Teekay LNG Partners

Second Quarter 2021 Earnings Presentation

August 5, 2021

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 Partnership's ability to continue to generate strong earnings and cash flows despite market volatility and cyclicality; expected upcoming decreases in the overall number of drydocks for the Partnership's vessels and the anticipated financial benefits to the Partnership from such drydock reductions; the counter-seasonal strength in LNG shipping rates, including the expected supply and demand fundamentals in the near-term charter market for LNG carriers and the potential positive impact these tailwinds may have on the Creole Spirit and the Partnership's other vessels rolling off contract in 2022; the Partnership's ability to derive benefits from any upside in market strength; the ability of the Partnership to fully utilize certain of its vessels; the ability of the Partnership to execute on its balanced capital allocation strategy including delevering of its balance sheet and returning capital to unitholders, while pursuing growth, including expected increases in financial flexibility as a result of implementing such strategy; fixed charter coverage for the Partnership's LNG fleet for the remainder of 2021 and 2022; the ability of the Partnership to realize and receive the full benefits from its contractual backlog of revenue under its long-term charter contracts; the ability to continue to pay increased distributions on its common units; and the expected cash flows from, and the continued performance of, the Partnership's and its joint ventures' charter contracts.

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: 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 charter contracts of existing vessels in the Partnership's fleet; higher than expected costs and expenses, including as a result of off-hire days or drydocking requirements (both scheduled and unscheduled); delays in the Partnership's ability to successfully and timely complete drydockings; the potential for the COVID-19 pandemic to impact the Partnership's drydock activities, or operations in general; general market conditions and trends, including spot, multi-month and multi-year charter rates; the potential for the COVID-19 pandemic to impact global demand for LNG and LPG and the associated impact on LNG and LPG charter rates; inability of customers of the Partnership or any of its joint ventures to make future payments under contracts; potential further delays to the formal commencement of commercial operations of the Bahrain Regasification Terminal; the inability of the Partnership to renew or replace charter contracts on existing vessels; potential lack of cash flow to reduce balance sheet leverage or of excess capital available to allocate towards returning capital to unitholders; potential lack of cash flow to continue paying distributions on the Partnership's common units and other securities; and other factors discussed in Teekay LNG's filings from time to time with the SEC, including its Report on Form 20-F for the fiscal year ended December 31, 2020. 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

Q2-21 Results Down Slightly due to Drydockings

- Q2-21 Adjusted Net Income[1] of $57.0 million, or $0.57 per common unit, and total adjusted EBITDA[1] of $183.5 million
- Heavier than normal scheduled drydocks in Q2 and Q3
  - Expect lower drydocking in Q4-21, positively impacting results

LNG Fleet Substantially Fixed for 2021

- LNG fleet is 98 percent fixed for the remainder of 2021, and 89 percent fixed for 2022, with upside from one spot market-linked charter contract

Firm LNG Shipping Fundamentals

- Strong demand for LNG from Asia and South America for power generation, firm LNG prices in Europe and Asia, low European inventories, and longer-haul cargoes supporting LNG carrier rates

(1) These are non-GAAP financial measures. Please see Teekay LNG's Q2-21 earnings release for definitions and reconciliations to the comparable GAAP measures.

