

TEEKAY CORPORATION

# Second Quarter Earnings Presentation

August 12, 2010



# Forward Looking Statements

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: tanker market fundamentals, including the balance of supply and demand in the tanker market, and spot tanker charter rates; momentum in the Company's Offshore business; the Company's financial strength and flexibility, including the stabilizing impact of the Company's fixed-rate business on its consolidated cash flows and the Company's current liquidity position; the impact of the summer 2010 maintenance schedule on FPSO production in future quarters, including the third and fourth quarter of 2010; increased operating results from contract amendments and extensions in the Company's the offshore segment, including projected increases to annual cash flows generated by the *Foinaven* and *Cidade de Rio das Ostras* FPSO units; the status of the Company's in-progress offshore contract negotiations, including the *Tiro Sidon* FPSO project in Brazil and the employment of the Company's newbuilding Amundsen Class shuttle tankers on new contracts upon their delivery from the shipyard; scheduled vessel delivery dates; the Company's future capital expenditure commitments and the financing requirements for such commitments; the impact on the Company's financial leverage and flexibility resulting from its strategy of selling assets to its publicly-listed subsidiaries; and the future benefit to the Company from the appreciation in the value of its ownership share in its publicly-traded daughter companies and significant reduction in net debt. 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 or demand for oil, petroleum products, LNG and LPG, either generally or in particular regions; greater or less than anticipated levels of tanker newbuilding orders or greater or less than anticipated rates of tanker scrapping; changes in trading patterns significantly affecting overall vessel tonnage requirements; changes in applicable industry laws and regulations and the timing of implementation of new laws and regulations; changes in the typical seasonal variations in tanker charter rates; changes in the offshore production of oil or demand for shuttle tankers, FSOs and FPSOs; decreases in oil production by the *Foinaven* FPSO, decreases in oil prices upon which payments under the *Foinaven* FPSO contract are based, or increased operating expenses for the *Foinaven* FPSO unit; increases in operating expenses for the *Cidade de Rio das Ostras* FPSO unit; trends in prevailing charter rates for shuttle tanker and FPSO contract renewals; the potential for early termination of long-term contracts and inability of the Company to renew or replace long-term contracts or complete existing contract negotiations; changes affecting the offshore tanker market; shipyard production delays; changes in the Company's expenses; the Company's future capital expenditure requirements; the inability of the Company to complete vessel sale transactions to its public company subsidiaries or to third parties; conditions in the United States capital markets; and other factors discussed in Teekay's filings from time to time with the SEC, including its Report on Form 20-F for the fiscal year ended December 31, 2009. The Company expressly disclaims any obligation or undertaking to release publicly any updates or revisions to any forward-looking statements contained herein to reflect any change in the Company's expectations with respect thereto or any change in events, conditions or circumstances on which any such statement is based.

# Second Quarter Highlights

- ▶ Generated \$195.1m of cash flow from vessel operations<sup>(1)</sup>
  - ▶ Virtually unchanged from Q1
  - ▶ 50% increase over same quarter last year
- ▶ Adjusted net loss attributable to Teekay of \$26.1m, or \$0.36 per share<sup>(2)</sup>
  - ▶ Excludes \$29m, or \$0.40 per share, catch-up payment related to Foinaven contract amendment
- ▶ Q2 tanker market held up from Q1: average spot Aframax / Suezmax rates of \$18,200 / \$30,900 per day, respectively
- ▶ Significant positive momentum in Teekay's offshore businesses
- ▶ Continued to build financial strength
  - ▶ Total consolidated liquidity of \$2.8bn, including pre-arranged newbuild financing (\$1.8bn at Teekay Parent)
  - ▶ Teekay Parent net debt further reduced to \$555m, or 21% net debt to cap

(1) Cash flow from vessel operations (CFVO) is a non-GAAP financial measure used by certain investors to measure the financial performance of shipping companies. Please see the Company's web site at [www.teekay.com](http://www.teekay.com) for a reconciliation of this non-GAAP measure as used in this release to the most directly comparable GAAP financial measure.

(2) Adjusted net loss attributable to stockholders of Teekay excludes specific items which increased net loss by \$127.1m, or \$1.74 per share, as detailed in Appendix A of the Q2-10 earnings release.

# Daughter Company Model is Thriving



**TEEKAY LNG PARTNERS L.P.**

NYSE: TGP - up 58% LTM\*

- ▶ Completed direct placement offering raising equity proceeds of approximately \$51m
- ▶ Angola LNG Project on time and budget; keel laying of first vessel completed in July
- ▶ Increased quarterly distribution by 5.3% to \$0.60 per unit, commencing with May distribution



**TEEKAY OFFSHORE PARTNERS L.P.**

NYSE: TOO - up 65% LTM\*

- ▶ Generated Q2-10 distributable cash flow of \$28.1m
- ▶ Strong offshore project activity in core North Sea and Brazil markets
- ▶ Contracted storage tanker to US Gulf of Mexico to assist in Macondo oil recovery
- ▶ Increased quarterly distribution by 5.6% to \$0.475 per unit, commencing with May distribution



**TEEKAY TANKERS LTD.**

NYSE: TNK - up 41% LTM\*

- ▶ Made \$115m 3-year investment in first priority mortgage loans secured by 2 newbuilding VLCCs, providing an annual investment yield of 10%
- ▶ Completed follow-on equity offering in April, with \$103m in net proceeds used to acquire three tankers from Teekay
- ▶ Combined dividend per share accretion: +30%
- ▶ Declared Q2 distribution of \$0.34 per share

