

Observer Program Economic Data Collection Manual

“Why do we collect economic data?” “Because the National Marine Fisheries Services is required to conduct economic analysis.”

ECONOMIC DATA COLLECTION MANUAL

INTRODUCTION

The economic data form is used to collect trip specific economic information associated with the currently observed trip. This information includes trip characteristics and the related variable trip costs. Please ask either the captain or the owner operator for expenditures information and obtain any observable data on your own when possible. Remember to explain to the vessel operator the importance of economic data collection and how collecting economic information is a service to them and to the fisheries as a whole.¹

1. TRIP INFORMATION

TRIP NUMBER: Two letters (e.g. LL for longline) followed by 4 digits assigned by the Operations Coordinator.

DATE OF DEPARTURE: The date the vessel left port. Record two digits representing the day, three letters representing the month, and four digits for the year, in that order (day/month/year).

DATE OF RETURN: The date the vessel returned to port. Same format as DATE OF DEPARTURE.

2. FUEL

PRICE PER GALLON: The price per gallon of fuel the vessel purchased for the observed trip. Record in dollars and cents but DO NOT include tax.

GALLONS USED: The quantity of fuel (in gallons) used to fill up tank for the observed trip.

TOTAL COST OF FUEL: The price per gallon of fuel (P) multiplied by the number of gallons of fuel used (Q). Calculate total cost (TC) in dollars and cents ($P \times Q = TC$).

3. ENGINE OIL

UNIT: Ask, then check mark, which unit of quantity measure for engine oil was purchased for the trip.

PRICE PER UNIT: The price per unit (depends on which UNIT is check marked) of oil the vessel purchased for the observed trip.

¹ See short essay at the end of the instructional manual for a brief explanation about the importance and relevance of economic data collection.

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QUANTITY PER UNIT USED: The quantity per unit **used** (not bought) of oil for the observed trip. Remember, make sure that this quantity is in the UNIT check marked first. Do not just assume that the unit is in gallons! Please make a note if oil was changed during the trip and include those costs as well.

TOTAL COST: The price per gallon of oil multiplied by the number of gallons of oil used. Calculate in dollars and cents.

4. BAIT

TYPE 1: Check the box indicating the primary type of bait used on the observed trip: SQUID, SARDINE, SANMA (SAURY), MACKEREL (SABA), and ANCHOVY. If the bait used for the observed trip is not one of the five types listed, please record the name of the bait in the blank space.

- **PRICE PER BOX:** The price per box of bait type 1 which the vessel purchased for the observed trip.
- **BOXES USED:** The total number of boxes of bait type 1 **used** (not bought) for the observed trip.
- **TOTAL COST:** The price per box of bait type 1 multiplied by the number of boxes of bait type 1 used.

TYPE 2: Check the box indicating the secondary type of bait used if more than one type of bait is used on the observed trip: SQUID, SARDINE, SANMA (SAURY), MACKEREL (SABA), and ANCHOVY. If the bait used for the observed trip is not one of the five types listed, please record the name of the bait in the blank space. Leave box blank for TYPE 2 (bait) blank if only one type of bait was used. Then fill in a ZERO under the TOTAL COST.

5. ICE

ICE MAKER: Check ICE MAKER if ice used on the trip was from an onboard ice maker or NO ICE MAKER if ice was purchased. If ICE MAKER is checked, either fill total cost as **\$0** or indicate the cost amount associated with maintaining their ice maker.

UNIT: The box indicating which unit of ice was used (LBS is pounds).

PRICE PER UNIT: The price per unit of ice purchased for the observed trip.

UNITS USED: The number of units of ice the vessel used (same as purchased) for the observed trip.

TOTAL COST: The price per unit of ice multiplied by the number of units of ice used will give you the total cost of ice.

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6. FISHING GEAR COSTS: The amount spent on purchasing fishing gear to re-supply for the observed trip. Examples of these costs would be items such as hooks, line, floats, raingear, leaders, etc.

7. PROVISIONS COSTS: The amount spent on groceries (food and water) for the observed trip.

8. TRIP COMMUNICATIONS COST: The amount spent on communications for the observed trip. This may include satellite phone calls, email, weather faxes, satellite imagery, sea charts, etc. that was charged based on usage for the observed trip.

