



HÖEGH LNG



Höegh LNG Holdings Ltd

Interim results for the quarter ended 31 March 2011

Q1

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Höegh LNG Holdings Ltd

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Highlights

- ▶ Höegh LNG Holdings Ltd (“HLNG” or the “Group”) reports a consolidated operating profit before depreciation of USD 6.7 million and net loss of USD 4.3 million for the first quarter 2011.
- ▶ The Group entered into a firm Letter of Intent (LoI) with Hyundai Heavy Industries (HHI) for up to six Floating Storage and Regasification Units (FSRU’s) for the purpose of positioning itself for competing for new floating regas projects around the world.
- ▶ The Group established a new office in Singapore in response to the increasing activity on the floating regas and LNG FPSO business in the South East Asian region.
- ▶ During first quarter HLNG was pre-qualified to participate in PT. Perusahaan Gas Negara (“PGN”) tender for FSRU, Mooring and Infrastructure. Deadline for submitting bid was 25 April 2011.
- ▶ HLNG was also pre-qualified to participate in Petrobras VT3 tender for a large scale FSRU, deadline for submitting bid is 17 May 2011.

Group Profit & Loss, Balance and Ratios

(USD 1 000)	Unaudited 1.1 - 31.3 2011	Unaudited 1.1 - 31.3 2010	Audited 1.1 - 31.12 2009
Total income	25 943	20 584	94 928
Operating profit before depreciation	6 735	4 761	23 983
Operating profit	2 201	2 691	10 169
Profit before tax for the period	(4 291)	(1 795)	(11 183)
Interest bearing debt	448 120	402 499	451 011
Cash and cash equivalents	19 995	25 902	28 779
Promissory note (marketable securities 31.03.2010)	51 426	57 058	51 068
Book equity	75 059	94 911	73 035
Book equity excluding mark to market	151 887	162 753	155 973 ¹
Earnings per share (fully diluted)	(0,15)	(0,07)	(0,42)

1. Book equity excluding of mark- to market unaudited year ending 2010.



Financials

HLNG reports Income on a T/C basis of USD 25.1 million in the first quarter 2011 compared to USD 19.9 million in the first quarter 2010. The increase is driven by the delivery of GDF Suez Cape Ann on 1 June 2011. Income on T/C basis under existing contracts does not vary much from quarter to quarter, as the capital element normally is fixed over the length of the contracts.

The Group reported management income of USD 0.8 million during the quarter compared to USD 0.6 million during the first quarter 2010. The increase from the first quarter last year is mainly due to the delivery of GDF Suez Cape Ann and management of STX Frontier in June 2010, both managed by the Group.

Total income in first quarter 2011 of USD 25.9 million compared to USD 20.6 million in first quarter 2010.

Charter hire expenses increased to USD 5.0 million in first quarter 2011 from USD 4.7 million in first quarter 2010. The increase from first quarter last year is due to an adjustment of the bare-boat agreed with charterers.

Operating expenses totalled USD 7.3 million in first quarter 2011, compared to USD 5.9 million in the same quarter last year. The increase from first quarter last year is mainly due to the delivery of GDF Suez Cape Ann.

Administrative expenses in first quarter 2011 were USD 3.7 million, compared to USD 2.8 million in first quarter 2010. The increase from first quarter last year is mainly driven by the establishment of a stand alone organization and additional support functions in order to substantiate further growth.



Project development expenses in first quarter 2011 were USD 4.1 million, compared to USD 3.2 million first quarter 2010. The increase is mainly driven by a shift from technical to commercial project development expenses and the establishment of Höegh LNG Asia Pte Ltd.

The Group reported operating profit before depreciation of USD 6.7 million for the first quarter of 2011 compared to USD 4.8 million as at 31 March 2010. The operating result has been positively impacted by increased activity following delivery of GDF Suez Cape Ann and management of STX Frontier.

Net interest expense in first quarter 2011 was USD 6.3 million compared to USD 4.4 million in first quarter last year. The increase is due to additional interest bearing debt following delivery of GDF Suez Cape Ann.

The first quarter of 2011 shows a loss before tax for the period of USD 4.3 million compared to a loss of USD 1.8 million in first quarter 2010.