TGP Charter Contract Summary

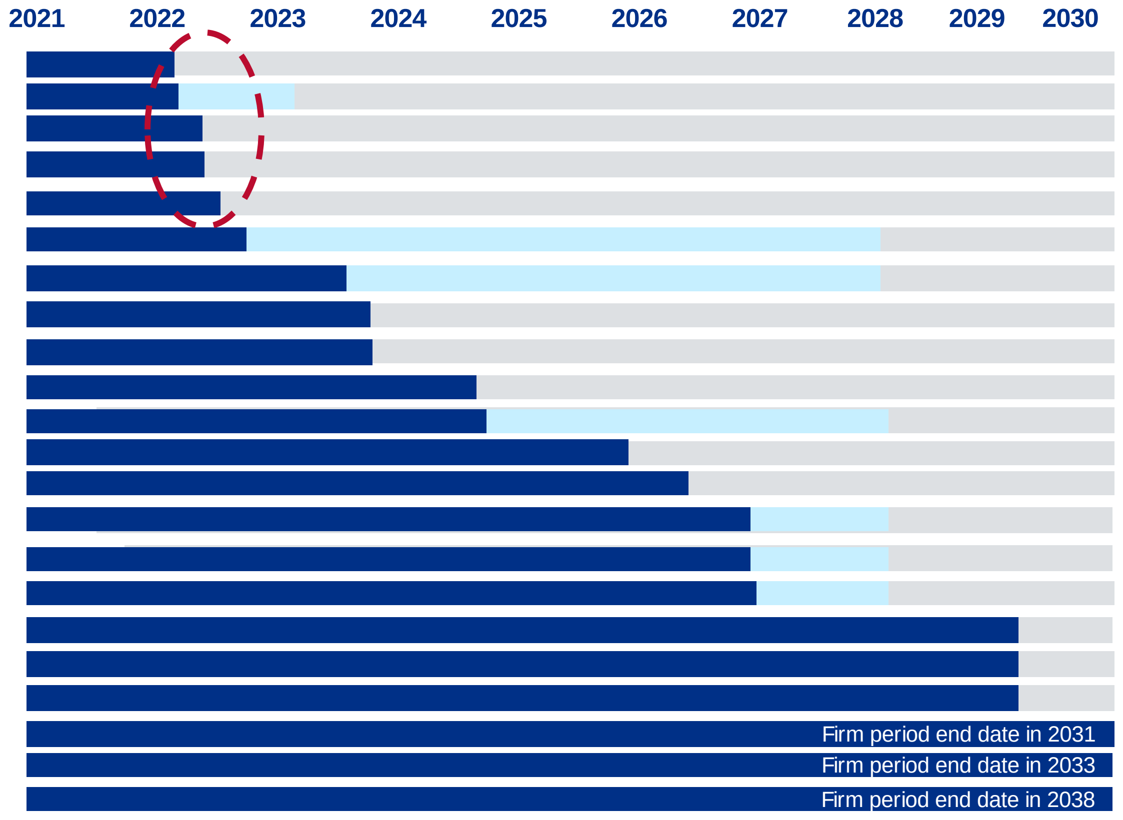
Teekay LNG's fleet:

- 98% fixed for 2021; 89% fixed for 2022
- Exposure to current market strength through market-linked charter on the *Creole Spirit*

Strong current LNG shipping rates and positive market outlook could provide tailwinds for Teekay LNG's contract renewals in early-2022

Current Charter Terms - Consolidated LNG Fleet

	Ownership	Propulsion	Charterer
Torben Spirit	100%	MEGI	
Creole Spirit	100%	MEGI	TRAFIGURA
Polar Spirit	100%	Steam	PETRONAS
Arctic Spirit	100%	Steam	PETRONAS
Oak Spirit	100%	MEGI	CHENIERE / TOTAL
Hispania Spirit	100%	Steam	
Catalunya Spirit	100%	Steam	
Macoma	100%	MEGI	
Murex	100%	MEGI	
Myrina	100%	MEGI	
Madrid Spirit	100%	Steam	
Magdala	100%	MEGI	
Megara	100%	MEGI	
Al Marrouna	70%	Steam	
Al Areesh	70%	Steam	
Al Daayen	70%	Steam	
Tangguh Hiri	70%	DFDE	
Tangguh Sago	70%	DFDE	
Galicia Spirit	100%	Steam	UNION FENOSA
Sean Spirit	100%	MEGI	bp
Yamal Spirit	100%	MEGI	YAMAL LNG
Bahrain Spirit	100%	MEGI	Bahrain LNG



