

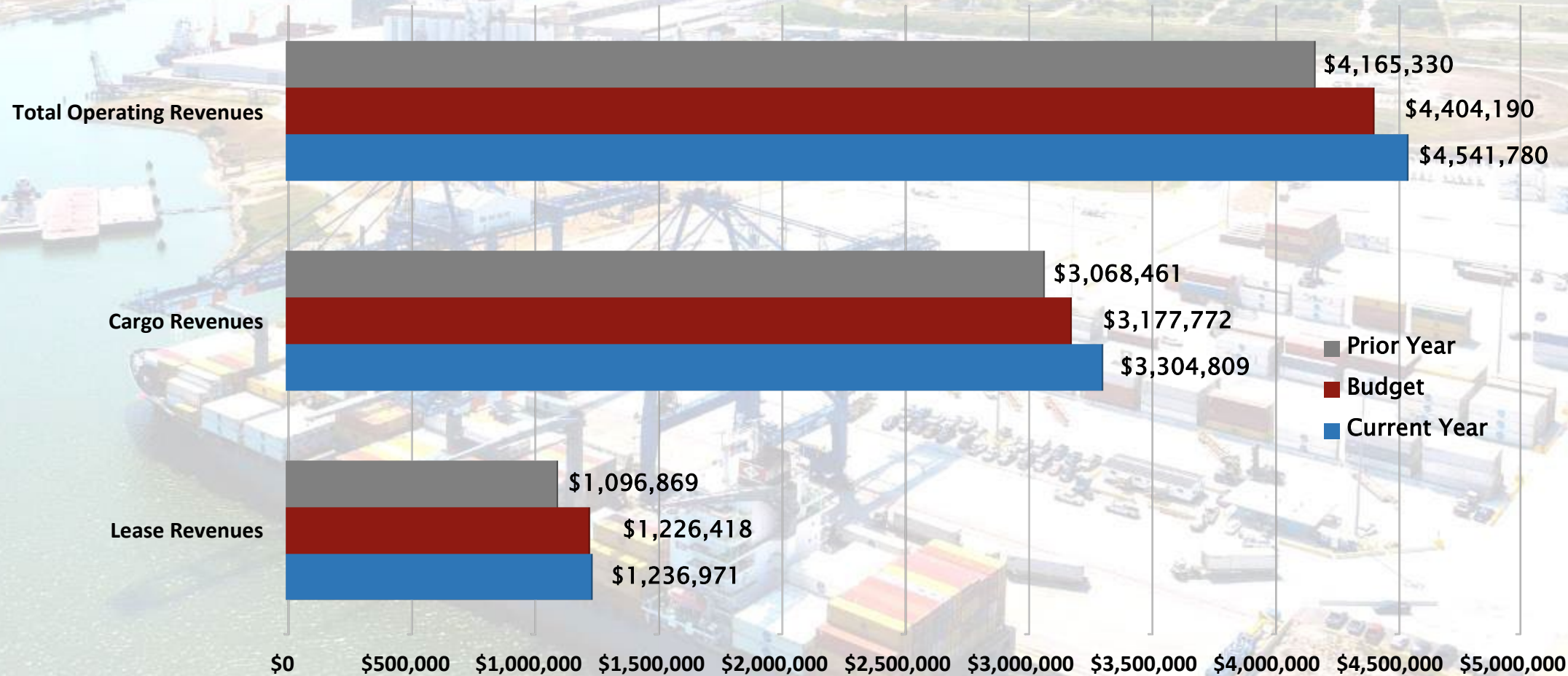


Financial Report for October, 2024 (Unaudited)

