



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

Comprehensive Annual Financial Report

For the Fiscal Year Ended September 30, 2012
(With Independent Auditors' Report Thereon)

J. Christopher Lytle
Executive Director

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Chief Financial Officer



Port of
LONG BEACH
The Green Port

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

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INTRODUCTORY SECTION



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March 25, 2013

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, 2012. 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, 2012 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, 2012 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 provide 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% from previous year to \$333.9 million. This is a result of the reduction in the main cargo category carried by the Port: containerized cargo decreased 4% to \$255.9 million; other areas showing decreases were lumber by 49% to \$0.8 million, rentals 32% to \$9.6 million, and miscellaneous income by 17% to \$1.9 million. The following cargo categories increased when compared to prior year: liquid bulk by 6% to \$17.4 million, dry bulk by 7% to \$23.8 million, steel by 2% to \$8.3 million, vehicles by 26% to \$12.9 million and other terminals by 10% to \$3.3 million.

Cargo Volumes

In terms of cargo volumes, measured in metric revenue tons (MRTs), cargo handled by Port terminals decreased 5.7% to 145.1 million. Containerized cargo decreased 6.6% to 105.5 million; liquid bulk decreased 3% to 30.7 million, dry bulk decreased 0.4% to 7.7 million, steel decreased 35.4% to 0.8 million; on the other hand vehicles increased 69.9% to 0.3 million, and lumber increased 0.4% to 0.17 million. Containerized cargo measured in Twenty-Foot Equivalent Units (TEUs) decreased 7% to 5.9 million.

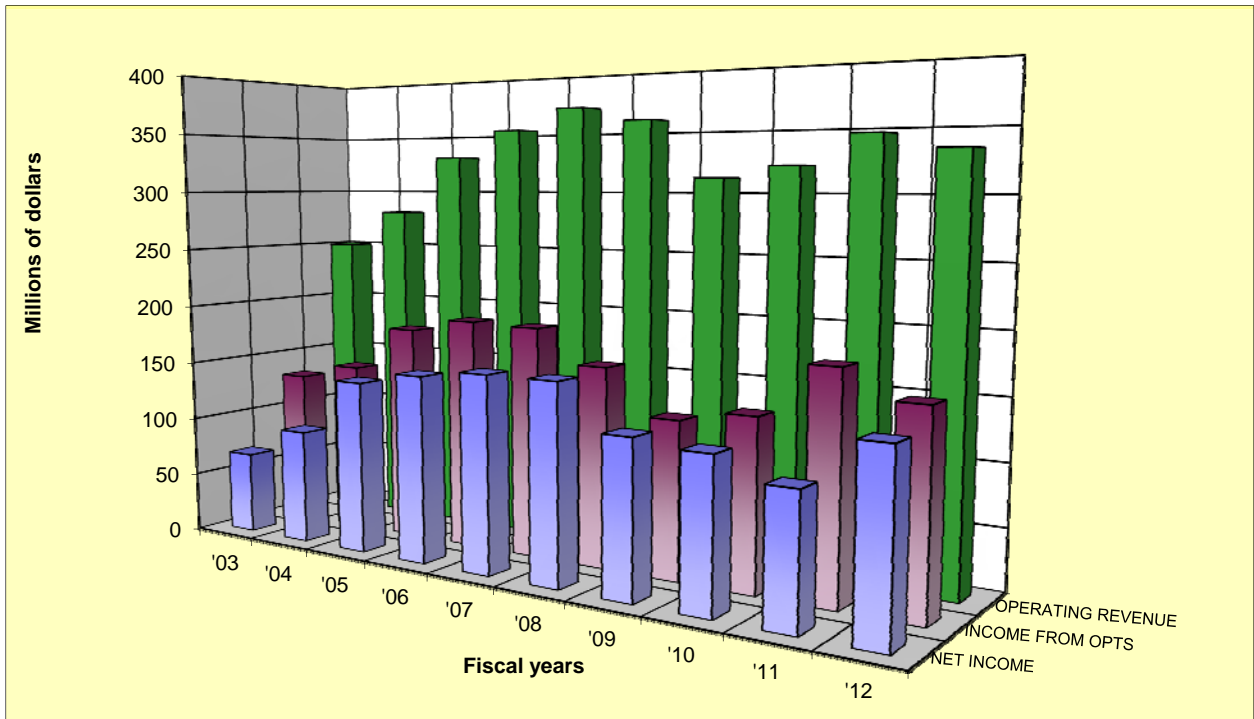
Cargo Highlights

	September 30		Percentage change
	2012	2011	
	(In thousands)		
Container revenue (\$)	\$ 255,992	267,470	(4.3)%
Total tonnage (MRTs)	145,144	154,418	(6.0)
Container tonnage (MRTs)	105,494	113,105	(6.7)
Containers (TEUs)	5,857	6,298	(7.0)

Net Income

Net income, shown in the financial statements as increase (decrease) in net assets, increased 37.0% to \$141.8 million. The chart below depicts operating revenue, income from operations, and net income for the last 10 fiscal years.

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 by 7.6%, or \$6.2 million, to \$87.6 million. The primary reason for this increase is the effect of a one-time elimination during FY 2011 of the remaining liability related to the IR Site 7 mitigation that was completed in FY 2011 at a cost that was significantly lower than the original estimate. Depreciation expense changes are triggered by changes in the amount of completed capital projects, the acquisition/retirement of operating assets, and the number of years that operating assets have been in service. During fiscal year 2012, the depreciation expense category increased by 4.0% or \$3.5 million, to \$88.5 million. This change is supported by the increase in facilities and infrastructure completed and transferred from the Construction in Progress accounts to the Capital Assets accounts.

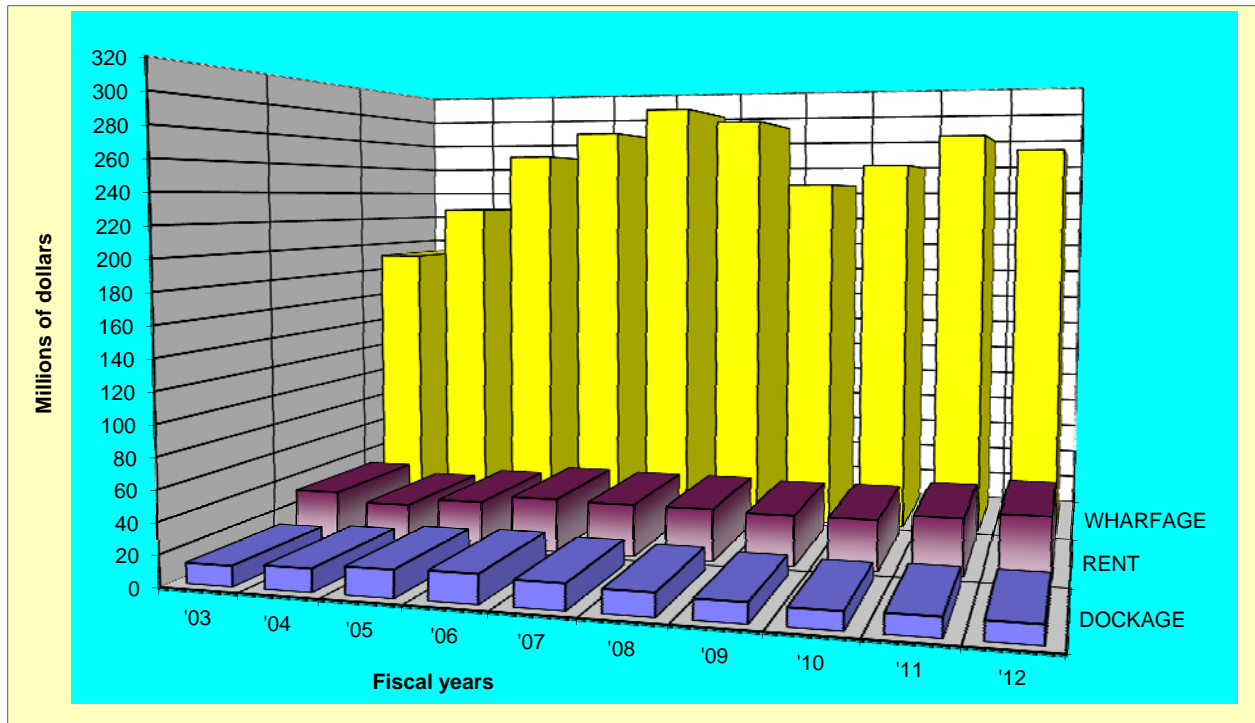
Interest expense, as a result of the 2010 restructuring of the long-term debt, and before the capitalized interest effect, declined 6.7% to \$31.4 million.

Interest income earned by the Department's pooled-cash accounts and held by the City decreased by 33.9% to \$3.3 million. The reduction on interest earnings is attributable to market conditions prevailing in the financial sector during the year and to the full usage of the 2010A bond construction fund.

The City Charter, as amended, provides for a transfer of 5% of the Department's operating revenue to the City's Tideland's Operating Fund. This transfer is classified as Transfer to the City of Long Beach. For fiscal year 2012, the Board approved a transfer in the amount of \$16.7 million.

Also, during fiscal year 2012, the Department made the second payment towards the projected Shortfall Advance to the Alameda Corridor Transportation Authority (the ACTA), under the ACTA Use and Operating Agreement. The payment made during fiscal year 2012 was \$2.95 million. The 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. Any shortfall advance made by the Department and the Port of Los Angeles is reimbursable, with interest, by ACTA. During 2012, ACTA closed a Railroad Rehabilitation and Improvement Financing (RRIF) Loan of \$83.7 million with the Federal Railroad Administration (FRA). This loan helps to reduce ACTA's debt service and is expected to defer the need for any additional shortfall advances into future years. The Department has funded, in prior years, a cash reserve to satisfy claims related to the shortfall advance potential obligation, but no longer believes a reserve is needed. The reserve was eliminated in FY 2012.

Operating Revenue by Type



The following table summarizes financial and cargo highlights:

	Financial Highlights		Percentage change
	September 30		
	2012	2011	
	(In thousands)		
Port operating revenue	\$ 333,887	345,390	(3.3)%
Operating expenses	87,637	81,423	7.6
Depreciation	88,523	85,005	4.1
Income from operations	157,727	178,962	(11.9)
Increase in net fund assets	141,797	103,517	37.0
Harbor oil operations income	—	1,525	(100.0)
Clean Air Action Plan	(3,926)	(3,573)	9.9
Capital grants	13,627	7,444	83.1
Transfers to the City	(16,694)	(17,269)	(3.3)
Other transfers to the City	—	(5,578)	(100.0)
Other nonoperating expenses	(8,937)	(30,922)	(71.1)
Loss on long-term receivable	—	(27,000)	(100.0)

Operating Revenue by Type

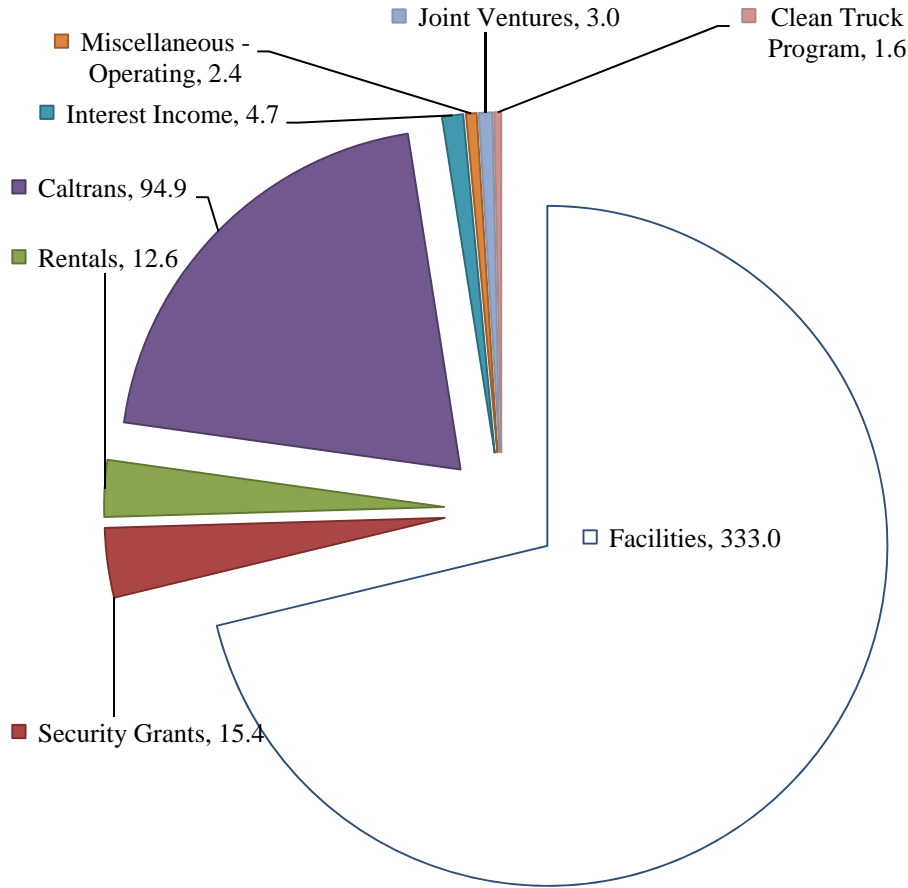
Annual Budget

The budget constitutes an appropriation covering expected revenues and expenditures of the Department; 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 2012 reflected the reduction in traffic through the Port terminals and actual revenues were lower than budgeted. Two years in a row (2011 and 2010), the actual revenues exceeded the budget. Operating revenues reached 96% of the budgeted amount. The U.S. economy continues its way to recovery and the decrease in operating revenue is a reflection of this effort. Cargo volumes decreased 5.7% to 145 million metric revenue tons when compared to last fiscal year. Capital grant revenues, a part of the non-operating income, increased 83.1% to \$13.6 million from \$7.4 million recognized last year. The Port has embarked upon additional projects that were awarded grant funds. Interest earnings were lower because of declining interest rates obtained from financial markets paired with the utilization and consequent reduction in the balance of the 2010A bond construction fund.

Fiscal Year 2012 Budgetary Sources of Funds



The following table shows revenues budgetary performance for fiscal year 2012:

Actual to Budget Comparison for Fiscal Year 2012

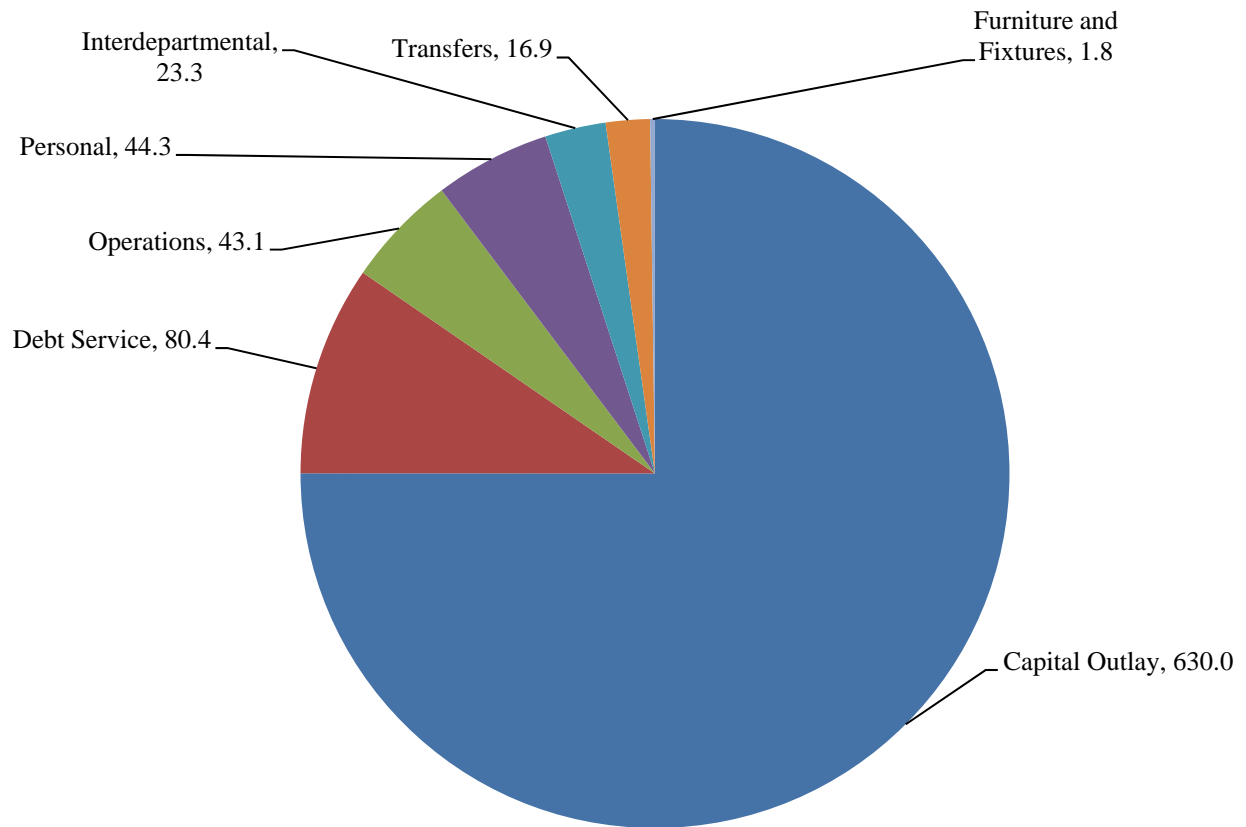
	<u>Actual</u>	<u>Budget</u>	<u>Percentage</u> <u>of budget</u>
	(In thousands)		
Operating revenues	\$ 333,887	347,899	96.0%
Clean Air Action Plan	2,147	1,550	138.5
Interest income	3,302	4,698	70.3
Infrastructure and Security grants	13,627	110,321	12.4
ICTF	—	3,000	—
Total revenues	<u>\$ 352,963</u>	<u>467,468</u>	<u>75.5%</u>

Expenses Budget to Actual

The following table shows expenditures and employee headcount budgetary performance for fiscal year 2012:

Actual to Budget Comparison for Fiscal Year 2012

	<u>Actual</u>	<u>Budget</u>	<u>Percentage of Budget</u>
Expenditures:			
Capital outlay (includes labor and benefits)	\$ 357,055	629,955	56.68%
CAAP and infrastructure	5,473	5,108	107.15
Debt service	76,979	80,414	95.73
Personal services-ops (benefits included)	43,204	44,302	97.52
Nonpersonal	30,404	38,025	79.96
Interdepartmental charges	15,215	23,279	65.36
Transfers to the City	16,694	16,921	98.66
Furniture, fixtures, and equipment	726	1,814	40.02
Total expenditures	<u>\$ 545,750</u>	<u>839,818</u>	<u>64.98%</u>
Employee headcount:			
Regular	447	463	96.54%
Part time/temporary	13	22	59.09
Total employees	<u>460</u>	<u>485</u>	<u>94.85%</u>



The Department moved to increase the number of permanent positions and reduced the part time/temporary positions. Actual figures reflect the change and show an increase of 5.5% in the number of positions filled from 436 in 2011 to 460 in 2012; the change, even when positive, fell short of achieving the staffing levels proposed in the budget. Nonpersonal expenses were slightly lower than budgeted and for purposes of this document, they are considered to be on target.