Firm Period
Option Periods
Available

TGP Charter Contract Summary (continued)

Current Charter Terms - Joint Venture LNG Fleet

Vessel	Ownership	Propulsion	Charterer	2021 – 2030
Excalibur	50%	Steam		
Marib Spirit[1]	52%	DFDE	TRAFIGURA	
Arwa Spirit[1]	52%	DFDE	TRAFIGURA	
Magellan Spirit (in-charter)	52%	TFDE	PETROBRAS	
Methane Spirit	52%	TFDE	TRAFIGURA	
Woodside Donaldson	52%	TFDE		
Meridian Spirit	52%	TFDE	TOTAL	
Soyo	33%	TFDE		Firm period end date in 2031
Malanje	33%	TFDE		Firm period end date in 2031
Lobito	33%	TFDE		Firm period end date in 2031
Cubal	33%	TFDE		Firm period end date in 2032
Al Huwaila	40%	SSD[2]		Firm period end date in 2033
Al Kharsaah	40%	SSD[2]		Firm period end date in 2033
Al Shamal	40%	SSD[2]		Firm period end date in 2033
Al Khuwair	40%	SSD[2]		Firm period end date in 2033
Pan Asia	30%	TFDE		Firm period end date in 2037
Pan Americas	30%	TFDE		Firm period end date in 2038
Pan Europe	20%	TFDE		Firm period end date in 2038
Pan Africa	20%	TFDE		Firm period end date in 2039
Eduard Toll	50%	ARC7	YAMAL LNG	Firm period end date in 2045
Rudolf Samoylovich	50%	ARC7	YAMAL LNG	Firm period end date in 2045
Nikolay Yevgenov	50%	ARC7	YAMAL LNG	Firm period end date in 2045
Vladimir Voronin	50%	ARC7	YAMAL LNG	Firm period end date in 2045
Georgiy Ushakov	50%	ARC7	YAMAL LNG	Firm period end date in 2045
Yakov Gakkel	50%	ARC7	YAMAL LNG	Firm period end date in 2045
Regas Terminal	30%	Terminal		Firm period end date in 2039

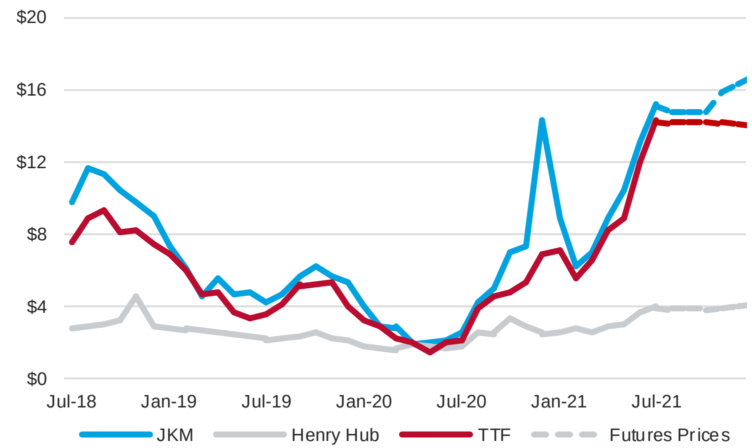
Firm Period Option Periods Available

(1) Trading in the term market as a result of the temporary closing of YLNG's LNG plant in Yemen in 2015 due to the conflict situation. 3-year suspension agreement signed in May 2019.
(2) SSD = Slow Steam Diesel

Broader Short-Term Market Trading Supports Ability to Re-Charter at Attractive Rates

