TEEKAY LNG PARTNERS Q2-2018 EARNINGS PRESENTATION

August 2, 2018

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 timing of newbuilding vessel deliveries and the commencement of related contracts; the start-up timing for the second Yamal LNG project’s train; the future Multi-gas carrier market; the effects of future newbuilding deliveries on the Partnership’s future cash flows and balance sheet leverage; the timing and certainty of completing the refinancing of Teekay LNG’s unsecured revolver; Teekay LNG’s ability to benefit from future LNG fundamentals and the timing of payment by the Teekay Nakilat Joint Venture of a tax indemnification guarantee liability. 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 Partnership's 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 or the Partnership’s joint ventures’ ability to secure or draw on financings for its vessels; progress of the Yamal LNG project; refinancing discussions with lenders and indemnification guarantee discussions with the HMRC; 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, 2017. 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

RESULTS

- Total cash flow from vessel operations (CFVO)[1] of $115.0 million in Q2-18
  - LNG cash flow continues to increase with newbuilding deliveries
  - Results negatively impacted by TMP vessels

DELIVERIES

May 2018

- *Myrina* MEGI on 6-year charter to Shell

July 2018

- *Megara* MEGI on 8-year charter to Shell
- 20% - owned Pan Europe on 20-year charter to Shell

Q3-2018

- *Bahrain Spirit* FSU expected in Q3-18
- Second ARC7 for Yamal requested for mid-Sept

DEBT

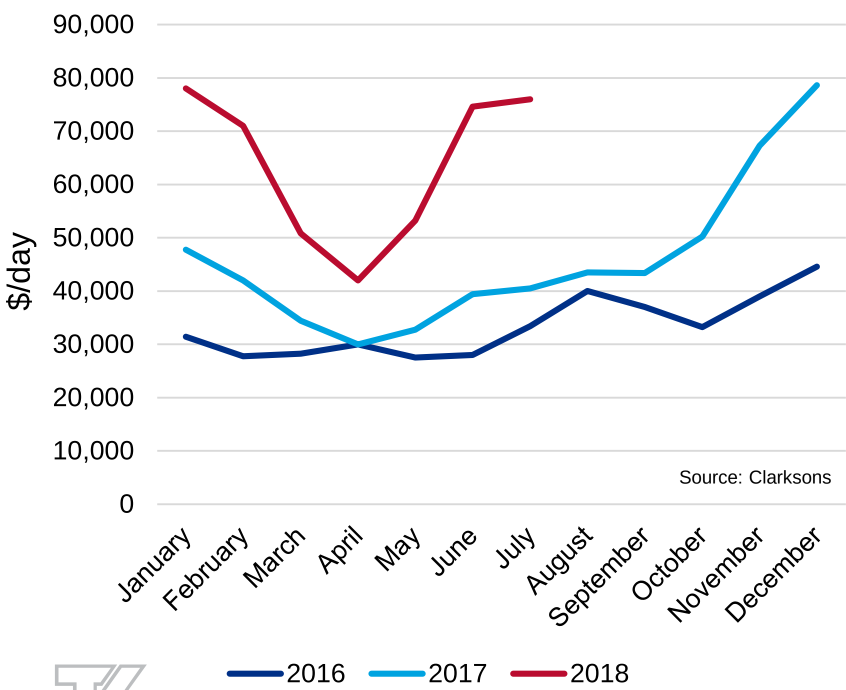
- 2018 maturities and n/b financing completed or in-process
- Expect 2019 maturities to be refinanced in 2018

1) This is a non-GAAP financial measure. Please refer to “Definitions and Non-GAAP Financial Measures” and the Appendices in the Partnership’s Q2-2018 earnings release for the definitions of this term and reconciliation of this non-GAAP financial measure as used in this presentation to the most directly comparable financial measure under United States generally accepted accounting principles (*GAAP*).