Total assets as of 31 March 2011 were USD 636.2 million, compared to USD 648.7 million as of year-end 2010. Book equity was USD 75.1 million as of 31 March, compared to USD 73.0 million as of year-end 2010. The book equity is adversely affected by a USD 76.8 million negative mark-to-market value of hedging instruments on 31 March 2011 (negative USD 82.9 million as at 31 December 2010).

The gain from the hedging instruments was USD 6.1 million in the first quarter for 2011 compared to a loss of USD 4.6 million for the first quarter of 2010.

The Group's book equity ratio is 11.8% at 31 March 2011 (11.3% at year end 2010). The corresponding equity ratio exclusive of the negative mark-to-market value of the long-term hedging is 23.9% (24.0% at year end 2010).

Total interest bearing debt was USD 448.1 million as at 31 March 2011, a decrease of USD 2.9 million from 451.0 million at year end 2010.

Liquidity in the form of bank deposits decreased from USD 28.8 million at year-end 2010 to USD 20 million at 31 March 2011. This includes the Group's share of cash in Joint Ventures. The Group further has a promissory note amounting to USD 51.4 million in the form of an interest bearing promissory note redeemable by giving 14 days notice. The Group's share of non-current restricted cash in SRV accounts amounted to USD 10.8 million at 31 March 2011 and USD 10.2 million year ending 2010.

Operational review

LNG Transportation

The Group operates a fleet of five regular LNG transportation vessels.

Arctic Princess and Arctic Lady are servicing the Snøhvit project located in the Barents Sea off the coast of Northern Norway. The vessels are sailing long term time charter with Statoil ASA and Total E&P Norge AS, respectively. Arctic Princess has during the quarter delivered one cargo from the Snøhvit LNG terminal at Hammerfest to Dahej in India, while Arctic Lady has carried a cargo from the Bonny terminal in Nigeria to Incheon terminal in South Korea.

Norman Lady is currently operating under a time charter with Gas Natural Aproveisionamientos SDG. S.A. The vessel has during the quarter been trading between Qatar and Spain and between Trinidad and the Everett terminal at Boston.

STX Frontier is on time charter in from STX Pane Ocean and on time charter out to Repsol Comercializadora de Gas S.A. The time charters are back-to-back. The vessel has during the quarter traded between the Pampa Melchorita terminal in Peru to the Freeport terminal in the USA.

Matthew is operated by HLNG under a ship management agreement with GDF Suez LNG. The vessel has during the quarter been trading between Trinidad and the Everett terminal at Boston.

All vessels in the fleet have during the quarter been performing according to expectation and the satisfaction of the charterer. One vessel successfully completed her 5th year dry-docking at Sobrena, France on time and on budget. No un-scheduled off-hire has occurred.

(USD million)	1q11	1q10	2010
Income on T/C basis	13.7	13.6	54.1
Management income	0.2	-	0.4
Operating profit before depreciation	4.8	5.2	19.1



Floating Regas

The Group owns and operates two shuttle and Regasification vessels ("SRV"). In addition to transporting LNG, these vessels act as floating terminals while delivering natural gas to the market.

GDF Suez Neptune and GDF Suez Cape Ann are on long term charter contract to GDF Suez for the Neptune deep water port located off-shore Boston. While GDF Suez Neptune during the quarter has delivered cargoes to Boston, GDF Suez Cape Ann has delivered cargoes from the Idku terminal in Egypt to the Izmir terminal in Turkey.

During first quarter, HLNG entered into a firm Lol with HHI for delivery of up to six FSRU's. The Lol comprises two firm and 2 + 2 optional vessels. The new built FSRU's are based on HLNG's in house design, and is a generic FSRU with 170,000 m3 storage capacity and flexible regas capacity. The vessels will meet the technical requirements of a long range of new floating regas

projects developing around the world. A shipbuilding contract for the two firm vessels is expected to be executed during second quarter 2011.

During first quarter HLNG was pre-qualified to tender for PGN's FSRU, mooring and associated infrastructure project located in Indonesia. HLNG has during the quarter prepared a bid in a consortium with PT Rekayasa Industri of Indonesia ("REKIN"), where HLNG will arrange for the FSRU and mooring and REKIN will arrange for the engineering, procurement, construction, installation and commissioning of the associated infrastructure. Deadline for submission of the bid was 25 April 2011.