Debt service expenses, including principal and interest, were close to the budget; the variance has to do with the timing difference created by the accrual and the actual payments made. Interest expense, before capitalized interest, and amortization of debt issuance-related items amounted to \$31.4 million, a reduction of \$2.3 million, or 6.7% when compared to prior year.

Capital outlay has picked up the pace and experienced a sizable increase from \$228.1 million to \$357.1 million; an increase of \$129.0 million or 56.6%. The Port continues its ambitious realignment of cargo terminals in order to improve cargo operations and to contribute to an overall cleaner environment around the port complex. It is anticipated that, when completed, this realignment will bring an increase in operational revenue in the years to come.

Debt Administration

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

	<u>1998</u>	<u>2000</u>	<u>2002B</u>	<u>2004</u>
	In thousands, except for rates and dates of issuance			
Original issue	\$ 206,330	275,000	144,240	113,410
Date of issue	02/01/98	11/01/00	06/26/02	03/10/04
Original coupon rate	6.0%	5.25% – 5.75%	5.1% – 5.5%	4.0% – 5.0%
Beginning balance	\$ 109,250	—	53,255	53,785
Fiscal year 2012 redemptions	<u>(11,035)</u>	<u>—</u>	<u>(4,800)</u>	<u>(8,100)</u>
Ending balance	<u>\$ 98,215</u>	<u>—</u>	<u>48,455</u>	<u>45,685</u>

	<u>2005</u>	<u>2010A</u>	<u>2010B</u>
Original issue	\$ 257,975	200,835	158,085
Date of issue	03/23/05	03/31/2010	04/29/2010
Original coupon rate	5.0%	0.04% – 5.00%	3.0% – 5.0%
Beginning balance	\$ 127,730	191,510	157,955
Fiscal year 2012 redemptions	<u>(10,530)</u>	<u>(10,155)</u>	<u>(195)</u>
Ending balance	<u>\$ 117,200</u>	<u>181,355</u>	<u>157,760</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. A high credit rating recognizes good financial management by the Port and lowers the cost of borrowing in the future.

In May 2012, Fitch Ratings affirmed the AA with a stable outlook rating on the Port’s outstanding debt. The Fitch report states, “The Port’s terminal facilities are modern and contiguous, and have excellent access to intermodal transportation facilities, including on-dock rail, near-dock rail, and direct connections to the national rail network through the Alameda Corridor, and the Southern California system of freeways. The Port has a healthy balance sheet with a very strong liquidity position, of \$550 million, representing 2,463 days cash on hand. In addition, the port’s board has passed an ordinance requiring management to a minimum of 2.0x net debt service coverage ratio (DSCR) and 600 days cash on hand. Port leverage is also currently very low at 0.1x net debt/cash flow available for debt service (CFADS), though this may rise to the 3x-4x range if the full capital plan is executed through 2016. The port is exposed to fluctuations in international trade as evidenced by shrinking trade volumes through the recent recession due to overall weakness in the global economy, fuel cost volatility and U.S. dollar values. In addition, there are growing competitive pressures from cost-conscious shipping lines exploring services at competitor ports. POLB revenues are insulated from trade-related volatility due to long-term guaranteed contracts with most tenants.”

In December 2012, Moody's Investors Service report was released that "maintains the Aa2 rating on Long Beach Port Facility's (CA) Harbor Revenue Bonds, Series 2010A and Harbor Revenue Bonds, Series 2010B. Moody's also affirmed the Aa2 rating on Long Beach's \$648.7 million outstanding Harbor Revenue bonds. The outlook is stable." The report pointed to the Port's strengths as:

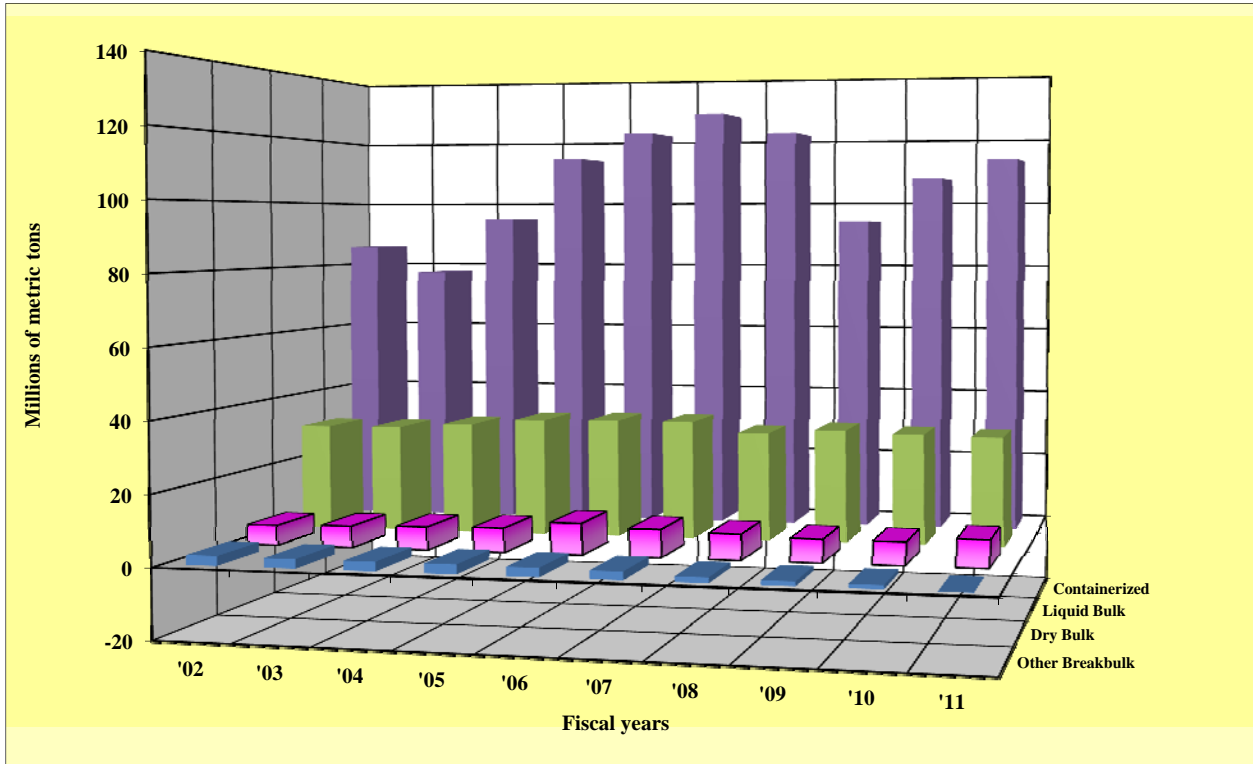
- "Strong market position as the second largest port in the US, by TEU (twenty-foot equivalent) count. The port also benefits from a naturally deep harbor, a 50-foot channel depth, state-of-the-art facilities, and good road access and intermodal connectivity through the Alameda Corridor and Intermodal Transport Facility.
- A robust local market contributes to the port's competitive position, giving it a large, relatively stable demand base for imports and by generating 'backhaul' cargo to partially balance the large import operations.
- Track record of well-maintained and stable finances with the DSCRs averaging 3.2 times in recent years and ample operating cash reserves equivalent to over seven years of operations.
- Revenue stability is enhanced by long-term contracts with the port's major tenants (that contribute 95% of revenues) that include minimum annual guarantees (MAGS) amounting to 70% of operating revenue in FY 2012."

Since 1994, the Department continuously carried a commercial paper program; at its highest point, the Department issued \$148,000,000 of Series A notes to pay for acquisition costs of property, facilities, and oil rights on the North Harbor District; historically, all the notes matured not later than 270 days after date of issuance. The commercial paper and related interest obligations were fully paid during the 2010 fiscal year.

Responsible Growth

The Port's revenue derived from cargo facilities increased by 33.8% between 2003 and 2012 from \$249.5 million to \$333.9 million; cargo volumes measured in metric revenue tons grew by 22.8% during the same period of time from 118.2 million tons to 145.1 million tons.

Tonnage by Commodity Group



The Port’s operating revenue and cargo volumes grew slowly but steadily during fiscal years 2010 and 2011, but experienced a 3.3% and 5.7% decrease, respectively, during fiscal year 2012. This change in trends was anticipated due to the moderate slow-down of the U.S. economy. The Port continues its realignment of cargo terminals anticipating a growth in trade volumes. Its terminals and installations continue to provide the best alternative for shipping lines to move cargo in and out of 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.

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. The expansion or contraction of foreign trade directly affects local, regional, and national economies, and the Port, as a local economic engine needs to modify its approaches to face the economic challenges or to seize opportunities to continue to be the preferred destination of goods produced abroad.

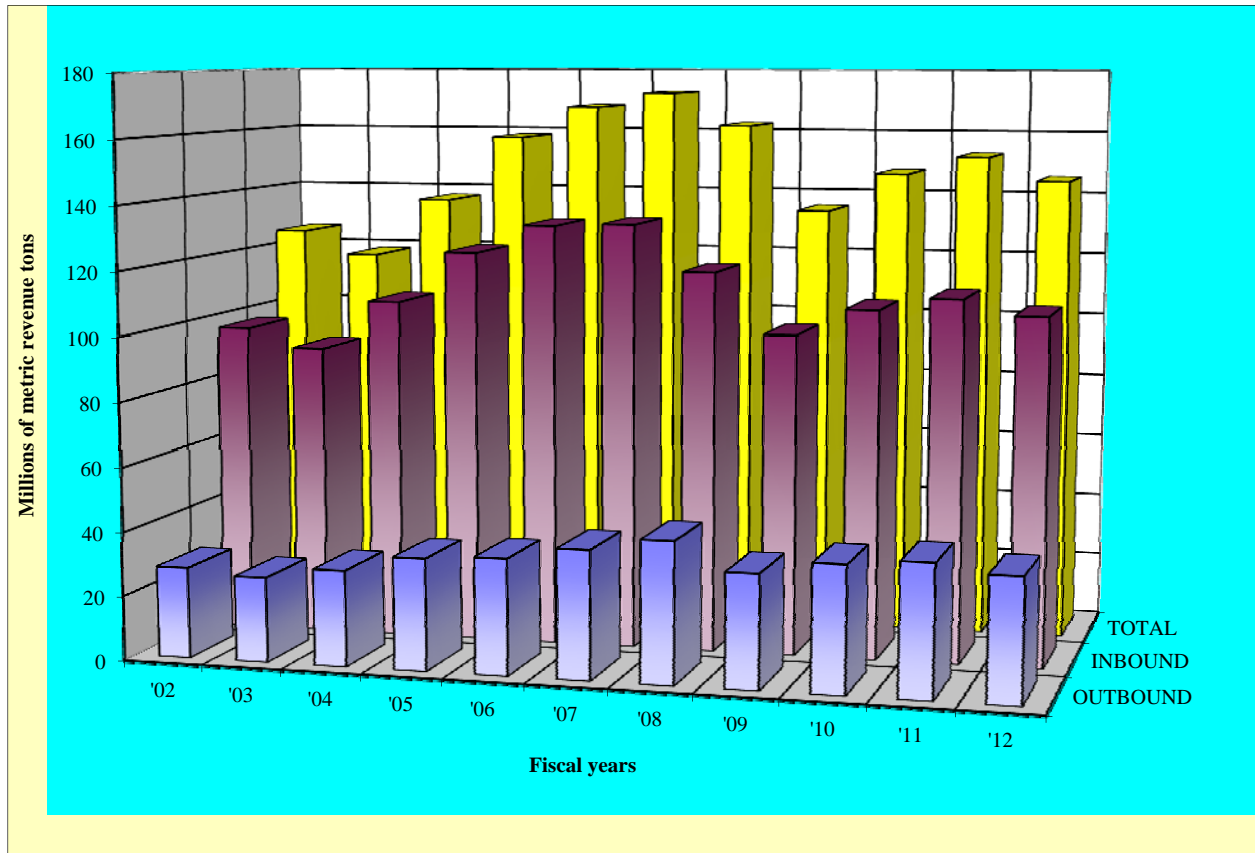
The long-term international trade trend had a slight setback in 2012 after positive growth in fiscal years 2011 and 2010. The Port also had setbacks in 2008 and 2009. Economic forecasts and cargo projections suggest that positive growth will become the norm again and will continue at a moderate pace over the coming years.

In 2012, Port's terminals moved nearly 5.9 million TEUs, a decrease of 7.0% from 2011. The Port's net income, before grants and operating transfers, increased by 8.6% to \$144.9 million.

Gross operating revenue decreased by 3.3% to \$333.9 million. Changes from prior year on the revenue for the various cargo categories are as follows: containerized cargo decreased by 4.3% to \$255.9 million; lumber decreased by 48.7% to \$0.8 million; dry bulk increased by 7.1% to \$23.8 million; steel increased by 2.0% to \$8.3 million; liquid bulk increased by 5.5% to \$17.4 million; vehicles increased by 26.4% to \$12.9 million; and other facilities increased 9.7% to \$3.3 million. Rental and miscellaneous revenues decreased by 30.1% to \$11.4 million.

Cargo volumes, measured in metric revenue tons, passing through the Port, when compared to last year, decreased by 5.7% to 145.1 million. Containerized cargo terminals decreased by 6.6% to 105.5 million; steel decreased by 35.4% to 0.8 million; lumber increased by 0.4% to 0.17 million; dry bulk volume decreased by 0.4% to 7.7 million; vehicles increased by 69.9% to 0.2 million; and liquid bulk decreased by 3.0% to 30.7 million.

Inbound – Outbound and Total Metric Revenue Tons



Trade and Commerce

Throughout its 100-year plus history, the Port has provided state-of-the-art seaport facilities for its customers. Maintaining and improving its infrastructure is critical in today's competitive operating environment. 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.

Economic forecasts predict that cargo passing through the Port of Long Beach will maintain a moderate-increase trend in the immediate future. Factors contributing to this increase are the continued U.S. consumer demand for products manufactured in Asia and increased vessel capacity supplied by the new generation of container ships, which have reached more than 13,000 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 is essential to the Port's financial success, and key to meeting the environmental protection needs of the surrounding communities. The Port is committed to facilitating and promoting international goods movement, to build modern, secure and efficient facilities and infrastructure, to reduce negative impacts on the environment, and to be a good 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.

Projects underway that will increase cargo capacity and/or improve Port infrastructure include:

- **Gerald Desmond Bridge Replacement:** A \$1.0 billion project to build a new bridge to span the Port's Main Channel. The new bridge will be higher, to allow additional clearance for ships, and will also be wider, to ease the flow of cars and trucks that use the bridge. Construction will begin as early as early 2013.
- **Middle Harbor Redevelopment Project:** A modernization of two aging shipping terminals. The program will add on-dock rail capacity, shore power hookups, and allow the new terminal to move twice the cargo with half the air pollution. Phase 1 construction began in 2012.
- **Pier G modernization:** A multiyear, \$470 million renovation of the ITS container terminal. Construction of a new terminal administration and operations complex, new maintenance, and repair facility and an expanded on-dock rail yard is complete. Shore power facilities and additional container yard space are also being added.
- **Long Beach Harbor dredging:** U.S. Army Corps of Engineers and the Port have completed a \$40 million dredging project to aid navigation in and around the Port, safely contain contaminated sediments and recycle the dredge material as fill in the Pier G modernization project.
- **Pier S container terminal:** The Port is conducting environmental studies on a proposal to build a new terminal at the Port of Long Beach on existing vacant land in the Port. The terminal would cost about \$650 million to construct, and would be built with the latest in clean-air technology and cargo-movement efficiencies.

Environmental Protection

The optimal utilization of Port resources brings environmental issues that need to be addressed to guarantee economic growth with responsible stewardship of the environment.

In December 2006, a historic joint board session of the Ports of Long Beach and the Port of Los Angeles (the Ports), the San Pedro Bay Clean Air Action Plan (CAAP) was approved. This ambitious plan addresses all port-related emission sources. The CAAP has led to major air-quality successes at the Ports. Diesel particulate matter, for example, has been reduced by 75% from 2005 levels, based on 2011 emissions studies. 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 will continue 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 of Long Beach has established itself as a world leader in sustainable industrial development by adopting the industry-leading Green Port Policy. This policy will substantially reduce emissions from vessels calling at the Port.

In other environmental accomplishments, the Port:

- Cut diesel particulates by 75%, sulfur oxides by 80%, smog-forming nitrogen oxides by 50%, and greenhouse gases by 23% from 2005 levels, based on a 2011 emissions study. The improvements

occurred during a period when cargo volume declined; however, cargo volumes were only down by 10% and, therefore, only account for a small portion of the pollution reductions.

- Uses lower-sulfur, cleaner fuels in all waterfront equipment, especially the ocean-going ships.
- Completed a successful change-over of the truck fleet through the landmark Clean Trucks Program, which has achieved a 90% reduction in diesel particulate pollution from the truck fleet.
- Continued the Green Flag Vessel Speed Reduction Program (where most ships slow down to reduce air pollution) within 20 nautical miles to 40 miles of the Port, to reduce air pollution emissions.
- Continued a changeover of yard equipment and the Pacific Harbor Line locomotive fleet, which also contributed to air quality gains.
- Expanded the number of shipping terminals capable of delivering electricity to ships, under the shore-power air quality program.

The Port has developed and is managing a comprehensive, all-hazard Business Continuity Plan that facilitates the efficient and environmentally sound movement of cargo by maintaining the land and water infrastructure; maintains a safe and secure Port environment, and meets legal, regulatory, and financial requirements. The primary purpose of the Business Continuity Plan is to ensure Port business partners have available infrastructure and resources necessary to continue business operations prior to, during, and following a major incident.

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. The Port takes an above the water, on the water, and below the water approach to Maritime Domain Awareness using various surveillance technologies to maintain vigilance and share data with the many agencies responsible for Port Security. More than 130 surveillance cameras are deployed throughout the Port complex, including long-range and night-vision units. Strategically deployed underwater sonar machines monitor the waters as well. And the Port of Long Beach is the only port in the United States with its own deepwater dive team capable of performing heavy-duty underwater salvage and rescue operations.

