

The Harbor Department, an Enterprise Fund
of the City of Long Beach, California

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Comprehensive Annual Financial Report

For the fiscal year ended September 30, 2008



The Port of
LONG BEACH



The Port of
LONG BEACH

The Harbor Department,
an Enterprise Fund of the City of Long Beach, California

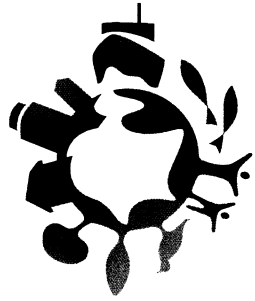
Comprehensive Annual Financial Report

For the Fiscal Year Ended September 30, 2008

(With Independent Auditors' Report Thereon)

Richard D. Steinke
Executive Director

Sam Joublat
Chief Financial Officer



The Port of
LONG BEACH

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Comprehensive Annual Financial Report

Year ended September 30, 2008

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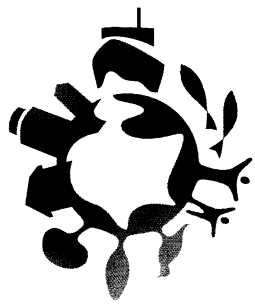
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The Port of
LONG BEACH

Introductory Section





The Port of
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The Port of
LONG BEACH

March 25, 2009

The Board of Harbor Commissioners
The Harbor Department of the City of Long Beach
Long Beach, California

Members of the Board of Harbor Commissioners:

State law requires that all general-purpose local governments publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with U.S. generally accepted accounting principles (GAAP) and audited in accordance with U.S. generally accepted auditing standards (GAAS) by a firm of licensed certified public accountants. Pursuant to that requirement, we hereby issue the comprehensive annual financial report (CAFR) of the Harbor Department of the City of Long Beach (the Department), an enterprise fund of the City of Long Beach, California, (the City) for the fiscal year ended September 30, 2008. The Department's operations are included in the City's reporting entity as an enterprise fund.

This report consists of management's representations concerning the finances of the Department. Management is responsible for the completeness and reliability of all of the information presented in this report. To provide a reasonable basis for making these representations, management has established a comprehensive internal control framework that is designed to protect assets from loss, theft, or misuse, and to compile sufficient reliable information for the preparation of the financial statements in conformity with GAAP. The costs of internal controls should not exceed their benefits; therefore, the comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. Management asserts that, to the best of its knowledge and belief, this financial report is complete and reliable in all material aspects.

The Department's basic financial statements have been audited by KPMG LLP, a firm of licensed certified public accountants. The goal of the independent audit is to provide reasonable assurance that the Department's financial statements for the fiscal year ended September 30, 2008 are free of material misstatement. The independent audit entails examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit performed, that there was a reasonable basis for rendering an unqualified opinion, and that the Department's financial statements for the fiscal year ended September 30, 2008 are fairly presented in conformity with GAAP. The independent auditors' report is presented as the first component of the financial section of this CAFR.

GAAP requires that management provides a narrative introduction, overview, and analysis to accompany the financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is intended to complement the MD&A and should be read in conjunction with it. The Department's MD&A immediately follows the report of the independent auditors.

Profile of the Department

The State of California has conveyed, in trust, to the City certain tidal and submerged lands for the establishment and maintenance of the Harbor District (which includes the Port of Long Beach). Consistent with this grant, the City Charter confers on the Board of Harbor Commissioners (the Board) exclusive control and management of the Department (or the Port). The Board has authority, on behalf of the City, to provide for the needs of commerce, navigation, recreation, and fishery; to develop and maintain all waterfront properties; to dredge and reclaim land; and to construct and operate terminals, railroad tracks, and other facilities both inside and outside the Department's jurisdiction.

The City Charter provides for the establishment of the Harbor Revenue Fund to account for the administration of the Harbor District by the Department. The Department generates funds through leases, tariffs, and other assessments to its customers. It can disburse these funds only for activities attributable to the trust.

The Department maintains a financial and cost accounting system independent of other City departments. The focus of the statement of activities is on inflows and outflows of economic resources using the accrual basis of accounting. Changes in net assets are recognized as soon as the cause of the change occurs, regardless of the timing of related cash flows; that is, revenues are recognized as soon as they are earned, and expenses are recognized as soon as a liability is incurred. All the assets and liabilities associated with the Department's operations are included in the statement of net assets. Net assets are segregated into invested in capital assets net of related debt, restricted, and unrestricted. The City, through some of its departments, provides police, fire protection, and other administrative services to the Department, which, in turn, reimburses the provider for the cost of the services received.

Summary of Operations

Operating Revenues

Gross operating revenue decreased 3% to \$359.3 million. The dry bulk category increased by 2% from last year to \$18.3 million. The rest of the revenue generating activities were lower when compared to 2007: containerized cargo: 3% to \$280.1 million; liquid bulk: 6% to \$17.8 million; vehicles: 1% to \$10.5 million; other facilities: 20% to \$3.8 million; steel: 1% to \$8.8 million; and lumber: 4% to \$1.2 million. Eroding consumer demand for imported goods, tightening credit markets, and impacts derived from troubled Asian economies were factors behind these variances. Rental and miscellaneous revenues were also impacted by the slowing trade and port traffic and decreased 1% to \$18.8 million.

Cargo Volumes

Measured in terms of metric revenue tons (MRTs), cargo volumes handled by Port terminals decreased by 6% to 162.9 million this year.

Measured in terms of Twenty Foot Equivalent Units (TEUs) containerized cargo decreased 8.5% to 6.7 million.

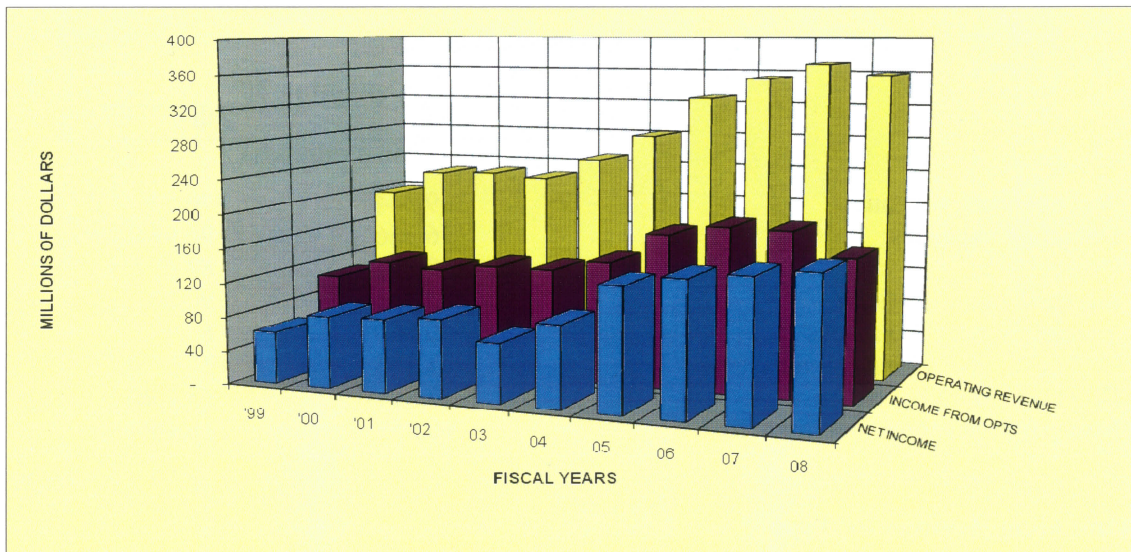
Cargo Highlights

	September 30		Percentage change
	2008	2007	
	(In thousands)		
Container revenue (\$s)	\$ 280,149	289,650	(3.3)%
Total tonnage (MRTs)	162,910	173,037	(5.9)
Container tonnage (MRTs)	121,632	127,816	(4.8)
Containers (TEUs)	6,737	7,362	(8.5)

Net Income

Net income, shown in the financial statements as increase in net assets, remained flat at \$161 million. Oil operation revenues were higher due to favorable crude oil prices; interest expense was lower due to the retirement of the 2002A variable interest rate bonds.

Operating Revenue, Income from Operations, and Net Income



Operating Expense, Oil Operations, and Other Income and Expense

Port operating expenses include facilities and infrastructure maintenance, fire and safety, indirect terminal operation, and general and administration expenses. These expenses increased 20%, or \$19.2 million, to \$116.2 million. The most significant increases are related to higher environmental expenses linked to the Port's commitment to sustainability and cleaner environment; bridges and freeway maintenance costs incurred to maintain Port's access routes; security costs aimed to provide a safer business environment for tenants and shipping lines; improvements to the information management division to maintain an updated technology status; and general and administration expenses related to the higher cost of doing business.

Depreciation expense for the year decreased 4.3%, or \$3.5 million, to \$79.5 million. This expense varies in proportion to the completion of capital projects, the acquisition/retirement of operating assets, and the number of years that operating assets have been in service. Many of the assets in service at the beginning of the year were fully depreciated, and therefore, the depreciation expense for fiscal year 2008 was lower.

Interest expense and other borrowing costs declined 12.6%, to \$46.4 million, due to the payment of the 2002A variable interest rate bonds and the reduction of principal balances on the other long-term debt carried by the Port.

Revenue from oil operations experienced an increase of 51.8% and grew to \$87.0 million, the increase is attributable to higher crude prices prevailing during the year. Expenses from oil operations decreased 29% to \$54.6; the reduction was the result of lower expenses relating to environmental remediation obligations on Pier A-West.

Interest income earned by the Department's pooled-cash accounts held by the City decreased 23.1%, to \$33.3 million. The decrease is the result of the loss on commercial paper investments held with Lehmann Bros. and reduction on interest earnings attributable to prevailing market conditions during the year. Investment income earned from the Intermodal Container Transfer Facility joint venture decreased 5%, to \$4.4 million. The decrease is related to the reduction of cargo volumes passing through the San Pedro Bay ports complex.

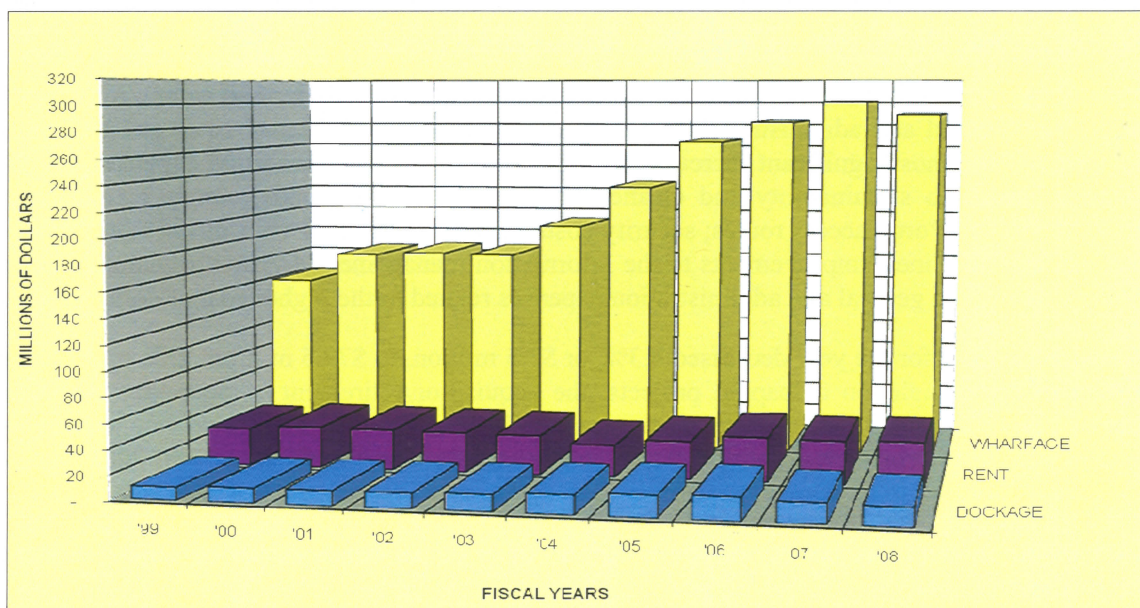
The City Charter provides for a transfer of 10% to the City's Tidelands Fund of the Department's net income as stated in the latest audited financial statements. This transfer is classified as Transfers to the City of Long Beach. For fiscal year 2008, the Board approved a transfer in the amount of \$16.1 million (10% of the net income earned during fiscal year 2007).

The following tables summarize financial and cargo highlights:

Financial Highlights

	<u>September 30</u>		<u>Percentage change</u>
	<u>2008</u>	<u>2007</u>	
	(In thousands)		
Port operating revenue	\$ 359,344	370,832	(3.1)%
Operating expenses	116,166	96,964	19.8
Depreciation	79,497	83,067	(4.3)
Income from operations	163,681	190,801	(14.2)
Increase in net fund assets	160,840	160,595	0.1
Harbor oil operations income (loss)	31,153	(21,070)	247.9
Other nonoperating expense	(7,811)	(3,756)	107.9
Nonoperating transfers to the City	(16,059)	(15,400)	4.3

Operating Revenue By Type



Annual Budget

The following table shows revenues, expenditures, and employee headcount budgetary performance for fiscal year 2008:

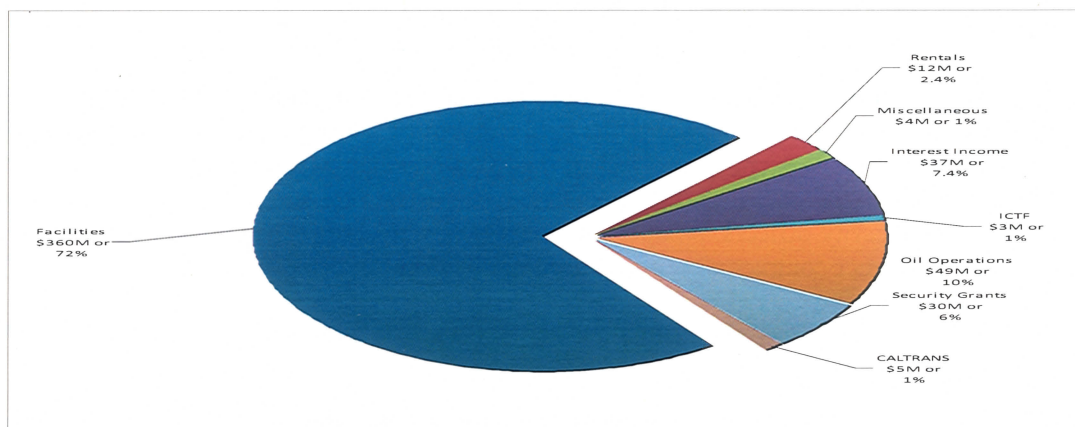
Actual to Budget Comparison for Fiscal Year 2008

	<u>Actual</u>	<u>Budget</u>	<u>Percentage of budget</u>
	(In thousands)		
Operating revenues	\$ 359,344	376,751	95.4%
Nonoperating revenues	41,552	70,120	59.3
Caltrans reimbursements	5,054	5,000	101.1
Oil operation revenues	87,027	49,354	176.3
Total revenues	<u>\$ 492,977</u>	<u>501,225</u>	98.4
Expenditures:			
Personal services (benefits included)	\$ 33,665	44,870	75.0%
Nonpersonal	74,014	107,362	68.9
Furniture, fixtures, and equipment	1,056	1,871	56.4
Debt service	216,521	184,929	117.1
Capital outlay	118,898	264,235	45.0
Oil operations	54,593	39,700	137.5
Total expenditures	<u>\$ 498,747</u>	<u>642,967</u>	77.6
Employee headcount:			
Regular	339.0	421.0	80.5%
Part-time/temporary	31.0	15.9	195.0
Total employees	<u>370.0</u>	<u>436.9</u>	84.7

Section 1210 of the City Charter requires the Board to adopt a budget not later than 60 days before the beginning of each fiscal year. The City Charter also provides that the City Council may approve or amend the Department's budget before the first day of the fiscal year.

Revenues Budget to Actual

Fiscal Year 2008 Budgetary Sources of Funds



The budget constitutes an appropriation covering expected revenues and expenditures of the Department.

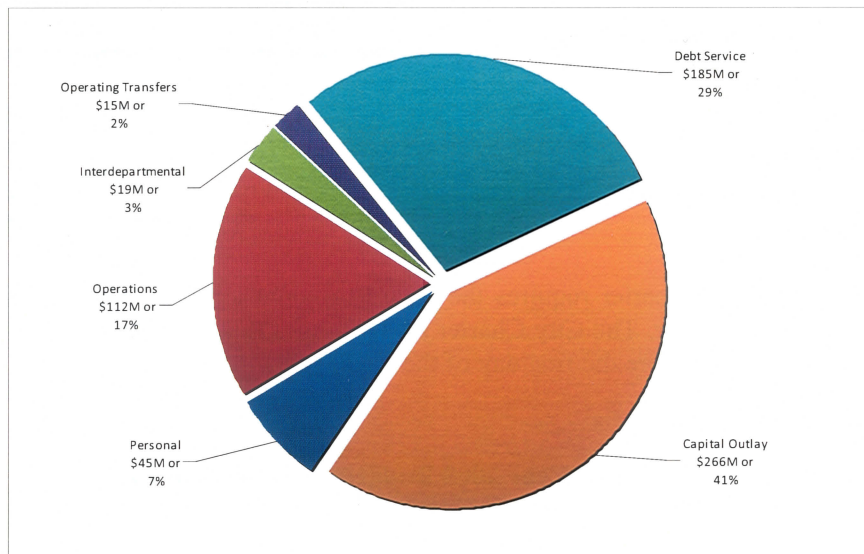
For the first time in many years, and due to the prevailing conditions of the U.S. economy in general, consumers demand for imported goods halted the upward cargo volumes trend maintained by the Port, and caused the operating revenues to reach 95.4% of the budgeted amount. The Port continued to maintain, upgrade, and modernize its facilities; maintained its forefront position within the industry, and offered efficient, secured, and safe facilities to its tenants. These facilities are supported by modern infrastructure and a full commitment by the Board, to the San Pedro Bay and neighboring communities, to efficiently sustain for this and future generations the various environments in which the Port operates. Port tenants have been affected by the U.S. economy downturn, but continue to support the preservation and sustainability programs adopted by the Board.

Revenue from nonoperating activities was lower than budget; grant revenues were lower either because funding agencies have fulfilled their grant commitment or because the subsidized project did not incur expenses as anticipated; and interest earnings were reduced by the loss on the commercial paper investment with Lehmann Brothers.

Oil operations revenue exceeded budget because of higher crude prices prevailing in the oil market during last year.

Expenses Budget to Actual

Fiscal Year 2008 Budgetary Uses of Funds



Personal expenditures were lower than budget because the Port did not fill all budgeted positions. The Department continues to move towards the achievement of its hiring goals. Prevailing market conditions made it a slow process to identify and recruit qualified managerial positions; fiscal year 2008 continued to be a tough year to fill positions for specialized classifications such as civil engineers, environmental specialists, and security officers. Nonpersonal expenses were lower than budget because of a reduction on the technical and other contractual services used by the Port.

Debt service expenses, including principal and interest, were higher than budget because of the effect of the payment of the 2002A bonds.

Capital outlay for major capital projects is triggered by the approval of environmental impact reports (EIRs) specific to such projects; once the approval is obtained, the Port can start the construction process, which involves notable increases in expenses. For the past few years, due to stricter environmental

protection policies adopted by regulatory agencies; the completion and approval of the EIRs has been slower, and, consequently, the Port has not been able to fully implement its capital project budget. Since many of the EIRs are in an advance stage, it is expected that capital spending will accelerate in the upcoming years.

Oil operations expense was higher than budget because of continued recognition of environmental remediation liabilities related to Pier A West; and higher extraction costs. Increased oil extraction was stimulated by higher crude oil prices prevailing in the oil market during the fiscal year.

Debt Administration

The following table shows bond issuance information and long-term changes (exclusive of unamortized bond premium or discount). Note 8 of the financial statements provides additional information related to the Department’s long-term debt program.

