TEEKAY LNG PARTNERS Q3-2018 EARNINGS PRESENTATION

November 15, 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, among other things, regarding: the timing of newbuilding vessel deliveries and completion of the Bahrain regasification facility, and the commencement of related contracts; the strength of the LNG carrier market; the effects of future newbuilding deliveries on the Partnership's future net income and cash flows, and the expected amount of such incremental cash flow from vessel operations; the expected amount of incremental profit relating to the charter for the *Magellan Spirit*; Teekay LNG's ability to secure employment for the *Torben Spirit* LNG carrier and two Teekay LNG-Marubeni Joint Venture LNG carriers at higher rates; the effects of Teekay LNG's proposed amendments to its U.S. federal income tax status, including greater appeal to certain investors, the administrative burden of K-1s, and the tax effect on and treatment applicable to Teekay LNG and unitholders upon conversion and in the future; Teekay LNG's guidance as to 2019 cash distributions and the impact of Teekay LNG's distribution policy and capital allocation strategy on Teekay LNG's ability to achieve its targeted leverage; and Teekay LNG's ability to benefit from future LNG fundamentals. 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; higher than expected costs and expenses; the inability to secure new charters at higher rates; the outcome of the common unitholder vote at the special meeting to approve the proposed amendments to the Partnership's U.S. federal tax status and related amendments to its partnership agreement, and the actual tax implications of any such amendments on the Partnership and unitholders; actual levels of quarterly distributions approved by the general partner's Board of Directors; 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; 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

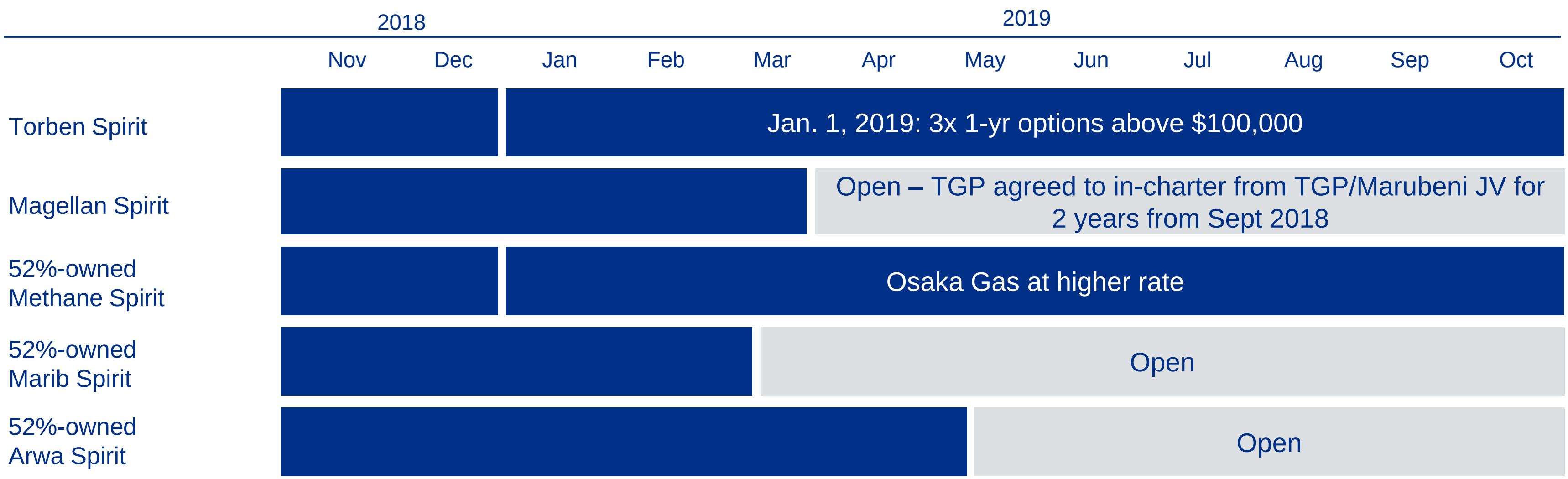
- Q3-18 financial results up significantly from previous quarter
  - Total CFVO[(1)] of $132.6 million, up 15%
  - Adjusted net income[(1)] of $19.5 million, up 44%
  - Adjusted earnings per unit[(1)] of $0.16, up 78%
- Expect Q4-18 results to continue to improve on the back of project deliveries and increased exposure to strong spot LNG carrier market
- Announced balanced capital allocation strategy
  - Intend to increase 2019 distributions by 36%
  - Allows TGP to delever balance sheet and better position to return additional capital to unitholders and fund attractive growth in the future
- Intend to amend tax structure to be treated as a corporation instead of a partnership
  - If approved by common unitholders, common and preferred unit investors will receive 1099s (instead of K-1s) starting in FY2019
- Refinanced $190 million unsecured revolver with a new upsized $225 million facility with a longer (2-year) tenor

1) This is a non-GAAP financial measure. Please refer to "Definitions and Non-GAAP Financial Measures" and the Appendices in the Partnership's Q3-2018 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*).

Strong LNG Market and Early Delivery of Ships will Improve Results

Earnings expected to be over $80 million* higher due to known charters and early deliveries

Significant upside from near-term LNG charter roll offs and Magellan Spirit in-charter



50%-owned Yamal ARC7 LNG carrier newbuildings delivering 3 – 5 months early

Name	Previous Delivery Date	New Delivery Date
Nikolay Yevgenov	Oct. 29, 2019	June 4, 2019
Vladimir Voronin	Nov. 29, 2019	August 9, 2019
Georgiy Ushakov	Jan. 29, 2020	Oct. 11, 2019
Yakov Gakkel	Feb. 28, 2020	Nov. 25, 2019

* For *Torben* and *Magellan*, calculated based on agreed charter rates less long-term average LNG charter rate of $70,000 per day multiplied by calendar days. For ARC7 LNG carriers, calculated as incremental cash flows due to early delivery of each vessel.

