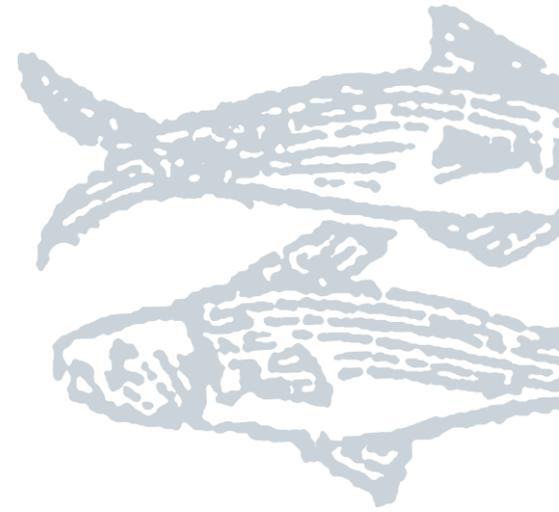


Economic Impacts

Working Waterfronts Economic Drivers



Tom Murray
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How important is a piece of working of working waterfront?

- Economic Impact Modeling is one way to measure.
- Input Output modeling is one approach impact evaluation.
- I/O yields understandable measures for local leaders and decision-makers often involved in evaluating land use and retention.



At the same time as I/O of selected
WWF sites

3 local PDCs look for specific
policy (legal and or fiscal) tools to
address immediate impediments to
working waterfront retention.



Five Examples being Completed

- Case studies include:
 - A commercial Seafood Dock
 - An entire County
 - A small Tidal Creek regional water access
 - A small shipyard
 - A mixed use waterfront restaurant/oyster house/recreational and commercial dockage.

Commercial Fishing is the first use that comes to mind when talking about Working Waterfronts.



02.08.2011



Example : Commercial Fishing Facility Hampton, Virginia

- study quantifies how much a working waterfront, in this case a seafood unloading/processing facility, contribute to the local and regional economies.
- Much of the seafood offloading, grading, packing, and processing in Hampton occurs at L.D. Amory & Company, Inc.
- Amory provided confidential P&L statements for facility and vessels



Looking at it the other way Amory *relied* on the 37 offshore vessels and 25 bay boats to which he provides access

- These economic activities initiate spending and *re-spending* of dollars, creating & multiplying incomes and jobs throughout associated industries and markets.
- This process begins *only* with the off-loading of fresh whole fishery and seafood products at the processing/packing facility following a trip by a commercial seafood vessel.



Working Waterfront Fosters Local Value Added

- Prior to being sold into the next market level, the facility adds value to the offloaded seafood by cutting, sorting by size, boxing/icing and consolidating deliveries for shipment nationwide.
- In doing so, a “value-added” margin is created at each step as expenditures are incurred (labor, storage, refrigeration, packing materials, etc.) when the seafood is processed and packed for shipment.

Working Waterfront Fosters Regional and State – wide Value Added

- The resulting wholesale price includes the original dockside price plus the margin and a profit markup.
- Amory ships the seafood products out of the local area for further processing or sells to distributors, food service buyers, grocery markets, or retail customers within Hampton and neighboring regions.
- When sold to either buyers outside of Hampton or non-residents visiting in Hampton, the transactions bring “new” revenue into the local economy.

Starting with unloading vessels in 2014

- Economic Impact of L.D. Amory 2014

Total Impacts	Using Model Default (IMPLAN Sector 17)	Using fishing vessel P&L
Labor <i>Income</i> Impacts	\$3.8	\$5.0
Indirect Business <i>Tax</i> Impacts	\$0.5	\$0.6
Total <i>Value</i> Added Impacts	\$5.3	\$7.1
Output Impacts	\$15.6	\$17.3
Employment Impacts	283	296

Recently completed County Assessment

Economic Activity Associated with Commercial Fisheries and Shellfish Aquaculture in Northampton County, Virginia

October 2014

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Virginia Sea Grant-Affiliated Extension