	<u>1998</u>	<u>2000</u>	<u>2002A Variable</u>	<u>2002B</u>	<u>2004</u>	<u>2005</u>
	In thousands, except for rates and dates of issuance					
Original issue	\$ 206,330	275,000	144,240	144,240	113,410	257,975
Date of issue	02/01/98	11/01/00	06/26/02	06/26/02	03/10/04	03/23/05
Original coupon rate	6.0%	5.25 – 5.75%	—%	5.0 – 5.5%	4.0 – 5.0%	5.0%
Beginning balance	\$ 147,535	240,415	133,820	133,295	94,900	243,515
Fiscal year 08 redemptions	<u>(8,780)</u>	<u>(8,095)</u>	<u>(133,820)</u>	<u>(3,940)</u>	<u>(6,820)</u>	<u>(8,675)</u>
Ending balance	<u>\$ 138,755</u>	<u>232,320</u>	<u>—</u>	<u>129,355</u>	<u>88,080</u>	<u>234,840</u>

The underlying ratings assigned to the Department’s bond issues are as follows: Standard & Poor’s: AA, stable outlook; Moody’s Investors Service: Aa2, stable outlook; and Fitch Ratings: AA, stable outlook. The ratings are a reflection of the consistency shown by the Port on its operations, and its constant status as a prime destination for companies moving cargo across the Pacific Rim trade routes.

Since 1994, the Department has continuously carried a commercial paper program; historically, all the notes have matured not later than 270 days after date of issuance. As of September 30, 2008, the outstanding principal balance is \$60.15 million with a weighted average interest rate for the year of 2.34%. The Department intended to repay this obligation during fiscal year 2008, but market conditions changed and it was more feasible to repay the 2002A variable rate bonds. Plans still remain to pay back the notes, plus interest during fiscal year 2009.

Cash Management

The City Charter requires that the Department deposits all of its cash with the City Treasurer who is in charge of administering and investing the City’s cash pool. This includes most of the restricted funds for construction projects, debt service, and reserve accounts, as well as unrestricted funds from operations. Cash investment earnings are allocated monthly to all participating City departments and agencies based on the average daily balance of pooled funds on deposit. Earnings from specific (nonpooled) investments are accrued monthly or credited at maturity, depending on the type of investment. All investments are insured, registered, or held by the City of Long Beach or its agents in the City’s name.

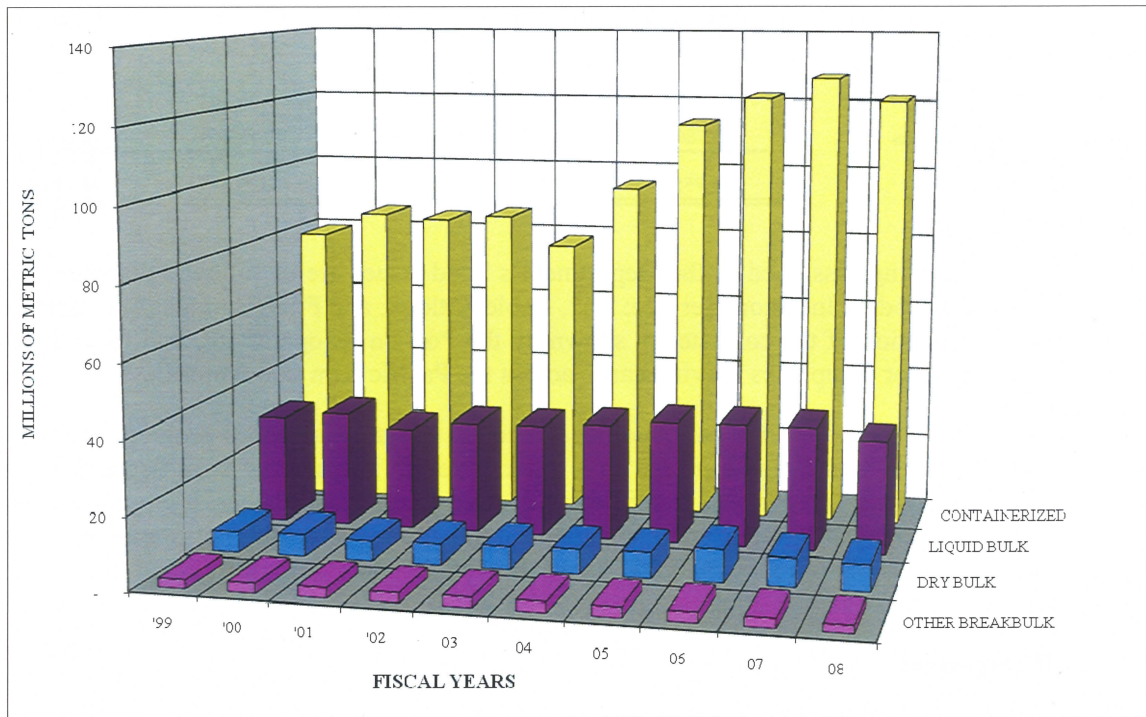
The following table shows cash and investment balances credited to the Department at the end of the fiscal year.

	<u>2008</u>	<u>2007</u>
	In thousands (except for rates)	
Unrestricted pooled cash	\$ 725,689	681,822
Restricted funds – pooled	232,529	258,913
Restricted funds – non-pooled	53,702	54,017
12-month average yield	4.8%	4.9%

Responsible Growth

The Port’s revenue derived from cargo facilities increased by 81% between 1999 and 2008 from \$198 million to \$359 million; cargo volumes measured in metric revenue tons grew by 38% during the same period of time from \$117 million to \$162 million.

Tonnage by Commodity Group



The growth has been fueled by steady increases in cargo coming from Asia; it was not until the last fiscal year that this trend experienced a reversal. Lower demand of imported goods prompted by a slowdown of the U.S. economy is the main factor behind the trade industry reversal. It is anticipated that these conditions will prevail, at least, during the first part of fiscal year 2009. The Port continues to maintain its capital projects at a steady pace. Its terminals and installations provide the best alternative for shipping lines to bring goods into the continental United States.

Economic Outlook

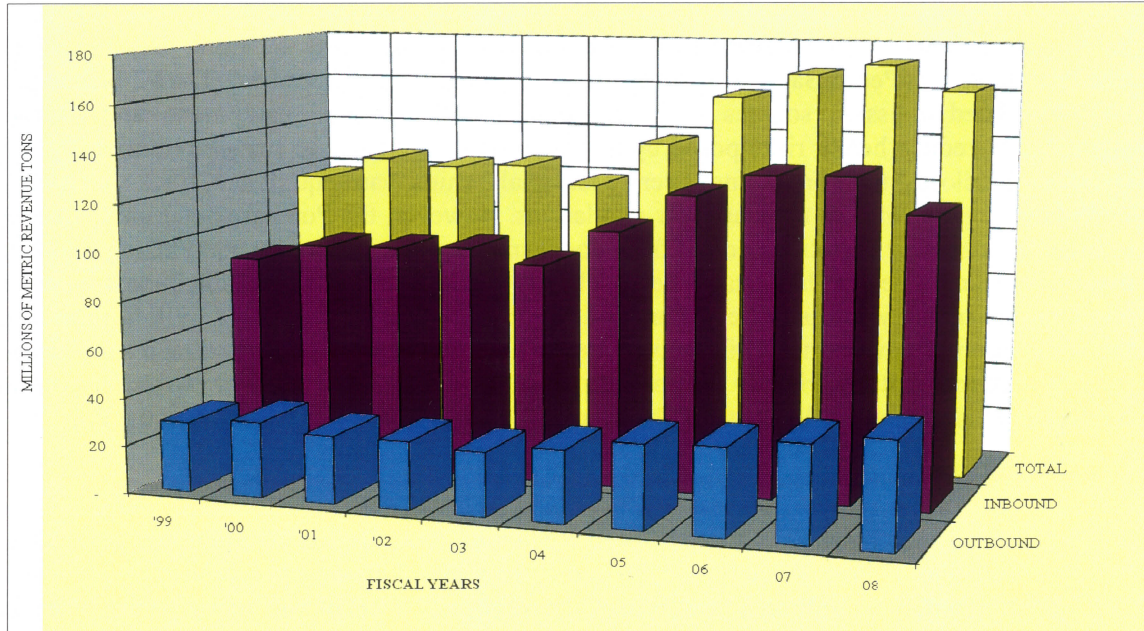
In 1911, the State of California established the Long Beach tidelands area as a State Trust and designated the City of Long Beach as a trustee for the people of the State of California. The Port of Long Beach, located in the Tidelands Trust, has been a successful landlord port providing the region, state, and nation with state-of-the-art seaport facilities and serving as a safe international gateway for trade. International trade has experienced constant growth for the last few years; this trend is expected to continue (at a moderate pace) over the coming years.

In 2008, Port’s terminals moved nearly 6.7 million TEUs (twenty-foot equivalent units), a decrease of 8.5% from 2007. This decrease in cargo volumes led to a decline in operating revenues of 3.2%. The Port’s net income, before grants, increased 4.3%.

Gross operating revenue decreased 3% to \$359.3 million. The dry bulk category increased by 2% from last year to \$18.3 million. The rest of the revenue generating activities were lower when compared to 2007: containerized cargo: 3.3% to \$280.1 million; liquid bulk: 5.6% to \$17.8 million; vehicles: 0.7% to \$10.5 million; other facilities: 20% to \$3.8 million; steel: 0.2% to \$8.8 million; and lumber down 4% to \$1.2 million. Eroding consumer demand for imported goods, tightening credit markets, and impacts derived from troubled Asian economies were factors behind these variances. Rental and miscellaneous revenues were also impacted by the slowing trade and port traffic and decreased 0.6% to \$18.8 million.

Cargo volume through the Port decreased to 162.9 million metric revenue tons in fiscal 2008, down 5.9% from 2007. Containerized cargo terminals recorded decreases of 4.8% by volume; liquid bulk volume decreased 8.3%, and dry bulk volume decreased 7.1%.

Inbound – Outbound and Total Metric Revenue Tons



The expansion of foreign trade provides a tremendous boost to local, regional and national economies, and affords the Port a number of opportunities for the future. It also presents significant challenges as the Port balances its economic growth with responsible stewardship of the environment.

The Department generates revenues through leases, tariffs and other charges assessed to its tenants. No local, state or federal taxes support Port operations. The Department does not fund general governmental

activities but compensates the City of Long Beach for services such as public safety, human resources, civil service, and centralized financial, legal and audit services.

Trade and Commerce

Throughout its history, and being one of the world's busiest ports, the Port has made it a priority to provide state-of-the-art seaport facilities. This is even more important in today's operating environment than ever before. Investing in modern facilities and transportation infrastructure is conducive to significant increases in goods movement efficiency. Increased efficiency leads to greater regional economic benefits as well as a safer and cleaner Port environment.

Long-term economic forecasts predict that cargo passing through the Port of Long Beach will maintain a moderate-increase trend. Factors contributing to this increase are the continued U.S. consumer demand for products manufactured abroad and increased vessel capacity supplied by the new generation of larger container ships capable to hold up to 8,000 TEUs. As a landlord, the Port has the leading responsibility to maintain much of the infrastructure within the Long Beach Harbor District. Building modern facilities and infrastructure and providing proper maintenance for such assets are essential, not only to the Port's financial success, but also are key elements in meeting environmental protection needs of the surrounding communities. Port's resources are committed to facilitate international goods movement, to build modern and efficient facilities and infrastructure, to promote the reduction of negative impacts on the environment, and to be a goodwill partner with the community.

To accommodate the increase in trade volume expected during the next 20 years, the Port will continue to seek innovative solutions for developing facilities and related infrastructure while ensuring that air, water and soil quality continue to improve.

Environmental Protection

In November 2006, in a historic joint board session of the Ports of Long Beach and Los Angeles (the Ports), the San Pedro Bay Clean Air Action Plan (CAAP) was approved. The \$2-billion plan addresses all port-related emission sources – ships, trains, trucks, terminal equipment, and harbor craft – to significantly reduce health risks posed by air pollution and intends to reduce pollution by 45% over five years. As landlords, the Ports do not operate terminals, ships, yard equipment, trucks, or trains. Nor do the Ports have legal powers to mandate new regulations. However, the Ports are determined to exert all efforts in order to reduce air pollution derived from goods movement activities by maximizing the utilization of all available means. The Port has established itself as a world leader in sustainable industrial development by adopting the industry-leading Green Port Policy and backed it up with \$211 million reserve to guarantee the completion of environmental initiatives for the next five years. The reserve will supplement funding to develop environmentally friendly improvements, such as dockside electrical power (cold-ironing) at Port terminals. This program will substantially reduce emissions from vessels calling at the Port.

In other environmental accomplishments, the Port has:

- Extended the Green Flag Vessel Speed Reduction Program for an additional year. This program is expected to reduce air pollution by more than 500-700 tons per year. The Port has committed approximately \$2 million a year in dockage incentives to encourage participation. Participation in the program has climbed steadily from 60% in 2006 to 93% in 2008.
- Promoted a Clean Truck Program, in conjunction with the Port of Los Angeles, to reduce air pollution from port-related trucks by 80% by 2012. This program is phasing out old, dirty trucks in favor of cleaner models, and it includes a fee that will be used to help finance replacement trucks.
- Started an environmental impact report/statement to develop a 345-acre environmentally friendly containerized cargo terminal on Piers D, E, and F; and also 160-acre environmentally friendly containerized cargo terminal on Pier S. These terminals will be leased to tenants committing to a

green lease. Some of the features of these terminals are: on dock rail to speed up the cargo moving process, electrical substation to facilitate cold-ironing, alternative fuel powered cargo equipment, and green truck requirement.

Security

The Port of Long Beach continues its commitment to safety and security and is dedicated to being the safest, most secured Port in the world. To that effect, and up to the end of fiscal year 2008, it has secured \$44.5 million in Federal Port Security grants. Grants provided funds for the installation of surveillance camera equipment; installation of protective barriers and security fencing and lighting; and the acquisition of waterside detection systems. Grant resources also helped to build the Port of Long Beach Command and Control Center, which serves as the Port’s Security Division headquarters and as a coordination and communications hub for the various local and federal agencies and maritime organizations that make up the multi-jurisdictional system that protects the harbor complex. This \$21-million facility was designed and built to “silver-level” LEED (Leadership in Energy and Environmental Design) standards; including environmentally friendly design, recycled materials, energy efficiency, and sustainable construction practices. The new building also represents the Port’s commitment to state-of-the-art security technology and operational techniques. The Port’s Security Division continues to ensure the acquisition of the latest security technology and the best training available for its officers.

The Port is now in the implementation stages of an Emergency Management system, which includes a business continuity plan to ensure uninterrupted key Port operations in the event of an emergency.

Risk Management

The Department currently carries an all-risk property insurance program covering loss or damage by fire and other risks (excluding earthquake and flood) with a loss limit of \$1,000,000,000. A total of \$500,000,000 of terrorism insurance coverage is also purchased from a combination of insurers.

To address third-party liability exposure, an excess liability insurance program is carried by the Department with total limits of \$150,000,000 in excess of a \$1,000,000 self-insured retention. The excess liability policy covers the Harbor Department’s operations and includes acts of terrorism within the \$150,000,000 limit. In addition, the Department carries specialized insurance policies providing coverage for damage to owned vessels, damage to other vessels, and pollution liability.

Following is a summary of insurance coverage:

	<u>2008</u>	<u>2007</u>	<u>2006</u>
Insurance coverage for fire and other risks	\$ 1,000,000,000	1,000,000,000	1,000,000,000
Comprehensive general liability coverage	150,000,000	150,000,000	150,000,000
Self-insured retention	1,000,000	1,000,000	1,000,000
Accrued litigation claim liabilities	—	2,385,000	2,385,000

Port tenants, contractors, and vendors are required to carry various types and levels of insurance, including general liability insurance on leased premises. The insurance must include coverage for bodily injury and property damage liabilities, and name as additional insured the City of Long Beach, the Board of Harbor Commissioners, and the Department’s officers and employees. The amount of settlements reached by the Department did not exceed the amount of insurance coverage in any of the past three fiscal years.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Harbor Department of the City of Long Beach, California, for its Comprehensive Annual Financial Report for the fiscal year ended September 30, 2007. This was the 25th consecutive year that the Department has received this prestigious award. In order to be awarded a Certificate of Achievement, the Department must publish an easily readable and efficiently organized Comprehensive Annual Financial Report. This report must satisfy both Generally Accepted Accounting Principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

We would like to acknowledge the dedicated service of the Finance Division staff members, through whose efforts the timely preparation of this report was made possible. Additionally, we would like to thank the Communications Division for providing artwork and editing services.

Respectfully submitted:

Richard D. Steinke



Sam Joumbat

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

GFOA Certificate of Achievement

September 30, 2008

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

The Harbor Department
California

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
September 30, 2007

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



A handwritten signature in black ink, appearing to read "M. L. R.", written in a cursive style.

President

A handwritten signature in black ink, appearing to read "Jeffrey R. Emmer", written in a cursive style.

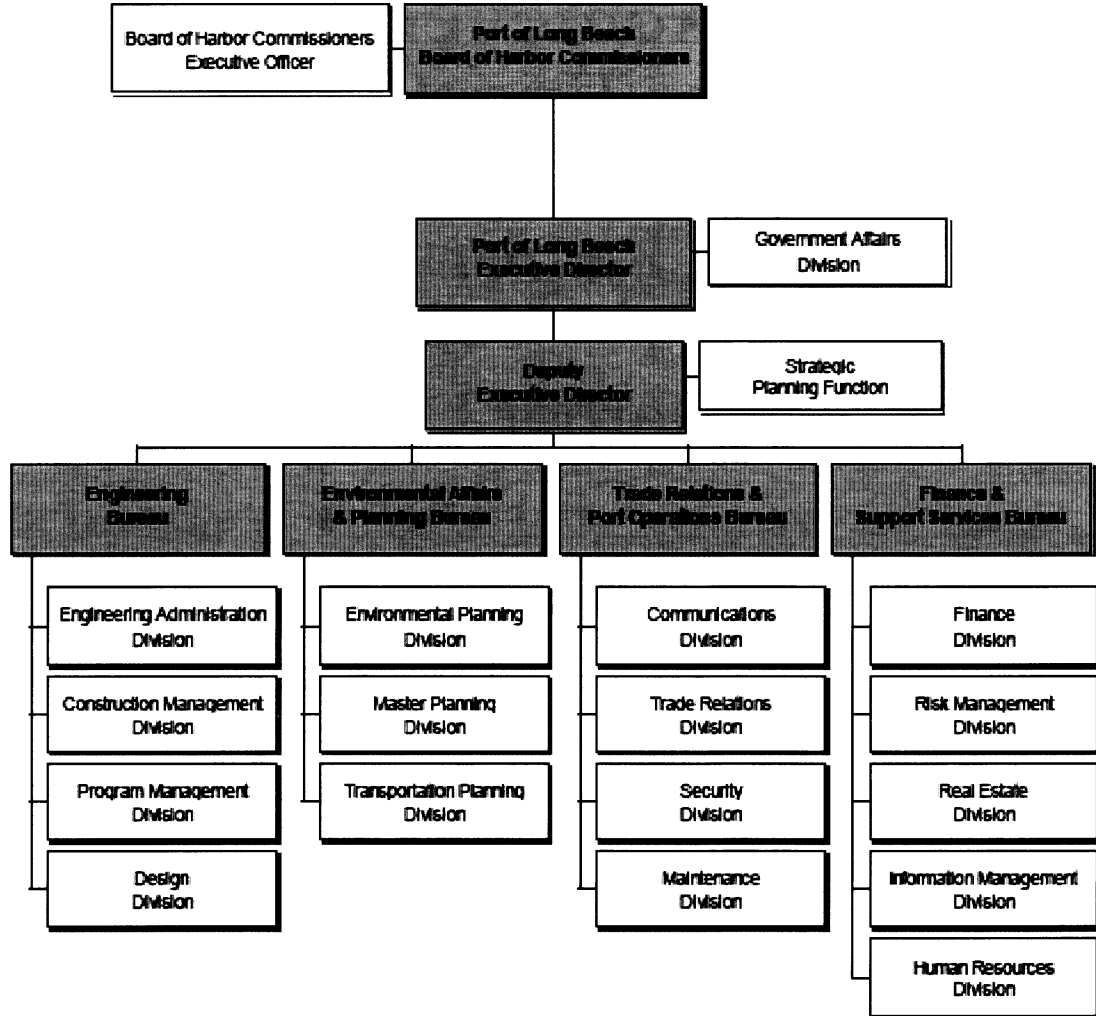
Executive Director

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Organizational Chart

September 30, 2008

Harbor Department of the City of Long Beach Organizational Chart as of 9/30/2008



THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

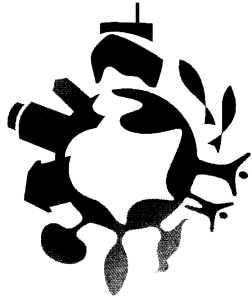
Board of Harbor Commissioners and Senior Management