LNG Trade Rebounding with Firming Gas Prices

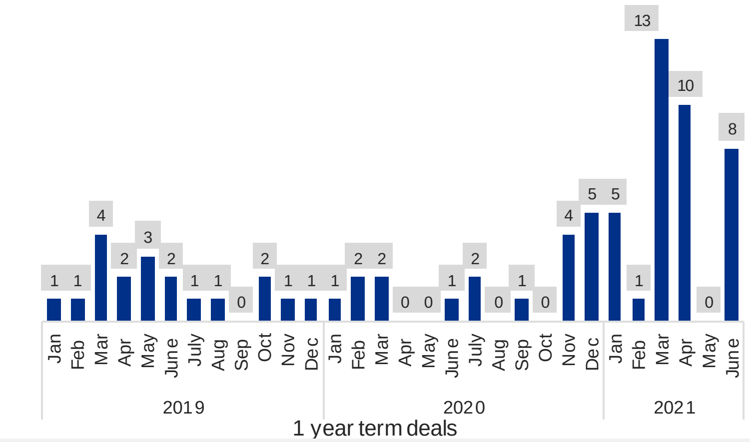
Natural Gas Prices by Region ($/MMBtu)



- Strong worldwide gas prices driven by high industrial activity, low storage inventories, and high LNG demand in Asia all supportive of higher spot and term LNG shipping rates
  - China's LNG imports at record highs; now surpassing Japan as the world's largest LNG importer

Current Market Strength Should Persist into 2022

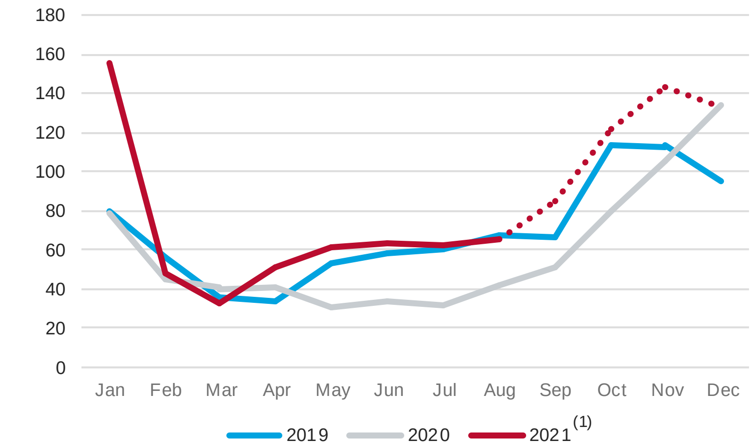
Fixtures



- Significant increase in 1-year term deals in the last few months suggests that charterers are willing to pay a premium to ensure adequate coverage through 1H 2022
- Both spot and term markets are expected to remain strong throughout the rest of the summer given the recent change in charterers' strategies to ensure adequate winter coverage

Spot LNG Shipping Rates Hit All-Time Highs

($ '000 / Day) for 160k CBM Vessels



- Spot and term LNG shipping rates experiencing counter-seasonal strength and remain elevated
  - Export projects start-up, and an increase in ton-mile demand as long-haul U.S. exports sent to Asia
- Limited availability of ships and low gas inventories further supports increasing LNG shipping rates
  - European inventories at ~44% of capacity in June 2021, 25% below average
  - Drewry anticipates storage will be 65-70% by October 2021, far below expected demand levels

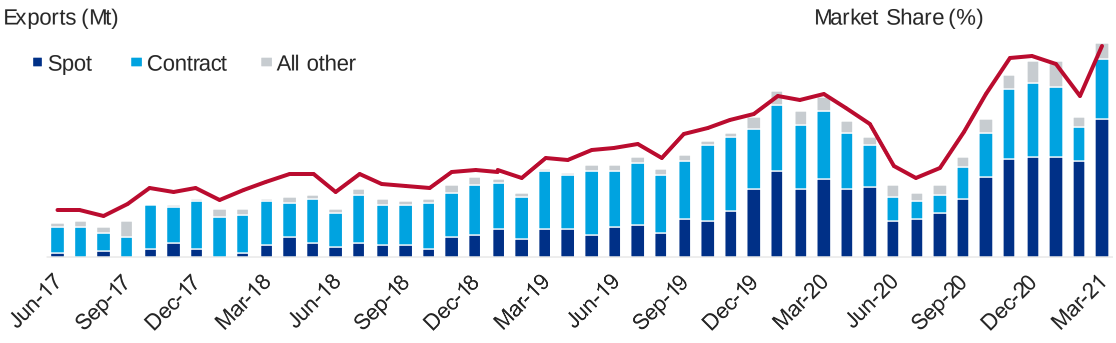
Source: Bloomberg, S&P Global Platts Analysis, Fearnley, Clarksons