Teekay LNG has Transformed into a Preeminent LNG Shipping Company

Since Nov. 2017, have delivered 11 ships and will deliver another 7 LNG carriers and the Bahrain Regas Terminal in 2019

- Invested more than $3 billion in primarily fixed-rate LNG carriers
- Secured long-term newbuild financing of over $2.2 billion
- Unitholders have not been diluted through the issuance of common equity
- Will grow LNG CFVO by approx. $310 million

Diverse Customer Base

QATARGAS
bp
CHENIERE
YAMAL LNG

6.5 Years

Average LNG fleet age

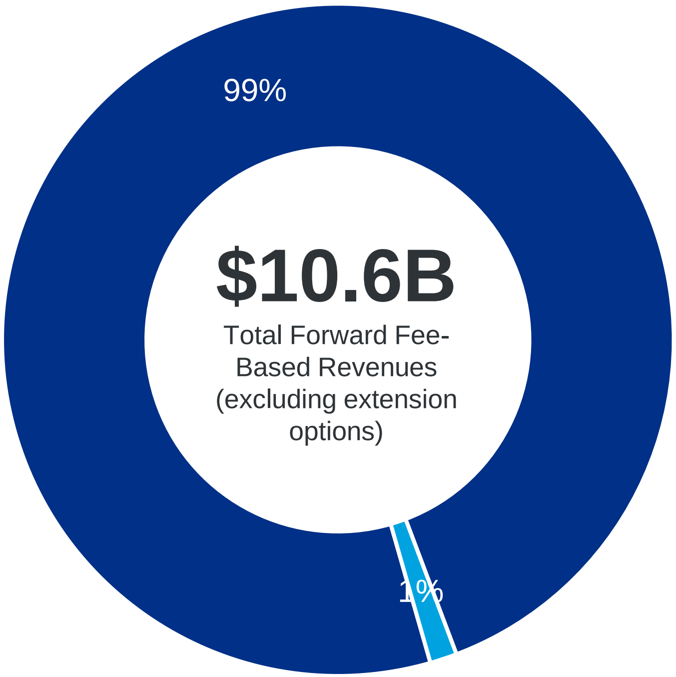
Compared to industry average of 8 years

Contract backlog of over $10.6 billion

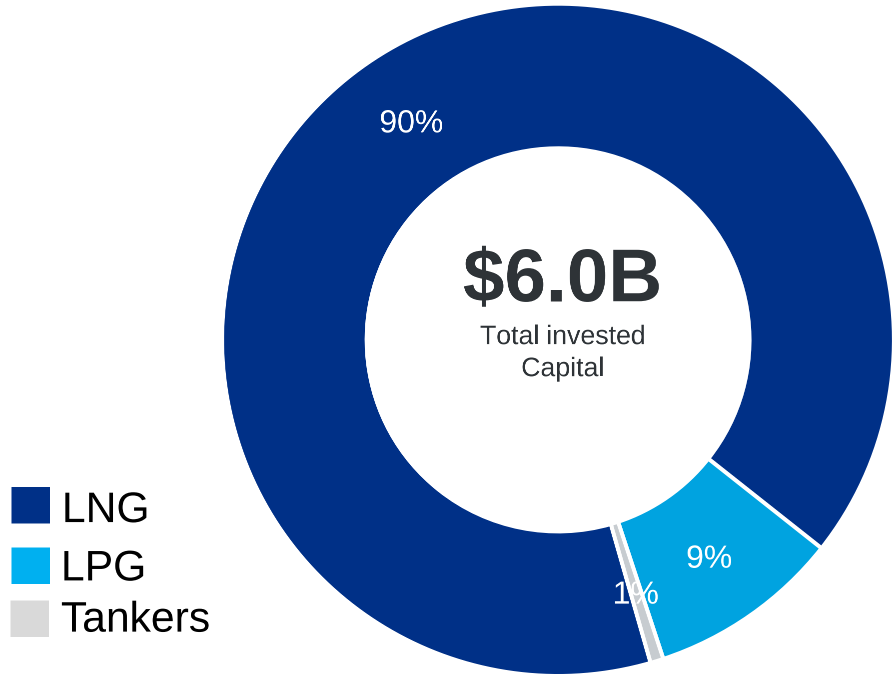
Or average of **$320 million** per LNG carrier

Largest and Most Diversified Portfolio of Long-term LNG Contracts

Forward Revenues (1)

