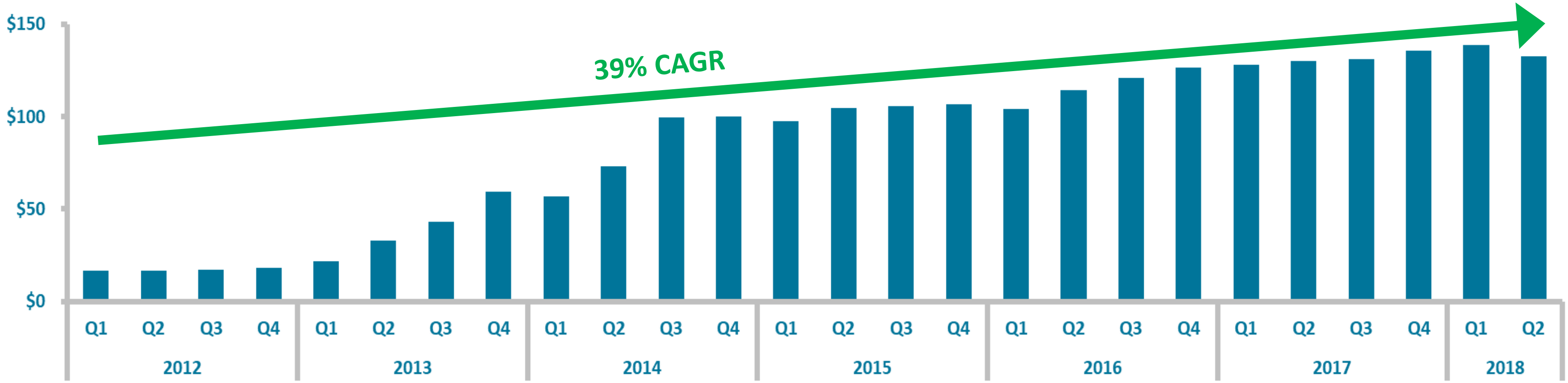
1 Multi-Year Charter With Total

Our $3.2B Backlog Has No Commodity Price Risk, We Receive A Fixed Daily Hire Rate

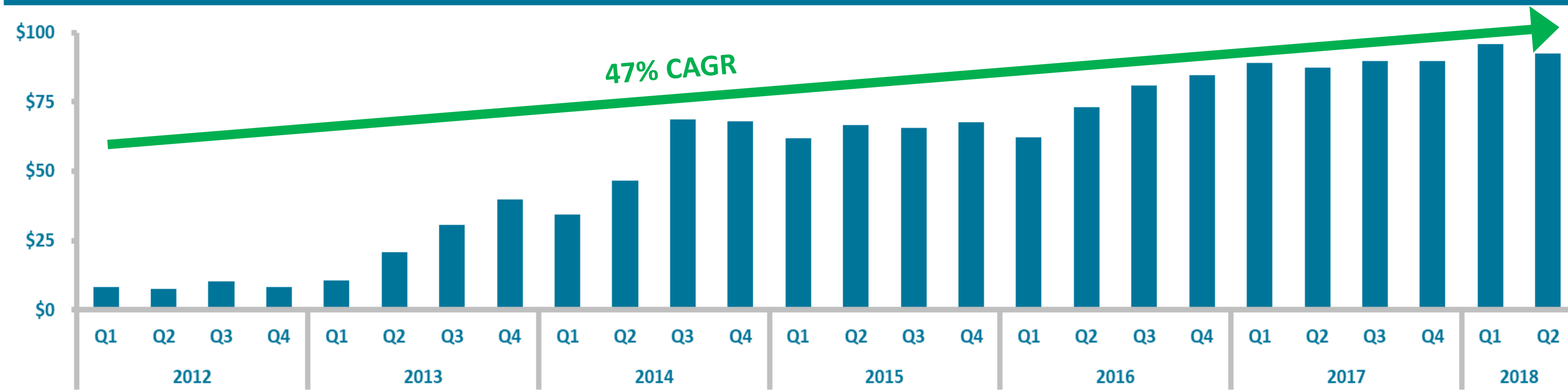
1. As of June 30, 2018 and excludes 2 new charter awards with a subsidiary of Cheniere Energy, Inc. announced on August 20, 2018
2. Inclusive of the 2 new charter awards with a subsidiary of Cheniere Energy, Inc. announced on August 20, 2018

Strong Track Record Of Disciplined Growth…

GasLog Ltd. Revenue Per Quarter ($M)



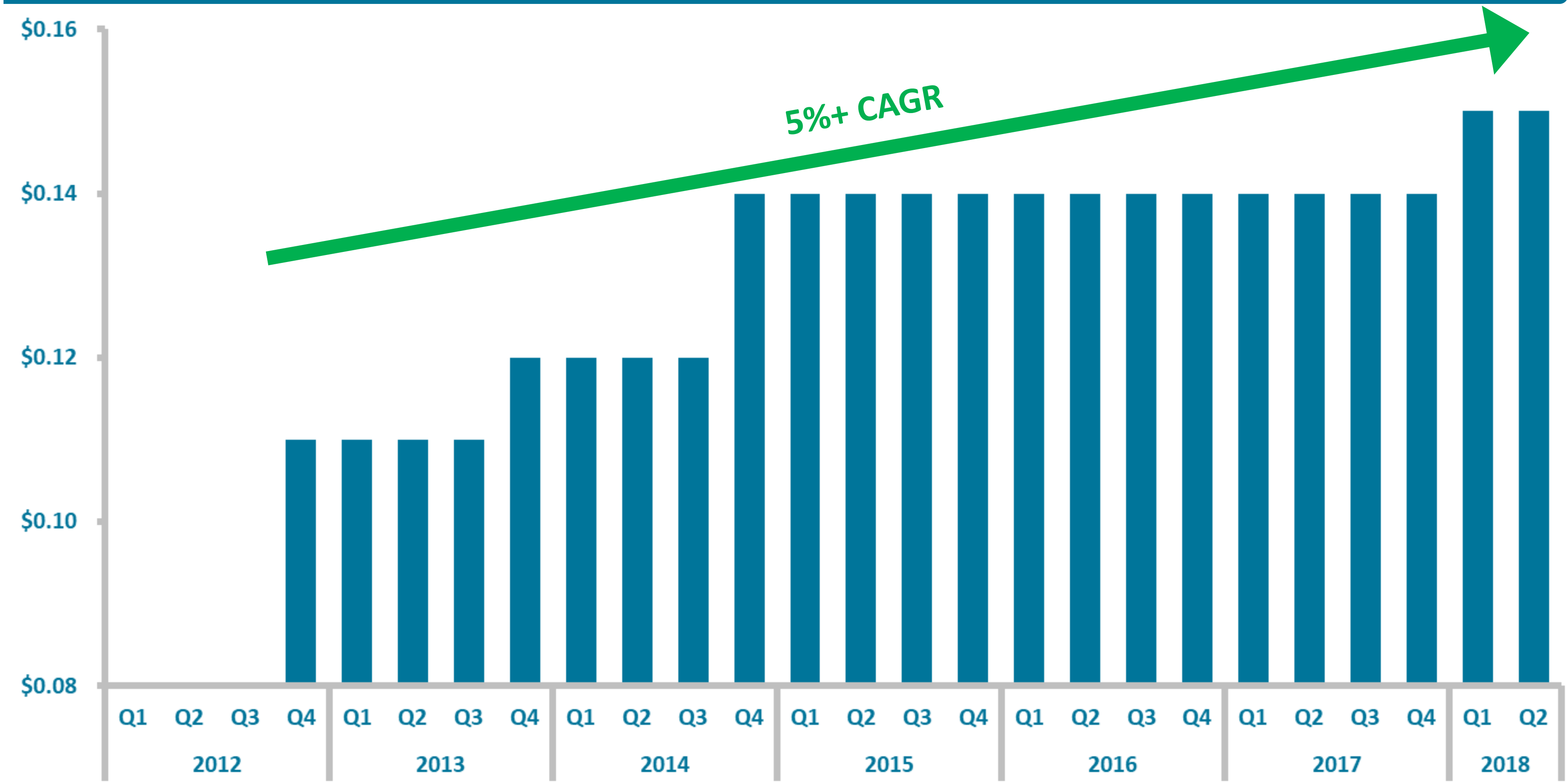
GasLog Ltd. EBITDA Per Quarter ($M)



