

# **Public Port Finance Survey for FY 2003**

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September 2005

**U.S. Department of Transportation  
Maritime Administration  
Office of Ports and Domestic Shipping**

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## INTRODUCTION

This report is the result of a cooperative effort between the Maritime Administration (MARAD) and the American Association of Port Authorities (AAPA). It was prepared by MARAD, using financial information furnished by AAPA.

The report has been compiled for 26 years, first by AAPA or a member port and now, for the seventh year, by MARAD. It is the only report of its kind in the port industry covering U.S. and Canadian ports. The report contains financial data on maritime activities at ports, including the income statement, balance sheet, outstanding bonds, debt service, sales offices, and cargo tonnage. Two additional sections cover data on ratio analyses and contributions, donations, and grants received in fiscal year (FY) 2003.

The survey data were obtained by AAPA from its U.S. and Canadian corporate membership. The U.S. members, public port agencies, represent virtually all the major U.S. deep-draft coastal and Great Lakes ports.

A special appreciation is extended to this year's 60 contributing ports, of which 51 were U.S. and 9 were Canadian. This year's response rate for U.S. ports was 61 percent – namely, 51 responded out of a total of 84 AAPA U.S. members. The response rate for the last report, FY 2002, was 75 percent. To put the FY 2003 response rate in context, the 51 U.S. respondents represented –

- 25 out of the top 30 U.S. container ports in 2003, and
- 18 out of the top 30 U.S. ports in 2003 handling foreign and domestic waterborne cargo.

Public port agencies own approximately one-third of the U.S. deep-draft marine terminal facilities.

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This report also is available electronically on MARAD's website, [www.marad.dot.gov](http://www.marad.dot.gov), under Publications / Ports & Domestic Shipping.

**PUBLIC PORT FINANCE SURVEY FOR FY 2003**

**60 PARTICIPATING PORTS**

<p><b>NORTH ATLANTIC</b></p> <ul style="list-style-type: none"> <li>▪ Maryland Port Administration (Baltimore)</li> <li>▪ Massachusetts Port Authority (Boston)</li> <li>▪ Port Authority of NY &amp; NJ</li> <li>▪ Philadelphia Regional Port Authority (PA)</li> <li>▪ Port of Richmond (VA)</li> <li>▪ South Jersey Port Corp. (NJ)</li> <li>▪ Port of Wilmington (DE)</li> </ul>	<p><b>U.S. &amp; CANADA NORTH PACIFIC</b></p> <ul style="list-style-type: none"> <li>▪ Port of Bellingham (WA)</li> <li>▪ Port of Everett (WA)</li> <li>▪ Port of Kalama (WA)</li> <li>▪ Port of Longview (WA)</li> <li>▪ Port of Olympia (WA)</li> <li>▪ Port of Portland (OR)</li> <li>▪ Port of Seattle (WA)</li> <li>▪ Port of Tacoma (WA)</li> <li>▪ Port of Vancouver (WA) (USA)</li> <li>▪ Fraser River Port Authority, BC (CAN)</li> <li>▪ Nanaimo Port Authority, BC (CAN)</li> <li>▪ Vancouver Port Authority, BC (CAN)</li> </ul>
<p><b>SOUTH ATLANTIC</b></p> <ul style="list-style-type: none"> <li>▪ Canaveral Port Authority (FL)</li> <li>▪ Georgia Ports Authority</li> <li>▪ Jacksonville Port Authority (FL)</li> <li>▪ Port of Miami (FL)</li> <li>▪ North Carolina State Ports Authority</li> <li>▪ Port Everglades (FL)</li> <li>▪ Port of Palm Beach (FL)</li> <li>▪ South Carolina State Ports Authority</li> <li>▪ Virginia Port Authority</li> </ul>	<p><b>SOUTH PACIFIC</b></p> <ul style="list-style-type: none"> <li>▪ Port of Hueneme (CA)</li> <li>▪ Humboldt Bay Haror, Recreation, &amp; Conservation District (CA)</li> <li>▪ Port of Long Beach (CA)</li> <li>▪ Port of Los Angeles (CA)</li> <li>▪ Port of Oakland (CA)</li> <li>▪ Port of Redwood City (CA)</li> <li>▪ San Diego Unified Port District (CA)</li> <li>▪ Port of San Francisco (CA)</li> <li>▪ Port of Stockton (CA)</li> </ul>
<p><b>GULF</b></p> <ul style="list-style-type: none"> <li>▪ Alabama State Port Authority</li> <li>▪ Greater Baton Rouge Port Commiss. (LA)</li> <li>▪ Port of Freeport (TX)</li> <li>▪ Port of Galveston (TX)</li> <li>▪ Port of Gulfport (Mississippi State Port Auth.)</li> <li>▪ Port of Houston (TX)</li> <li>▪ Greater Lafourche Port Commission (LA)</li> <li>▪ Lake Charles Harbor/Terminal District (LA)</li> <li>▪ Port of New Orleans (LA)</li> <li>▪ Port of Pensacola (FL)</li> <li>▪ Port of Port Arthur (TX)</li> <li>▪ Port Lavaca/Point Comfort (TX)</li> <li>▪ South Louisiana Port Commission</li> <li>▪ St. Bernard Port/Harbor/Terminal District (LA)</li> <li>▪ Tampa Port Authority (FL)</li> </ul>	<p><b>GREAT LAKES &amp; EASTERN CANADA</b></p> <ul style="list-style-type: none"> <li>▪ Indiana Port Commission</li> <li>▪ Toledo-Lucas County Port Authority (OH)</li> <li>▪ Halifax Port Authority, NS (CAN)</li> <li>▪ Hamilton Port Authority, Ontario (CAN)</li> <li>▪ Montreal Port Authority, Quebec (CAN)</li> <li>▪ Quebec Port Authority, Quebec (CAN)</li> <li>▪ Saint John Port Authority, NB (CAN)</li> <li>▪ St. John's Port Authority, NL (CAN)</li> </ul>