Since 2001, the Port has secured more than \$120 million in grants to aid in those efforts. The Port is protected by multiple layers of security, including the U.S. Coast Guard; U.S. Customs; and Border Protection, other federal, state, and local law enforcement agencies; and the Port's Harbor Patrol, a cadre of 60-plus trained, armed, public officers who are responsible for security, and public safety on the property owned by the Port and any public roadways within its boundaries 24/7. The Port also maintains a close relationship with the Long Beach Police Department, an important partner in the daily monitoring of the Harbor District.

The Port's Joint Command and Control Center (JCCC) is a state-of-the-art communications and command center, which brings together Federal and local agencies to coordinate security measures. It brings together security related information from across the Port complex and allows sharing by a variety of stakeholders and partner agencies including the Coast Guard, FBI, and Long Beach Police Department. The Port is now finalizing the implementation of an Emergency Management System, which includes the Business Continuity plan to ensure uninterrupted key Port operations in the event of an emergency.

The Board of Harbor Commissioners
The Harbor Department of the City of Long Beach
March 25, 2013
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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, 2011. This was the 29th 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:

J. Christopher Lytle

Sam Joumblat

Certificate of Achievement for Excellence in Financial Reporting

Presented to

The Harbor Department
of the City of Long Beach
California

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
September 30, 2011

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.



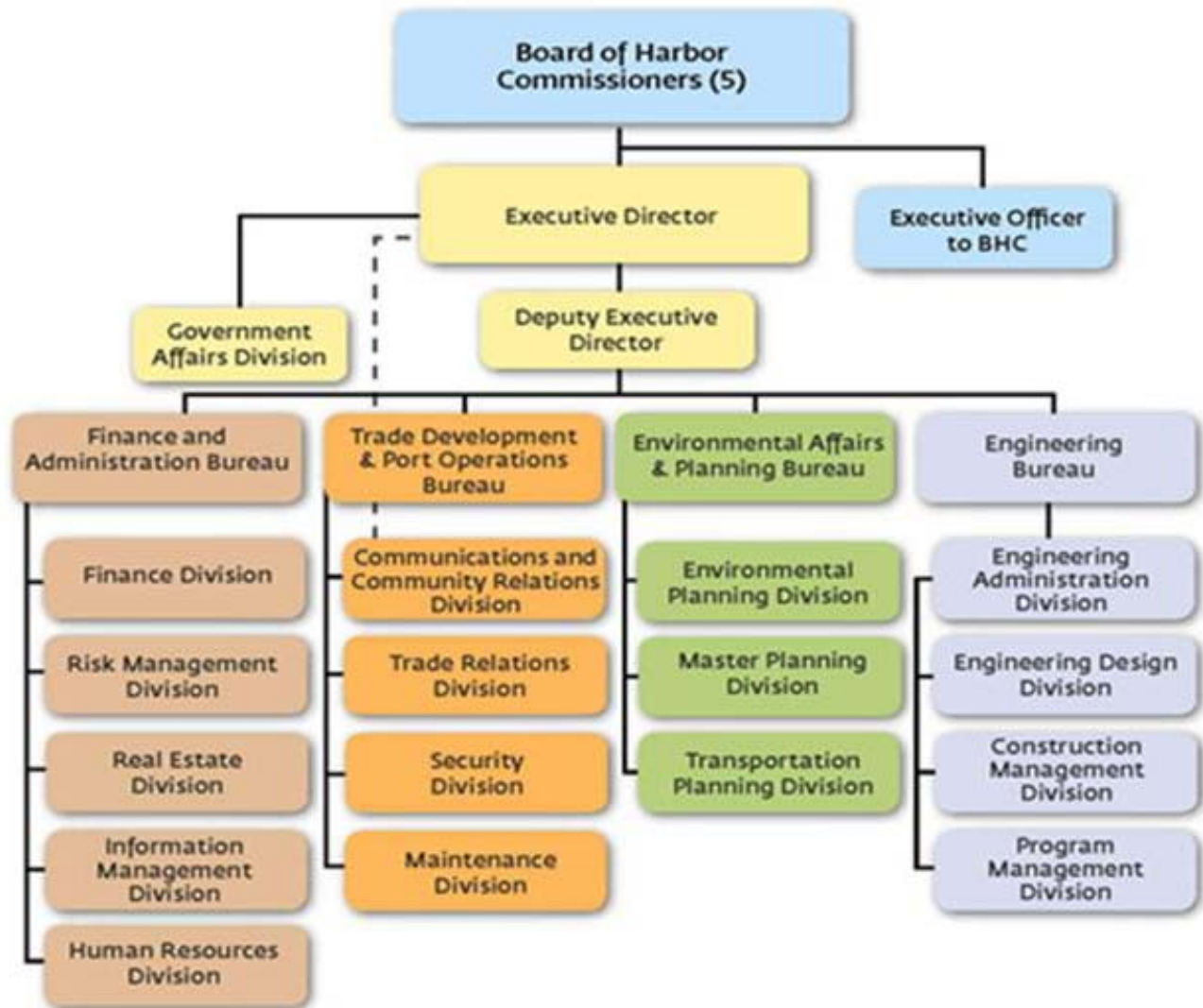
Christopher P. Morill

President

Jeffrey R. Egan

Executive Director

Organizational Chart



THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Board of Harbor Commissioners and Senior Management

September 30, 2012

Board of Harbor Commissioners

Susan E. Anderson Wise, President
Thomas Fields, Vice President
Nick Sramek, Secretary
Rich Dines, Commissioner
Doug Drummond, Commissioner

Executive Officer to the Board

Noel Hacegaba

Executive Offices

Executive Director

J. Christopher Lytle

Deputy Executive Director

Vacant

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

Margaret Huebner, Director

Information Management Division

Douglas L. Albrecht, Director

Real Estate Division

Karl J. Adamowicz, Director

Risk Management Division

Richard S. Baratta, Director

Trade Development and Port Operations Bureau

Managing Director

Sean Strawbridge

Communications and Community Relations
Division

Heather C. Morris, Director

Maintenance Division

Randy Rich, Director

Security Division

Randy Parsons, Director

Trade Development 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

Gary J. Cardamone, Director

Engineering Design Division

Neil D. Morrison, Director

Program Management Division

Douglas Sereno, Director



Port of
LONG BEACH

The Green Port

Financial Section



Port of
LONG BEACH
The Green Port



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, 2012 and 2011, as listed in the accompanying 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 on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America; and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits 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, the changes in financial position, and cash flows of only that portion of the business-type activities 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 September 30, 2012 and 2011, the changes in its financial position or, where applicable, its cash flows for the years 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, 2012 and 2011, and the changes in its net assets and its cash flows for the years then ended, in conformity with U.S. generally accepted accounting principles.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 25, 2013, on our consideration of the Department's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be read in conjunction with this report in assessing the results of our audits.



U.S. generally accepted accounting principles require that the management's discussion and analysis on pages 22 – 31 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Our audit was conducted for the purpose of forming an opinion on the Department's basic financial statements. The introductory and statistical information sections are presented for the purposes of additional analysis and are not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

KPMG LLP

March 25, 2013

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

The management of the Harbor Department of the City of Long Beach, California (the Department), offers readers of the financial statements this discussion and analysis of the financial activities for the fiscal years ended September 30, 2012 and 2011.

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 present 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, 2012, 2011, and 2010:

Summary of Net Assets

September 30, 2012, 2011, and 2010

	<u>2012</u>	<u>2011</u>	<u>2010</u>
Assets:			
Capital assets, net	\$ 2,699,086,270	2,498,946,250	2,400,332,581
Other assets	904,491,185	993,141,143	1,063,299,555
Total assets	<u>3,603,577,455</u>	<u>3,492,087,393</u>	<u>3,463,632,136</u>
Liabilities:			
Long-term obligations, net of current portion	628,404,970	678,427,147	751,112,610
Current liabilities	181,853,805	162,138,602	164,514,493
Total liabilities	<u>810,258,775</u>	<u>840,565,749</u>	<u>915,627,103</u>
Net assets:			
Invested in capital assets, net of related debt	2,104,914,537	1,916,200,675	1,859,165,959
Restricted	157,537,654	177,536,448	207,843,531
Unrestricted	530,866,489	557,784,521	480,995,543
Total net assets	<u>\$ 2,793,318,680</u>	<u>2,651,521,644</u>	<u>2,548,005,033</u>

Analysis of Fiscal Year 2012

At the end of fiscal year 2012, the assets of the Department exceeded its liabilities by \$2,793,318,680 (net assets). Total net assets increased by \$141,797,036. This change consists mainly of \$157,727,282 current year operating income, \$13,626,625 income derived from grants received from federal and state governments, less \$29,556,871 from other nonoperating expenses, including financing costs and transfers to the City's Tidelands Operating Fund of \$16,694,347.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

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 \$2,104,914,537 or 75% of the aggregate net assets. The increase from fiscal year 2011 is the result of the increase in Port construction projects during the year. Capital assets facilitate tenants' cargo operations and the Department does not intend to liquidate them to fund ongoing port operations.

The Department holds \$157,537,654 of net assets subject to restrictions, a decrease of \$19,998,794 from last year. The decrease is primarily due to a \$19,908,014 decrease in matching requirements for the construction of the Gerald Desmond Bridge, a federally funded project. Restricted net assets are thus identified in the Statements of Net Assets and represent 6% of the Department's total net assets.

At the end of fiscal year 2012, the Department reported unrestricted net assets of \$530,866,489, a decrease of \$26,918,032 when compared to 2011. This is primarily the result of \$27,403,638 decrease in operating cash; \$8,212,176 increase in Accounts Receivable, and an \$18,486,952 increase in Accounts Payable.

Analysis of Fiscal Year 2011

At the end of fiscal year 2011, the assets of the Department exceeded its liabilities by \$2,651,521,644 (net assets). Total net assets increased by \$103,516,611. This change consists mainly of \$178,961,744 current year operating income, \$7,443,539 income derived from grants received from federal and state governments, \$1,525,061 profit from oil operations, gains of \$12,468,504 on oil operations assets transferred to the City; less \$96,956,696 from other nonoperating expenses, including financing costs, transfers to the City's Tidelands Operating Fund of \$22,847,938, and a loss of \$27,000,000 on long-term receivables from the Redevelopment Agency of the City of Long Beach, California the result of Assembly Bill X1 26 which eliminated these receivables.

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 \$1,916,200,675 or 72% of the aggregate net assets. The increase from fiscal year 2011 is the result of the increase in Port construction projects during the year. Capital assets facilitate tenants' cargo operations and the Department does not intend to liquidate them to fund ongoing port operations.

The Department holds \$177,536,448 of net assets subject to restrictions, a decrease of \$30,307,083 from last year. The decrease consists mostly of recomputing the third-party obligations – nonrelated-entity debt service contingency and matching contribution to agree to current conditions. Restricted net assets are thus identified in the Statements of Net Assets and represent 7% of the Department's total net assets.

At the end of fiscal year 2011, the Department reported unrestricted net assets of \$557,784,521, an increase of \$76,788,978 when compared to 2010. This is primarily the result of \$141,806,683 increase in operating cash offset by a; \$17,370,882 reduction in the U.S. Army Corp of Engineers prepayment, \$12,476,923 reduction in Accounts Receivable, \$4,449,492 reductions in grants receivable, a \$23,554,672 increase in Accounts Payable and loss on receivables of \$27,000,000.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

Summary of Operations and Changes in Fund Net Assets

The Statements of Revenues, Expenses, and Changes in Fund Net Assets illustrate 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 2012, 2011, and 2010.

Changes in Fund Net Assets

Years ended September 30, 2012, 2011, and 2010

	<u>2012</u>	<u>2011</u>	<u>2010</u>
Operating revenues:			
Berth and special facilities	\$ 322,425,435	328,986,839	303,995,596
Miscellaneous	11,461,496	16,402,867	17,643,389
	<u>333,886,931</u>	<u>345,389,706</u>	<u>321,638,985</u>
Total operating revenues			
Operating expenses:			
Facility and infrastructure	(57,003,046)	(50,671,577)	(62,044,262)
General and administrative	(30,633,789)	(30,751,029)	(35,982,062)
Depreciation and amortization	(88,522,820)	(85,005,356)	(86,619,439)
	<u>(176,159,655)</u>	<u>(166,427,962)</u>	<u>(184,645,763)</u>
Total operating expenses			
Operating income	<u>157,727,276</u>	<u>178,961,744</u>	<u>136,993,222</u>
Nonoperating revenues (expenses):			
Intergovernmental transfer	(16,694,347)	(22,847,938)	(30,451,161)
Gain on transfer of Oil operations to City	—	12,468,504	—
Interest expense, net of investment income	(7,039,199)	(15,556,686)	(25,121,094)
Income from oil operations	—	1,525,061	19,034,471
Gain (loss) on sale of capital assets	7,268	74,459	(2,033)
Income from equity in joint venture	—	—	2,270,274
Income (loss) from Clean Trucks Program	(3,926,198)	(3,572,859)	3,552,857
Other income (loss), net	(1,904,389)	(27,979,213)	(4,752,244)
Write-off of long-term receivables from the Redevelopment Agency	—	(27,000,000)	—
	<u>(29,556,865)</u>	<u>(82,888,672)</u>	<u>(35,468,930)</u>
Net nonoperating expenses			
Income before capital grants	128,170,411	96,073,072	101,524,292
Capital grants	13,626,625	7,443,539	18,663,468
Change in net assets	141,797,036	103,516,611	120,187,760
Total net assets – beginning	<u>2,651,521,644</u>	<u>2,548,005,033</u>	<u>2,427,817,273</u>
Total net assets – ending	<u>\$ 2,793,318,680</u>	<u>2,651,521,644</u>	<u>2,548,005,033</u>

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

Analysis of Fiscal Year 2012

A comparison of the operating revenues for fiscal years 2012 and 2011 shows an overall decrease of 3%. The following revenue categories experienced increases: liquid bulk 6%, dry bulk 7%, steel/break-bulk 2%, vehicle 26%, and other terminals 10%; the following categories decreased: containerized 4%, lumber 49%, rental 32%, and miscellaneous income 17%.

In terms of volume (measured in metric revenue tons), the following categories experienced increases from last year: vehicles 70%, lumber 1%; the following types of cargo decreased during fiscal year 2012: containerized 7%, liquid bulk 3%, dry bulk 1%, steel/break-bulk 35%.

Operating expenses (excluding depreciation and amortization) increased \$6,214,229. Cargo facilities expense increased \$1,787,632 due to higher maintenance required mostly by the vehicle and the rental facilities; Infrastructure Maintenance, which includes bridges, freeways, streets and utilities maintenance and expenses related to environmental control, increased \$4,655,299. The primary reason for this increase is the one-time write off during fiscal year 2011 of the remaining liability related to IR Site 7 mitigation that was completed in fiscal year 2011 at a cost that was significantly lower than the original estimate. A reduction in bridge and freeway maintenance in fiscal year 2012 of \$1,818,732 helped to offset the increase in Infrastructure Maintenance expense. Fire and Safety decreased by \$342,702 due to efforts aimed to reduce expenses related to the Port's Security Division.

Depreciation expense is affected by acquisition/retirement of long-term assets, their useful lives, and the dates when such assets are placed in service. Depreciation expense for fiscal year 2012 was \$3,517,464 higher than that of 2011. The reason for this change is the capitalizing of assets placed in service during 2012.

Intergovernmental transfer decreased by \$6,153,591 in fiscal year 2012. During the current fiscal year the Department transferred \$16,694,347 as a regular operating transfer to the City of Long Beach.

Interest expense, net of investment income decreased by \$8,517,487 in fiscal year 2012. Investment income was lower due to lower earning rates resulting from the overall downturn in the economy in addition to lower average investment balance. Interest expense was lower because of the principal reductions in long-term debt balances due to ongoing annual debt service arrangements, and the continuation of the capitalization of interest policy that allocates some of the interest expense to capital projects.

The Clean Air Action Plan (CAAP), as anticipated, experienced an increased loss of \$353,339 when compared to that of fiscal year 2011. The increased loss is the result of lower revenues generated by the program as it winds down into its final stage.

Analysis of Fiscal Year 2011

A comparison of the operating revenues for fiscal years 2011 and 2010 shows an overall increase of 7%. The following revenue categories experienced increases: containerized 9%, dry bulk 15%, steel/break-bulk 26%, lumber terminals 51%; the following categories experienced decreases: petroleum and liquid bulk 5%, vehicle 1%, other terminals 4%, and miscellaneous income 33%.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

In terms of volume (measured in metric revenue tons), the following categories experienced increases from last year: containerized 5%, steel/break-bulk 32%, lumber 4%, dry bulk 21%; the following types of cargo decreased during fiscal year 2011: vehicles 21%, liquid bulk 1%.

Operating expenses (excluding depreciation and amortization) decreased \$16,603,718. Cargo facilities expense decreased \$2,339,279 due to major terminal reconfiguration projects are being conducted and consequently less maintenance is required; Infrastructure Maintenance that includes bridges, freeways, streets and utilities maintenance and expenses related to environmental control decreased \$11,825,121; Fire and Safety increased by \$1,951,710 due to higher city allocated charges; and general and administrative expenses decreased by \$5,231,033 primarily a reduction in legal cost.

Depreciation expense is affected by acquisition/retirement of long-term assets, their useful lives, and the dates when such assets are placed in service. Depreciation expense for fiscal year 2011 was \$1,614,083 lower than that of 2010. The reason for this change is the reduction in assets placed into service during 2011.

Intergovernmental transfer decreased by \$7,603,223 in fiscal year 2011. During the current fiscal year, the Department netted a gain of \$12,468,504 on the transfer of assets and liabilities related to the oil operations, expenses of \$5,578,453 of Aquarium debt assistance and \$17,269,485 regular operating transfer from the Department to the City of Long Beach.

Interest expense, net of investment income decreased by \$9,564,408 in fiscal year 2011. Investment income was lower due to lower earning rates resulting from the overall downturn in the economy in addition to lower average investment balance. Interest expense was lower because of the replacement of some of the bonds with debt with more favorable rates; the principal reductions in long-term debt balances due to the annual debt service, and the continuation of the capitalization of interest policy that allocates some of the interest expense to capital projects.

Oil operations net revenues decreased to \$1,525,061 from \$19,034,471. The decrease is due to the measure D ballot initiative approved by voters in November 2010, by which the oil operations, assets, liabilities, revenues, and expenses were transferred from the Harbor Department to the City's Tidelands Fund. The implementation of the Clean Air Action Plan (CAAP) and its related projects experienced a negative change of \$7,125,716 from \$3,552,857 net revenue in 2010 to a net loss of \$3,572,859. The reduction is the result of lower revenue generated by the Clean Truck Program as it winds down into its final stage.