December 19, 2024

Rob Lowe | Chief Financial Officer

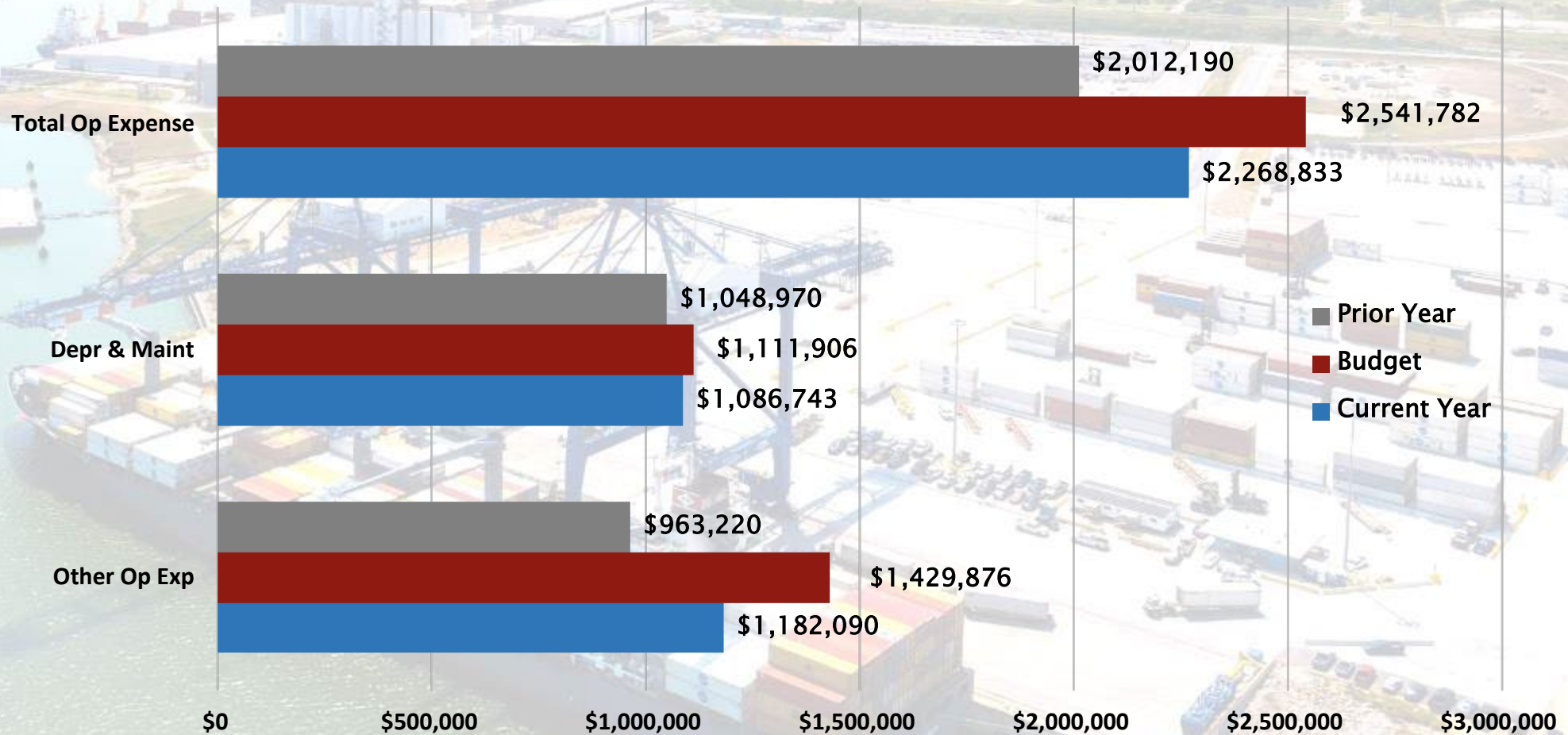
FY 2025 YTD OPERATING REVENUES



COMPARISON:

- Operating revenues are up over PY 9% and above budget 3%
- Cargo revenues are above PY by 8% and budget by 4%
- Lease revenues are at 13% above PY and are 1% above budget

