TEEKAY LNG PARTNERS Q4-2017 EARNINGS PRESENTATION

February 22, 2018

TEEKAY

Forward Looking Statement

This presentation contains forward-looking statements (as defined in Section 21E of the Securities Exchange Act of 1934, as amended) which reflect management's current views with respect to certain future events and performance, including statements regarding: the Partnership's forward fixed-rate revenues and weighted average remaining contract duration; the amount, timing and certainty of completing financings for newbuilding vessels and refinancings; LNG and LPG fundamentals; and the timing of newbuilding vessel deliveries, the commencement of related contracts and cash flow contributions from these vessels. The following factors are among those that could cause actual results to differ materially from the forward-looking statements, which involve risks and uncertainties, and that should be considered in evaluating any such statement: potential shipyard and project construction delays, newbuilding specification changes or cost overruns; changes in production of LNG or LPG, either generally or in particular regions; changes in trading patterns or timing of start-up of new LNG liquefaction and regasification projects significantly affecting overall vessel tonnage requirements; changes in applicable industry laws and regulations and the timing of implementation of new laws and regulations; the potential for early termination of long-term contracts of existing vessels in the Teekay LNG fleet; the inability of charterers to make future charter payments; the inability of the Partnership to renew or replace long-term contracts on existing vessels; the Partnership's and the Partnership's joint ventures' ability to secure financing for its existing newbuildings and projects and to refinance existing debt; and other factors discussed in Teekay LNG Partners' filings from time to time with the SEC, including its Report on Form 20-F for the fiscal year ended December 31, 2016. The Partnership expressly disclaims any obligation to release publicly any updates or revisions to any forward-looking statements contained herein to reflect any change in the Partnership's expectations with respect thereto or any change in events, conditions or circumstances on which any such statement is based.

Recent Highlights

- Generated distributable cash flow (*DCF*)[1] of $52.1 million and total cash flow from vessel operations[1] of $126.8 million in Q4-17
  - DCF per LP unit of $0.65 per unit
  - Distribution coverage ratio of 4.6x
- Since September 2017, have taken delivery of six LNG carrier newbuildings, all of which commenced long-term charter contracts
- In December 2017, completed long-term debt financing for all six 50%-owned ARC7 LNG carrier newbuildings chartered to Yamal LNG
- In January 2018, divested 50% interest in *S/S Excelsior* for net proceeds after debt repayment of ~$44 million
- In February 2018, refinanced a 2018 loan maturity with a new, 5-year $197 million long-term debt facility

1) These are non-GAAP financial measures. Please refer to "Definitions and Non-GAAP Financial Measures" and the Appendices in the Partnership's Q4-2017 earnings release for definitions of these terms and reconciliations of these non-GAAP financial measures as used in this presentation to the most directly comparable financial measures under United States generally accepted accounting principles (*GAAP*).

Six LNG Carriers Delivered in Past Four Months

- All six vessels immediately commenced their respective charter contracts with Yamal LNG (1x) and Shell (5x) ranging between six and 28 years in duration
- Two 30%-owned LNG newbuilds
  - *Pan Asia*: Delivered on October 13th
  - *Pan Americas*: Delivered on January 31st
- Three wholly-owned MEGI LNG newbuilds
  - *Macoma*: Delivered on October 19th
  - *Murex*: Delivered on November 1st
  - *Magdala*: Delivered on February 9th
- First 50%-owned ARC7 LNG newbuild
  - *Eduard Toll*: Delivered on January 12th

