## FINANCML REVISW YEAR TO DAII SUNE 30 -2021



August 9, 2021 Audit Committee

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## EXECUTIVE SUMMARY

## Key Year to Date Highlights

- YTD Tonnage up 5\% from the prior year, and ahead of budget.
- YTD EBITDA exceeds Budget (up 43\%) and ahead same period Prior Year (up 23\%).
- Revenue $6 \%$ ahead of Budget, and $5 \%$ of 2020.
- Operating Expenses, excluding depreciation lower than budget ( $26 \%$ ) and $15 \%$ lower than prior year due to lower maintenance, professional services and employee costs.
- 2021 Inbound rail car movements are significantly ahead of 2020, while outbounds are below 2020 - overall increase.
- 2021 Capital Spending in the first half above budget and prior year due to Land Acquisition.

Year-to-Date Operating Revenue and EBITDA*


Year-to-Date Tonnage


## KEY HISTORICAL TRENDS

## Operating Revenue



Millions of tons


EBITDA*
*Q4 2020 EBITDA includes a one-time benefit of $\$ 13.8 \mathrm{M}$ for cost sharing on GCGV $\quad$ in millions


Capital Expenditures

| Capital Expenditures |
| :--- |
| $\$$ in millions |



## CRUDE AND REFINED PRODUCTS UPDATE

## Crude / Refined Products Highlights

- Crude oil tonnage in the first half of 2021 increased from the first half of 2020, though was down versus the preceding six months (2H 2020)
- Compared to the prior six months, total crude oil movements decreased due to the impacts of the winter storm in Q1
- Petroleum products set a record in Q2 2021 based on strong LNG exports from La Quinta, which more than offset continued depressed output from the Inner Harbor as a result of the winter freeze

Crude Oil Tonnage per Quarter
Millions of tons



## APPENDIX:

DETAILED FINANCIAL INFORMATION

## EXPANDED OPERATIONAL METRICS DETAIL

|  | YTD 2021 Actual | YTD 2020 Actual | \% Variance <br> vs Prior Year | YTD 2021 Budget | Variance vs Budget |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Statement of Net Position Items (\$ in millions) |  |  |  |  |  |
| Assets | \$1,149.7 | \$1,109.6 | 3.6\% |  |  |
| Cash \& Investments | 273.2 | 252.8 | 8.1\% |  |  |
| Accounts Receivable | 18.2 | 20.6 | (11.6\%) |  |  |
| Restricted Assets | 27.1 | 76.3 | (64.5\%) |  |  |
| Liabilities | 392.5 | 404.2 | (2.9\%) |  |  |
| Net Position | \$757.7 | \$709.7 | 6.8\% |  |  |
| Revenue and Expense Items (\$ in millions) |  |  |  |  |  |
| Operating Revenues* | \$73.9 | \$70.2 | 5.2\% | \$69.6 | 6.1\% |
| Operating Expenses | (27.6) | (32.5) | (15.1\%) | (37.4) | (26.1\%) |
| EBITDA | \$46.3 | \$37.7 | 22.7\% | \$32.3 | 43.4\% |
| Depreciation | (9.0) | (7.4) | 21.7\% | (10.5) | (14.0\%) |
| Net Operating Income (Loss) | \$37.3 | \$30.3 | 22.9\% | \$21.8 | $71.1 \%$ |
| Non-Operating Revenue/Expenses | (4.8) | (1.3) | 279.4\% | (4.7) | 2.2\% |
| Net Income | \$32.4 | \$29.1 | 11.7\% | \$17.1 | 90.1\% |
| Capital Projects | \$80.9 | \$25.2 | 220.8\% | \$73.2 | 10.5\% |
| Operational Items |  |  |  |  |  |
| Tonnage (millions) | 80.5 | 76.8 | 4.7\% |  |  |
| Ships | 1,092 | 1,066 | 2.4\% |  |  |
| Barges | 2,305 | 2,417 | (4.6\%) |  |  |
| Barges and Ships | 3,397 | 3,483 | (2.5\%) |  |  |
| Railcars | 30,001 | 21,123 | 42.0\% |  |  |

*Q1 2020 GCGV cap recovery has been removed for presentation.