September 30, 2008

Board of Harbor Commissioners

James C. Hankla, President
Nick Sramek, Vice President
Dr. Mike Walter, Secretary
Mario Cordero, Commissioner
Vacant, Commissioner

Executive Officer to the Board	Alex Cherin, Executive Officer
Executive Offices	
Executive Director	Richard D. Steinke
Deputy Executive Director	J. Christopher Lytle
Government Affairs Division	Samara Ashley, Director
Finance and Support Services Bureau	
Managing Director	Steven B. Rubin
Finance Division	Sam Joumblat, Chief Financial Officer
Human Resources Division	Lisa Marin, Director
Information Management Division	Douglas L. Albrecht, Director
Real Estate Division	Karl J. Adamowicz, Acting Director
Risk Management Division	Richard S. Baratta, Director
Trade Relations and Port Operations Bureau	
Managing Director	Vacant
Communications and Community Relations Division	Heather C. Morris, Director
Maintenance Division	Randy Rich, Director
Security Division	Cosmo A. Perrone, Director
Trade Relations Division	Donald B. Snyder, Director
Environmental Affairs and Planning Bureau	
Managing Director	Dr. Robert G. Kanter
Environmental Planning Division	Richard D. Cameron, Director
Master Planning Division	Larry Cottrill, Director
Transportation Planning Division	Eric Shen, Director
Engineering Bureau	
Managing Director	Douglas A. Thiessen
Engineering Administration Division	Albert J. Moro, Chief Harbor Engineer
Construction Management Division	Garry J. Cardamone, Director
Design Division	Jaime R. Santa Ana, Director
Program Management Division	Douglas Sereno, Director



The Port of
LONG BEACH

Financial Section





The Port of
LONG BEACH



KPMG LLP
Suite 2000
355 South Grand Avenue
Los Angeles, CA 90071-1568

Independent Auditors' Report

The Honorable Mayor and City Council
The Honorable Members of the Board of Harbor Commissioners:

We have audited the accompanying financial statements of the Harbor Department of the City of Long Beach (the Department), an enterprise fund of the City of Long Beach, California, as of and for the years ended September 30, 2008 and 2007, as listed in the table of contents. These financial statements are the responsibility of the Department's management. Our responsibility is to express an opinion on these financial statements based upon our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

As discussed in note 1, the financial statements of the Department are intended to present the financial position, and the changes in financial position and, where applicable, cash flows of only that portion of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the City of Long Beach, California, that is attributable to the transactions of the Department. They do not purport to, and do not, present fairly the financial position of the City of Long Beach, California, as of June 30, 2008 and 2007, the changes in its financial position, or where applicable, its cash flows for the year then ended in conformity with U.S. generally accepted accounting principles.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Harbor Department of the City of Long Beach, California, as of September 30, 2008 and 2009, and the changes in its financial position and its cash flows for the years then ended in conformity with U.S. generally accepted accounting principles.

As discussed in notes 1 and 9 to the financial statements, effective July 1, 2007, the Department adopted Governmental Accounting Standards Board (GASB) Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, in accounting for its postretirement healthcare costs.

The Management's discussion and analysis on pages 18 through 24 is not a required part of the basic financial statements but is supplementary information required by U.S. generally accepted accounting principles. We have applied certain limited procedures, which consisted principally of inquiries of

management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinion on the Department's basic financial statements. The introductory section and the statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. The introductory section and the statistical section have not been subjected to the audit procedures applied in the audit of the basic financial statements and accordingly, we express no opinion on them.

KPMG LLP

March 25, 2009

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

As management of the Harbor Department of the City of Long Beach, California (the Department), we offer readers of the financial statements this discussion and analysis of the financial activities for the fiscal years ended September 30, 2008 and 2007.

Overview of the Financial Statements

The Department's financial statements include the statements of net assets, the statements of revenues, expenses, and changes in fund net assets, the statements of cash flows, and the notes to the financial statements. This discussion is intended to serve as an introduction to the Department's financial statements.

Condensed Financial Position Information

The Statements of Net Assets presents information concerning the Department's assets, liabilities, and net assets.

The following condensed financial information provides an overview of the Department's financial position as of September 30 of 2008, 2007, and 2006.

Summary of Net Assets

September 30, 2008, 2007, and 2006

	<u>2008</u>	<u>2007</u>	<u>2006</u>
Assets:			
Capital assets, net	\$ 2,243,615,808	2,245,291,679	2,191,431,430
Other assets	1,160,749,854	1,142,439,210	1,031,344,405
Total assets	<u>3,404,365,662</u>	<u>3,387,730,889</u>	<u>3,222,775,835</u>
Liabilities:			
Long-term obligations, net of current portion	840,616,156	1,032,894,146	1,096,106,131
Current liabilities	260,169,291	212,096,250	144,523,851
Total liabilities	<u>1,100,785,447</u>	<u>1,244,990,396</u>	<u>1,240,629,982</u>
Net assets:			
Invested in capital assets, net of related debt	1,335,522,370	1,162,931,088	1,079,606,148
Restricted	330,508,412	296,775,465	317,730,496
Unrestricted	637,549,433	683,033,940	584,809,209
Total net assets	<u>\$ 2,303,580,215</u>	<u>2,142,740,493</u>	<u>1,982,145,853</u>

Analysis of Fiscal Year 2008

At the end of fiscal year 2008, the assets of the Department exceeded its liabilities by \$2,303,580,215 (net assets). Total net assets increased by \$160,839,722. This change consists mainly of \$163,681,269 current year operating income, \$4,440,935 income from equity in the Intermodal Container Transfer Facility Joint Powers Authority (ICTF) joint venture, \$3,742,240 income derived from grants received from federal and state governments, \$31,153,305 profit from oil operations; less \$42,178,027 from other net nonoperating expenses, including financing costs and 10% of increase in net assets transfer to the City of Long Beach's (the City) Tidelands Operating Fund, which amounts to \$16,059,464.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

The Department's investment in capital assets (land; structures and facilities; furniture, fixtures, and equipment; construction in progress; and rights of way) less any related debt is \$1,335,522,370 or 58% of the aggregate net assets. Capital assets facilitate tenants' cargo operations and the Department does not intend to liquidate them to fund ongoing port operations.

The Department holds \$330,508,412 of net assets subject to restrictions, an increase of \$33,732,947 from last year. The increase consists of matching contribution for future federal and state grants for projects such as bridges, rail, roadway, and port security paired with reductions on the bonded debt service requirements, rail and roadway fund, and full utilization of the RDA Westside restricted funds. Restricted net assets are thus identified in the Statements of Net Assets and represent 14% of the Department's total net assets.

At the end of fiscal year 2008, the Department reported unrestricted net assets of \$637,549,433, a decrease of \$45,484,507 when compared to 2007. This change included an increase in net assets of \$160,839,722, less \$172,591,282 used to finance capital assets, net of related liabilities, and the net effect of setting reserves for the Gerald Desmond Bridge, the rail and roadway fund, rail projects, and security projects (a net reduction of \$33.73 million). Unrestricted net assets represented 28% of the Department's aggregate net assets, and were not subject to external restrictions. Unrestricted net assets were available to fund the Department's continuing obligations and designated projects.

Analysis of Fiscal Year 2007

At the end of fiscal year 2007, the assets of the Department exceeded its liabilities by \$2,142,740,493 (net assets). Total net assets increased by \$160,594,640. This change consisted mainly of \$190,800,991 current year operating income, \$4,674,546 income from equity in the ICTF joint venture, \$10,019,920 income derived from grants received from federal and state governments; less \$21,070,305 loss from oil operations, and \$23,830,512 from other net nonoperating expenses, including financing costs and 10% transfer to the City's Tidelands Operating Fund, which amounted to \$15,399,535.

The Department's investment in capital assets (land; structures and facilities; furniture, fixtures, and equipment; construction in progress; and rights of way) less any related debt was \$1,162,931,088 or 54% of the aggregate net assets.

The Department held \$296,775,465 of net assets subject to restrictions, a reduction of \$20,955,031 from 2006. The decrease is related to the utilization of funds earmarked for the City of Long Beach RDA Westside projects and the reclassification of funds restricted for non-related party debt-service contingency, and matching contribution for future federally funded projects. Restricted net assets were thus identified in the Statements of Net Assets and represented 14% of the Department's total net assets.

At the end of fiscal year 2007, the Department reported unrestricted net assets of \$683,033,940, an increase of \$98,224,731 when compared to 2006. This increase included an increase in net assets of \$160,594,640, less \$83,324,940 used to finance capital assets, net of related liabilities, plus the reversing of funds originally allocated to fund the Gerald Desmond Bridge and the Rail and Roadway Reserves netting \$18,403,799, and an increase in unrestricted net assets as a result of a \$2,551,231 moved out of restricted net assets for qualifying expenses for the RDA Westside project. Unrestricted net assets represented 32% of the Department's aggregate net assets, and were not subject to external restrictions. Unrestricted net assets were available to fund the Department's continuing obligations and designated projects.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

Summary of Operations and Changes in Net Assets

The statements of revenues, expenses, and changes in fund net assets illustrates the Department's change in net assets from prior to current fiscal year. These changes are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, some revenues and expenses reported in this statement will only affect future period cash flows, for example: uncollected receivables and earned, but unused, vacation leave.

The table below summarizes the operations for fiscal years 2008, 2007, and 2006.

Changes in Fund Net Assets

Years ended September 30, 2008, 2007, and 2006

	<u>2008</u>	<u>2007</u>	<u>2006</u>
Operating revenues:			
Berth and special facilities	\$ 340,524,798	351,891,119	337,675,886
Miscellaneous	18,819,335	18,940,814	15,618,591
Total operating revenues	<u>359,344,133</u>	<u>370,831,933</u>	<u>353,294,477</u>
Operating expenses:			
Facility and infrastructure	(81,440,115)	(69,959,326)	(54,341,202)
General and administrative	(34,725,802)	(27,004,526)	(21,199,838)
Depreciation and amortization	(79,496,947)	(83,067,090)	(85,465,306)
Total operating expenses	<u>(195,662,864)</u>	<u>(180,030,942)</u>	<u>(161,006,346)</u>
Operating income	<u>163,681,269</u>	<u>190,800,991</u>	<u>192,288,131</u>
Non-operating revenues (expenses):			
Intergovernmental expense	(16,059,464)	(15,399,535)	(14,222,184)
Investment expense, net of income	(13,044,028)	(9,698,643)	(25,807,784)
Income (loss) from oil operations	31,153,305	(21,070,305)	6,125,571
Loss (gain) on sale of capital assets	(254,540)	179	(1,391,831)
Income from equity in joint venture	4,440,935	4,674,546	4,301,663
Clean Air Action Plan expense	(13,866,798)	—	—
Other income (expense), net	1,046,803	1,267,487	(9,596,403)
Net nonoperating expenses	<u>(6,583,787)</u>	<u>(40,226,271)</u>	<u>(40,590,968)</u>
Income before capital grants	157,097,482	150,574,720	151,697,163
Capital grants	<u>3,742,240</u>	<u>10,019,920</u>	<u>2,298,184</u>
Change in net assets	160,839,722	160,594,640	153,995,347
Total net assets – beginning	<u>2,142,740,493</u>	<u>1,982,145,853</u>	<u>1,828,150,506</u>
Total net assets – ending	\$ <u>2,303,580,215</u>	<u>2,142,740,493</u>	<u>1,982,145,853</u>

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

Analysis of Fiscal Year 2008

A comparison of the operating revenues for fiscal years 2008 and 2007 shows a decrease of 3%. All the revenue categories, except dry bulk (2% increase), decreased: containerized cargo 3%, liquid bulk 6%, steel 1%, vehicles 1%, lumber 4%, other terminals 20%, rentals 1%.

In terms of volume (measured in metric revenue tons), all types of cargo decreased during fiscal year 2008: containerized cargo 5%, dry bulk 7%, vehicles 19%, steel 13%, lumber 17%, and liquid bulk 8%.

Operating expenses increased due to higher maintenance costs on the Gerald Desmond Bridge, increased levels of service provided by the Long Beach Police and Fire Departments; revamping and modernization of the Port's Security Division, and additional costs incurred to patrol and secure water areas around the Port complex. Upgrades and maintenance of access roads, sanitation systems, and far reaching efforts to promote community awareness were also factors causing the increase in operating expenses.

Depreciation expense is affected by acquisition/retirement of operating assets, their useful lives, and the dates when such assets are placed in service. Depreciation expense for fiscal year 2008 was lower than that of 2007 because many of the capital assets owned by the Port have maximized their allowable depreciation. Investment income was lower due to the recording of the loss on Lehman Brothers commercial paper investment. Interest expense was lower because of the full payment of the 2002A bonds and the reduction, due to regular debt servicing, on the principal balances of the other debt carried by the Department.

Oil operations net revenues increased to \$31.2 million from a \$21.1 million loss in previous year due to favorable crude oil prices prevailing during the fiscal year. Fiscal year 2008 is the first year in which expenses were incurred on the Clean Trucks Program, which is an important component of the Clean Air Action Plan (CAAP); net expenses for the year were \$13.9 million; the portion of the capital grant project expenses subsidized with grant revenues decreased from \$10 million in FY 2007 to \$3.7 million in FY 2008 because these projects were delayed.

Analysis of Fiscal Year 2007

A comparison of the results of operations for fiscal years 2007 and 2006 showed an increase in operating revenues of 5%. The following revenue categories increased: containerized cargo 6%, liquid bulk 6%, other facilities 10%, rentals 28%, vehicles 1%, and miscellaneous income 4%; the following revenue categories decreased: dry bulk facilities 11%, steel 3%, and lumber 16%. Gross oil operations revenue decreased by 1%.

In terms of volume (measured in metric revenue tons), only containerized cargo increased by 5%, while decreases were experienced by dry bulk 12%, vehicles 16%, steel 6%, lumber 7%, and miscellaneous 25%. Liquid bulk moved up by less than 1%.

Operating expenses increased due to the ongoing implementation of the Green Port policy, which encompasses programs such as the CAAP. The policy provides resources to support efforts geared toward a cleaner environment within and around the Port complex. Another element is the safety and security concerns faced by the maritime industry inducing the Port to increase its security expenses. Upgrades and maintenance of access roads, sanitation systems, and revamping of community outreach and involvement were also factors increasing operating expenses.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

Depreciation expense decreased during 2007; changes are in direct proportion to the acquisition/retirement of operating assets; date when assets are placed in service and when assets are recorded in the books; and partial closing of projects.

Investment expense was lower because of smaller bonded debt principal balances. Interest income increased due to higher interest rates and higher cash balances maintained by the Port.

Oil operations changed from a \$6.1 million income in 2006 to a \$21.1 million loss in 2007. The change was mainly related to the recognition of an environmental remediation liability related to cleaning up waste on Pier A West.

Capital Assets and Debt Administration

Capital Assets

The Department's investments in capital assets, net of accumulated depreciation, as of September 30, 2008, 2007, and 2006 are as follows:

	Capital Assets, Net		
	September 30, 2008, 2007, and 2006		
	<u>2008</u>	<u>2007</u>	<u>2006</u>
Non-depreciable capital assets :			
Land	\$ 858,813,707	850,704,021	848,903,831
Construction in progress	164,535,655	225,836,752	145,554,036
Rights of way	<u>207,823,264</u>	<u>207,823,264</u>	<u>207,823,264</u>
Subtotal nondepreciable capital assets	<u>1,231,172,626</u>	<u>1,284,364,037</u>	<u>1,202,281,131</u>
Depreciable capital assets (net):			
Structures and facilities	1,008,240,275	956,920,248	985,583,964
Furniture, fixtures, and equipment	<u>4,202,907</u>	<u>4,007,394</u>	<u>3,566,335</u>
Subtotal depreciable capital assets	<u>1,012,443,182</u>	<u>960,927,642</u>	<u>989,150,299</u>
Total capital assets, net	<u>\$ 2,243,615,808</u>	<u>2,245,291,679</u>	<u>2,191,431,430</u>

Analysis of Fiscal Year 2008

The Department's investments in capital assets include land; structures and facilities; furniture, fixtures, and equipment; construction in progress; and rights of way. Capital assets decreased by less than 1% when compared to fiscal year 2007. Additions/transfer to capital asset accounts were offset by reductions, either by transfers to capital asset accounts or by closing projects to operating expenses, in construction in progress. Information regarding the Department's capital assets can be found in note 5 to the financial statements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

Analysis of Fiscal Year 2007

The Department's investments in capital assets include land; structures and facilities; furniture, fixtures, and equipment; construction in progress; and rights of way. Capital assets increased 2% when compared to fiscal year 2006. The increase is related to higher activity in the construction in progress accounts, and as a result, more projects started or continued. As more projects were completed, more assets were placed in service and aging carpool and utility vehicles were replaced with ones with more fuel efficient and cleaner emissions. Additionally, the Port is upgrading and modernizing its security equipment. Information regarding the Department's capital assets can be found in note 5 to the financial statements.

Debt Administration

The following table summarizes the Department's debt, originally incurred as long-term, as of September 30, 2008, 2007, and 2006. For consistency purposes, this schedule includes the current portion.

Debt Originally Incurred as Long-Term Debt

September 30, 2008, 2007, and 2006

	<u>2008</u>	<u>2007</u>	<u>2006</u>
Bond debt (principal and net premiums)	\$ 842,403,531	1,016,164,146	1,055,949,798
Commercial paper outstanding	60,150,000	60,150,000	60,150,000
Notes payable	—	41,333	82,667
Total long-term debt	<u>\$ 902,553,531</u>	<u>1,076,355,479</u>	<u>1,116,182,465</u>

Analysis of Fiscal Year 2008

The Department's total long-term debt decreased by \$173,801,948, or 16%. The decrease was the result of scheduled bond debt service-payments and the retirement of the 2002A variable rate debt obligation (VRDO) bonds (\$133.8 million).

The underlying ratings assigned to the Department's bond issues are as follows: Standard & Poor's: AA, stable outlook; Moody's Investors Services: Aa2, stable outlook; and Fitch Ratings: AA, stable outlook. The ratings are the result of factors such as: the Port's significant size and strength among the West Coast container ports; its status as a world-class facility; its prime location to attract Pacific Rim trade; convenient links to inter-modal connections; its healthy financial condition and high liquidity; the proactive approach to secure and protect its facilities and to make them as safe as possible; the continued implementation of an environmentally responsible capital program supported by the Board of Harbor Commissioners; and management's commitment to efficiency, sustainability, environmental protection, and customer service.

The debt-service coverage ratios for fiscal years ended 2008 and 2007 are 3.1 and 3.5, respectively. The minimum rate required by the Department's various bond indenture documents is 1.25. Additional information on the Department's long-term debt can be found in notes 6, 7, and 8 on pages 45-52 of this report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis (Unaudited)

September 30, 2008 and 2007

Analysis of Fiscal Year 2007

The Department's total long-term debt decreased by \$39,826,986; or approximately 4%. The decrease was the result of scheduled bond debt service-payments.

The underlying ratings assigned to the Department's bond issues are as follows: Standard & Poor's: AA, stable outlook; Moody's Investors Services: Aa2, stable outlook; and Fitch Ratings: AA, stable outlook. The ratings are the result of factors such as: the Port's significant size and strength among the West Coast container ports; its status as a world-class facility; its prime location to attract Pacific Rim trade; convenient links to inter-modal connections; its healthy financial condition and high liquidity; the proactive approach to protect its facilities and to make them as safe and secure as possible; the continued implementation of an environmentally responsible capital program supported by the Board of Harbor Commissioners; and management's commitment to efficiency, sustainability, environmental protection, and customer service.

The debt-service coverage ratios for fiscal years ended 2007 and 2006 are 3.5 and 3.4, respectively. The minimum rate required by the Department's various bond indenture documents is 1.25. Additional information on the Department's long-term debt can be found in notes 6, 7, and 8 on pages 45-52 of this report.

Notes to the Financial Statements

The notes to the Department's financial statements can be found on pages 31-64 of this report. These notes provide additional information that is essential to a full understanding of the financial statements.