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VIRGINIA INSTITUTE OF MARINE SCIENCE
MARINE ADVISORY SERVICES



Virginia Coastal Zone
MANAGEMENT PROGRAM

Sea Grant
Virginia

Northampton County Virginia

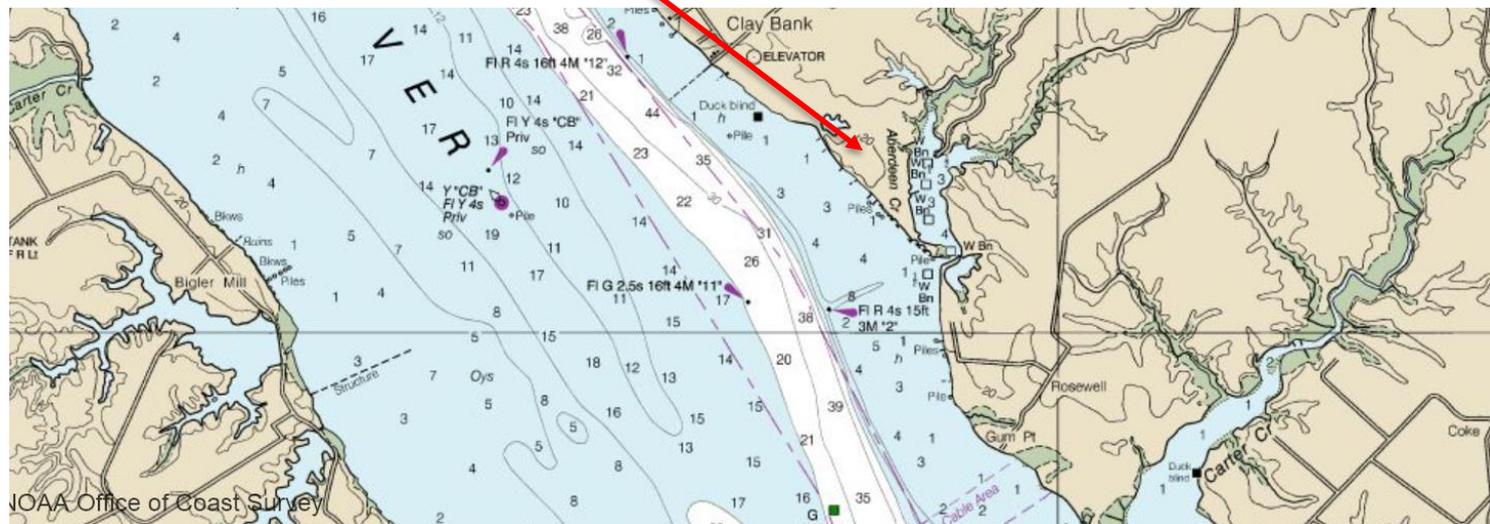
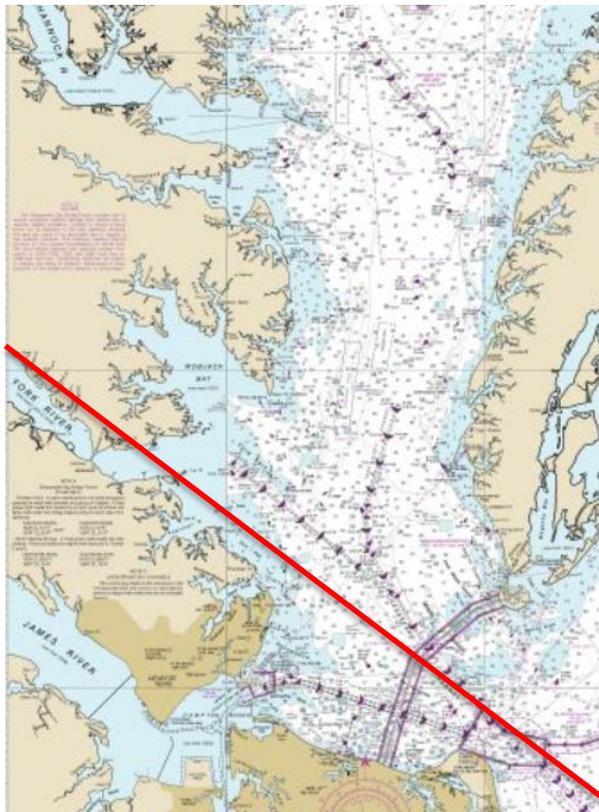


