

Collaborations in Working Waterfront Retention

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Working Waterfront Displacement:

“ A Crisis in Slow Motion ”

- To understand our current situation it's necessary to review the past.
- Let's go back just 30 years or so and see some of the reasons we are where we are.
- 1976 Fishery Conservation & Management Act.

Many factors bid up input prices and invited investment in fishing vessels/facilities

- Couple of examples:
- Farm Credit Act of 1971 enabled new commercial vessels to be financed for 15 years
- 10% Investment tax credits under Carter Administration
- NMFS Title XI Loan Guarantees extended to 87 ½% of new vessel purchase

Demand for new vessels grew

- With record earnings in 1979 and greater financial leverage arising from above factors
- The value of new vessels actually rose over a 1-2 year period.
- Orders for new hulls were backed up at leading yards such as Desco Marine.

To summarize one major fishery

- For 2 ½ % down you could get into what looked like an attractive tax shelter.
- Don't forget inflationary prices for seafood products lead to unsustainable profitability
- FCMA didn't just move foreign boats out
- FCMA was reciprocated by many nations
- For example it was estimated that over 500 shrimp trawlers returned to G.O.M as they were excluded from Mexican and central American fisheries.





1976

Key West Harbor

2009





1993

Stock Island Key-Tex & Morgan side

2003



Shem Creek South Carolina 1981



Shem Creek South Carolina 2009



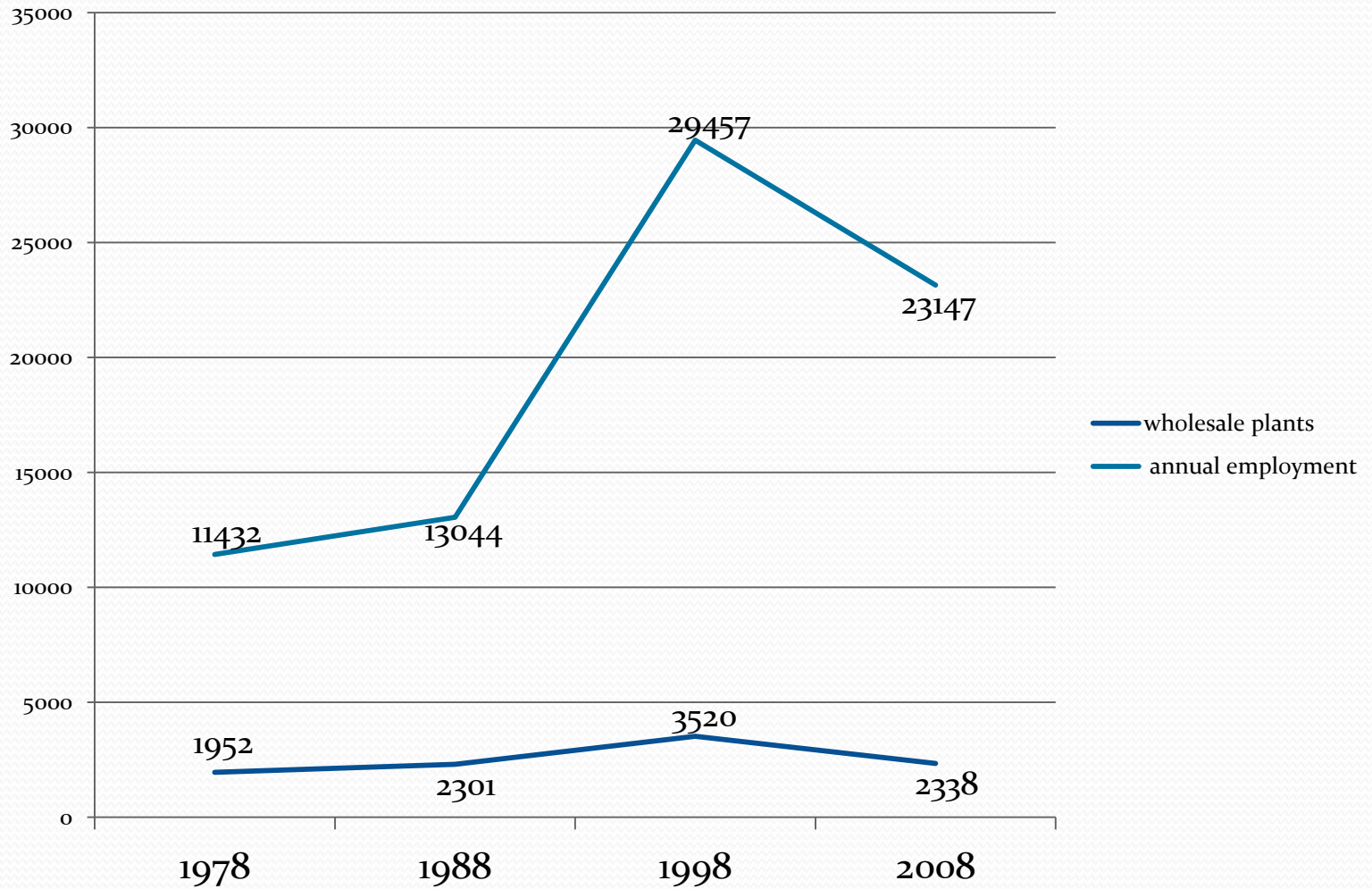
Remember!