EBITDA Growth Has Outpaced Revenue Growth By 800bps Since IPO

…With A Focus On Shareholder Returns Through The Cycle

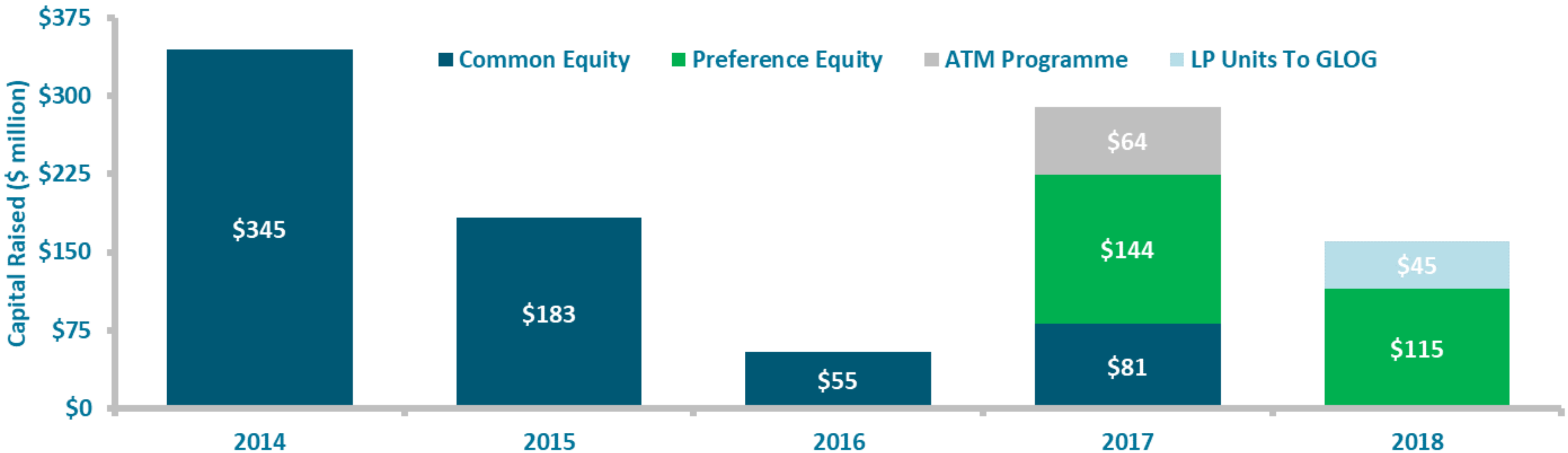
GasLog Ltd. Dividend History Since IPO ($/sh)



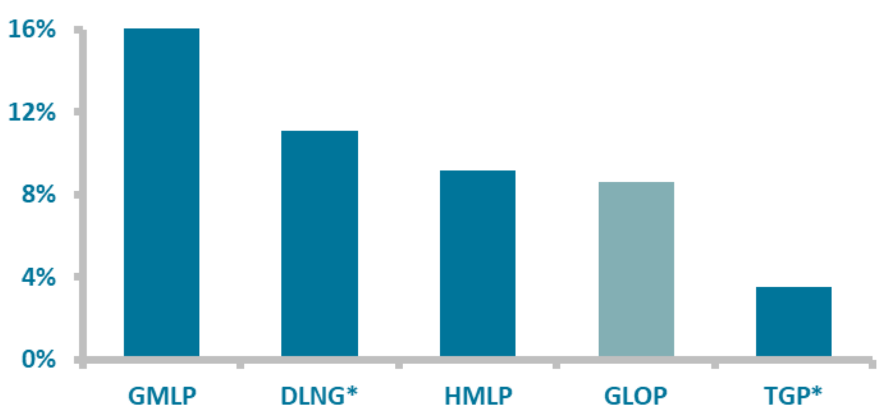
GasLog Has Paid A Dividend For 23 Consecutive Quarters, 5% CAGR Since Q4 2012

Current Liquidity And Access To Competitively Priced Capital Fund Future Organic Growth

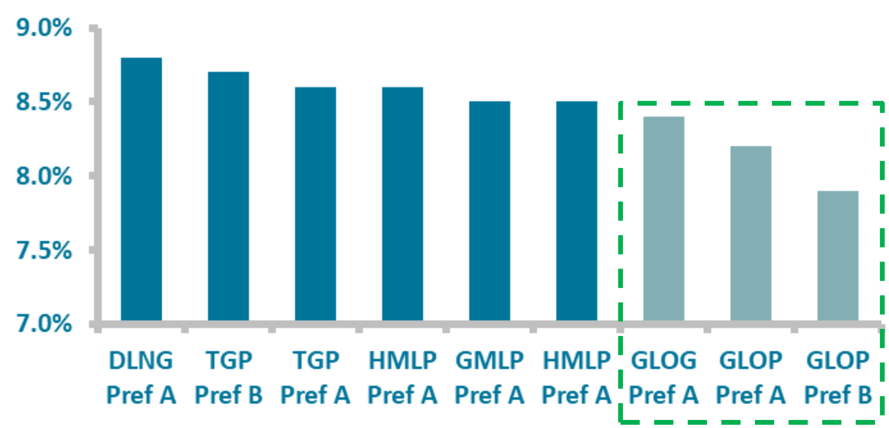
GasLog Partners Has Raised Over $1 Billion In Equity Since 2014



Peer Common Equity Yields (1)



Peer Preference Equity Yields (1)

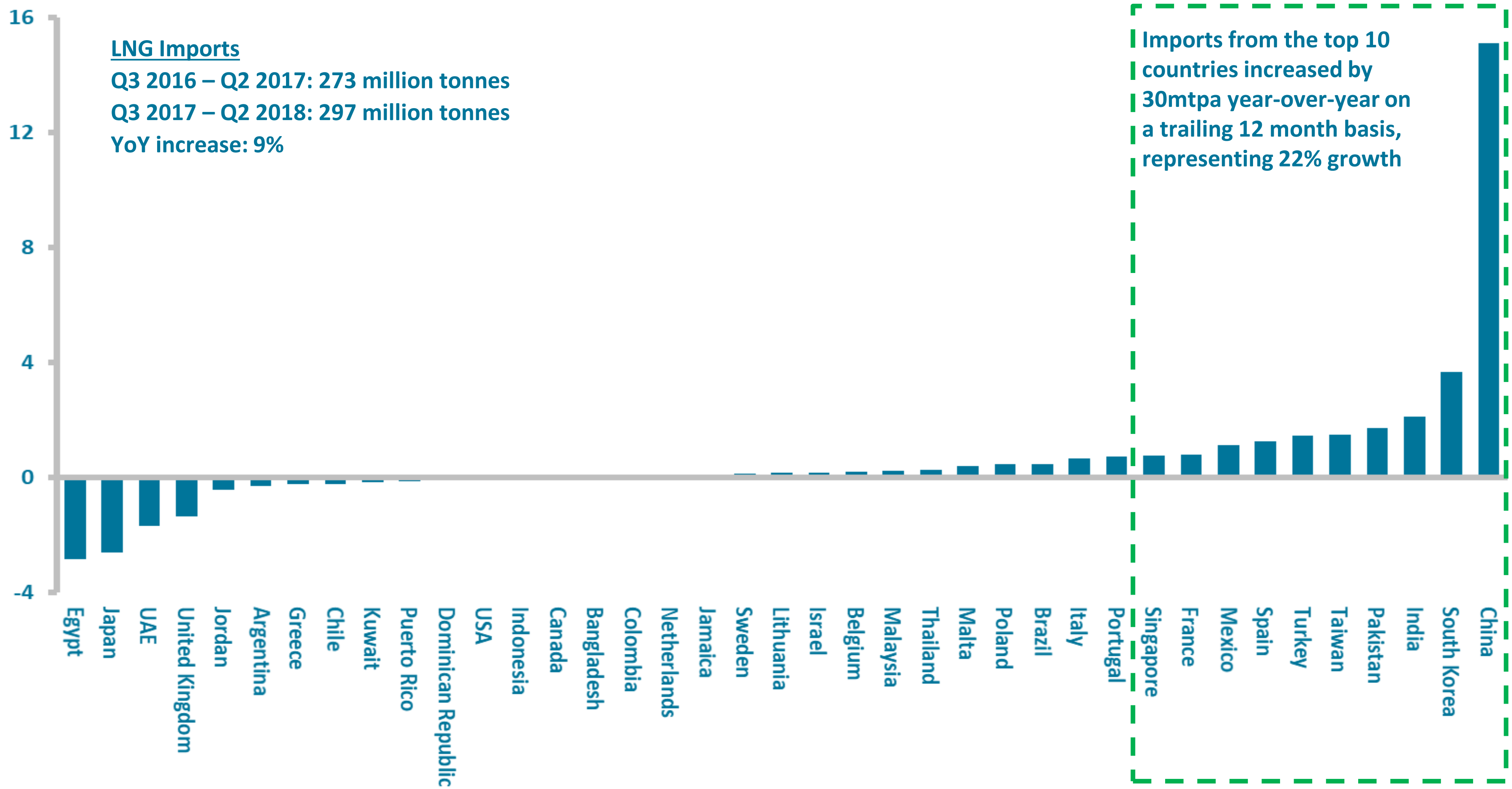


1. As of August 29, 2018

* Post distribution cut of 80% for TGP on December 16, 2015 and post distribution cut of 41% for DLNG on April 18, 2018