2013 Total Economic Impact of Shellfish Aquaculture and Commercial Fishing in Northampton County, VA

	Aquaculture	Commercial Fishing	Total
Output (\$ millions)	\$90.8	\$6.6	\$97.4
Employment (fte)	817	170	987
Income (\$ millions)	\$25.6	\$1.5	\$27.1

Aberdeen Creek Harbor

Aberdeen Creek provides seasonally critical access for landing, docking, and mooring in close proximity to the public and private oyster grounds and public crabbing grounds on the upper York River.



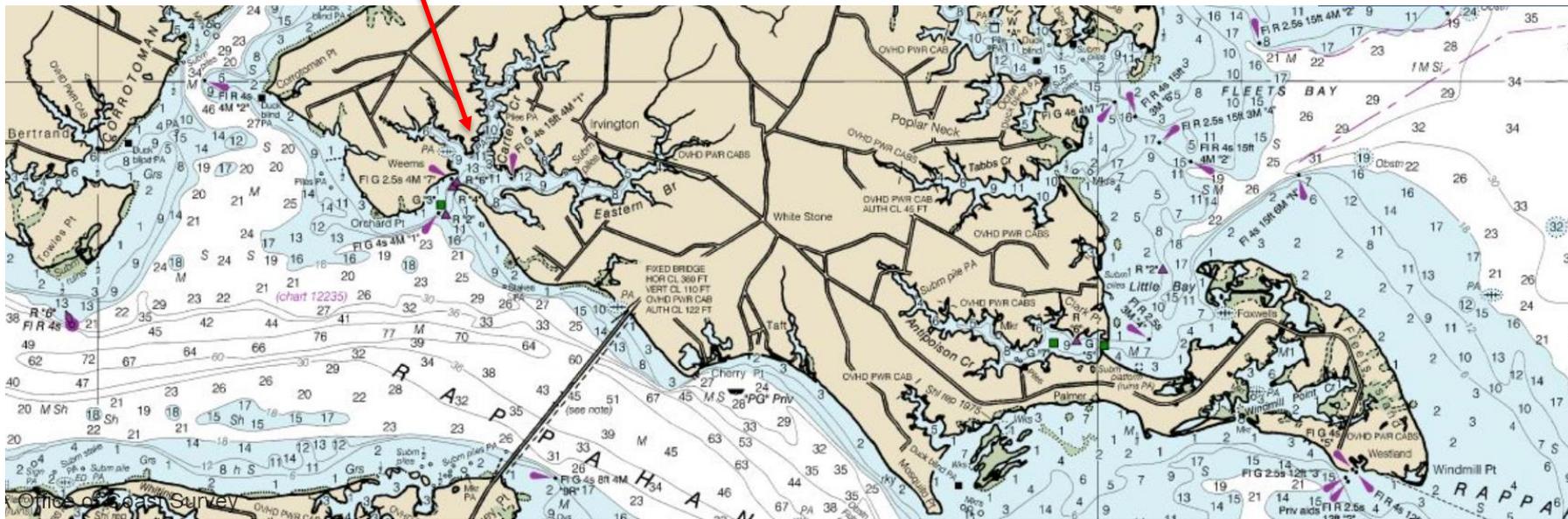
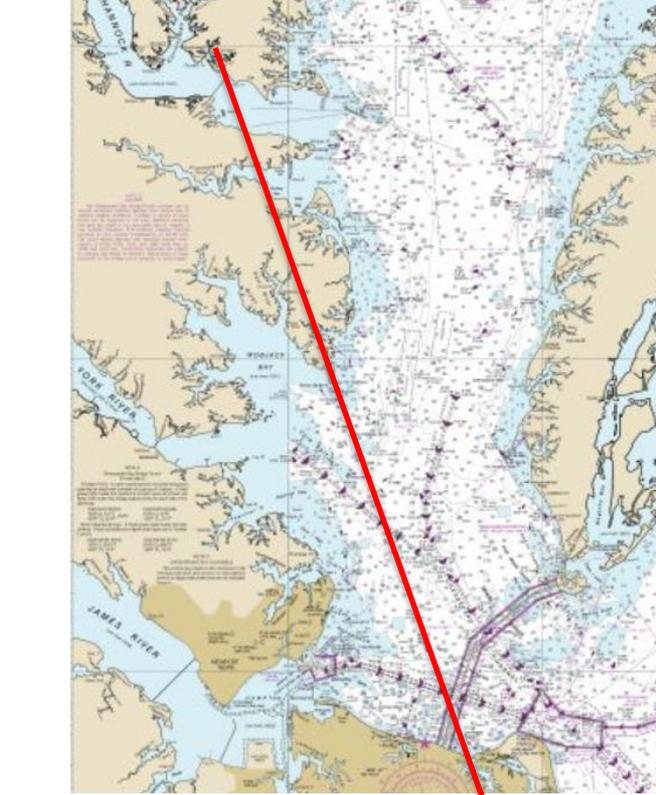
With commercial watermen depending on sites such as those found on Aberdeen Creek, there was a particular urgency for a master plan to assess the needs of the commercial seafood industry, harbor management, current and future infrastructure improvements for Aberdeen Creek