Requests for Information

This financial report is designed to provide a general overview of the Department's finances for people or entities interested in the financial aspects of the Port. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, 925 Harbor Plaza, Long Beach, CA 90802.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statements of Net Assets

September 30, 2008 and 2007

Assets	2008	2007
Current assets:		
Pooled cash and cash equivalents (note 2)	\$ 725,689,304	681,822,132
Accounts receivable, net of allowance (note 3)	50,090,855	46,928,166
Interest receivable	581,213	535,260
Nonperforming investments (note 3)	2,228,927	—
Due from other governmental agencies (note 3)	2,267,630	5,930,537
Inventories of supplies	742,222	734,102
Subtotal	781,600,151	735,950,197
Harbor Revenue Bond Funds and other funds restricted as to use (notes 2 and 8):		
Pooled cash and cash equivalents	232,528,585	258,912,893
Non-pooled cash and cash equivalents	21,473,654	21,788,988
Non-pooled investments	32,228,105	32,228,368
Subtotal restricted current assets	286,230,344	312,930,249
Total current assets	1,067,830,495	1,048,880,446
Non-current assets:		
Capital assets (notes 5 and 10):		
Land:		
Purchased	439,913,481	439,913,481
Constructed	418,900,226	410,790,540
Net land	858,813,707	850,704,021
Structures and facilities	1,947,975,911	1,818,157,460
Less accumulated depreciation	(939,735,636)	(861,237,212)
Net structures and facilities	1,008,240,275	956,920,248
Furniture, fixtures, and equipment	17,499,336	16,683,825
Less accumulated depreciation	(13,296,429)	(12,676,431)
Net furniture, fixtures, and equipment	4,202,907	4,007,394
Construction in progress	164,535,655	225,836,752
Rights of way (note 4)	207,823,264	207,823,264
Net capital assets	2,243,615,808	2,245,291,679
Other assets:		
Long-term receivables (note 3)	27,435,000	27,435,000
Oil facilities (net of accumulated depletion of \$70,232,840 and \$70,052,500, respectively)	10,903,015	11,083,355
Environmental mitigation credits (note 14)	44,278,068	44,278,068
Investments in joint venture (note 11)	7,903,276	7,462,341
Other non-current assets	2,400,000	3,300,000
Total other assets	92,919,359	93,558,764
Total non-current assets	2,336,535,167	2,338,850,443
Total assets	\$ 3,404,365,662	3,387,730,889

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statements of Net Assets

September 30, 2008 and 2007

Liabilities and Net Assets	2008	2007
Current liabilities payable from current assets:		
Accounts payable and accrued expenses	\$ 53,972,310	50,810,785
Accrued claims and judgments (note 12)	—	2,385,000
Accrued interest – commercial paper (note 6)	185,725	282,852
Commercial paper outstanding (note 6)	60,150,000	60,150,000
Deferred credits and unearned revenue	14,586,669	15,920,605
Due to City of Long Beach (note 13)	16,274,861	15,605,875
Environmental remediation (note 12)	60,411,804	9,600,000
Notes payable (note 7)	—	41,333
Total current liabilities payable from current assets	205,581,369	154,796,450
Current liabilities payable from restricted assets:		
Current portion of bonds indebtedness (note 8)	38,145,000	40,170,000
Accrued interest – bonds	16,442,922	17,129,800
Total current liabilities payable from restricted assets	54,587,922	57,299,800
Total current liabilities	260,169,291	212,096,250
Long-term obligations net of current portion:		
Bonds indebtedness (note 8)	804,258,531	975,994,146
Environmental remediation (note 12)	16,457,625	38,100,000
Oil wells abandonment (note 12)	19,900,000	18,800,000
Total non-current liabilities	840,616,156	1,032,894,146
Total liabilities	1,100,785,447	1,244,990,396
Net assets (note 15):		
Invested in capital assets, net of related debt	1,335,522,370	1,162,931,088
Restricted-nonrelated-party debt service contingency and matching contribution for future federally funded projects (note 12)	184,184,312	143,870,930
Restricted-capital projects	44,278,068	49,096,654
Restricted-debt service (note 8)	102,046,032	103,807,881
Unrestricted:		
Unrestricted	637,549,433	683,033,940
Total net assets	\$ 2,303,580,215	2,142,740,493

See accompanying notes to financial statements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statements of Revenues, Expenses, and Changes in Fund Net Assets

Fiscal years ended September 30, 2008 and 2007

	<u>2008</u>	<u>2007</u>
Port operating revenues (note 10):		
Berths and special facilities	\$ 340,524,798	351,891,119
Rental properties	14,495,795	14,633,060
Miscellaneous	<u>4,323,540</u>	<u>4,307,754</u>
Total Port operating revenues	<u>359,344,133</u>	<u>370,831,933</u>
Port operating expenses:		
Facility maintenance	7,870,391	9,777,839
Infrastructure maintenance	45,556,412	29,916,302
Fire and safety	21,353,046	20,472,349
Other indirect	6,660,266	9,792,836
General and administrative	<u>34,725,802</u>	<u>27,004,526</u>
Port operating expenses before depreciation and amortization	116,165,917	96,963,852
Depreciation and amortization	<u>79,496,947</u>	<u>83,067,090</u>
Total Port operating expenses	<u>195,662,864</u>	<u>180,030,942</u>
Operating income	<u>163,681,269</u>	<u>190,800,991</u>
Nonoperating income (expense):		
Investment income, net	33,346,928	43,374,260
Interest expense	(46,390,956)	(53,072,903)
Income (loss) from Harbor oil operations	31,153,305	(21,070,305)
Gain (loss) on disposition of capital assets	(254,540)	179
Income from equity in joint ventures (note 11)	4,440,935	4,674,546
Clean Air Action Plan (net)	(13,866,798)	—
Other income	<u>1,046,803</u>	<u>1,267,487</u>
Net nonoperating income (expense)	<u>9,475,677</u>	<u>(24,826,736)</u>
Income before capital grants and transfers	173,156,946	165,974,255
Capital grants	3,742,240	10,019,920
Transfers to the City of Long Beach (note 13)	<u>(16,059,464)</u>	<u>(15,399,535)</u>
Increase in net assets	160,839,722	160,594,640
Total net assets, at beginning of year	<u>2,142,740,493</u>	<u>1,982,145,853</u>
Total net assets, at end of year	<u>\$ 2,303,580,215</u>	<u>2,142,740,493</u>

See accompanying notes to financial statements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statements of Cash Flows

Fiscal years ended September 30, 2008 and 2007

	<u>2008</u>	<u>2007</u>
Cash flows from operating activities:		
Cash received from customers	\$ 359,339,856	366,577,042
Cash paid to employees net of capitalized labor of \$4,786,307 and \$6,017,758 in 2008 and 2007, respectively	(32,679,627)	(27,599,780)
Cash paid to suppliers	<u>(51,260,792)</u>	<u>(68,436,839)</u>
Net cash provided by operating activities	<u>275,399,437</u>	<u>270,540,423</u>
Cash flows from investing activities:		
Harbor oil operations providing cash	29,727,236	11,122,605
Interest received	31,072,311	43,417,824
Return on investment in joint venture	<u>8,000,000</u>	<u>—</u>
Net cash provided by investing activities	<u>68,799,547</u>	<u>54,540,429</u>
Cash flows from non-capital financing activities:		
Clean Air Action Plan	(1,147,823)	—
Intergovernmental transfers	<u>(15,399,535)</u>	<u>(14,222,184)</u>
Net cash used in non-capital financing activities	<u>(16,547,358)</u>	<u>(14,222,184)</u>
Cash flows from capital and related financing activities:		
Grant proceeds	7,046,639	4,613,447
Interest paid	(50,787,577)	(54,964,815)
Payments for capital acquisitions	(97,517,285)	(104,545,559)
Principal payment – notes	(41,333)	(41,333)
Principal repayment – bonds	(170,130,000)	(38,335,000)
Proceeds from the sales of capital assets	<u>945,460</u>	<u>—</u>
Net cash used in capital and related financing activities	<u>(310,484,096)</u>	<u>(193,273,260)</u>
Net increase in cash and cash equivalents	17,167,530	117,585,408
Cash and cash equivalents, at beginning of year	<u>962,524,013</u>	<u>844,938,605</u>
Cash and cash equivalents, at end of year	\$ <u>979,691,543</u>	\$ <u>962,524,013</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 163,681,269	190,800,991
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	79,496,947	83,067,090
Bad debt expense	26,954	—
Effects of changes in operating assets and liabilities:		
Decrease (increase) in receivables	587,025	(3,322,113)
Increase in inventory	(8,120)	(194,009)
Increase in accounts payable	7,939,727	924,284
Decrease in deferred revenue	(814,410)	(53,337)
Increase (decrease) in customer deposits	21,333	(539,035)
Increase in environmental remediation liabilities	24,459,654	—
(Decrease) increase in due to other funds	<u>9,058</u>	<u>(143,448)</u>
Net cash provided by operating activities	\$ <u>275,399,437</u>	\$ <u>270,540,423</u>
Reconciliation of cash and cash equivalents:		
Pooled cash and cash equivalents	\$ 725,689,304	681,822,132
Restricted pooled cash and cash equivalents	232,528,585	258,912,893
Restricted non-pooled cash and cash equivalents	<u>21,473,654</u>	<u>21,788,988</u>
	\$ <u>979,691,543</u>	\$ <u>962,524,013</u>

See accompanying notes to financial statements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(1) Summary of Significant Accounting Policies

(a) *The Reporting Entity*

Article XII of the City Charter of the City of Long Beach, California (the City) created the Harbor Department of the City of Long Beach (the Department) to promote and develop the Port of Long Beach (the Port). The Department's operations are included in the City's reporting entity as an enterprise fund; its activities are conducted in the Tidelands Trust area of the City and are subject to coastal area laws of the State of California and to the terms of the trust agreement between the City and the State of California.

The Harbor Facilities Corporation (the Corporation), a nonprofit public benefit corporation, has been inactive since 1995 and did not have any activity during the 2008 and 2007 fiscal years. If the Corporation would have any transactions with financial implications, they would be included in the Department's financial statements.

The Department, together with the Harbor Department of the City of Los Angeles, formed a joint venture to finance the construction of the Intermodal Container Transfer Facility (ICTF). The ICTF venture has been recorded as an investment under the equity method of accounting in the accompanying financial statements (see note 11).

In 1989, the cities of Los Angeles and Long Beach entered into a Joint Exercise of Powers Agreement to create the Alameda Corridor Transportation Authority (ACTA). This agreement was amended and restated in 1996. The purpose of ACTA was to acquire, construct, finance, and operate the Alameda Corridor (the Project). The Project consists of a 20-mile-long rail cargo expressway connecting the ports in San Pedro Bay to the transcontinental rail yards near downtown Los Angeles and it began operating in April 2004. ACTA prepares its own financial statements, and its transactions are not included as part of the Department's financial statements.

(b) *Basis of Accounting and Measurement Focus*

Disbursement of funds derived from Department's operations is restricted to Harbor Trust Agreement purposes. The costs of providing port services are recovered entirely through leases, tariffs, and other charges assessed to Department's tenants. Consistent with U.S. generally accepted accounting principles for enterprise funds, the accounting policies of the Department conform to the accrual basis of accounting. The measurement focus of the accompanying financial statements is on the determination of changes in net assets and changes in financial position. Operating revenues and expenses are generated and incurred through cargo activities performed by port tenants; operating expenses include maintenance of facilities and infrastructure, security, and payments to other City departments for services provided to the port. Administration and depreciation expenses are also considered operating expenses. Other revenues and expenses not included in the above categories are reported as nonoperating income (expense). The Department applies all applicable Governmental Accounting Standards Board (GASB) pronouncements and all Financial Accounting Standards Board (FASB) statements and interpretations issued on or before November 30, 1989, except for those that conflict with or contradict GASB pronouncements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

The Department recognizes operating revenues when they are earned. Proceeds from federal or state grants are considered as nonoperating revenues, recognized as such when reimbursable expenses are incurred, and are identified as capital grants in the statements of revenues, expenses, and changes in fund net assets. Operating revenues or capital grant funds that have either been billed or received but not earned are identified as deferred credits and unearned revenue in the statements of net assets.

(c) *New Accounting Pronouncements*

Effective October 1, 2007, the Department adopted Governmental Accounting Standards Board (GASB) Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, in accounting for its postretirement healthcare costs. The adoption of this pronouncement, GASB 45, did not have a material effect on the Department's financial statements.

(d) *Pooled Cash and Cash Equivalents*

In accordance with City Charter requirements, the Department pools its available cash with that of the City. The City's cash management pool is used essentially as a demand deposit account by the participating City organizational units. For purposes of the statements of cash flows, the Department defines cash and cash equivalents as pooled cash and investments, including restricted pooled cash and investments and short-term, easily convertible to cash, nonpooled investments. Investment decisions are made by the City Treasurer and approved by an investment committee whose membership includes members of the Department's management ranks.

Investment income and gains/losses arising from such pooled cash and investments are apportioned to each participating unit based on the relationship of the unit's average daily cash balances to the aggregate pooled cash and investments. The Department's share of pooled cash and investments, as of September 30, 2008 and 2007, is stated at fair market value (see note 2).

(e) *Non-Pooled Cash and Cash Equivalents*

The Department considers all highly liquid investments with an original maturity date of three months or less to be cash and cash equivalents.

(f) *Investments*

Investments are reflected at fair value using quoted market prices. Realized and unrealized gains and losses are included in the accompanying statements of revenues, expenses and changes in net assets as investment income, net.

(g) *Inventories*

Inventories of supplies are valued at the lower of average cost or market.

(h) *Capital Assets*

Capital assets are valued at historical costs. The capitalization threshold for capital assets is \$5,000. Depreciation is determined using the straight-line method with no allowance for salvage values. When appropriate, provision for obsolescence is recognized by charging depreciation at an

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

accelerated rate on specific assets. The estimated economic lives used to determine annual rates of depreciation are subject to periodic review and revision, if appropriate, to assure that the cost of the respective assets will be written off over their economic lives. Estimated useful lives used in the computation of depreciation of capital assets are as follows:

Structures and facilities:	
Bridges and overpasses	50 to 75 years
Wharves and bulkheads	40 years
Transit sheds and buildings	20 years
State highway connections	10 years
Others	5 to 50 years
Furniture, fixtures, and equipment	2 to 30 years

(i) Oil Operation

Oil facilities are valued at historical cost plus estimated future oil well abandonment costs. Oil field depletion is determined using the estimated economic life of the oil field. Donated assets are valued at their estimated fair value on the donation date.

(j) Investments in Joint Ventures

Investments in joint power authorities are accounted for by the equity method.

(k) Compensated Absences

The Department records all accrued employee benefits, including accumulated vacation and sick leave, as a liability in the period when the benefits are earned. Accrued employee benefits are treated as a current liability for financial statement presentation.

(l) Pension Plan and Postretirement Benefits

All full-time Department's employees are members of the State of California Public Employees' Retirement System (CalPERS). The Department's policy is to fund all accrued pension costs. These costs are determined annually as of October 1 by CalPERS, and are incorporated into the payroll burden rate reimbursable to the City's Employee Benefits Internal Service Fund. The Department participates in the City's Retired Employee Health Insurance Program. This program is a single employer defined benefit healthcare plan.

(m) Allowance for Doubtful Accounts Receivable

The allowance for doubtful accounts is estimated at a level to absorb expected accounts receivable losses. An Allowance for Doubtful Accounts Receivable (the Allowance) is established to reflect the amount of the Port's receivables that Management estimates will be uncollectible ensuring that Port's receivables will not be overstated for financial reporting purposes. The allowance shall be set at the greater of: (1) one-half of one percent (0.5%) of estimated annual operating revenues or (2) the sum of 75% of aged receivable amounts over 120 days delinquent, plus 50% of amounts over 90 days delinquent, plus 25% of amounts over 60 days delinquent, plus 10% of amounts over 30 days delinquent.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

To determine uncollectibility, the Department's Finance Division reviews all delinquent accounts around August of each year. Amounts deemed uncollectible are proposed to be written off. The balances of the allowance for uncollectible Accounts Receivable for the fiscal years 2008 and 2007 were \$1,796,604 and \$1,853,422, respectively (see note 3).

(n) Use of Estimates

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amount of assets and liabilities and the disclosure of contingent assets and liabilities as of the date of the financial statements. Actual results could differ from those estimates.

(o) Reclassifications

Certain amounts reported in fiscal year 2007 have been reclassified to conform to the fiscal year 2008 presentation. Such reclassifications had no effect on the previously reported change in net assets.

(p) Net Assets

The Department has adopted a policy of generally utilizing restricted funds, prior to unrestricted funds, when an expense is incurred for purposes for which both are available.

The Department's net assets are classified into the following net asset categories:

Invested in Capital Assets, Net of Related Debt – Capital assets, net of accumulated depreciation and outstanding principal balances of debt attributable to the acquisition, construction, or improvement of those assets.

Restricted – Expendable – Net assets subject to externally imposed conditions or constraints that can be fulfilled by the actions of the Department or by the passage of time. The restrictions are externally imposed by creditors, grantors, contributors, laws or regulations of other governments, or by law through constitutional provisions or enabling legislation.

Unrestricted – All other categories of net assets. Additionally, unrestricted net assets may be designated for use by management of the Department or have legislative or bond indenture requirements associated with their use. These requirements limit the area of operations for which expenditures of net assets may be made and require that unrestricted net assets be designated to support future operations in these areas. The future funding commitments of the Department related to the Clean Air Action Plan are a primary example of unrestricted net assets with designated uses (see note 12).

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(2) Pooled Cash, Cash Equivalents, and Other Investments

The Department's cash and cash equivalents and investments as of September 30, 2008 and 2007 are classified in the accompanying statement of net assets as follows:

	<u>2008</u>	<u>2007</u>
Pooled cash and cash equivalents	\$ 725,689,304	681,822,132
Pooled cash and cash equivalents, restricted	<u>232,528,585</u>	<u>258,912,893</u>
Total pooled cash and cash equivalents	<u>958,217,889</u>	<u>940,735,025</u>
Bond reserves held by fiscal agents:		
Non-pooled cash and cash equivalents	21,473,654	21,788,988
Non-pooled investments	<u>32,228,105</u>	<u>32,228,368</u>
Total bond reserves held by fiscal agents	<u>53,701,759</u>	<u>54,017,356</u>
Total pooled cash and cash equivalents and bond reserves held by fiscal agents	<u>\$ 1,011,919,648</u>	<u>994,752,381</u>

The majority of the Department's cash and investments, including restricted cash and investments, are pooled with other City funds and maintained by the City Treasurer. The City Charter requires the Department to participate in the City Treasurer's pool. The Department's portion of the City's total pooled cash and cash equivalents amount as of September 30, 2008 and 2007 were \$958,217,889 or 56.2% and \$940,735,025 or 55.8% of the City's pooled cash and cash equivalents. The Department's bond reserves held by fiscal agents for the 2002, 2004, and 2005 bonds were \$53,701,759 and \$54,017,356 as of September 30, 2008 and 2007, respectively. The City's investment policy authorizes the pool to invest in obligations issued or guaranteed by the federal government and its agencies and instrumentalities as well as in commercial paper rated A-1 by Standard & Poor's Corporation or P-1 by Moody's Commercial Paper Record, bankers' acceptances, repurchase agreements, reverse repurchase agreements, bank certificate of deposits, the State Treasurer's Local Agency Investment Fund, and shares of beneficial interest (mutual funds) issued by diversified management companies.

It is the policy of the City Treasurer to invest funds in a manner that will provide the highest investment return with the maximum security while meeting the daily cash flow demands of the City and its Departments and to conform to all state and local statutes governing the investment of public funds, using the "prudent person" standard for managing the overall portfolio. The primary objective of the policy is safety of principal, liquidity, yield, and maintaining the public trust. Individual departmental cash deposits and investments within this pool cannot be specifically identified among the participating units. Interest income and gains and losses earned on pooled cash and investments are allocated monthly to the various pool participants based on their average daily cash balances.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(a) Investments Authorized by the California Government Code and the City's Investment Policy

The table below identifies the investment types that are authorized for the City by the City's investment policy. The table also identifies certain provisions of the City's investment policy that address interest rate risk, credit risk, and concentration of credit risk. This table does not address debt proceeds held by bond trustee, which are governed by the provisions of debt agreements of the City, rather than the general provision of the California Government Code or the City's investment policy.