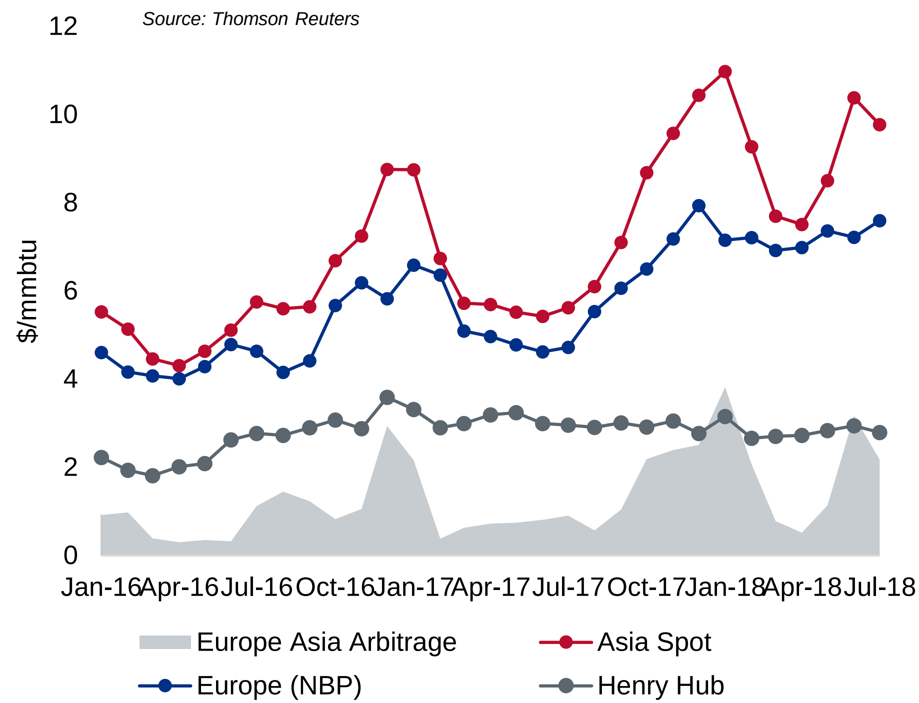
Evidence of Ongoing Tightening in LNG Market

- LNG carrier spot rates were 63% higher year-over-year in 1H 2018
- LNG carrier demand driven by strong demand in Asia and arbitrage
  - Chinese imports were 49% higher in 1H 2018 vs. 1H 2017
  - Europe to Asia arbitrage was similar to peak winter levels
- *Magellan Spirit* took advantage of stronger spot rates with ~$90k/day voyage