- In use working waterfronts are like boats; only worth what they can catch/earn.
- Little question that there was too much investment both in facilities and vessels.
- Earnings also impacted by public management:
 - 1) reduced quotas,
 - 2) gear restrictions,
 - 3) area closures (including marine reserves), and
 - 4) daily and seasonal closures.
- To name a few

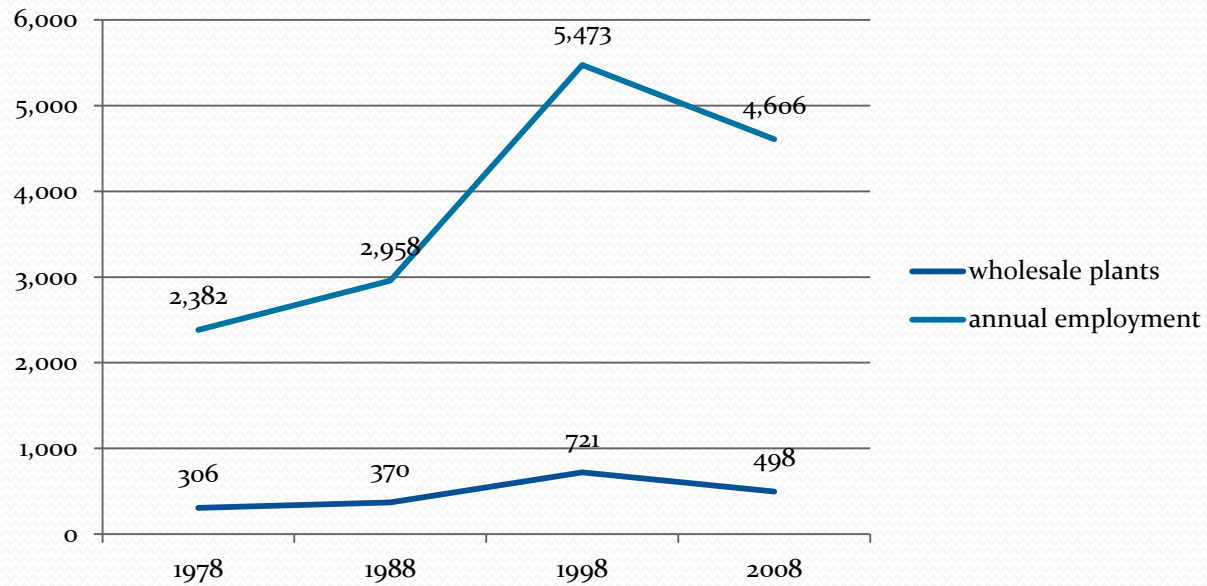
So here the industry is:

- Local harbors struggling to maintain infrastructure required to support remaining fishing operations.
- Harbor administrators question future need /justification for fishing-related facilities and services given the reduction in commercial fishing activity and the general perception that fishery resources are in poor condition and will not support commercial fishing much longer.
- Debates exacerbated by the increased demand for high-value coastal real estate, often for uses that are not ocean dependent (i.e., residential and tourism related development).

Domestic Wholesale Seafood Plants and Employment



Mid-Atlantic Seafood Wholesale Plants and Employment





Working Waterfronts

Disappearance is now a
national concern
extensive local activity
partnerships between
programs
national dialogue and strategy
Where will access be when
stocks recover and industry
grows?



