

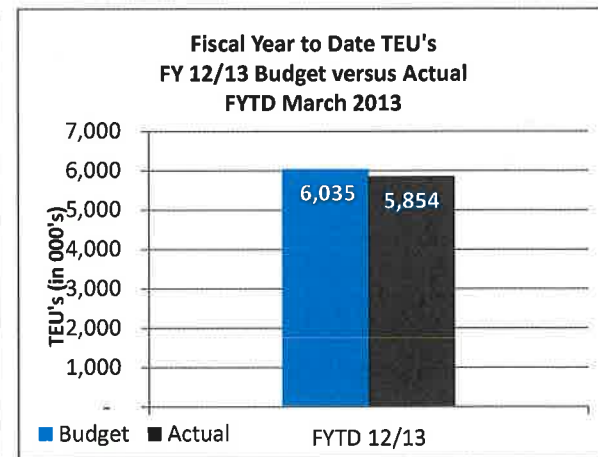
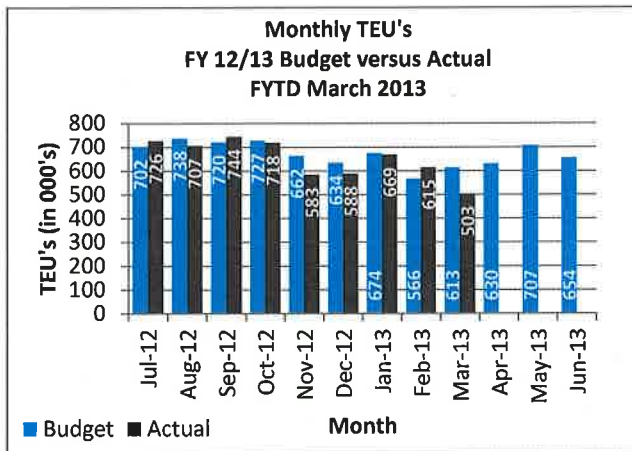
HARBOR DEPARTMENT OF THE CITY OF LOS ANGELES  
TEU THROUGHPUT COMPARISON - FYTD MARCH 2013

Item #5

TEU

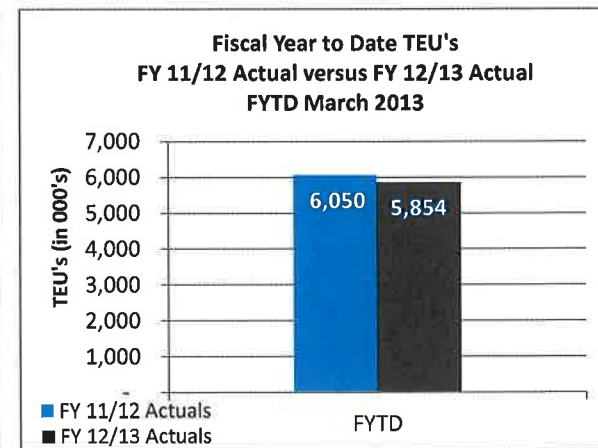
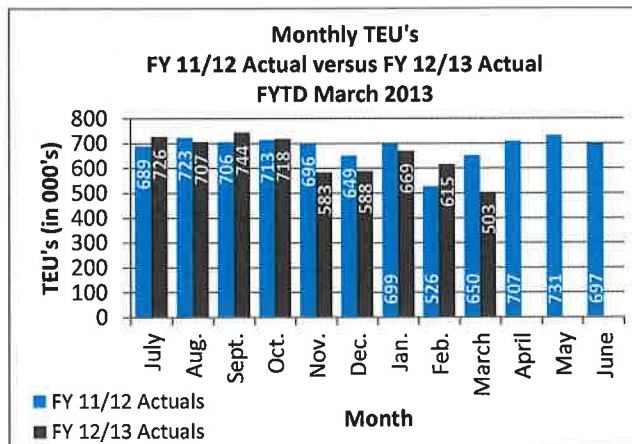
FY 12/13 Budget vs. FY 12/13 Actuals