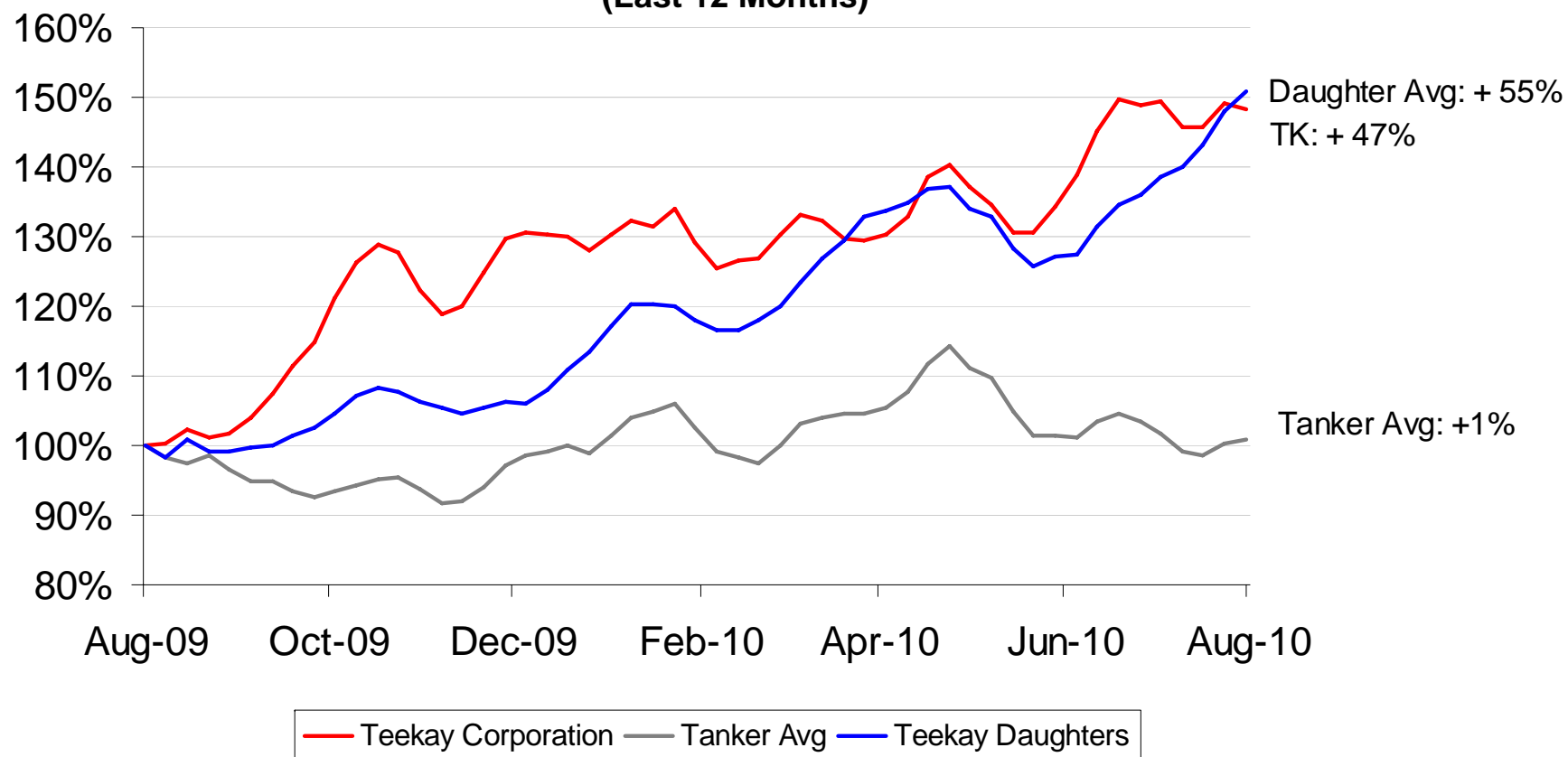
**Value of Teekay's equity ownership in its daughter companies has increased by ~\$970m, or over \$13 per share, in the last 12 months**

\* Based on closing share price on August 6, 2010.



# Teekay Share Price Reflecting Strong Daughter Performance

**Relative Performance\***  
(Last 12 Months)



Note: Performance based on 4-week rolling average; tanker peer average includes FRO, NAT, OSG, GMR, TNP, SFL, CRU, and DHT.  
\* Based on closing share price on August 6, 2010.



# Significant Progress in FPSO Business

- ▶ Received second and final catch-up payment of \$29m under amended *Foinaven* FPSO contract
- ▶ Extended “*Siri*” FPSO contract for 7.5 years on the Aruana field in Brazil, commencing in November 2010
  - ▶ Commencing late Q4-10, average annual cash flow expected to increase by over 20% compared to 2010 levels
- ▶ Teekay selected as preferred bidder for *Tiro Sidon* FPSO project in Brazil
  - ▶ Currently finalizing negotiations; expected to commence in 2012
  - ▶ Teekay’s preferential access to partly completed hull enabled competitive bid while achieving hurdle rate target
- ▶ Selectively bidding on further FPSO projects in Teekay’s niche areas in Brazil and the North Sea
  - ▶ Upward trending project returns due to strong demand



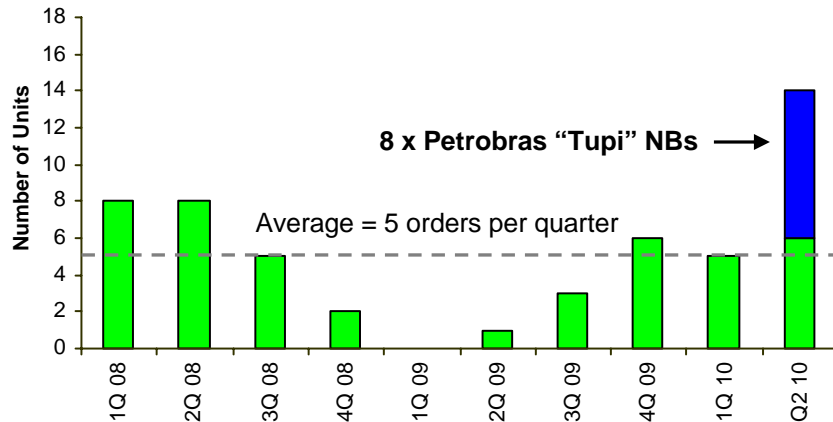
## Positive Developments in Shuttle Tanker Business

- ▶ Increasing CFVO due to upward shuttle tanker charter rate adjustments and higher utilization
  - ▶ 55% year-over-year increase in quarterly CFVO, from \$31.8m to \$49.3m
- ▶ Maintaining OPEX reductions from prior periods as a result of lower crewing costs
- ▶ Transferred 2 shuttle tankers to Brazil offshore market bringing total Brazil fleet to 13 vessels
- ▶ Currently negotiating the employment of Amundsen Class shuttle newbuildings in the North Sea