Figure 1. Number of Single Oysters Planted by Virginia Aquaculturists

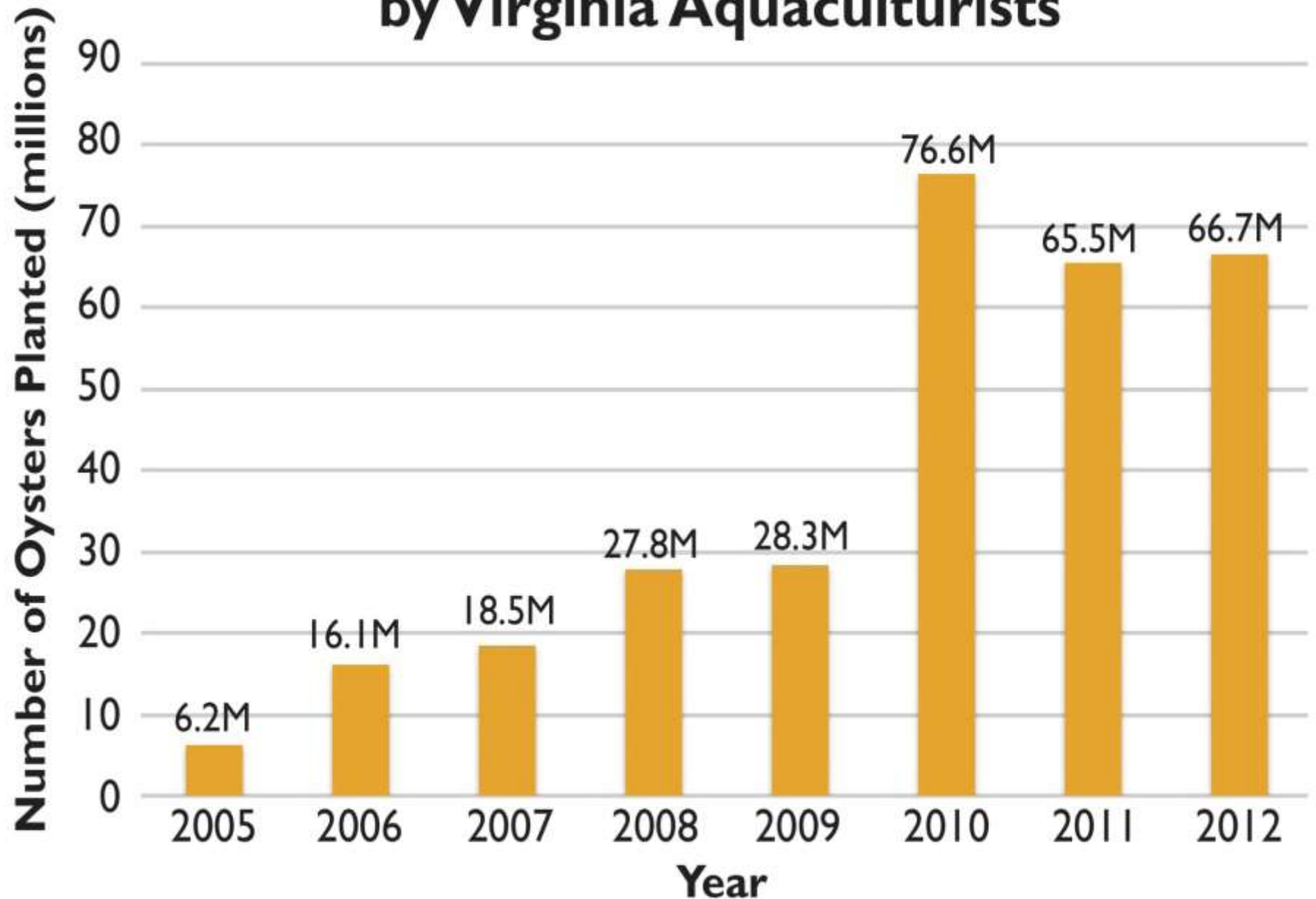


Figure 2. Number of