(1) Forward rates from August to December 2021 based on the average Forward Baltic Curve (BLNG1, BLNG2 and BLNG3)

Confluence of Recent Events Is Expected to Sustain a Robust LNG Shipping Market in the Coming Years

1 U.S. LNG Exports Experiencing Increased Volumes

United States Monthly LNG Exports by Transaction Type and Total Market Share



Source: The Oxford Institute for Energy Studies, Kpler

2 India LNG buyers adding significant demand

3 In addition to India, China is an increasing demand factor, now #1 importer

4 Arbitrage toward Far East LNG buyers increasing tonne miles

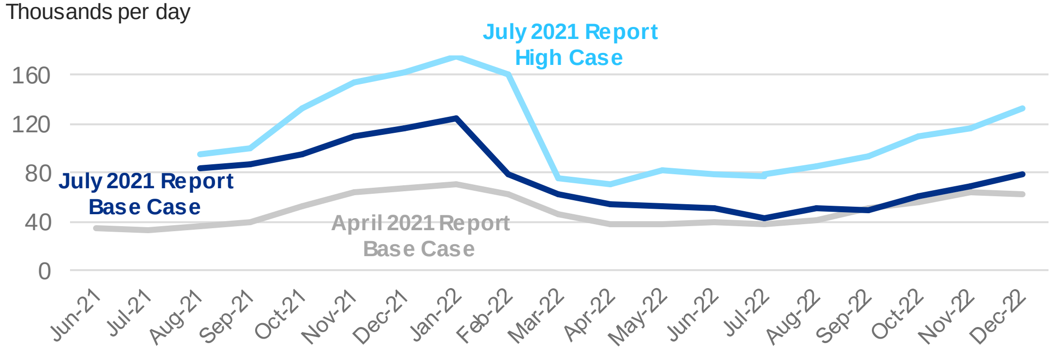
5 Brazil relies heavily on hydro power and is suffering a 100-year drought

6 Increasing traffic around the Cape of Good Hope due to Panama Canal congestion

7 Less pipeline gas from Russia to Europe (e.g., Nord Stream 2 delays)

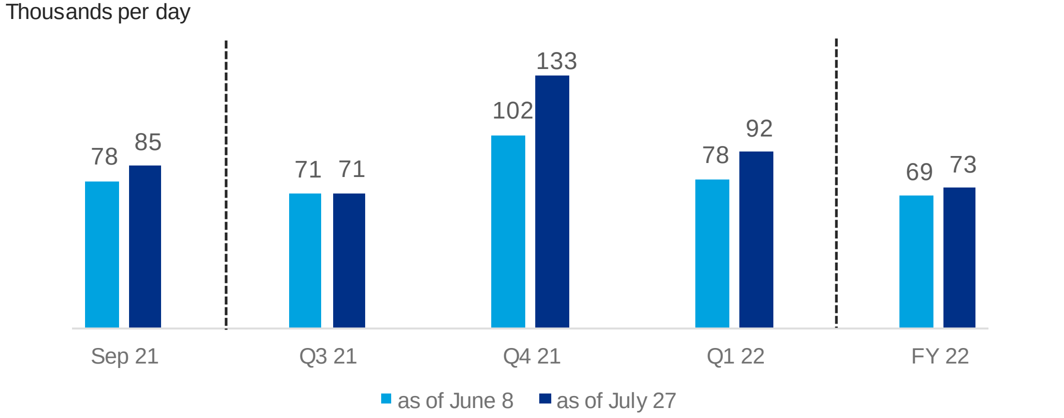
8 Summer in the Northern Hemisphere forecasted to be hotter than average