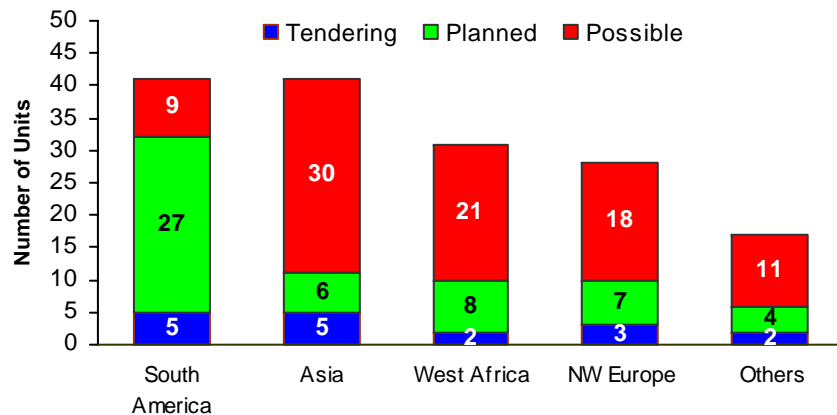
# FPSO Market Activity Gains Momentum

## Floating Production Contract Awards



Source: International Maritime Associates

## 160 Visible FPSO Projects



Source: Pareto Research, ODS Petrodata

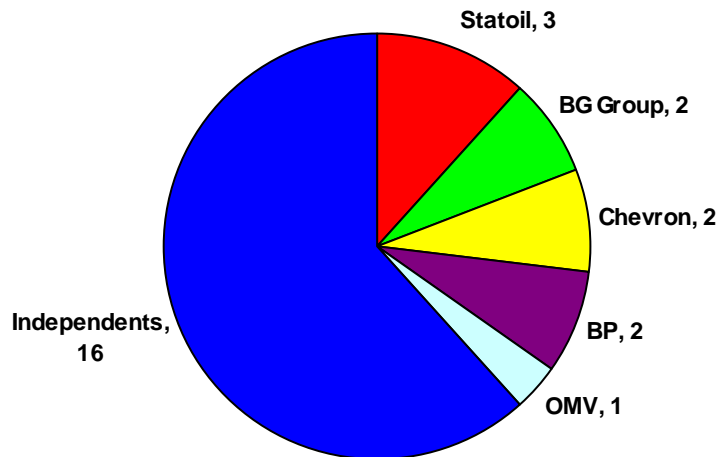
## FPSO Market Update

- ▶ Increase in project activity back to long term average of ~5 orders per quarter
- ▶ Number of idle units down from 11 at end-2009 to five as employment picks up
- ▶ Impact on FPSOs from US Gulf oil spill limited
  - ▶ USG not a major FPSO / shuttle region
  - ▶ Near term project backlog unaffected
- ▶ Increase in deepwater rig count bodes well for future FPSO demand
  - ▶ Fleet of ~70 units with ~60 more due to deliver by end 2012
- ▶ Brazil is the fastest growing market
- ▶ Increase in deepwater oil production will also require more shuttle tankers



# High Growth in Teekay's Core Offshore Markets – North Sea & Brazil

## Potential North Sea FPSO Projects by Operator

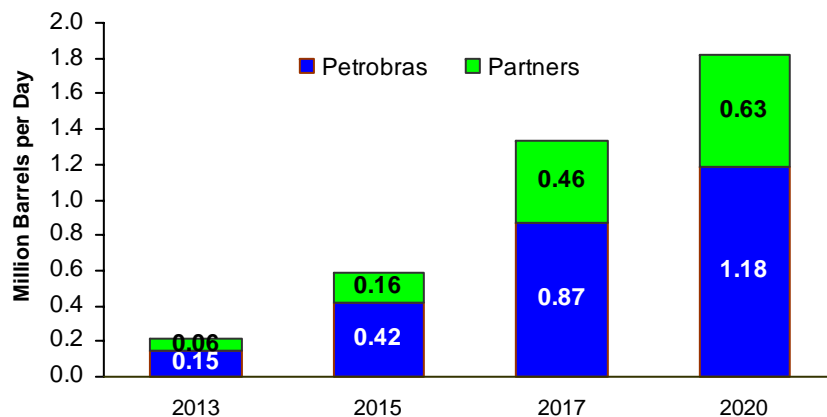


Source: Pareto Research

## North Sea Market

- ▶ Many N. Sea discoveries suit FPSO solutions
  - ▶ Too small for stand alone development
  - ▶ Small, independent operators favour leasing over FPSO ownership
- ▶ 28 planned / possible FPSO projects
  - ▶ Up from only 15 projects one year ago
- ▶ Several projects approaching award status

## Brazilian Pre-Salt Production Forecast



Source: Petrobras

## Brazil Market

- ▶ 11 new FPSO orders placed in 2010 YTD
- ▶ 4.5 billion bbl Franco discovery made off Brazil
  - ▶ World's largest since Tupi in 2007
- ▶ In its 2010-14 business plan Petrobras has pledged USD 118 billion to E&P
  - ▶ 14% increase from 2009-13 plan
- ▶ 41 FPSO projects planned off Brazil

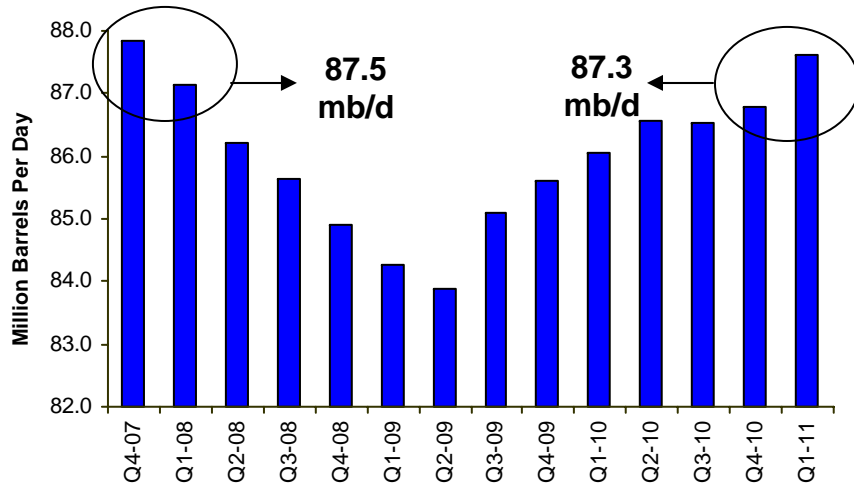
# Conventional Tanker Business Update

- ▶ Q3-10 to date tanker rates substantially weaker (based on 50% of days booked):
  - ▶ Spot Aframax days booked at an average rate of \$13,500 per day
  - ▶ Spot Suezmax days booked at an average rate of \$19,000\* per day
- ▶ Time-charter rates and vessel values remain firm, despite rate dip in Q3
- ▶ 3 in-chartered vessels redelivered in 2010 YTD
  - ▶ Average in-charter rate was \$29,000 per day
- ▶ Commenced 5-year out-charter of an MR product tanker to Caltex Australia
- ▶ Completed sale of 1995-built Aframax for \$17m
- ▶ 9 new vessels added to Gemini Suezmax pool in Q2-10, bringing total pooled fleet to 48 vessels

\* Excluding FFA contracts equivalent to three Suezmax tankers at ~\$24,000 per day, included as part of the Suezmax time-charter fleet.