LNG Demand Continues To Grow…

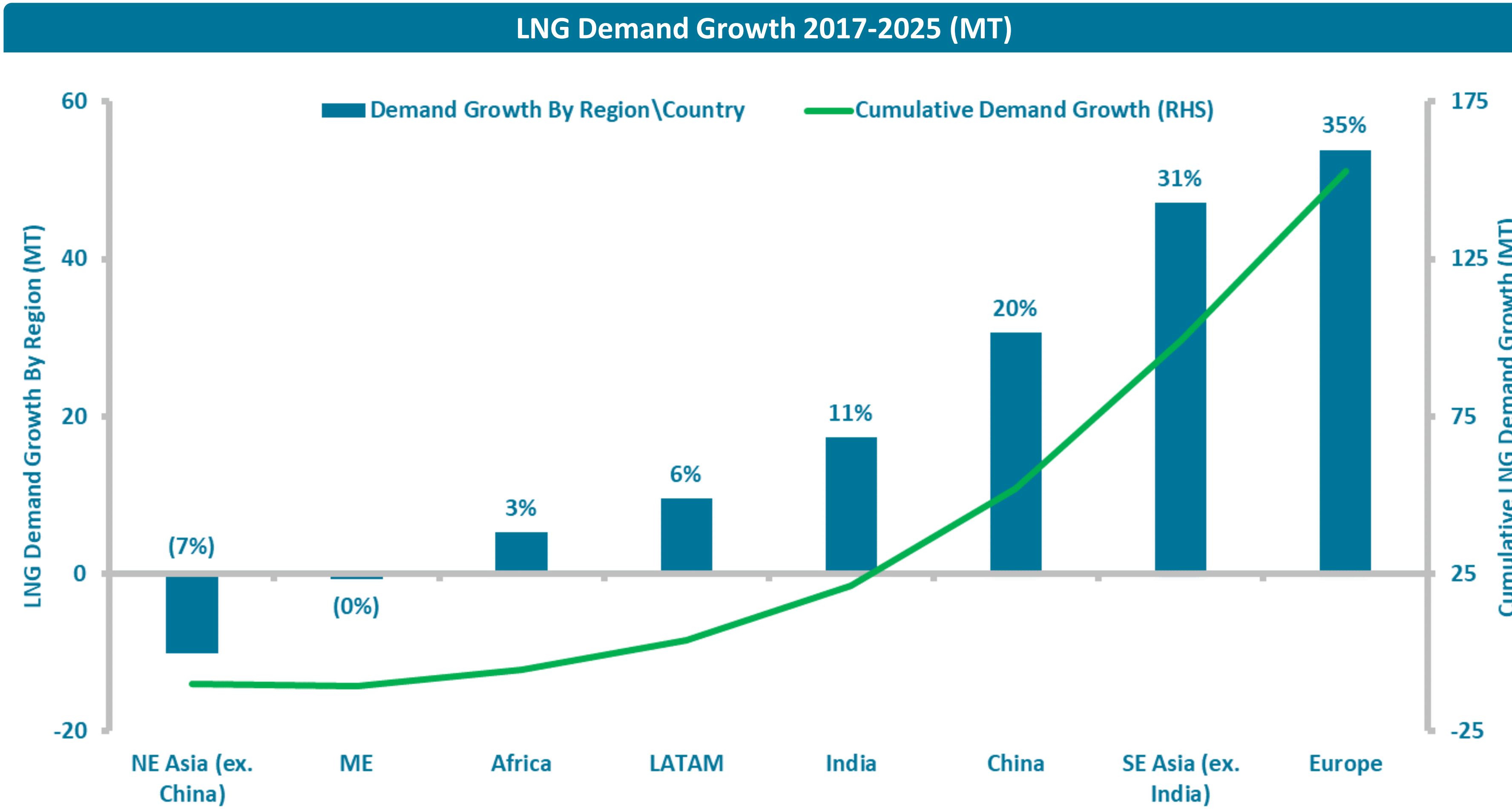
LNG Import Growth (MT) By Country On Trailing 12-Month Basis



LNG Demand Growth = Increased Requirement For LNG Shipping

Source: Poten

…And Forecast Demand Growth Is Broad Based…



Approximately 80% Of Forecasted Demand Is Outside Of China

Source: Wood Mackenzie

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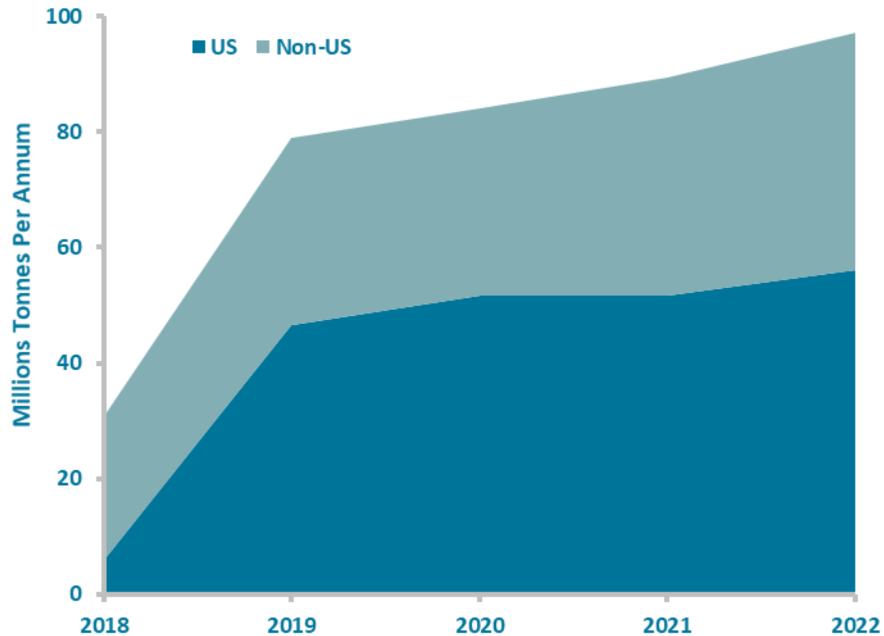
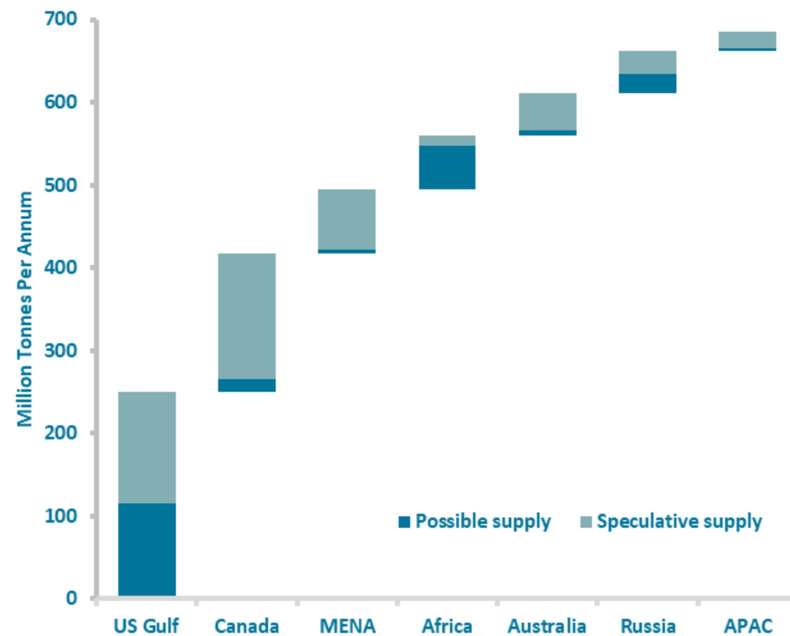
…With Visible LNG Supply Growth Through 2022…

Expected LNG Capacity Additions 2018-2022



Possible & Speculative Supply Sources

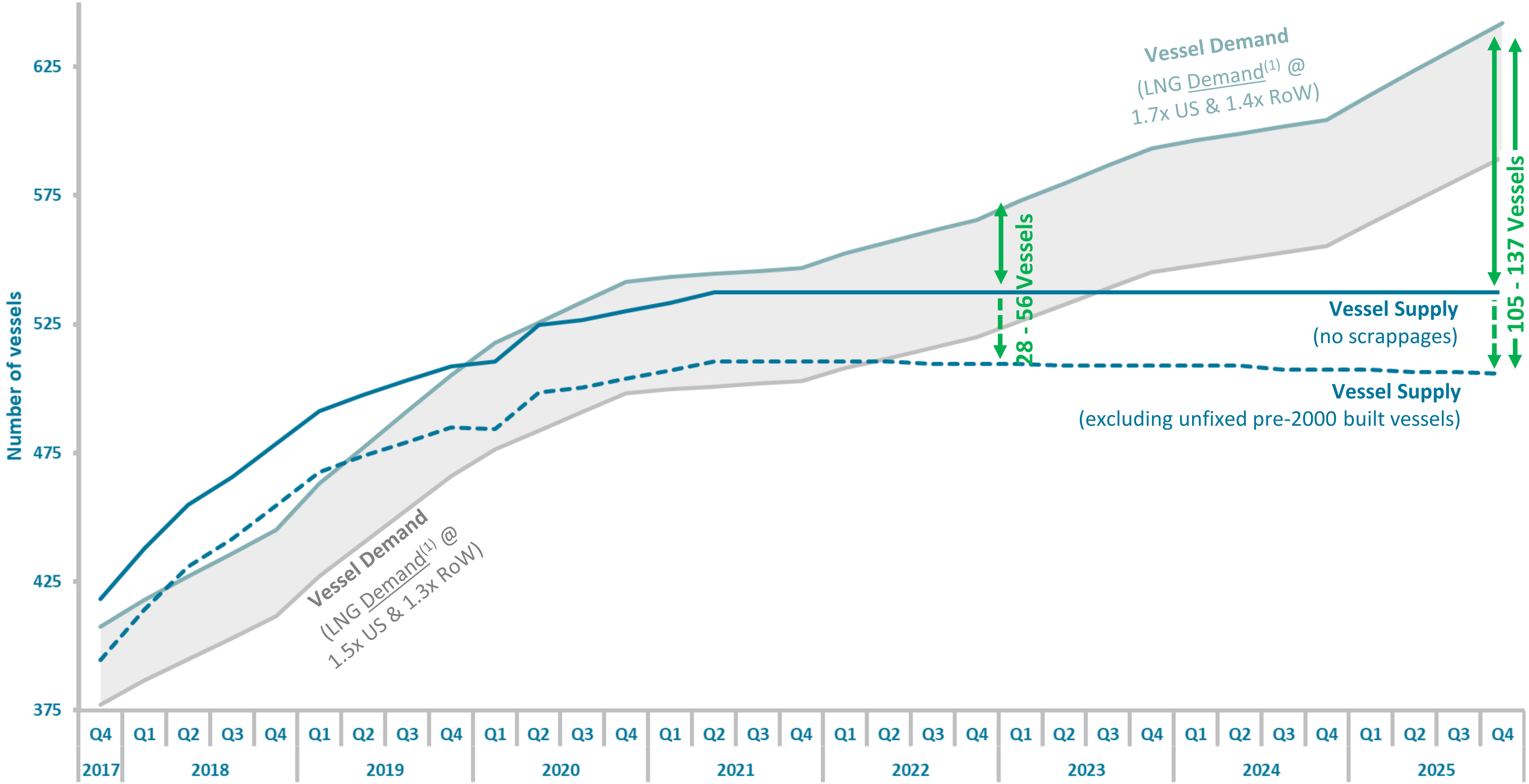


- Approximately 90 mtpa of new liquefaction capacity coming online by 2022
  - Nearly 60% of LNG production capacity under construction is in the US
  - Ichthys, Yamal T2 and Prelude expected to operational in H2 2018
  - 48 mtpa of new capacity expected to come online in 2019

