

Economic Significance of Recreational Boating: The Oklahoma 1st Congressional District

Number of Registered Boats in the District	
Powerboats	29,235
Personal watercraft	6,396
Sailboats	1,229
Total number of registered boats in the District	36,860
Number of households owning registered boats in the District	131/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	37
Number of persons employed	273

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$60 million
Amount spent on boating trips	\$61 million
Estimated number of total days spent boating:	708 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$90 million
Direct jobs	971
Labor income	\$30 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$235 million
Jobs	2,004
Labor income	\$76 million
Value added	\$128 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.

Economic Significance of Recreational Boating: The Oklahoma 2nd Congressional District

Number of Registered Boats in the District	
Powerboats	55,365
Personal watercraft	7,065
Sailboats	761
Total number of registered boats in the District	63,191
Number of households owning registered boats in the District	231/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	106
Number of persons employed	825

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$87 million
Amount spent on boating trips	\$102 million
Estimated number of total days spent boating:	1,248 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$141 million
Direct jobs	1,519
Labor income	\$47 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$369 million
Jobs	3,144
Labor income	\$119 million
Value added	\$201 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.

Economic Significance of Recreational Boating: The Oklahoma 3rd Congressional District

Number of Registered Boats in the District	
Powerboats	35,675
Personal watercraft	6,365
Sailboats	852
Total number of registered boats in the District	42,892
Number of households owning registered boats in the District	161/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	32
Number of persons employed	161

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$56 million
Amount spent on boating trips	\$66 million
Estimated number of total days spent boating:	812 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$90 million
Direct jobs	978
Labor income	\$30 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$238 million
Jobs	2,025
Labor income	\$77 million
Value added	\$129 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.

Economic Significance of Recreational Boating: The Oklahoma 4th Congressional District

Number of Registered Boats in the District	
Powerboats	34,865
Personal watercraft	6,970
Sailboats	799
Total number of registered boats in the District	42,634
Number of households owning registered boats in the District	151/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	43
Number of persons employed	175

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$59 million
Amount spent on boating trips	\$67 million
Estimated number of total days spent boating:	807 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$93 million
Direct jobs	1,009
Labor income	\$31 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$245 million
Jobs	2,088
Labor income	\$79 million
Value added	\$133 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.

Economic Significance of Recreational Boating: The Oklahoma 5th Congressional District

Number of Registered Boats in the District	
Powerboats	22,757
Personal watercraft	5,205
Sailboats	1,058
Total number of registered boats in the District	29,020
Number of households owning registered boats in the District	100/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	27
Number of persons employed	281

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$45 million
Amount spent on boating trips	\$47 million
Estimated number of total days spent boating:	547 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$68 million
Direct jobs	735
Labor income	\$23 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$178 million
Jobs	1,516
Labor income	\$58 million
Value added	\$97 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.