(in 000's)	TEU's		% Δ	Δ	
	Month	FY 12/13 Budget			FY 12/13 Actuals
Jul-12		702	726	3.5%	↑
Aug-12		738	707	-4.2%	↓
Sep-12		720	744	3.4%	↑
Oct-12		727	718	-1.2%	↓
Nov-12		662	583	-11.9%	↓
Dec-12		634	588	-7.2%	↓
Jan-13		674	669	-0.8%	↓
Feb-13		566	615	8.6%	↑
Mar-13		613	503	-17.9%	↓
Apr-13	630				
May-13	707				
Jun-13	654				
FYTD 12/13		6,035	5,854	-3.0%	↓
FY 12/13 Budget	8,025				



FY 11/12 Actuals vs. FY 12/13 Actuals

(in 000's)	TEU's		% Δ	Δ	
	Month	FY 11/12 Actuals			FY 12/13 Actuals
July		689	726	5.5%	↑
Aug.		723	707	-2.3%	↓
Sept.		706	744	5.5%	↑
Oct.		713	718	0.8%	↑
Nov.		696	583	-16.2%	↓
Dec.		649	588	-9.4%	↓
Jan.		699	669	-4.3%	↓
Feb.		526	615	17.0%	↑
March		650	503	-22.6%	↓
April	707				
May	731				
June	697				
FYTD		6,050	5,854	-3.2%	↓
FY 11/12 Actuals	8,186				



**Harbor Department**  
**Actual-to-Budget**  
**Fiscal Year 2012/13 - March**  
 (Data in thousands of \$, comments in millions of \$)

(000s)	Actual (Unaudited) FY 2012/13 (Fiscal YTD Mar 2013 (Based on Preliminary Results)	Adopted Budget FY 2012/13 (Fiscal YTD Mar 2013)	Δ	Δ%	
<b>Operating Revenues</b>					
Shipping Services	261,732	261,774	(42)	0.0%	Primarily due to lower cargo volumes partially offset by higher than budgeted space assignment revenues
Rentals	32,495	34,489	(1,994)	-5.8%	Timing of gross receipts
Royalties, fees and other revenues	4,154	4,163	(9)	-0.2%	Primarily due to higher additional truck fees realized than budgeted
Clean Truck Program Revenues	1,216	374	842	225.1%	Primarily due to timing in capitalization, which when applied is projected to result in \$ .9 in lower Salaries & Benefits due to lower average headcount 953 vs. 964 budgeted
<b>Total Operating Revenues</b>	<b>299,597</b>	<b>300,800</b>	<b>(1,203)</b>	<b>-0.4%</b>	
<b>Operating Expenses</b>					
Salaries & Benefits (Net)	83,199	81,164	2,035	2.5%	Primarily due to timing of payments for foreign trade representation <\$0.2> and lower sponsorships/promotional <-\$0.3>
Marketing and Public Relations	2,214	2,786	(572)	-20.5%	Primarily due to timing of payments in Environmental Services \$3.8, Hiring Hall \$1.6, partially offset by Remediation <\$1.1>, Real Estate <\$1.1>, IT <\$1.3>, Public Relations <\$0.4>, Others <\$1.0>, lower Maintenance Improvement <\$0.3>, and capitalization adjustment \$4.8
Travel	713	650	63	9.7%	
Outside Services	27,568	22,637	4,931	21.8%	
Materials & Supplies	4,622	5,233	(611)	-11.7%	
City Services	24,740	27,129	(2,389)	-8.8%	
Allocations to Capital	(9,671)	(6,750)	(2,921)	43.3%	Primarily due to timing in payments for Port Police materials & supplies <\$0.2> and Construction & Maintenance equipment fuels <\$0.8>, partially offset by timing in other divisions \$0.5
Other Operating Expenses	11,663	23,286	(11,623)	-49.9%	
Clean Truck Program Expenses*	954	1,560	(606)	-38.8%	
<b>Total Operating Expenses</b>	<b>146,002</b>	<b>157,695</b>	<b>(11,693)</b>	<b>-7.4%</b>	Primarily due to lower spending for Fire <\$2.0>, City Attorney <\$1.7>, Recreation & Parks <\$0.5>, others <\$0.2> and timing in accruals to be reversed \$2.0
<b>Income Before Depreciation</b>	<b>153,595</b>	<b>143,105</b>	<b>10,490</b>	<b>7.3%</b>	Primarily due to higher level of capital spending
Provision for Depreciation	79,587	73,949	5,638	7.6%	Primarily due to lower spending for Community Mitigation <\$5.2>, Litigation <\$0.9>, timing in payments for customer incentives <\$1.9>, Insurance <\$0.8>, telephone & utilities <\$1.7>, timing in capitalization of equipment and other adjustments <\$1.1>
<b>Income from Operations</b>	<b>74,008</b>	<b>69,156</b>	<b>4,852</b>	<b>7.0%</b>	
Non-Operating Revenue (interest income, grant receipts, etc.)	21,260	23,203	(1,943)	-8.4%	Primarily due to timing and lower costs
Non-Operating Expenses (bond issuance, interest expense, etc.)	18,341	21,434	(3,093)	14.4%	Higher level of completed capital projects
<b>Net Income</b>	<b>\$76,927</b>	<b>\$70,925</b>	<b>6,002</b>	<b>8.5%</b>	Primarily due to: <\$4.7> Timing of pass-through grant receipts <\$1.6> Timing of other grant receipts Partially offset by \$2.0 Higher reimbursements and other income \$1.4 Interest income \$0.9 Other income

