

TEEKAY LNG PARTNERS L.P.
RECONCILIATION OF NON-GAAP FINANCIAL MEASURES
(in thousands of U.S. dollars)

Three Months Ended December 31, 2010

(unaudited)

| | Liquefied Gas Segment | Conventional Tanker Segment | Total |
|--------------------------------------------------------------|----------------------------------|----------------------------------------|--------------|
| Income from vessel operations | 40,966 | 9,436 | 50,402 |
| Depreciation and amortization | 15,173 | 7,485 | 22,658 |
| Tangguh LNG revenue accounted for as direct financing leases | (10,677) | - | (10,677) |
| Tangguh LNG cash flow from time-charter contracts | 12,221 | - | 12,221 |
| Gain on sale of vessel | (4,340) | - | (4,340) |
| Realized loss on Toledo Spirit derivative contract | - | (1,919) | (1,919) |
| Cash flow from vessel operations ⁽¹⁾ | 53,343 | 15,002 | 68,345 |

Three Months Ended December 31, 2009

(unaudited)

| | Liquefied Gas Segment | Conventional Tanker Segment⁽²⁾ | Total |
|--------------------------------------------------------------|----------------------------------|------------------------------------------------------|--------------|
| Income from vessel operations | 35,302 | 6,298 | 41,600 |
| Depreciation and amortization | 15,428 | 6,866 | 22,294 |
| Tangguh LNG revenue accounted for as direct financing leases | (10,486) | - | (10,486) |
| Tangguh LNG cash flow from time-charter contracts | 11,946 | - | 11,946 |
| Dropdown Predecessor cash flow from vessel operations | - | (4,684) | (4,684) |
| Realized loss on Toledo Spirit derivative contract | - | (940) | (940) |
| Cash flow from vessel operations ⁽¹⁾ | 52,190 | 7,540 | 59,730 |

(1) Cash flow from vessel operations represents income from vessel operations before (a) depreciation and amortization expense, (b) Dropdown Predecessors income from vessel operations, (c) adjusting for direct financing leases to a cash basis, (d) adjusting for the effect of the Toledo Spirit derivative contract and (e) gain on sale of vessel and equipment. However, the Partnership's cash flow from vessel operations does not include the Partnership's equity accounted investee's cash flow from vessel operations. Cash flow from vessel operations is included because certain investors use this data to measure a company's financial performance. Cash flow from vessel operations is not required by accounting principles generally accepted in the United States and should not be considered as an alternative to net income (loss) or any other indicator of the Partnership's performance required by accounting principles generally accepted in the United States.

(2) Cash flow from vessel operations for the Conventional Tanker segment reflects only the cash flows generated by the *Alexander Spirit*, *Hamilton Spirit* and *Bermuda Spirit* subsequent to their acquisition by the Partnership on March 17, 2010. Results for the *Alexander Spirit*, *Hamilton Spirit* and *Bermuda Spirit*, for the periods prior to their acquisition by the Partnership when they were owned and operated by Teekay Corporation, are referred to as the Dropdown Predecessor.

TEEKAY LNG PARTNERS L.P.
RECONCILIATION OF NON-GAAP FINANCIAL MEASURES
CONTINUED
(in thousands of U.S. dollars)

| Three Months Ended December 31, 2010 | | | |
|---------------------------------------------|------------------------------|------------------------------------|--------------|
| (unaudited) | | | |
| | Liquefied Gas Segment | Conventional Tanker Segment | Total |
| Voyage revenues | 66,645 | 30,871 | 97,516 |
| Voyage (recoveries) expenses | (16) | 701 | 685 |
| Net voyage revenues ⁽¹⁾ | 66,661 | 30,170 | 96,831 |

| Three Months Ended December 31, 2009 | | | |
|---------------------------------------------|------------------------------|--------------------------------------------------|--------------|
| (unaudited) | | | |
| | Liquefied Gas Segment | Conventional Tanker Segment⁽²⁾ | Total |
| Voyage revenues | 67,858 | 27,959 | 95,817 |
| Voyage expenses | 295 | 244 | 539 |
| Net voyage revenues ⁽¹⁾ | 67,563 | 27,715 | 95,278 |

- (1) Net voyage revenues represents voyage revenues less voyage (recoveries) expenses, which comprise all expenses relating to certain voyages, including bunker fuel expenses, port fees, canal tolls and brokerage commissions. Net voyage revenues is included because certain investors use this data to measure the financial performance of shipping companies. Net voyage revenues is not required by accounting principles generally accepted in the United States and should not be considered as an alternative to voyage revenues or any other indicator of the Partnership's performance required by accounting principles generally accepted in the United States.
- (2) Net voyage revenues for the *Alexander Spirit*, *Hamilton Spirit* and *Bermuda Spirit* for the periods prior to their acquisition by the Partnership when they were owned and operated by Teekay Corporation, are referred to as the Dropdown Predecessor.