<u>Authorized investment type</u>	<u>Maximum maturity</u>	<u>Maximum percentage of portfolio</u>	<u>Maximum investment in one issuer</u>
Bonds issued by the City	5 years *	30%	None
U.S. Treasury notes, bonds, or bills	5 years *	None	None
Registered state warrants or treasury notes or bonds of the State of California	5 years *	30%	None
Local agency bonds	5 years *	30	None
Federal agency securities	5 years *	40	None
Banker's acceptances	180 days	40	30%
Commercial paper	270 days	25	10
Negotiable certificates of deposit	5 years *	30	10
Time certificates of deposit	5 years *	100	10
Repurchase agreements	90 days	100	None
Reverse repurchase agreements	92 days	20	None
Securities lending program	92 days	20	None
Medium-term notes	5 years *	30	10%
Money market funds	N/A	20	10
Local agency investment fund (LAIF)	N/A	None	\$40 million per account
Asset-backed securities	5 years	20%	None
Mortgage-backed securities	5 years	20	None

* Maximum maturity of (5) years unless a longer maturity is approved by the City Council, either specifically or as part of an investment program, at least (3) months prior to purchase.

(b) Investments Authorized by Debt Agreement

Investment of debt proceeds held by bond trustee is governed by provisions of the debt agreements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(c) Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the City manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer term investments, and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming closer to maturing evenly over time as necessary to provide cash flow and liquidity need for operations. The following schedule indicates the interest rate risk of the City's investments, which includes the amount the Fund has invested with the City as of September 30 (in thousands):

Investment Type	2008		2007	
		Weighted average maturity (in years)		Weighted average maturity (in years)
Cash and Investments in City Pool:				
Interdepartment Loan (Health SAVERS)	\$ 2,892	10.60	\$ 3,098	11.60
U.S. Treasury Notes	55,817	0.41	145,149	0.90
Federal Agency Securities	1,289,370	1.96	1,190,784	2.28
Medium-term Notes	84,148	0.99	49,881	1.83
Short-term Commercial Paper	—	—	135,874	0.02
LAIF	160,849	0.09	139,156	0.01
Government Managed Rate Account	69,931	—	—	—
Subtotal City Pool	1,663,007		1,663,942	
Cash and Deposits	60,313		32,878	
Outstanding Checks	(19,752)		(10,379)	
Total City Pool	\$ 1,703,568		\$ 1,686,441	
Non Performing Short-term Investment	\$ 3,963	—	\$ —	—

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

The following schedule indicates the interest rate risk of the Department's cash held by fiscal agent:

<u>2008</u>	<u>Amount</u>
2000 Bonds Reserve – First American Treasury Obligation – Held by U.S. Bank	\$ 21,473,654
2004 Bonds Reserve – AIG Matched Funding Agreement – Held by U.S. Bank	11,372,561
2005 Bonds Reserve – FSA Capital Management Services – Held by U.S. Bank	<u>20,855,544</u>
Total cash held by fiscal agent	\$ <u><u>53,701,759</u></u>
<u>2007</u>	<u>Amount</u>
2000 Bonds Reserve – First American Treasury Obligation – Held by U.S. Bank	\$ 21,788,988
2004 Bonds Reserve – AIG Matched Funding Agreement – Held by U.S. Bank	11,372,583
2005 Bonds Reserve – FSA Capital Management Services – Held by U.S. Bank	<u>20,855,785</u>
Total cash held by fiscal agent	\$ <u><u>54,017,356</u></u>

(d) Investments with Fair Values Highly Sensitive to Investment Risk

The City had no investments with values that were highly sensitive to investment risk as of September 30, 2008 and 2007. Highly sensitive investments are investments whose sensitivity to market interest rate fluctuations are not fully addressed by use of one of the five methods for reporting interest rate risk.

(e) Risk and Uncertainties

The City may invest in various types of investment securities. Investment securities are exposed to various risks, such as interest rate, market and credit risks. Due to the level of risk associated with certain investments securities, it is at least reasonably possible that changes in the values of investment securities will occur in the near term and that such changes could materially affect the amounts reported in the statements of financial position.

The City invests in securities with contractual cash flows, such as asset-backed securities and mortgage-backed securities. The value, liquidity and related income of these securities are sensitive to change in economic conditions, including real estate value, delinquencies or defaults, or both, and may be adversely affected by shifts in the market's perception of the issuers and changes in interest rates.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(f) Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented on the following page is the minimum rating required by the California Government Code, the City's investment policy, and the actual rating as of year-end for each investment type (in thousands):

City's Pooled Investments Investment Type	Minimum legal rating		Not required to be rated	Rating as of year-end 2008				
				A-1+	A-1	AAA	AA-	Unrated
Cash and Investments								
In City Pool:								
Interdepartment Loan (Health SAVRS)	N/A	\$ 2,892	2,892	—	—	—	—	—
U.S. Treasury Notes	N/A	55,817	55,817	—	—	—	—	—
Federal Agency Securities	N/A	1,289,370	—	—	—	1,289,370	—	—
Medium-term Notes	A	84,148	—	—	—	84,148	—	—
LAIF	N/A	160,849	160,849	—	—	—	—	—
Government Managed Rate Account	N/A	69,931	69,931	—	—	—	—	—
Subtotal City Pool		1,663,007	289,489	—	—	1,373,518	—	—
Cash and Deposits		60,313	—	—	—	—	—	60,313
Outstanding Checks		(19,752)	—	—	—	—	—	(19,752)
Total City Pool		\$ 1,703,568	289,489	—	—	1,373,518	—	40,561
Non Performing Short-term Investment	N/A	\$ 3,963	—	—	—	—	—	3,963

City's Pooled Investments Investment Type	Minimum legal rating		Not required to be rated	Rating as of year-end 2007				
				A-1+	A-1	AAA	AA-	Unrated
Interdepartment Loan (Health SAVRS)	N/A	\$ 3,098	3,098	—	—	—	—	—
U.S. Treasury notes	N/A	145,149	145,149	—	—	—	—	—
Federal Agency Securities	N/A	1,190,784	—	—	—	1,190,784	—	—
Medium-term Notes	A	49,881	—	—	—	44,861	5,020	—
Short-term Commercial Paper	N/A	135,874	—	54,350	81,524	—	—	—
LAIF	N/A	139,156	139,156	—	—	—	—	—
Subtotal City Pool		1,663,942	287,403	54,350	81,524	1,235,645	5,020	—
Cash and Deposits		32,878	—	—	—	—	—	32,878
Outstanding Checks		(10,379)	—	—	—	—	—	(10,379)
Total City Pool		\$ 1,686,441	287,403	54,350	81,524	1,235,645	5,020	22,499

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(g) Concentration of Credit Risk

The investment policy of the City contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. Investments in any one issuer that represents 5% or more of the City's total pooled investments are as follows (in thousands):

Issuer	Investment type	Reported amount	
		2008	2007
Federal Farm Credit Bank	Federal agency securities	\$ 93,000	89,334
Federal Home Loan Bank Federal Home Loan Mortgage Association	Federal agency securities	477,696	354,763
Federal National Mortgage Association	Federal agency securities	359,571	307,865
U.S. Treasury	Federal agency securities	359,103	438,822
Commercial paper	U.S. Treasury notes and bonds	55,817	145,149
LAIIF	Unsecured corporate debt	—	135,874
	State pool investment	160,849	139,156

(h) Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker/dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits. The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under the state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure the City's deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

All securities owned by the City are deposited in trust for safekeeping with a custodial bank different from the City's primary bank except for one City-issued bond and investment in the State's LAIF.

As of September 30, 2008, the City reported deposits of \$60,313,000 less \$19,752,000 for checks outstanding. As of September 30, 2007, the City's deposits were \$32,878,000 less \$10,379,000 for checks outstanding.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2008 and 2007

(i) Investment in State Investment Pool

The City is a voluntary participant in the LAIF that is regulated by California Government Code Section 16429 under the oversight of the treasurer of the State of California. The fair value of the City's investment in this pool is reported in the City's financial statements at amounts based upon the City's pro rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized-cost basis. Included in LAIF's investment portfolio are mortgage-backed securities, loans to certain state funds, securities with interest rates that vary according to changes in rates greater than an one-for-one basis, and structured basis.

(j) Reverse Repurchase Agreements

There were no transactions involving reverse repurchase agreements during the fiscal years ended September 30, 2008 and 2007.

(k) GASB Statement No. 31

GASB Statement No. 31, *Certain Investments and External Investment – Pools*, requires that certain investments and external investment pools be reported at fair value. At September 30, 2008 and 2007, the effect of reporting the City's investments at fair value did not have a material impact on the City's and agency's financial position.

(l) Securities Lending

The City did not engage in any securities lending programs for the fiscal years ended September 30, 2008 and 2007. Accordingly, in accordance with GASB Statement No. 28, *Accounting and Financial Reporting for Securities Lending Transactions*, no assets or liabilities have been recorded in the accompanying financial statements. However, from time to time, the City engages in limited securities lending activities. These activities are governed by formal agreement with the City's contract bank. This agreement limits the nature and amount of the transactions and provides for full collateralization of each transaction.

(3) Accounts Receivable and Other Receivables

Accounts receivable as of September 30 included the following:

	<u>2008</u>	<u>2007</u>
Trade accounts receivable	\$ 46,271,949	40,289,588
Less allowance for doubtful accounts	<u>(1,796,604)</u>	<u>(1,853,422)</u>
	44,475,345	38,436,166
Oil operations receivable	—	4,492,000
Intermodal Container Transfer Facility distribution	—	4,000,000
Pier A West receivable	<u>5,615,510</u>	—
Accounts receivable, net	<u>\$ 50,090,855</u>	<u>46,928,166</u>

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The Pier A West receivable relates to the portion of environmental remediation expenses to be reimbursed in accordance to the agreement with Anadarko Petroleum Co. (see note 12(f)).

Other receivables as of September 30 included the following:

	<u>2008</u>	<u>2007</u>
Due from other governmental agencies:		
Current:		
Federal grant – Department of Homeland Security	\$ 1,429,165	5,876,433
Reimbursements due from Caltrans	311,831	54,104
State of California	<u>526,634</u>	
	2,267,630	5,930,537
Nonperforming investments – Lehman Brothers	<u>2,228,927</u>	—
Total current	4,496,557	5,930,537
Long term:		
Redevelopment Agency – Convention Center	<u>27,435,000</u>	<u>27,435,000</u>
Total due from other governmental agencies	<u>\$ 31,931,557</u>	<u>33,365,537</u>

The receivable related to nonperforming investments – Lehman Brothers pertain to the portion of the value of the commercial paper investment held with Lehman Brothers that management considers as recoverable from assets liquidated by Lehman Brothers as it goes through bankruptcy proceedings.

Redevelopment Agency – Convention Center

In 1993, the Department advanced \$30,000,000 to the Long Beach Redevelopment Agency (the Agency) to fund construction costs related to the Long Beach Convention Center expansion project. Such advance was part of an amended agreement with the Agency to fund \$90,000,000 of the Long Beach Convention Center project and was to be repaid from revenue sources arising from future City transient occupancy tax revenues, payable in equal amounts over 17 years beginning October 1, 1997.

In August 1995, the Board of Harbor Commissioners amended this agreement and agreed to subordinate the repayment of the entire receivable to a contingent City obligation related to a bond issuance to fund the construction of the Aquarium of the Pacific (the Aquarium), a not-for-profit facility in the Queensway Bay area of the City. Provided the anticipated future revenue sources from the Aquarium would not cover their bond debt service requirements, the Agency agreed to fund the remaining debt service with transient occupancy tax revenues. A subsequent amendment deferred the initial repayment to the first quarter of fiscal year 1999, with the balance of the advance to be repaid in quarterly installments over 16 years.

In a more recent development, the City and the Department amended the agreement to provide for a two-year deferral of the payments scheduled for fiscal years 2000 and 2001. As of September 30, 2001, the Agency had an unpaid liability to the Department of \$27,435,000. Under that agreement, \$1,765,000 was payable during the 2002 fiscal year and was considered a current asset for financial statement purposes. Since 2004, the Agency has not had sufficient funds in excess of the Aquarium debt annual debt service

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and has not made any of the agreed-upon payments. Since the Department does not expect to receive any payment during the upcoming 12 months, it will maintain the entire debt, \$27,435,000, as a long-term receivable.

(4) Alameda Corridor Right-of-Way Purchase

In December 1994, the Department and the Harbor Department of the City of Los Angeles (collectively, the Ports) executed the purchase of the rights-of-way needed for the development of the Alameda Corridor Project (the Project), which is a comprehensive transportation corridor between the Ports and the central Los Angeles area. The Ports purchased these rights, sharing the cost on a 50/50 basis, from the three railroad companies then serving the Ports: Union Pacific Railroad Company, Southern Pacific Railroad Company, and Atchison, Topeka and Santa Fe Railroad Companies. After the purchase, Southern Pacific merged into Union Pacific and Atchison, Topeka, and Santa Fe merged with Burlington Northern to form the Burlington Northern Santa Fe.

The total purchase comprised the right-of-way property from the three former railroad companies and a drill track from Southern Pacific to provide an additional right-of-way to access local businesses along the Project. As of September 30, 2008 and 2007, total costs to the Department related to the rights-of-way purchase amounted to \$207,823,264.

Construction of the Project began in 1997 and it was completed in April 2002. Funding for the Project came from federal, state, and local sources, and from issuance of debt (see note 12). Some of the benefits derived from the Project are the consolidation of the railroad services onto a single set of rail lines, the improvement of the rail transportation conditions around the Ports, the securing of efficient and competitive service to and from the Ports, and the increase in public safety along the route on which Port-related traffic occurs. These benefits will extend to other governmental entities by allowing them to utilize the right of way.

Repayment to the Ports for their investments in the right-of-way and for any advances provided to the Project will occur after the Project has generated revenues sufficient to retire all debt and to fund maintenance reserve (see note 12).

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(5) Capital Assets

Capital Assets Rollforward Schedule

Description	Balance, October 1, 2007	Additions	Disposals	Transfers	Balance, September 30, 2008
Nondepreciable capital assets:					
Purchased land	\$ 439,913,481	—	—	—	439,913,481
Constructed land	410,790,540	—	—	8,109,686	418,900,226
Construction in progress	225,836,752	76,778,067	—	(138,079,164)	164,535,655
Rights-of-way (note 4)	207,823,264	—	—	—	207,823,264
Subtotal	1,284,364,037	76,778,067	—	(129,969,478)	1,231,172,626
Depreciable capital assets:					
Structures and facilities	1,818,157,460	6,597	(4)	129,811,858	1,947,975,911
Furniture, fixtures and equipment	16,683,825	1,036,417	(378,526)	157,620	17,499,336
Subtotal	1,834,841,285	1,043,014	(378,530)	129,969,478	1,965,475,247
Total capital assets	\$ 3,119,205,322	77,821,081	(378,530)	—	3,196,647,873
Description	Balance, October 1, 2006	Additions	Disposals	Transfers	Balance, September 30, 2007
Nondepreciable capital assets:					
Purchased land	\$ 439,812,839	—	—	100,642	439,913,481
Constructed land	409,090,992	1,839,835	(140,287)	—	410,790,540
Construction in progress	145,554,036	164,240,704	(40,503,519)	(43,454,469)	225,836,752
Rights-of-way (note 4)	207,823,264	—	—	—	207,823,264
Subtotal	1,202,281,131	166,080,539	(40,643,806)	(43,353,827)	1,284,364,037
Depreciable capital assets:					
Structures and facilities	1,782,556,550	5,557,031	(12,636,957)	42,680,836	1,818,157,460
Furniture, fixtures, and equipment	15,439,437	577,334	(5,937)	672,991	16,683,825
Subtotal	1,797,995,987	6,134,365	(12,642,894)	43,353,827	1,834,841,285
Total capital assets	\$ 3,000,277,118	172,214,904	(53,286,700)	—	3,119,205,322

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Accumulated Depreciation Rollforward Schedule

Description	Balance, October 1, 2007	Additions	Disposals/ Transfers	Balance, September 30, 2008
Structures and facilities	\$ 861,237,212	78,558,860	(60,436)	939,735,636
Furniture, fixtures and equipment	12,676,431	998,524	(378,526)	13,296,429
Total accumulated depreciation	\$ 873,913,643	79,557,384	(438,962)	953,032,065
Description	Balance, October 1, 2006	Additions	Disposals/ Transfers	Balance, September 30, 2007
Structures and facilities	\$ 796,972,586	76,529,713	(12,265,087)	861,237,212
Furniture, fixtures and equipment	11,873,102	803,329	—	12,676,431
Total accumulated depreciation	\$ 808,845,688	77,333,042	(12,265,087)	873,913,643

(6) Commercial Paper Notes

In 1994, the Board of Harbor Commissioners authorized the issuance of up to \$383,500,000 in commercial paper notes and the Department issued \$148,000,000 of Series A notes to pay for acquisition costs of property, facilities, and oil rights in the North Harbor District. The notes are designated as follows:

- Series A – Subject to Internal Revenue Service Code Alternative Minimum Tax (AMT)
- Series B – Not subject to AMT
- Series C – Taxable

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The Department's gross revenues secure the notes. The obligation to pay the principal portion of outstanding notes is further supported by a revolving line of credit, which is currently \$175,000,000. The notes are in bearer form, in denominations of \$100,000 with integral multiples of \$50,000 in excess thereof, and will mature not more than 270 days after date of issuance. Management may consider paying the commercial paper and related interest obligations and satisfy this obligation within the 2009 fiscal year. The remaining principal balance and accrued interest outstanding at September 30, 2008 were \$60,150,000 and \$185,725, respectively, and were classified as current liabilities. If paid in full or in part, the Department intends to leave open the option to reissue any amount of the commercial paper. The principal balance and accrued interest outstanding at September 30, 2007 was \$60,150,000 and \$282,852, respectively, and were classified as current liabilities.

Commercial Paper – Principal Only – Rollforward Schedule

Description	Balance, October 1, 2007	Additions	Reductions	Balance, September 30, 2008
Series A: maturity dates 11/05/08 – 11/06/08; range of interest rates: 1.23% – 3.69%	\$ 60,150,000	—	—	60,150,000
Description	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007
Series A: maturity dates 11/05/07 – 8/06/08; range of interest rates: 3.48% – 3.74%	\$ 60,150,000	—	—	60,150,000

(7) Notes Payable

Notes payable relate to purchase and sale agreements of real estate property. The \$41,333 balance as of September 30, 2007 was unsecured, and paid in full during fiscal year 2008. Accordingly, there was no outstanding notes payable balance at the end of fiscal year 2008.