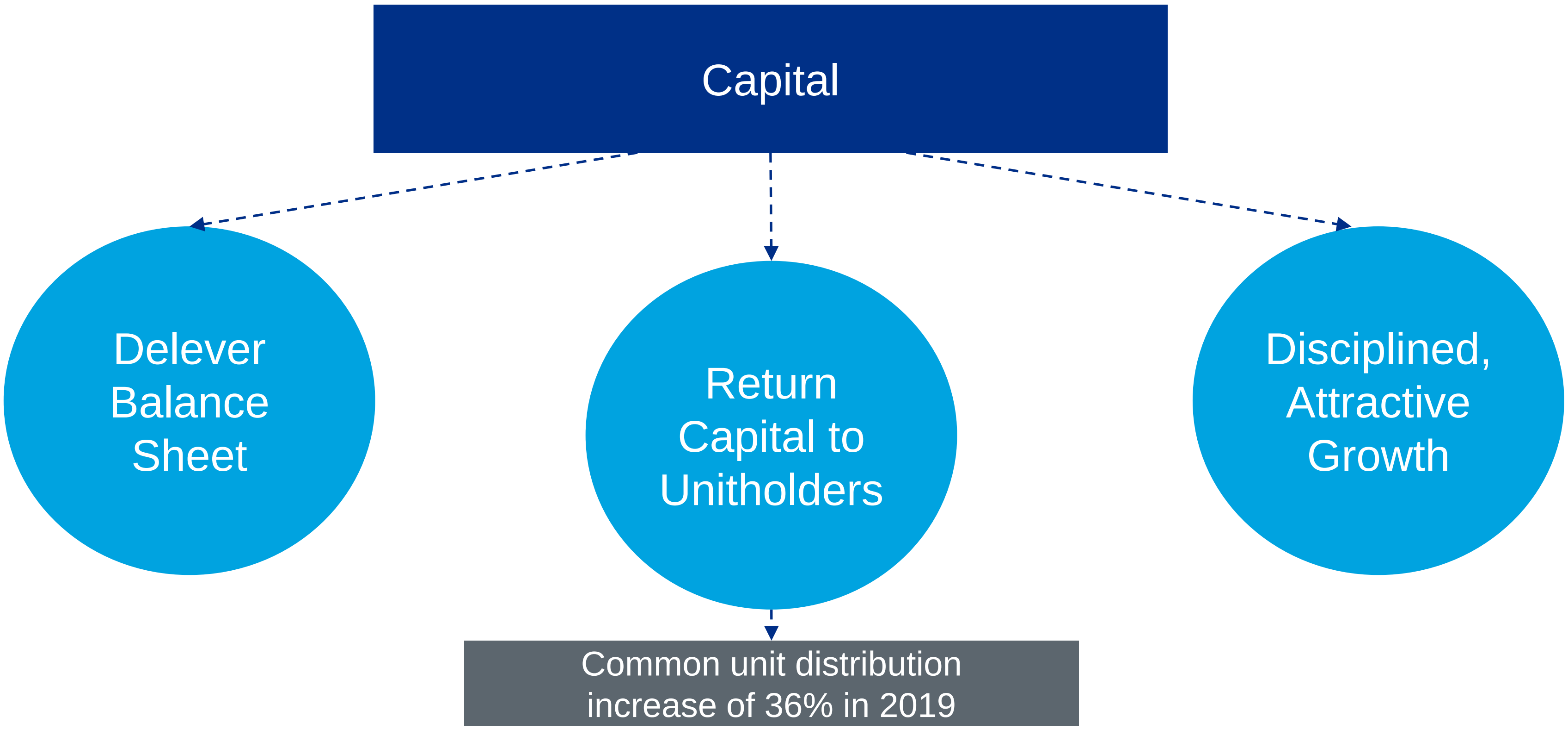


Invested Capital Breakdown by Segment (2)



(1) As of October 1, 2018. Based on existing contracts but excludes extension options; includes proportionate share of equity-accounted joint ventures.
(2) Based on book values as of September 30, 2018 and includes proportionate share of equity-accounted joint ventures.

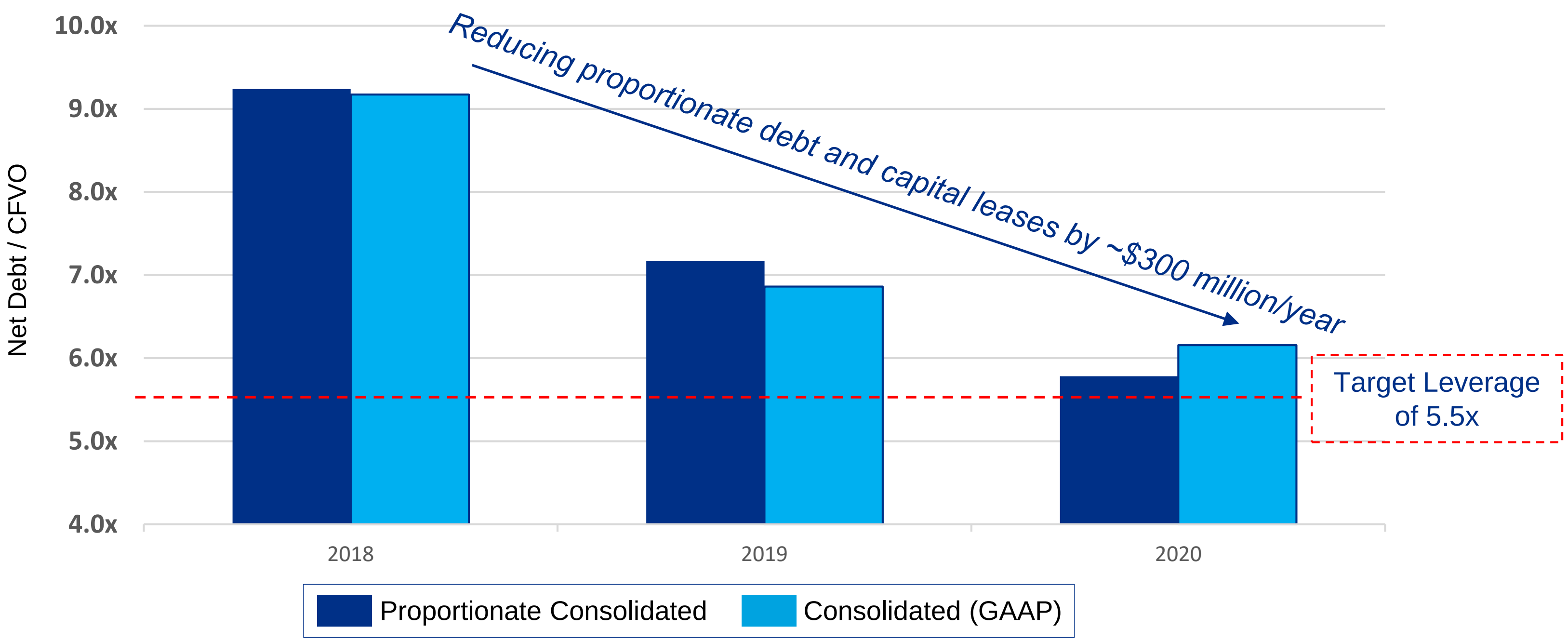
Now Positioned to Execute on Balanced Capital Allocation Plan



- Key objectives:
  - Strengthen balance sheet
  - Sustainable over the long-term
  - Facilitate self-funding – not reliant on uncertain MLP markets as a source of equity funding
  - Based on traditional financial metrics, such as free cash flow, intrinsic value, etc.