# Tanker Demand Fundamentals Improving

## Winter Demand Highest Since 2007 / 08

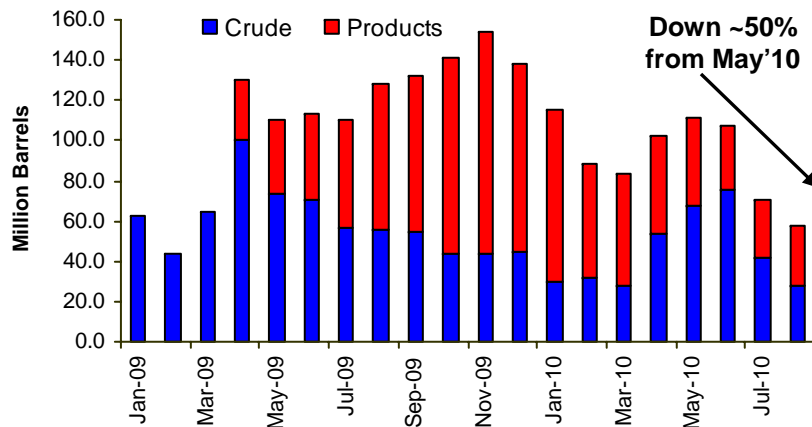


Source: IEA

## Record Chinese Oil Imports Driving The Market

- ▶ 1H-10 Chinese crude imports up ~30% from the same period of last year
  - ▶ Tonne-mile demand up ~35%
- ▶ US demand recovering; up 2% year-on-year in 1H-10
- ▶ Potential for a firm winter tanker market on the back of robust oil demand
- ▶ Economic health of OECD remains a concern
  - ▶ Sovereign debt crisis, unemployment

## Unwinding of Floating Storage a Short Term Negative



Source: Various

## Short Term Factors

- ↓ Reduced contango in crude & product prices leading to unwinding of floating storage
- ↓ Declining support from Iranian floating storage
- ↑ Atlantic hurricane season expected to be more active than normal

# Q2 2010 Consolidated Adjusted Income Statement

(in thousands of US dollars, except per share amounts)

|   | Three Months Ended<br>June 30, 2010 |                      |  | Three Months Ended<br>March 31, 2010 |                |
|---|-------------------------------------|----------------------|--|--------------------------------------|----------------|
|   | As Reported                         | Appendix A Items (1) | Reclass for<br>Realized Gains/<br>Losses<br>on Derivatives (2) | As Adjusted                          | As Adjusted    |
| <b>NET REVENUES</b>   |                                     |                      |  |                                      |                |
| Revenues  | 544,947                             | (29,200)             | (2,207)  | 513,540                              | 533,947        |
| Voyage expenses   | 66,719                              |                      |  | 66,719                               | 72,198         |
| Net revenues  | 478,228                             | (29,200)             | (2,207)  | 446,821                              | 461,749        |
| <b>OPERATING EXPENSES</b>   |                                     |                      |  |                                      |                |
| Vessel operating expense  | 150,792                             | (1,433)              | 1,038  | 150,397                              | 152,420        |
| Time charter hire expense   | 68,106                              |                      |  | 68,106                               | 70,913         |
| Depreciation and amortization   | 111,234                             | (2,394)              |  | 108,840                              | 108,230        |
| General and administrative (net of fleet overhead reclass to operating expense) | 50,256                              | (844)                | (17)   | 49,395                               | 47,555         |
| Loss on disposal of vessels and writedowns                                      | 22                                  | (22)                 |  | -                                    | -              |
| Restructuring charges   | 4,195                               | (4,195)              |  | -                                    | -              |
| Total operating expenses  | 384,605                             | (8,888)              | 1,021  | 376,738                              | 379,118        |
| Income from vessel operations   | 93,623                              | (20,312)             | (3,228)  | 70,083                               | 82,631         |
| <b>OTHER ITEMS</b>  |                                     |                      |  |                                      |                |
| Interest expense  | (33,926)                            | 739                  | (40,635)   | (73,822)                             | (70,738)       |
| Interest income   | 2,209                               |                      |  | 2,209                                | 2,715          |
| Realized and unrealized (loss) gain on derivative instruments                   | (219,225)                           | 175,362              | 43,863   | -                                    | -              |
| Equity (loss) income  | (21,827)                            | 24,597               |  | 2,770                                | 3,435          |
| Income taxes recovery (expense)   | 5,147                               | (4,155)              |  | 992                                  | 4,098          |
| Foreign exchange gain   | 27,488                              | (27,488)             |  | -                                    | -              |
| Other - net   | 1,092                               | 537                  |  | 1,629                                | 2,070          |
| Total other items   | (239,042)                           | 169,592              | 3,228  | (66,222)                             | (58,420)       |
| Net Income (loss)   | (145,419)                           | 149,280              | -  | 3,861                                | 24,211         |
| Less: Net (income) loss attributable to non-controlling interest                | (7,729)                             | (22,219)             |  | (29,948)                             | (28,101)       |
| <b>NET INCOME (LOSS) ATTRIBUTABLE TO STOCKHOLDERS OF TEEKAY CORP.</b>           | <b>(153,148)</b>                    | <b>127,061</b>       | <b>-</b>   | <b>(26,087)</b>                      | <b>(3,890)</b> |
| Fully diluted earnings (loss) per share   | (2.10)                              |                      |  | (0.36)                               | (0.05)         |

(1) See Appendix to this presentation for description of Appendix A items.

(2) Please refer to footnote (1) to the Summary Consolidated Statements of Income (Loss) in the Q2-10 earnings release.

# Second Half 2010 Outlook

| Income Statement Item                   | Q3-10  | Q4-10   |
|---|--|---|
| <b>Net Revenues</b>                     | <ul style="list-style-type: none"> <li>▶ Reduced shuttle tanker revenues due to scheduled North Sea field maintenance: -\$6m to -\$8m</li> <li>▶ Scheduled FPSO unit shut-downs: -\$6m to -\$8m</li> <li>▶ Lower expected spot TCE rates ↓</li> <li>▶ Dry-dock schedule at a similar level to Q2-10 ↔</li> </ul> | <ul style="list-style-type: none"> <li>▶ Higher revenue days due to reduced dry-dock schedule and completion of North Sea field maintenance and FPSO shutdowns ↑</li> <li>▶ Foinaven annual true-up: +\$18m (approx.)</li> <li>▶ <i>Siri</i> FPSO rate increase on extension effective mid-Nov ↑</li> <li>▶ Expected shuttle tanker contract amendments and new-build delivery ↑</li> <li>▶ Potential winter rally in spot tanker market ↑</li> </ul> |
| <b>Vessel Operating Expenses (OPEX)</b> | <ul style="list-style-type: none"> <li>▶ Higher OPEX costs coinciding with field maintenance and FPSO shutdowns: +\$15m to +\$20m</li> </ul>   | <ul style="list-style-type: none"> <li>▶ Reduced OPEX following high maintenance period, net of new-builds: -\$15m (from Q3-10)</li> </ul>  |
| <b>Time-charter Hire Expense</b>        | <ul style="list-style-type: none"> <li>▶ 3 scheduled redeliveries: -\$10m</li> </ul>   | <ul style="list-style-type: none"> <li>▶ Full quarter effect of Q3-10 redeliveries: -\$3m (from Q3-10)</li> </ul>   |
| <b>Net Interest Expense</b>             | <ul style="list-style-type: none"> <li>▶ Increased interest income from TNK VLCC mortgage loan: -\$2m</li> </ul>   | <ul style="list-style-type: none"> <li>▶ Consistent with Q3-10 ↔</li> </ul>   |
| <b>Income Tax Recovery</b>              | <ul style="list-style-type: none"> <li>▶ Quarterly recovery run-rate: \$2m</li> </ul>  | <ul style="list-style-type: none"> <li>▶ Consistent with Q3-10 ↔</li> </ul>   |
| <b>Non-controlling Interest</b>         | <ul style="list-style-type: none"> <li>▶ Expected range: \$26m to \$28m</li> </ul>   | <ul style="list-style-type: none"> <li>▶ Expected range: \$29m to \$30m</li> </ul>  |