TFDE Spot Rate Forecast Has Increased Meaningfully in Recent Months



Source: Poten & Partners

Strong Forward Curve Today Extends into 2022



Source: Affinity – Baltic LNG Curves

Appendix

TGP Detailed EV/EBITDA Calculation

In $ millions except ratios and per unit data

Proportionately Consolidated EV/EBITDA Calculation			
Consolidated Cash and Restricted Cash		190.2	June 30, 2021 Balance Sheet
Proportionate share of J/V Cash		227.0	June 30, 2021 Appendix F of Earnings Release
Total Proportionate Consolidated Cash		417.2	
Consolidated Debt		2,722.4	June 30, 2021 Balance Sheet
Proportionate share of J/V Debt		2,016.5	June 30, 2021 Appendix F of Earnings Release
Total Proportionate Consolidated Net Debt	a	4,321.8	
Common Units outstanding		86.97	
Unit price		$ 14.09	as of Aug. 3, 2021
Total Common Market Cap		$ 1,225.4	
Preferreds A & B		295.0	June 30, 2021 Balance Sheet
Total Equity value (common + Prefs)	b	1,520.4	
Tangguh and RG2 NCI	c	58.4	June 30, 2021 Balance Sheet
Enterprise Value (EV)	d=a+b+c	5,900.5	
1H 2021 Total adj. EBITDA (annualized)	e	735.6	
Total EV/Total EBITDA	=d/e	8.0 x	

Consolidated EV/EBITDA Calculation			
Cash and Restricted Cash		190.2	June 30, 2021 Balance Sheet
Total Debt		2,722.4	June 30, 2021 Balance Sheet
Net Debt	a	2,532.2	
Common units outstanding		86.97	
Unit price		$ 14.09	as of Aug. 3, 2021
Total Common Market Cap		1,225.4	
Preferreds A & B		295.0	June 30, 2021 Balance Sheet
Total Equity value	b	1,520.4	
Tangguh and RG2 NCI	c	58.4	June 30, 2021 Balance Sheet
Enterprise Value (EV)	d=a+b+c	4,111.0	
Book Value of investments in J/Vs	e	1,117.3	June 30, 2021 Balance Sheet
On Balance Sheet EV	f=d-e	2,993.8	
1H 2021 EBITDA (annualized)	g	413.7	
Consol. EV/Consol. EBITDA	=f/g	7.2 x	

Adjusted Net Income

Q2-21 vs. Q1-21

(Thousands of U.S. Dollars except units outstanding or unless otherwise indicated)	Q2-2021	Q1-2021	Comments
Net voyage revenues	142,409	145,619	Decreased primarily due to more scheduled dry docking days during Q2-21 compared to Q1-21
Vessel operating expenses	(32,536)	(30,089)	Increased due to timing of maintenance and repairs on certain LNG carriers
Time-charter hire expenses	(5,867)	(5,850)	
Depreciation and amortization	(32,349)	(31,902)	
General and administrative expenses	(6,921)	(7,167)	
Income from vessel operations	64,736	70,611	
Adjusted equity income[1]	32,067	28,463	Increased primarily due to unscheduled off-hire for repairs for certain equity-accounted vessels during Q1-21 and a reduction in operational performance claims in Q2-21
Adjusted net interest expense[1]	(34,000)	(33,464)	
Adjusted other expense[1]	(344)	(96)	
Adjusted income tax expense[1]	(2,176)	(2,073)	
Adjusted net income	60,283	63,441	
Less: Adjusted net income attributable to non-controlling interests	(3,266)	(2,975)	
Adjusted net income attributable to the partners and preferred unitholders	**57,017**	**60,466**	
Weighted-average number of common units outstanding	86,970,999	86,955,664	
Limited partner's interest in adjusted net income per common unit	**0.57**	**0.61**	

1) Refer to slide labelled Reconciliations of Non-GAAP Financial Measures for a reconciliation of Adjusted Equity Income, Adjusted Net Interest Expense, Adjusted Other (Expense) Income – Net, and Adjusted Income Tax Expense.