## STATEMENT OF NET POSITION DETAIL

| \$ in millions | $6 / 30 / 2021$ Actual | $12 / 31 / 2020$ <br> Actual | $\begin{array}{\|cc} \begin{array}{c} \text { \$ Change } \end{array} & \text { \% Variance } \\ \text { vs Prior Year } & \text { vs Prior Year } \end{array}$ | $\begin{gathered} \hline 6 / 30 / 2020 \\ \text { Actual } \\ \hline \end{gathered}$ | \$ Change vs Year Ago | Variance vs Year Ago |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Line litem |  |  |  |  |  |  |
| Assets |  |  |  |  |  |  |
| Cash \& Investments | \$273.2 | \$260.2 | \$13.1 5.0\% | \$252.8 | \$20.5 | 8.1\% |
| Accounts Receivable | 18.2 | 26.0 | (7.8) (29.9\%) | 20.6 | (2.4) | (11.6\%) |
| Restricted Assets | 27.1 | 78.1 | (51.0) (65.3\%) | 76.3 | (49.3) | (64.5\%) |
| PP\&E, net | 826.3 | 754.4 | 71.9 9.5\% | 755.5 | 70.9 | 9.4\% |
| Other Assets | 4.9 | 4.0 | 0.9 22.5\% | 4.4 | 0.5 | 10.4\% |
| Total Assets | \$1,149.7 | \$1,122.6 | \$27.1 2.4\% | \$1,109.6 | \$40.2 | 3.6\% |
| Deferred Outflows - Pension | 2.6 | 2.6 | 0.0 0.0\% | 5.3 | (2.7) | (51.0\%) |
| Total Deferred Outflows | \$2.6 | \$2.6 | \$0.0 0.0\% | \$5.3 | (\$2.7) | (51.0\%) |
| Current Liabilities | 9.3 | 12.1 | (2.8) (23.3\%) | 7.4 | 1.8 | 24.8\% |
| Unearned Income | 64.0 | 66.7 | (2.7) (4.0\%) | 68.7 | (4.7) | (6.8\%) |
| Long-term Debt | 313.1 | 313.5 | (0.4) (0.1\%) | 320.6 | (7.5) | (2.3\%) |
| Other Liabilities | 6.1 | 4.6 | 1.5 33.3\% | 7.5 | (1.4) | (18.8\%) |
| Total Liabilities | \$392.5 | \$396.9 | (\$4.4) (1.1\%) | \$404.2 | (\$11.8) | (2.9\%) |
| Deferred Inflows - Pension | 2.1 | 2.1 | nm | 0.9 | 1.2 | 138.7\% |
| Total Deferred Inflows | \$2.1 | \$2.1 | - - | \$0.9 | \$1.2 | 138.7\% |
| Investment in Net Assets | 507.1 | 485.5 | 21.6 4.4\% | 479.2 | 27.9 | 5.8\% |
| Restricted Net Position | 27.7 | 27.7 | 0.0 0.0\% | 24.8 | 2.9 | $11.9 \%$ |
| Unrestricted Net Position | 223.0 | 213.0 | 10.0 4.7\% | 205.8 | 17.2 | 8.4\% |
| Total Net Position | \$757.7 | \$726.2 | \$31.5 4.3\% | \$709.7 | \$48.0 | 6.8\% |