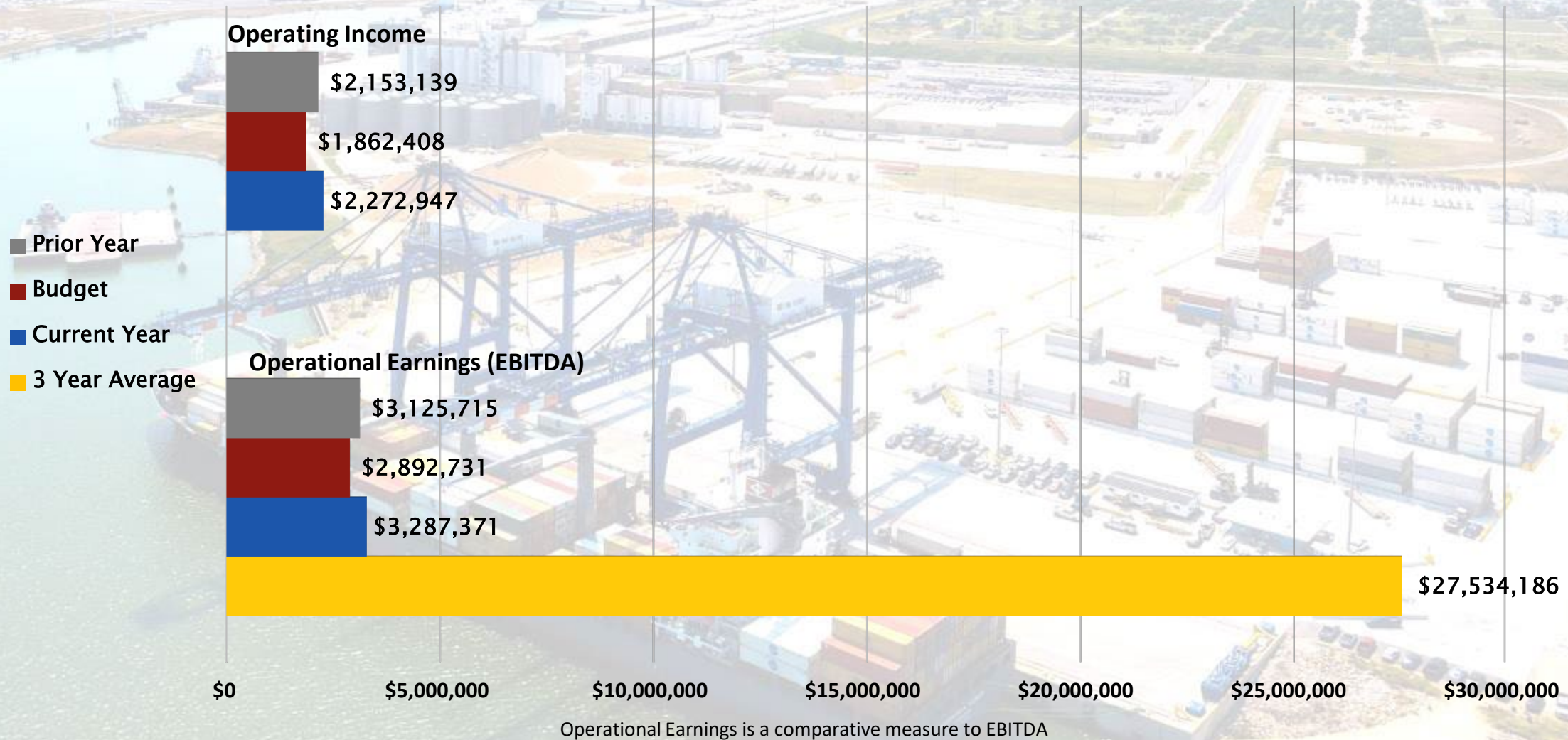
FY 2025 YTD OPERATING EXPENSE



COMPARISON:

- Total operating expenses are above prior year by 13%, below budget 11%
- Depr & maint are 4% above the PY and 2% below budget
- Other expenses are 23% above PY and below budget by 17%

FY 2025 YTD OPERATING INCOME



COMPARISON:

- Operating income is 6% above PY and above budget 22%
- Operational earnings are 6% above PY and above budget by 4%

FY 2025 YTD CHANGE IN NET POSITION

Change in Net Position

- Non-Operating Revenue (Expense) includes Ad Valorem Taxes, Investment Income, Debt Service and Gain (Loss) on Sale of Assets
- Drivers for comparison to budget are primarily timing of capital contribution projects.

	Year To Date	YTD Budget	Total 2025 Budget
Operating Income	\$ 2,272,947	\$ 1,862,408	\$ 23,287,937
Non-Operating Revenue (Expenses)	\$ (500,677)	\$ (394,465)	\$ (7,334,724)
Capital Contributed (To) From Others			
Berth 2 Floodwall Modifications	\$ -	\$ -	\$ (2,600,000)
Dredge Material Placement Fees	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -
Grants	\$ -	\$ 2,411,836	\$ 28,942,035
Change In Net Position	\$ 1,772,270	\$ 3,879,779	\$ 44,895,248

FY 2025 YTD CASH FLOWS

<i>Cash Flow Measure</i>	<i>Current Year</i>	<i>Prior Year</i>
<i>Cash Provided by Operations</i>	\$ 3,269,668	\$ 3,010,191
<i>Cash Provided by Non-Cap Financing</i>	7,390	3,440
<i>Cash Used by Cap Financing</i>	(6,505,764)	(989,961)
<i>Cash Provided by Investing Activities</i>	442,639	407,313
<i>Net Increase (Decrease) in Cash</i>	(\$ 2,786,067)	\$ 2,430,983

COMPARISON:

- Operating cash flow is positive due to increase in operating revenues
- Cash provided from non cap financing are tax levy collections
- Capital Financing funds are used for capital improvements.
- A progress payment for the new ship to shore cranes was made in October 2024.

FY 2025 STATISTICS

<i>Measure</i>	<i>Current Year</i>	<i>Prior Year</i>	<i>Budget</i>
<i>Operating Margin</i>	<i>50%</i>	<i>52%</i>	<i>42%</i>
<i>Current Ratio (unrestricted)</i>	<i>5.1 to 1</i>	<i>3.5 to 1</i>	<i>n/a</i>
<i>Debt to Net Assets Ratio</i>	<i>1.289 to 1</i>	<i>1.352 to 1</i>	<i>n/a</i>

ACCOUNTS RECEIVABLE AGING

<i>Year</i>	<i>0-30 days</i>	<i>31-60 days</i>	<i>61-90 days</i>	<i>Over 90 days</i>
<i>October 31, 2024 FY 2025</i>	95% \$6,232,220	5% \$344,151	0% \$806	0% \$4,095
<i>October 31, 2023 FY 2024</i>	97% \$4,888,157	2% \$106,036	0% \$ -	1% \$35,568
<i>October 31, 2022 FY 2023</i>	87% \$2,956,934	3% \$104,664	4% \$132,830	6% \$194,017



Questions and Comments?

An aerial photograph of a busy port facility. In the foreground, a large container ship is docked at a pier, its deck covered with stacks of colorful shipping containers. Several large blue gantry cranes are positioned along the pier, ready for loading and unloading. The background shows various port infrastructure, including storage tanks, industrial buildings, and a baseball field. The water is calm, and the sky is clear.