## Definitions of Terms

### OPERATING STATUS

Ports can be categorized by their type of operation: non-operating, operating, and limited-operating ports.

*Non-Operating Ports*  
[NONOP] Basically landlord ports with all port facilities generally leased or preferentially assigned with the lessee or assignee responsible for operating the facilities.

*Operating Ports*  
[OP] Generally provide all port services except stevedoring with their own employees including, but not limited to, loading and unloading of rail cars and trucks and the operation of container terminals, grain elevators, and other bulk terminal operations.

*Limited-Operating Ports*  
[LTDOP] Lease facilities to others, but continue to operate one or more facilities with port employees. These operated facilities may be specialized terminals, such as grain elevators, bulk terminals, container terminals, etc.

### PORT TYPE: U.S. vs. Canadian.

#### U.S.

U.S. public ports generally fall into the following categories: Bi-State Authority; State Department, Agency, or Authority; County Department or Authority; Municipal Agency; or Special Purpose Port/Navigation District or Authority. The classification of the ports into these categories is based on their current ownership and status. For the purpose of this report, special purpose port/navigation districts and authorities are separate local government organizations that generally are granted separate taxing authority with some statutory limitations.

#### Canada

The Canadian port industry experienced significant changes in FYs 1998 and 1999 with the passage of the *Canada Marine Act* (Act). Changing the relationship of ports with the Crown, the Act now requires the designated Canada Port Authorities (CPA) to pay annual stipends to the federal government and payments in lieu of taxes to local governments, in addition to becoming subject to greater public scrutiny and accountability. Unlike many of their U.S. counterparts, CPAs neither have taxing authority unto themselves nor do they have access to any federal funding. They are financially self-sufficient entities governed by a Board of Directors comprised of nominees from port user groups and the three levels of government (Municipal, Provincial, and Federal). CPAs operate port facilities as agents of the Crown for core business activities and are independent of the Crown for non-core activities.

[Definitions continued on next page]

## **RATIOS USED IN REPORT**

The ratios presented in this report are among the major categories of ratios used in financial statement analysis and measure operating performance, short-term liquidity, return on investment, capital structure, and asset utilization. Since there are no established benchmark industry standards, the ratios presented can best be interpreted by comparison with past ratios of the same port or comparison with other ports having the same characteristics of operation and financing.

Ratios which measure operating performance include operating ratio, operating margin, net income to operating revenue (gross sales), and operating income to operating revenue (gross sales). Although not formally adopted as a benchmark in MARAD's 1997 publication, *An Analysis of U.S. Public Port Profitability and Self-Sufficiency (1985-1994)*, it was found that "...it appears that a port could at the present time maintain a profitable status if it could maintain an operating ratio of 85%, provided the interest from its debt load and other expenses did not exceed its operating income plus interest income."

Short-term liquidity ratios include the current ratio and two measures of the quality and liquidity of accounts receivable – (1) the percentage of accounts receivable reserved as bad debts and (2) the collection period for accounts receivable.