Source: IGU, Wood Mackenzie, Poten

…Which Together Translate Into A Positive Outlook For LNG Shipping Supply And Demand…

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



More Ships Required To Meet LNG Demand 2020+

1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG Demand[3][4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
2. Projected LNG Vessel Demand are based on Wood Mackenzie LNG Supply[3][4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
3. Demand breakdown between US and Rest of World (RoW) is based on Wood Mackenzie supply estimates
4. Annual Wood Mackenzie demand & supply forecasts assumed to increase quarterly on a linear basis

Source: Wood Mackenzie, Poten

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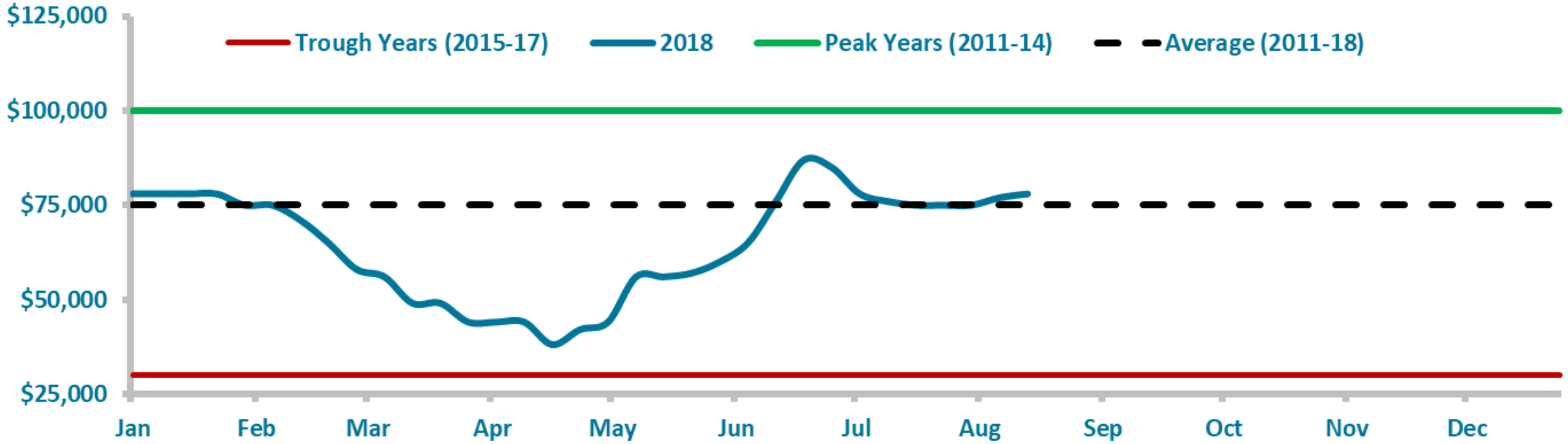
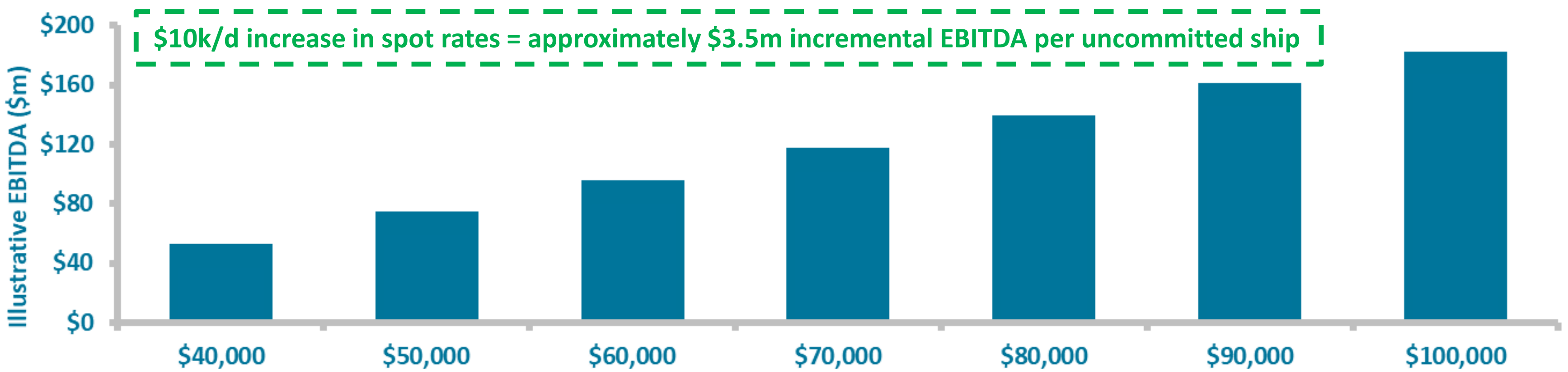
… And Our Spot Fleet Offers Upside To An Improving Shipping Market

TFDE LNG Carrier Spot Rates 2011-18 ($/Day)



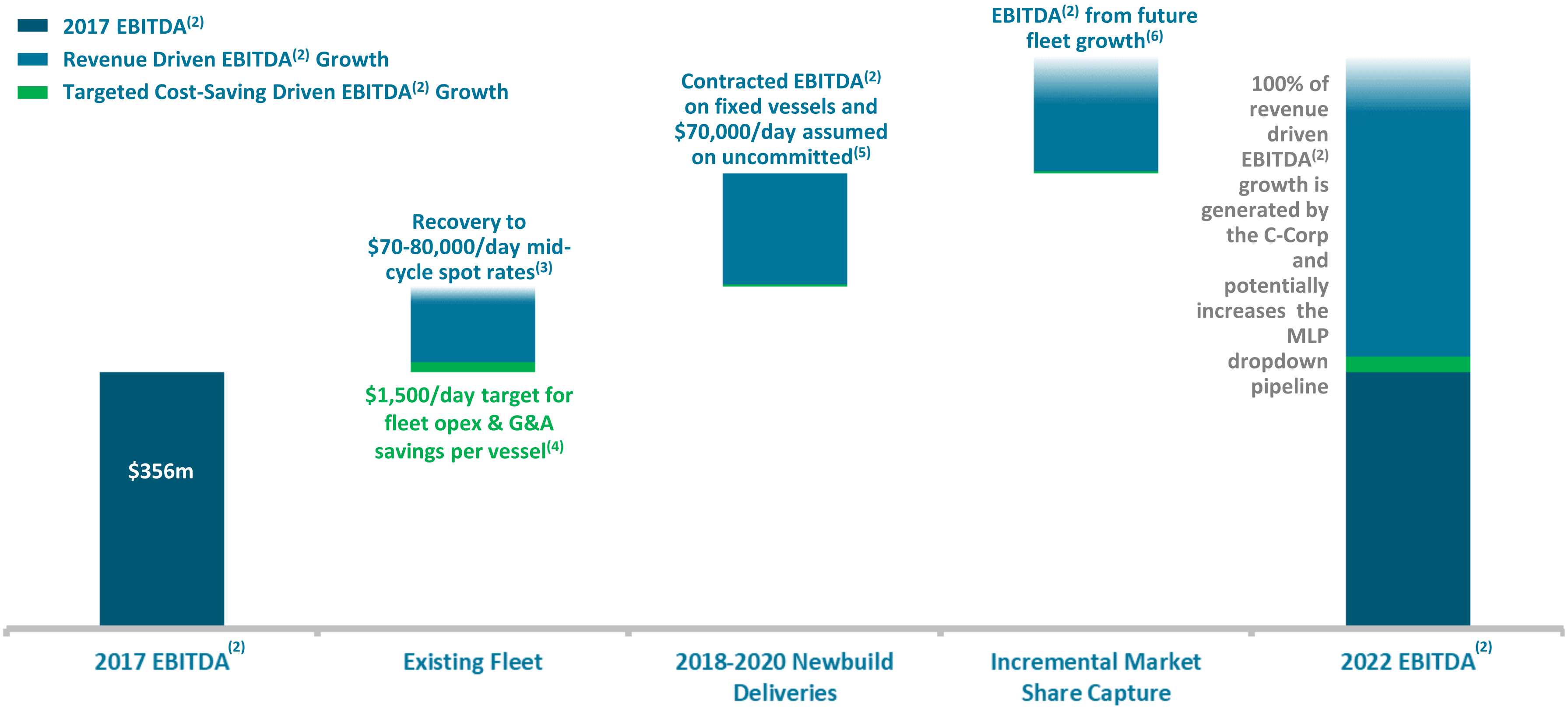
GasLog Ltd. EBITDA Sensitivity To Spot Rates ($M) For Our 6 Uncommitted Ships



Source: Clarksons, Poten

5-Year Target[1] To More Than Double Consolidated EBITDA[2]