Aquacultured Market Oysters Sold by Virginia Growers

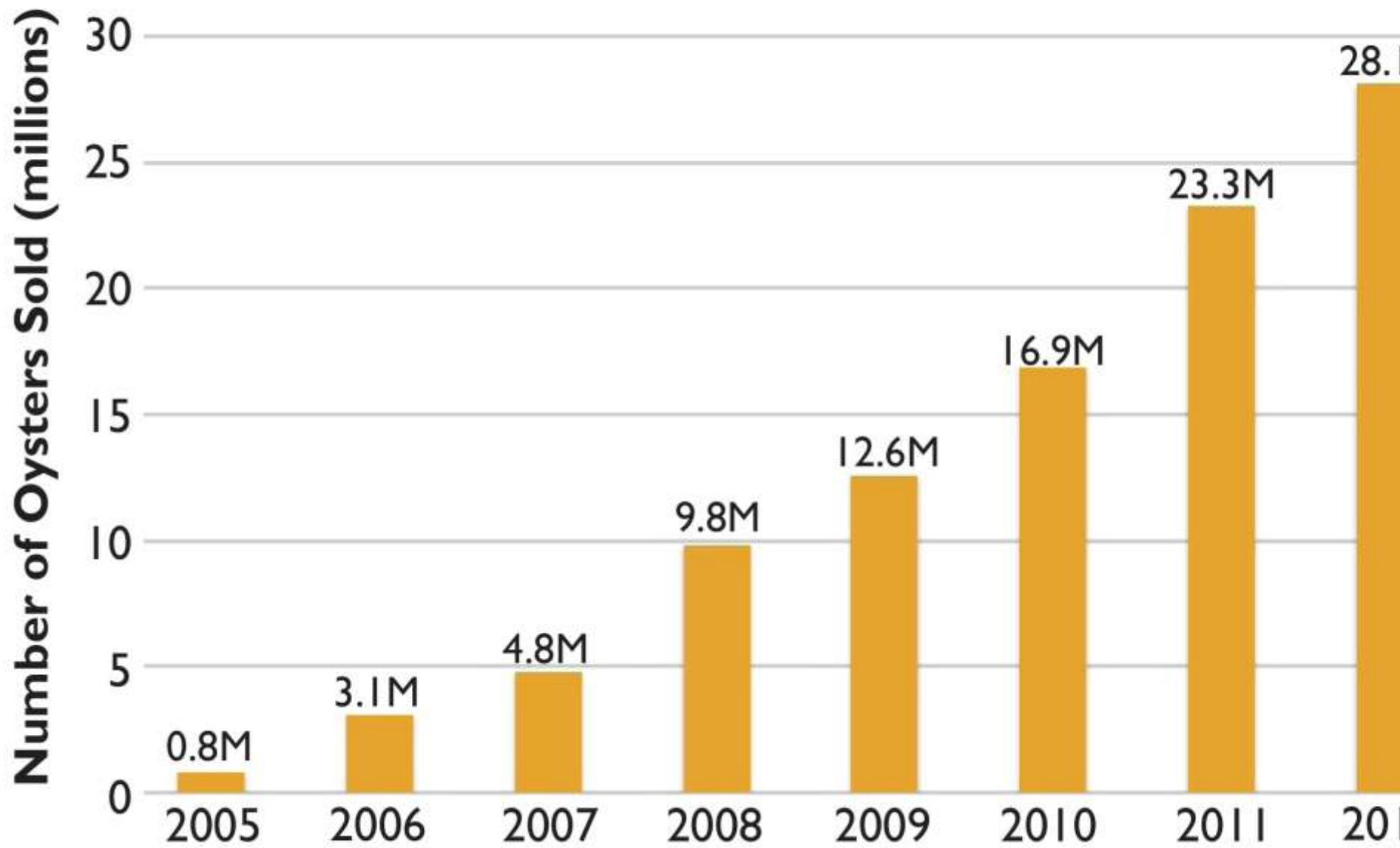
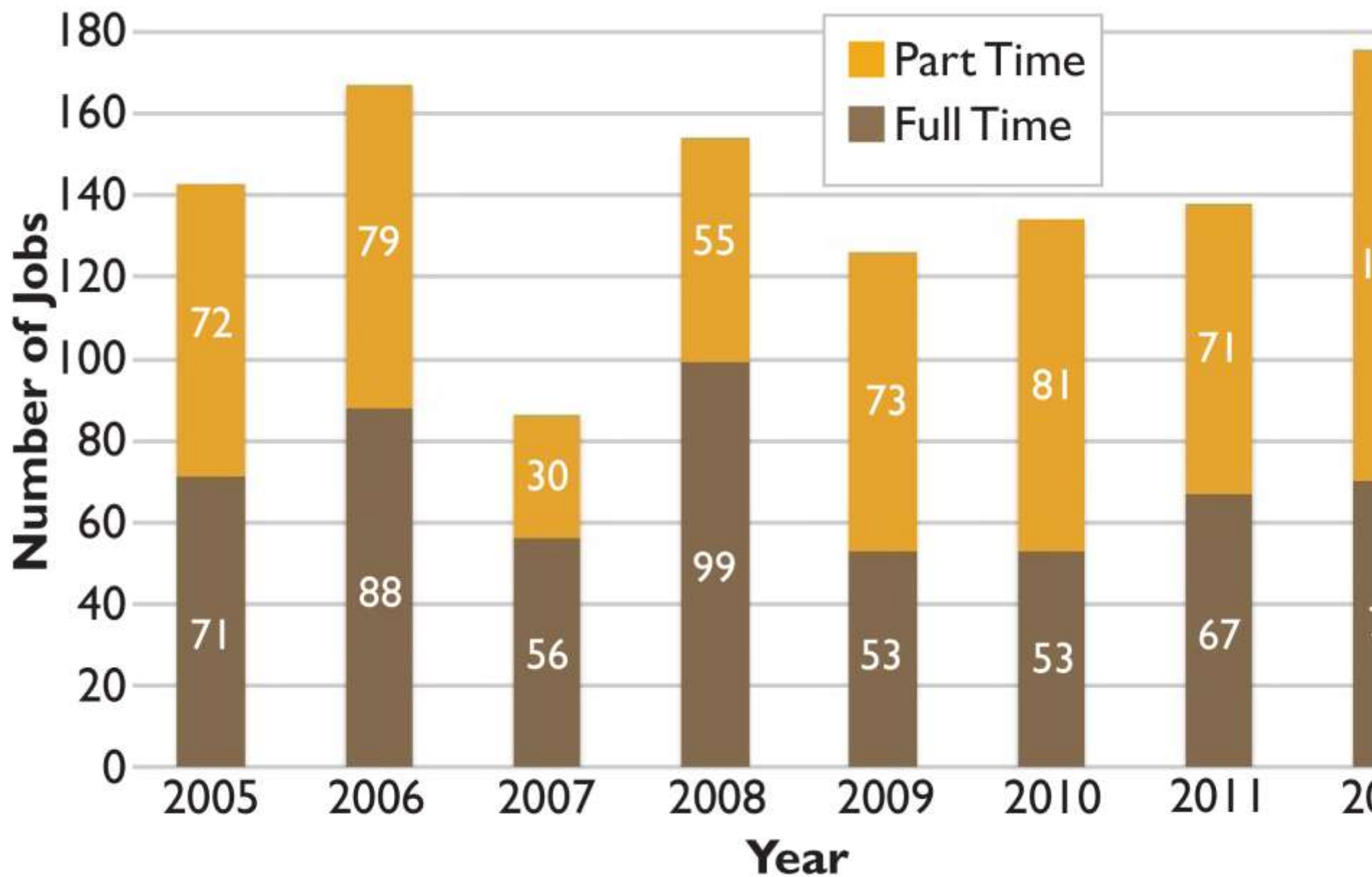