Three ratios measure return on investment. They are return on total assets; return on net investment in plant, property, and equipment after depreciation; and return on investment in plant, property, and equipment before depreciation.

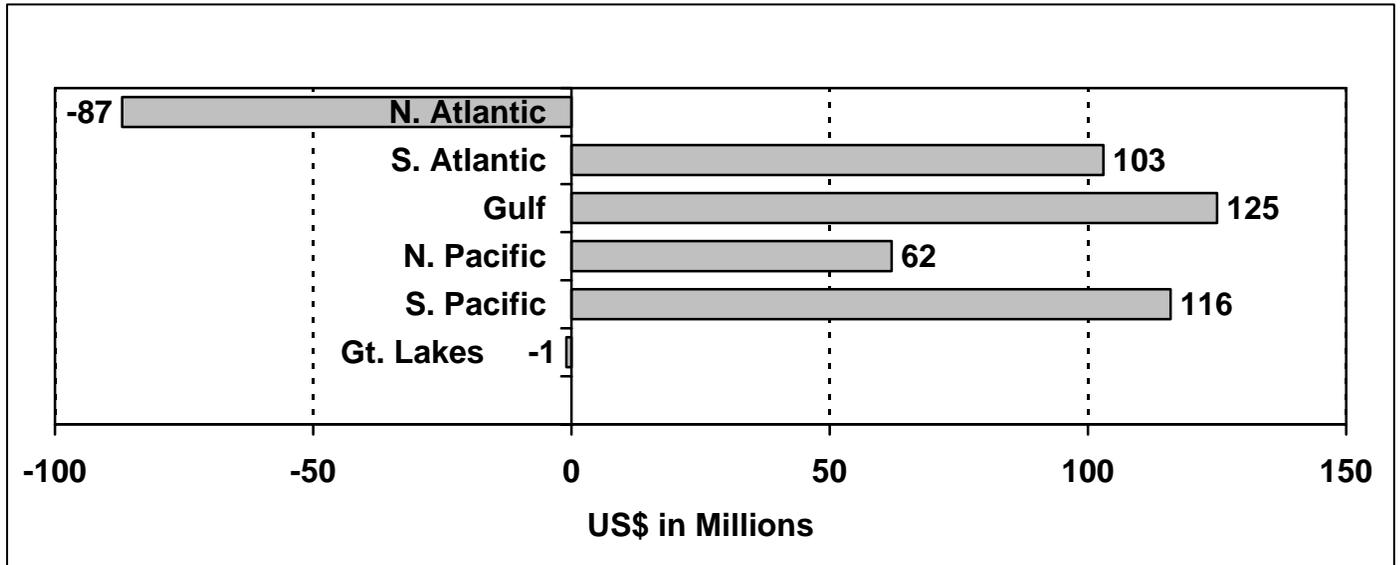
Asset utilization is measured by the relationship of operating income to the net investment in plant, property, and equipment.

Capital structure is measured by the relationship of long-term debt to total equity.

## FY 2003 PUBLIC PORT FINANCE SURVEY U.S. Summary

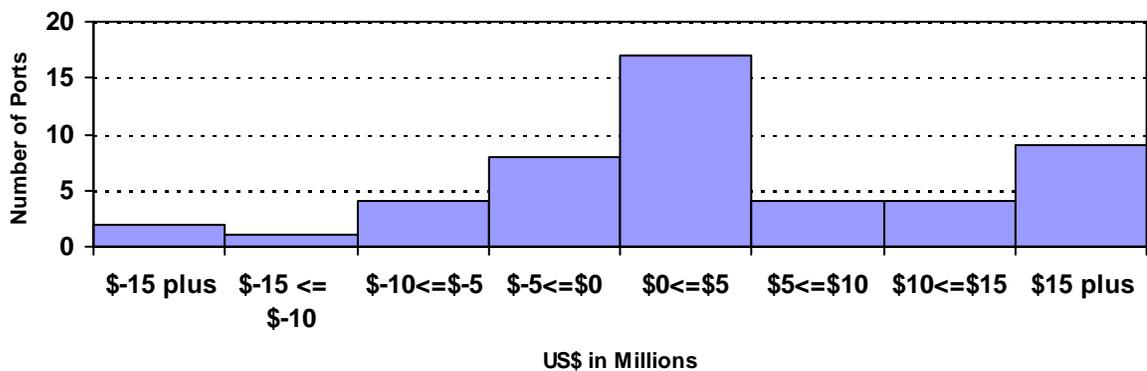
This section highlights aspects of the financial nature of the U.S. port industry in FY 2003.<sup>1</sup>

**Figure 1 FY 2003 U.S. Net Income<sup>2</sup>**



- The Gulf accounts for 39 percent of total U.S. FY 2003 net income (of \$318 million). The South Pacific represents the second largest contributor at 37 percent.