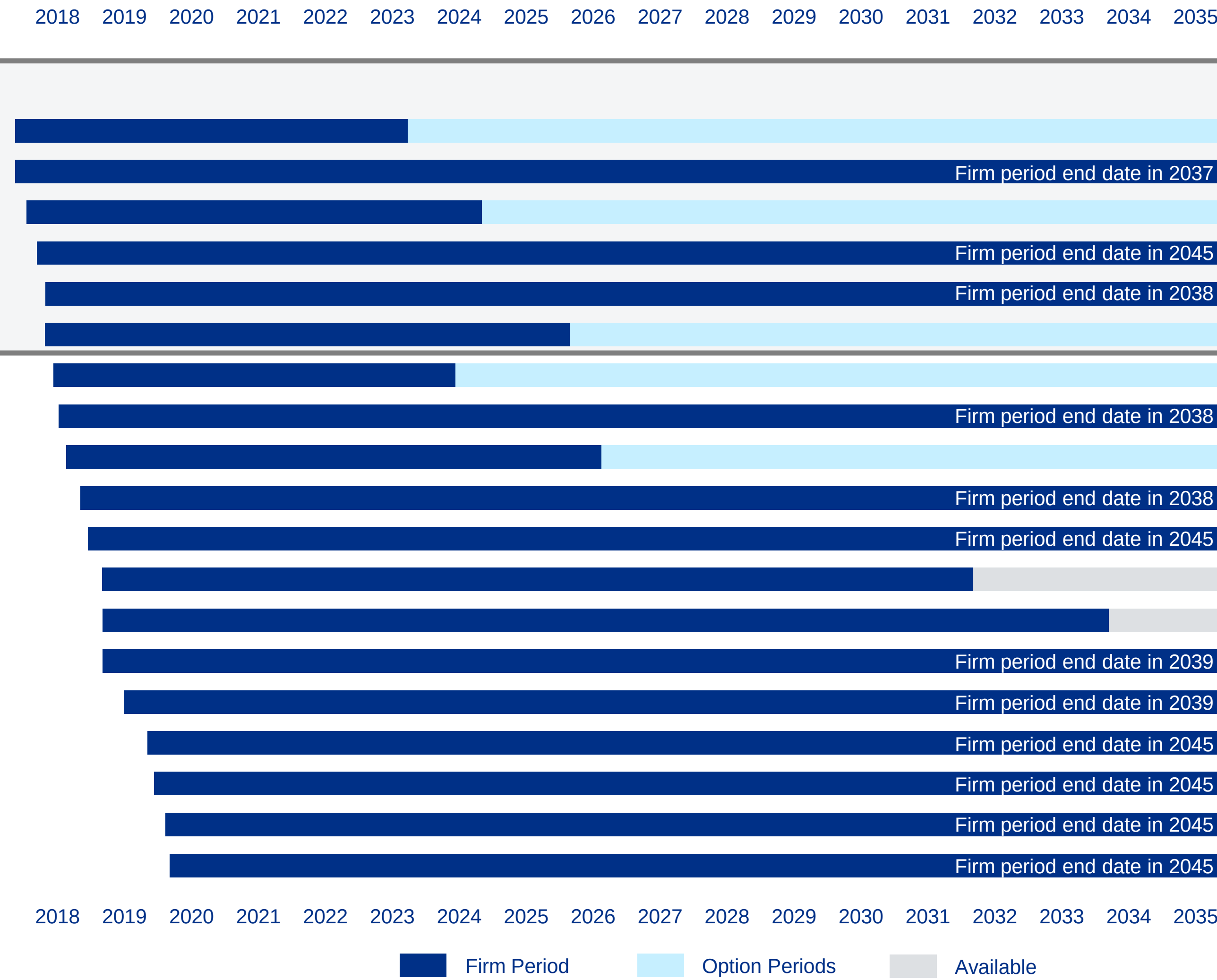
Vessels expected to contribute a combined ~$85[(1)] million of annual CFVO

1) Includes Teekay LNG's proportionate share of CFVO from equity-accounted joint ventures.