HLNG has during the quarter further been pre-qualified to participate in Petrobras' FSRU tender and received invitation to tender for a 170.000 m3 FSRU. Bid preparations are in progress and the bid deadline is 17 May 2011.

(USD million)	1q11	1q10	2010
Income on T/C basis	9.9	4.9	31.5
Operating profit before depreciation	8.2	3.9	26.0

Project development

HLNG has a portfolio of projects under development within the floating regas and the FPSO business areas.

The company has during the quarter continued discussion with potential off-takers of gas relating to the Port Dolphin project located offshore Florida, USA. Work has also been undertaken in order to bring clarity with regard to third party access requirements relating to the Port Meridian project located off-shore UK.

Late in 2010, HLNG received together with Petromin, the State Oil & Gas Company of Papua New Guinea

("PNG"), and DSME E&R, a subsidiary of DSME Shipyard, a PNG Cabinet approval for a LNG FPSO project to be located offshore PNG. The main activity during first quarter 2011 has been to further develop this project. This includes preparations for incorporating a project company, discussions with feed-gas suppliers, and discussions with LNG off-takers and project financiers.

(USD million)	1q11	1q10	2010
Project development expense	(3.2)	(2.3)	(11.1)
Operating profit before depreciation	(3.2)	(2.3)	(11.1)
Capitalized project development expenses	81.9	77.1	80.1

Market and outlook

LNG Transportation

Demand for LNG has picked up significantly following the slump experienced during the financial crisis. Although demand is mainly from the traditional markets in Asia and Europe, there are new markets that continue to develop in the Middle East (Kuwait and Dubai) and South America (Chile, Argentina and Brazil). Europe is continuing to attract cargoes and the UK has provided for a good market for most of the winter and continuing into the spring months with a reported 22 cargoes in March and even more expected for April.

On the supply side, there seems to be enough LNG in the market to provide flexibility and to cope with the recent earthquake and tsunami tragedy in Japan. Although Japan has received extra cargoes from Indonesia, Qatar and Russia, diversions to Asia from the Atlantic basin have been fewer than expected. Tangguh is still not producing at full capacity and Qatar has only recently ramped up train 4 to reach full production. An increase of 25 Million tons compared with 2010 is

expected in 2011. It has been reported that of the 18 LNG producing nations, only eight produced above name plate capacity, with four running at 90% of nameplate capacity. This has resulted in a monthly production in March of 21,8 million tons for the month of March, which is the highest level recorded.

The shipping market tightened considerably throughout the 1st quarter of 2011. Charter rates have picked up following the lack of available shipping and rates are being reported in the range of mid 70's to mid 80's for short term charters. The shipping market is expected to remain tight for the next couple of years although some slack can be expected if some of the short term chartered Qatari tonnage is released back into the market. There are further few deliveries on order, and ship owners should thus be able to expect improving returns from shipping activities going forward, in particular relating to medium term charters.

Floating Regas

One of the main drivers of the need for new regasification capacity is a continued increase in the number of LNG importing countries. The number of LNG importing countries has more than doubled over the past decade, as more and more countries turn to LNG as a cheap and clean way of meeting energy demand. Countries like Bahrain, Bangladesh, Indonesia, Jamaica, Pakistan, Sri Lanka and Vietnam are expected to add to the number of countries importing LNG in the years to come. In addition to increased re-gasification demand from new LNG

importing countries, more capacity is needed among some existing importers, like China, Brazil etc.

The current regas market has three ongoing regas tenders with bid deadline during the second quarter 2011. Two of these tenders are well known in the market: PGN's North Sumatra, Indonesia, FSRU, Mooring and pipeline project and Petrobras, Brazil, VT-3 FSRU project. A large number of other projects are in progress, of which two to three are expected to enter the market during the second half of 2011.

LNG FPSO

LNG FPSO comprises a concept that is well suited to explore marginal fields. It is less cost intensive and time consuming to complete than on-shore liquefaction facilities. It is further being produced in controlled environments at state-of-the-art ship yards, as compared to remote locations as the case often is for on-shore facilities.