Delevering While Returning Capital to Unitholders

Debt reduction contributes significantly to unitholders equity value



- As we approach our target leverage range, it enhances our capacity to:
  - Return additional capital to unitholders – distribution increases and/or unit buybacks
  - Disciplined, attractive growth

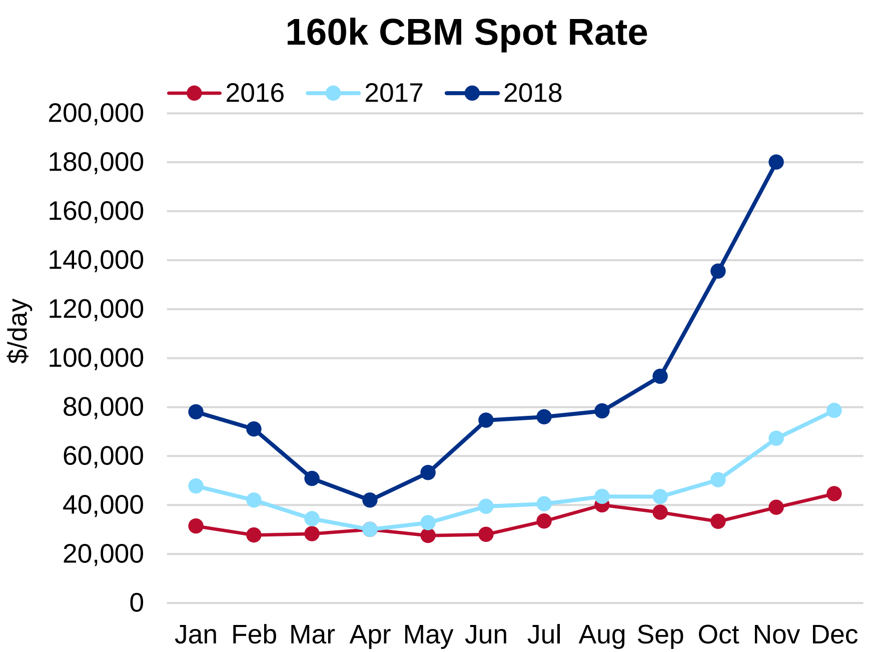
Note: This slide is based on management estimates

Tax Status Change to a Corporation Makes TGP Attractive to More Investors

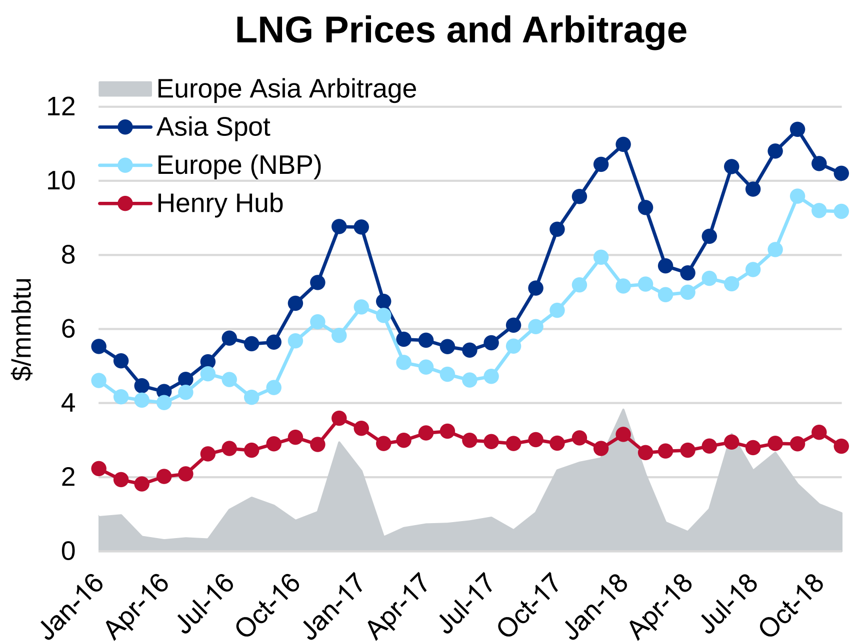
- Intend to amend tax status to be treated as a C-Corp, instead of a partnership
  - Subject to unitholder vote at special meeting of common unitholders to be held on Dec. 18, 2018
  - Notice of Special Meeting and Proxy Statement has been filed with the SEC and will be mailed to common unitholders
- If approved, common and preferred unitholders will receive 1099s, instead of K-1s, commencing in taxation year 2019
- Benefits:
  - Access to broader pool of investors
  - Improves cost of capital
- Should not result in TGP recognizing a gain or loss or additional tax
- Potential for some investors to incur a tax gain on conversion; however, expected to be more than offset by lower taxes on cash distributions paid by TGP in the future

Strengthening LNG Shipping Market

- LNG carrier spot rates were ~90% higher in Q3 2018 vs. same time last year
- LNG carrier demand driven by arbitrage and strong demand in Asia
  - Chinese imports have increased ~40% in 2018 year-to-date
  - Asian LNG spot price > $11 / mmbtu in September 2018, the highest since 2014
- *Magellan Spirit* and *Bahrain Spirit* took advantage of stronger spot market with attractive charters