Notes Payable Rollforward Schedule

Property acquired	Balance, October 1, 2007	Additions	Reductions	Balance, September 30, 2008
W. 9th street, 14 years, 6%	\$ 41,333	—	(41,333)	—
Property acquired	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007
W. 9th street, 14 years, 6%	\$ 82,667	—	(41,334)	41,333

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Notes to Financial Statements

September 30, 2008 and 2007

(8) Bonded Indebtedness

Outstanding bonded indebtedness as of September 30 was as follows:

	<u>2008</u>	<u>2007</u>
1998 Harbor Revenue Refunding Bonds:		
Maturing 2009 through 2019 at 5.5% to 6.0% interest	\$ 138,755,000	147,535,000
Plus unamortized premium	<u>1,726,511</u>	<u>1,889,007</u>
Total 1998 Harbor Revenue Refunding Bonds	<u>\$ 140,481,511</u>	<u>149,424,007</u>
2000A Harbor Revenue Bonds :		
Maturing 2009 through 2025 at 5.5% to 5.75% interest	\$ 232,320,000	240,415,000
Plus unamortized premium	<u>1,458,608</u>	<u>1,546,344</u>
Total 2000A Harbor Revenue Bonds	<u>\$ 233,778,608</u>	<u>241,961,344</u>
2002A Harbor Revenue Bonds (Variable rate portion):		
Bonds were redeemed during fiscal year 2008	\$ —	133,820,000
Plus unamortized premium	<u>—</u>	<u>2,299,228</u>
Total 2002A Harbor Revenue Bonds	<u>\$ —</u>	<u>136,119,228</u>
2002B Harbor Revenue Bonds (Fixed rate portion):		
Maturing 2009 through 2027 at 5.0% to 5.5% interest	\$ 129,355,000	133,295,000
Plus unamortized premium	<u>5,780,043</u>	<u>6,090,381</u>
Total 2002B Harbor Revenue Bonds	<u>\$ 135,135,043</u>	<u>139,385,381</u>
2004A & B Harbor Revenue Refunding Bonds:		
Maturing 2009 through 2018 at 4.0% to 5.0% interest	\$ 88,080,000	94,900,000
Plus unamortized premium	<u>3,748,890</u>	<u>4,138,384</u>
Total 2006A & B Harbor Revenue Refunding Bonds	<u>\$ 91,828,890</u>	<u>99,038,384</u>
2005A & B Harbor Revenue Refunding Bonds:		
Maturing 2009 through 2025 at 5.0% interest	\$ 234,840,000	243,515,000
Plus unamortized premium	<u>6,339,479</u>	<u>6,720,802</u>
Total 2005A & B Harbor Revenue Refunding Bonds	<u>\$ 241,179,479</u>	<u>250,235,802</u>
Summary:		
Principal	\$ 823,350,000	993,480,000
Net premium	19,053,531	22,684,146
Less current portion	<u>(38,145,000)</u>	<u>(40,170,000)</u>
Net long term bonded indebtedness	<u>\$ 804,258,531</u>	<u>975,994,146</u>

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Harbor Revenue Bonds Payable Rollforward Schedule					
Description	Balance, October 1, 2007	Additions	Reductions	Balance, September 30, 2008	Amounts due within one year
1998	\$ 147,535,000	—	8,780,000	138,755,000	9,270,000
2000 A	240,415,000	—	8,095,000	232,320,000	8,540,000
2002 A	133,820,000	—	133,820,000	—	—
2002 B	133,295,000	—	3,940,000	129,355,000	4,135,000
2004 A & B	94,900,000	—	6,820,000	88,080,000	7,095,000
2005 A & B	243,515,000	—	8,675,000	234,840,000	9,105,000
	<u>\$ 993,480,000</u>	<u>—</u>	<u>170,130,000</u>	<u>823,350,000</u>	<u>38,145,000</u>

Harbor Revenue Bonds Payable Rollforward Schedule					
Description	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007	Amounts due within one year
1998	\$ 155,865,000	—	8,330,000	147,535,000	8,780,000
2000 A	248,085,000	—	7,670,000	240,415,000	8,095,000
2002 A	137,480,000	—	3,660,000	133,820,000	3,860,000
2002 B	137,085,000	—	3,790,000	133,295,000	3,940,000
2004 A & B	101,525,000	—	6,625,000	94,900,000	6,820,000
2005 A & B	251,775,000	—	8,260,000	243,515,000	8,675,000
	<u>\$ 1,031,815,000</u>	<u>—</u>	<u>38,335,000</u>	<u>993,480,000</u>	<u>40,170,000</u>

Aggregate debt service requirements on bonded indebtedness to maturity are summarized as follows:

	Principal	Interest	Total
Year(s) ending September 30:			
2009	\$ 38,145,000	43,847,791	81,992,791
2010	40,120,000	41,876,091	81,996,091
2011	42,225,000	39,763,691	81,988,691
2012	44,515,000	37,465,654	81,980,654
2013	46,940,000	35,042,179	81,982,179
2014 – 2018	276,010,000	133,877,995	409,887,995
2019 – 2023	218,950,000	63,660,087	282,610,087
2024 – 2027	116,445,000	11,296,203	127,741,203
	<u>\$ 823,350,000</u>	<u>406,829,691</u>	<u>1,230,179,691</u>

Details of each outstanding debt issue are as follows:

(a) 1998 Harbor Revenue Refunding Bonds

The City of Long Beach Harbor Revenue Refunding Bonds Series 1998A (the 1998 Bonds) are secured by the Department's gross revenues. The 1998 Bonds, dated February 1, 1998, amounting to \$206,330,000 were issued to current refund all of the City's Harbor Revenue Bonds Series 1989A

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(the 1989 Bonds). The 1989 Bonds were defeased and the liability for those bonds was removed from the Department's statements of net assets. No amounts remain outstanding as of September 30, 2008. Serial bonds aggregating to \$138,755,000 are outstanding and will mature on May 15 of each year from 2009 to 2019 in amounts ranging from \$9,270,000 to \$16,600,000 with interest payable semiannually on May 15 and November 15 at coupon rates of 5.5% to 6.0%. The 1998 Bonds are not subject to optional or mandatory redemption before their respective maturity dates.

Funds have been allocated at September 30, 2008 to the respective accounts in conformity with the bond resolution as follows:

	<u>2008</u>	<u>2007</u>
Service account (amount reserved to meet current debt service requirements)	\$ 6,598,238	6,595,575
Reserve account (amount reserved for maximum annual debt service requirements)	<u>17,596,976</u>	<u>17,596,976</u>
	<u>\$ 24,195,214</u>	<u>24,192,551</u>

The current refunding resulted in a difference between the reacquisition price and net carrying amount on the old debt of \$8,569,501. This difference, reported in the accompanying financial statements as a deduction from bonds payable, is amortized using the straight-line method over the life of the new bonds.

(b) 2000A Harbor Revenue Bonds

The City of Long Beach Harbor Revenue Bonds Series 2000A (the 2000A Bonds) are secured by the Department's gross revenues. The 2000A Bonds, dated November 1, 2000, amounting to \$275,000,000 were issued to finance certain capital improvements at the Port, to fund capitalized interest on a portion of the debt issuance, to fund a repayment reserve, and to finance the costs of issuance.

Serial bonds aggregating to \$232,320,000 will mature on May 15 of each year from 2009 to 2025 in amounts ranging from \$8,540,000 to \$20,180,000 with interest payable semiannually on May 15 and November 15 at coupon rates ranging from 5.25% to 5.75%. The 2000A Bonds maturing on or before May 15, 2010 will not be subject to call and redemption before maturity. Serial bonds maturing on or after May 15, 2011 are subject to call and redemption, prior to maturity, at the option of the Board of Harbor Commissioners, as a whole or in part on any date, on or after May 15, 2010 at premiums of 1.0%, from May 15, 2010 through May 14, 2011; at 0.5% from May 15, 2011 to May 14, 2012; and at par from May 15, 2012 and thereafter.

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Funds have been allocated at September 30, to the respective accounts in conformity with the bond resolution as follows:

	<u>2008</u>	<u>2007</u>
Service account (amount reserved to meet current debt service requirements)	\$ 7,984,868	7,984,952
Reserve account (amount reserved for maximum annual debt service requirements)	<u>21,473,654</u>	<u>21,788,988</u>
	<u>\$ 29,458,522</u>	<u>29,773,940</u>

(c) 2002A Harbor Revenue Bonds

The City of Long Beach Harbor Revenue Bonds Series 2002A (the 2002A Bonds) were fully refunded during fiscal year 2008. All the reserve and deferred costs or revenues related to this issue were written off as well. There are no balances remaining at the end of the fiscal year.

(d) 2002B Harbor Revenue Bonds

The City of Long Beach Harbor Revenue Bonds Series 2002B (the 2002B Bonds) are secured by the Department's gross revenues. The 2002B Bonds were remarketed in the principal amount of \$144,240,000 and are dated June 26, 2002, the date of delivery of the original bonds.

Serial bonds aggregating to \$90,910,000 will mature on May 15 of each year from 2009 to 2023 in amounts ranging from \$4,135,000 to \$8,460,000 with interest payable semiannually on May 15 and November 15 at coupon rates ranging from 5.00% to 5.50%. Bonds maturing on or before May 15, 2014 are not subject to call and redemption prior to maturity; bonds maturing on or after May 2015 will be subject to call and redemption prior to maturity, at the option of the Board, as a whole or in part on any date, on or after May 15, 2014, at a redemption price equal to the principal amount of the Series 2002B Bonds to be redeemed, plus accrued interest thereon to the date fixed for redemption, without premium.

Term bonds of \$38,445,000 will mature on May 15, 2027. The term bonds have an interest rate of 5.2%. Term bonds will be subject to call and redemption prior to maturity and redeemed at a redemption price equal to the par amount thereof from Mandatory Sinking Account Payments in amounts from \$8,895,000 to \$10,335,000, from 2024 to 2027, respectively, for the term bonds scheduled to mature on May 15, 2027.

Funds have been allocated at September 30 in conformity with the bond resolution as follows:

	<u>2008</u>	<u>2007</u>
Service account (amount reserved for maximum annual debt service requirements)	\$ 4,084,335	<u>4,085,085</u>

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(e) 2004 Harbor Revenue Refunding Bonds

The City of Long Beach Harbor Revenue Refunding Bonds Series 2004A & B (the 2004 Bonds) are secured by the Department’s gross revenues. The 2004 Bonds, dated March 10, 2004, amounting to \$113,410,000 were issued to current refund and to defease all of the City’s Harbor Revenue Bonds Series 1993, to pay the premium for the Bond Insurance Policy, to fund the Series 2004 Reserve Fund, and to finance the costs of issuance of the Series 2004 Bonds. The 1993 Bonds are defeased and the liability for those bonds has been removed from the Department’s statements of net assets. No amounts remain outstanding as of September 30, 2008.

Serial bonds aggregating to \$88,080,000 are outstanding and will mature on May 15 of each year from 2009 to 2018 in amounts ranging from \$7,095,000 to \$10,825,000 with interest payable semiannually on May 15 and November 15 at coupon rates ranging from 4.0% to 5.0%. The Series 2004 Bonds maturing on or before May 15, 2014 are not subject to call and redemption prior to maturity.

The Series 2004 Bonds maturing on or after May 15, 2015 will be subject to call and redemption prior to maturity, at the option of the Board, as a whole or in part on any date, on or after May 15, 2014, at a redemption price equal to the principal amount of the Series 2004 Bonds to be redeemed, plus accrued interest thereon to the date fixed for redemption, without premium.

Funds have been allocated at September 30 to the respective accounts in conformity with the bond resolution as follows:

	<u>2008</u>	<u>2007</u>
Service account (amount reserved to meet current debt service requirements)	\$ 4,262,231	4,261,406
Reserve account (amount reserved for maximum annual debt service requirements)	<u>11,372,561</u>	<u>11,372,583</u>
	<u>\$ 15,634,792</u>	<u>15,633,989</u>

The current refunding resulted in a difference between the reacquisition price and net carrying amount on the old debt of \$1,445,775. This difference, reported in the accompanying financial statements as a deduction from bonds payable, is amortized using the straight-line method over the life of the new bonds.

(f) 2005 Harbor Revenue Refunding Bonds

The City of Long Beach Harbor Revenue Refunding Bonds Series 2005A & B (the 2005 Bonds) are secured by the Department’s gross revenues. The 2005 Bonds, dated March 23, 2005, amounting to \$257,975,000 were issued to current refund and to defease all of the City’s Harbor Revenue Bonds Series 1995, to pay the premium for the Bond Insurance Policies, to fund a repayment reserve for the Series 2005 Bonds, and to finance the costs of issuance of the Series 2005 Bonds.

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The 1995 Bonds are defeased and the liability for those bonds was removed from the Department's statements of net assets. No amounts remain outstanding as of September 30, 2008. Serial bonds aggregating to \$209,870,000 are outstanding and will mature on May 15 of each year from 2009 to 2025 in amounts ranging from \$9,105,000 to \$19,785,000 with interest payable semiannually on May 15 and November 15 at coupon rates of 5%. Serial bonds aggregating to \$24,970,000 are outstanding and will mature on May 15 of 2017 and 2018 with amounts due of \$13,430,000 to \$11,540,000, respectively; with interest payable semiannually on May 15 and November 15 at 5.0% coupon rate.

The Series 2005 Bonds maturing on or before May 15, 2015 are not subject to call and redemption prior to maturity. The Series 2005 Bonds maturing on or after May 15, 2016 are subject to call and redemption prior to maturity, at the option of the Board, as a whole or in part on any date, on or after May 15, 2015, at a redemption price equal to 100% of the principal amount of the Series 2005 Bonds to be redeemed, plus accrued interest thereon to the date fixed for redemption, without premium.

Funds have been allocated at September 30 to the respective accounts in conformity with the bond resolution as follows:

	<u>2008</u>	<u>2007</u>
Service account (amount reserved to meet current debt service requirements)	\$ 7,817,625	7,819,031
Reserve account (amount reserved for maximum annual debt service requirements)	<u>20,855,544</u>	<u>20,855,785</u>
	<u>\$ 28,673,169</u>	<u>28,674,816</u>

The current refunding resulted in a difference between the reacquisition price and net carrying amount on the old debt of \$4,214,084. This difference, reported in the accompanying financial statements as a deduction from bonds payable, is amortized using the straight-line method over the life of the new bonds.

(g) Debt Covenants

The Department's management believes that it has complied with all the covenants related to the outstanding debt as of September 30, 2008 and 2007.

(9) Retirement Programs

(a) Pension Plan

The Department participates on a cost-sharing basis with the City in the California Public Employees' Retirement System (CalPERS), a defined benefit, agent multiple-employer pension system that acts as a common investment and administrative agent for entities in California. The system also provides death and disability benefits.

The Department is billed by the City for its share of pension costs based upon rates established by CalPERS for the City's general employees. CalPERS does not calculate a separate pension

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obligation for the Department; therefore, no separate Department obligation can be presented herein. The Department paid \$4,213,160, \$3,855,758, and \$3,459,949 to the City, which was equal to its annual required contribution for fiscal years 2008, 2007 and 2006, respectively.

As employees of the City, the Department's full-time employees are eligible to participate in CalPERS, becoming vested in the system after five years of service. Upon vesting, employees on tier 1 (those hired on or before October 20, 1989) and who retire at age 55 are entitled to receive an annual retirement benefit, payable for life, in an amount not to exceed 2.7% (with up to a 5.0% annual Cost of Living Adjustment (COLA) increase) of their average salary during the highest paid year of employment for each year of credited service. On September 2006, the basis to compute the retirement benefits was unified under tier 1 with the exception of the Cost of Living Adjustment: employees on tier 2 (those hired after October 20, 1989) who retire at age 55 are entitled to receive an annual retirement benefit, payable for life, in an amount not to exceed 2.7% (with up to a 2.0% annual COLA increase) of their average salary computed considering the three highest paid years of employment for each year of credited service.

Further information regarding the City's participation in CalPERS may be found in the City's Comprehensive Annual Financial Report for the year ended September 30, 2008.

(b) *Postretirement Health Care Benefits*

Plan Description

The Department participates in the City's Retired Employees Health Insurance Program. This program is a single-employer defined benefit healthcare plan.

Under the provisions of the City's Personnel Ordinance, upon retirement, the City allows retirees, their spouses and eligible dependents to use the cash value at retirement of the retiring employee's accumulated unused sick leave to pay for health, dental and long-term care insurance premiums. Full-time City employees are entitled to receive up to 96 hours of sick leave per year. Unused sick leave may be accumulated until termination or retirement. No sick leave benefits are vested. The City has provided two one-time early retirement incentive programs. The first had a maximum value of \$25,000 for employees, based on age, who retired during calendar year 1996 and the second incentive offered a 16 hour increase in sick leave per year of service to management employees who retired by June 30, 2004. In all cases, once the cash value of the retired employee's unused sick leave is exhausted, the retiree can terminate coverage or elect to continue paying the premiums at the retiree's expense.

At September 30, 2008, there were 635 participants in the City's Retired Employees Health Insurance Program, and the non-interest bearing cash value equivalent of the remaining unused sick leave for the current retirees totaled \$16,369,000. Total premiums and actual claims paid by the City under the Retired Employees Health Insurance Program for the fiscal year ended September 30, 2008 were \$6,212,000, and are included in the expenses of the Employee Benefits Internal Service Fund.

The City has recorded a liability in the Employee Benefits Internal Service Fund of \$72,751,000, based on an actuarial study of current and future retiree accumulated sick leave as of September 30, 2005 and updated as of September 30, 2007.

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While the City does not directly contribute any funding towards the cost of premiums for retirees, the ability to obtain coverage at an active employees rate constitutes a significant economic benefit to the retirees. The inclusion of the retirees in the City's healthcare benefit plans increases overall health plan rates. The economic benefit is defined as an "implicit subsidy" under Government Accounting Standards Board Statement No. 45 (GASB 45). The purpose of this valuation was to determine the amount of the subsidy.

The ability to participate in the City's plan by self-paying the premiums extends for the lifetime of the retiree. However, upon attaining the age of Medicare eligibility the retiree may enter a plan coordinated by Medicare. Standard actuarial practice assumes that Medicare supplemental plans do not generally give rise to an implicit subsidy, and while we have included Medicare eligible retirees in this valuation, their liability under GASB 45 and their implicit subsidy are both zero.

This plan does not issue a separate financial report.

Funding Policy

The contribution requirement of plan members and the City are established and may be amended by the City. The required contribution is based on projected pay-as-you-go financing requirements, with an additional amount to prefund benefits as determined annually by the City Council. As of September 30, 2008, the City has not contributed to the plan.

Annual OPEB Cost and Net OPEB Obligation

The City's annual other postemployment benefit (OPEB) cost (expense) is calculated based on the annual required contribution of the employer (ARC), an amount that is actuarially determined in accordance with the requirements of GASB 45. The ARC represents the level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years. The following table shows the components of the City's annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the City's net OPEB obligation (in thousands):

Annual required contribution	\$	8,102
Interest on net OPEB obligation		—
Adjustment to annual required contribution		—
Annual OPEB cost (expense)		<u>8,102</u>
Contribution made		<u>(2,853)</u>
Increase in net OPEB obligation		5,249
Net OPEB obligation – beginning of year		—
Net OPEB obligation – end of year	\$	<u><u>5,249</u></u>

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

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The ARC was determined as part of the January 2006 actuarial valuation. For the year ended September 30, 2008, the City's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation were as follows (in thousands):

	<u>Annual OPEB cost</u>	<u>% of annual OPEB cost contributed</u>	<u>Net OPEB obligation</u>
Fiscal year ended:			
September 30, 2008	\$ 8,102	35.2%	\$ 5,249

The OPEB liability is not recorded in the Department's financial statements.

Funded Status and Funding Progress

The funded status of the plan as of September 30, 2008 was as follows (in thousands):

Actuarial accrued liability (AAL)	\$ 86,868
Actuarial value of plan assets	<u>—</u>
Unfunded actuarial accrued liability (UAAL)	<u>\$ 86,868</u>
Funded ratio (actuarial value of plan assets/AAL)	—%
Covered payroll	\$ 284,484
UAAL as a percentage of covered payroll	30.5%
ARC as a percentage of covered payroll	2.8

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multi-year trend information that shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumption

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the January 1, 2006, actuarial valuation the entry age normal cost method was used. The actuarial assumptions included a five percent investment rate of return (net of administrative expenses), an

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Notes to Financial Statements

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annual healthcare trend rate that begins at 12 percent for HMO plans and nine percent for PPO plans that grades down to four and one half percent for all plans by September 30, 2017, and an inflation assumption of three percent. The Entry Age Normal (EAN) cost method spreads plan costs for each participant from entry date to the expected retirement date. Under the EAN cost method the plan's normal cost is developed as a level amount over the participants' working lifetime. The actuarial value of plan assets was zero. The plans unfunded actuarial accrued liability is being amortized using the level percentage of payroll method on an open basis over 30 years.

(c) *Deferred Compensation Plan*

The City offers its employees the option to participate in a deferred compensation plan created in accordance with Internal Revenue Code Section 457 allowing them to defer or postpone receipt of income. Amounts deferred may not be paid to the employee during employment with the City except for a catastrophic circumstance creating an undue financial hardship for the employee. Further information regarding the City's deferred compensation plan may be found in the City's Comprehensive Annual Financial Report for the year ended September 30, 2008.

(10) Operating Leases

The major portion of the Department's property is leased to others. Such property includes marine terminal facilities, special purpose facilities, office and commercial space, and land.

Some marine terminal facilities are leased under agreements that provide the tenants with preferential but not exclusive use of the facilities. Some leases provide for rentals based on gross revenues or, in the case of marine terminal facilities, on annual usage of the facilities. The leases and the preferential assignments generally provide for minimum rentals.