Write-off of long-term receivables from the Redevelopment Agency of the City of Long Beach, California (the Agency) increased \$27,000,000, or 100%, due to the passage of Assembly Bill X1 26. The legislation guarantees tax funding for all Agency external debt, but does not provide for the repayment of most loans between the Harbor Department and the Agency.

Other expense decreased as a result of writing off of expenses incurred in preparation of the potential construction of a new administration building.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

Capital Assets and Debt Administration

Capital Assets

The Department's investments in capital assets, net of accumulated depreciation, as of September 30, 2012, 2011, and 2010 are as follows:

	Capital Assets, Net		
	September 30, 2012, 2011, and 2010		
	<u>2012</u>	<u>2011</u>	<u>2010</u>
Nondepreciable capital assets:			
Land	\$ 904,761,885	867,894,358	859,887,738
Construction in progress	603,250,900	489,936,597	373,062,744
Rights-of-way	207,823,264	207,823,264	207,823,264
Total nondepreciable capital assets	<u>1,715,836,049</u>	<u>1,565,654,219</u>	<u>1,440,773,746</u>
Depreciable capital assets (net):			
Structures and facilities	971,117,488	921,213,659	947,218,015
Furniture, fixtures, and equipment	12,132,733	12,078,372	12,340,820
Total depreciable capital assets (net)	<u>983,250,221</u>	<u>933,292,031</u>	<u>959,558,835</u>
Total capital assets, net	<u>\$ 2,699,086,270</u>	<u>2,498,946,250</u>	<u>2,400,332,581</u>

Analysis of Fiscal Year 2012

The Department's investments in capital assets include land; structures and facilities; furniture, fixtures, and equipment; construction in progress; and rights-of-way. The net effect on the capital asset accounts was an increase of \$200,140,020 from fiscal year 2011 primarily due to asset acquisitions offset by depreciation. Information regarding the Department's capital assets can be found in note 6 of the financial statements.

Analysis of Fiscal Year 2011

The Department's investments in capital assets include land; structures and facilities; furniture, fixtures, and equipment; construction in progress; and rights-of-way. The net effect on the capital asset accounts was an increase of \$98,613,669 from 2010, primarily due to asset acquisitions offset by depreciation.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management’s Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

Debt Administration

The following table summarizes the Department’s debt, originally incurred as long term, as of September 30, 2012, 2011, and 2010.

Debt Originally Incurred as Long-Term Debt

September 30, 2012, 2011, and 2010

	<u>2012</u>	<u>2011</u>	<u>2010</u>
Bond debt (principal and net premiums)	\$ 675,369,970	723,242,147	768,287,610
Total long-term debt	\$ <u>675,369,970</u>	<u>723,242,147</u>	<u>768,287,610</u>

Analysis of Fiscal Year 2012

The Department’s total long-term debt decreased by \$47,872,177, or 7%. The decrease was primarily the result of scheduled principal reductions on the bond debt.

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. In May 2012, Fitch Ratings affirmed the AA with a stable outlook rating on the Port’s outstanding debt. The Fitch report states, “The Port’s terminal facilities are modern and contiguous, and have excellent access to intermodal transportation facilities, including on-dock rail, near-dock rail, and direct connections to the national rail network through the Alameda Corridor, and the Southern California system of freeways. The Port has a healthy balance sheet with a very strong liquidity position, of \$550 million, representing 2,463 days cash on hand. In addition, the Port’s board has passed an ordinance requiring management to a minimum of 2.0x net debt service coverage ratio (DSCR) and 600 days cash on hand. Port leverage is also currently very low at 0.1x net debt/cash flow available for debt service (CFADS), though this may rise to the 3x-4x range if the full capital plan is executed through 2016. The Port is exposed to fluctuations in international trade as evidenced by shrinking trade volumes through the recent recession due to overall weakness in the global economy, fuel cost volatility and U.S. dollar values. In addition, there are growing competitive pressures from cost-conscious shipping lines exploring services at competitor ports. POLB revenues are insulated from trade-related volatility due to long-term guaranteed contracts with most tenants.”

In December 2012, Moody’s Investors Service report was released that “maintains the Aa2 rating on Long Beach Port Facility’s (CA) Harbor Revenue Bonds, Series 2010A and Harbor Revenue Bonds, Series 2010B. Moody’s also affirmed the Aa2 rating on Long Beach’s \$648.7 million outstanding Harbor Revenue bonds. The outlook is stable.” The report pointed to the Port’s strengths as:

- “Strong market position as the second largest port in the US, by TEU (twenty-foot equivalent) count. The port also benefits from a naturally deep harbor, a 50-foot channel depth, state-of-the-art facilities, and good road access and intermodal connectivity through the Alameda Corridor and Intermodal Transport Facility.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

- A robust local market contributes to the Port's competitive position, giving it a large, relatively stable demand base for imports and by generating 'backhaul' cargo to partially balance the large import operations.
- Track record of well-maintained and stable finances with the DSCRs averaging 3.2 times in recent years and ample operating cash reserves equivalent to over seven years of operations.
- Revenue stability is enhanced by long-term contracts with the Port's major tenants (that contribute 95% of revenues) that include minimum annual guarantees (MAGS) amounting to 70% of operating revenue in FY2012."

The debt service coverage ratio for both fiscal years ended 2012 and 2011 was 3.1 and 3.4, respectively. The minimum rate required by the Department's various bond indenture documents is 1.25.

Analysis of Fiscal Year 2011

The Department's total long-term debt decreased by \$45,045,463, or 6.0%. The decrease was primarily the result of scheduled principal reductions on the bond debt.

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. In May 2011, Fitch Ratings affirmed the AA with a stable outlook rating on the Port's outstanding debt. The Fitch report states, "The Port's terminal facilities are modern and contiguous, and have excellent access to intermodal transportation facilities, including on-dock rail, near-dock rail, and direct connections to the national rail network through the Alameda Corridor, and the Southern California system of freeways. The Port benefits from a strong financial profile, with a healthy liquidity position (fiscal 2010 liquidity of \$407 million, representing 1,518 days cash on hand): strong and stable revenue sources through long-term lease agreements with most tenants (minimum annual lease payments represent approximately 67% of total operation revenues at the port, 2.7 times (x) 2010 debt service obligations); and strong debt service coverage levels over 2.8x. Management at the port is experienced and has been proactive in addressing economic, financial, environmental, and community challenges."

In July 2011, Standard & Poor's Ratings Services affirmed it is AA with a stable outlook rating on the Port's debt. The S&P report states "The long-term ratings reflect our view of the following credit strengths: Strong historical financial performance, with debt service coverage of 2.8x in fiscal 2010 (year ended September 30, 2010); Excellent liquidity of about \$478 million in unrestricted cash, representing 1,779 days' operation funds on hand, based on fiscal 2010 operation expenses; substantial cargo-handling facilities and surface transportation connections, which support the port's position as the second-busiest container port in the United States; and an experienced management team that implements conservative financial practices."

The debt service coverage ratio for both fiscal years ended 2011 and 2010 was 3.4 and 2.8, 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 7 and 8, on pages 51 – 60 of this report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

In March 2010, Moody's Investors Service affirmed its Aa2 rating on the Port's debt. The Moody's report states the Port's strengths include: "Strong market position as the second largest port in the U.S. by TEU (twenty-foot equivalent units) count, Port also benefits from a naturally deep harbor, 50-foot channel depth, state-of-the-art facilities, and good road access and intermodal connectivity through the Alameda Corridor and Intermodal Container Transport Facility. A robust local market contributes to the Port's competitive position, giving it a large, relatively stable demand base for imports and by generating 'backhaul' cargo to partially balance the large import operations. Track record of well-maintained and stable finances with debt service coverage averaging 3.1 times in recent years and ample operating cash reserves equivalent to over seven years of operations. Revenue stability is enhanced by long-term contracts with the Port's major tenants (that contribute 95% of revenues) that include minimum annual guarantees (MAGS) amounting to \$223 million in FY 2009. MAGS alone provided 1.5x debt service coverage (net of operating expenditures)."

The debt service coverage ratio for both fiscal years ended 2010 and 2009 was 2.8. 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 7 and 8, on pages 51-60 of this report.

Factors That May Affect the Port's Operations

The availability of alternate ports and competition affects the use of the Port's facilities, and therefore operating revenues of the Port. There is significant competition for container trade among North American ports. The Port cannot predict the impact of this competition. West Coast ports, in the U.S., Canada and Mexico, compete for discretionary intermodal cargo headed from the Far East to mid-western and eastern U.S., which is more heavily populated. This discretionary cargo moves eastward primarily by rail. Discretionary cargo makes up more than half of the container cargo arriving at the Port of Long Beach.

The use of all-water routes to the East and Gulf Coasts of the U.S. is an alternative to Asian intermodal cargo moving through West Coast ports. All water services from Asia to the Gulf of Mexico and East Coast ports move primarily through the Panama Canal. The Panama Canal is in the process of expanding its locks. Although recent reports indicate that the opening of the new locks will be delayed to mid-2015 from the original scheduled date in 2014, the widening and deepening of the locks will allow larger vessels to transit the Canal. The expansion creates a potential route to the East Coast and Gulf of Mexico for vessels with larger capacity than the current "Panamax" ships. While the effects of an expanded Canal are unknown, the Port of Long Beach has an existing ability to handle ships that are larger than the expanded-Panamax ships, and continues to maintain and improve its terminals, infrastructure, and intermodal capabilities.

The Port is subject to legal and regulatory requirements relating to air emissions that may be generated by ships, trains, trucks and other operational activities within the Port. Paying for mandated air pollution reduction, infrastructure and other measures has become a significant portion of the Port's capital and operating budgets. Such expenditures are necessary even if the Port does not undertake any new revenue-generating capital improvements, and the Port cannot provide assurances that the actual cost of the required measures will not exceed the amounts forecasted.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Management's Discussion and Analysis

September 30, 2012 and 2011

(Unaudited)

Notes to Financial Statements

The notes to the Department's financial statements can be found on pages 36 – 76 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, 2012 and 2011

Assets	2012	2011
Current assets:		
Pooled cash and cash equivalents (note 2)	\$ 522,116,358	549,519,996
Trade accounts receivable, net of allowance (note 3)	48,631,116	40,418,940
Interest receivable	202,823	201,374
Nonperforming investments	1,229,017	2,228,927
Due from other governmental agencies (note 3)	66,954,612	5,537,874
Prepaid – dredging services (note 4)	2,140,122	6,122,866
Inventories of supplies	603,497	501,906
Subtotal	<u>641,877,545</u>	<u>604,531,883</u>
Harbor revenue bond funds and other funds restricted as to use (notes 2 and 8):		
Pooled cash and cash equivalents	<u>31,066,145</u>	<u>30,003,000</u>
Total current assets	<u>672,943,690</u>	<u>634,534,883</u>
Noncurrent assets:		
Capital assets (notes 6 and 10):		
Land:		
Purchased	448,936,517	448,936,517
Constructed	<u>455,825,368</u>	<u>418,957,841</u>
Total land	<u>904,761,885</u>	<u>867,894,358</u>
Structures and facilities	2,240,185,567	2,105,748,451
Less accumulated depreciation	<u>(1,269,068,079)</u>	<u>(1,184,534,792)</u>
Net structures and facilities	<u>971,117,488</u>	<u>921,213,659</u>
Furniture, fixtures, and equipment	39,997,728	36,415,502
Less accumulated depreciation	<u>(27,864,995)</u>	<u>(24,337,130)</u>
Net furniture, fixtures, and equipment	12,132,733	12,078,372
Construction in progress	603,250,900	489,936,597
Right-of-way (note 5)	<u>207,823,264</u>	<u>207,823,264</u>
Net capital assets	<u>2,699,086,270</u>	<u>2,498,946,250</u>
Other assets:		
Long-term receivables (note 3)	1,300,000	1,300,000
Environmental mitigation credits (note 14)	43,236,207	44,278,068
Investment in joint venture (note 11)	3,167,925	6,167,925
Restricted pooled cash and cash equivalents (notes 2 and 8)	113,212,631	239,336,150
Restricted nonpooled cash and cash equivalents (note 2)	94,610	208,731
Restricted nonpooled investments (note 2)	63,511,123	63,449,448
Other noncurrent assets	<u>7,024,999</u>	<u>3,865,938</u>
Total other assets	<u>231,547,495</u>	<u>358,606,260</u>
Total noncurrent assets	<u>2,930,633,765</u>	<u>2,857,552,510</u>
Total assets	\$ <u><u>3,603,577,455</u></u>	\$ <u><u>3,492,087,393</u></u>

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statements of Net Assets

September 30, 2012 and 2011

Liabilities	2012	2011
Current liabilities payable from current assets:		
Accounts payable and accrued expenses	\$ 85,652,416	67,165,464
Liability claims (note 12)	4,000,000	5,000,000
Deferred credits and unearned revenue	13,821,205	14,691,278
Due to City of Long Beach (note 13)	19,030,359	17,269,485
Total current liabilities payable from current assets	<u>122,503,980</u>	<u>104,126,227</u>
Current liabilities payable from restricted assets:		
Current portion of bonds indebtedness (note 8)	46,965,000	44,815,000
Accrued interest – bonds	12,384,825	13,197,375
Total current liabilities payable from restricted assets	<u>59,349,825</u>	<u>58,012,375</u>
Total current liabilities	<u>181,853,805</u>	<u>162,138,602</u>
Long-term obligations net of current portion:		
Bonded indebtedness (note 8)	628,404,970	678,427,147
Total noncurrent liabilities	<u>628,404,970</u>	<u>678,427,147</u>
Total liabilities	<u>\$ 810,258,775</u>	<u>840,565,749</u>
Net Assets (Note 15)		
Invested in capital assets, net of related debt	\$ 2,104,914,537	1,916,200,675
Restricted – nonrelated-party debt service contingency and matching contribution for federally funded projects (note 12)	95,620,127	116,452,755
Restricted – capital projects	43,236,207	44,278,068
Restricted – debt service	18,681,320	16,805,625
Unrestricted	530,866,489	557,784,521
Total net assets	<u>2,793,318,680</u>	<u>2,651,521,644</u>
Total liabilities and net assets	<u>\$ 3,603,577,455</u>	<u>3,492,087,393</u>

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

Years ended September 30, 2012 and 2011

	<u>2012</u>	<u>2011</u>
Port operating revenues (note 10):		
Berths and special facilities	\$ 322,425,435	328,986,839
Rental properties	9,576,890	14,137,546
Miscellaneous	1,884,606	2,265,321
Total Port operating revenues	<u>333,886,931</u>	<u>345,389,706</u>
Port operating expenses:		
Facility maintenance	4,751,659	2,964,027
Infrastructure maintenance	17,240,186	12,584,887
Fire and safety	27,523,305	27,866,007
Other indirect operating	7,487,896	7,256,656
General and administrative	30,633,789	30,751,029
Total Port operating expenses before depreciation and amortization	<u>87,636,835</u>	<u>81,422,606</u>
Depreciation and amortization	88,522,820	85,005,356
Total Port operating expenses	<u>176,159,655</u>	<u>166,427,962</u>
Income from Port operations	<u>157,727,276</u>	<u>178,961,744</u>
Nonoperating revenues (expenses):		
Investment income, net	3,302,098	4,993,947
Interest expense	(10,341,297)	(20,550,633)
Income from oil operations	—	1,525,061
Gain (loss) on disposition of capital assets	7,268	74,459
Clean Trucks Program (net)	(3,926,198)	(3,572,859)
Other income (expense)	(1,904,389)	(27,979,213)
Total nonoperating revenues (expenses)	<u>(12,862,518)</u>	<u>(45,509,238)</u>
Income before capital grants and transfers	144,864,758	133,452,506
Capital grants	13,626,625	7,443,539
Operating transfers to City (note 13)	(16,694,347)	(22,847,938)
(Asset) liability transfer to city (note 13)	—	12,468,504
Write-off of long-term receivables from the Redevelopment Agency	—	(27,000,000)
Increase in net assets	141,797,036	103,516,611
Total net assets – beginning of year	<u>2,651,521,644</u>	<u>2,548,005,033</u>
Total net assets – end of year	\$ <u>2,793,318,680</u>	<u>2,651,521,644</u>

See accompanying notes to financial statements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statements of Cash Flows

Years ended September 30, 2012 and 2011

	<u>2012</u>	<u>2011</u>
Cash flows from operating activities:		
Cash received from customers	\$ 328,416,552	352,901,232
Cash paid to employees net of capitalized labor of \$8,667,638 and \$7,691,389 in 2012 and 2011	(43,204,866)	(42,119,746)
Cash paid to suppliers	(44,704,887)	(49,836,049)
Net cash provided by operating activities	<u>240,506,799</u>	<u>260,945,437</u>
Cash flows from investing activities:		
Harbor oil operations	—	8,404,083
Interest received	4,232,836	4,982,266
Return on investment in joint venture	3,000,000	3,000,000
Net cash provided by investing activities	<u>7,232,836</u>	<u>16,386,349</u>
Cash flows from non capital/financing activities:		
ACTA shortfall advance	(2,950,000)	(2,950,000)
ACTA EPA	(750,000)	—
Clean Air Action Plan	(3,303,154)	(3,530,628)
Operating transfers to Tidelands and other funds	(17,269,486)	(30,900,911)
Net cash used in noncapital financing activities	<u>(24,272,640)</u>	<u>(37,381,539)</u>
Cash flows from capital and related financing activities:		
Grants (used) provided	(7,629,746)	390,264
Interest paid, net of capitalized interest	(14,211,024)	(37,885,884)
Principal payments-bond	(44,815,000)	(42,175,000)
2010A Bond Construction Funds	(59,241,419)	—
Payments for capital acquisitions	(250,178,724)	(156,764,274)
Proceeds from sales of capital assets	30,785	74,459
Net cash used in capital and related financing activities	<u>(376,045,128)</u>	<u>(236,360,435)</u>
Net increase (decrease) in cash and cash equivalents	(152,578,133)	3,589,812
Cash and cash equivalents, October 1	<u>819,067,877</u>	<u>815,478,065</u>
Cash and cash equivalents, September 30	\$ <u>666,489,744</u>	\$ <u>819,067,877</u>
Unrestricted pooled cash and cash equivalents	\$ 522,116,358	549,519,996
Restricted pooled cash and cash equivalents	144,278,776	269,339,150
2000 bond reserve held by the City Treasurer	94,610	208,731
	\$ <u>666,489,744</u>	\$ <u>819,067,877</u>
Reconciliation of income from Port operations to net cash provided by operating activities:		
Income from Port operations	\$ 157,727,280	178,961,744
Adjustments to reconcile income from Port operations to net cash provided by operating activities:		
Depreciation and amortization	88,522,820	85,005,356
Bad debt expense	17,062	(2,226,747)
Decrease (increase) in accounts receivable	(7,477,952)	7,801,587
Decrease (increase) in inventory	(101,588)	73,692
(Decrease) increase in accounts payable	(220,287)	(1,434,794)
(Decrease) increase in deferred revenues	(205,244)	(290,061)
(Decrease) increase in customer deposits	(88,029)	(13,901)
(Decrease) increase in environmental remediation	—	(6,931,439)
(Decrease) increase in due to other funds	2,332,737	—
Total adjustments	<u>82,779,519</u>	<u>81,983,693</u>
Net cash provided by operating activities	\$ <u>240,506,799</u>	\$ <u>260,945,437</u>
Supplemental schedule of noncash transactions:		
Change in accrued capital assets costs (purchased but unpaid at year-end)	\$ —	18,060,835
Gain on transfer of Oil operations to City	—	12,468,504
Capitalized interest	21,016,661	13,060,601
Amortization of Bond Premium	3,057,177	2,870,463

See accompanying notes to financial statements.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

(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 financial statements present only the financial activities of the Department and are not intended to present fairly the financial position and results of operations of the City in accordance with U.S. generally accepted accounting principles (U.S. GAAP).