Source: Clarkson. November 2018 is month-to-date average

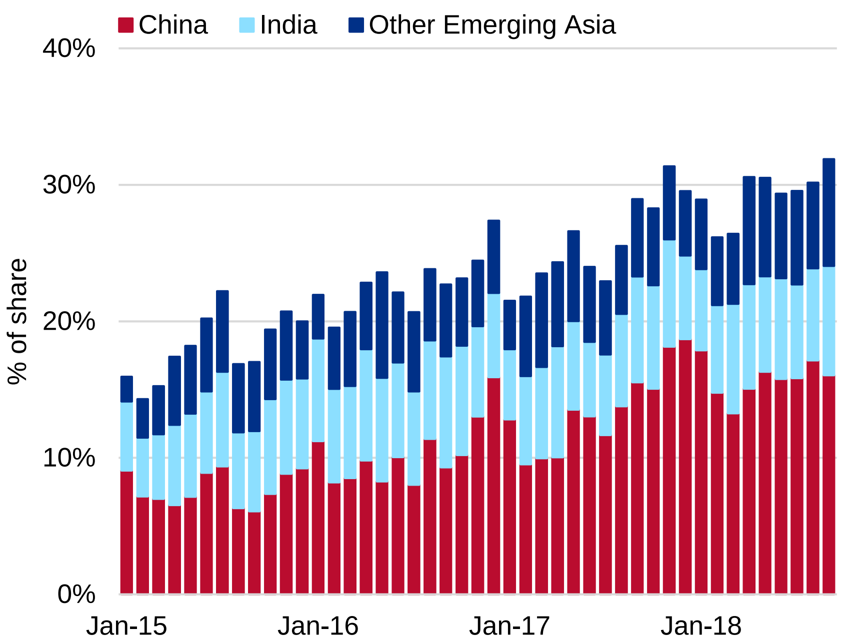


Source: Thomson Reuters

Demand Growth Driven by Emerging Asia

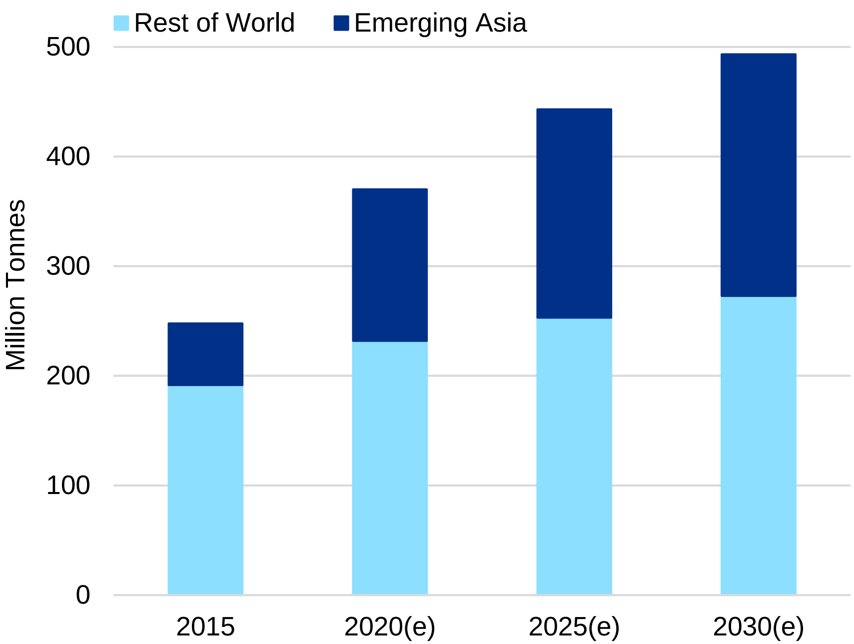
- Demand growth is now driven by China, India, and rest of Emerging Asia
  - Emerging Asia region has grown from <10% of global LNG imports in 2010 to >30% in 2018
- By 2030, Emerging Asia region expected to consume 45% of all LNG supply
- In 2017, Teekay vessels delivered ~4 million tonnes of LNG to Emerging Asia, approximately 5% of the region's total LNG imports

Share of Global LNG Imports



Source: Thomson Reuters

LNG Import Forecast

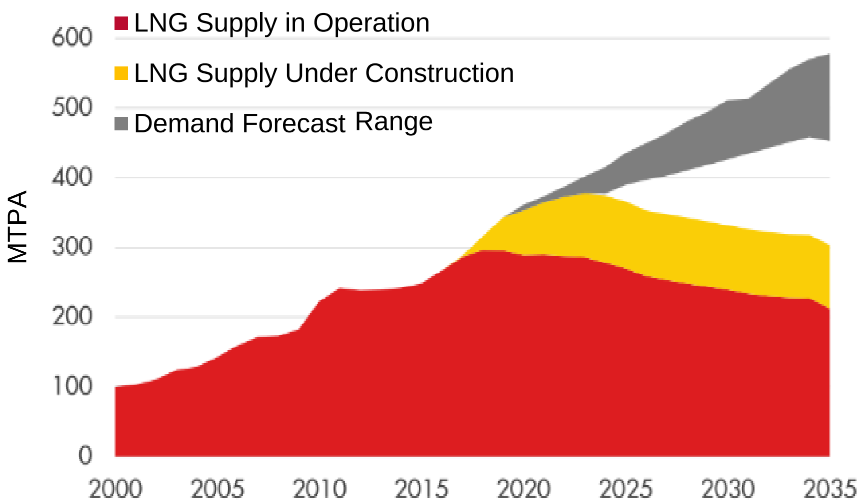


Source: BP

New LNG Export Projects Moving to FID

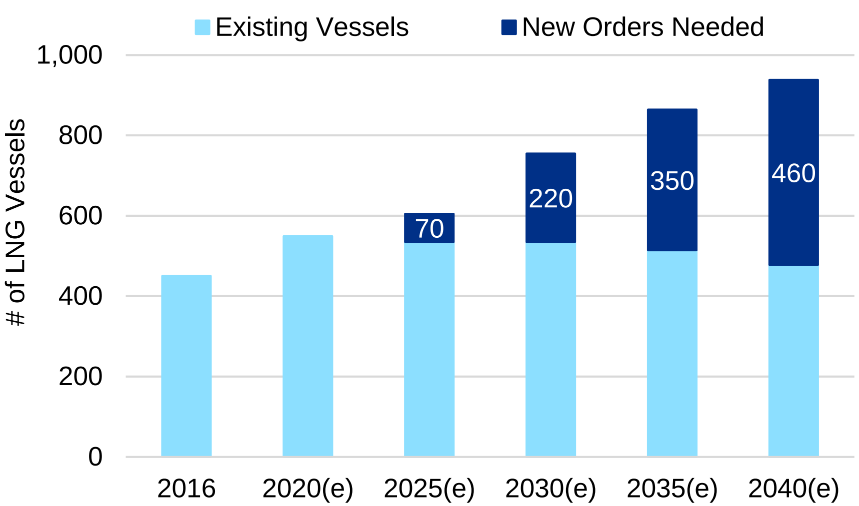
- Recovering energy market is more supportive of new LNG export FIDs
- Recent sanctioning of LNG Canada is a $30B investment with 14 MTPA of LNG supply
  - Project partners include Shell, Petronas, PetroChina, Mitsubishi, and KOGAS
- Other projects with a combined export capacity >70 MTPA are nearing FID
  - Projects in USA, Mozambique, Qatar, Russia, and East Asia are targeting start-up in ~2023
- More than 200 LNG carrier newbuild orders are expected to be required within the next 10 years to fill the growing LNG shipping demand