Near-term Consolidated EBITDA[2] | **Medium-term Consolidated EBITDA[2]**



1. Each growth estimation on this slide is based on numerous assumptions and estimates that are inherently uncertain. Please review the cautionary statements and risk factors referenced in "Forward-Looking Statements" on slide 2 in this presentation. Any of those factors could cause the results of our operations to vary materially from the examples above. The growth estimations on this slide are not fact and should not be relied upon as being necessarily indicative of future results.
2. Consolidated EBITDA is a non-GAAP measure. Please refer to the Appendix of this presentation for a definition of EBITDA.
3. Consolidated EBITDA growth from the Existing Fleet assumes that each vessel currently operating in the spot market achieves mid-cycle TCE rates at an average TCE per day rate of $70,000 – $80,000, less the revenue contribution from those vessels included in the 2017 EBITDA. Vessels coming off charter within the next five years are assumed to be re-chartered at rates in-line with their existing charters. These illustrative potential growth estimates also reflect no adjustment for increases in operating or other expenses.
4. Assumes the full, timely and successful implementation of our cost optimisation programme, which represents a target to reduce per vessel opex and G&A by $1,500/day per vessel within 3 years. LNG carriers are complex and their operations are technically challenging, and we may not be able to successfully implement this programme.
5. Consolidated EBITDA growth from scheduled 2018-2020 Newbuild deliveries assumes that our newbuildings will be delivered on schedule. The illustrative potential growth reflects contracted charter revenues for the newbuildings for which we have secured time charters and an assumed charter rate of $70,000/day on currently unfixed vessels.
6. Consolidated EBITDA growth resulting from hypothetical incremental market share capture by GasLog is derived from the share of projected aggregate LNG carrier demand as at the of end 2022, estimated by us to be captured by GasLog based on the assumption that we maintain our historical market share capture since IPO, as the aggregate LNG carrier fleet increases. This example assumes we will acquire up to 8 vessels between now and the end of 2022. The assumed EBITDA per ship is based on 99.5% utilization, at an average day rate of $70,000/day per vessel and vessel operating expenses of $15,000/day. Future acquisitions of vessels are subject to various risks and uncertainties which include, but are not limited to, general LNG and LNG shipping market conditions and trends; our ability to enter into shipbuilding contracts for newbuildings and our expectations about the availability of existing LNG carriers to purchase, as well as our ability to consummate any such acquisitions; our future financial condition and liquidity; our ability to obtain financing to fund acquisitions, funding by banks of their financial commitments, and our ability to meet our obligations under our credit facilities. The vessels required to be ordered or acquired to meet the hypothetical incremental market share capture as illustrated have not been ordered or acquired, and there are no present plans to enter into agreements with respect to the ordering or acquisition of such vessels.

Source: Company Information and estimates

GasLog Ltd.: A Differentiated LNG Shipping Strategy

- ✓ 2012-21 Fleet Growth Of 14% Per Year Backed By Long-Term Charters
- ✓ $3.2 Billion Charter Backlog
- ✓ EBITDA Growth Of 46% Per Year Since IPO In 2012
- ✓ Strong Leverage To Strengthening LNG Shipping Spot Market
- ✓ Access To Competitive Sources Of Capital Through GLOG & GLOP
- ✓ Dividend Growth Of Over 5% Per Annum Since Q4 2012

Compelling Investment Opportunity

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APPENDIX

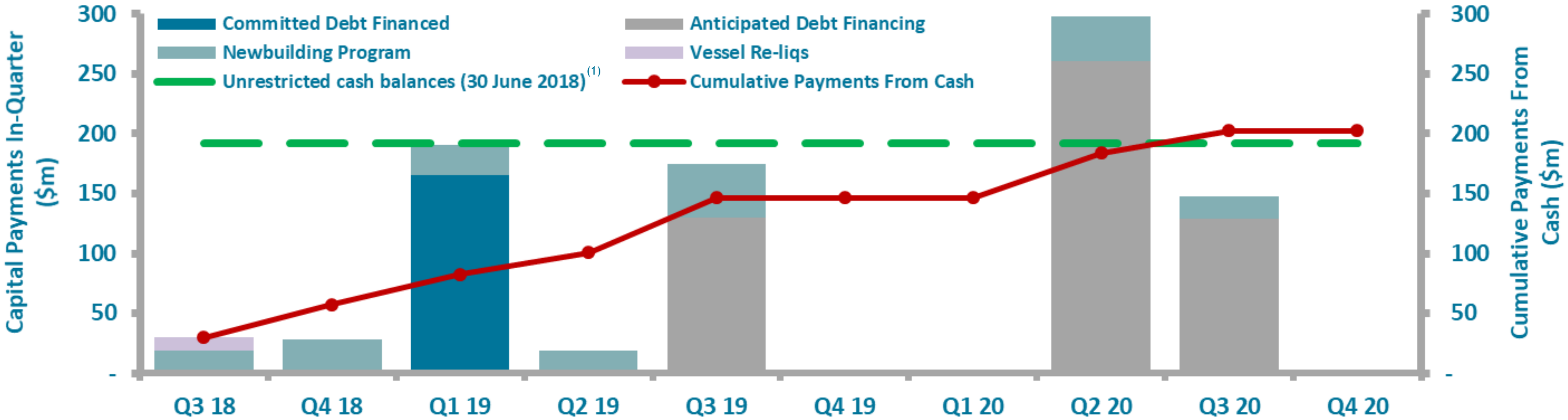
Q2 and H1 2018 Results

(US$,000 unless otherwise stated)	Q2 2017	Q2 2018	*% change*	H1 2017	H1 2018	% change
Revenues	**129,930**	**132,824**	*2%*	**258,215**	**271,302**	*5%*
Total net pool performance	6,833	9,840	*44%*	13,636	28,360	*108%*
Opex	**29,833**	**32,703**	*10%*	**57,322**	**67,016**	*17%*
Unit opex (US$ per vessel per day)	*14,901*	*14,375*	*(4%)*	*14,395*	*15,395*	*7%*
G&A	**10,246**	**10,352**	*1%*	**20,225**	**22,365**	*11%*
Unit G&A (US$ per vessel per day)	*5,118*	*4,550*	*(11%)*	*5,079*	*5,137*	*1%*
EBITDA[1]	**87,409**	**92,564**	*6%*	**176,644**	**188,444**	*7%*
Gain/(loss) on derivatives	(9,720)	1,167		(9,722)	18,938	
Consolidated profit	**6,904**	**14,212**		**30,296**	**56,753**	
Profit/(loss) to owners of the Group	**(7,515)**	**(3,620)**		**1,237**	**15,684**	
Dividend on GasLog preference shares	(2,516)	(2,516)		(5,031)	(5,032)	
Profit/(loss) to owners of Group used in EPS	(10,031)	(6,136)		(3,794)	10,652	
Basic EPS (US$/share)	**(0.12)**	**(0.08)**		**(0.05)**	**0.13**	
Adjusted EPS (US$/share)[1]	**(0.03)**	**(0.07)**		**0.03**	**(0.07)**	
Dividend (US$/share)	**0.14**	**0.15**	*7%*	**0.28**	**0.30**	*7%*

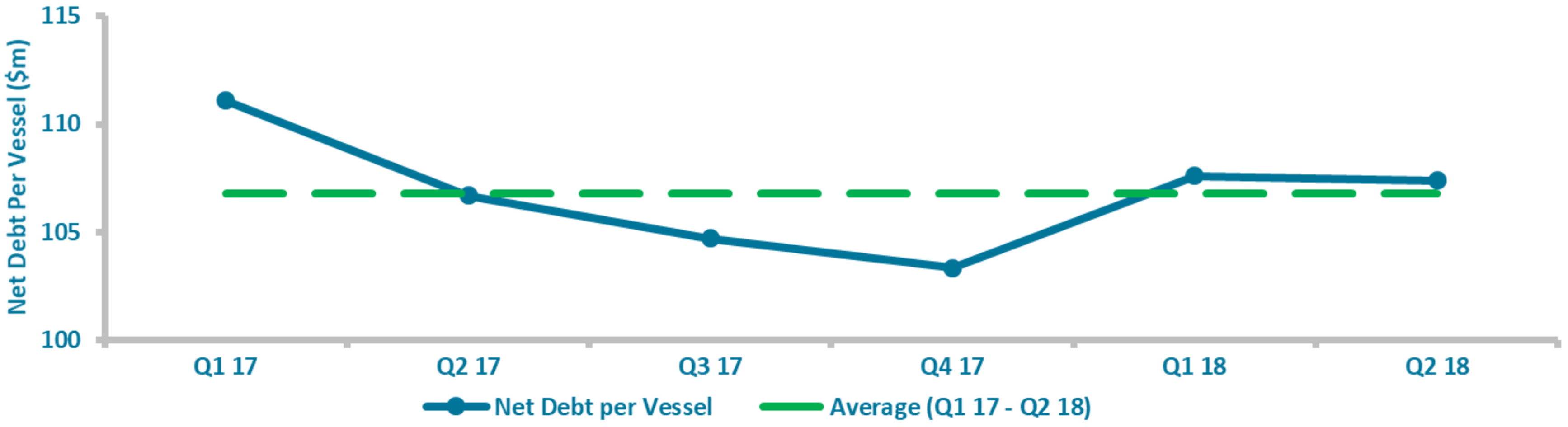
1. EBITDA and Adjusted EPS are non-GAAP financial measures, and should not be used in isolation or as substitutes for GasLog's financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For reconciliations of these measures to the most directly comparable financial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