Reconciliations of Non-GAAP Financial Measures

Reconciliation of the Partnership's Adjusted Equity Income:

(Thousands of U.S. Dollars)	Three Months Ended 30-Jun-21	Three Months Ended 31-Mar-21
Equity income as reported	28,940	37,516
Proportionate share of unrealized loss (gain) on non-designated interest rate swaps	2,310	(15,410)
Proportionate share of unrealized credit loss provisions	635	6,677
Proportionate share of other items	182	(320)
Adjusted Equity Income	**32,067**	**28,463**

Reconciliation of the Partnership's Adjusted Net Interest Expense:

(Thousands of U.S. Dollars)	Three Months Ended 30-Jun-21	Three Months Ended 31-Mar-21
Interest expense as reported	(30,084)	(29,652)
Interest income as reported	1,302	2,006
Realized losses on derivative instruments and other	(5,218)	(5,818)
Adjusted Net Interest Expense	**(34,000)**	**(33,464)**

Reconciliation of the Partnership's Adjusted Other Expense:

(Thousands of U.S. Dollars)	Three Months Ended 30-Jun-21	Three Months Ended 31-Mar-21
Other expense as reported	(1,088)	(3,769)
Unrealized credit loss provisions	744	3,673
Adjusted Other Expense	**(344)**	**(96)**

Reconciliation of the Partnership's Adjusted Income Tax Expense:

(Thousands of U.S. Dollars)	Three Months Ended 30-Jun-21	Three Months Ended 31-Mar-21
Income tax (expense) recovery as reported	(1,815)	777
Adjustments relating to prior years	-	(2,300)
Deferred tax impact relating to credit loss provisions	(361)	(550)
Adjusted Income Tax Expense	**(2,176)**	**(2,073)**

Q3-2021 Outlook

Adjusted Net Income	Q3 2021 Outlook (compared to Q2 2021)
Net voyage revenues	• $1M decrease due to the dry docking and redeployment of certain LNG carriers during the quarter
Vessel operating expenses	• $3M increase primarily due to timing of repairs, maintenance, spares and consumables
Time-charter hire expenses	• Expected to be consistent with Q2-21
Depreciation and amortization	• Expected to be consistent with Q2-21
General and administrative expenses	• $1M increase due to the timing of certain expenditures
Adjusted equity income	• Expected to be consistent with Q2-21
Adjusted net interest expense	• Expected to be consistent with Q2-21
Adjusted other expense	• Expected to be consistent with Q2-21
Adjusted income tax expense	• Expected to be consistent with Q2-21
Adjusted net income attributable to non-controlling interests	• Expected to be consistent with Q2-21

2021(E) Drydock Schedule

Entity	Segment	March 31, 2021 (A)		June 30, 2021 (A)		September 30, 2021 (E)		December 31, 2021 (E)		Total 2021 (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	LNG - Consolidated	1	20	1	64	4	102	2	26	8	212
	LPG - Consolidated	-	-	1	33	1	29	-	-	2	62
	LNG - Equity-Accounted	1	34	3	96	-	-	-	-	4	130
	LPG - Equity-Accounted	1	27	1	54	2	50	2	62	6	193
		3	81	6	247	7	181	4	88	20	597

*NOTE: In the case that a vessel's off-hire days straddles between quarters, the quarter with the majority of off-hire days will have the vessel allocated to it.

- (A) – Actual
- (E) – Estimate