## STATEMENT OF REVENUE AND EXPENSE DETAIL- QTD

|  | Quarter-to-Date |  |  | Variance |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2021 |  | Budget | vs Q1 2021 |  | vs Q2 Budget |  |
|  | Q2 | Q1-21 | Q2 | \$ Change | \% Variance | \$ Change | \% Variance |
| Summary: Statement of Revenues \& Expenses (\$ in millions) |  |  |  |  |  |  |  |
| Wharfage | \$20.7 | \$18.8 | \$17.8 | \$1.8 | 9.7\% | \$2.9 | 16.3\% |
| Dockage | 4.9 | 4.4 | 4.4 | 0.5 | 11.4\% | 0.4 | 9.3\% |
| Security | 3.6 | 3.2 | 3.1 | 0.4 | 11.4\% | 0.4 | 14.4\% |
| Other Shipping Services* | (0.1) | 5.2 | 2.6 | (5.3) | (101.0\%) | (2.7) | (102.1\%) |
| Dredging | 2.5 | - | 1.5 | 2.5 | 100.0\% | 1.0 | 100.0\% |
| Building and Land Rental | 6.1 | 4.6 | 5.4 | 1.5 | 32.2\% | 0.7 | 12.9\% |
| Total Operating Revenues | \$37.7 | \$36.2 | \$34.8 | \$1.4 | 4.0\% | \$2.8 | 8.2\% |
| Employee Services | 6.1 | 7.1 | 6.8 | (1.1) | (14.7\%) | (0.7) | (10.9\%) |
| Maintenance | 1.9 | 1.2 | 4.0 | 0.7 | 55.8\% | (2.2) | (53.7\%) |
| Utilities / Telephone | 0.3 | 0.3 | 0.4 | (0.0) | (0.9\%) | (0.1) | (23.6\%) |
| Insurance | 0.7 | 0.6 | 0.1 | 0.1 | 21.4\% | 0.6 | 674.9\% |
| Professional / Contracted Services | 2.9 | 3.0 | 3.7 | (0.1) | (1.9\%) | (0.8) | (22.5\%) |
| Operator / Event Expenses | 0.2 | 0.1 | 0.3 | 0.1 | 75.1\% | (0.1) | (36.5\%) |
| Admin / Trade Dvlp / Other | 1.3 | 2.1 | 2.8 | (0.7) | (36.0\%) | (1.5) | (53.3\%) |
| Depreciation | 4.5 | 4.5 | 5.2 | (0.0) | (0.4\%) | (0.7) | (14.2\%) |
| Total Operating Expenses | \$17.8 | \$18.8 | \$23.4 | (\$1.0) | (5.4\%) | (\$5.5) | (23.8\%) |
| Net Operating Income (Loss) | \$19.9 | \$17.4 | \$11.5 | \$2.4 | 14.0\% | \$8.4 | 73.2\% |
| Interest Income | 0.3 | 0.2 | 0.5 | 0.1 | 66.0\% | (0.2) | (39.2\%) |
| Other Revenue | 1.3 | 0.1 | 0.0 | 1.2 | nm | 1.3 | nm |
| Gain (Loss) on Disposals | - | - | - | - | nm | - | nm |
| Interest / Bond Expense | (3.2) | (3.2) | (3.2) | (0.0) | 0.0\% | 0.0 | (0.2\%) |
| Other Expense | - | - | (0.0) | - | nm | 0.0 | nm |
| Hillcrest Revenues / (Expenses) | (0.3) | (0.0) | 0.3 | (0.3) | nm | (0.6) | nm |
| Other Revenue / (Expenses) | (\$1.9) | (\$2.9) | (\$2.4) | \$1.0 | (34.2\%) | \$0.4 | (18.9\%) |
| Net Income (Loss) | \$17.9 | \$14.5 | \$9.1 | \$3.4 | 23.7\% | \$8.8 | 97.1\% |

## STATEMENT OF REVENUE AND EXPENSE DETAIL- YTD

|  | 6/30 Year-to-Date |  |  | Variance |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2021 |  | 2020 | vs Budget |  | vs Prior Year |  |
|  | Actual | Budget | Actual | \$ Change | \% Variance | \$ Change | \% Variance |
| Summary: Statement of Revenues \& Expenses (\$ in millions) |  |  |  |  |  |  |  |
| Wharfage | \$39.5 | \$35.6 | \$37.7 | \$4.0 | 11.1\% | \$1.9 | 5.0\% |
| Dockage | 9.2 | 8.9 | 8.6 | 0.3 | 3.7\% | 0.6 | 7.6\% |
| Security | 6.7 | 6.2 | 6.4 | 0.5 | 8.5\% | 0.4 | 5.9\% |
| Other Shipping Services* | 5.1 | 5.2 | 6.0 | (0.1) | (1.0\%) | (0.9) | (14.7\%) |
| Dredging | 2.5 | 2.9 | 2.5 | (0.4) | 100.0\% | 0.0 | 100.0\% |
| Building and Land Rental | 10.8 | 10.9 | 9.1 | (0.1) | (0.9\%) | 1.6 | 17.9\% |
| Total Operating Revenues | \$73.9 | \$69.6 | \$70.2 | \$4.3 | 6.1\% | \$3.6 | 5.2\% |
| Employee Services | 13.2 | 14.8 | 13.9 | (1.6) | (10.6\%) | (0.7) | (4.7\%) |
| Maintenance | 3.1 | 8.0 | 4.6 | (5.0) | (62.0\%) | (1.5) | (33.4\%) |
| Utilities / Telephone | 0.6 | 0.7 | 0.6 | (0.2) | (23.3\%) | (0.1) | (11.6\%) |
| Insurance | 1.3 | 1.4 | 1.1 | (0.1) | (9.4\%) | 0.2 | 21.2\% |
| Professional / Contracted Services | 5.8 | 7.5 | 7.8 | (1.6) | (21.7\%) | (2.0) | (25.1\%) |
| Operator / Event Expenses | 0.3 | 0.5 | 0.5 | (0.3) | (50.1\%) | (0.2) | (49.2\%) |
| Admin / Trade Dvlp / Other | 3.4 | 4.4 | 4.0 | (1.0) | (23.0\%) | (0.7) | (16.4\%) |
| Depreciation | 9.0 | 10.5 | 7.4 | (1.5) | (14.0\%) | 1.6 | 21.7\% |
| Total Operating Expenses | \$36.6 | \$47.8 | \$39.9 | (\$11.2) | (23.5\%) | (\$3.3) | (8.3\%) |
| Net Operating Income (Loss) | \$37.3 | \$21.8 | \$30.3 | \$15.5 | 71.1\% | \$6.9 | 22.9\% |
| Interest Income | 0.5 | 1.0 | 2.4 | (0.5) | (51.3\%) | (1.9) | (79.9\%) |
| Other Revenue | 1.4 | 0.0 | 0.4 | 1.4 | nm | 0.9 | 205.9\% |
| Gain (Loss) on Disposals | - | - | - | - | nm | - | nm |
| Interest / Bond Expense | (6.3) | (6.3) | (6.4) | 0.0 | (0.2\%) | 0.1 | (1.7\%) |
| Other Expense | - | (0.0) | (0.0) | 0.0 | nm | 0.0 | nm |
| Hillcrest Revenues / (Expenses) | (0.3) | 0.6 | 2.3 | (1.0) | (153.5\%) | (2.6) | nm |
| Other Revenue / (Expenses) | (\$4.8) | (\$4.7) | (\$1.3) | (\$0.1) | 2.2\% | (\$3.5) | 279.4\% |
| Net Income (Loss) | \$32.4 | \$17.1 | \$29.1 | \$15.4 | 90.1\% | \$3.4 | 11.7\% |