\*Includes expenses for incentives and administrative costs (Other Operating Expenses).

Primarily for:  
 \$3.5 Utilities  
 \$2.9 Customer Incentives  
 \$2.6 Insurance  
 \$1.8 Provision for Workers Compensation  
 \$0.8 Taxes, permits, fees  
 \$0.8 Telephone  
 \$0.5 Memberships, subscriptions, books  
 \$0.5 Equipment rental and adjustments  
 \$0.3 Cost of sales  
 \$0.3 Litigation, settlements, claims  
 <\$2.4> Equipment capitalization (to be adjusted in subsequent periods)

Primarily for:  
 \$10.8 Federal grant pass-thru disbursements  
 \$3.6 Interest expense (net of \$25.1 capitalized interest)  
 \$2.3 Capital work orders closed to expense  
 \$1.5 Bond/Commercial paper issuance costs

Primarily for:  
 \$10.9 Federal pass-through receipts  
 \$6.1 Interest Income  
 \$2.0 Settlements and rebates  
 \$1.1 ICTF Income  
 \$1.2 Other

Primarily due to:  
 <\$4.7> Timing of pass-through grant disbursements <\$1.7> Lower cost of commercial paper issuance <\$0.8> Lower interest expense Partially offset by \$2.3 Capital work orders closed to expense \$1.8 Capitalized interest

Harbor Department  
**Year-to-Year Performance Report**  
**YTD March 31, 2013 and 2012**

(Data in thousands of \$, comments in millions of \$)