Although a base-load liquefaction plant never has been deployed offshore, over the past ten years, a number of major oil companies and independent services providers such as Höegh LNG have committed substantial investment into conceptual and engineering studies to take the concept towards reality. Shell has developed its own LNG FPSO solution for the Prelude field, offshore Australia. A FID for this development is expected during 2011. Shell and Woodside are furthermore planning a LNG FPSO for their Sunrise field offshore Australia, while

Petrobras has developed its own solution for the Tupi field, offshore Brazil. Expectations are that Petrobras will make FID for this development during 2011. Inpex of Japan has for several years been planning a LNG FPSO for its Masela field located offshore Indonesia. A FID for this field is expected to take place in 2012. The fact that several major oil & gas companies are planning FID for their first LNG FPSO projects within the next 12 months, shows that the technology and solutions have matured and are about to become an accepted solution.

Forward looking statements

This quarterly interim report contains forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including examination of historical operating trends made by the management of HLNG. Although the Group believes that these assumptions were reasonable when made, because assumptions are

inherently subject to significant uncertainties and contingencies, which are difficult or impossible to predict and are beyond its control, HLNG cannot give assurance that it will achieve or accomplish these expectations, beliefs or intentions.



Höegh LNG Holdings Ltd

Consolidated financial statements

Interim consolidated statement of comprehensive income
for the three months ended 31 March

(USD 1 000)	Notes	Unaudited 1.1 - 31.3 2011	Unaudited 1.1 - 31.3 2010	Audited 1.1 - 31.12 2010
Freight revenues		25 176	20 254	91 975
Voyage expenses		(75)	(317)	(530)
Income on T/C basis		25 101	19 937	91 445
Management income		842	647	3 484
Total income		25 943	20 584	94 928
Charterhire expenses		(4 964)	(4 745)	(19 244)
Operating expenses		(7 334)	(5 949)	(27 076)
Administrative expenses		(3 715)	(2 822)	(13 549)
Project development expenses		(3 195)	(2 308)	(11 076)
Operating profit before depreciation	3	6 735	4 761	23 983
Gain/(loss) on sale of assets		(16)	-	(3)
Depreciation		(4 517)	(2 070)	(13 811)
Operating profit		2 201	2 691	10 169
Interest income		371	14	223
Interest expenses		(6 320)	(4 401)	(22 435)
Income from other financial items		-	-	908
Expenses from other financial items		(543)	(99)	(47)
Ordinary profit or loss before tax		(4 291)	(1 795)	(11 183)
Tax		-	(197)	(787)
Profit for the period		(4 291)	(1 992)	(11 970)
Other comprehensive income				
Net gain (loss) on hedging reserves		6 111	(4 628)	(19 725)
Total comprehensive income		1 820	(6 620)	(31 694)
Profit /(loss) of the year attributable to (from):				
Equity holders of the parent		(4 068)	(1 881)	(11 357)
Non-controlling interests		(223)	(111)	(613)
		(4 291)	(1 992)	(11 970)
Total comprehensive income attributable to (from):				
Equity holders of the parent		1 827	(6 359)	(30 441)
Non-controlling interests		(6)	(261)	(1 253)
		1 820	(6 620)	(31 694)
Earnings per share attributable to ordinary equity holders of Höegh LNG Holdings Ltd:				
> basic, profit for the year		(0,15)	(0,07)	(0,42)
> diluted, profit for the year		(0,15)	(0,07)	(0,42)

Interim consolidated statement of financial position
at 31 March 2011

(USD 1 000)	Notes	31 Mar 2011 unaudited	31 Dec 2010 audited
ASSETS			
Non-current assets			
Intangible assets			
Deferred tax assets		221	210
Licenses, design and other intangibles	3	81 930	80 058
Tangible assets			
Vessels		461 877	466 203
Equipment		1 442	1 382
Non-current financial assets		479	487
Other non-current assets		1 295	1 412
Restricted cash		10 848	10 216
Total non-current assets		558 092	559 968
Current assets			
Bunkers and other inventories		165	129
Interest bearing receivables		51 891	52 628
Trade and other receivables		6 032	7 215
Cash and other short-term deposits		19 995	28 779
Total current assets		78 083	88 752
TOTAL ASSETS		636 174	648 720
EQUITY AND LIABILITIES			
Equity			
Issued capital		271	271
Share premium reserve		3 560	3 560
Treasury shares		(1)	(1)
Other reserves		(75 225)	(81 120)
Retained earnings		146 980	150 800
Equity attributable to equity holders of the parent		75 584	73 510
Non-controlling interest		(525)	(475)
Total equity		75 059	73 035
Non-current liabilities			
Pension liabilities		8 107	7 293
Other long-term debt		9 160	9 280
Other non-current financial liabilities		55 512	60 164
Long-term interest bearing debt		435 813	438 880
Total non-current liabilities		508 591	515 617
Current liabilities			
Trade and other payables		6 249	8 334
Short-term interest bearing debt		12 307	12 131
Other current financial liabilities		28 669	30 727
Income tax payable		739	712
Provisions and accruals		4 560	8 165
Total current liabilities		52 524	60 068
TOTAL EQUITY AND LIABILITIES		636 174	648 720