160k CBM Spot Rate



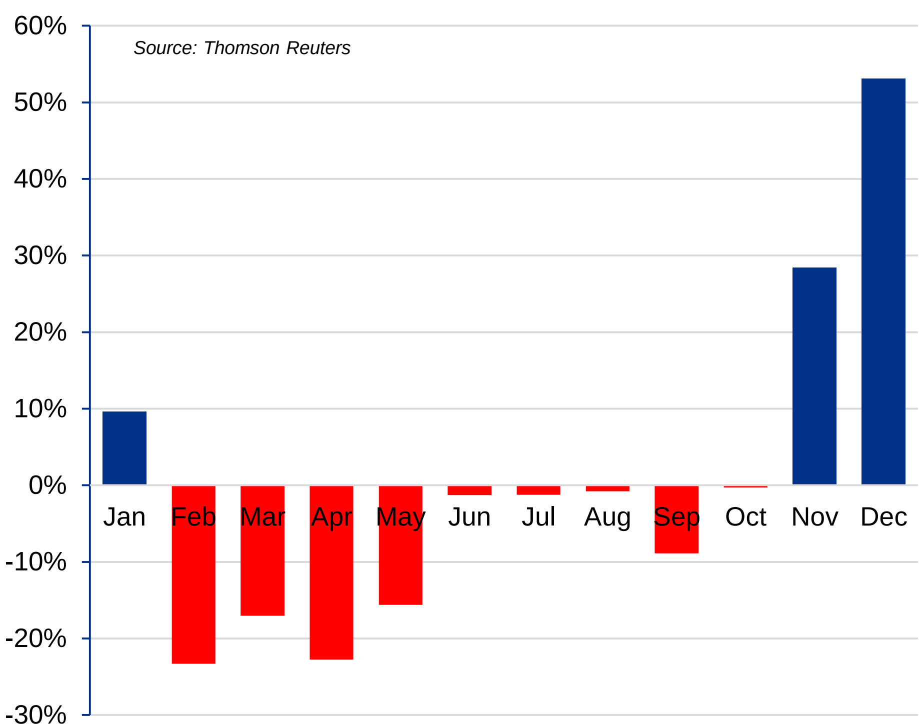
LNG Prices and Arbitrage



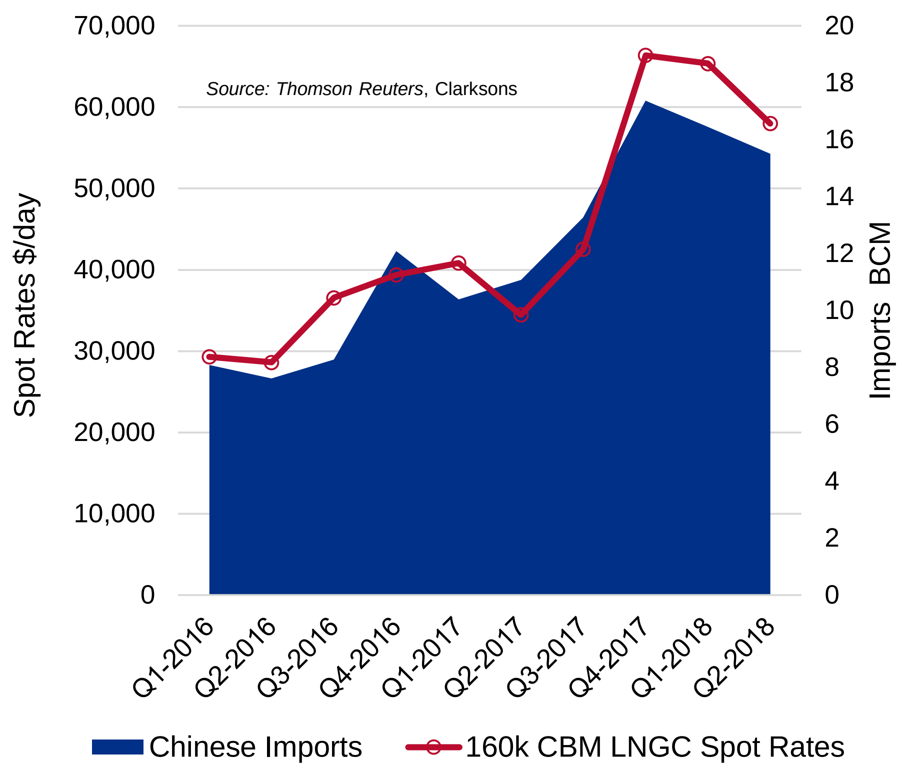
Positive Outlook for Remainder of the Year

- Additional supply from new projects coming online in US, Australia, and Russia
- Expected seasonal demand in Asia to support rates in second half of 2018

Monthly Chinese LNG Imports vs. Annual Average (2015-2017) - indexed



LNGC Spot Rates vs. China LNG Imports



Bahrain LNG Import Terminal 90%+ Complete

Commercial start-up for project expected in March 2019

Delivering Long-Term Value to Unitholders

Executing on Business and Financial Strategy

Financings progressing

One remaining newbuild to be financed; all 2018 and 2019 refinancings on-track

Newbuildings delivering

9 LNG and 3 LPG carriers delivered in past 10 months; remaining 9 LNG n/bs and Bahrain LNG Terminal on-track, or early

Built-in cash flow growth

~$310 million of incremental fixed-rate LNG cash flow p.a. to be realized Q4-2017 thru Q1-2020

Balanced financial strategy

Balancing delevering with returning capital to unitholders and pursuit of attractive growth

Strong Underlying LNG Fundamentals

Attractive LNG Supply/Demand Fundamentals

Significant new LNG Vessel Orders Needed by 2030

Appendix

Stable and Growing Fixed-Rate Cash Flows

LNG Carrier Newbuildings and Regas Terminal expected to contribute an additional ~$310[1] million of annual CFVO

Average Total Fleet Age in 2020: 8.5 yrs[2]

Vessel	Ownership	Charterer	Financing completed	2018–2028
Delivered				
Macoma	99%	Shell	✓	
Pan Asia	30%	Shell	✓	Firm period end date in 2037
Murex	99%	Shell	✓	
Eduard Toll	50%	YAMAL LNG	✓	Firm period end date in 2045
Pan Americas	30%	Shell	✓	Firm period end date in 2038
Magdala	99%	Shell	✓	
Myrina	99%	Shell	✓	
Pan Europe	20%	Shell	✓	Firm period end date in 2038
Megara	99%	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	✓	Firm period end date in 2031
Yamal Spirit	100%	YAMAL LNG	Est. 2H-18	Firm period end date in 2033
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