(000s)	Actual (Unaudited) FY 2012/13 (Fiscal YTD) <small>(Based on Preliminary Results)</small>	Actual FY 2011/12 (Fiscal YTD)	Δ	Δ%	
<b>Operating Revenues</b>					
Shipping Services	261,732	261,204	528	0.2%	Lower TEU volumes at one terminal offset partly by growth at other terminals combined with an upward rate adjustment to a tenant's TEU rates
Rentals	32,495	32,499	(4)	0.0%	Primarily due to timing of environmental remediation reimbursements and lower parking fees \$0.3 (lower cruise passenger volume)
Royalties, fees and other revenues	4,154	4,871	(717)	-14.7%	Collection of "dirty" truck fees ended in Dec. 2011
Clean Truck Program Revenues	1,216	2,864	(1,648)	-57.5%	Primarily due to timing and posting of capitalization, higher salaries and benefits due to MOU adjustments; average headcount 953 vs. 954 last fiscal year
<b>Total Operating Revenues</b>	<b>299,597</b>	<b>301,438</b>	<b>(1,841)</b>	<b>-0.6%</b>	Primarily due to lower promotional and org. & event sponsorship
<b>Operating Expenses</b>					
Salaries & Benefits (Net)	83,199	76,937	6,262	8.1%	Timing in adjustments
Marketing and Public Relations	2,214	2,349	(135)	-5.7%	Increase primarily due to higher environmental services \$4.0, hiring hall \$1.4, info systems consulting \$0.4, building maintenance and facilities \$0.5, Port Security services \$0.6, computer hardware/software \$0.6, legal services \$0.1, audit services \$0.1, partially offset by lower cruise terminal operator fees <\$1.0>, dredging <\$0.6>, capitalization adjustment \$4.8
Travel	713	538	175	32.5%	
Outside Services	27,568	15,931	11,637	73.0%	
Materials & Supplies	4,622	4,352	270	6.2%	
City Services	24,740	24,112	628	2.6%	
Allocations to Capital	(9,671)	(6,929)	(2,742)	39.6%	Primarily due to higher parts & materials for Maintenance Improvement \$0.1M and lower capitalization of supplies for Construction & Maintenance \$0.1
Other Operating Expenses	11,663	12,128	(465)	-3.8%	
Clean Truck Program Expenses*	954	(296)	1,250	-422.3%	Primarily for Recreation & Parks \$1.0, Public Works, \$0.1, Personnel \$0.1, accrual timing \$0.3, capitalization adjustment \$0.4, partially offset by lower Fire <\$1.2>
<b>Total Operating Expenses</b>	<b>146,002</b>	<b>129,122</b>	<b>16,880</b>	<b>13.1%</b>	
<b>Income Before Depreciation</b>	<b>153,595</b>	<b>172,316</b>	<b>(18,721)</b>	<b>-10.9%</b>	Primarily due to higher level of capital spending
Provision for Depreciation	79,587	73,892	5,695	7.7%	Increase primarily due to \$1.8 Customer Incentives \$0.9 Provision for workers compensation \$0.9 Litigation, claims, settlements Partially offset by <\$2.4> Capitalization adjustment <\$0.7> Telephone <\$0.6> Utilities <\$0.3> Other
<b>Income from Operations</b>	<b>74,008</b>	<b>98,424</b>	<b>(24,416)</b>	<b>-24.8%</b>	
Non-Operating Revenue (Interest Income, grant receipts, etc.)	21,260	15,767	5,493	34.8%	Primarily due to \$2.0 in repayments in Clean Truck Incentives received last fiscal year, partially offset by lower program admin costs <\$0.7>
Non-Operating Expenses (Bonds/Notes Interest Expense, etc.)	18,341	16,903	1,438	8.5%	Higher level of completed capital projects
<b>Net Income</b>	<b>\$76,927</b>	<b>\$97,288</b>	<b>(20,361)</b>	<b>-20.9%</b>	Increase primarily due to higher Pass-through grant receipts \$6.0, ICTF Income \$1.1, partially offset by lower other grant receipts <\$1.6>

\*Includes expenses for incentives and administrative costs (Other Operating Expenses) and legal services (Outside Services).

Primarily for:  
 \$3.5 Utilities  
 \$2.9 Customer Incentives  
 \$2.6 Insurance  
 \$1.8 Provision for Workers Compensation  
 \$0.8 Taxes, permits, fees  
 \$0.8 Telephone  
 \$0.5 Memberships, subscriptions, books  
 \$0.5 Equipment rental and adjustments  
 \$0.3 Cost of sales  
 \$0.3 Litigation, settlements, claims  
 <\$2.4> Equipment capitalization (to be adjusted in subsequent periods)

Primarily for:  
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 \$2.0 Settlements and rebates  
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 \$1.2 Other