Newbuild Capex And Net Debt Per Vessel

Newbuild Capex Commitments Q3 2018 – Q4 2020



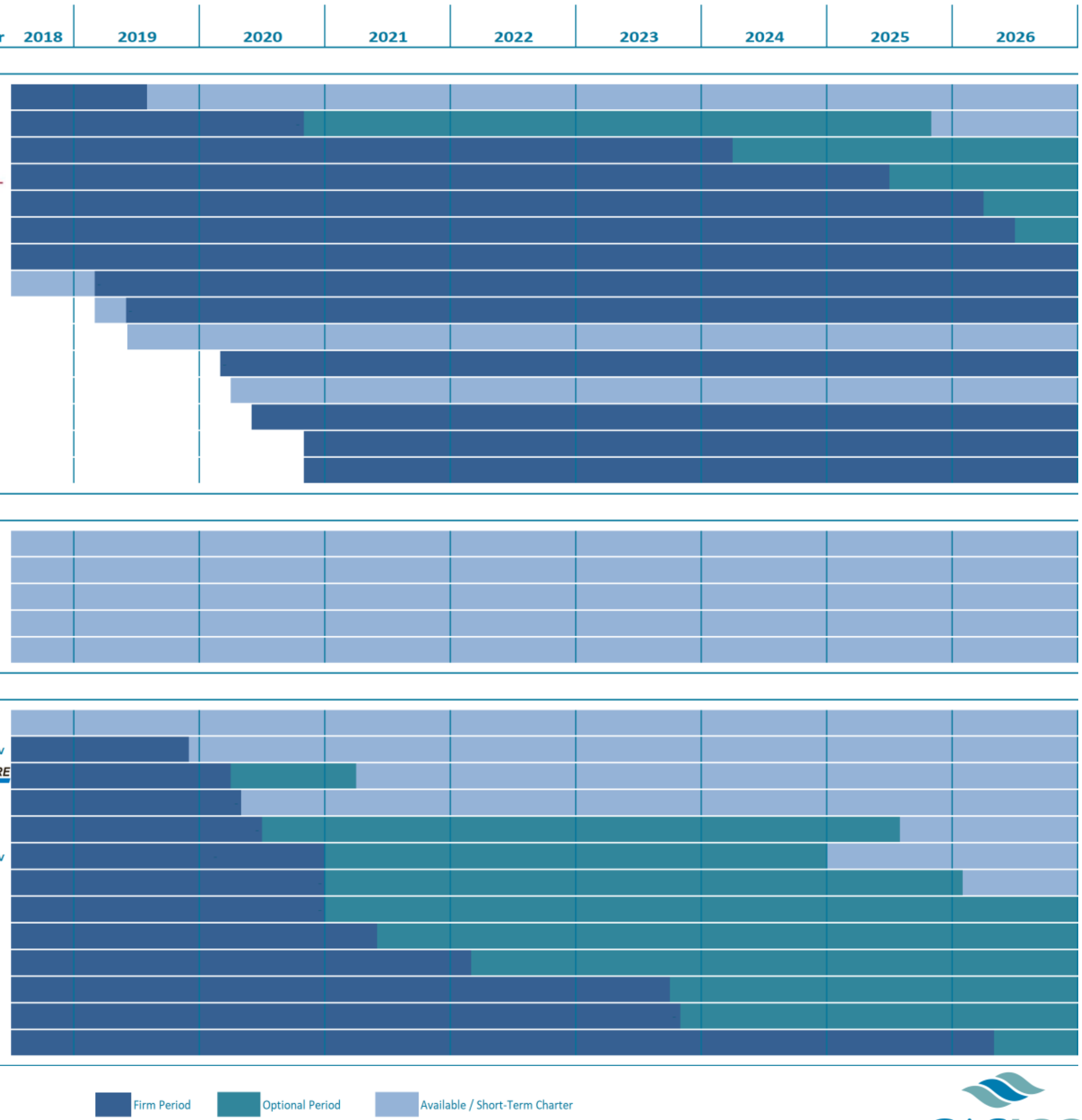
Net Debt Per Vessel Q1 2017 – Q2 2018



1. Cash and cash equivalents plus short-term investments less minimum liquidity required under the Company's lending facilities

The GasLog Ltd. And GasLog Partners Fleets

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Ltd.				
GasLog Skagen[6]	TFDE	2013	155,000	
Methane Lydon Volney[1]	Steam	2006	145,000	
Methane Becki Anne[1]	TFDE	2010	170,000	
GasLog Hong Kong[1] [2]	X-DF	2018	174,000	TOTAL
Methane Julia Louise[1] [3]	TFDE	2010	170,000	
GasLog Glasgow[1]	TFDE	2016	174,000	
GasLog Genoa[1]	X-DF	2018	174,000	
GasLog Houston[1] [7]	X-DF	2018	174,000	
Hull 2131	X-DF	2019	174,000	
Hull 2212	X-DF	2019	180,000	
Hull 2213	X-DF	2020	180,000	centrica
Hull 2274	X-DF	2020	180,000	
Hull 2262	X-DF	2020	180,000	centrica
Hull 2300	X-DF	2020	174,000	CHENIERE
Hull 2301	X-DF	2020	174,000	CHENIERE
GasLog Ltd. Vessels in The Cool Pool				
GasLog Singapore	TFDE	2010	155,000	Spot
GasLog Chelsea	TFDE	2010	153,600	Spot
GasLog Savannah	TFDE	2010	155,000	Spot
GasLog Saratoga[6]	TFDE	2014	155,000	Spot
GasLog Salem	TFDE	2015	155,000	Spot
GasLog Partners LP				
GasLog Shanghai (Cool Pool)	TFDE	2013	155,000	Spot
Methane Jane Elizabeth[5]	Steam	2006	145,000	/ New
GasLog Sydney[8]	TFDE	2013	155,000	/ CHENIERE
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth[1]	Steam	2007	145,000	
Methane Alison Victoria[5]	Steam	2007	145,000	/ New
Methane Heather Sally[1]	Steam	2007	145,000	
GasLog Seattle[1]	TFDE	2013	155,000	
Solaris[1]	TFDE	2014	155,000	
GasLog Santiago[4]	TFDE	2013	155,000	New
GasLog Geneva[1]	TFDE	2016	174,000	
GasLog Gibraltar[1]	TFDE	2016	174,000	
GasLog Greece[1]	TFDE	2016	174,000	

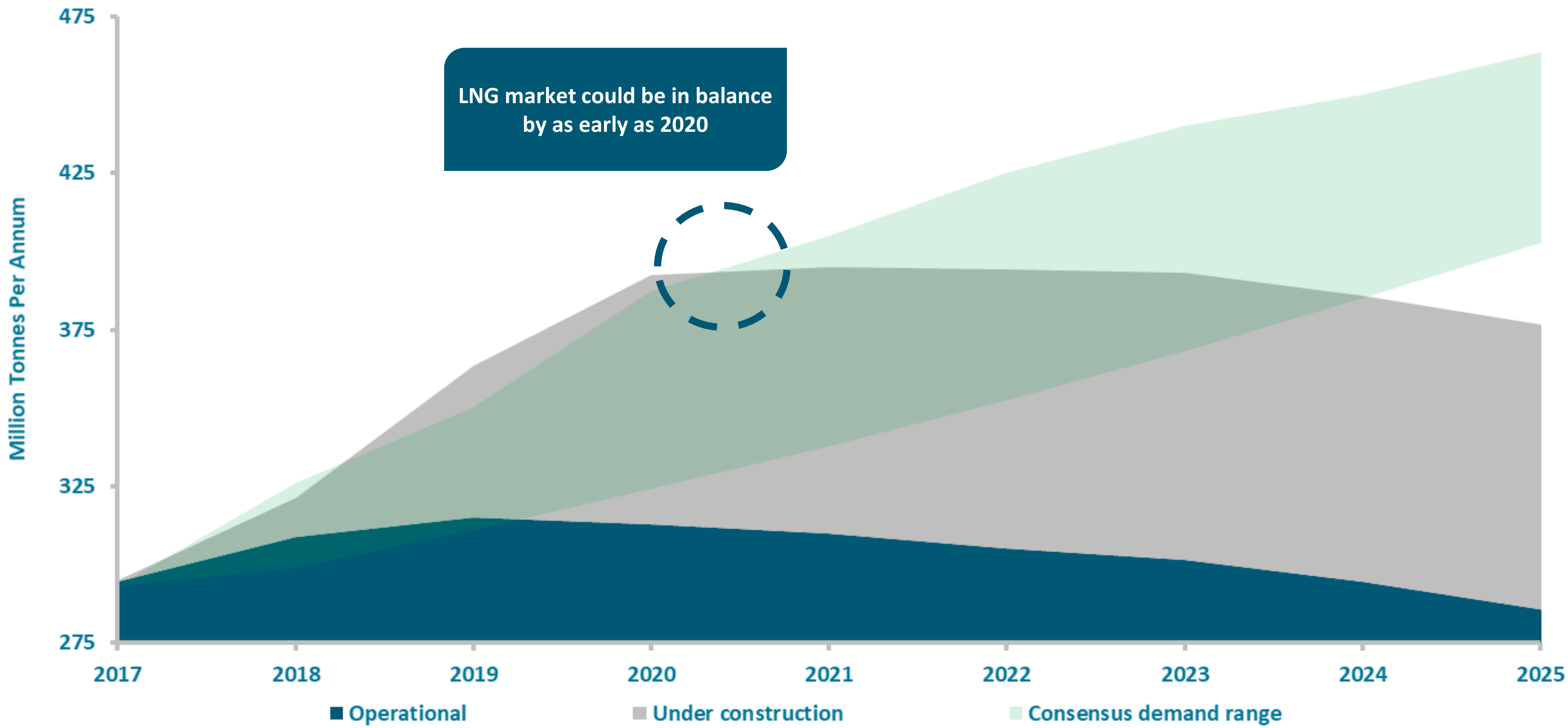


See the end of this presentation for the footnotes pertaining to the GasLog Ltd. and GasLog Partners Fleets