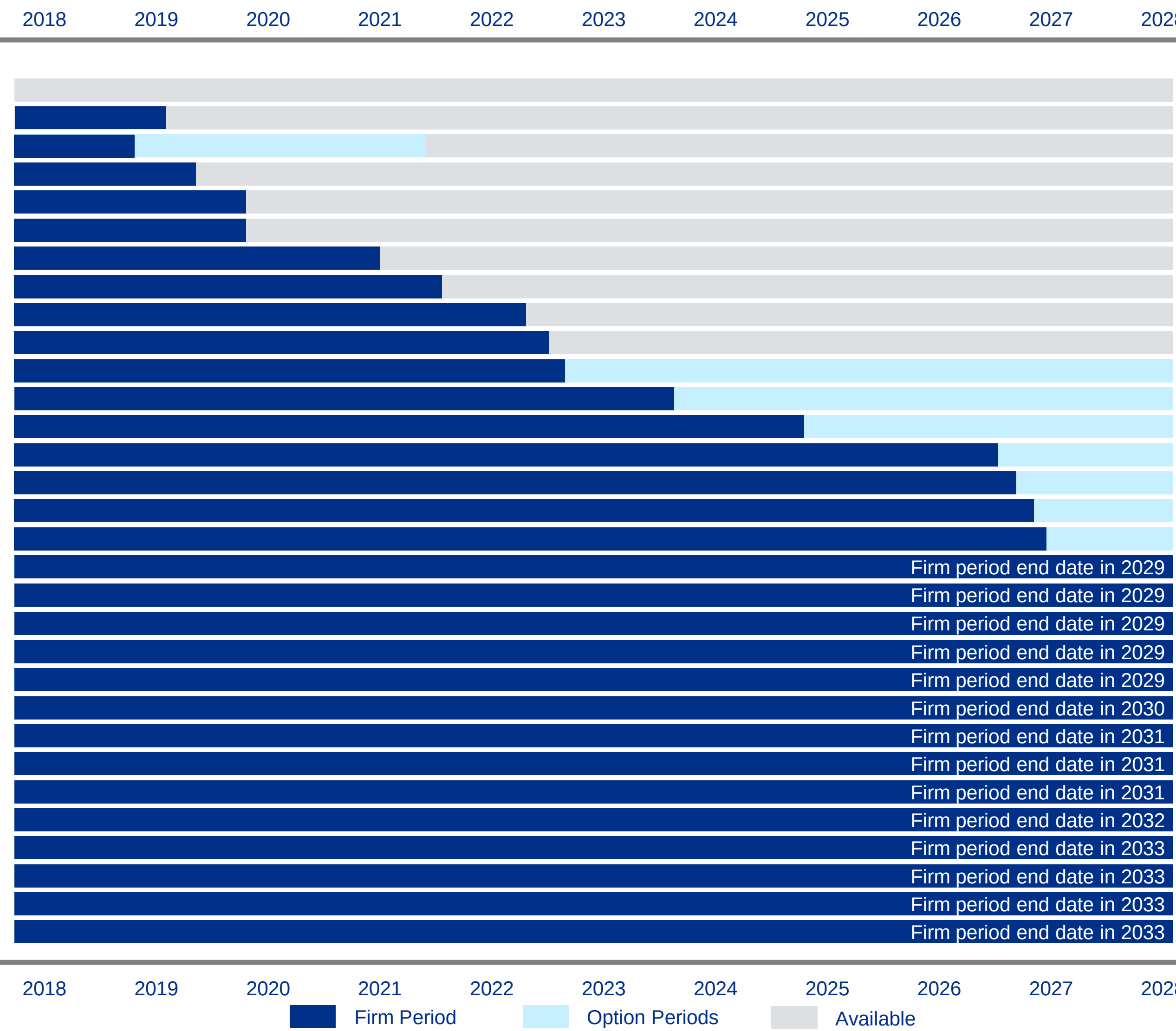
Firm Period | Option Periods | Available

(1) Annualized incremental CFVO as of October 1, 2017, based on management estimates and assuming full delivery of vessels / growth projects. Includes Teekay LNG's proportionate share of CFVO from equity-accounted joint ventures.
(2) Average fleet age in 2020 on a fully delivered basis, including existing on-the-water LNG fleet.