Multi-Year Built-in Growth

Remaining 12 vessels and Regas Terminal expected to contribute an additional ~$225[1] million of annual CFVO

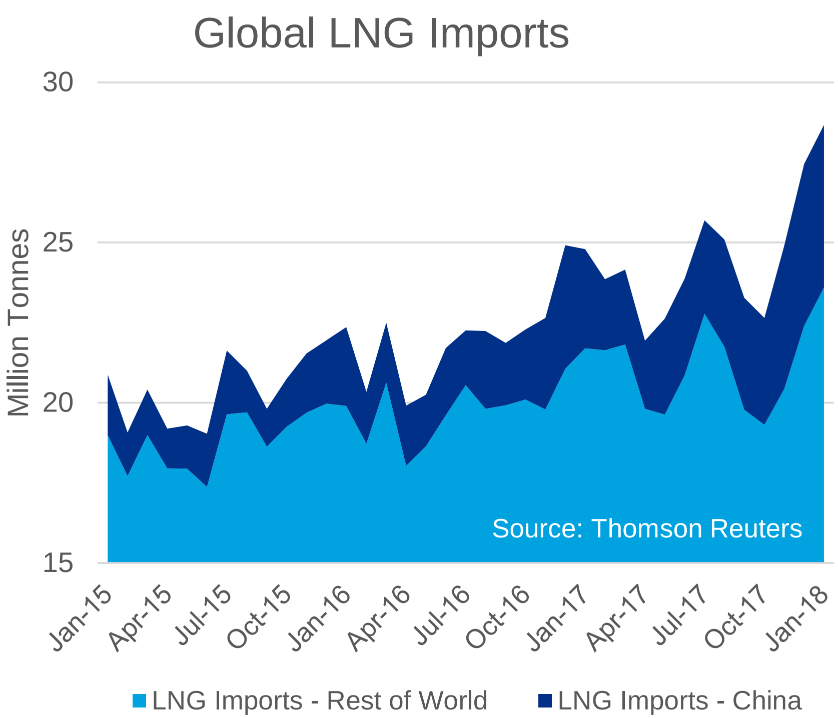
	Ownership	Charterer	Financing completed	
Delivered				
Macoma	100%	Shell	✓	
Pan Asia	30%	Shell	✓	Firm period end date in 2037
Murex	100%	Shell	✓	
Eduard Toll	50%	YAMAL LNG	✓	Firm period end date in 2045
Pan Americas	30%	Shell	✓	Firm period end date in 2038
Magdala	100%	Shell	✓	
Myrina	100%	Shell	✓	
Pan Europe	20%	Shell	✓	Firm period end date in 2038
Megara	100%	Shell	✓	
Bahrain Spirit	100%	Bahrain LNG	✓	Firm period end date in 2038
Rudolf Samoylovich	50%	YAMAL LNG	✓	Firm period end date in 2045
Sean Spirit	100%	bp	✓	
Yamal Spirit	100%	YAMAL LNG	Est. Q2-18	
Pan Africa	20%	Shell	✓	Firm period end date in 2039
Regas Terminal	30%	nogaholding	✓	Firm period end date in 2039
Nikolay Yevgenov	50%	YAMAL LNG	✓	Firm period end date in 2045
Vladimir Voronin	50%	YAMAL LNG	✓	Firm period end date in 2045
Georgiy Ushakov	50%	YAMAL LNG	✓	Firm period end date in 2045
Yakov Gakkel	50%	YAMAL LNG	✓	Firm period end date in 2045