Figure 5. Virginia Oyster Farm Employment



Welcome to



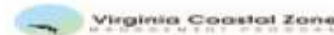
Water Access **2007**

**A National Symposium on
Working Waterways & Waterfronts**

**May 9 - 11, 2007
Norfolk, Virginia**



National Coalition with Sea Grant



“Working Waterfront Preservation Act of 2005.” Senate Bill 1723

- Senator Susan Collins (ME) introduced 1st such bill was referred to the Senate Committee on Finance.

Bill Would Have Amended the Magnuson-Stevens Fishery Conservation and Management Act

- Establish a fund for the acquisition of waterfront property by state and local governments, nonprofit organizations, and fishing cooperatives to provide access for **commercial fishing and aquaculture** industries. It would have appropriated \$50 million in 2005 and 2007 to fund eligible projects.



Jo Ann Davis (Va.) Companion House Bill H. R. 2565 in 2007

.....
(Original Signature of Member)

110TH CONGRESS
1ST SESSION

H. R. _____

To amend the Magnuson-Stevens Fishery Conservation and Management Act to establish a grant program to ensure waterfront access for commercial fishermen, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mrs. JO ANN DAVIS of Virginia introduced the following bill; which was referred to the Committee on _____

A BILL

To amend the Magnuson-Stevens Fishery Conservation and Management Act to establish a grant program to ensure waterfront access for commercial fishermen, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Working Waterfront
5 Preservation Act of 2007”.