[^0]
## TONNAGE, SHIP \& BARGE, AND RAILCAR DETAIL

| Millions of Tons | 2Q 2021 | 2Q 2020 | Variance vs. Prior Quarter |  | YTD 2021 <br> Actual | YTD 2020 <br> Actual | Variance vs. Prior YTD Period |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actual | Actual | Tons | \% |  |  | Tons | \% |
| Tonnage |  |  |  |  |  |  |  |  |
| Petroleum | 14.3 | 11.1 | 3.1 | 28.0\% | 26.2 | 24.7 | 1.5 | 5.9\% |
| Crude Oil | 25.0 | 20.8 | 4.2 | 20.0\% | 46.7 | 44.8 | 1.9 | 4.2\% |
| Dry Bulk | 1.7 | 2.0 | (0.3) | (15.0\%) | 3.4 | 4.1 | (0.7) | (17.8\%) |
| Bulk Grain | 1.1 | 1.2 | (0.1) | (7.8\%) | 2.6 | 1.7 | 0.8 | 48.7\% |
| Chemical | 0.7 | 0.6 | 0.1 | 22.9\% | 1.2 | 1.1 | 0.1 | 6.7\% |
| Liquid Bulk | 0.1 | 0.1 | 0.0 | 15.7\% | 0.1 | 0.2 | (0.0) | (18.3\%) |
| Break Bulk | 0.2 | 0.1 | 0.1 | 124.0\% | 0.3 | 0.2 | 0.1 | 86.2\% |
| Total Tonnage | 43.0 | 35.9 | 7.1 | 19.9\% | 80.5 | 76.8 | 3.6 | 4.7\% |


| Ship and Barge Movements |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ships | 570 | 505 | 65 | 12.9\% | 1,092 | 1,066 | 26 | 2.4\% |
| Barges | 1,139 | 1,127 | 12 | 1.1\% | 2,305 | 2,417 | (112) | (4.6\%) |
| Total Ships and Barges | 1,709 | 1,632 | 77 | 4.7\% | 3,397 | 3,483 | (86) | (2.5\%) |


| Railcars | 9,812 | 9,874 | $(62)$ | $(0.6 \%)$ | 24,322 | 13,613 | 10,709 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Inbound | 3,215 | 2,326 | 889 | $38.2 \%$ | 5,679 | 7,510 | $(1,831)$ |
| Outbound | $\mathbf{1 3 , 0 2 7}$ | $\mathbf{1 2 , 2 0 0}$ | $\mathbf{8 2 7}$ | $\mathbf{6 . 8 \%}$ | $\mathbf{3 0 , 0 0 1}$ | $\mathbf{2 1 , 1 2 3}$ | $\mathbf{8 , 8 7 8}$ |
| Total Railcars |  |  |  |  |  | $(24.4 \%)$ |  |

## THANK YOU


[^0]:    Q1 2020 GCGV cap recov ery has been removed for presentation