GASLOG

LNG Demand Forecast To Exceed Supply In Early 2020s

LNG Supply Versus Demand 2017-2025 (mtpa)

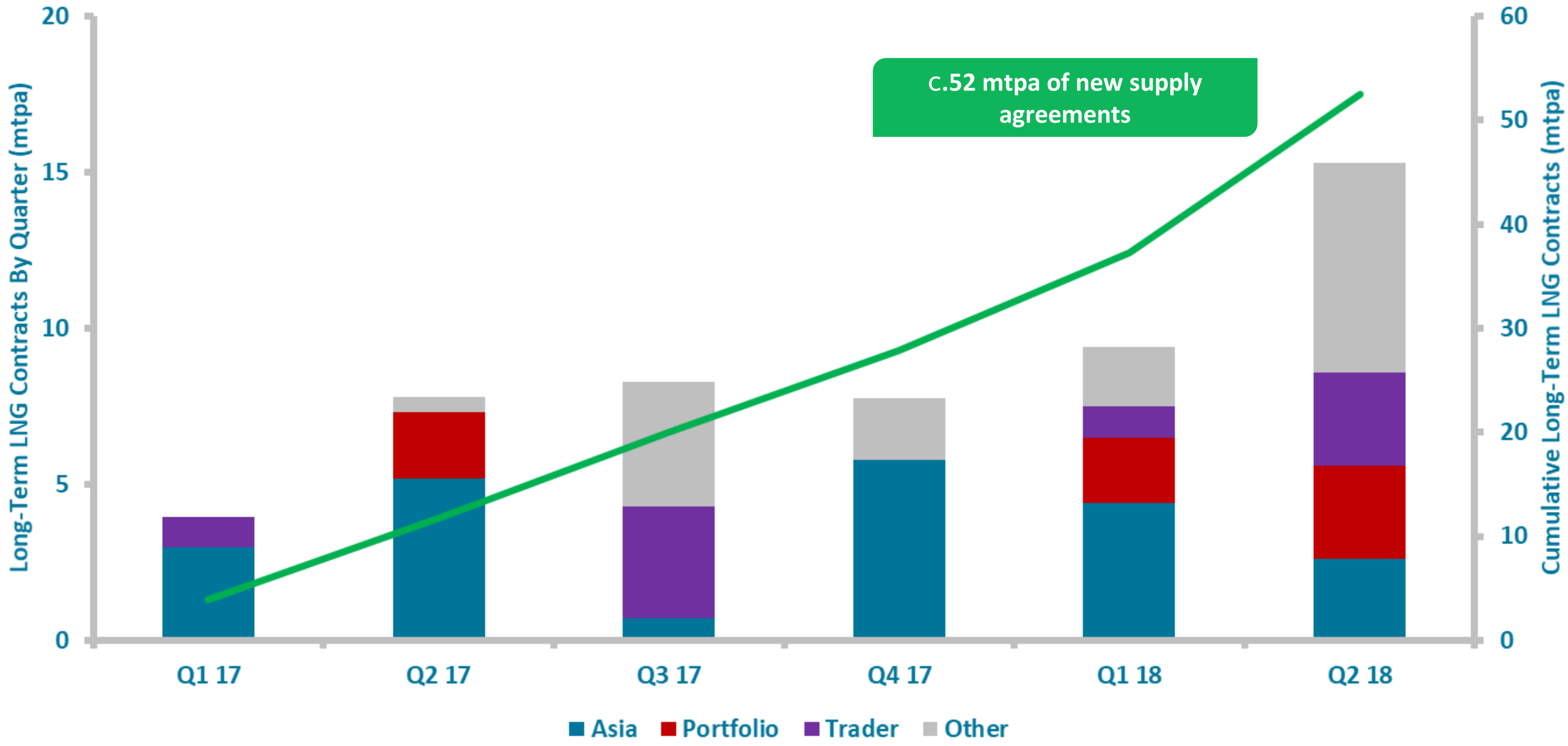


FIDs For New Supply Required In Next 12-18 Months To Meet Anticipated Demand in 2020+

Source: Wood Mackenzie, Shell LNG Outlook 2018, BP Energy Outlook 2018, Bloomberg, UBS, Wells Fargo, Credit Suisse, Barclays

Accelerating Momentum In New Offtake Contracts

Long-Term LNG Supply Agreements[1] January 2017-July 2018



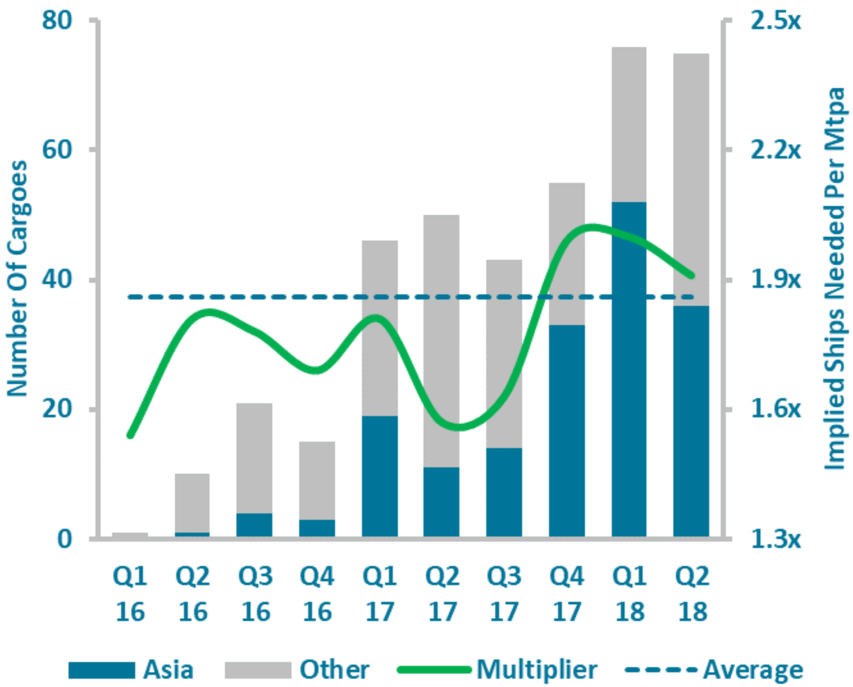
Long-Term Supply Agreements Support The Next Wave Of Liquefaction Capacity

1. Long-term supply agreement defined as greater than 5 years.

Source: Wood Mackenzie, public disclosures, company estimates

US Exports LNG Continue to Expand Tonne Miles And Tighten Supply And Demand Balance For LNG Shipping

US Exports And Shipping Multiplier Q1 2016 – Q2 2018[1]



1. Normalised to vessel capacity of 160,000 m^3

Top 20 Destinations For US LNG Exports Q1 2016 – Q2 2018

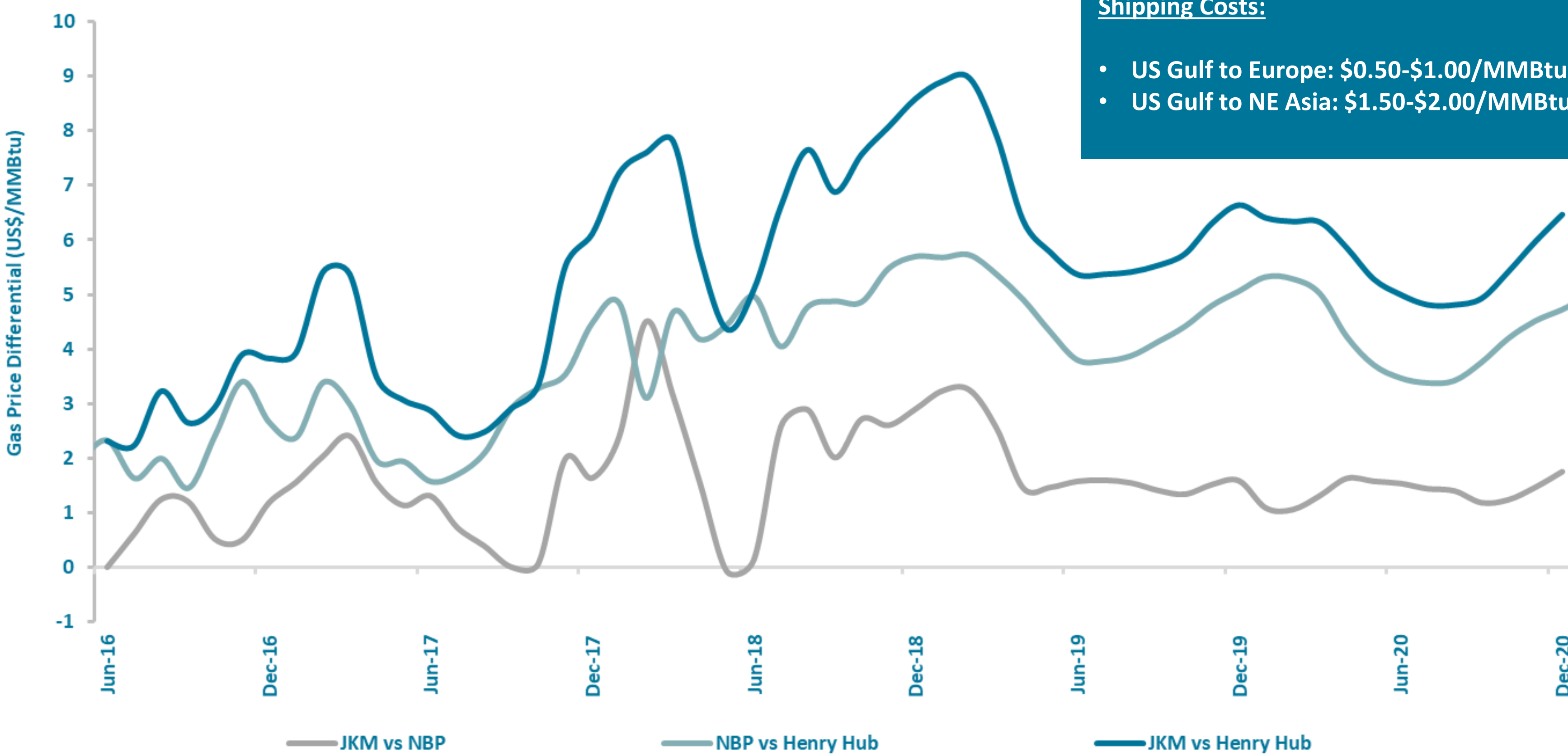
Country	# Cargos	Total Volume	Ave Laden Duration (Days)	Equivalent # 160k m^3 vessels per mtpa
Mexico	75	5,560,118	10	0.89x
South Korea	65	4,626,867	32	2.53x
China	51	3,603,186	32	2.56x
Japan	28	2,040,112	31	2.47x
Chile	26	1,708,666	19	1.52x
Jordan	20	1,377,880	21	1.73x
India	18	1,180,773	28	2.23x
Argentina	16	1,016,925	22	1.76x
Turkey	12	859,263	16	1.36x
Brazil	12	770,007	13	1.10x
Spain	11	715,190	14	1.16x
Kuwait	10	692,970	32	2.57x
Portugal	8	559,857	12	1.01x
UAE	5	352,256	28	2.27x
Taiwan	5	324,240	35	2.82x
Egypt	5	322,977	23	1.85x
Pakistan	5	302,560	31	2.50x
Dominican Republic	4	256,170	14	1.20x
Italy	3	208,843	18	1.47x
United Kingdom	3	195,359	15	1.26x
Totals	**382**	**26,674,219**	**24**	
Volume Weighted Vessel Multiplier (All Destinations)				**1.86x**