Broadened to HR 3223-Allen & Capps

Keep Our Waterfronts Working!

Cosponsor H.R. 3223, the Keep Our Waterfronts Working Act of 2007



Broader Definition and Different Procedure

“SEC. 320. WORKING WATERFRONT GRANT PROGRAM.

“(a) FINDINGS AND PURPOSE.—

“(1) The Congress finds the following:


“(A) Water-dependent commercial activities are the economic and cultural heart of many coastal communities. These activities include commercial fishing, recreational fishing, tourism, aquaculture, boat-building, transportation, and many other water-dependent businesses.

“(B) Water-dependent commercial activities depend on coastal access in the form of docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling, repair, and construction facilities, commercial fishing facilities, and other support structures on, over, or adjacent to navigable bodies of water.



Working Waterfronts

Most Recently H.R. 2548

- Keep America's Waterfronts Working Act of 2009 (Pingree of Maine) building on Allen-Capps
 - To amend the CZMA of 1972 to require establishment of a Working Waterfront Grant Program, and other purposes.
- 

All of the Bills Had a Common Component

To participate in the federal program states had to
develop a WWF plan.

This Is Where we are in the Chesapeake Bay Region

- In partnership with coastal programs and sea grant extension consistent geo-spatial and land use information is being collected to support a long term plan for Water Access and Working Waterfronts retention and development.



Taking Stock of Working Waterfronts

Virginia's coastal inventory is helping communities plan for the future of water access.

Chad Ballard, owner of Cherrystone Aquafarms, can tell you where his company has been. He knows the ins and outs of its more than 100-year history on the Eastern Shore. But ask him where his business is going, and the answer isn't quite as certain.

A few years ago, Ballard hoped to plant an additional 20 million clams by expanding his shellfish aquaculture operations along the seaside of the Eastern Shore, but he lost docking privileges at the nearest boat ramp when the Wise Point National Wildlife Refuge decided to phase out docking for commercial vessels.

"It's their land; I understand that. But it's put a damper on our ability to grow,"

By Janet Krenn

Ballard says. To have the growth he had planned without docking access at Wise Point, Ballard says he'd need to invest in diesel trucks and trailers to transport heavy boats and equipment from his byside facility to the seaside. That would take an initial investment of around \$200,000 with about another \$30,000 annually to operate and maintain vehicles.

These challenges are not unique to Cherrystone Aquafarms or the clam farming industry. Access to the water is shrinking as historic access points become restricted, fall apart, or are sold. But before Virginia's localities can start prioritizing and preserving working waterfronts, they need to know where these sites are. To conduct such an inventory, Tom Murray, the Virginia Sea Grant (VASG) Marine Extension Program Leader, teamed up with the Virginia Coastal Zone Management Program (VA CZM). When complete, the inventory will be a tool to promote economic sustainability in Virginia's coastal communities.

A working waterfront is any waterfront property or facility that enables waterfront businesses to operate. Murray, who is also an economist at

Virginia Institute of Marine Science, has been at the center of the working waterfronts movement for more than five years. In Virginia, he is credited with bringing together commercial and recreational users, who would normally compete with one another for space, to work together to preserve access for both interests. Today, working waterways and waterfronts is a national movement that has sparked collaboration between states and national legislation to preserve coastal business.

The working waterfronts inventory includes digital maps, photographs, and information about services, such as dockage and sewage, in waterfront facilities in Hampton Roads, the

Northern Neck, the Middle Peninsula, and the Eastern Shore.

Murray says that despite a trend toward decreasing access, preliminary results suggest some redundancy among access sites. The discovery that multiple sites fill the same niche will enable localities to start making strategic decisions. Localities can use the inventory to prioritize investments for improvements that provide the most benefit to businesses. Investments might range from dredging and other waterway maintenance to bringing electricity or sewer service to a site.

Prioritizing public access points is especially important as private access decreases. For example, Doug Meredith of the Gloucester County Economic Development Department notes that within the past five years, two local seafood processors closed their doors when the owners passed away or retired. The loss of those waterfront facilities could have serious consequences for watermen who need access to processors located near their fishing sites.

"If you work in the Upper York, you're not going to [the Lower York River] to off-load. The cost of fuel becomes inefficient for business," says Meredith. Watermen "need short runs to break even. If they can't get those runs, they can't go out." In other words, you need the right access sites in the right places.