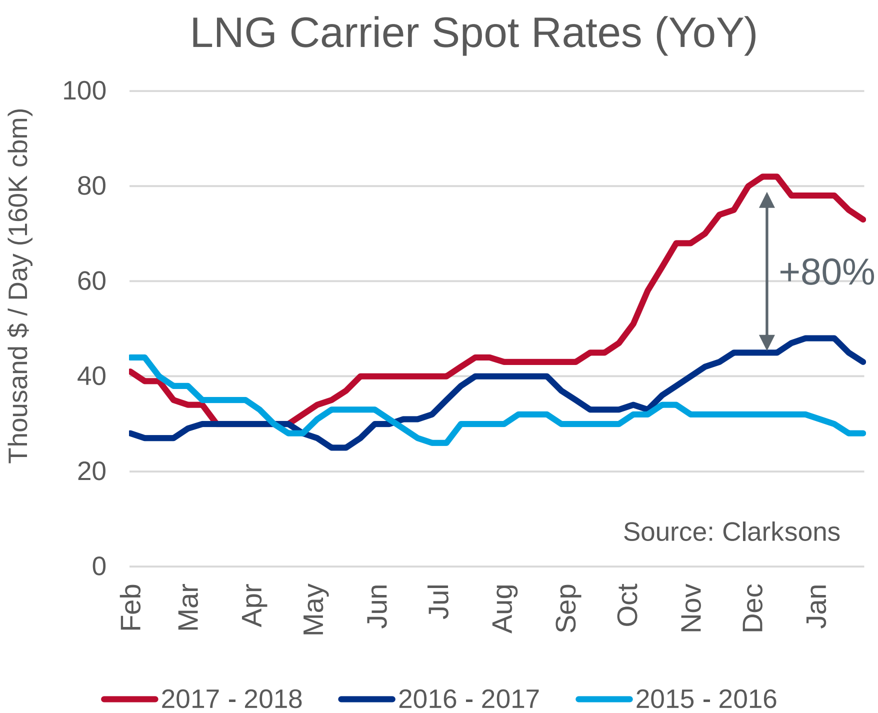


1) Includes Teekay LNG's proportionate share of CFVO from equity-accounted joint ventures.

Fleet Utilization Tightened in 2017

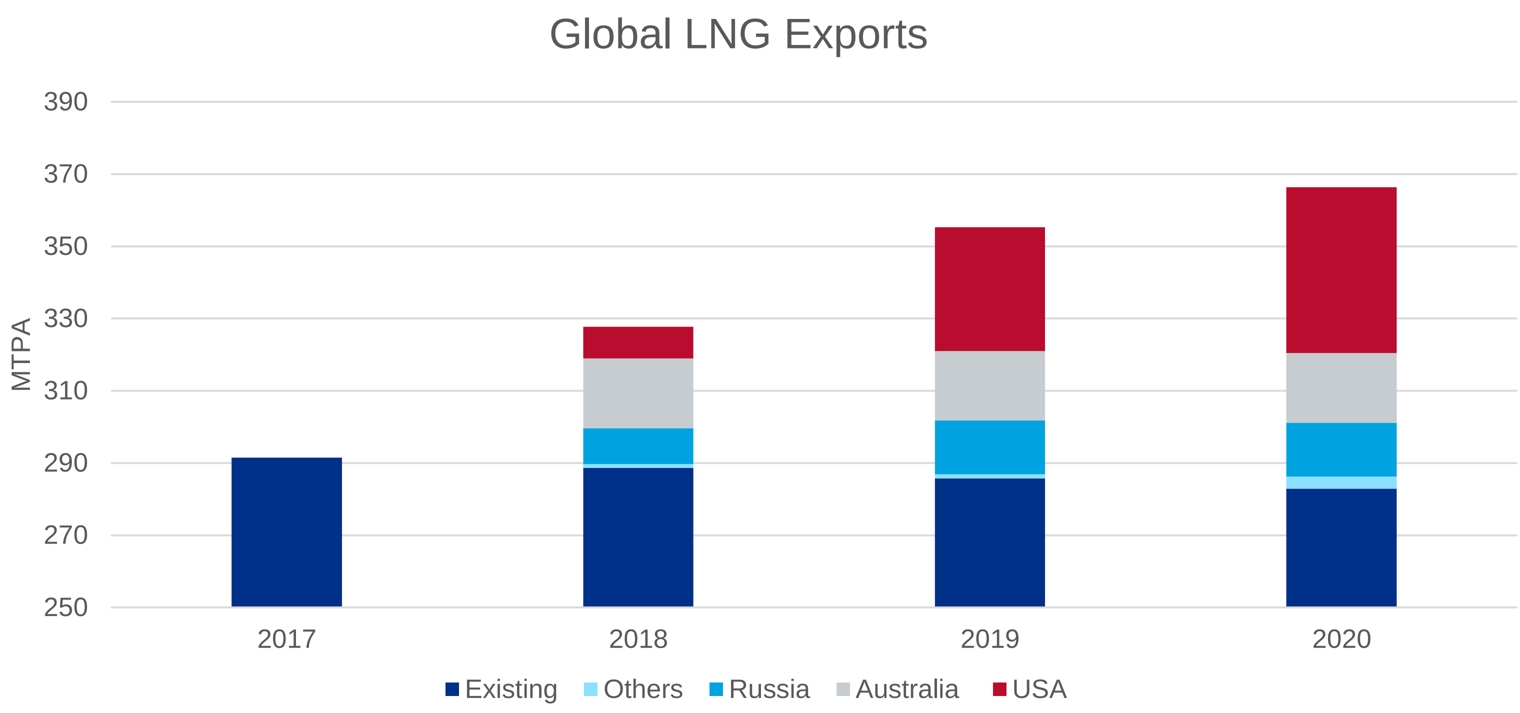
- Global LNG imports have increased ~46 MTPA since 2015. China has been responsible for more than 40% of all net global import growth
- Increased arbitrage; Asian LNG prices reached a 3-year high of ~$11.5 / mmbtu
- Broker assessed spot-charter rates in December 2017 were the highest in almost 4 years; ~80% higher than one year earlier