**Figure 2 Distribution of FY 2003 U.S. Net Income<sup>2</sup>**



- The distribution of income continues to cluster closely around breakeven, suggesting minimal profits. Over two-thirds – 34 U.S. ports – were profitable (69 percent), while 15 ports (31 percent) reported losses.

<sup>1</sup> Please remember when examining the survey data that port responses are voluntary, resulting in different response rates and port samples from year to year.

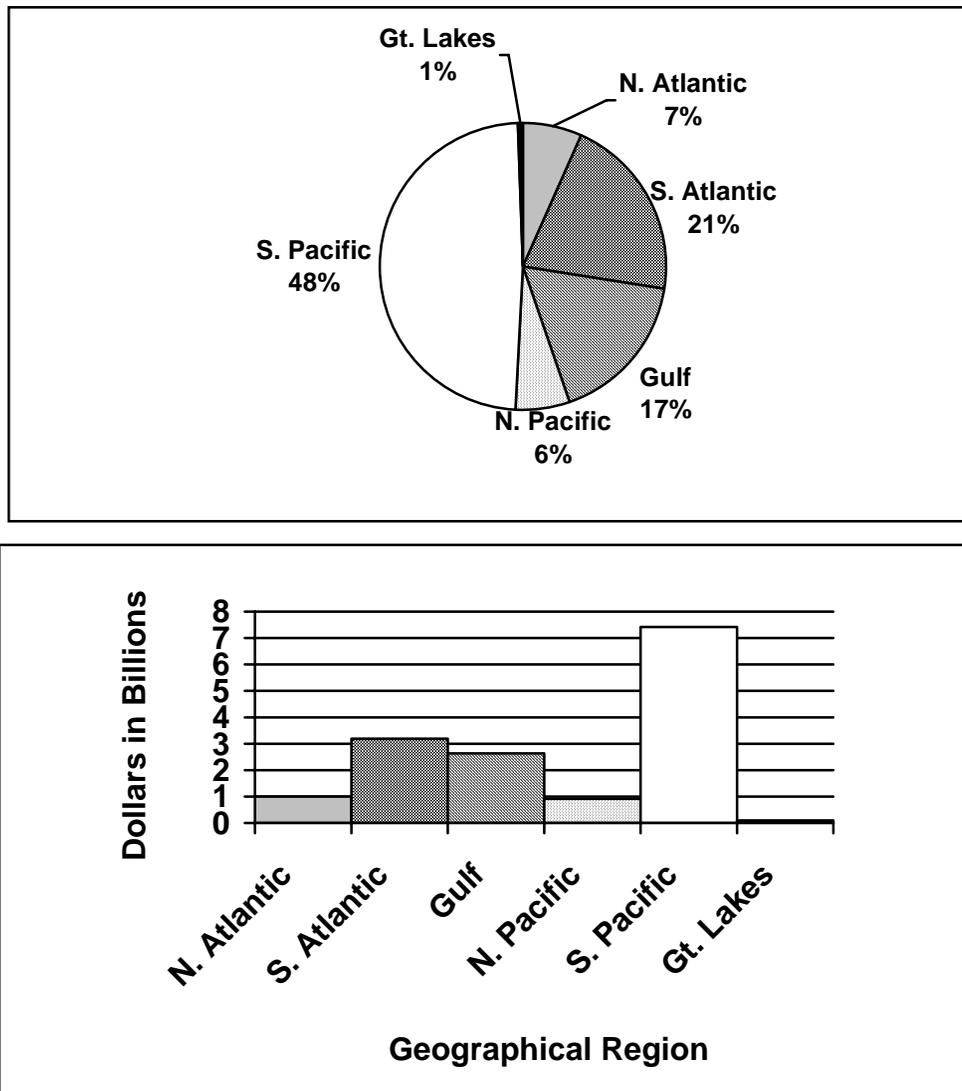
<sup>2</sup> Due to incomplete reporting, Portland's net income was not included.