## Teekay Parent Balance Sheet is a Source of Financial Strength and Flexibility

### Teekay Parent Net Debt

| (\$millions)                                | As at<br>Jun 30, 2010 |
|---|-----------------------|
| Bonds                                       | \$462.6               |
| Term Debt                                   | 556.1                 |
| Revolver Debt                               | -                     |
| Cash (incl. Restricted Cash) <sup>(1)</sup> | (463.3)               |
| <b>Net Debt</b>                             | <b>\$555.4</b>        |
| Net Debt to Cap                             | 21%                   |

### Teekay Parent Liquidity

| (\$millions)                       | As at<br>Jun 30, 2010 |
|------------------------------------|-----------------------|
| Cash                               | \$459.9               |
| Undrawn Revolvers                  | 806.6                 |
| <b>Current Liquidity</b>           | <b>1,266.5</b>        |
| Pre-arranged Newbuild<br>Financing | 558.6                 |
| <b>Total Liquidity</b>             | <b>\$1,825.1</b>      |

### Teekay Parent Newbuilding Commitments Pre-financed and Destined for Dropdown

| (\$millions)                         | 2H 2010        | 2011           | 2012          | Total          |
|--------------------------------------|----------------|----------------|---------------|----------------|
| 4 Shuttle Newbuildings               | \$161.5        | \$163.2        | -             | \$324.7        |
| 4 Angola LNG Carriers <sup>(2)</sup> | 37.4           | 157.0          | 44.8          | 239.2          |
| <b>Total CAPEX</b>                   | <b>\$198.9</b> | <b>\$320.2</b> | <b>\$44.8</b> | <b>\$563.9</b> |

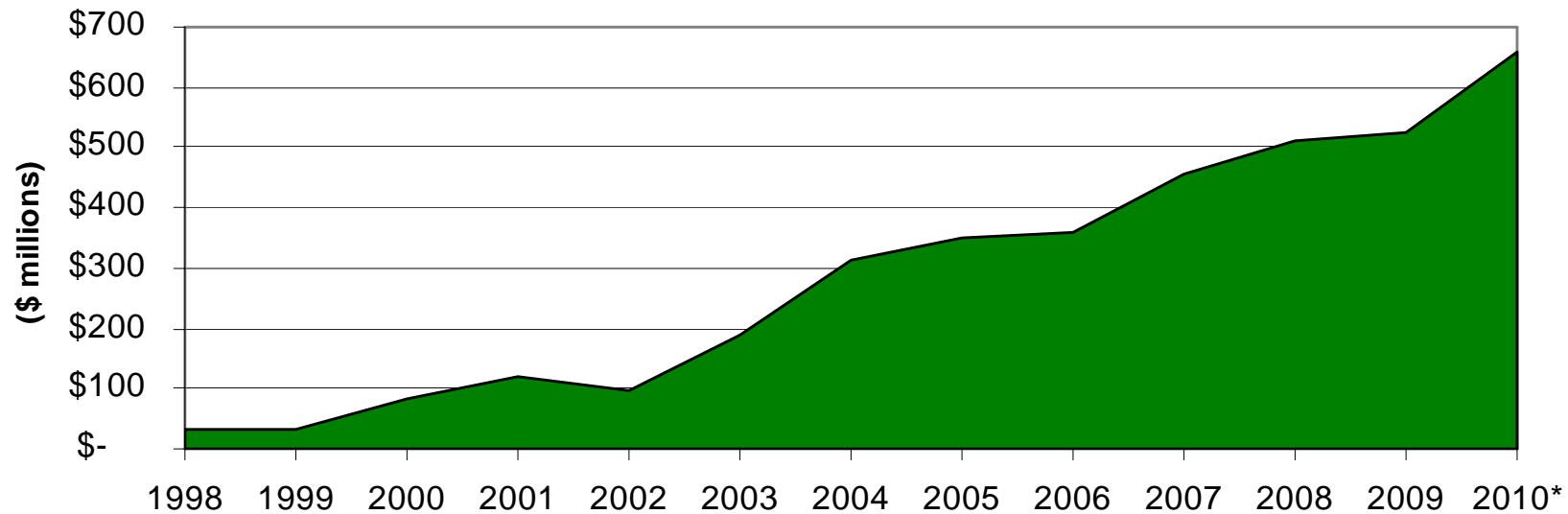
(1) Includes \$3.4m of restricted cash.

(2) Represents Teekay's 33% share of newbuilding commitments.



## Portfolio of Stable Fixed-rate Cash Flow Continues to Grow

### Teekay Annual Fixed-rate Cash Flow from Vessel Operations



\* 1H-2010 annualized; excludes \$59 million of catch-up payments related to prior periods under the amended Foinaven FPSO contract.

## Profitability and Fixed-rate Cash Flows Set to Increase Further

- ▶ Improved cash flows *Siri* FPSO contract extension
- ▶ Q4 *Foinaven* FPSO annual tariff revenue true-up
- ▶ Shuttle contract renewals at higher rates
- ▶ Employment for newbuilding Shuttle tankers
- ▶ New *Tiro Sidon* FPSO project
- ▶ Enhanced returns from Teekay Tankers' first priority ship mortgage loan

# Teekay Group 2010 Investor Day



**SAVE THE DATE - OCTOBER 20, 2010**

**WHEN**

Wednesday, October 20, 2010  
8:30 am - 11:30 am

**WHERE**

The Waldorf=Astoria  
301 Park Avenue  
New York, New York

Please mark this date in your calendar.  
Further event details to follow.