Interim consolidated statement of changes in equity
for the three months ended 31 March 2011

(USD 1 000)	Attributable to the owners of the parent						Non- controlling interest	Total
	Issued capital	Share premium	Treasury shares	Hedging reserves	Retained earnings	Total		
At 31 December 2010	271	3 560	(1)	(81 120)	150 800	73 510	(475)	73 035
Profit (loss) for the period	-	-	-	-	(4 068)	(4 068)	(223)	(4 291)
Other comprehensive income / (loss)	-	-	-	5 894	-	5 894	217	6 111
Total comprehensive income	-	-	-	5 894	(4 068)	1 827	(6)	1 820
Acquisition of non-controlling interest	-	-	-	-	(41)	(41)	7	(34)
Sale of non-controlling interest	-	-	-	-	290	290	(51)	239
At 31 March 2011 (unaudited)	271	3 560	(1)	(75 225)	146 980	75 585	(525)	75 060

Interim consolidated statement of changes in equity
for the three months ended 31 March 2010

(USD 1 000)	Attributable to the owners of the parent						Non- controlling interest	Total
	Issued capital	Share premium	Treasury shares	Hedging reserves	Retained earnings	Total		
At 31 December 2009	271	365	(4)	(62 036)	162 248	100 845	861	101 706
Profit (loss) for the period	-	-	-	-	(1 881)	(1 881)	(111)	(1 992)
Other comprehensive income / (loss)	-	-	-	(4 478)	-	(4 478)	(150)	(4 628)
Total comprehensive income	-	-	-	(4 478)	(1 881)	(6 359)	(261)	(6 620)
Acquisition of non-controlling interest	-	-	-	-	(92)	(92)	(83)	(175)
At 31 March 2010 (unaudited)	271	365	(4)	(66 513)	160 275	94 394	517	94 911

Interim consolidated statement of cash flows
for the three months ended 31 March 2011

(USD 1 000)	1 Jan - 31 Mar 2011 unaudited	1 Jan - 31 Mar 2010 unaudited
Operating activities:		
Profit /(loss) before tax for the period	(4 291)	(1 795)
Non-cash adjustment to reconcile profit before tax to net operational cash flow		
Loss/ (gain) sale of assets	16	-
Depreciation vessels, drydocking and equipment	4 517	2 070
Fair value adjustments on marketable securities	-	137
Interest income	(371)	(14)
Interest cost	6 320	4 401
Working capital adjustments		
Change in inventories, receivables and accounts payables	(3 678)	(574)
i) Net cash flow operating activities	2 514	4 225
Investing activities:		
Proceeds from sale of marketable securities	-	9 000
Investments in vessels and newbuildings	-	(1 207)
Investments in intangibles	(1 880)	(2 588)
Proceeds from sale of equipment	67	-
Investment in equipment	(205)	(153)
ii) Net cash flow investing activities	(2 018)	5 052
Financing activities:		
Repayment of borrowings	(2 956)	(906)
Interest paid	(6 529)	(4 293)
Sale of non-controlling interest	239	-
Acquisition of non-controlling interest	(34)	(175)
iii) Net cash flow financing activities	(9 280)	(5 374)
Net increase/(decrease) in cash and cash equivalent	(8 785)	3 904
Current cash and cash equivalents at 1 January	28 779	21 998
Current cash and cash equivalents at 31 March	19 995	25 902

Notes to the interim condensed consolidated financial statements

1 Corporate information

Höegh LNG Holdings Ltd (the “Company”) is a limited company domiciled and incorporated under the laws of the Islands of Bermuda on 6 November 2006. Its registered address is Canon’s Court, 22 Victoria Street, Hamilton 12 Bermuda. On 9 June 2010 the Company’s name was changed from Leif Höegh & Co. Limited to Höegh LNG Holdings Ltd.