9. SWORDFISH CERTIFICATE COST: Please check the correct box.

- Check the **FIRST BOX** if the certificates were given to the owners for free from the National Marine Fisheries Services.
- Check the **SECOND BOX** if the certificates were given for free from other fishermen.
- Check the **THIRD BOX** (the box next to **PURCHASED**) if certificates were purchased from other fishermen.

NO. OF CERTIFICATES PURCHASED: The number of permits purchased AND used for the observed trip.

UNIT COST PER CERTIFICATE: The unit cost per permit.

TOTAL COST OF CERTIFICATE: The total cost spent on swordfish fishing certificates for the observed trip.

10. COST OF LIGHTSTICKS

PRICE PER CASE: The price per case of lightsticks for the observed trip.

CASES USED: The number of cases of lightsticks used for the observed trip.

TOTAL COST: The price multiplied by the cases used of lightsticks will give you the total cost of lightsticks.

11. TOTAL ESTIMATED TRIP COSTS (Ask, don't add): The total estimated amount of variable trip costs for the observed trip. Please ask the captain rather than adding all the above costs.

12. OPERATOR: Check the box indicating whether the vessel is **OWNER OPERATED** or operated by a **HIRED CAPTAIN**.

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- 13. NUMBER OF CREW:** Record the total number of crew (not including captain) in this trip.

- 14. NUMBER OF FOREIGN CREW:** Record the total number of crew (not including captain) without a working visa (i.e. crew from the Philippines, Micronesia, Kiribati, and Christmas Islands)

- 15. STATUS OF ECONOMIC DATA COLLECTION:** Please fill in your observer number and complete the box for PHONE NUMBER OF OWNER/CAPTAIN allowing the NMFS Economist or Fisheries Economics Specialist to personally contact the owner/captain of the vessel to retrieve or validate economic data. Upon trip return the debriefer will ask you to identify the status of economic data collection for the observed trip by either checking the box adjacent to DATA FROM CAPTAIN stating that you have collected as complete of information from the captain as possible or OBSERVED DATA AT SEA stating that the captain did not provide the data but rather information was observed during the trip or IN OFFICE if the economic form was not completed. In the REASON box please state the reason for why the job was incomplete if data was not collected from captain.

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“Why do we collect economic data?”

Reasons for the observer and for the fishermen

Economic data collection is important because data are necessary for detailed economic analyses that are used to describe and document the economic health of the fisheries at all of its levels. The economic data collected are an important component in a suite of information that are necessary to fully understand the industry. All of the collected information are used to monitor and evaluate each fishery in order to develop the most appropriate management actions to ensure the effective uses of and to maintain fisheries sustainability for our future generations.

The role of the National Marine Fisheries Services (NMFS) is to monitor and regulate the biological, economic, and social aspects of the fisheries by using science to create parameters and guidelines to balance resource sustainability with profit maximization. The most effective way NMFS can fulfill its role requires the collection of accurate and complete data in order to present accurate analytical evaluations. The use of any public resource, specifically our ocean resources, is a privilege that can only be safeguarded through cooperation between all relevant stakeholders.

Economists use various types of economic analyses to describe the status quo of the industry and to predict the effects of various management scenarios. Sensitivity analyses (e.g. break-even points) commonly provide economic benchmarks and are used to measure regulatory impacts that occur on the margin, such as the average result of a one day reduction or increase in fishing trips. Regulatory impact analyses (as required by EO 12866) give fisheries managers the ability to assess the cost impact of regulations. Both types of analyses require accessible and relevant cost information to make informed management decisions.

Detailed and continuous economic data collection programs and economic evaluations are significant components of sound management plans. In the long run, the scarcity of economic data leaves fishermen at a disadvantage as fisheries managers cannot accurately represent or consider the economic implications of their management decisions.

Economic reports can be found at the following websites:

- <http://www.soest.hawaii.edu/PFRP/pfrp1.html>
- <http://www.nmfs.hawaii.edu/pubs/fmsdpub.php>

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Appendix

Magnuson-Stevens Act (As amended through October 11, 1996 from 1976)

SEC. 404 FISHERIES RESEARCH⁷ 16 U.S.C. 1881c

IN GENERAL.--The Secretary shall initiate and maintain, in cooperation with the Councils, a comprehensive program of fishery research to carry out and further the purposes, policy, and provisions of this Act. Such program shall be designed to acquire knowledge and information, including statistics, on fishery conservation and management and **on the economics** and social characteristics of the fisheries.