For more information, please contact  
Kent Alekson at +1 604 609 4793 or  
[kent.alekson@teekay.com](mailto:kent.alekson@teekay.com).

# Appendix



# Q2 2010 Appendix A Item Descriptions

| (in thousands of US dollars)                                   | <b>Q2 - 2010</b>        | <b>Explanation of Items</b>  |
|--|-------------------------|--|
|  | <b>Appendix A Items</b> |  |
| <b>NET VOYAGE REVENUES</b>                                     |                         |  |
| Revenues   | (29,200)                | Retroactive component of Foinaven FPSO contract amendment recognized in Q2                                       |
| Voyage expenses  | -                       |  |
| Net voyage revenues  | <u>(29,200)</u>         |  |
| <b>OPERATING EXPENSES</b>                                      |                         |  |
| Vessel operating expense                                       | 1,433                   | Unrealized losses on derivative instruments  |
| Time charter hire expense                                      | -                       |  |
| Depreciation and amortization                                  | 2,394                   | Adjustments to carrying value of capitalized drydock expenditures  |
| General and administrative                                     | 844                     | Unrealized losses on derivative instruments  |
| Loss on disposal of vessels and writedowns                     | 22                      |  |
| Restructuring charges  | 4,195                   |  |
| Total operating expenses                                       | <u>8,888</u>            |  |
| Income from vessel operations                                  | (20,312)                |  |
| <b>OTHER ITEMS</b>   |                         |  |
| Interest expense   | 739                     | Write-off of capitalized loan costs upon prepayment of debt  |
| Interest income  | -                       |  |
| Realized and unrealized gain/loss on derivatives               | 175,362                 | Unrealized losses on derivative instruments  |
| Equity loss  | 24,597                  | Unrealized losses on derivative instruments in joint ventures  |
| Income taxes recovery  | (4,155)                 | Deferred income tax recovery on unrealized foreign exchange losses and non-recurring adjustments to tax accruals |
| Foreign exchange gain  | (27,488)                | Unrealized foreign exchange gains  |
| Other - net  | 537                     | Loss on repurchase of 8.875% bonds   |
| Total other items  | <u>169,592</u>          |  |
| Net Income   | 149,280                 |  |
| Less: Net income attributable to non-controlling interest      | (22,219)                | Non-controlling interest on applicable items noted above   |
| <b>NET INCOME ATTRIBUTABLE TO STOCKHOLDERS OF TEEKAY CORP.</b> | <u><u>127,061</u></u>   |  |

# Q1 2010 Adjusted Net Income Reconciled to GAAP Net Income

| (in thousands of US dollars, except<br>per share amounts)                          | Three Months Ended<br>March 31, 2010 |                      |  |                |
|--|--------------------------------------|----------------------|--|----------------|
|  | As Reported                          | Appendix A Items (1) | Reclass for<br>Realized Gains/<br>Losses<br>on Derivatives | As Adjusted    |
| <b>NET REVENUES</b>  |                                      |                      |  |                |
| Revenues   | 564,537                              | (30,000)             | (590)  | 533,947        |
| Voyage expenses  | 72,198                               |                      |  | 72,198         |
| Net revenues   | 492,339                              | (30,000)             | (590)  | 461,749        |
| <b>OPERATING EXPENSES</b>  |                                      |                      |  |                |
| Vessel operating expense   | 154,535                              | (2,082)              | (33)   | 152,420        |
| Time charter hire expense  | 70,913                               |                      |  | 70,913         |
| Depreciation and amortization  | 108,230                              |                      |  | 108,230        |
| General and administrative (net of fleet<br>overhead reclass to operating expense) | 48,091                               | (892)                | 356  | 47,555         |
| Loss on disposal of vessels and writedowns   | 760                                  | (760)                |  | -              |
| Restructuring charges  | 3,783                                | (3,783)              |  | -              |
| Total operating expenses   | 386,312                              | (7,517)              | 323  | 379,118        |
| Income from vessel operations  | 106,027                              | (22,483)             | (913)  | 82,631         |
| <b>OTHER ITEMS</b>   |                                      |                      |  |                |
| Interest expense   | (32,152)                             |                      | (38,586)   | (70,738)       |
| Interest income  | 4,274                                |                      | (1,559)  | 2,715          |
| Realized and unrealized (loss) gain on<br>derivative instruments                   | (87,847)                             | 46,789               | 41,058   | -              |
| Equity (loss) income   | (2,666)                              | 6,101                |  | 3,435          |
| Income taxes recovery (expense)  | 7,307                                | (3,209)              |  | 4,098          |
| Foreign exchange gain  | 29,026                               | (29,026)             |  | -              |
| Other - net  | (10,038)                             | 12,108               |  | 2,070          |
| Total other items  | (92,096)                             | 32,763               | 913  | (58,420)       |
| Net Income (loss)  | 13,931                               | 10,280               | -  | 24,211         |
| Less: Net (income) loss attributable to non-<br>controlling interest               | (27,933)                             | (168)                |  | (28,101)       |
| <b>NET INCOME (LOSS) ATTRIBUTABLE TO<br/>STOCKHOLDERS OF TEEKAY CORP.</b>          | <b>(14,002)</b>                      | <b>10,112</b>        | <b>-</b>   | <b>(3,890)</b> |
| Fully diluted earnings (loss) per share  | (0.19)                               |                      |  | (0.05)         |

(1) Please refer to Appendix A in the Q1-10 earnings release.



# Teekay Parent – 2010/11 Conventional Tanker Fleet Employment

|  | Three Months Ending |                   |                   |                   |                   |                   |                  |
|--|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|
|  | Sep. 30,<br>2010E   | Dec. 31,<br>2010E | Mar. 31,<br>2011E | Jun. 30,<br>2011E | Sep. 30,<br>2011E | Dec. 31,<br>2011E | Mar. 31<br>2012E |
| <b>Suezmax</b>                                 |                     |                   |                   |                   |                   |                   |                  |
| Spot revenue days <sup>(1)</sup>               | 558                 | 556               | 630               | 613               | 644               | 828               | 819              |
| Average time-charter rate <sup>(2)(3)(4)</sup> | 27,046              | 27,046            | 29,767            | 27,202            | 28,386            | 31,597            | 31,603           |
| Time-charter revenue days <sup>(2)</sup>       | 730                 | 730               | 430               | 323               | 276               | 92                | 91               |
| <b>Aframax</b>                                 |                     |                   |                   |                   |                   |                   |                  |
| Spot revenue days <sup>(1)</sup>               | 1,416               | 1,490             | 1,545             | 1,428             | 1,362             | 1,482             | 1,595            |
| Average time-charter rate <sup>(3)</sup>       | 23,656              | 22,871            | 22,617            | 23,201            | 23,210            | 23,139            | 22,312           |
| Time-charter revenue days                      | 1,090               | 966               | 867               | 819               | 828               | 726               | 560              |
| <b>LR2</b>                                     |                     |                   |                   |                   |                   |                   |                  |
| Spot revenue days <sup>(1)</sup>               | 368                 | 368               | 360               | 364               | 368               | 350               | 328              |
| Average time-charter rate <sup>(3)</sup>       | -                   | -                 | -                 | -                 | -                 | -                 | -                |
| Time-charter revenue days                      | -                   | -                 | -                 | -                 | -                 | -                 | -                |
| <b>MR</b>                                      |                     |                   |                   |                   |                   |                   |                  |
| Spot revenue days <sup>(1)</sup>               | -                   | -                 | -                 | -                 | -                 | -                 | -                |
| Average time-charter rate <sup>(3)</sup>       | 24,218              | 24,054            | 24,054            | 24,054            | 24,054            | 24,054            | 23,458           |
| Time-charter revenue days                      | 317                 | 276               | 270               | 273               | 276               | 276               | 273              |