- The US exported 75 cargoes in Q2 18, on a par with Q1 18
  - Sabine Pass shipped 66 cargoes, Cove Point 9 cargoes
  - Asia was the destination for 48% of exports, Latin America 39% of exports
- Since Sabine Pass start-up, over 1.86 ships have been needed for each 1 mtpa of US supply

Source: Poten

Intra-Basin Arbitrage Open Through 2020

Historical And Projected Benchmark Gas Price Arbitrage



Shipping Costs:

- US Gulf to Europe: $0.50-$1.00/MMBtu
- US Gulf to NE Asia: $1.50-$2.00/MMBtu

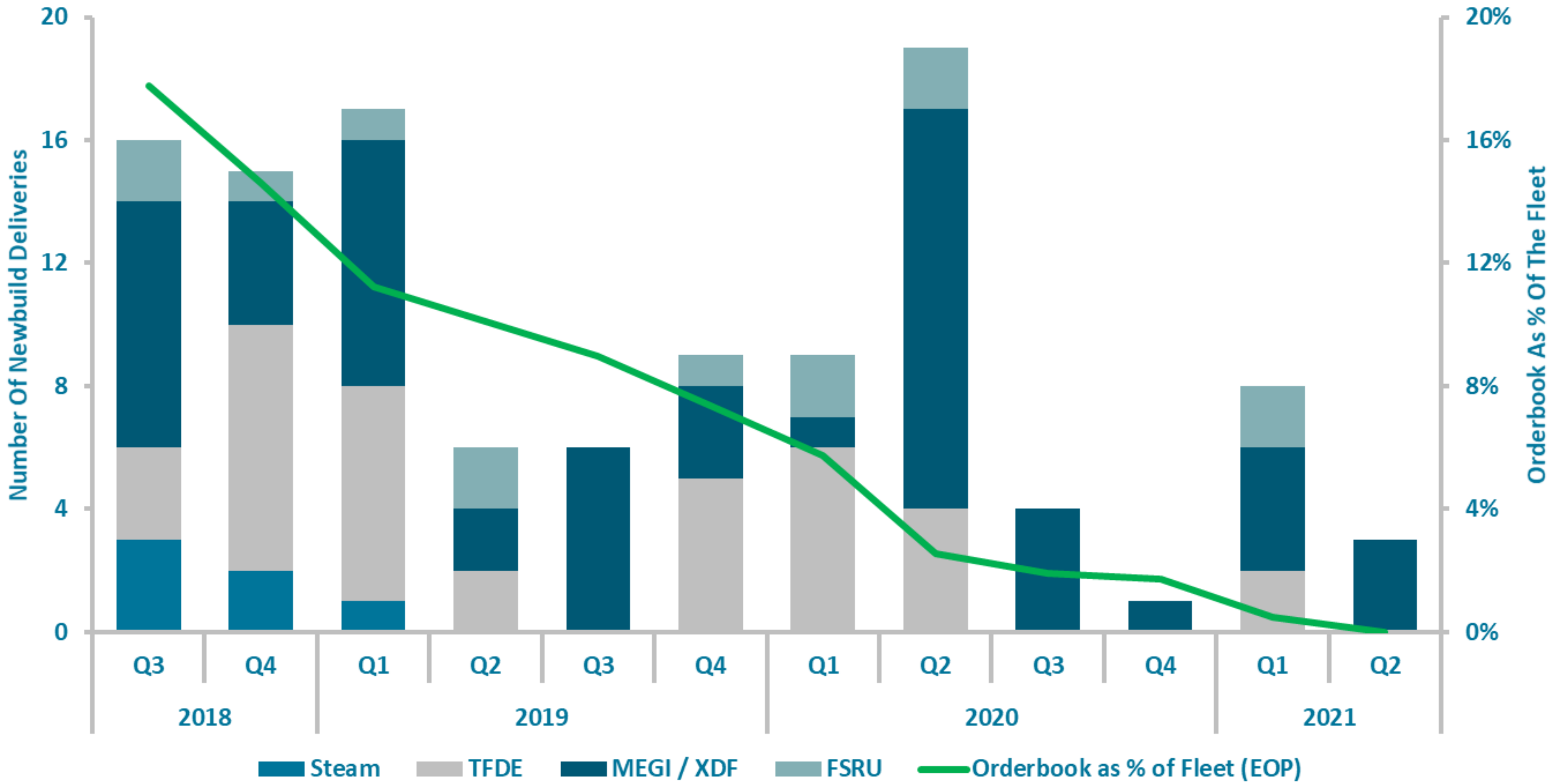
Strong Call on US LNG Exports Expected Through End 2020

1. Projected benchmark gas price arbitrage measure represent current forward prices.
2. As of August 2, 2018

Source: FactSet, Wood Mackenzie

Orderbook Declining As Percentage Of Global Fleet

Newbuild Delivery Schedule Q3 2018 – Q2 2021



Vessels Ordered Today Not Delivered Before 2021

Source: Poten, company estimates

GASLOG

Project Alexandroupolis Update

- Continued progress on proposed equity participation of DEPA and Bulgarian Energy Holding (BEH)
- Anticipate near-term solicitation of expressions of interest in offtake capacity from the project
- Potential funding, including EU state aid and bank debt, is progressing well
- Current project plan continues to anticipate FID at the end of 2018

The GasLog Ltd. And GasLog Partners Fleets

1. The period shown reflects the expiration of the minimum optional period and the maximum optional period. The charterers of the GasLog Seattle and the Solaris have unilateral options to extend the term of the time charters for periods ranging from five to ten years, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterers of the Methane Lydon Volney, the Methane Shirley Elisabeth, the Methane Heather Sally, the Methane Becki Anne and the Methane Julia Louise have unilateral options to extend the term of the related time charters for a period of either three or five years at their election, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterer of the GasLog Greece and the GasLog Glasgow has the right to extend the charters for a period of five years at the charterer's option. The charterer of the GasLog Geneva and the GasLog Gibraltar has the right to extend the charter by two additional periods of five and three years, respectively, provided that the charterer provides us with advance notice of declaration. The charterer of the GasLog Houston and the GasLog Genoa has the right to extend the charter by two additional periods of three years, provided that the charterer provides us with advance notices of declaration. The charterer of the GasLog Hong Kong has the right to extend the charter for a period of three years, provided that the charterer provides us with advance notice of declaration.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
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 *GasLog Santiago* will begin her approximately three and a half year charter with a new customer during Q3 2018. The charterer has the option to extend the term of the time charter for a period ranging from one to seven years.
5. A one year time charter to a new customer for either of the *Methane Jane Elizabeth* or *Methane Alison Victoria* will commence during Q4 2019. The charterer has the option to extend the term of the time charter for a period ranging from one to four years.
6. Shell and GasLog have agreed to substitute the *GasLog Saratoga* for the *GasLog Skagen*. The substitution will take effect towards the end of the *GasLog Skagen's* scheduled dry-docking in the third quarter of 2018
7. The *GasLog Houston* is currently on a short-term charter to a major LNG producer and thereafter will trade under her multi-year charter with a subsidiary of Shell, from the beginning of 2019 until April 2028.
8. The charterer of the *GasLog Sydney* may extend the term of this time charter for a period ranging from six to twelve months, provided that the charter gives us advance notice of declaration.