The consolidated financial statements of the Company comprise the Company and its subsidiaries, and joint ventures (together referred to as “Höegh LNG” or the “Group”). Höegh LNG is a fully integrated ship owning company, owning, managing and operating a fleet of five LNG carriers, of which three are regular LNG carriers and two are Shuttle and Re-gasification vessels (SRV).

In addition to transporting LNG, the SRVs act as floating terminals while delivering natural gas to the market. Höegh LNG further operates two regular LNG carriers on management agreements. Höegh LNG’s strategy is to add value to its customers by broadening its scope of business beyond conventional LNG transportation services, to include a wider range of value chain services, such as LNG production, transportation, storage, re-gasification and market access services.

2 Basis of preparation and accounting policies

Basis for preparation

The interim condensed consolidated financial statements for the three months ended 31 March 2011 have been prepared in accordance with IAS 34.

The interim condensed consolidated financial statements do not include all the information and disclosures required in the annual financial statements, and should be read in conjunction with the Group’s annual financial statements as at 31 December 2010.

Significant accounting policies

The accounting policies adopted in the preparation of the interim condensed financial statements are consistent with those followed in the preparation of the Group’s annual financial statements for the year ended 31

December 2010, except for the adoption of new standards, amendments and interpretations effective and adopted as of 1 January 2011. None of them had a material impact on the Group’s financial statements.

3 Operating segment information

The Group’s reporting structure, as reported to the executive management, is broken down into the following three operating segments:

- LNG transportation
- Floating Regas
- Project development

In addition to the above segments, the Group has segments that do not individually meet the quantitative threshold to report segment information. Further, administrative costs are managed on a group basis and are not allocated to operating segments. Such segments and

administrative expenses are aggregated to form “Other segments / Administrative expenses”.

Management monitors the operating results of its operating segments separately for the purpose of making decisions about resource allocation and performance assessment. Segment performance is evaluated based on “Operating profit before depreciation” and is measured consistently with the consolidated financial statements. No segment assets or segment liabilities are part of the information.

The following table present revenue and profit information regarding the Group's operating segments for the three months ended 31 March 2011 and 2010, respectively.

Period ended 31 March 2011	LNG Transportation	Floating Regas	Project development	Other segments/ Administrative expenses	Consolidated
Income on T/C basis	13 745	9 932		1 424	25 101
Management income	180			662	842
Total income	13 925	9 932	-	2 086	25 943
Charterhire expenses	(4 964)				(4 964)
Operating expenses	(4 140)	(1 776)		(1 418)	(7 334)
Administrative expenses	-	-		(3 715)	(3 715)
Project development expenses	-	-	(3 195)		(3 195)
Operating profit before depreciation	4 821	8 156	(3 195)	(3 047)	6 735
Capitalized project development costs	-	-	81 930	-	81 930

Period ended 31 March 2010	LNG Transportation	Floating Regas	Project development	Other segments/ Administrative expenses	Consolidated
Income on T/C basis	13 580	4 905	-	1 451	19 937
Management income	-	-	-	647	647
Total income	13 580	4 905	-	2 099	20 584
Charterhire expenses	(4 745)	-	-	-	(4 745)
Operating expenses	(3 594)	(978)	-	(1 376)	(5 949)
Administrative expenses	-	-	-	(2 822)	(2 822)
Project development expenses	-	-	(2 308)		(2 308)
Operating profit before depreciation	5 241	3 928	(2 308)	(2 099)	4 761
Capitalized project development costs	-	-	77 075	-	77 075

A reconciliation of "operating profit before depreciation" to "ordinary profit before tax" is provided as follows:

	Period ended 31 March 2011	Period ended 31 March 2010
Operating profit before depreciation	6 735	4 761
Gain / (loss) on sale of asset	(16)	-
Depreciation	(4 517)	(2 070)
Operating profit	2 201	2 691
Interest income	371	14
Interest expense	(6 320)	(4 401)
Expenses from other financial items	(543)	(99)
Ordinary profit before tax for the period	(4 291)	(1 795)

The Company is domiciled in Bermuda. The Group revenue from external customers in Bermuda is USD 0.0 million. The breakdown of the major components of the total revenue from external customers from other countries

is disclosed above. In the period ended March 2011 and 2010 respectively, three customers represented income that amounted to 10% of more of total income:

Income on T/C basis	Period ended 31 March 2011	Period ended 31 March 2010
Statoil ASA	6 942	6 178
Total E&P Norge AS	5 004	5 859
Gdf Suez Global LNG supply SA	9 932	4 905
Other customers	3 223	2 995
Total	25 101	19 937

Statoil ASA, Total E&P Norge AS and other customers represent the LNG transportation segment. GDF Suez Global LNG Supply SA represents the segment of floating regas.