- (1) Spot revenue days include total owned and in-chartered vessels in the Teekay Parent fleet but exclude commercially managed vessels (of third parties) in the pools.
- (2) Includes one VLCC on time-charter until March 11, 2011 at a TCE rate of \$47,000 per day.
- (3) Time-charter days are adjusted for synthetic time-charters and forward freight agreements (FFAs) and short-term time-charters and fixed-rate contracts of affreightment that are initially one year or greater in duration. Estimated rates do not include adjustments for deferred revenue.
- (4) Average Suezmax time-charter rates exclude the cost of spot in-chartering vessels for contract of affreightment cargoes.

## Teekay Parent – Q2-2010 In-chartered Fleet

|  | Three Months Ended |                   |                  |
|--|--------------------|-------------------|------------------|
|  | June 30,<br>2010   | March 31,<br>2010 | June 30,<br>2009 |
| <b>Suezmax<sup>(1)</sup></b>                           |                    |                   |                  |
| Average in-charter rate                                | 30,167             | 29,973            | 29,497           |
| In-charter days  | 433                | 445               | 542              |
| <b>Aframax - external in-charters</b>                  |                    |                   |                  |
| Average in-charter rate                                | 25,288             | 26,133            | 33,165           |
| In-charter days  | 693                | 713               | 1,687            |
| Average bareboat-in rate <sup>(2)</sup>                | 13,299             | 13,447            | 13,163           |
| Bareboat-in days                                       | 766                | 810               | 777              |
| <b>Aframax - intra-group in-charters<sup>(3)</sup></b> |                    |                   |                  |
| Average in-charter rate <sup>(4)</sup>                 | 21,139             | 29,311            | 25,002           |
| In-charter days  | 778                | 900               | 789              |
| <b>LR2</b>   |                    |                   |                  |
| Average in-charter rate                                | 19,027             | 19,000            | 19,062           |
| In-charter days  | 91                 | 90                | 71               |
| <b>MR</b>  |                    |                   |                  |
| Average in-charter rate <sup>(5)</sup>                 | 19,168             | 16,542            | 20,079           |
| In-charter days  | 67                 | 90                | 345              |
| <b>Other intra-group in-charters<sup>(6)</sup></b>     |                    |                   |                  |
| Average in-charter rate                                | 32,437             | 30,658            | 34,876           |
| In-charter days  | 455                | 428               | 455              |

(1) Includes one in-chartered VLCC at a rate of \$33,000 per day until June 13, 2010 and in-chartered at a rate of \$35,000 per day from June 14, 2010 through June 13, 2011.

(2) Includes amortization of deferred gains, drydocking and capital upgrades.

(3) Includes nine Aframax tankers owned by Teekay Offshore and one Aframax tanker owned by Teekay Tankers in-chartered to Teekay Parent fleet.

(4) Includes adjustments for bunker costs.

(5) Includes profit sharing arrangement that reduces the effective in-charter rate if spot rates during the period are lower than a threshold level.

(6) Includes two LNG carriers, two shuttle tankers and one FSO in-chartered to the Teekay Parent fleet.

# Teekay Parent – 2010/11 In-chartered Fleet

|  | Three Months Ending |                   |                   |                   |                   |                   |                  |
|--|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|
|  | Sep. 30,<br>2010E   | Dec. 31,<br>2010E | Mar. 31,<br>2011E | Jun. 30,<br>2011E | Sep. 30,<br>2011E | Dec. 31,<br>2011E | Mar. 31<br>2012E |
| <b>Suezmax<sup>(1)</sup></b>                           |                     |                   |                   |                   |                   |                   |                  |
| Average in-charter rate                                | 30,030              | 30,030            | 29,799            | 27,643            | 27,033            | 27,033            | 27,033           |
| In-charter days  | 460                 | 460               | 430               | 299               | 276               | 276               | 273              |
| <b>Aframax - external in-charters</b>                  |                     |                   |                   |                   |                   |                   |                  |
| Average in-charter rate                                | 22,671              | 21,514            | 22,106            | 22,106            | 22,106            | 22,186            | 22,073           |
| In-charter days  | 547                 | 460               | 450               | 455               | 460               | 460               | 426              |
| Average bareboat-in rate <sup>(2)</sup>                | 16,219              | 16,219            | 16,219            | 15,703            | 15,282            | 15,282            | 15,282           |
| Bareboat-in days                                       | 828                 | 828               | 810               | 581               | 460               | 460               | 455              |
| <b>Aframax - intra-group in-charters<sup>(3)</sup></b> |                     |                   |                   |                   |                   |                   |                  |
| Average in-charter rate <sup>(4)</sup>                 | 26,893              | 26,489            | 26,489            | 26,489            | 26,489            | 26,489            | 26,489           |
| In-charter days  | 887                 | 828               | 810               | 819               | 828               | 828               | 819              |
| <b>LR2</b>   |                     |                   |                   |                   |                   |                   |                  |
| Average in-charter rate                                | 19,000              | 19,000            | 19,000            | 19,000            | 19,000            | 19,000            | 19,000           |
| In-charter days  | 92                  | 92                | 90                | 91                | 92                | 92                | 91               |
| <b>MR</b>  |                     |                   |                   |                   |                   |                   |                  |
| Average in-charter rate <sup>(5)</sup>                 | -                   | -                 | -                 | -                 | -                 | -                 | -                |
| In-charter days  | -                   | -                 | -                 | -                 | -                 | -                 | -                |
| <b>Other intra-group in-charters<sup>(6)</sup></b>     |                     |                   |                   |                   |                   |                   |                  |
| Average in-charter rate                                | 36,026              | 36,026            | 33,044            | 36,026            | 36,026            | 37,871            | 40,491           |
| In-charter days  | 460                 | 460               | 391               | 455               | 460               | 410               | 351              |

(1) Includes one in-chartered VLCC at a rate of \$33,000 per day until June 13, 2010, and from June 14, 2010 to June 13, 2011 at a rate of \$35,000 per day.

