

Economic Significance of Recreational Boating: The Delaware At-large Congressional District

Number of Registered Boats in the District	
Powerboats	33,906
Personal watercraft	3,473
Sailboats	2,027
Total number of registered boats in the District	39,406
Number of households owning registered boats in the District	121/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	53
Number of persons employed	245

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$170 million
Amount spent on boating trips	\$100 million
Estimated number of total days spent boating:	936 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$192 million
Direct jobs	2,119
Labor income	\$66 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$500 million
Jobs	4,325
Labor income	\$164 million
Value added	\$276 million

The North American Industry Classification System (NAICS) uses a production-oriented conceptual framework and groups establishments into industries based on the activity in which they are primarily engaged. More than 17,000 NAICS codes were examined to identify boating-related manufacturing, retail/wholesale, and service establishments (e.g., marinas). The 71 boating-related codes identified were then aggregated into five boating sectors: boat building, motors and engines manufacturing, accessories and supplies manufacturing, boat/accessories dealers and wholesalers, and boating services. The sales and employment information reported in the tables is based only on the primary NAICS code of the business to eliminate double counting. If an establishment reported more than one boating-related NAICS code, it is included as a business under each sector's NAICS code.

Estimates of the number of boating days and trip spending, including what boaters spent on groceries, lodging, entertainment, and restaurants, came from a 2006 national survey of more than 6,000 boaters that gathered information about more than 13,000 boating trips. Spending profiles were developed for different size and type boats in different regions of the country and they were price-inflated to 2007. Estimates of annual craft spending for different types and sizes of boats were taken from a national survey of more than 12,500 boaters conducted in 2006 and were price-adjusted to 2007 using consumer price indices for each spending category. Annual craft spending included storage (during the boating season), insurance, taxes, replacement outboard motors, trailers, fuel, repairs and marine services, and accessories. Loan payments for the year are included, but purchases of new boats are not. Since the proportion of boats, trailers, motors, and other equipment manufactured in congressional districts and purchased by residents is not known, only the retail and wholesale margins on these purchases are included as local effects. Not all of this boating or boating-related spending necessarily takes place in the District. Owners of registered boats may keep their boats at locations outside the District (e.g., marinas, second homes) and they may trailer their boats to other locations depending on the availability and quality of boating opportunities. However, boaters not residing in the District may travel there to go boating. The amount of boating and spending which occurs in a congressional district is highly dependent on the amount and quality of boating access (e.g., marinas, boat launches) and services (e.g., fuel, repairs).

Direct effects are the changes in sales, income, and jobs in those businesses (e.g., marinas, retailers, hotels, restaurants) or agencies that directly receive craft or trip-related spending. Jobs are not full-time equivalents, but include full-time and part-time jobs. Seasonal positions are adjusted to an annual basis, e.g., two jobs for six months equates to one job on an annual basis. Labor income includes wages and salaries, payroll benefits, and income of sole proprietors. Value added includes labor income as well as profits and rents, sales taxes, and other indirect business taxes. These effects do not necessarily occur in the District. Where these effects occur depends on where boating takes place, which is influenced by the "supply" of boating opportunities.