Attractive Long-Term LNG Trade Growth

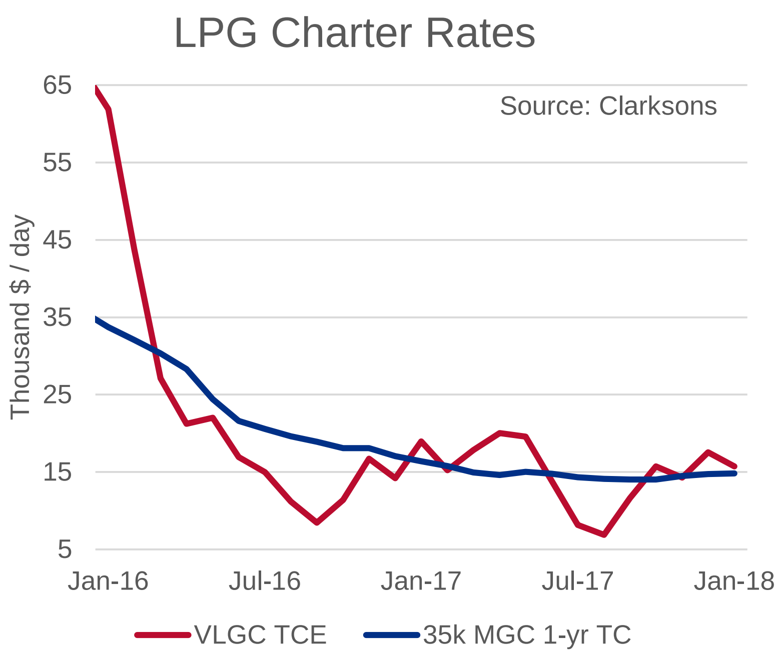
- New liquefaction trains at 12 LNG export projects are currently in construction
- ~80 MTPA of new export capacity scheduled to come online in 2018 - 2020
  - LNG export growth in 2018 expected to be the strongest since Qatar's ramp-up in 2010 - 2011
- Recovering energy prices are becoming more supportive of new export FIDs



Sources: Thomson Reuters, Internal Estimates

Well-Positioned for LPG Shipping Recovery

- In 2018, 50/50 joint venture with Exmar scheduled to take delivery of last three mid-sized LPG carrier newbuildings, increasing fleet size to 22 vessels
- Created the Teekay Multigas Pool, which includes seven vessels that were previously managed by IM Skaugen
- Early signs of LPG charter rate recovery
- LPG trade growth expected to exceed fleet growth for the first time since 2014



Teekay LNG at a Positive Inflection Point

- **Executing on financing plan and strengthening balance sheet**
  - Substantially financed newbuild program and 2018 refinancings progressing well
  - Newbuilds beginning to deliver onto LT contracts, which naturally delevers balance sheet
  - Strong liquidity position of $478[1] million at Dec 31, 2017
- **Significant CFVO growth expected through 2020**
  - 6 LNG carrier newbuilds delivered in past four months
  - Annual run-rate CFVO contribution from 18 LNG carrier newbuilds plus Regas Terminal expected to be ~$310[2] million.
- **Underlying LNG vessel market improving and LT fundamentals remain strong**
  - LNG fleet fixed coverage of 88% in 2018 and 84% in 2019

1) Liquidity pro-forma for sale of S/S Excelsior which occurred in January 2018
2) Includes Teekay LNG's proportionate share of CFVO from equity-accounted joint ventures.