Ballard's company also relies on private landowners for access. He says that his crews have approximately 15 access points on private property throughout the Eastern Shore.

"We are working with a lot of great landowners that allow us to use their property to access the water," says Ballard. "However, we are only able to operate on a small scale at those locations because of their residential nature."

These private agreements work for now, but if the land is sold, it will be up to the future owners to decide whether he can do business there.

"To get the kind of access we truly need, you would have to build a good-size ramp with parking and docking," Ballard says.

With the rising demand for coastal property, many aren't optimistic that future private owners will be so willing to cooperate with businesses. According to U.S. census data, Virginia ranks in the top five states for coastal population increase.

The population of coastal counties increased nearly 50% from 1980 to 2003, and more than 180,000 building permits were issued for single-family and multifamily residences in Virginia's coastal counties from 1999 to 2003.

Maintaining working waterfronts is an upstream battle, but for coastal communities in

Virginia, it is the key to maintaining economic diversity and balancing future development with current industry.

"Working watermen are an integral part to this economy and community," says Meredith. "You certainly don't want to kill historic industry in your county to get those developments." ✓



Above: Shellfish tanks at Cherrystone Aquafarms. Previous pages: Sites photographed for Virginia's working waterfronts inventory. Facing page: Three working waterfront sites included in the Maryland inventory.



Old-Fashioned Legwork in VA and MD

In partnership with the Maryland Coastal Zone Program and Maryland Sea Grant, Virginia Sea Grant conducted a working waterfronts inventory for Maryland in parallel with Virginia's inventory.

Project leader Tom Murray enlisted Don McCann of Tranquil Waters Marine Services to document working waterfronts infrastructure in Maryland.

When McCann describes the process, it becomes clear that identifying working waterfronts requires perseverance and persistence—and a car.

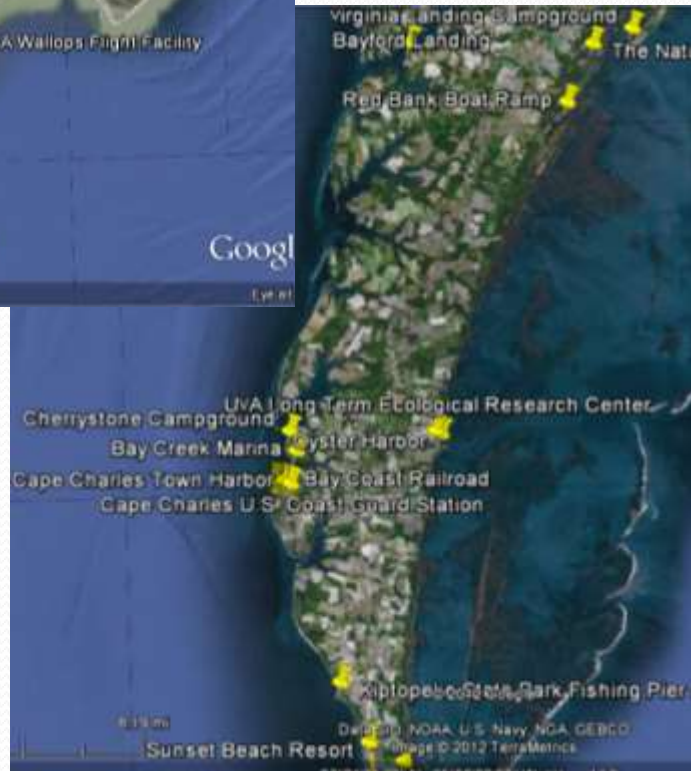
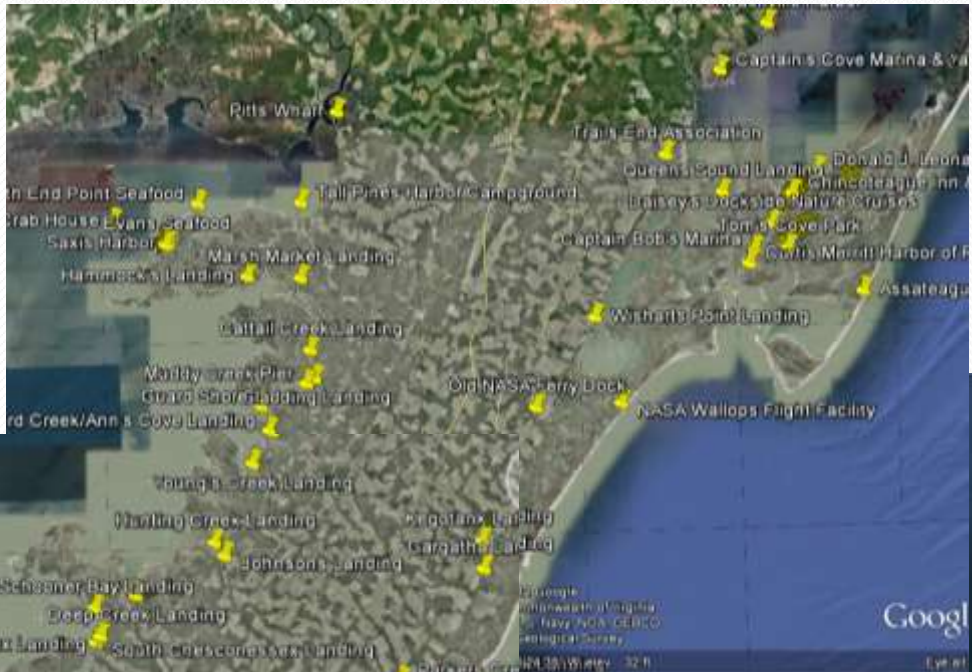
"I visited a boat builder in Denton, and he told me to talk to so-and-so farther down the way. So I go there next. On many occasions you don't find the person you're looking for right away, and you just keep going ahead until you come across someone to help," says McCann. "Those individuals who are deeply involved in the local area, they provided us with many sites that we might have missed."