**Figure 3 Top 10 U.S. Port Authorities by Net Income - FY 2003**  
(\$ in 000s)

Rank	Port Authority	Net Income
1	Port of Long Beach (CA)	\$68,508
2	Port of Los Angeles (CA)	67,652
3	Port of Houston (TX)	46,145
4	Port of New Orleans (LA)	31,983
5	Virginia Port Authority	30,778
6	Port of Seattle (WA)	27,341
7	Jacksonville Port Authority (FL)	23,213
8	Port of Tacoma (WA)	21,886
9	Tampa Port Authority (FL)	15,324
10	Canaveral Port Authority (FL)	12,582
	<b>Total Top 10 Ports</b>	<b>\$345,412</b>
	<b>Total U.S. Net Income (FY 2003 Survey)</b>	<b>\$318,104</b>
	<b>Percent of Total</b>	<b>109%<sup>3</sup></b>

- West Coast ports account for 54 percent of the net income of the top 10 ports, Gulf ports for 27 percent, and the East Coast (South Atlantic) ports for 19 percent.

**Figures 4 & 5 FY 2003 U.S. Net Investment in Plant, Property, & Equipment<sup>4</sup>**



- The value of South Pacific PP&E net investments accounts for nearly half of all U.S. ports responding to the FY 2003 survey. At \$7.4 billion, they are 2.3 times greater than the next highest region, the South Atlantic.

<sup>3</sup> The Percent of Total of 109% exceeds 100.0% because the North Atlantic and Great Lakes regions reported net losses of \$87.0 million and \$1.3 million, respectively, which lowers total U.S. net income below that of the top 10 ports.

<sup>4</sup> Due to incomplete reporting, the following ports' net PP&E are not included – Massport, NY/NJ, Olympia, Portland, and Seattle.



## **NORTH ATLANTIC**

- **Maryland Port Administration (Baltimore)**
- **Massachusetts Port Authority (Boston)**
- **Port Authority of NY & NJ**
- **Philadelphia Regional Port Authority (PA)**
- **Port of Richmond (VA)**
- **South Jersey Port Corp. (NJ)**
- **Port of Wilmington (DE)**

## **SOUTH ATLANTIC**

- **Canaveral Port Authority (FL)**
- **Georgia Ports Authority**
- **Jacksonville Port Authority (FL)**
- **Port of Miami (FL)**
- **North Carolina State Ports Authority**
- **Port Everglades (FL)**
- **Port of Palm Beach (FL)**
- **South Carolina State Ports Authority**
- **Virginia Port Authority**

## **GULF**

- **Alabama State Port Authority**
- **Greater Baton Rouge Port Commiss. (LA)**
- **Port of Freeport (TX)**
- **Port of Galveston (TX)**
- **Port of Gulfport (Mississippi State Port Auth.)**
- **Port of Houston (TX)**
- **Greater Lafourche Port Commission (LA)**
- **Lake Charles Harbor/Terminal District (LA)**
- **Port of New Orleans (LA)**
- **Port of Pensacola (FL)**
- **Port of Port Arthur (TX)**
- **Port Lavaca/Point Comfort (TX)**
- **South Louisiana Port Commission**
- **St. Bernard Port/Harbor/Terminal District (LA)**
- **Tampa Port Authority (FL)**

## **U.S. & CANADA NORTH PACIFIC**

- **Port of Bellingham (WA)**
- **Port of Everett (WA)**
- **Port of Kalama (WA)**
- **Port of Longview (WA)**
- **Port of Olympia (WA)**
- **Port of Portland (OR)**
- **Port of Seattle (WA)**
- **Port of Tacoma (WA)**
- **Port of Vancouver (WA) (USA)**
- **Fraser River Port Authority, BC (CANADA)**
- **Nanaimo Port Authority, BC (CANADA)**
- **Vancouver Port Authority, BC (CANADA)**

## **SOUTH PACIFIC**

- **Port of Hueneme (CA)**
- **Port of Long Beach (CA)**
- **Port of Los Angeles (CA)**
- **Port of Oakland (CA)**
- **Port of Redwood City (CA)**
- **San Diego Unified Port District (CA)**
- **Port of San Francisco (CA)**
- **Port of Stockton (CA)**

## **GREAT LAKES & EASTERN CANADA**

- **Indiana Port Commission**
- **Toledo-Lucas County Port Authority (OH)**
- **Halifax Port Authority, NS (CAN)**
- **Hamilton Port Authority, Ontario (CAN)**
- **Montreal Port Authority, Quebec (CAN)**
- **Quebec Port Authority, Quebec (CAN)**
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## **APPENDIX**

**Blank FY 2003 AAPA Port Finance Survey Questionnaire**