Appendix

Financing of Growth Substantially Complete

Project	Remaining CAPEX ($ millions as at Dec 31, 2017)[1]	Completed Undrawn Debt Financings[1]	In-Process Debt Financings[1]	Status of In-Process Debt Financings	2017	2018	2019	2020
5 MEGI LNG Carriers (100%)	673	513	164	Remaining vessel credit approved and in documentation. Delivery 2019	3 vessels with 6 – 8 year contracts, plus extension options, with Shell, 1 vessel with 13-year contract with BP, and 1 vessel with 15-year contract with Yamal LNG			
Bahrain Regas Terminal (30%) and FSU (100%)	265	302	-	-	20-year FSU and terminal contracts			
Shell (ex. BG) LNG Carriers (20-30%)	117[2]	87	-	-	20-year contracts, plus extension options			
Yamal LNG ARC 6 Carriers (50%)	781	752	-	-	Charter contracts through to 2045, plus extension options			
Exmar LPG Carriers (50%)	55	56	24	Negotiating terms on remaining vessel Delivery Q3-18	Expect to trade in short-term market upon delivery			
Total	**$1,891**	**$1,710**	**$188**					

Vessel Financing Completed

Vessel Financing to be Completed

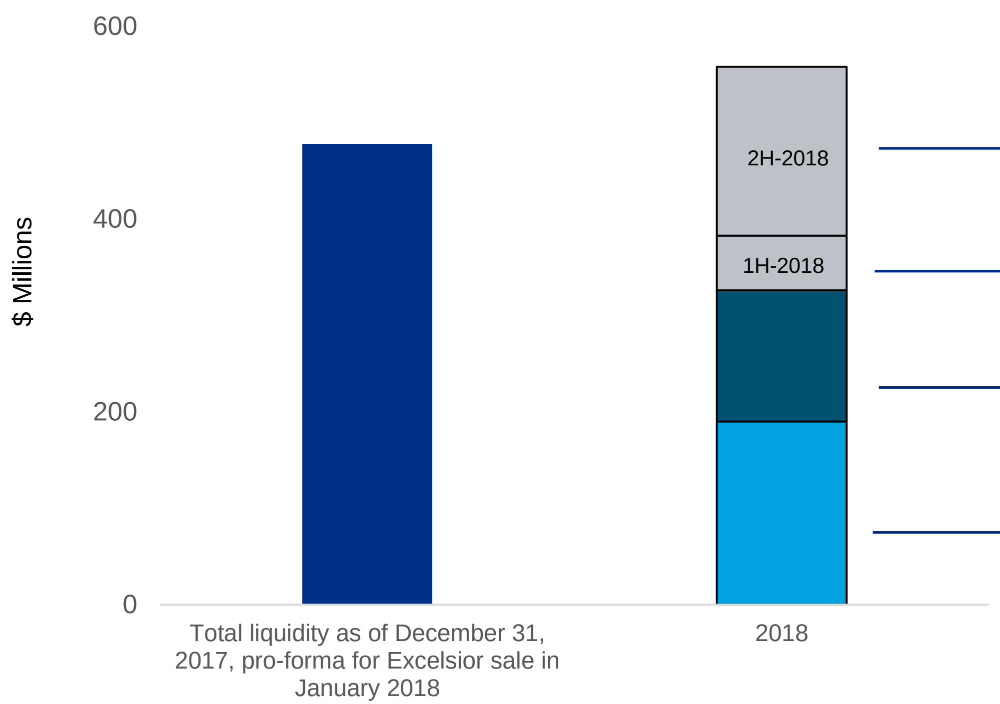
Delivered in Q1 2018

Remaining Newbuilding Financings Expected to be Completed within 1H-2018

(1) Teekay LNG's proportionate share
(2) Excludes shipbuilding and crew training costs reimbursable by Shell (ex. BG)