(2) Excludes amortization of deferred gains, drydocking and capital upgrades which are included in historical period rates provided in the Appendix to this presentation.

(3) Includes nine Aframax tankers owned by Teekay Offshore and one Aframax tanker owned by Teekay Tankers in-chartered to Teekay Parent fleet.

(4) Excludes adjustments for bunker costs which are included in historical period rates provided in the Appendix to this presentation.

(5) Excludes a profit sharing arrangement that may reduce the in-charter rate if spot rates are lower than a threshold level.

(6) Includes two LNG carriers, two shuttle tankers and one FSO in-chartered to the Teekay Parent fleet.

# 2010 Drydock Schedule

| Entity              | Segment           | March 31, 2010    |                    | June 30, 2010     |                    | September 30, 2010 |                    | December 31, 2010 |                    | Total 2010        |                    |
|---------------------|-------------------|-------------------|--------------------|-------------------|--------------------|--------------------|--------------------|-------------------|--------------------|-------------------|--------------------|
|                     |                   | Vessels Drydocked | Total Offhire Days | Vessels Drydocked | Total Offhire Days | Vessels Drydocked  | Total Offhire Days | Vessels Drydocked | Total Offhire Days | Vessels Drydocked | Total Offhire Days |
| Teekay Parent       | Spot Tanker       | 1                 | 32                 | 1                 | 22                 | 1                  | 38                 | 2                 | 76                 | 5                 | 168                |
|                     | Fixed-Rate Tanker |                   | 6                  |                   | -                  |                    | -                  | 1                 | 19                 | 1                 | 25                 |
|                     | Shuttle Tanker    |                   | -                  |                   | -                  |                    | -                  |                   | -                  | -                 | -                  |
|                     |                   |                   | 38                 |                   | 22                 |                    | 38                 |                   | 95                 |                   | 193                |
| Teekay LNG          | Fixed-Rate Tanker |                   | -                  | 1                 | 36                 | 2                  | 75                 |                   | 33                 | 3                 | 144                |
|                     | Liquefied Gas     | 1                 | 22                 | 1                 | 22                 |                    | -                  |                   | -                  | 2                 | 44                 |
|                     |                   |                   | 22                 |                   | 58                 |                    | 75                 |                   | 33                 |                   | 188                |
| Teekay Offshore     | Spot Tanker       |                   | 3                  | 2                 | 143                | 3                  | 153                |                   | 10                 | 5                 | 309                |
|                     | Fixed-Rate Tanker |                   | 5                  |                   | -                  |                    | -                  |                   | -                  | -                 | 5                  |
|                     | Shuttle Tanker    |                   | -                  | 3                 | 86                 | 1                  | 28                 |                   | -                  | 4                 | 114                |
|                     |                   |                   | 8                  |                   | 229                |                    | 181                |                   | 10                 |                   | 428                |
| Teekay Tankers      | Spot Tanker       |                   | -                  | 1                 | 73                 | 1                  | 16                 |                   | -                  | 2                 | 89                 |
|                     | Fixed-Rate Tanker |                   | 2                  | 1                 | 21                 |                    | -                  |                   | -                  | 1                 | 23                 |
|                     |                   |                   | 2                  |                   | 94                 |                    | 16                 |                   | -                  |                   | 112                |
| Teekay Consolidated | Spot Tanker       | 1                 | 35                 | 4                 | 238                | 5                  | 207                | 2                 | 86                 | 12                | 566                |
|                     | Fixed-Rate Tanker |                   | 14                 | 2                 | 57                 | 2                  | 75                 | 1                 | 52                 | 5                 | 198                |
|                     | Liquefied Gas     | 1                 | 22                 | 1                 | 22                 |                    | -                  |                   | -                  | 2                 | 44                 |
|                     | Shuttle Tanker    |                   | -                  | 3                 | 86                 | 1                  | 28                 |                   | -                  | 4                 | 114                |
|                     |                   | 2                 | 71                 | 10                | 403                | 8                  | 310                | 3                 | 138                | 23                | 922                |

Note: In the case that a vessel drydock straddles between quarters, the drydock has been allocated to the quarter in which the majority of drydock days occur.

## Daughter Cash Flows from Teekay Parent Common Share/Unit Ownership

|  | <b>Three Months Ended</b> |                         |                            |                             |                        |
|--|---------------------------|-------------------------|----------------------------|-----------------------------|------------------------|
|  | <b><u>June 30,</u></b>    | <b><u>March 31,</u></b> | <b><u>December 31,</u></b> | <b><u>September 30,</u></b> | <b><u>June 30,</u></b> |
|  | <b><u>2010</u></b>        | <b><u>2010</u></b>      | <b><u>2009</u></b>         | <b><u>2009</u></b>          | <b><u>2009</u></b>     |
| <b>Teekay LNG Partners</b>                   |                           |                         |                            |                             |                        |
| Distribution per common unit                 | \$0.60                    | \$0.60                  | \$0.57                     | \$0.57                      | \$0.57                 |
| Common units owned by Teekay Parent          | 25,208,274                | 25,208,274              | 25,208,274                 | 25,208,274                  | 25,208,274             |
| Total distribution                           | <u>\$15,124,964</u>       | <u>\$15,124,964</u>     | <u>\$14,368,716</u>        | <u>\$14,368,716</u>         | <u>\$14,368,716</u>    |
| <b>Teekay Offshore Partners</b>              |                           |                         |                            |                             |                        |
| Distribution per common unit                 | \$0.475                   | \$0.475                 | \$0.45                     | \$0.45                      | \$0.45                 |
| Common units owned by Teekay Parent          | 14,800,000                | 14,800,000              | 14,800,000                 | 14,800,000                  | 14,800,000             |
| Total distribution                           | <u>\$7,030,000</u>        | <u>\$7,030,000</u>      | <u>\$6,660,000</u>         | <u>\$6,660,000</u>          | <u>\$6,660,000</u>     |
| <b>Teekay Tankers</b>                        |                           |                         |                            |                             |                        |
| Dividend per share                           | \$0.34                    | \$0.37                  | \$0.26                     | \$0.15                      | \$0.40                 |
| Shares owned by Teekay Parent <sup>(4)</sup> | 16,112,244                | 16,112,244              | 13,500,000                 | 13,500,000                  | 13,500,000             |
| Total dividend                               | <u>\$5,478,163</u>        | <u>\$5,961,530</u>      | <u>\$3,510,000</u>         | <u>\$2,025,000</u>          | <u>\$5,400,000</u>     |