Property under lease at September 30 consisted of the following:

	<u>2008</u>	<u>2007</u>
Land	\$ 758,853,968	745,054,683
Docks and wharves	485,934,116	453,145,573
Warehouses and sheds	46,103,617	46,103,617
Cranes and shiploaders	164,981,252	164,981,252
Buildings and other facilities	298,616,223	293,371,188
Infrastructure	<u>714,287,139</u>	<u>660,151,429</u>
Historical cost of leased property	2,468,776,315	2,362,807,742
Less accumulated depreciation	<u>(679,698,718)</u>	<u>(610,631,090)</u>
Book value of leased property	<u>\$ 1,789,077,597</u>	<u>1,752,176,652</u>

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The future minimum rental income under noncancelable operating leases having an initial term in excess of one year is as follows:

Year(s) ending September 30:	
2009	\$ 222,839,000
2010	210,491,000
2011	206,637,000
2012	203,445,000
2013	201,993,000
2014 – 2018	974,244,000
2019 – 2023	848,628,000
2024 – 2028	427,232,000
2029 and thereafter	<u>5,618,000</u>
Total	\$ <u><u>3,301,127,000</u></u>

(11) Investment in Joint Venture

Intermodal Container Transfer Facility Joint Powers Authority (ICTF)

The Department and the Harbor Department of the City of Los Angeles (the Venturers) entered into a joint venture agreement to form ICTF for the purposes of financing and constructing an intermodal container transfer facility (the facility) to transfer cargo containers between trucks and railroad cars. The facility has been leased to Southern Pacific Transportation Company, now merged with Union Pacific Railroad (the Tenant). The facility was developed by the Tenant who assumed operational responsibility for the facility. The Venturers' share net income and equity distributions from ICTF equally. Audited balance sheets and statement of income and venturers' equity (in condensed format) for the years ended June 30, 2008 and 2007 were as follows:

Condensed Balance Sheets

	<u>2008</u>	<u>2007</u>
Current assets	\$ 21,117,285	20,144,858
Property and equipment	<u>3,059,129</u>	<u>3,167,160</u>
Total assets	\$ <u><u>24,176,414</u></u>	<u><u>23,312,018</u></u>
Current liabilities	\$ <u>24,744</u>	<u>8,042,218</u>
Venturers' equity:		
Harbor Department of the City of Los Angeles	12,255,153	7,807,369
Harbor Department of the City of Long Beach	<u>11,896,517</u>	<u>7,462,431</u>
Total Venturers' equity	<u>24,151,670</u>	<u>15,269,800</u>
Total liabilities and Venturers' equity	\$ <u><u>24,176,414</u></u>	<u><u>23,312,018</u></u>

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

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Condensed Statement of Income and Venturers' Equity

	<u>2008</u>	<u>2007</u>
Operating revenue	\$ 8,339,855	8,894,072
Operating expense	<u>(108,030)</u>	<u>(108,030)</u>
Operating income	8,231,825	8,786,042
Interest income	<u>650,045</u>	<u>368,215</u>
Net income	8,881,870	9,154,257
Venturers' equity, July 1, 2007 and 2006	15,269,800	14,115,543
Cash disbursement to venturers	<u>—</u>	<u>(8,000,000)</u>
Venturers' equity, June 30, 2008 and 2007	<u>\$ 24,151,670</u>	<u>15,269,800</u>

On September 3, 2008, ICTF authorized the cash distribution of \$8,000,000 to be shared equally by the Venturers.

Pursuant to an indenture of trust dated November 1, 1984, ICTF issued \$53,900,000 of 1984 Series A bonds on behalf of the Tenant to construct the facility. In 1989, ICTF issued \$52,300,000 of 1989 Series A Refunding Revenue Bonds on behalf of the Tenant to advance refund the 1984 Series A Bonds.

In 1999, ICTF issued its Intermodal Container Transfer Facility Refunding Revenue Bonds, 1999 Series A. In connection with the issuance, Union Pacific Railroad Company and ICTF entered into a Second Amended and Restated Installment Sale and Security Agreement dated October 1, 1999. The proceeds of the 1999 Bonds, together with other funds, were used by ICTF to redeem all of the Intermodal Container Transfer Facility Refunding Revenue Bonds, 1989 Series A. The bonds are payable solely from payments by the Tenant under a long-term lease agreement for the use of the facility.

The nature of the bonds is such that the long-term indebtedness is that of the Tenant and not of ICTF, the Department, or the Harbor Department of the City of Los Angeles. The ICTF financial statements for the year ended June 30, 2008 can be obtained from the Department.

(12) Commitments and Contingencies

The Department is subject to claims and lawsuits arising from the normal course of business. The City Attorney's office evaluates these claims on a regular basis. Department management may make provision for probable losses if deemed appropriate on advice of legal counsel. To the extent that such provision for damages is considered necessary, appropriate amounts are reflected in the accompanying financial statements.

Based upon information obtained from the City Attorney with respect to remaining cases, it is the opinion of management that the estimated liability for unreserved claims and suits will not have a material impact on the financial statements of the Department. Contract commitments and purchase orders for which materials or services were not received at September 30, 2008 and 2007 aggregated \$60,114,329 and \$130,327,106, respectively.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

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(a) Risk Management

The Department currently carries an all-risk property insurance program covering loss or damage by fire and other risks (excluding earthquake and flood) with a loss limit of \$1,000,000,000. A total of \$500,000,000 of terrorism insurance coverage is also purchased from a combination of insurers.

To address third-party liability exposure, an excess liability insurance program is carried by the Department with total limits of \$150,000,000 in excess of a \$1,000,000 self-insured retention. The excess liability policy covers the Department's operations and includes acts of terrorism within the \$150,000,000 limit. In addition, the Department carries specialized insurance policies providing coverage for damage to owned vessels, damage to other vessels, and pollution liability. The amount of settlements reached by the Department did not exceed the amount of insurance coverage in any of the past three fiscal years.

The Department, as needed, funds an Insurance Reserve account intended to cover uninsured losses or the payment of deductibles and self-insured minimums. During fiscal year 2008, there was no contribution to this reserve, but interest earnings brought the balance up to \$53,936,411 from \$51,765,512 at the end of fiscal year 2007. Balances at the end of both fiscal years consist of contributions plus earnings.

The Department participates in the City's self-insured workers' compensation program. During fiscal years 2008 and 2007, it made payments to the City's Insurance Fund totaling \$1,173,934 and \$1,167,894, respectively, for permanent and temporary Department's employees. Amounts in the City's Insurance Fund are accumulated to meet losses as they arise.

Claims expenditures and liabilities are reported when it is probable that a loss has been incurred and the amount of that loss, including those incurred but not reported, can be reasonably estimated. Based on an opinion from legal counsel, the Department is not recognizing any litigation claim or judgment for fiscal year 2008. At September 30, 2007, the Department recognized litigation claim liabilities of \$2,385,000.

Liability for Claims and Judgments Rollforward Schedule

Description	Balance, October 1, 2007	Additions	Reductions	Balance, September 30, 2008
Accrued claims and judgments	\$ 2,385,000	—	2,385,000	—
	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007
Accrued claims and judgments	\$ 2,385,000	—	—	2,385,000

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(b) *Potential Obligations Related to the Alameda Corridor Transportation Authority*

The Alameda Corridor Use and Operating Agreement was executed by the Department, the Harbor Department of the City of Los Angeles (Port of Los Angeles), the ACTA, and the Burlington Northern Santa Fe and Union Pacific Railroads (the railroads). This agreement provides for a payment of funds, known as a "Shortfall Advance," to be made, under certain circumstances, to ACTA by the Department and the Port of Los Angeles. Revenues generated by Use Fees and Container Charges, paid by the railroads, will be used to pay debt service on ACTA financing, to establish and maintain a bond repayment reserve account, and to pay ACTA's reasonable expenses relating to administration of the rail corridor.

To the extent that the revenues from use and container charges are not sufficient to meet ACTA's obligations, the Department and the Port of Los Angeles have agreed to advance the funds necessary to make up the difference. This obligation began after completion of the corridor project and is limited to a total of 40% of the total annual required amount, with the Department and the Port of Los Angeles each responsible for one-half or 20% of the required amount.

ACTA's latest Notice of Estimated Shortfall Advances and Reserve Accounting Funding (the Notice) was transmitted to the Department on August 21, 2008; estimates included in the Notice are dependent upon the accuracy of the assumptions used in their formulation. It is anticipated that there will be differences between estimates and actual results; the differences may be material. The projected shortfall for fiscal year 2009, based on the Notice submitted by ACTA, is \$0. Any shortfall advance made by the Department and the Port of Los Angeles is reimbursable, with interests, by ACTA. Reimbursement could begin as soon as 2018. The Department is funding a cash reserve to satisfy claims related to the shortfall advance potential obligation. The balances of the reserve, as of September 30, 2008 and 2007, were \$36,882,792 and \$84,039,840, respectively.

(c) *New Gerald Desmond Bridge Matching Contribution*

The Department is pursuing the replacement of the Gerald Desmond Bridge. The total cost to replace the bridge is estimated at \$850,000,000. The Department anticipates that funding of this project will come primarily from federal and state sources, but local matching funds will also be required.

In anticipation of this funding requirement, the Department has set aside funds to provide the expected 10% local match. As of September 30, 2008 and 2007, funds earmarked for this project were \$51,978,585 and \$59,831,090, respectively.

(d) *Clean Air Action Plan (CAAP)*

In January 2006, the Department adopted a wide-ranging Green Port Policy that greatly expanded the Department's commitment to sustain the environment by establishing new guidelines for Port's current operations and future development. Key provisions include protection of the community from the harmful impacts of port operations and employment of state-of-the-art technology to minimize environmental impacts. Air emissions from ships at berth account for over one-third of all vessel air emissions. Providing electrification reduces emissions significantly. With electrification, or "cold ironing," vessels can shut down their auxiliary engines, while at berth, and plug into dockside electric substations.

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In November 2006, the governing boards of the ports of Long Beach and Los Angeles approved the landmark San Pedro Bay Ports CAAP. This plan commits the ports to an aggressive plan to reduce pollution by at least 45% in the next five years. The \$2 billion plan addresses all port-related emission sources – ships, trains, trucks, terminal equipment, and harbor craft – to significantly reduce health risks posed by air pollution.

The Clean Trucks Program (CTP) is a key element of CAAP. Beginning October 1, 2008, CTP banned pre-1989 trucks from entering Port’s shipping terminals. By January 1, 2010, only trucks built after 1993 will be allowed into the Port’s shipping terminals, and by January 1, 2012, all trucks must meet 2007 federal Environmental Protection Agency emission standards that make new trucks more than 80% less polluting than older trucks. In order to assist with the replacement of trucks, the Port offers three options: lease to own; grants for an engine retrofit; and loan subsidy for the purchase of clean trucks. While the Port does not own or operate the more than 16,000 drayage trucks that serve port terminals, CTP will greatly accelerate the reduction of air pollution and public health risks posed by dirty diesel trucks that would otherwise remain on the roadways for many years if not decades.

At the end of fiscal years 2008 and 2007, the Department has set aside \$211,168,871 and \$217,300,000, respectively, to fund CAAP. Projects funded from this reserve must improve air quality, foster the use of ship-to-shore electricity at the ports, and, enhance use pollution-based impact fees to improve air quality and public health.

(e) Future Oil Well Abandonment Costs

Costs related to the abandonment and site clearance of oil properties (abandonment costs) purchased in March 1994 are based on estimates provided by the Department of Gas and Oil of the City of Long Beach. Estimates of abandonment costs are reviewed annually, and adjusted to reflect changes in abandonment practices, increased abandonment expenses, number and life of productive wells, general changes in the life of the oil field, and changes in oil price levels.

The future oil well abandonment cost liability at September 30, 2008 and 2007 were \$19,900,000 and \$18,800,000, respectively. The amounts related to oil properties acquired in 1994 are presented as long-term abandonment cost liabilities in the financial statements.

Future Oil Well Abandonment Cost Liability Rollforward Schedule

Description	Balance, October 1, 2007	Additions	Reductions	Balance, September 30, 2008
Oil abandonment liability \$	18,800,000	1,100,000	—	19,900,000
	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007
Oil abandonment liability \$	18,300,000	500,000	—	18,800,000

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(f) Environmental Remediation

The Department purchased 725 acres of property in the Harbor District in 1994. The property contains soil requiring remediation of environmentally hazardous materials. The remediation is required only on the portion of the land that the Department chooses to develop. To the extent that such remediation is necessary, the Department's liability is mitigated by provisions in the purchase agreement that make Union Pacific Resource Company (UPRC), the seller, responsible for a portion of the remediation costs. UPRC was acquired by Anadarko Petroleum Co. (APC) who assumed this liability in accordance with the original purchase agreement. APC's responsibility is limited to a period not to exceed 15 years and a maximum amount of \$112,500,000 according to the following table:

Remediation cost	Allocation	
	APC	Department
First \$50 million	\$ 50,000,000	—
Second \$50 million	25,000,000	25,000,000
Third \$50 million	12,500,000	37,500,000
Fourth \$50 million	25,000,000	25,000,000
All additional costs	—	100%
Maximum liability	\$ 112,500,000	

Currently, the Department has developed 131 acres and plans to develop 160 additional acres. It is anticipated that remediation costs will exceed the first layer of the allocation.

Additionally, the Department is required to clean up the sediments of an area known as Installation Restoration Site 7 (IR Site 7). The Department has recognized liabilities, for fiscal years 2008 and 2007, in the amounts of \$76,869,429 and \$47,700,000, respectively, including long-term and

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short-term obligations. The liability for fiscal year 2007 pertains to the Pier A West remediation; the liability for fiscal year 2008 is divided \$57,246,082 for Pier A West and \$19,623,347 for IR Site 7.

Environmental Remediation Obligation – Short-term roll forward schedule

<u>Description</u>	<u>Balance, October 1, 2007</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance, September 30, 2008</u>
Pier A West	\$ 9,600,000	56,581,138	9,600,000	56,581,138
IR Site 7	—	3,830,666	—	3,830,666
	<u>\$ 9,600,000</u>	<u>60,411,804</u>	<u>9,600,000</u>	<u>60,411,804</u>
	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007
Pier A West	\$ —	9,600,000	—	9,600,000

Environmental Remediation Obligation – Long-term roll forward schedule

<u>Description</u>	<u>Balance, October 1, 2007</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance, September 30, 2008</u>
Pier A West	\$ 38,100,000	664,944	38,100,000	664,944
IR Site 7	—	15,792,681	—	15,792,681
	<u>\$ 38,100,000</u>	<u>16,457,625</u>	<u>38,100,000</u>	<u>16,457,625</u>
	Balance, October 1, 2006	Additions	Reductions	Balance, September 30, 2007
Pier A West	\$ —	38,100,000	—	38,100,000

(13) Transfers to the City of Long Beach

The City Council, by authority of City Charter Chapter XII, Section 1209 (c)(4), and with the approval of the Board of Harbor Commissioners, adopted a resolution to transfer 10% of the Department’s net income for fiscal years 2008 and 2007 to the City’s Tidelands Operating Fund: \$16,059,464 and \$15,399,535, respectively. This amount is reported as part of the Due to City of Long Beach account in the accompanying statements of net assets and as a nonoperating expense in the statements of revenues, expenses, and changes in fund net assets.

(14) Environmental Mitigation Credits

The Department disbursed \$39,375,000 in fiscal year 1997 to secure environmental mitigation credits. An agreement between the Department, the Port of Los Angeles, and several federal and state regulatory agencies provided for the Department’s purchase of land located within the wetlands restoration project at the Bolsa Chica Wetlands in Orange County, California. The land was transferred to the state in return for environmental mitigation credits to allow for the construction of up to 267 acres of landfill in the outer

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harbor area. During fiscal year 2006, the Department acquired \$11,400,000 of available environmental mitigation credits. No acquisitions or utilization of credits occurred during fiscal years 2008 and 2007.

The cost incurred in the acquisition of the land has been classified as a noncurrent asset. As of September 30, 2008, the Department has completed landfills that required the utilization of \$6,492,525 of the available credits. The balance of environmental mitigation costs will be adjusted in the future as landfill credits are used for port development. The balance of the Environmental Mitigation Credits was \$44,278,068 at September 30, 2008 and 2007.

(15) Net Assets

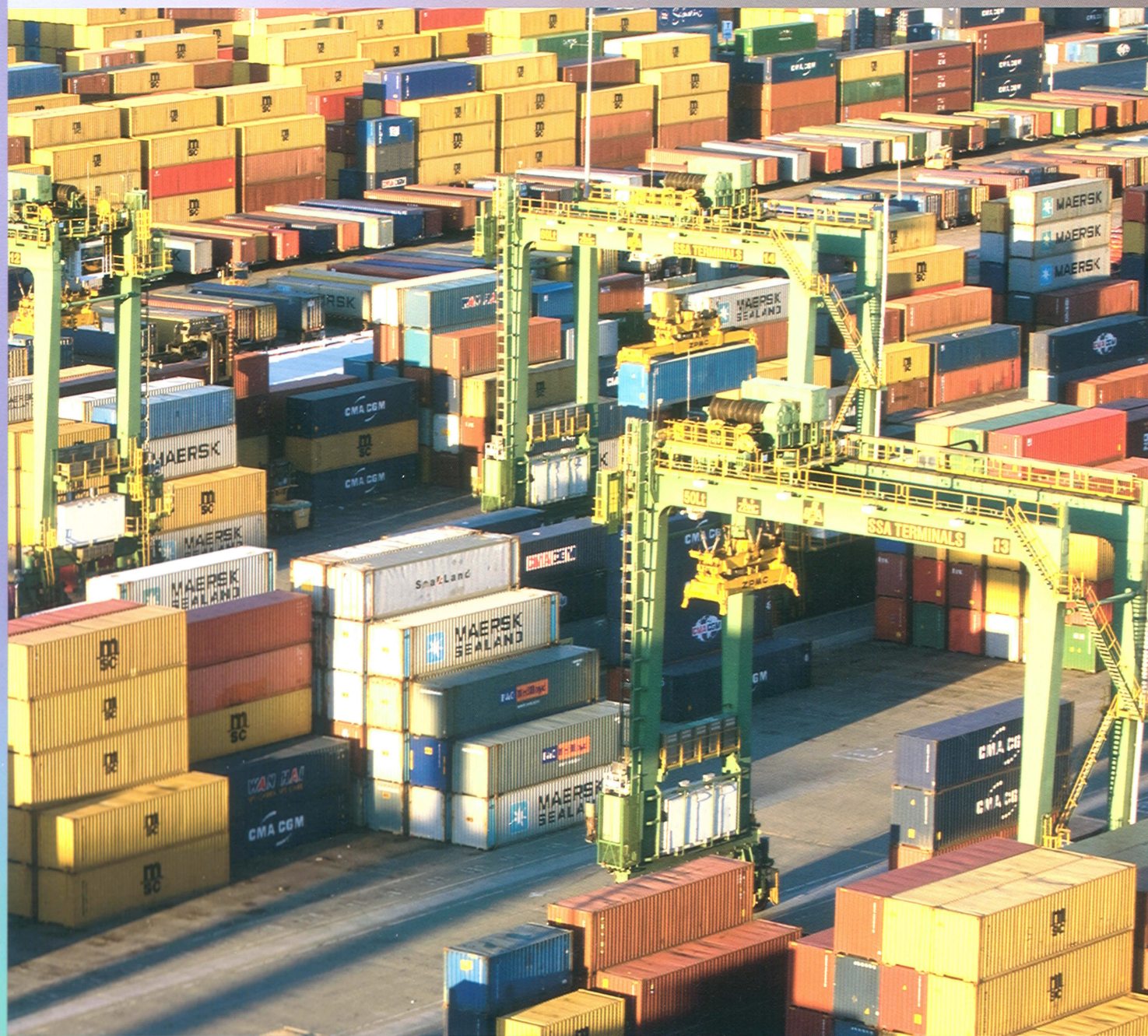
Net Assets is the difference between total assets and total liabilities. Increases or decreases in net assets may indicate improvement or deterioration of the Department’s financial condition. The Department does not intend to liquidate capital assets to fund ongoing operations. Restricted assets are subject to external restrictions such as construction of capital assets, matching funding requirements for federally funded projects, repayment of long-term debt, and fulfillment of contractual obligations with third parties. Unrestricted net assets are available to fund the Department’s continuing operations. As of September 30, 2008 and 2007, the Department held net assets as follows:

	<u>2008</u>	<u>2007</u>
Invested in capital assets, net of related debt	\$ 1,335,522,370	1,162,931,088
Restricted for capital projects:		
City of Long Beach RDA – Westside	—	4,818,586
Environmental mitigation credits (note 14)	44,278,068	44,278,068
Restricted for debt service (note 8)	102,046,032	103,807,881
Restricted – third-party obligations – non-related entity debt service contingency and matching contribution (note 12)	<u>184,184,312</u>	<u>143,870,930</u>
Total restricted	<u>330,508,412</u>	<u>296,775,465</u>
Unrestricted:		
Contributed capital – outside sources	30,427,546	30,427,546
Contributed capital – other City funds	27,749,166	13,253,752
Other unrestricted	<u>579,372,721</u>	<u>639,352,642</u>
Total unrestricted	<u>637,549,433</u>	<u>683,033,940</u>
Total net assets	<u>\$ 2,303,580,215</u>	<u>2,142,740,493</u>



The Port of
LONG BEACH

Statistical Section





The Port of
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THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

This part of the Harbor Department of the City of Long Beach Comprehensive Annual Financial Report presents detailed information, which provides further clarification to the information contained in the financial statements, note disclosures, and all required supplementary information. The information contained in this section includes important indicators about the Department's overall financial well being. Reports in this section have been prepared for a 10-year period and in accordance to Government Accounting Standards Board (GASB) Statement No. 44, *Economic Condition Reporting: The Statistical Section*, guidelines.