Outcomes

1. Amend the zoning ordinance to create a commercial waterfront district
2. Establish a by-right use of each site so that they are clearly acknowledged in the County's records.
3. Establish public landing and designate the commercial and recreational use as permitted uses

Ampro Marine Railway, Weems Virginia





Has been building small ships since the early 1900's

Capable of hauling vessels 200' and 600 tons

At the peak of productivity employed 125 workers

More recently had been hauling scallopers and Menhaden vessels....
Until the rail bed gave way

They now perform repairs to vessels while afloat at the dock

While they remain viable, their potential is greatly diminished.



For example, return to a workforce of 125 shipyard workers once again would significantly impact Lancaster County, as reflected in the table below. (IMPLAN)

Impact of 125 small shipyard employees		
Impact Type	Direct Impact	Total Impact
Labor Income	\$13,600,000	\$19,300,000
Business Taxes	\$400,000	\$1,300,000
Value Added	\$15,600,000	\$25,400,000
Output	\$40,600,000	\$57,400,000
Employment (FTE)	125	265



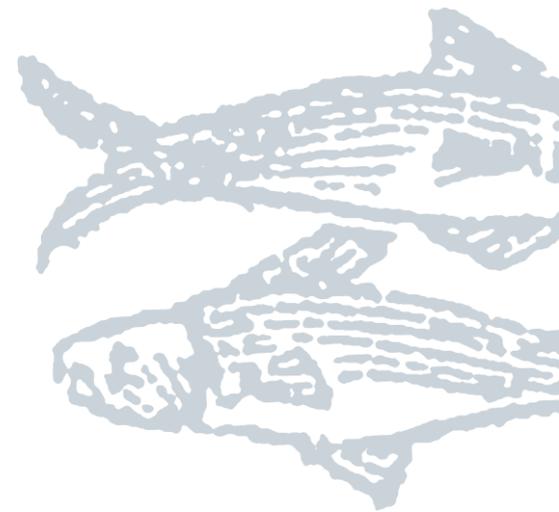
Merroir is a play on the word *terroir*, which of course, is used to describe how the land on which grapes are grown influences the characteristics of the wine made from those grapes.



From their Merrior “Tasting Room” they have expanded to the Rappahannock Oyster Bar within the Union Market in Washington and Rappahannock Restaurant in downtown Richmond.

More recently they have made application for a boating infrastructure grant in order to allow more visitors to come by boat to their docks in Topping.

Without Working Waterfront Economic Drivers More than a culture will be lost!



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