The Harbor Facilities Corporation (the Corporation), a nonprofit public benefit corporation, has been inactive since 1995 and did not have any activity during the 2012 and 2011 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 Alameda Corridor 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 the 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, 2012 and 2011

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) *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, 2012 and 2011, is stated at fair value (see note 2).

(d) *Nonpooled 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.

(e) *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 fund net assets as investment income, net.

(f) *Inventories*

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

(g) *Capital Assets*

An asset is classified as a capital asset if it is a nonconsumable, tangible item, valued at a single amount greater than \$5,000, and with a useful life of more than one year. Capital assets are valued at historical costs. The historical cost of acquiring an asset includes the cost necessarily incurred to bring it to the condition and location necessary for its intended use. If an asset requires a period of time in which to carry out the activities necessary to bring it to that condition and location, the interest cost incurred during that period as a result of expenditures is a part of the historical cost of acquiring the asset. Depreciation is determined using the straight-line method with no allowance for salvage values. Identifiable intangible assets are recognized as such if they are separable or when they arise from contractual or other legal right, regardless of whether those rights are transferable or separable from the entity, or from other rights and obligations. An intangible asset will be capitalized if the asset has a useful life of more than one year and an acquisition cost exceeding the

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

capitalization threshold of \$100,000. Amortization of intangible assets will follow the policies set for tangible assets with the following additional considerations: there is no mandated maximum amortization period; intangible assets with indefinite useful life should not be amortized; and the carrying value of the intangible asset, if any, following the recognition of any impairment loss should be amortized in subsequent reporting periods over the remaining estimated useful life of the asset. When appropriate, provision for obsolescence is recognized by charging depreciation at an 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 – 75 years
Wharves and bulkheads	40 years
Transit sheds and buildings	20 – 50 years
State highway connections	10 – 50 years
Others	5 – 50 years
Intangible assets	3 – 30 years
Furniture, fixtures, and equipment	2 – 30 years

The Harbor Department incurred interest cost in fiscal year 2012 of \$31,357,957 of which \$21,016,661 was capitalized. The Harbor Department incurred interest cost in fiscal year 2011 of \$33,611,085 of which \$13,060,452 was capitalized.

(h) Oil Operations

In 2011, as a result of the City’s measure D ballot initiative, the Department transferred all oil assets and liabilities to the City’s Tidelands Fund. The transfer resulted in a onetime gain of \$12,468,504, which was reported as nonoperating income in fiscal year 2011.

(i) Investments in Joint Ventures

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

(j) 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.

(k) Pension Plan and Postretirement Benefits

All full-time Department 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.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

(l) Allowance for Doubtful Accounts Receivable

The allowance for doubtful accounts (allowance) is estimated at a level to absorb expected accounts receivable losses. Allowance is established to reflect the amount of the Department's receivables that management estimates will be uncollectible. The allowance is 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. In addition, management reviews the adequacy of the allowance on a monthly basis by reviewing the aging report and assesses whether any further adjustment is necessary.

To determine uncollectibility, the Department's Finance Division reviews all delinquent accounts in 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 2012 and 2011 were \$1,678,273 and \$1,726,948, respectively (see note 3).

(m) 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.

(n) Reclassifications

Certain amounts reported in fiscal year 2011 have been reclassified to conform to the fiscal year 2012 presentation.

(o) 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. 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

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

commitments of the Department related to the Clean Air Action Plan (CAAP) are a primary example of unrestricted net assets with designated uses (see note 12).

(2) Cash, Cash Equivalents, and Other Investments

The Department's cash and cash equivalents and investments as of September 30, 2012 and 2011 are classified in the accompanying statements of net assets as follows:

	<u>2012</u>	<u>2011</u>
Pooled cash and cash equivalents	\$ 522,116,358	549,519,996
Pooled cash and cash equivalents, restricted	<u>144,278,776</u>	<u>269,339,150</u>
Total pooled cash and cash equivalents	<u>666,395,134</u>	<u>818,859,146</u>
Bond reserves held by fiscal agents:		
Nonpooled cash and cash equivalents	94,610	208,731
Nonpooled investments	<u>63,511,123</u>	<u>63,449,448</u>
Total bond reserves held by fiscal agents	<u>63,605,733</u>	<u>63,658,179</u>
Total pooled cash and cash equivalents and bond reserves held by fiscal agents	<u>\$ 730,000,867</u>	<u>882,517,325</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, 2012 and 2011 was \$666,395,134 or 39.0% and \$818,859,146 or 46.67%, respectively. The Department's bond reserves held by fiscal agents, as of September 30, 2012, were \$63,605,733; for the 2004, 2005, 2010A, and 2010B bonds. The Department's bond reserves held by fiscal agents, as of September 30, 2011, were \$63,658,179; for the 2004, 2005, 2010A, and 2010B bonds. 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.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

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.

(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.

<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 *	None	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.

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(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 as of September 30 (in thousands):

<u>Investment type</u>	<u>2012</u>		<u>2011</u>	
	<u>Fair value</u>	<u>Weighted average maturity (in years)</u>	<u>Fair value</u>	<u>Weighted average maturity (in years)</u>
Cash and Investments in City Pool:				
Interdepartment Loan (Health SAVERS)	\$ 1,833	6.562	\$ 2,111	7.564
U.S. Treasury bills	111,962	0.247	—	—
U.S. Treasury notes	405,979	0.917	224,058	1.020
Federal agency securities	902,310	1.183	1,199,477	1.090
Money market accounts	536	0.003	704	0.003
Local Agency Investment Fund (LAIF)	70,163	0.003	150,096	0.003
Subtotal City Pool	1,492,783		1,576,446	
Cash and deposits	210,021		192,012	
Outstanding checks	(15,527)		—	
Deposits in transit	20,315		(14,303)	
Total	\$ 1,707,592		\$ 1,754,155	
Nonperforming short-term investments	\$ 2,185		\$ 3,962	

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

	2012		2011	
	Fair value (000's)	Weighted average maturity (in years)	Fair value (000's)	Weighted average maturity (in years)
Nonpooled investments – fiscal agent:				
2004 Reserve:				
AIG Matched Funding	\$ 11,373	5.62	\$ 11,373	6.62
	11,373		11,373	
2005 Reserve:				
Federal agency securities	9,729	1.48	5,184	2.29
U.S. Treasury notes	7,030	2.37	11,812	1.59
	16,759		16,996	
2010A Reserve:				
Federal agency securities	19,376	4.22	19,216	2.68
2010B Reserve:				
Federal agency securities	16,002	4.22	15,864	2.68
Total	\$ 63,510		\$ 63,449	

(d) Investments with Fair Values Highly Sensitive to Interest Rate Risk

The City had no investments with values that were highly sensitive to interest rate risk as of September 30, 2012 and 2011. 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) Risks 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 investment 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

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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.

(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. The minimum rating requirements for commercial paper, asset-backed securities, and medium-term notes is an A rating. Mortgage-backed security issues must have a minimum AAA rating. State warrants, state treasury notes, or bonds of the State are to be rated at a minimum of A1/Sp-1 for short-term investments and Aa/AA for long-term investments.

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	Rating as of year-end 2012				
		Total	Not required to be rated	AAA	AA+	Unrated
Cash and investments in city pool:						
Interdepartment loan (Health SAVERS)	N/A	\$ 1,833	1,833	—	—	—
U.S. Treasury bills	N/A	111,962	111,962	—	—	—
U.S. Treasury notes	N/A	405,979	405,979	—	—	—
Federal agency securities	N/A	902,310	—	—	902,310	—
Money market account	N/A	536	—	—	536	—
Local Agency Investment Fund		—	—	—	—	—
LAIF	N/A	70,163	—	—	—	70,163
Subtotal		1,492,783	519,774	—	902,846	70,163
Cash and deposits		210,021	—	—	—	210,021
Outstanding checks		(15,527)	—	—	—	(15,527)
Deposits in transit		20,315	—	—	—	20,315
Total		\$ 1,707,592	519,774	—	902,846	284,972
Nonperforming short-term investment	N/A	\$ 2,185	—	—	—	2,185

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City's pooled investments investment type	Minimum legal rating	Rating as of year-end 2011				
		Total	Not required to be rated	AAA	AA+	Unrated
Cash and investments in city pool:						
Interdepartment loan (Health SAVERS)	N/A	\$ 2,111	2,111	—	—	—
U.S. Treasury notes	N/A	224,058	224,058	—	—	—
Federal agency securities	N/A	1,199,476	—	—	1,199,476	—
Money market account	N/A	704	—	704	—	—
LAIF	N/A	150,096	—	—	—	150,096
Subtotal		1,576,445	226,169	704	1,199,476	150,096
Cash and deposits		192,012	—	—	—	192,012
Outstanding checks		(14,303)	—	—	—	(14,303)
Total		\$ 1,754,154	226,169	704	1,199,476	327,805
Nonperforming short-term investment	N/A	\$ 3,962	—	—	—	3,962

(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	
		2012	2011
Federal Farm Credit Bank	Federal agency securities	\$ 161,174	241,381
Federal Home Loan Bank	Federal agency securities	245,103	365,100
Federal Home Loan Corporation	Federal agency securities	181,000	292,853
Federal National Mortgage Association	Federal agency securities	315,033	300,142
U.S. Treasury	U.S. Treasury notes and bonds	517,941	224,058
Local Agency Investment Fund	State pool investment	70,163	150,096

(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

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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 of California’s Local Agency Investment Fund (LAIF).

As of September 30, 2012, the City reported deposits of \$210,021,000, collateralized in compliance with California Government Code, less \$15,527,000 for checks outstanding. As of September 30, 2011, the City reported deposits of \$192,012,000 less \$14,303,000 for checks outstanding.

(i) Investment in State Investment Pool

The City is a voluntary participant in the Local Agency Investment Fund (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 a one-for-one basis, and structured basis.

(3) Accounts Receivable and Other Receivables

Accounts receivable as of September 30 included the following:

	<u>2012</u>	<u>2011</u>
Trade accounts receivable	\$ 50,309,389	42,145,888
Less allowance for doubtful accounts	<u>(1,678,273)</u>	<u>(1,726,948)</u>
Accounts receivable, net	<u>\$ 48,631,116</u>	<u>40,418,940</u>

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Other receivables as of September 30 included the following:

	<u>2012</u>	<u>2011</u>
Due from other governmental agencies:		
Current:		
Federal and state grants	\$ 66,954,612	5,037,874
Federal Grants Port Security – 2002	—	500,000
Total current	<u>66,954,612</u>	<u>5,537,874</u>
Long-term:		
Tidelands – Beaches and Waterways	<u>1,300,000</u>	<u>1,300,000</u>
Total long-term	<u>1,300,000</u>	<u>1,300,000</u>
Total due from other governmental agencies	<u>\$ 68,254,612</u>	<u>6,837,874</u>

(a) *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.

The agreement has been amended on several occasions. Most recently, during 2009, the Board of Harbor Commissioners approved to replace the existing \$27,435,000 balance due from the Agency with another loan payable by the Agency. The new loan agreement stipulated that on October 1, 2009, \$435,000 of the Agency’s debt, plus any interest owed on the Agency’s debt shall be forgiven. The remaining balance of \$27,000,000 was converted to a new (RDA – 2009 West Long Beach Industrial Project Area) loan upon expenditure by the Harbor Department on government-purpose projects. The loan balance of \$27,000,000 was written off as of September 30, 2011 as the result of Assembly Bill X1 26 which is discussed in note 2(c).

(b) *Redevelopment Agency – Aquarium*

During 2009, the Board of Harbor Commissioners approved the Long Beach City Manager’s request for assistance with \$8.1 million of the Aquarium debt service. An agreement was entered into between the Agency and the Board of Harbor Commissioners whereby repayment of the \$8.1 million will be payable from “Middle Harbor Additional Tax Increment” received by the Agency. The reimbursement from the Redevelopment Agency is contingent upon the Department developing port terminal and related facilities referred to as “the Middle Harbor Project,” which incorporates Piers D, E, and F and certain infill areas that reside within the North Long Beach Redevelopment Project Area. \$2 million was recognized and paid as a transfer out to the City in fiscal year 2009. The remaining amount of \$6.1 million was recognized and paid in fiscal year 2010.

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During 2010, the Board approved a request from the City Manager for a similar debt service assistance for fiscal year 2011 in the amount of \$5.6 million. This amount was to be reimbursed by the RDA in a similar manner as the amounts paid in 2009 and 2010. This brings the total amount that will be due from the RDA North Long Beach project area to \$13.7 million after the Harbor Department incurs expenditures on government-purpose projects in that amount. Eligible expenditures of \$1,702,005 and \$262,058 were incurred in the project area during 2012 and 2011, respectively.

(c) *California Supreme Court Decision on Redevelopment Agencies*

On December 29, 2011, the California Supreme Court (Court) upheld legislation that will result in the termination of redevelopment agencies statewide. Per the Court's decision, the Agency ceased to exist as of February 1, 2012. Consistent with the legislation, the City of Long Beach, California (the City) will become the successor agency for the Agency. The legislation guarantees tax funding for all Agency external debt, but does not provide for the repayment of most loans between the Department and the Agency, as a result, the Department has written off all amounts receivable from the Agency as of September 30, 2011.

(d) *Accounts Receivable and Other Receivables*

The Harbor Department is the recipient of numerous grants and other funding appropriations associated with the Gerald Desmond Bridge Replacement Project and various Port Security projects which include, but are not limited to: The Federal Highway Bridge Program (HBP); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the State Highway Operations and Protection Program (SHOPP); the Trade Corridor Improvement Program – Prop 1B (TCIP); the LA Metro Call for Projects (RSTI); the Surface Transportation Program (STP); the Surface Transportation Program Local Regional Funds (STIP-R); The American Recovery and Reinvestment Act (ARRA); the Port Security Grant Program (PSGP); and the Urban Area Security Initiative (USAI).

Funds from these programs are available to the Department on a reimbursement basis. Most, but not all, of these programs require a matching contribution and thus reimbursement is on a percentage basis, different for each program. As eligible expenditures under each program are incurred, the Department submits invoices for reimbursement of the applicable portion of such expenditures.

As of September 30, 2012, the Department had eligible expenditures, available for reimbursement, of \$54,483,551 related to the Gerald Desmond Bridge Replacement Project and \$12,471,061 related to the Port Security projects.

(4) *Long Beach Harbor Dredging*

The Harbor Department is undertaking an approximately \$54 million dredging project to improve navigation in harbor waters. The project began in 2010. Although there are four separate locations involved in the dredging project, the primary focus is deepening the inner turning basin south of the BP oil terminal to 76 feet, the same depth as the main channel. The project will be funded with approximately \$5.9 million of federal stimulus moneys and approximately \$48.1 million of revenues of the Harbor Department. During 2009, the Harbor Department advanced \$43.5 million to the Army Corps of Engineers as

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prepayment for the dredging costs of which \$3.6 million was subsequently refunded back to the Harbor Department; \$3.9 million and \$17.4 million of the advanced money was used during fiscal years 2012 and 2011, and leaving a remaining balance of \$2.1 million and \$6.1 million, which is recorded as a prepaid expense at September 30, 2012 and 2011, respectively.

(5) 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 (Union Pacific), Southern Pacific Railroad Company (Southern Pacific), and Atchison, Topeka and Santa Fe Railroad Companies (Atchison, Topeka and Santa Fe). 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, 2012 and 2011, total costs to the Department related to the rights-of-way purchase amounted to \$207.8 million for both years.

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.