Contents

Financial Trends Information

The following schedules contain trend information to help the reader understand how the Port's financial performance and condition has changed.

- | | |
|-------------------------------|-----------|
| 1) Statement of Net Assets | Exhibit 1 |
| 2) Changes in Fund Net Assets | Exhibit 2 |

Revenue Capacity Information

The following schedules contain information to help the reader assess the Port's most significant sources of revenue.

- | | |
|--|-----------|
| 1) Operating Revenues by Type | Exhibit 3 |
| 2) Ten Leading Commodities | Exhibit 4 |
| 3) Ten Leading Trading Partners by Tonnage | Exhibit 5 |
| 4) Principal Customers | Exhibit 6 |

Debt Capacity Information

The following schedule contains information to help the reader assess the Port's capability of meeting its current level of debt service and its ability to issue debt in the future.

- | | |
|--|-----------|
| 1) Revenue Bonds Debt Service Coverage | Exhibit 7 |
|--|-----------|

Operating Information

The following schedules contain information directly related to the Port operations.

- | | |
|-------------------------------|------------|
| 1) Tonnage Summary | Exhibit 8 |
| 2) Tonnage by Commodity Group | Exhibit 9 |
| 3) Container Count | Exhibit 10 |

Other Information

- | | |
|------------------------------|------------|
| 1) Number of Vessel Arrivals | Exhibit 11 |
| 2) Number of Employees | Exhibit 12 |

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Statement of Net Assets – Last Ten Fiscal Years

(Millions of Dollars)

	After GASB 34 implementation									
	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Assets:										
Current	\$ 1,068	1,049	924	440	374	342	305	190	91	136
Other	2,336	2,339	2,299	2,630	2,658	2,612	2,633	2,428	2,141	2,079
Total assets	<u>\$ 3,404</u>	<u>3,388</u>	<u>3,223</u>	<u>3,070</u>	<u>3,032</u>	<u>2,954</u>	<u>2,938</u>	<u>2,618</u>	<u>2,232</u>	<u>2,215</u>
Liabilities:										
Current	\$ 206	155	88	52	66	44	87	76	45	58
Current – restricted ⁽¹⁾	54	57	56	55	58	56	52	37	42	72
Long term, net	841	1,033	1,097	1,135	1,222	1,263	1,276	1,073	800	817
Total liabilities	<u>\$ 1,101</u>	<u>1,245</u>	<u>1,241</u>	<u>1,242</u>	<u>1,346</u>	<u>1,363</u>	<u>1,415</u>	<u>1,186</u>	<u>887</u>	<u>947</u>
Net assets by components:										
Invested in capital assets (net of related debt)	\$ 1,336	1,163	1,080	1,080	1,088	1,056	1,005	—	—	—
Restricted	330	297	318	306	300	256	321	—	—	—
Unrestricted	637	683	584	442	298	279	197	—	—	—
Contributed capital	—	—	—	—	—	—	—	65	71	85
Retained earnings	—	—	—	—	—	—	—	1,367	1,274	1,183
Total net assets/equity	<u>\$ 2,303</u>	<u>2,143</u>	<u>1,982</u>	<u>1,828</u>	<u>1,686</u>	<u>1,591</u>	<u>1,523</u>	<u>1,432</u>	<u>1,345</u>	<u>1,268</u>
Working capital	861	894	835	388	308	298	218	114	46	78
Current ratio	<u>4.1</u>	<u>4.9</u>	<u>6.4</u>	<u>4.1</u>	<u>3.0</u>	<u>3.4</u>	<u>2.2</u>	<u>1.7</u>	<u>1.1</u>	<u>1.0</u>
Debt to asset ratio	<u>32.3%</u>	<u>36.7%</u>	<u>38.5%</u>	<u>40.4%</u>	<u>44.4%</u>	<u>46.1%</u>	<u>48.2%</u>	<u>45.3%</u>	<u>39.8%</u>	<u>42.8%</u>

Notes: (1) Current liabilities that are payable from restricted assets

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Changes in Fund Net Assets – Last Ten Fiscal Years

(Millions of Dollars, Except Number of Employees)

	After GASB 34 implementation									
	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Operating revenues	\$ 359	371	353	329	281	250	224	228	226	198
Operating expenses	195	180	161	149	137	119	93	105	98	91
Income from operations	164	191	192	180	144	131	131	123	128	107
Other expense	(24)	(68)	(54)	(48)	(64)	(71)	(50)	(37)	(44)	(46)
Capital grants	4	10	2	2	6	1	—	—	—	—
Investment earnings	33	43	28	17	16	17	19	—	—	—
Transfers	(16)	(15)	(14)	(9)	(7)	(9)	(9)	—	—	—
Change in net assets/net income	\$ 161	161	154	142	95	69	91	86	84	61
Return on investment	7.0%	7.5%	7.7%	7.8%	5.6%	4.3%	5.9%	6.1%	6.2%	4.9%
Capital expenditures ⁽¹⁾	\$ 118	171	92	82	117	175	263	173	156	147
Personnel:										
Wages and benefits	33.7	28.9	26.2	27.0	24.0	21.6	23.1	20.2	20.9	19.6
Average number of employees	370.2	346.3	338.2	337.8	341.2	331.1	321.4	303.4	300.8	303.7
Increase (decrease)	6.9%	2.4%	0.1%	(1.0)%	3.0%	3.0%	6.0%	0.9%	(1.0)%	(1.3)%

Notes: (1) Capital expenditures include personal costs.

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Operating Revenue and by Type – Last Ten Fiscal Years

(Millions of Dollars)

	After GASB 34 implementation									
	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Operating revenues by category:										
Special facilities	\$ 341	352	338	315	268	237	210	212	210	182
Rentals	14	15	11	11	10	9	10	12	12	13
Miscellaneous	4	4	4	4	3	4	4	4	4	3
Total operating revenues	\$ 359	371	353	330	281	250	224	228	226	198
Growth (decline) percent	(3.2)%	5.0%	7.0%	17.6%	12.5%	11.4%	(1.8)%	0.9%	14.1%	4.8%
Special facility revenue by type:										
Wharfage and bunkers	\$ 290	301	284	267	227	192	166	167	165	141
Dockage	15	16	18	17	15	13	12	12	11	10
Terminal and eq. rental	36	35	36	31	26	32	32	33	34	31
Total special facility	\$ 341	352	338	315	268	237	210	212	210	182
Special facility revenue by terminal commodity:										
Containers	\$ 280	290	275	258	216	186	163	159	161	136
Liquid bulk	18	19	18	18	17	15	16	16	16	14
Dry bulk	18	18	20	17	15	17	13	19	14	13
Vehicles	11	11	11	10	10	10	10	10	10	10
Steel	9	9	9	7	7	6	6	6	6	6
Lumber	1	1	1	1	1	1	1	1	1	1
Miscellaneous	4	4	4	4	2	2	1	1	2	2
Total special facility	\$ 341	352	338	315	268	237	210	212	210	182

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Ten Leading Commodities – Last Two Fiscal Years

(Thousands of Metric Revenue Tons)

	<u>2008</u>	<u>2007</u>
Inbound:		
Petroleum, bulk	28,324	30,383
Electric machinery	15,162	16,559
Plastic products	9,972	11,217
Furniture	8,261	9,076
Clothing	5,040	5,864
Machinery	4,324	5,371
Rubber products	2,981	3,444
Foods, miscellaneous	1,880	1,973
Hardware	1,800	2,433
Miscellaneous metals	1,518	1,978
Outbound:		
Coke, bulk	5,249	5,008
Petroleum, bulk	5,165	5,251
Wastepaper	4,733	4,911
Foods, miscellaneous	4,204	2,454
Chemicals, miscellaneous	3,900	3,483
Scrap metal	3,622	2,539
Plastic products	2,398	2,014
Electric machinery	1,270	1,137
Machinery and parts	1,018	670
Rubber products	748	670

Metric Revenue Ton – 1 Metric ton or 1 cubic meter; whichever is the basis for the tariff assessment.

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Ten Leading Trading Partners by Tonnage – Last Two Fiscal Years

	Thousands of metric revenue tons		Ranking	
	2008	2007	2008	2007
China	51,709	60,517	(1)	(1)
Hong Kong	4,773	5,303	(2)	(2)
South Korea	4,504	5,361	(3)	(3)
Japan	3,809	4,794	(4)	(4)
Iraq	2,959	2,830	(5)	(5)
Mexico	2,729	2,055	(6)	(6)
Ecuador	2,133	2,628	(7)	(7)
Vietnam	1,762	1,542	(8)	(8)
Taiwan	1,245	1,541	(9)	(9)
Malaysia	1,193	1,296	(10)	(10)

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Principal Customers – Current Fiscal Year

The following list represents the Port’s largest customers, in terms of revenue, listed alphabetically. These customers accounted for approximately 95% of the Port’s operating revenue during fiscal year 2008. The largest single customer accounts for approximately 25% of the Port operating revenues.

	<u>Customer since year</u>	<u>Current lease expiration date</u>
Principal customers:		
BP West Coast Products, LLC	1940	05/2023
California United Terminals	1969	06/2009
Catalyst Paper	1975	08/2008
CEMEX USA	1979	08/2021
Chemoil Corp.	1974	07/2010
Cooper/T. Smith Stevedoring Co. Inc.	1973	12/2008
Crescent Terminals, Inc.	1970	06/2015
International Transportation Service, Inc.	1971	08/2026
Jacobsen Pilot Service, Inc.	1943	07/2017
Koch Carbon, Inc.	1987	12/2027
Long Beach Container Terminal, Inc.	1980	06/2011
Matson Navigation, Co.	2002	04/2022
Mercedes Benz U.S.A., LLC	2005	08/2008
Metropolitan Stevedore Company	1939	03/2016
Mitsubishi Cement Corporation	1989	06/2022
Oxbow Carbon & Minerals, LLC	1975	12/2027
Pacific Coast Recycling, LLC	1992	11/2019
Pacific Container Terminal/Pacific Maritime Services, Inc., Pier J	1972	04/2022
Sea Launch Company, LLC	1996	01/2013
SSA Marine – Long Beach	1984	10/2027
Tesoro	2007	Month to month
Thums Long Beach Company	1966	03/2025
Total Terminals International, LLC	1989	08/2027
Toyota Motor Sales, U.S.A., INC.	1970	12/2007
Weyerhaeuser Co.	1942	01/2011

See accompanying independent auditors’ report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Revenue Bonds Debt Service Coverage

(Millions of Dollars)

<u>Fiscal year</u>	<u>Revenues⁽¹⁾</u>	<u>Maintenance costs⁽²⁾</u>	<u>Net revenues⁽³⁾</u>	<u>Revenue bonds and parity debt service</u>	<u>Times debt service covered⁽⁶⁾</u>
2008	393	116	277	90	3.10
2007	414	97	317	91	3.50
2006	382	76	306	90	3.40
2005	347	62	285	83 (5)	3.43
2004	297	54	243	95 (4)	2.56
2003	267	44	223	85	2.62
2002	243	40	203	56	3.52
2001	243	51	192	71	2.72
2000	237	45	192	72	2.67
1999	213	42	171	72	2.38
			Average ten years coverage		2.99
			Revenue bond covenant rate		1.25
			Additional bonds covenant		1.25

Notes:

- (1) Includes total port operating revenue and interest income only.
- (2) Includes all port operating expenses less depreciation and amortization.
- (3) Revenues less maintenance costs.
- (4) Does not include current refunding of 1993 Revenue Bonds.
- (5) Includes May, 2005 payment for the 1995 bonds; does not include debt service for 2005 bonds.
- (6) Net revenues divided by revenue bonds and parity debt service.

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Tonnage Summary – Last Ten Fiscal Years

(Thousands of Metric Revenue Tons)

Fiscal year	Inbound tonnage			Outbound tonnage				Port POLB total
	Municipal	Private	Total	Municipal	Private	Bunkers	Total	
2008	118,562	654	119,216	41,605	—	2,089	43,694	162,910
2007	132,923	362	133,285	37,293	—	2,460	39,753	173,038
2006	132,092	402	132,494	33,298	—	2,625	35,923	168,417
2005	123,169	229	123,398	32,728	—	2,011	34,739	158,137
2004	106,988	313	107,301	28,301	—	1,531	29,832	137,133
2003	91,563	256	91,819	24,737	—	1,680	26,417	118,236
2002	97,225	143	97,368	25,858	—	2,394	28,252	125,620
2001	95,626	277	95,903	25,723	—	2,452	28,175	124,078
2000	94,901	429	95,330	28,581	475	2,400	31,456	126,786
1999	87,734	460	88,194	26,086	552	2,618	29,256	117,450
Average annual growth	4.5%	10.3%	4.5%	4.9%	(13.9)%	6.9%	4.7%	4.5%

Metric Revenue Ton – 1 Metric ton or 1 cubic meter; whichever is the basis for the tariff assessment.

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Tonnage by Commodity Group - Last Ten Fiscal Years

(Thousands of Metric Revenue Tons)

Fiscal Year	Containerized		Other break bulk		Liquid bulk		Dry bulk		POLB		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	
2008	88,398	33,234	1,569	619	27,782	3,924	1,458	5,926	119,207	43,703	162,910
2007	99,523	28,293	1,930	743	29,536	5,064	2,230	5,717	133,219	39,817	173,036
2006	96,416	25,449	2,141	789	30,362	4,223	3,476	5,559	132,395	36,020	168,415
2005	88,786	25,166	2,050	862	29,798	4,479	2,763	4,231	123,397	34,738	158,135
2004	74,514	20,419	2,250	722	28,262	4,280	2,275	4,411	107,301	29,832	137,133
2003	60,769	16,983	2,177	717	28,594	2,725	1,896	4,376	93,436	24,801	118,237
2002	67,230	18,653	2,160	582	26,193	4,965	1,785	4,052	97,368	28,252	125,620
2001	64,798	19,662	1,556	1,288	26,806	1,713	1,724	3,801	94,884	26,464	121,348
2000	64,520	21,150	2,232	525	26,950	5,226	1,628	4,554	95,330	31,455	126,785
1999	59,553	19,441	2,078	397	24,820	5,329	1,743	4,088	88,194	29,255	117,449
Average annual growth	5.8%	6.3%	(1.1)%	10.9%	2.0%	18.1%	1.7%	1.9%	4.5%	4.9%	4.5%

Metric Revenue Tons = 1 Metric ton or 1 cubic feet, whichever is the basis for the tariff assessment.

See accompanying independent auditor's report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Container Count

Last Ten Fiscal Years

	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Loaded:										
Inbound	3,338	3,742	3,639	3,330	2,791	2,282	2,547	2,426	2,426	2,258
Outbound	1,782	1,472	1,277	1,185	981	823	927	970	1,048	976
Total loaded	5,120	5,214	4,916	4,515	3,772	3,105	3,474	3,396	3,474	3,234
Annual growth (decline)	(1.8)%	6.1%	8.9%	19.7%	21.5%	(10.6)%	2.3%	(2.3)%	7.4%	7.1%
Total empty	1,617	2,148	2,251	2,130	1,584	1,284	1,221	1,096	1,090	1,068
Annual growth (decline)	(24.7)%	(4.7)%	5.7%	34.4%	23.4%	5.2%	11.4%	0.5%	2.1%	12.0%
Total TEUs	6,737	7,362	7,167	6,645	5,356	4,389	4,695	4,492	4,564	4,302
Annual growth (decline)	(8.5)%	2.7%	7.9%	24.0%	22.0%	(6.5)%	4.5%	(1.6)%	6.1%	8.3%

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH
Statistical Section
Number of Vessel Arrivals
Last Ten Fiscal Years

	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>	<u>1999</u>
Vessel arrivals	5,140	5,653	5,588	5,329	4,967	4,924	5,031	5,501	5,428	5,107
Annual growth (decline)	(9.1)%	1.2%	4.9%	7.3%	0.9%	(2.1)%	(8.5)%	1.3%	6.3%	9.5%

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Number of Employees by Bureau – Division

Last Ten Fiscal Years

	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Executive Administration	13.6	11.8	8.4	9.3	8.7	7.9	8.0	8.0	8.0	7.2
Growth/decline	15.3%	40.5%	(9.7)%	6.9%	10.1%	(1.3)%	0.0%	0.0%	11.1%	22.0%
Government Affairs	3.3	2.8	2.8	2.5	—	—	—	—	—	—
Growth/decline	17.9%	0.0%	12.0%							
Finance and Support Services Bureau:										
Finance	14.2	14.4	15.2	14.9	14.0	14.0	13.9	15.3	15.3	17.8
Human resources	15.3	13.3	14.8	17.7	19.7	18.8	18.3	16.2	15.8	15.1
Information management	7.3	7.1	6.8	6.0	6.1	6.0	6.0	5.5	4.7	4.8
Real estate	6.7	7.1	6.9	7.9	8.3	8.3	8.0	7.5	7.5	7.8
Risk management	5.2	4.0	0.6	—	—	—	—	—	—	—
Subtotal bureau	48.7	45.9	44.3	46.5	48.1	47.1	46.2	44.5	43.3	45.5
Growth/decline	5.9%	3.6%	(4.7)%	(3.3)%	2.1%	1.9%	3.8%	2.8%	(4.8)%	15.3%
Engineering Bureau:										
Engineering	105.3	103.9	98.7	99.2	100.6	101.3	98.4	85.5	83.6	80.6
Subtotal bureau	105.3	103.9	98.7	99.2	100.6	101.3	98.4	85.5	83.6	80.6
Growth/decline	1.3%	5.3%	(0.5)%	(0.5)%	(1.4)%	(0.7)%	2.9%	15.1%	2.3%	3.7%
Environmental Affairs and Planning Bureau:										
Planning	21.1	19.6	16.8	14.9	14.3	13.7	12.1	11.9	12.1	11.8
Subtotal bureau	21.1	19.6	16.8	14.9	14.3	13.7	12.1	11.9	12.1	11.8
Growth/decline	7.7%	16.7%	12.8%	4.2%	4.4%	13.2%	1.7%	(1.7)%	2.5%	(9.2)%
Trade Relations and Port Operations Bureau:										
Communications	13.0	11.6	9.8	8.2	8.2	9.0	8.5	7.9	8.8	8.3
Maintenance	69.6	68.3	73.8	79.8	86.1	86.8	83.3	80.9	80.2	83.5
Security	50.7	47.5	47.8	42.7	37.7	29.8	31.5	35.5	35.7	36.0
Trade relations	14.5	13.7	14.3	12.9	12.5	12.5	14.5	13.2	12.5	12.8
Subtotal bureau	147.8	141.1	145.7	143.6	144.5	138.1	137.8	137.5	137.2	140.6
Growth/decline	4.8%	(3.2)%	1.5%	(0.6)%	4.6%	0.2%	0.2%	0.2%	(2.4)%	6.9%
Part-time/temporary	30.6	21.2	21.5	21.8	25.0	23.0	18.9	16.0	16.6	18.0
Growth/decline	44.3%	(1.4)%	(1.4)%	(12.8)%	8.7%	21.7%	18.1%	(3.6)%	(7.8)%	(22.7)%
Total department	370.4	346.3	338.2	337.8	341.2	331.1	321.4	303.4	300.8	303.7
Growth/decline	6.9%	2.4%	0.1%	(1.0)%	3.1%	3.0%	5.9%	0.9%	(1.0)%	(1.3)%



The Port of
LONG BEACH