Emerging LNG Demand / Supply Gap



Source: Shell

Growing Demand for Vessel Orders



Source: IEA

Delivering Long-Term Value to Unitholders

Executing on Business and Financial Strategy

Financings progressing

Virtually all 2018/19 financings have been completed

Newbuildings delivering

Remaining 7 LNG n/bs and Bahrain LNG Regas Terminal on-track, or early, in 2019

Built-in cash flow growth

~$310 million of incremental fixed-rate LNG cash flow p.a. to be realized Q4-2017 thru 2019, only 50% of which has delivered

Balanced financial strategy

Distributions growing 36% in 2019 allows us to delever to targeted range; better positions us to return additional capital to unitholders and fund future growth

Strong Underlying LNG Fundamentals

Attractive LNG Supply/Demand Fundamentals

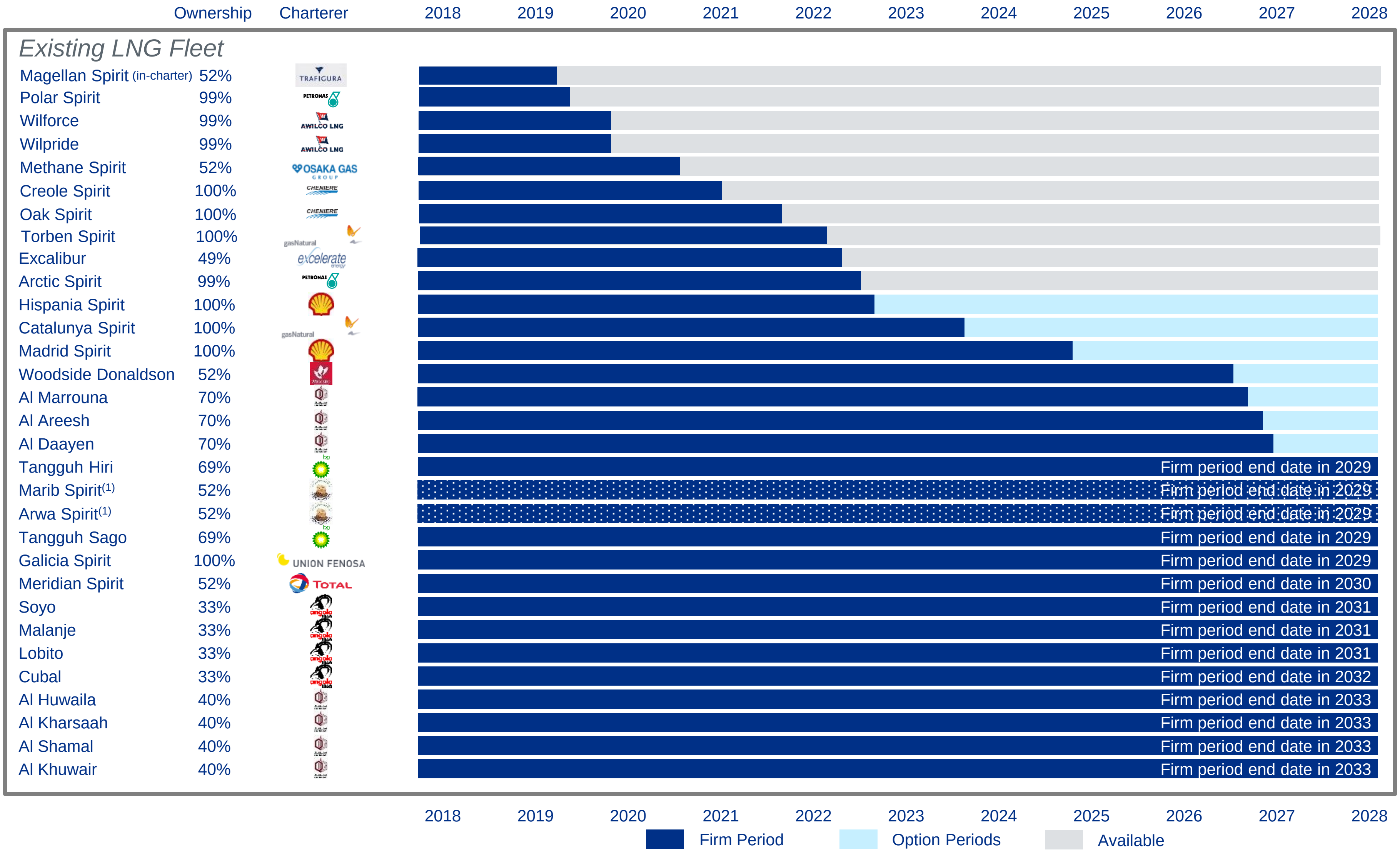
Strong gas demand and low supply of ships are catalysts for spot market >$175,000 per day