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

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(6) Capital Assets

Description	2012				Balance, September 30, 2012
	Balance, October 1, 2011	Additions	Disposals	Transfers	
Nondepreciable capital assets:					
Purchased land	\$ 448,936,517	—	—	—	448,936,517
Constructed land	418,957,841	—	—	36,867,527	455,825,368
Construction in progress	489,936,597	287,960,559	—	(174,646,256)	603,250,900
Rights-of-way (note 5)	207,823,264	—	—	—	207,823,264
Subtotal	1,565,654,219	287,960,559	—	(137,778,729)	1,715,836,049
Depreciable capital assets:					
Structures and facilities	2,105,748,451	—	—	134,437,116	2,240,185,567
Furniture, fixtures, and equipment	36,415,502	725,799	(485,186)	3,341,613	39,997,728
Subtotal	2,142,163,953	725,799	(485,186)	137,778,729	2,280,183,295
Total capital assets	3,707,818,172	288,686,358	(485,186)	—	3,996,019,344
Less accumulated depreciation:					
Structures and facilities	1,184,534,792	84,533,287	—	—	1,269,068,079
Furniture, fixtures, and equipment	24,337,130	3,989,533	(461,668)	—	27,864,995
Total accumulated depreciation	1,208,871,922	88,522,820	(461,668)	—	1,296,933,074
Net capital assets	\$ 2,498,946,250	200,163,538	(23,518)	—	2,699,086,270

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Description	2011				Balance, September 30, 2011
	Balance, October 1, 2010	Additions	Disposals	Transfers	
Nondepreciable capital assets:					
Purchased land	\$ 440,929,897	8,006,620	—	—	448,936,517
Constructed land	418,957,841	—	—	—	418,957,841
Construction in progress	373,062,744	174,332,922	—	(57,459,069)	489,936,597
Rights-of-way (note 5)	207,823,264	—	—	—	207,823,264
Subtotal	<u>1,440,773,746</u>	<u>182,339,542</u>	<u>—</u>	<u>(57,459,069)</u>	<u>1,565,654,219</u>
Depreciable capital assets:					
Structures and facilities	2,051,109,151	—	(615)	54,639,915	2,105,748,451
Furniture, fixtures, and equipment	<u>33,049,108</u>	<u>1,371,669</u>	<u>(824,429)</u>	<u>2,819,154</u>	<u>36,415,502</u>
Subtotal	<u>2,084,158,259</u>	<u>1,371,669</u>	<u>(825,044)</u>	<u>57,459,069</u>	<u>2,142,163,953</u>
Total capital assets	<u>3,524,932,005</u>	<u>183,711,211</u>	<u>(825,044)</u>	<u>—</u>	<u>3,707,818,172</u>
Less accumulated depreciation:					
Structures and facilities	1,103,891,136	80,643,656	—	—	1,184,534,792
Furniture, fixtures, and equipment	<u>20,708,288</u>	<u>4,374,198</u>	<u>(745,356)</u>	<u>—</u>	<u>24,337,130</u>
Total accumulated depreciation	<u>1,124,599,424</u>	<u>85,017,854</u>	<u>(745,356)</u>	<u>—</u>	<u>1,208,871,922</u>
Net capital assets	<u>\$ 2,400,332,581</u>	<u>98,693,357</u>	<u>(79,688)</u>	<u>—</u>	<u>2,498,946,250</u>

(7) Commercial Paper Notes

In 1994, the Board of Harbor Commissioners authorized the issuance of up to \$383,500,000 in commercial paper notes of Series A, B, and C, 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

The Department's gross revenues secured the notes. The obligation to pay the principal portion of outstanding notes was further supported by a \$175,000,000 revolving line of credit that was terminated by the Department in 2010. The commercial paper and related interest obligations were fully paid during the 2010 fiscal year.

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(8) Bonded Indebtedness

Outstanding bonded indebtedness as of September 30 was as follows:

	<u>2012</u>	<u>2011</u>
1998 Harbor Revenue Refunding Bonds:		
Maturing 2012 through 2019 at 6.0% interest	\$ 98,215,000	109,250,000
Plus unamortized premium, net of refunding charges and cost of issuance	<u>1,076,529</u>	<u>1,239,025</u>
Total 1998 Harbor Revenue Refunding Bonds	<u>99,291,529</u>	<u>110,489,025</u>
2002B Harbor Revenue Bonds (Fixed rate portion):		
Maturing 2012 through 2024 at 5.1% to 5.5% interest	48,455,000	53,255,000
Plus unamortized premium	<u>2,253,035</u>	<u>2,407,089</u>
Total 2002B Harbor Revenue Bonds	<u>50,708,035</u>	<u>55,662,089</u>
2004A & B Harbor Revenue Refunding Bonds:		
Maturing 2012 through 2018 at 4.0% to 5.0% interest	45,685,000	53,785,000
Plus unamortized premium, net of refunding charges and cost of issuance	<u>1,586,284</u>	<u>2,025,902</u>
Total 2004A & B Harbor Revenue Refunding Bonds	<u>47,271,284</u>	<u>55,810,902</u>
2005A & B Harbor Revenue Refunding Bonds:		
Maturing 2012 through 2025 at 5.0% interest	117,200,000	127,730,000
Plus unamortized premium, net of refunding charges and cost of issuance	<u>3,176,130</u>	<u>3,515,953</u>
Total 2005A & B Harbor Revenue Refunding Bonds	<u>120,376,130</u>	<u>131,245,953</u>

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	<u>2012</u>	<u>2011</u>
2010A Harbor Revenue Bonds:		
Maturing 2012 through 2025 at 0.4 to 5.0% interest	\$ 181,355,000	191,510,000
Plus unamortized premium, net of refunding charges and cost of issuance	<u>12,897,346</u>	<u>14,301,213</u>
Total 2010A Harbor Revenue Refunding Bonds	<u>194,252,346</u>	<u>205,811,213</u>
2010B Harbor Revenue Refunding Bonds:		
Maturing 2012 through 2027 at 3.0% to 5.0% interest	157,760,000	157,955,000
Plus unamortized premium, net of refunding charges and cost of issuance	<u>5,710,645</u>	<u>6,267,965</u>
Total 2010B Harbor Revenue Refunding Bonds	<u>163,470,645</u>	<u>164,222,965</u>
Principal	648,670,000	693,485,000
Net premium	26,699,970	29,757,147
Less current portion	<u>(46,965,000)</u>	<u>(44,815,000)</u>
Net long-term bonded indebtedness	\$ <u>628,404,970</u>	<u>678,427,147</u>

The Department had the following activity in long-term debt for the fiscal years ended September 30, 2012 and 2011:

<u>Description</u>	<u>Balance, October 1, 2011</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance, September 30, 2012</u>	<u>Amounts due within one year</u>
1998	\$ 109,250,000	—	11,035,000	98,215,000	11,700,000
2002 B	53,255,000	—	4,800,000	48,455,000	5,050,000
2004 A and B	53,785,000	—	8,100,000	45,685,000	500,000
2005 A and B	127,730,000	—	10,530,000	117,200,000	—
2010A	191,510,000	—	10,155,000	181,355,000	10,455,000
2010B	<u>157,955,000</u>	<u>—</u>	<u>195,000</u>	<u>157,760,000</u>	<u>19,260,000</u>
	\$ <u>693,485,000</u>	<u>—</u>	<u>44,815,000</u>	<u>648,670,000</u>	<u>46,965,000</u>

<u>Description</u>	<u>Balance, October 1, 2010</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance, September 30, 2011</u>	<u>Amounts due within one year</u>
1998	\$ 119,660,000	—	10,410,000	109,250,000	11,035,000
2002 B	57,815,000	—	4,560,000	53,255,000	4,800,000
2004 A and B	61,500,000	—	7,715,000	53,785,000	8,100,000
2005 A and B	137,765,000	—	10,035,000	127,730,000	10,530,000
2010A	200,835,000	—	9,325,000	191,510,000	10,155,000
2010B	<u>158,085,000</u>	<u>—</u>	<u>130,000</u>	<u>157,955,000</u>	<u>195,000</u>
	\$ <u>735,660,000</u>	<u>—</u>	<u>42,175,000</u>	<u>693,485,000</u>	<u>44,815,000</u>

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Scheduled annual principal maturities and interest are summarized as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Year(s) ending September 30:			
2013	\$ 46,965,000	33,026,203	79,991,203
2014	49,115,000	30,623,278	79,738,278
2015	51,920,000	28,083,402	80,003,402
2016	54,610,000	25,394,303	80,004,303
2017	57,360,000	22,638,878	79,998,878
2018 – 2022	230,005,000	71,671,325	301,676,325
2023 – 2027	158,695,000	18,767,689	177,462,689
	<u>\$ 648,670,000</u>	<u>230,205,078</u>	<u>878,875,078</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 (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, 2012 and 2011. Serial bonds aggregating to \$98,215,000 are outstanding and will mature on May 15 of each year from 2013 to 2019 in amounts ranging from \$11,700,000 to \$16,600,000 with interest payable semiannually on May 15 and November 15 at coupon rates of 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 to the respective accounts in conformity with the bond resolution as follows:

	<u>2012</u>	<u>2011</u>
Service account (amount reserved to meet current debt service requirements)	\$ 6,594,137	6,596,250
Reserve account (amount reserved for maximum annual debt service requirements)	<u>17,592,504</u>	<u>17,596,976</u>
	<u>\$ 24,186,641</u>	<u>24,193,226</u>

The refunding of the 1989 Bonds 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.

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Notes to Financial Statements

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(b) 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 \$40,665,000 will mature on May 15 of each year from 2013 to 2023 in amounts ranging from \$3,415,000 to \$8,460,000 with interest payable semiannually on May 15 and November 15 at coupon rates ranging from 5.10% 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 of Harbor Commissioners (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 amounting to \$7,790,000 will mature on May 15, of each year from 2024 to 2027 in amounts ranging from \$1,800,000 to \$2,100,000 with interest payable semiannually on May 15 and November 15 at coupon rates of 5.18%. 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 \$1,800,000 to \$2,100,000 from 2024 to 2027, respectively, for the term bonds scheduled to mature on May 15, 2027.

On May 13, 2010, the Board issued the 2010B Revenue Refunding Bonds and used a portion of the proceeds to redeem \$63,060,000 of the outstanding 2002B bonds. The redeemed bonds due dates and amounts were as follows:

<u>Due date</u>	<u>Amount redeemed</u>
Serial bonds:	
May 15, 2016	\$ 2,500,000
May 15, 2019	6,915,000
May 15, 2020	7,280,000
May 15, 2021	7,660,000
May 15, 2022	8,050,000
	<u>32,405,000</u>
Term bonds:	
May 15, 2024	7,095,000
May 15, 2025	7,460,000
May 15, 2026	7,845,000
May 15, 2027	8,255,000
	<u>30,655,000</u>
Total redemption	<u>\$ 63,060,000</u>

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The redemption resulted in a difference between the reacquisition price and net carrying amount on the old debt of \$2,134,526. 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.

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

	<u>2012</u>	<u>2011</u>
Service account (amount reserved for maximum annual debt service requirements)	\$ 2,850,532	2,855,682

(c) 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 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, 2012 and 2011.

Serial bonds aggregating to \$45,685,000 are outstanding and set to mature on May 15 of each year from 2013 to 2018 in amounts ranging from \$500,000 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 of Harbor Commissioner, 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.

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.

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On May 13, 2010, the Board issued the 2010B Revenue Refunding Bonds and used a portion of the proceeds to redeem \$12,105,000 of the outstanding 2004A bonds. The redeemed bonds due dates and amounts were as follows:

<u>Due date</u>	<u>Amount redeemed</u>
Serial bonds:	
May 15, 2013	\$ 8,005,000
May 15, 2014	2,000,000
May 15, 2015	<u>2,100,000</u>
Total redemption	\$ <u><u>12,105,000</u></u>

The redemption resulted in a difference between the reacquisition price and net carrying amount on the old debt of \$721,753. 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.

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

	<u>2012</u>	<u>2011</u>
Service account (amount reserved to meet current debt service requirements)	\$ 1,552,934	4,036,519
Reserve account (amount reserved for maximum annual debt service requirements)	<u>11,372,550</u>	<u>11,372,550</u>
	\$ <u><u>12,925,484</u></u>	<u><u>15,409,069</u></u>

(d) 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 (1995 Bonds), 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. 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, 2012 and 2011.

Serial bonds aggregating to \$92,205,000 are outstanding and are set to mature on May 15 of each year from 2014 to 2025 in amounts ranging from \$3,330,000 to \$16,815,000 with interest payable semiannually on May 15 and November 15 at coupon rates of 5.0%. Serial bonds aggregating to \$24,995,000 are outstanding and will mature on May 15, 2017 and 2018 with amounts due of \$13,430,000 and \$11,565,000, respectively, with interest payable semiannually on May 15 and November 15 at 5.0% coupon rate.

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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.

On May 13, 2010, the Board issued the 2010B Revenue Refunding Bonds and used a portion of the proceeds to redeem \$78,410,000 of the outstanding 2005A bonds. The redeemed bonds due dates and amounts were as follows:

<u>Due date</u>	<u>Amount redeemed</u>
Serial bonds:	
May 15, 2013	\$ 11,055,000
May 15, 2016	3,835,000
May 15, 2018	2,535,000
May 15, 2019	8,590,000
May 15, 2020	8,695,000
May 15, 2021	11,480,000
May 15, 2022	2,735,000
May 15, 2023	1,170,000
May 15, 2024	11,860,000
May 15, 2025	<u>16,455,000</u>
Total redemption	<u>\$ 78,410,000</u>

The redemption resulted in a difference between the reacquisition price and net carrying amount on the old debt of \$3,962,756. 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.

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

	<u>2012</u>	<u>2011</u>
Service account (amount reserved to meet current debt service requirements)	\$ 2,619,431	6,343,688
Reserve account (amount reserved for maximum annual debt service requirements)	<u>16,850,524</u>	<u>17,165,245</u>
	<u>\$ 19,469,955</u>	<u>23,508,933</u>

(e) 2010A Harbor Revenue Bonds

The City of Long Beach Harbor Revenue Bonds Series 2010A (the 2010A Bonds) are secured by the Department's gross revenues. The 2010A Bonds, dated March 31, 2010, amounting to \$200,835,000

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were issued to finance certain capital improvements at the Port, to fund a reserve fund for the Series 2010A Bonds, and to pay the costs of issuing the Series 2010A Bonds.

Serial bonds aggregating to \$181,355,000 will mature on May 15 of each year from 2013 to 2025 in amounts ranging from \$10,455,000 to \$18,285,000 with interest payable semiannually on May 15 and November 15 at coupon rates ranging 1.0% to 5.0%.

The Series 2010A Bonds maturing on or before May 15, 2020 are not subject to redemption prior to maturity. The Series 2010A Bonds maturing on or after May 15, 2021 are subject to redemption prior to maturity, at the option of the Board, as a whole or in part on any date, on or after May 15, 2020, at a redemption price equal to 100% of the principal amount of the Series 2010A 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>2012</u>	<u>2011</u>
Bond construction fund	\$ —	59,241,419
Service account (amount reserved to meet current debt service requirements)	7,304,914	7,205,869
Reserve account (amount reserved for maximum annual debt service requirements)	<u>19,377,555</u>	<u>19,246,704</u>
	<u>\$ 26,682,469</u>	<u>85,693,992</u>

(f) 2010B Harbor Revenue Refunding Bonds

The City of Long Beach Harbor Revenue Refunding Bonds Series 2010B (the 2010B Bonds) are secured by the Department's gross revenues. The 2010B Bonds, dated April 29, 2010, amounting to \$158,085,000 were issued to purchase \$63,060,000 aggregate principal amount of the City's Harbor Revenue Bonds, Series 2002B, \$12,105,000 aggregate principal amount of the City's Harbor Revenue Refunding Bonds, Series 2004A, and \$78,410,000 aggregate principal amount of the City's Harbor Revenue Refunding Bonds, Series 2005A, from the holders thereof; to fund a reserve fund for the Series 2010B Bonds; and to pay the costs of issuing the Series 2010B Bonds.

Serial bonds aggregating to \$157,760,000 will mature on May 15 of each year from 2013 to 2027 in amounts ranging from \$130,000 to \$24,000,000 with interest payable semiannually on May 15 and November 15 at coupon rates ranging from 3.0% to 5%.

The Series 2010B Bonds maturing on or before May 15, 2020 are not subject to redemption prior to maturity. The Series 2010B Bonds maturing on or after May 15, 2021 are subject to redemption prior to maturity, at the option of the Board, as a whole or in part on any date, on or after May 15, 2020, at a redemption price equal to 100% of the principal amount of the Series 2010B Bonds to be redeemed, plus accrued interest thereon to the date fixed for redemption, without premium.

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

	<u>2012</u>	<u>2011</u>
Service account (amount reserved to meet current debt service requirements)	\$ 10,144,195	2,964,994
Reserve account (amount reserved for maximum annual debt service requirements)	<u>16,005,103</u>	<u>15,873,680</u>
	<u>\$ 26,149,298</u>	<u>18,838,674</u>

(9) Retirement Programs

(a) Pension Plan

The Department participates on a cost-sharing basis with the City in 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 obligation for the Department; therefore, no separate Department obligation can be presented herein. The Department paid \$7,358,017, \$6,074,150, and \$5,300,819 to the City, which was equal to its annual required contribution for fiscal years 2012, 2011, and 2010, 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 highest paid year of employment for each year of credited service. Employees on tier 2 (those hired after October 20, 1989 but before October 1, 2006) 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 2.0% annual COLA increase) of their highest paid year of employment for each year of credited service. The City created tier 3 for employees hired after October 1, 2006. Vested tier 3 employees who retire at age 55 are entitled to receive an annual retirement benefit, payable for life, in an amount equal to 2.5% (with up to a 2.0% annual COLA increase) of their highest paid year of employment for each year of credited service.

Plan Description – Public Employees' Retirement System (CalPERS)

The City contributes to CalPERS, an agent multiple-employer public employee defined benefit pension plan. CalPERS provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. CalPERS acts as a common investment and administrative agent for participating public entities within the State. Benefit provisions and all other requirements are established by state statute and city ordinance. A copy of CalPERS' annual financial report may be obtained from its executive office at 400 P Street, Sacramento, CA 95814. Since CalPERS is on a fiscal year ending June 30, all actuarial calculations

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Notes to Financial Statements

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for the City's retirement plan are made on a fiscal year ending June 30, which differs from the City's September 30th fiscal year-end.

Under the terms of the contract between CalPERS and the City, all full-time employees are eligible to participate in CalPERS and become vested in the system after five years of service. The City has a multiple-tier retirement plan with benefits varying by plan.

Safety: Vested first and second tier safety employees who retire at age 50 are entitled to receive an annual retirement benefit, payable monthly for life, in an amount equal to three percent of the employee's highest paid year of employment for each year of credited service. Retirees under the first tier are eligible to receive a maximum annual five percent cost-of-living increase while those under the second tier are eligible to receive a maximum annual two percent cost-of-living increase.

Miscellaneous: Vested first and second tier nonsafety employees who retire at age 55 are entitled to receive an annual retirement benefit, payable monthly for life, in an amount equal to 2.7% of their highest paid year of employment for each year of credited service. The City created tier three for nonsafety employees hired after October 1, 2006. Vested tier three nonsafety employees who retire at age 55 are entitled to receive an annual retirement benefit, payable monthly for life, in an amount equal to 2.5% of their highest paid year of employment for each year of credited service. Retirees under the first tier are eligible to receive a maximum annual five percent cost-of-living increase while those under the second and third tier are eligible to receive a maximum annual two percent cost-of-living increase. Audited annual financial statements and ten-year trend information are available from CALPERS at P.O. Box 942709, Sacramento, CA 94229-2709.

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Funding Policy

For the fiscal year ended September 30, 2012, Safety and Miscellaneous plan participants were required to contribute nine percent and eight percent of their annual covered salary, respectively. However, as a benefit to employees, the City, in some cases, has elected to pay a portion of the employees' portion of this required contribution. The following table details the contribution rates for the City and its employees as of September 30, 2012. Actual contributions varied during the year as the City actively negotiated with the labor unions to share a greater burden of pension cost.