4 Related party transactions

Transactions joint ventures

Höegh LNG provides various management services to the Group's joint ventures. The subsidiary Höegh LNG AS executes the commercial and administrative management services whereas the subsidiary Höegh LNG Fleet Management AS provides technical and crewing management services.

The following table provides the total amounts of aggregate transactions of management services that have been entered into from Höegh LNG to the joint ventures for the period ending 31 March 2011 and 2010 respectively.

Joint venture in which the Group is a venturer	Period ended 31 March 2011	Period ended 31 March 2010
Joint Gas Ltd	10	10
Joint Gas Two Ltd	8	7
SRV Joint Gas Ltd	121	189
SRV Joint Gas Two Ltd	121	146
Methane Carriers Ltd	110	98
Liquimarine Gandria Chartering Co Ltd	-	14
Total	370	465

The Group recognizes its interest in joint ventures by proportional shares and amounts listed above are thus external owners' shares of the Group's related party transactions of management services provided to the joint ventures.

Transactions with other related parties

Höegh LNG has entered into an agreement with Höegh Autoliners Management AS (HALM) relating the Group's purchase of administrative services provided by HALM. A separate service agreement is entered into between Höegh LNG and Höegh Fleet Services (HFS).

The following table sets out the total amount of transactions that have been entered into with other related parties for the first quarter ending 31 March 2011 and 2010:

Administrative services from related parties	Period ended 31 March 2011	Period ended 31 March 2010
Höegh Autoliners Management AS	799	1 161
Höegh Fleet Services AS	-	152
Total	799	1 313

The following table sets out the outstanding amounts owed by or to related parties for the period ending 31 March 2011 and 31 December 2010:

Related party transactions for		Amounts owed by related parties	Amounts owed to related parties
Höegh Autoliners Management AS (Administrative services)	31 March 2011	37	-
	31 December 2010	7	-
Höegh Fleet Services AS (Administrative services)	31 March 2011	-	38
	31 December 2010	32	-
Höegh Autoliners Shipping AS (Risk-benefit transfer agreement)	31 March 2011	465	-
	31 December 2010	1 473	-

Loans to related party		Interest accumulated for the period	Amounts owed by related parties	Amounts owed to related parties
Aequitas Investments Limited	31 March 2011	358	51 426	-
	31 December 2010	121	51 068	-

5 Subsequent events

HLNG submitted on 25 April 2011 in consortium with PT Rekayasa Industri of Indonesia ("REKIN"), a bid for PGN's FSRU, mooring and associated Infrastructure project located in Indonesia. HLNG will provide for the FSRU and mooring, while REKIN will provide for the engineering, procurement, construction, installation and commissioning of the associated infrastructure. Partner selection for the project is expected during summer 2011.

The board of HLNG decided in April to prepare for a potential capital raising and initial public offering (IPO) of the shares in the Company at the Oslo Stock Exchange. The purpose of the capital raising is to provide partial funding for the building of the first two FSRUs to be delivered from HHI. At the board meeting May 3, a decision to apply for a listing of the Company's share at the Oslo Stock Exchange and to launch a private placement

in advance of an IPO was made. A final decision to raise equity and apply for a listing will be made during the second quarter 2011.

Further, at the board meeting May 3 it was resolved to increase the authorised share capital of the Company from USD 400,000 to USD 750,000, following the General Meeting on 10 May 2011. In addition, it was resolved that the Company's subsidiary Methane Ventures Ltd's shares in Höegh LNG Ltd (also a subsidiary) is to be exchanged for new shares in the Company, following the General Meeting on 10 May 2011. After the exchange, Methane Ventures Ltd will own 1,211,738 shares in the Company, equivalent to 4.3 %.



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