Significant new LNG Vessel Orders Needed by 2025

Recent FIDs evidence of additional vessels to be required over next 5-10 years

Appendix

Long-Term Contract Coverage With High- Quality Customers



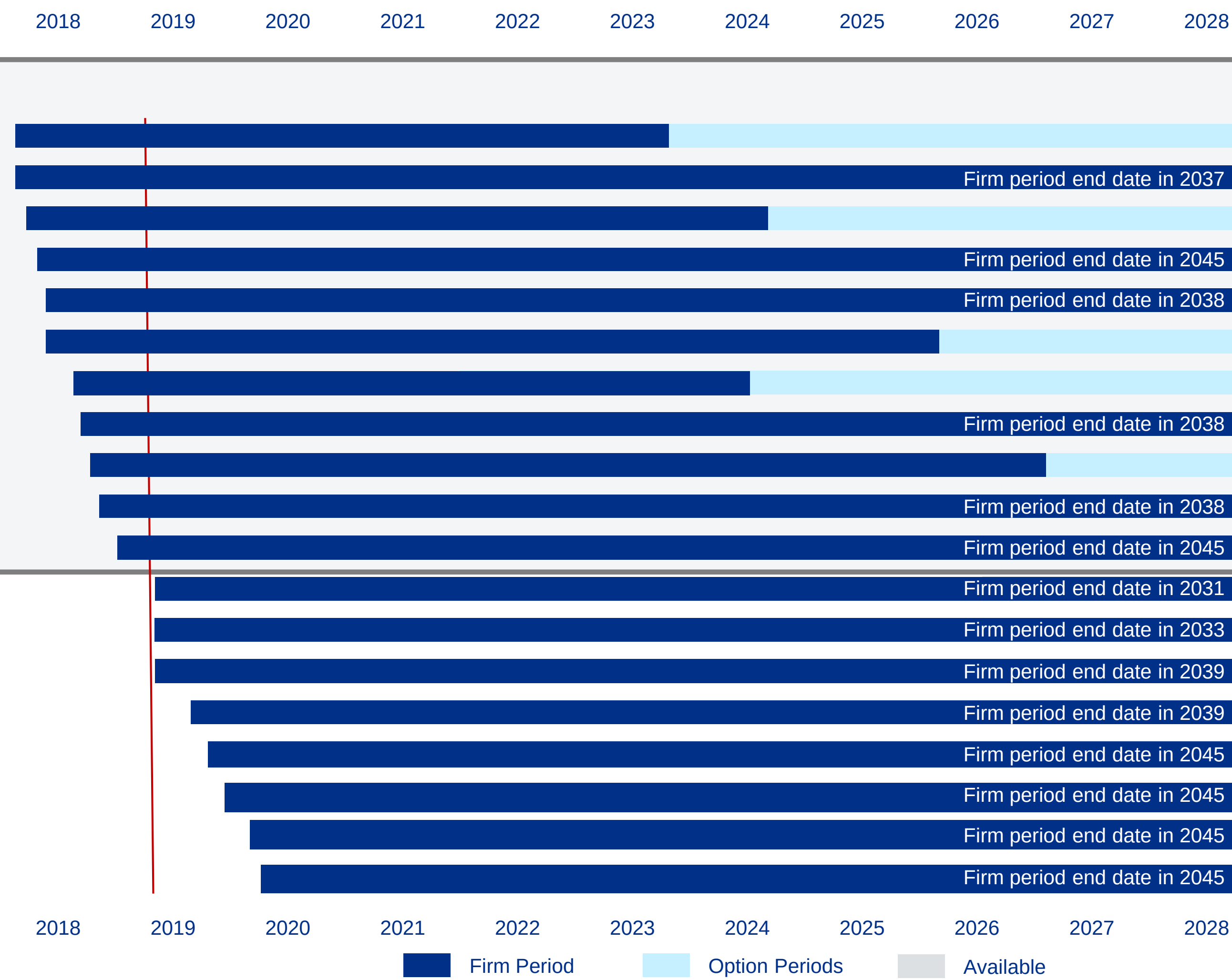
(1) Trading in short-term market as a result of the temporary closing of YLNG's LNG plant in Yemen in 2015 due to the conflict situation.

Stable and Growing Fixed-Rate Cash Flows

LNG Carrier Newbuildings and Regas Terminal expected to contribute ~$310[1] million of total annual EBITDA

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

Vessel	Ownership	Charterer	Financing completed
Delivered			
Macoma	99%		✓
Pan Asia	30%		✓
Murex	99%		✓
Eduard Toll	50%	YAMAL LNG	✓
Pan Americas	30%		✓
Magdala	99%		✓
Myrina	99%		✓
Pan Europe	20%		✓
Megara	99%		✓
Bahrain Spirit	100%	Bahrain LNG	✓
Rudolf Samoylovich	50%	YAMAL LNG	✓
Sean Spirit	100%	bp	✓
Yamal Spirit	100%	YAMAL LNG	Nov-18
Pan Africa	20%		✓
Regas Terminal	30%	nogaholding	✓
Nikolay Yevgenov	50%	YAMAL LNG	✓
Vladimir Voronin	50%	YAMAL LNG	✓
Georgiy Ushakov	50%	YAMAL LNG	✓
Yakov Gakkel	50%	YAMAL LNG	✓



(1) Annualized incremental EBITDA 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.

Refinancing Update

Financing	Status	Balloon (MUSD)	Refinancing Amount (MUSD)	Completion Date
Arctic/Polar Spirit	Completed	$57	$40	June 2018
1X Spanish LNG Carrier	Completed	$127(1)	$117	July 2018
NOK Bond	Completed	$132(3)	$100	Aug. 2018
Unsecured 364-day RCF	Completed	$190	$225	Nov. 2018
Yamal Spirit n/b (100% owned)	Documentation agreed	N/A	$160	Nov. 2018
J/V Financings (at 100%)				
Woodside Donaldson (52% owned)	Completed	$102	$102	May 2018
Wepion LPG n/b (50% owned)	Completed	N/A	$35	July 2018
4x MALT vessels	Completed	$306	$306	Oct. 2018
Excalibur LNG	In-process	$60	$60	Nov. 2019