<u>Bargaining unit</u>	<u>City contributes</u>	<u>Employee contributes</u>	<u>New hires</u>
Unrepresented Management with the City Auditor's office	4.0%	4.0%	8.0%
City Attorney's Association	4.0	4.0	8.0
City Prosecutor's Association	—	4.0	8.0
Elected Officials and City Clerk:			
City Attorney	4.2	3.8	8.0
City Prosecutor	4.2	3.8	8.0
City Auditor	4.2	3.8	8.0
City Clerk	4.2	3.8	8.0
Mayor	4.2	3.8	8.0
Council Districts 1 – 7 and 9	4.2	3.8	8.0
Council District 8	6.0	2.0	8.0
Unrepresented Management and nonmanagement	6.0	2.0	8.0
Long Beach Association of Engineering Employees	6.0	2.0	8.0
Long Beach Association of Confidential Employees	6.0	2.0	8.0
Long Beach Management Association	6.0	2.0	8.0
International Association of Machinists	6.0	2.0	N/A
Safety Managers	7.0	2.0	9.0
Long Beach Firefighters' Association	—	9.0	9.0
Long Beach Police Officers' Association	—	9.0	9.0
Long Beach Lifeguard Association	7.0	2.0	N/A

In addition, the City is required to contribute at an actuarially determined rate applied to annual covered payroll; the current rates are 16.072% for miscellaneous employees and 22.687% for safety employees. For fiscal year 2013, the contribution rates will be 15.159% for miscellaneous employees and 22.315% for safety employees. The contribution requirements of plan members and the City are established and may be amended by CalPERS.

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Annual Pension Cost

For fiscal year 2012, the City's annual pension cost (APC) of \$76.9 million for CalPERS was equal to the City's annual required contributions (ARC) of \$93.2 million less employees' contributions of \$16.3 million. The ARC was determined as a part of the June 30, 2009 actuarial valuations.

The City's APC, the percentage of APC contributed to the plans, and the net pension obligation for the miscellaneous and safety plans for the fiscal years ended September 30, 2010, 2011, and 2012 are as follows (dollars in thousands):

	<u>Miscellaneous annual pension cost</u>	<u>Safety annual pension cost</u>	<u>Annual pension costs (APC)</u>	<u>Percentage contribution</u>
Fiscal year:				
2010	\$ 37,546	31,530	69,076	100%
2011	41,953	33,087	75,040	100
2012	47,436	29,441	76,877	100

Actuarial Methods and Assumptions

A summary of principal assumptions and methods used to determine the annual required contribution rate for fiscal year 2012 for miscellaneous and safety employees is shown below:

<u>Methods</u>	<u>Assumptions</u>
Valuation date	June 30, 2009
Actuarial cost method	Entry age normal cost method
Amortization method	Level percent of payroll
Amortization period	Closed
Average remaining period	27 Years as of the Valuation Date
Asset valuation method	15-Year Smoothed Market
Actuarial assumptions:	
Investment rate of return	7.75% (net of administrative expenses)
Projected salary increases	3.55% to 14.45% depending on age, service, and type of employment
Inflation	3.00%
Payroll growth	3.25%
Individual salary growth	A merit scale varying by duration of employment coupled with an assumed annual inflation component of 3.00% and an annual production growth of 0.25%.

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Funded Status and Funding Progress

As of June 30, 2011, the most recent actuarial valuation date, and the funding status for the miscellaneous and safety plans were as follows (dollars in thousands):

<u>Plan</u>	<u>Actuarial value of assets (a)</u>	<u>Actuarial accrued liability (AAL) – entry age (b)</u>	<u>Unfunded AAL (UAAL) (excess of assets over AAL) (b-a)</u>	<u>Funded ratio actuarial value basis (a/b)</u>	<u>Covered payroll (c)</u>	<u>UAAL as a percentage of covered payroll ((b-a)/c)</u>
Miscellaneous	\$ 1,765,236	1,971,682	206,446	89.5%	\$ 222,312	92.9%
Safety	1,783,951	1,868,031	84,080	95.5	132,176	63.6

Actuarial valuation of an ongoing plan involves estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Amounts determined regarding the funded status of the plan and the ARC of the employer are subject to continual revision as actual results are compared with the 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, which shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits. The initial unfunded actuarial accrued liability (or excess assets) associated with these retirement plans are being amortized as a level percentage of projected payroll on a closed basis.

Plan Description – Public Agency Retirement System – Defined Benefit Plan

In November 1994, the City established Public Agency Retirement System (PARS) Defined Benefit Plans for Special Status Contractors and Seasonal and Temporary Employees (the Plans). During fiscal year 2003, the Plans were reported under a combined plan (the Plan). The Plan is a defined benefit, single-employer retirement plan. The Plan, which took effect on January 1, 1995, is administered for the City through a third-party administrator. The Plan provides for retirement as well as death and disability benefits to eligible individuals and their beneficiaries.

The Plan benefit is a lifetime monthly annuity equal to 1.50% times the final average of the participant’s highest 36 consecutive months’ salary times the years of service. The Plan requires employee contributions of 6.20% of earnings (Contractors Special Status) and 3.0% of earnings (Seasonal and Temporary Employees). All employees enter the Plan upon hire and all benefits are vested after five years of service (Contractors Special Status) or immediately (Seasonal and Temporary Employees) and employees are always vested in their employee contributions. It is assumed that upon termination, employees will choose to receive an actuarially equivalent lump sum (based on the actuarial assumptions described below). Audited annual financial statements are available from PARS Public Agency Retirement Services, 4350 Von Karman Avenue, Ste. 100, Newport Beach, CA 92660.

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Funding Policy and Annual Pension Cost

The City’s funding policy is to make the contribution as determined by the Plan’s actuary as of September 30, 2011 valuation date. The following information describes the calculation methodology:

- The Plan’s APC for the fiscal year ended September 30, 2012 is based on the period from October 1, 2010 to September 30, 2011. The APC for fiscal year ended September 30, 2012 is \$112 thousand, the same amount contributed for this period.
- The actuarial liabilities and assets are valued as of September 30, 2011.
- The actuarial cost method used is the projected-unit-credit method. Under this method, the contribution rate is the sum of the normal cost rate plus the unfunded actuarial liability rate. The normal cost is defined as the actuarial present value of benefits allocated to the valuation year, and the actuarial accrued liability is the present value of benefits allocated to all periods prior to the valuation year. The normal cost rate is determined by dividing the normal cost by expected covered payroll.

In determining the Plan’s actuarial accrued liability, the projected benefit of each participant must be allocated between past years and future years. This allocation is made by multiplying the projected benefit by a fraction, the numerator of which is the participant’s total credited years of service on the valuation date, and the denominator is the participant’s total credited years of service at anticipated benefit commencement.

The unfunded actuarial liability is the difference between the actuarial accrued liability and Plan assets. This difference is amortized as a level dollar amount to determine the unfunded actuarial liability rate. The actuarial value of Plan assets is based on a five-year smoothing of gains and losses. The net pension obligation information below is based on periods from October 1 through September 30 (dollars in thousands):

<u>Fiscal year</u>	<u>Annual pension costs</u>	<u>Actual contribution</u>	<u>Percentage contribution</u>	<u>Net pension obligation</u>
2010	\$ 97,376	97,376	100%	\$ —
2011	105,141	105,141	100	—
2012	112,330	112,330	100	—

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Funded Status and Funding Progress

As of the most recent actuarial valuation date, September 30, 2011, the Plan's funding status was (dollars in thousands):

Plan	Actuarial value of assets (a)	Actuarial accrued liability (AAL) – entry age (b)	Unfunded AAL (UAAL) (excess of assets over AAL) (b-a)	Funded ratio actuarial value basis (a/b)	Covered payroll (c)	UAAL as a percentage of covered payroll ((b-a)/c)
PARS	\$ 879	1,354	475	64.9%	\$ 8,653	5.5%

Actuarial Methods and Assumptions

The following is a summary of September 30, 2011 assumptions:

Interest rate	5.00%
Actuarial cost method	Projected unit credit
Mortality	1983 Group Annuity Mortality (GAM83) table
Turnover	Sample rates are:

Age	Turnover
25	15.00%
30	15.00
35	15.00
40	15.00
45	10.00
50	10.00
55	5.00
60	5.00

Seasonal and temporary employees' first five years of the following rates:

Years of service	Turnover
—	50%
1	35
2	30
3	25
4	20

Salary scale	5.00%
Retirement age	Age 65 or attained age, if older.
Form of benefit	Participants are assumed to receive a lump sum upon termination.

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(b) *Post-Retirement Healthcare Benefits*

General Plan Description

The City's Retired Employees Health Insurance 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 2 one-time early retirement incentive programs. The first had a maximum value of \$25 thousand 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.

As of September 30, 2012, there were 580 participants in the City's Retired Employees Health Insurance Program, and their noninterest-bearing cash value equivalent of the remaining unused sick leave totaled \$20.8 million. Total premiums and actual claims paid by the City under the Retired Employees Health Insurance Program for the fiscal year ended September 30, 2012 were \$9.0 million, and are included in the expenses of the Employee Benefits Internal Service Fund.

Termination Benefits

As of September 30, 2012, the City has recorded a liability in the Employee Benefits Internal Service Fund of \$119.0 million based on an actuarial study of current and future retiree accumulated sick leave in accordance with GASB Statement No. 16, *Accounting for Compensated Absences* (GASB 16). The liability takes into account an estimate of future usage, additional leave accumulation, and wage increases for both current retirees and active employees, an additional amount relating to the sick leave incentive for employees who retired during calendar year 1996 and 2009 negotiated public safety health benefit supplements as described below:

Fire Retirement Supplement Benefit

- The Long Beach Fire Fighter Association agreed to defer an October 1, 2009 general salary adjustment to October 1, 2010 and to extend all other adjustments by one year.
- Supplement eligibility is limited to employees retiring on or before December 31, 2009.
- Benefit formula is equal to the difference between CalPERS retirement had the October 1, 2009 general salary adjustment been made for a full year and actual retirement benefits received by CalPERS.
- Supplement is credited annually to retirees Health account and is adjusted by CalPERS cost of living adjustment (COLA).

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

- Account will be adjusted as long as retiree or beneficiaries are receiving CalPERS.

Police Retirement Supplement Benefit

- The Long Beach Police Officers Association agreed to extend a September 30, 2009 midpoint adjustment of 3.2% for sergeants, 14.8% for lieutenants, and 9.3% for corporals and officers, to a 2.0% minimum increase per year. The midpoint adjustment is based on the Strategic Plan Cities Survey of salaries in similar cities.
- Supplement eligibility is limited to employees retiring on or after September 30, 2009 and before benefits level reaches what it would have been had the September 30, 2009 adjustment been made.
- Benefit formula is equal to the difference between CalPERS retirement had the September 30, 2009 midpoint adjustment been made and actual retirement benefits received by CalPERS.
- Supplement is credited annually to retirees Health account and is adjusted by CalPERS cost of living adjustment (COLA).
- Account will be adjusted as long as retiree or beneficiaries are receiving CalPERS.

The actuarial study assumes an investment return of 4.3% wage increases of 3.3% per year for both miscellaneous and safety employees; and insurance premium increases of 4.5%. The estimated current portion of such obligation of \$8.6 million has been fully funded and the long-term portion of the liability of \$110.4 million is being funded, over time, through burden rates charged to the various City funds, applied as a percent of current productive salaries.

Other Postemployment Benefits

As of September 30, 2012, the City has also recorded a liability in the Employee Benefits Internal Service Fund of \$35.5 million based on an actuarial study of the “implicit subsidy” as defined by GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions* (GASB 45). 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 an economic benefit to the retirees. The inclusion of the retirees in the City’s health care benefit plans increases the overall health plan rates. The economic benefit is defined as an “implicit subsidy” under GASB 45.

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 the City has included Medicare eligible retirees in this valuation, their liability under GASB 45 and their implicit subsidy are both \$0. This plan does not issue a separate financial report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

Funding Policy

The contribution requirements 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, 2012, the City has not prefunded the plan.

Annual OPEB Cost and Net OPEB Obligation

The City's annual Other Postemployment Benefit (OPEB) cost (expense) is calculated based on the 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 the 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 fiscal year 2012, the amount actually contributed to the plan, and changes in the City's net OPEB obligation (in thousands):

Annual required contribution	\$	14,135
Interest on net OPEB obligation		1,307
Adjustment to annual required contribution		(1,956)
Annual OPEB cost		<u>13,486</u>
Contribution made		<u>(4,111)</u>
Increase in net OPEB obligation		9,375
Net OPEB obligation – beginning of year		<u>26,139</u>
Net OPEB obligation – end of year	\$	<u><u>35,514</u></u>

The ARC was determined as part of the September 2010 actuarial valuation. For the year ended September 30, 2012, 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>Fiscal year ended</u>	<u>Annual OPEB cost</u>	<u>Percentage of annual OPEB cost contributed</u>	<u>Annual obligation</u>
September 30, 2010	\$ 11,472	33.6%	\$ 18,022
September 30, 2011	12,289	34.0	26,139
September 30, 2012	13,486	30.5	35,514

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

Funded Status and Funding Progress

The funded status of the plan as of September 30, 2012 was as follows (in thousands):

Actuarial accrued liability (AAL)	\$	219,785
Actuarial value of plan assets		—
Unfunded actuarial accrued liability (UAAL)	\$	<u>219,785</u>
Funded ratio (actuarial value of plan assets/AAL)		0%
Covered payroll	\$	321,013
UAAL as a percentage of covered payroll		68.5%
ARC as a percentage of covered payroll		4.4%

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 ARC of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

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.

The September 30, 2012 actuarial valuation used the entry age normal cost method. The actuarial assumptions included a 4.3% investment rate of return (net of administrative expenses), an annual healthcare trend rate that begins at 11.3% for HMO plans and 8.6% for PPO plans that grades down to 4.5% for all plans by September 30, 2021, and an inflation assumption of 3.0%. 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 \$0. The plan's 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 years ended September 30, 2012 and 2011.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

(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>2012</u>	<u>2011</u>
Land	\$ 797,233,148	759,815,621
Docks and wharves	486,119,890	486,119,890
Warehouses and sheds	46,103,616	46,103,616
Cranes and shiploaders	173,780,673	173,780,673
Buildings and other facilities	395,675,877	322,027,748
Infrastructure	<u>864,466,067</u>	<u>804,243,391</u>
Historical cost of leased property	2,763,379,271	2,592,090,939
Less accumulated depreciation	<u>(980,721,453)</u>	<u>(898,847,921)</u>
Book value of leased property	<u>\$ 1,782,657,818</u>	<u>1,693,243,018</u>

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:	
2013	\$ 263,344,000
2014	266,268,000
2015	266,759,000
2016	267,499,000
2017	263,836,000
2018 – 2022	1,312,618,000
2023 – 2027	1,029,143,000
2028 – 2032	323,497,000
2033 and thereafter	<u>1,028,655,000</u>
Total	<u>\$ 5,021,619,000</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

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

transfer facility (the facility) to transfer cargo containers between trucks and railroad cars. The facility has been leased to Southern Pacific, now merged with Union Pacific (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. The ICTF financial statements for the year ended June 30, 2012 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, 2012 and 2011 aggregated \$233,149,214 and \$233,714,377, respectively.

(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 \$1,306,000,000. The coverage also includes terrorism exposure.

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 \$1,000,000 self-insured retention. The excess liability insurance program 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.

Following is a summary of insurance coverage for the Harbor Department:

	<u>2012</u>	<u>2011</u>
Insurance coverage for fire and other risks	\$ 1,306,000,000	1,306,000,000
Comprehensive general liability	150,000,000	150,000,000
Self-insured retention	1,000,000	1,000,000

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 the City, its Board of Harbor Commissioners, and the Department's officers and employees as additional insured. 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 HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

The Department participates in the City’s self-insured workers’ compensation program. During fiscal years 2012 and 2011, it made payments to the City’s Insurance Fund totaling \$1,927,601 and \$1,513,031, respectively, for permanent and temporary Department 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 recognized litigation claim liabilities of \$4,000,000 and \$5,000,000 for fiscal years 2012 and 2011, respectively.

Liability for Claims and Judgments Rollforward Schedule

Description	Balance, October 1, 2011	Additions	Reductions	Balance, September 30, 2012
Accrued claims and judgments	\$ 5,000,000	—	1,000,000	4,000,000

Description	Balance, October 1, 2010	Additions	Reductions	Balance, September 30, 2011
Accrued claims and judgments	\$ 11,300,000	5,000,000	11,300,000	5,000,000

(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 8, 2012; 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 ACTA’s fiscal year ended June 30, 2012, based on the Notice submitted by ACTA, is \$2,950,000. Any shortfall advance made by the Department and the Port of Los Angeles is reimbursable, with interest, by ACTA.

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Notes to Financial Statements

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During 2012, ACTA closed a Railroad Rehabilitation and Improvement Financing (RRIF) Loan of \$83.7 million with the Federal Railroad Administration (FRA). This loan along with the planned refunding of ACTA's Series 1999A Tax Exempt Senior Lien Revenue Bonds helps to reduce ACTA's debt service and is expected to defer the need for any additional shortfall advances into future years. The Department has funded, in prior years, a cash reserve to satisfy claims related to the shortfall advance potential obligation, but no longer believes a reserve is needed. The reserve was eliminated in FY2012. The balance of the reserve as of September 30, 2011 was \$46,045,000.

Based on the shortfall advance payment made to ACTA during fiscal year 2012, the balance of the Long-Term receivable is as follows:

ACTA Shortfall Advances Rollforward Schedule				
Description	Balance, October 1, 2011	Additions	Reductions	Balance, September 30, 2012
ACTA Shortfall advance	\$ 2,950,000	2,950,000	—	5,900,000

(c) *New Gerald Desmond Bridge Matching Contribution*

The Department commenced construction on the replacement of the Gerald Desmond Bridge in December 2012. The total cost to replace the bridge is estimated at \$950 million. 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. During fiscal year 2011, the Department reassigned certain state grant funds from various rail projects to the Gerald Desmond Bridge project resulting in an increase in the amount of reserves set aside for the project. As of September 30, 2012 and 2011, matching funds earmarked for this project were \$49,146,986 and \$69,055,000, respectively.

(d) *Trade Corridor Improvement Fund Matching Contribution*

The Department has, as part of its continuing capital improvement program, rail projects for track re-alignment and rail yard improvements that are being partially funded by grants from the Trade Corridor Improvement Fund (TCIF). These TCIF grants require a matching contribution of 100% from the Department and as a result the Department has set aside, for both fiscal years 2012 and 2011, reserves in the amount of \$35,750,000, respectively, to meet this match requirement.

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

In January 2007, 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 the 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

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

“cold ironing,” vessels can shut down their auxiliary engines, while at berth, and plug into dockside electric substations.