2018 Refinancing Update

- In November 2017, completed refinancing of unsecured corporate revolving credit facility
- In February 2018, completed $197 million refinancing of 2018 maturity
- Expect to complete remaining vessel refinancings by Q3-2018



- $124m[1] 1x Spanish LNG carrier under LT charter – Negotiating terms
- $51m LPG carriers – Agreed term sheet

- $57m Arctic/Polar Spirit – Negotiating terms

- $136m[2] senior unsecured NOK bond maturity, matures in September 2018

- 364-day unsecured corporate revolving credit facility[3], matures in November 2018

Unsecured Corporate Revolver [3] | Maturities Secured by Vessels | NOK Bond Maturity[1]

(1) US Dollar equivalent of Euro denominated loan as at December 31, 2017
(2) NOK Bond Maturity is net of cash collateral placed to secure associated cross-currency swaps
(3) Unsecured Corporate Revolver was $90 million drawn and $100 million undrawn as at December 31, 2017

Distributable Cash Flow

Q4-17 vs. Q3-17

(Thousands of U.S. Dollars except units outstanding or unless otherwise indicated)	Q4-2017 (unaudited)	Q3-2017 (unaudited)	Comments
Net voyage revenues[1]	122,156	103,465	Increase primarily due to recognition of the remaining Skaugen prepaid lease payments of $10.7M, and the deliveries of the Macoma and Murex
Vessel operating expenses	(26,930)	(26,724)	
Estimated maintenance capital expenditures	(14,265)	(13,232)	
General and administrative expenses	(4,949)	(2,793)	Increase due to one-time lower corporate allocation in Q3-17
Partnership's share of equity-accounted joint ventures' DCF net of estimated maintenance capital expenditures	13,719	11,008	Higher equity income from the MALT Joint Venture due to higher earnings on short-term trading vessels and from the Pan Union Joint Venture due to the delivery of the Pan Asia. These increases are partially offset by lower equity income from the Exmar LNG Joint Venture due to a scheduled dry docking of the Excalibur
Adjusted interest expense[1]	(30,738)	(26,167)	Increase due to LNG vessel deliveries in Q4-2017
Interest income	880	602	
Adjusted Income tax expense[1]	(703)	(750)	
Distributions relating to preferred units	(5,541)	(2,813)	Issuance of preferred units in October 2017
Distributions relating to equity financing of newbuildings	3,844	1,589	Issuance of preferred units in October 2017
Direct finance lease payments received in excess of revenue recognized and other adjustments	2,142	1,901	
Other adjustments - net	(2,711)	(546)	Increase due to an income tax provision in Q4-17 relating to adjustments to uncertain tax positions of prior years
Distributable Cash Flow before Non-Controlling Interests	**56,904**	**45,540**	
Non-controlling interests' share of DCF	(4,850)	(5,316)	
Distributable Cash Flow[2]	**52,054**	**40,224**	
Cash distributions to the General Partner	(226)	(227)	
Limited partners' Distributable Cash Flow	51,828	39,997	
Weighted-average number of common units outstanding	79,626,819	79,626,819	
Distributable Cash Flow per limited partner unit	**0.65**	**0.50**	

1) Refer to next slide for a reconciliation of Net Voyage Revenues, Adjusted Interest Expense and Adjusted Income Tax Expense.

2) For a reconciliation of Distributable Cash Flow, a non-GAAP measure, to the most directly comparable GAAP figures, see Appendix B in the Q4-17 and Q3-17 Earnings Releases.