(1) US Dollar equivalent of Euro denominated loan

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

Adjusted Net Income

Q3-18 vs. Q2-18

(Thousands of U.S. Dollars except units outstanding or unless otherwise indicated)	Q3-2018 (unaudited)	Q2-2018 (unaudited)	Comments
Voyage revenues	125,025	122,465	
Voyage expenses	(7,956)	(7,951)	
Net voyage revenues[1]	117,069	114,514	Increase primarily due to vessel deliveries during Q2-18 and Q3-18 and fewer off-hire days for scheduled drydockings. These increases were partially offset by lower rates earned on certain vessels trading in the spot market.
Adjusted vessel operating expenses[1]	(27,499)	(33,187)	Decrease due to additional repairs and spares purchased on multi-gas carriers in Q2-18.
Time-charter hire expense	(1,690)	-	Increase due to the Magellan Spirit LNG carrier chartered-in from the Teekay LNG-Marubeni Joint Venture in Q3-18.
Depreciation and amortization	(32,238)	(29,794)	Increase primarily due to vessel deliveries during Q2-18 and Q3-18.
General and administrative expenses	(4,183)	(7,096)	Decrease due to lower professional fees incurred in Q3-18.
Income from vessel operations	51,459	44,437	
Equity income	11,775	6,280	Increase in equity income from the Teekay LNG-Marubeni Joint Venture due to more employment opportunities for certain of its vessels and increase in equity income from the Pan Union and Yamal LNG Joint Ventures due to vessel deliveries of the Pan Europe and Rudolf Samoylovich in Q3-18, respectively.
Adjusted interest expense[1]	(40,511)	(35,129)	Increase primarily due to vessel deliveries during Q2-18 and Q3-18.
Interest income	980	902	
Other income – net	314	350	
Adjusted Income tax expense[1]	(1,275)	(571)	
Net income	22,742	16,269	
Less: Net income attributable to Non-controlling interests	(3,268)	(2,734)	
Net income attributable to the partners and preferred unitholders	19,474	13,535	
Weighted-average number of common units outstanding	79,687,499	79,687,499	
Limited partner's interest in adjusted net income per common unit	0.16	0.09	

1) Refer to slide labelled Reconciliations of Non-GAAP Financial Measures for a reconciliation of Net Voyage Revenues, Adjusted Vessel Operating Expense, Adjusted Interest Expense, and Adjusted Income Tax Expense.

Reconciliations of Non-GAAP Financial Measures

Reconciliation of the Partnership's Net Voyage Revenues:

(Thousands of U.S. Dollars)	Three Months Ended September 30, 2018 (unaudited)	Three Months Ended June 30, 2018 (unaudited)
Voyage revenues as reported	123,336	122,315
Voyage expenses as reported	(7,956)	(7,951)
Realized gains on charter contract derivative instrument	1,689	150
Net Voyage Revenues	**117,069**	**114,514**

Reconciliation of the Partnership's Adjusted Vessel Operating Expenses:

(Thousands of U.S. Dollars)	Three Months Ended September 30, 2018 (unaudited)	Three Months Ended June 30, 2018 (unaudited)
Vessel operating expenses as reported	(27,621)	(33,969)
Pre-delivery crew-training expenses relating to newbuildings	122	782
Adjusted Vessel Operating Expenses	**(27,499)**	**(33,187)**

Reconciliation of the Partnership's Adjusted Interest Expense:

(Thousands of U.S. Dollars)	Three Months Ended September 30, 2018 (unaudited)	Three Months Ended June 30, 2018 (unaudited)
Interest expense as reported	(35,875)	(28,171)
Realized losses on derivative instruments and other	(4,636)	(6,958)
Adjusted Interest Expense	**(40,511)**	**(35,129)**

Reconciliation of the Partnership's Adjusted Income Tax Expense:

(Thousands of U.S. Dollars)	Three Months Ended September 30, 2018 (unaudited)	Three Months Ended June 30, 2018 (unaudited)
Income tax (expense) recovery as reported	(1,549)	(843)
Deferred income tax expense (recovery)	274	274
Adjusted Income Tax Expense	**(1,275)**	**(569)**

Q4 2018 Outlook

Adjusted Net Income	Q4 2018 Outlook (compared to Q3 2018)
Net voyage revenues	• $10M increase from the Magellan Spirit as the vessel is employed in Q4-18 compared to being idle in Sept-18 • $8M increase due to a full quarter of operations in Q4-18 for the Megara and Bahrain Spirit LNG carriers which delivered in Q3-18 • $2M increase due to higher spot rate forecasted in Q4-18 for the multi-gas carriers
Adjusted vessel operating expenses	• $3M increase due to timing of expenditures and purchase of spares on certain vessels • $2M increase due to vessel deliveries in Q3-18
Time-charter hire expense	• $4M increase relates to full quarter of the Magellan Spirit chartered-in from the Teekay LNG-Marubeni JV
Depreciation and amortization	• Expected to be consistent with Q3-18
General and administrative expenses	• $1M increase due to timing of legal and other costs
Equity Income	• ($2M) decrease in Exmar LPG JV as certain vessels earning lower rates in Q4-18 • ($1M) decrease in Teekay LNG-Marubeni JV due to timing of main engine maintenance and purchase of spares in Q4-18 • $2M increase relates to the full quarter of operation of the Rudolf Samoylovich in the Yamal LNG JV which delivered in Q3-18
Adjusted interest expense	• $2M increase due to vessel deliveries in Q3-18
Interest income	• Expected to be consistent with Q3-18
Other income - net	• Expected to be consistent with Q3-18
Adjusted income tax expense	• Expected to be consistent with Q3-18
Adjusted net income attributable to non-controlling interests	• Expected to be consistent with Q3-18

2018(E) Drydock Schedule

Entity	Segment	March 31, 2018 (A)		June 30, 2018 (A)		September 30, 2018 (A)		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
		-	-	-	-	-	-	-	-	-	-
Teekay LNG	Liquefied Gas - Consolidated	1	48	2	52	-	7	-	-	3	107
	Conventional Tankers	-	-	1	22	-	7	-	-	1	29
	LPG Equity	-	-	-	-	1	30	2	47	3	77
	LNG Equity	-	-	1	21	1	32	-	-	2	53
		1	48	4	95	2	76	2	47	9	266

BRINGING ENERGY TO THE WORLD