(13) Transfers to the City of Long Beach

The City Council, by authority of City Charter Chapter XII, Section 1209 (c)(4) as amended, and with the approval of the Board of Harbor Commissioners (the Board), adopted a resolution to transfer 5% of the Department’s operating revenue for fiscal years 2012 and 2011 to the City’s Tidelands Operating Fund: in the amounts of \$16,694,347 and \$17,269,485, respectively. Additionally, in fiscal year 2011, the Department transferred \$5,578,453 for Aquarium of the Pacific debt service assistance requested by the City Manager. The Aquarium debt assistance is discussed in note 3.

(14) Environmental Mitigation Credits

The Department disbursed \$39,375,000 in fiscal year 1997 to secure environmental mitigation credits that would allow the Port to complete projects within its complex. The cost incurred in the acquisition of the environmental credits has been classified as a noncurrent asset. The balance of environmental mitigation credits will be adjusted in the future as landfill credits are used for Port development.

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 harbor area. During fiscal year 2006, the Department acquired \$11,400,000 of environmental mitigation credits.

During fiscal year 2007, the Department completed landfills that required the utilization of \$6,492,525 of the available credits; no acquisitions or utilization of credits occurred during fiscal year 2011; during fiscal year 2012 the Department utilized \$1,041,861 of the available credits. The balance of the Environmental Mitigation Credits was \$43,236,207 and \$44,278,068 as of both September 30, 2012 and 2011, respectively.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Notes to Financial Statements

September 30, 2012 and 2011

(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, 2012 and 2011, the Department held net assets as follows:

	<u>2012</u>	<u>2011</u>
Invested in capital assets, net of related debt	\$ 2,104,914,537	1,916,200,675
Restricted for capital projects:		
Environmental mitigation credits (note 14)	43,236,207	44,278,068
Restricted for debt service (note 8)	18,681,320	16,805,625
Restricted – third-party obligations – nonrelated-entity debt service contingency and matching contribution (note 12)	<u>95,620,127</u>	<u>116,452,755</u>
Total restricted	<u>157,537,654</u>	<u>177,536,448</u>
Unrestricted:		
Contributed capital – outside sources	—	30,427,546
Contributed capital – other City funds	—	27,749,166
Other unrestricted	<u>530,866,489</u>	<u>499,607,809</u>
Total unrestricted	<u>530,866,489</u>	<u>557,784,521</u>
Total net assets	\$ <u><u>2,793,318,680</u></u>	<u><u>2,651,521,644</u></u>

(16) Subsequent Events

On November 5, 2012, the Board of Harbor Commissioners approved the \$14.25 million purchase of an office building at 4801 Airport Plaza Drive, just east of the Long Beach Airport, to serve as the temporary headquarters for the Port of Long Beach administrative offices.

The Department has evaluated subsequent events through March 25, 2013, the date the financial statements were available to be issued.



Port of
LONG BEACH
The Green Port

STATISTICAL SECTION



Port of
LONG BEACH

The Green Port

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) | Principal Customers | Exhibit 4 |

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 5 |
|----|-------------------------------------|-----------|

Operating Information

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

- | | | |
|----|----------------------------|-----------|
| 1) | Tonnage Summary | Exhibit 6 |
| 2) | Tonnage by Commodity Group | Exhibit 7 |
| 3) | Container Count | Exhibit 8 |

Other Information

- | | | |
|----|---------------------------|------------|
| 1) | Number of Vessel Arrivals | Exhibit 9 |
| 2) | Number of Employees | Exhibit 10 |

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Statements of Net Assets – Last Ten Fiscal Years

(Million of Dollars)

	After GASB 34 implementation										
	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Assets:											
Current	\$ 673	704	581	1,005	1,068	1,049	924	440	374	342	305
Other	2,931	2,788	2,883	2,403	2,336	2,339	2,299	2,630	2,658	2,612	2,633
Total assets	\$ 3,604	3,492	3,464	3,408	3,404	3,388	3,223	3,070	3,033	2,954	2,938
Liabilities:											
Current	\$ 123	104	108	135	206	155	88	52	66	44	87
Current – restricted (1)	59	58	57	56	54	57	56	55	58	56	52
Long term	628	678	751	791	841	1,033	1,097	1,135	1,222	1,263	1,276
Total liabilities	\$ 810	840	916	982	1,101	1,245	1,240	1,242	1,346	1,363	1,415
Net assets:											
Invested in capital assets (net of related debt)	\$ 2,105	1,916	1,859	1,487	1,440	1,269	1,097	1,108	1,076	1,079	1,112
Restricted	158	178	208	197	153	208	300	279	254	175	154
Unrestricted	531	558	481	744	710	666	584	442	355	336	256
Contributed capital	—	—	—	—	—	—	—	—	—	—	—
Retained earnings	—	—	—	—	—	—	—	—	—	—	—
Total net assets/equity	\$ 2,794	2,652	2,548	2,428	2,303	2,143	1,982	1,828	1,685	1,590	1,522
Working capital	\$ 550	531	473	871	862	894	836	388	308	298	218
Current ratio	3.7	3.9	3.5	5.3	4.1	4.9	6.4	4.1	3.0	3.4	2
Debt to asset ratio	22.5%	24.0%	26.4%	28.8%	32.3%	36.7%	38.5%	40.4%	44.4%	46.1%	48.2%

Note (1): Current liabilities 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

(Million of Dollars, Except Number of Employees)

	After GASB 34 implementation										
	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Operating revenue	\$ 334	345	322	312	359	371	353	330	281	250	224
Operating expense	176	166	185	184	196	180	161	149	137	119	93
Income from operations	158	179	137	127	163	191	192	181	144	131	131
Other income (expense)	(16)	(50)	(13)	(14)	(24)	(68)	(54)	(48)	(64)	(71)	(50)
Capital grants	14	7	19	11	4	10	2	2	6	1	—
Investment earnings	3	5	8	19	33	43	28	17	16	17	19
Transfers	(17)	(37)	(30)	(19)	(16)	(15)	(14)	(9)	(7)	(9)	(9)
Change in net assets/net income	\$ 142	104	121	124	160	161	153	143	95	69	91
Return on investment	5.1%	3.9%	4.7%	5.2%	7.0%	7.5%	7.8%	7.8%	5.6%	4.3%	5.9%
Capital expenditures (includes personnel costs)	\$ 373	228	273	189	92	171	92	82	117	175	263
Personnel:											
Wages and benefits	\$ 43.2	41.7	40.8	38.6	33.7	28.9	26.2	27.0	24.0	21.6	23.1
Average number of employees	459.9	435.9	424.7	401.0	370.4	346.3	338.2	337.8	340.9	331.0	321.5
Increase (decrease)	5.51%	2.64%	5.91%	8.26%	6.96%	2.40%	0.12%	(0.92)%	3.00%	2.95%	5.96%

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Operating Revenue by Type – Last Ten Fiscal Years

(Million of Dollars)

	After GASB 34 implementation										
	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Operating revenues by category:											
Special facilities	\$ 322	329	304	291	341	352	338	315	268	237	210
Rentals	10	14	14	16	14	15	11	11	10	9	10
Miscellaneous	2	2	3	4	4	4	4	4	3	4	4
Total operating revenue	\$ 334	345	321	311	359	371	353	331	281	250	224
Growth (reduction) percentage	(3.3)%	7.4%	3.3%	(13.4)%	(3.1)%	5.0%	7.0%	17.6%	12.5%	11.4%	(1.8)%
Special facility revenue by type:											
Wharfage and bunkers	\$ 269	280	259	246	291	301	284	267	227	192	166
Dockage	12	12	11	13	14	16	18	17	15	13	12
Terminal and equipment rental	41	37	33	33	35	35	36	31	26	32	32
Total special facility revenue	\$ 322	329	303	292	340	352	338	315	268	237	210
Special facility revenue by terminal commodity:											
Containers	\$ 255	267	247	233	280	290	275	258	216	186	163
Liquid bulk	17	16	17	18	18	19	18	18	17	15	16
Dry bulk	24	22	19	20	18	18	20	17	15	17	13
Vehicles	13	10	10	10	10	11	11	10	10	10	10
Steel	8	8	6	7	9	9	9	7	7	6	6
Lumber	1	1	1	1	1	1	1	1	1	1	1
Miscellaneous	3	3	3	2	4	4	4	4	2	2	1
Total special facility revenue	\$ 321	327	303	291	340	353	337	315	267	236	209

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Principal Customers

The following list represents the Port's largest customers, in terms of revenue, listed alphabetically. These customers accounted for approximately 96% of the Port's operating revenue during fiscal year 2012. The largest single customer accounts for approximately 24% of the Port operating revenues.

Contractual obligations between the Port and its customers prevent the Port from releasing information related to tenant's revenue.

	Customer since		Current lease expiration date
	Year	Month	
Total Terminals International, LLC	1989	June	08/2027
Pacific Container Terminal/Pacific Maritime Services, Inc.	1972	October	04/2022
SSA Marine - Long Beach	1984	August	10/2027
BP West Coast Products, LLC	1940	June	05/2023
International Transportation Service, Inc.	1971	November	08/2026
Long Beach Container Terminal, Inc.	1980	October	09/2011
Metropolitan Stevedore Company	1939	January	03/2016
Toyota Motor Sales, U.S.A., INC.	1970	January	12/2028
Tesoro	2007	May	10/2026
SA Recycling, LLC	1992	October	11/2019
Crescent Terminals, Inc.	1970	April	06/2015
Energia/Sea Launch Company, LLC	1966	October	01/2013
Chemoil Corp.	1974	July	07/2025
Jacobsen Pilot Service, Inc.	1943	March	07/2017
Koch Carbon, Inc.	1987	December	12/2027
Cooper/T. Smith Stevedoring Co. Inc.	1973	February	Month to Month
Oxbow Carbon & Minerals, LLC	1989	June	12/2027
Mercedes Benz U.S.A., LLC	2004	February	08/2010
CEMEX USA	1979	April	08/2021
Mitsubishi Cement Corporation	1989	March	06/2022
Weyerhaeuser Co.	1942	October	Month to Month
Matson Navigation Co.	2002	May	04/2022

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Revenue Bonds Debt Service Coverage – Last Ten Fiscal Years

(Millions of Dollars)

<u>Fiscal year</u>	<u>Revenues (1)</u>	<u>Maintenance costs (2)</u>	<u>Net revenues (3)</u>	<u>Revenue bonds debt service</u>	<u>Times debt service covered</u>
2012	\$ 337	87	250	80	3.12
2011	350	81	269	80	3.36
2010	330	98	232	82	2.82
2009	330	98	232	82	2.83
2008	393	116	277	93	2.98
2007	414	97	317	91	3.50
2006	382	76	306	98	3.13
2005	347	62	285	376 (5)	0.76
2004	294	54	240	95 (4)	2.53
2003	263	44	219	85	2.57
			Average ten years coverage		2.76
			Revenue bond covenant rate		1.25
			Additional bonds covenant		1.25

(1) Includes total port operating revenue in 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; it does not include debt service for 2005 bonds.

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			POLB total
	Municipal	Private ⁽¹⁾	Total	Municipal	Bunkers	Total	
2012	107,283	—	107,283	36,947	914	37,861	145,144
2011	112,963	192	113,155	39,717	1,546	41,263	154,418
2010	108,069	209	108,278	36,667	2,412	39,079	147,357
2009	99,835	233	100,068	33,077	2,110	35,187	135,255
2008	118,561	654	119,215	41,605	2,088	43,693	162,908
2007	132,923	362	133,285	37,292	2,460	39,752	173,037
2006	132,091	402	132,493	33,298	2,625	35,923	168,416
2005	123,166	229	123,395	32,728	2,011	34,740	158,135
2004	106,989	313	107,302	28,301	1,531	29,832	137,134
2003	91,564	256	91,820	24,737	1,680	26,417	118,237
Average annual growth	1.5%		1.5%	4.3%	(6.0)%	3.6%	2.0%

Metric revenue ton = 1 metric ton or 1 cubic meter; whichever is the basis for tariff assessment.

(1) Private berth information was previously provided by a third party and is no longer available. Private berth tonnage was not part of the Harbor Department annual revenue and was provided for informational purposes only.

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 breakbulk		Liquid bulk		Dry bulk		POLB inbound	Outbound	Total
	In	Out	In	Out	In	Out	In	Out			
2012	77,910	27,584	917	98	28,197	2,466	259	7,713	107,283	37,861	145,144
2011	83,482	29,623	752	827	28,587	3,239	333	7,576	113,154	41,265	154,419
2010	79,058	28,251	709	613	28,034	4,151	393	6,148	108,194	39,163	147,357
2009	69,354	24,800	869	644	29,139	3,800	653	5,996	100,015	35,240	135,255
2008	88,398	33,234	1,569	619	27,782	3,924	1,458	5,925	119,207	43,702	162,909
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	137,134
2003	60,769	16,983	2,177	717	28,594	2,725	1,896	4,376	93,435	24,801	118,237
Average annual growth	2.4%	5.1%	(6.4)%	(4.2)%	0.8%	(3.1)%	(13.0)%	7.1%	1.5%	3.7%	2.0%

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

Container Count – Last Ten Fiscal Years

(Thousands of Twenty-Foot Equivalent Units – TEU's)

	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Loaded:											
Inbound	2,932	3,139	2,982	2,612	3,338	3,742	3,639	3,329	2,791	2,282	2,547
Outbound	1,491	1,582	1,485	1,332	1,782	1,472	1,277	1,185	981	823	927
Total loaded	4,423	4,721	4,467	3,944	5,120	5,214	4,916	4,513	3,772	3,105	3,474
Annual growth	(6.3)%	5.7%	13.3%	(23.0)%	(1.8)%	6.1%	8.9%	19.7%	21.5%	(10.6)%	2.3%
Total empty	1,434	1,577	1,469	1,338	1,617	2,148	2,251	2,130	1,584	1,284	1,221
Annual growth	(9.1)%	7.3%	9.8%	(17.2)%	(24.7)%	(4.6)%	5.7%	34.4%	23.4%	5.2%	11.4%
Total TEU's	5,857	6,298	5,936	5,282	6,737	7,362	7,167	6,643	5,356	4,389	4,695
Annual growth	(7.0)%	6.1%	12.4%	(21.6)%	(8.5)%	2.7%	7.9%	24.0%	22.0%	(6.5)%	4.5%

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Statistical Section

Vessel Calls

Last Ten Fiscal Years

	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>
Vessel calls	3,993	4,758	4,826	4,933	5,140	5,653	5,588	5,329	4,967	4,924	5,031
Annual growth/decline	(16.08)%	(1.41)%	(2.17)%	(4.03)%	(9.07)%	1.16%	4.86%	7.29%	0.87%	(2.13)%	(8.54)%

See accompanying independent auditors' report.

THE HARBOR DEPARTMENT OF THE CITY OF LONG BEACH

Exhibit 10

Statistical Section

Average Number of Employees by Division/Bureau

Last Ten Fiscal Years

	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Executive administration	15.4	17.3	15.6	16.3	13.6	11.8	8.4	9.3	8.7	7.9	8.0
Growth/decline	(10.98)%	10.90%	(4.29)%	19.85%	15.25%	40.48%	(9.68)%	7.27%	9.47%	(1.00)%	—%
Government affairs	4.0	3.4	3.8	3.9	3.3	2.8	2.8	2.5	—	—	—
Growth/decline	17.65%	(10.53)%	(2.56)%	18.18%	17.86%	—%	12.00%	—%	—%	—%	—%
Finance and support services bureau:											
Finance	26.0	21.2	17.9	15.5	14.2	14.4	15.2	14.9	14.0	14.0	13.9
Human resources	17.0	17.8	17.6	16.9	15.3	13.3	14.8	17.7	19.7	18.8	18.3
Information management	21.0	18.6	18.0	13.1	7.3	7.1	6.8	6.0	6.1	6.0	6.0
Real estate	9.0	8.0	7.3	6.1	6.7	7.1	6.9	7.9	8.3	8.3	8.0
Risk management	8.0	7.0	6.4	6.0	5.2	4.0	0.6	—	—	—	—
Subtotal bureau	81.0	72.6	67.2	57.6	48.7	45.9	44.3	46.5	48.1	47.1	46.2
Growth/decline	11.57%	8.04%	16.67%	18.28%	6.10%	3.61%	(4.73)%	(3.13)%	1.95%	1.79%	3.93%
Engineering bureau:											
Engineering	128.0	117.1	115.2	109.7	105.3	103.9	98.7	99.2	100.6	101.3	98.4
Subtotal bureau	128.0	117.1	115.2	109.7	105.3	103.9	98.7	99.2	100.6	101.3	98.4
Growth/decline	9.31%	1.65%	5.01%	4.18%	1.35%	5.27%	(0.50)%	(1.37)%	(0.66)%	2.88%	15.11%
Environmental affairs and planning bureau:											
Planning	31.0	30.3	28.6	25.3	21.1	19.6	16.8	14.9	14.3	13.7	12.1
Subtotal bureau	31.0	30.3	28.6	25.3	21.1	19.6	16.8	14.9	14.3	13.7	12.1
Growth/decline	2.31%	5.94%	13.04%	19.91%	7.65%	16.67%	12.75%	4.56%	4.24%	13.16%	1.34%
Trade relations and port operations bureau:											
Communications	14.0	14.8	14.7	14.1	13.0	11.6	9.8	8.2	8.2	9.0	8.5
Maintenance	81.0	76.8	72.7	72.1	69.6	68.3	73.8	79.8	86.1	86.8	83.3
Security	76.5	69.8	63.8	58.7	50.7	47.5	47.8	42.7	37.7	29.8	31.5
Trade relations	16.0	14.9	15.8	15.6	14.5	13.7	14.3	12.9	12.5	12.5	14.5
Subtotal bureau	187.5	176.3	167.0	160.5	147.8	141.1	145.7	143.6	144.5	138.1	137.8
Growth/decline	6.35%	5.57%	4.05%	8.59%	4.75%	(3.16)%	1.46%	(0.57)%	4.59%	0.18%	0.23%
Part time/temporary	13.0	18.9	27.3	27.7	30.6	21.2	21.5	21.8	25.0	23.0	18.9
Growth/decline	(31.22)%	(30.77)%	(1.44)%	(9.48)%	44.34%	(1.40)%	(1.38)%	(12.80)%	8.70%	21.56%	18.25%
Total department	459.9	435.9	424.7	401.0	370.4	346.3	338.2	337.8	341.2	331.1	321.4
Growth/decline	5.51%	2.64%	5.91%	8.26%	6.96%	2.40%	0.12%	(0.92)%	3.00%	2.95%	5.96%

See accompanying independent auditors' report.



Port of
LONG BEACH
The Green Port