Long-Term Contract Coverage With High- Quality Customers

Existing LNG Fleet

Vessel	Ownership	Charterer	
Magellan Spirit	52%	Spot Market	
Methane Spirit	52%	Spot Market	
Torben Spirit	100%	gasNatural	
Polar Spirit	99%	PETRONAS	
Wilforce	99%	AWILCO LNG	
Wilpride	99%	AWILCO LNG	
Creole Spirit	100%	CHENIERE	
Oak Spirit	100%	CHENIERE	
Excalibur	49%	excelerate energy	
Arctic Spirit	99%	PETRONAS	
Hispania Spirit	100%		
Catalunya Spirit	100%	gasNatural	
Madrid Spirit	100%		
Woodside Donaldson	52%		
Al Marrouna	70%	RasGas	
Al Areesh	70%	RasGas	
Al Daayen	70%	RasGas	
Tangguh Hiri	69%	bp	Firm period end date in 2029
Marib Spirit[1]	52%		Firm period end date in 2029
Arwa Spirit[1]	52%		Firm period end date in 2029
Tangguh Sago	69%	bp	Firm period end date in 2029
Galicia Spirit	100%	UNION FENOSA	Firm period end date in 2029
Meridian Spirit	52%	TOTAL	Firm period end date in 2030
Soyo	33%	angola lng	Firm period end date in 2031
Malanje	33%	angola lng	Firm period end date in 2031
Lobito	33%	angola lng	Firm period end date in 2031
Cubal	33%	angola lng	Firm period end date in 2032
Al Huwaila	40%	RasGas	Firm period end date in 2033
Al Kharsaah	40%	RasGas	Firm period end date in 2033
Al Shamal	40%	RasGas	Firm period end date in 2033
Al Khuwair	40%	RasGas	Firm period end date in 2033



(1) Trading in short-term market as a result of the temporary closing of YLNG's LNG plant in Yemen in 2015 due to the conflict situation.

Refinancing Update

Financing	Status	Balloon (MUSD)	Expected Refinancing Amount (MUSD)	Expected Completion
Arctic/Polar Spirit	Completed	$57	$40	June 2018
1X Spanish LNG Carrier	Completed	$127(1)	$117	July 2018
Unsecured 364-day RCF	Annual Refinancing	$190(2)	TBD	Q4-2018
NOK Bond	TBD	$132(3)	TBD	Q3-2018
J/V Financings (at 100%)				
Woodside Donaldson (52% owned)	Completed	$102	$102	May 2018
Wepion LPG n/b (50% owned)	Completed	-	$35	July 2018
Yamal Spirit n/b (100% owned)	Credit-approved. In documentation.	-	$160	2H-2018
4x MALT vessels	In discussion	$306	$306	2H-2018

(1) US Dollar equivalent of Euro denominated loan

(2) Unsecured Corporate Revolver was $105 million drawn and $85 million undrawn as at June 30, 2018

(3) NOK Bond Maturity is net of cash collateral placed to secure associated cross-currency swaps

Distributable Cash Flow

Q2-18 vs. Q1-18

(Thousands of U.S. Dollars except units outstanding or unless otherwise indicated)	Q2-2018 (unaudited)	Q1-2018 (unaudited)	Comments
Net voyage revenues[1]	114,514	109,814	Increase primarily due to the delivery of the Myrina in May 2018 and delivery of the Magdala in February 2018. These increases were partially offset by the sale of the Teide Spirit in February 2018.
Adjusted vessel operating expenses[1]	(33,187)	(28,467)	Increase due to additional repairs and spares purchased on Multi-gas carriers in Q2-18.
Estimated maintenance capital expenditures	(16,345)	(14,907)	
General and administrative expenses	(7,096)	(6,571)	
Partnership's share of equity-accounted joint ventures' DCF net of estimated maintenance capital expenditures	14,939	18,726	Lower equity income as the Teekay LNG-Marubeni Joint Venture earned lower rates from two of its LNG carriers trading in the spot market in Q2-18.
Adjusted interest expense[1]	(35,129)	(31,408)	Increase due to vessel deliveries during Q1-18 and Q2-18.
Interest income	902	914	
Adjusted Income tax expense[1]	(569)	(505)	
Distributions relating to preferred units	(6,425)	(6,425)	
Distributions relating to equity financing of newbuildings	2,289	2,421	
Direct finance lease payments received in excess of revenue recognized and other adjustments	2,897	2,887	
Portion of additional tax indemnification guarantee liability previously recognized in DCF	-	(3,849)	Adjusted in Q1-18 upon recording additional tax indemnification guarantee liability.
Other adjustments - net	(686)	(2,086)	Decrease due to restructuring charge recorded in Q1-18.
Distributable Cash Flow before Non-Controlling Interests	**36,104**	**40,544**	
Non-controlling interests' share of DCF	(4,988)	(5,203)	
Distributable Cash Flow[2]	**31,116**	**35,341**	
Cash distributions to the General Partner	(228)	(228)	
Limited partners' Distributable Cash Flow	30,888	35,113	
Weighted-average number of common units outstanding	79,687,499	79,637,607	
Distributable Cash Flow per limited partner unit	**0.39**	**0.44**	