With a list of sites in hand, McCann visited and documented each one, taking coordinates and photographs as well as inspecting the location for electricity, pump-out, sewer access, water access, dockage, and other services important to working waterfronts.

"It's not rocket science," says McCann, and he's optimistic that old-fashioned legwork will produce useful information to help the state of Maryland decide where to focus its efforts to preserve and improve commercial waterfront access.

Eastern Shore

Working Waterfront Infrastructure Inventory



Regional Definition of Working Waterfronts

In Accomack and Northampton Counties of Virginia, the term 'working waterfront' means real property (including support structures over and adjacent to the water or inland property engaged in significant water-related activities) that provides access to coastal waters or that supports commercial fishing; recreational fishing businesses; aquaculture; ecotourism; national defense; public safety uses; marine research; shipping and rail yards; boatbuilding; support of offshore energy production; or other commercial, recreational, and industrial business.

ID Number: ANA11

Identification: Chincoteague Fisheries



Northeastern view of facility (from Accomack County)
(above)



Overhead view of facility from
Google Earth (right)

Working Waterfronts Infrastructure Inventory

Infrastructure Identification: Chincoteague Fisheries

Infrastructure ID Number: ANA11

Location:

County	Accomack
City	Chincoteague
Body of Water	Chincoteague Channel
Lat/Long	37 56' 07.79"N 75 22' 31.21"W
Route Number	State Road 175

Features:

Water Access (Depth)	6-68
Road Access	Yes
Parking	Yes
Wharf Condition	Fair
Light Vehicles	Yes
Heavy Vehicles	Yes
Freight	Yes

General Services:

Fuel	unknown
Power	unknown
Water	unknown
Pump Out Facilities	unknown
Waste Oil Disposal	unknown
Hauling Capacity	unknown
Winch or Booms	unknown
Repair	No
Supplies	No
Bathroom	Private
General Store	No
Restaurant	No

Commercial Fishing Services:

Buying Station	Yes
Fish Off Loading	Yes
Fish Packing	Yes
Ice or Freezer Holds	Yes
Refrigeration	Yes
Bait	Unknown
Net Repair	Unknown
Gear Loading Allowed	Yes
Gear Storage Allowed	Unknown
Ownership	Private
Legacy Plan?	unknown

Comments:

The private business serves as a hub for seafood wholesale to local watermen. The facility has packing and shipping capabilities including an offloading area comprised of a bulkhead for docking of large workboats.

Back to the “Good ol’ days?”

April 21, 1957



Turtle Crawls, Key West, Florida. Visitors to this beautiful island city may view these Giant Turtles weighing from 150 to 350 pounds each. The crawls are built of concrete posts, properly spaced to prevent the turtles from escaping and to allow fresh sea water to circulate through them. Green Turtle Steak is a delicacy served in most Florida Key Restaurants. Green Turtle Soup is also made from the gelatinous meat found in the back and breast of the turtle.