Reconciliations of Non-GAAP Financial Measures

Reconciliation of the Partnership's Net Voyage Revenues:

(Thousands of U.S. Dollars)	Three Months Ended December 31, 2017 (unaudited)	Three Months Ended September 30, 2017 (unaudited)
Voyage revenues as reported	126,307	104,285
Voyage expenses as reported	(4,303)	(1,466)
Realized gains on charter contract derivative instrument	152	646
Net Voyage Revenues	**122,156**	**103,465**

Reconciliation of the Partnership's Adjusted Interest Expense:

(Thousands of U.S. Dollars)	Three Months Ended December 31, 2017 (unaudited)	Three Months Ended September 30, 2017 (unaudited)
Interest expense as reported	(23,333)	(20,091)
Realized losses on derivative instruments and other	(7,405)	(6,076)
Adjusted Interest Expense	**(30,738)**	**(26,167)**

Reconciliation of the Partnership's Adjusted Income Tax Expense:

(Thousands of U.S. Dollars)	Three Months Ended December 31, 2017 (unaudited)	Three Months Ended September 30, 2017 (unaudited)
Income tax recovery (expense) as reported	319	(750)
Deferred income tax recovery	(2,652)	-
Tax provision relating to uncertain tax positions in prior years	1,630	-
Adjusted Income Tax Expense	**(703)**	**(750)**

Q1 2018 Outlook

Distributable Cash Flow Item	Q1 2018 Outlook (compared to Q4 2017)
Net voyage revenues	• $7M decrease primarily due to recognition in Q4-17 of the remaining IM Skaugen prepaid lease payments of $10.7M, partially offset by an increase in revenues from charter contract commencement for the Macoma, Murex and Magdala
Vessel operating expenses	• $4M increase primarily due to our LPG vessels, which were on bareboat contracts, repossessed from IM Skaugen in Q4-17 and the timing of vessel maintenance expenses
Estimated maintenance capital expenditures	• Expected to be consistent with Q4-17
General and administrative expenses	• Expected to be consistent with Q4-17
Partnership's share of equity-accounted joint ventures' DCF net of estimated maintenance capital expenditures	• $3M increase in equity income from the Yamal LNG Joint Venture primarily due to the delivery and charter contract commencement of the Edward Toll in January 2018 • $2M increase in equity income from the Teekay LNG–Marubeni Joint Venture primarily due higher rates earned on our short-term trading vessels • $1M increase in equity income from the Pan Union Joint Venture primarily due to the delivery and charter contract commencement of the Pan Americas in February 2018
Adjusted interest expense	• $3M increase primarily due to vessel deliveries
Distributions relating to preferred units	• $1M increase due to the full-quarter impact of preferred units issued in October 2017
Distributions relating to equity financing of newbuildings	• Expected to be consistent with Q4-17
Direct finance lease payments received in excess of revenue recognized	• Expected to be consistent with Q4-17
Non-controlling interests' share of DCF	• Expected to be consistent with Q4-17
Cash distributions to the General Partner	• Expected to be consistent with Q4-17
Other adjustments - net	• $1M reduction to DCF for restructuring expenses related to the sale of the Teide Spirit

2017(A) / 2018(E) Drydock Schedule

Segment	March 31, 2017 (A)		June 30, 2017 (A)		September 30, 2017 (A)		December 31, 2017 (A)		Total 2017 (A)	
	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days
Liquefied Gas - Consolidated	1	31	-	-	1	32	-	-	2	63
LPG Equity Accounted	2	10	2	94	2	48	-	8	6	160
LNG Equity Accounted	-	-	-	8	1	25	1	39	2	72
	3	41	2	102	4	105	1	47	10	295

Segment	March 31, 2018 (E)		June 30, 2018 (E)		September 30, 2018 (E)		December 31, 2018 (E)		Total 2018 (E)	
	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days
Liquefied Gas - Consolidated	1	48	1	34	-	-	1	24	3	106
LPG Equity Accounted	-	-	-	-	-	-	1	24	1	24
LNG Equity Accounted	-	-	1	24	1	24	-	-	2	48
	1	48	2	58	1	24	2	48	6	178

BRINGING ENERGY TO THE WORLD