1) Refer to next slide for a reconciliation of Net Voyage Revenues, Adjusted Vessel Operating Expense, 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 Q2-18 and Q1-18 Earnings Releases.

Reconciliations of Non-GAAP Financial Measures

Reconciliation of the Partnership's Net Voyage Revenues:

(Thousands of U.S. Dollars)	Three Months Ended June 30, 2018 (unaudited)	Three Months Ended March 31, 2018 (unaudited)
Voyage revenues as reported	122,315	115,306
Voyage expenses as reported	(7,951)	(5,801)
Realized gains on charter contract derivative instrument	150	309
Net Voyage Revenues	**114,514**	**109,814**

Reconciliation of the Partnership's Adjusted Vessel Operating Expenses:

(Thousands of U.S. Dollars)	Three Months Ended June 30, 2018 (unaudited)	Three Months Ended March 31, 2018 (unaudited)
Vessel operating expenses as reported	(33,969)	(28,467)
Pre-delivery crew-training expenses relating to newbuildings	782	-
Adjusted Vessel Operating Expenses	**(33,187)**	**(28,467)**

Reconciliation of the Partnership's Adjusted Interest Expense:

(Thousands of U.S. Dollars)	Three Months Ended June 30, 2018 (unaudited)	Three Months Ended March 31, 2018 (unaudited)
Interest expense as reported	(28,171)	(24,706)
Realized losses on derivative instruments and other	(6,958)	(6,702)
Adjusted Interest Expense	**(35,129)**	**(31,408)**

Reconciliation of the Partnership's Adjusted Income Tax Expense:

(Thousands of U.S. Dollars)	Three Months Ended June 30, 2018 (unaudited)	Three Months Ended March 31, 2018 (unaudited)
Income tax (expense) recovery as reported	(843)	(779)
Deferred income tax expense (recovery)	274	274
Adjusted Income Tax Expense	**(569)**	**(505)**

Q3 2018 Outlook

Distributable Cash Flow Item	Q3 2018 Outlook (compared to Q2 2018)
Net voyage revenues	• $8M increase primarily due to deliveries of Megara, Myrina, and Bahrain Spirit, and fewer off-hire days relating to drydocking.
Vessel operating expenses	• $3M decrease due to additional repairs and purchases needed on the TMP vessels during Q2-18, partially offset due to delivery of Bahrain Spirit in Q3-18.
Estimated maintenance capital expenditures	• Expected to be consistent with Q2-18.
General and administrative expenses	• Expected to be consistent with Q2-18.
Partnership's share of equity-accounted joint ventures' DCF net of estimated maintenance capital expenditures	• $3M increase primarily relates to certain vessels in the Teekay LNG-Marubeni Joint Venture earning higher rates in Q3-18.
Adjusted interest expense	• $3M increase primarily due to draw-down of debt associated with vessel deliveries.
Distributions relating to preferred units	• Expected to be consistent with Q2-18.
Distributions relating to equity financing of newbuildings	• Expected to be consistent with Q2-18.
Direct finance lease payments received in excess of revenue recognized	• Expected to be consistent with Q2-18.
Non-controlling interests' share of DCF	• Expected to be consistent with Q2-18.
Cash distributions to the General Partner	• Expected to be consistent with Q2-18.

2018(E) Drydock Schedule

	March 31, 2018 (A)		June 30, 2018 (A)		September 30, 2018 (E)		December 31, 2018 (E)		Total 2018 (E)	
Segment	**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	2	52	-	3	-	-	3	103
Conventional Tankers	-	-	1	22	-	-	-	-	1	22
LPG Equity	-	-	-	-	-	-	1	24	1	24
LNG Equity	-	-	1	21	1	24	-	-	2	45
	1	48	4	95	1	27	1	24	7	194


BRINGING ENERGY TO THE WORLD