DISCRETIONARY PROVISIONS--Any fishery management plan which is prepared by any Council, or by the Secretary, with respect to any fishery, may

—(6) establish a limited access system for the fishery in order to achieve optimum yield if, in developing such system, the Council and the Secretary take into account—

- (A) present participation in the fishery,
- (B) historical fishing practices in, and dependence on, the fishery,
- (C) the economics of the fishery,**
- (D) the capability of fishing vessels used in the fishery to engage in other fisheries,
- (E) the cultural and social framework relevant to the fishery and any affected fishing communities, and
- (F) any other relevant considerations;

E.O. 12866 (Economic Analysis of Federal Regulations under Executive Order 12866,1996)

REGULATORY IMPACT REVIEW (RIR)

The National Marine Fisheries Service (NMFS) prepares a Regulatory Impact Review (RIR), which includes ***an analysis of the economic effects of the preferred and alternative actions***. One of the purposes of the RIR is to comply with the requirements of E.O. 12866

In accordance with the regulatory philosophy and principles provided in Sections 1(a) and (b) and Section 6(a)(3)(C) of Executive Order 12866, an Economic Analysis (EA) of proposed or existing regulations should inform decision makers of the consequences of alternative actions. In particular, the EA should provide information allowing decision makers to determine that:

- (A) *There is adequate information indicating the need for and consequences of the proposed action;*
- (B) *The potential benefits to society justify the potential costs, recognizing that not all benefits and costs can be described in monetary or even in quantitative terms, unless a statute requires another regulatory approach;*
- (C) *The proposed action will maximize net benefits to society (including potential economic, environmental, public health and safety, and other advantages; distributional impacts; and equity), unless a statute requires another regulatory approach;*
- (D) *Where a statute requires a specific regulatory approach, the proposed action will be the most cost-effective, including reliance on performance objectives to the extent feasible;*
- (E) *Agency decisions are based on the best reasonably obtainable scientific, technical, economic, and other information.*

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NATIONAL ENVIRONMENTAL POLICY ACT (NEPA), 1999

NOAA Administrative order 216-6, “Environmental Review Procedures for Implementing the National Environmental Policy Act”, May 20, 1999:

...Environmental assessments should contain factual information and analysis and include ***economic and technical consideration*** as well as consideration of environmental values;

REGULATORY FLEXIBILITY ACT (RFA), 1996

The Regulatory Flexibility Act requires federal agencies to review regulations for their impact on small businesses and consider less burdensome alternatives. Regulatory Flexibility Act Analysis (RFAA) is necessary to satisfy the requirements of the RFA.

The RFAA should assess the impacts of the proposed/final rule on small entities and describe steps the agency has taken to minimize any significant economic impact on small entities while still achieving regulatory goals. The general intent of the RIR (Regulatory Impacts Analysis) and RFAA analytical and process requirements is to make the decision process open and transparent so that all can understand the what, where, and why of regulatory decision-making and can agree that the required steps of the process were followed. The economic analyses provide decision-makers and the public with the agency's best estimates of the impacts of proposed actions and of their alternatives.

HAWAII OBSERVER PROGRAM LONGLINE TRIP EXPENDITURE FORM page 2 of 2

(Ask information on the way home)

8. TRIP COMMUNICATIONS COST (amount spent for this trip [e.g., satellite phone and/or data calls, email])

\$

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9. COST OF LIGHTSTICKS (for swordfish trips only)

PRICE PER CASE (500 LIGHTSTICKS)

CASES USED

TOTAL STICK COST

\$

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			.
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\$

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10. TOTAL ESTIMATED TRIP COSTS (Ask, Don't Add!)

\$

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11. CAPTAIN OF THIS TRIP (Check one)

Owner Operated

Hired Captain

12. CREW INFORMATION

Number of crew (DO NOT Include captain)

Number of foreign crew

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13. STATUS OF ECONOMIC DATA COLLECTION (For observer / debriefer only)

A. Observer Section

Observer number: _____

Captain or trip operator phone number: (_____) _____

B. Debriefer Section

Check only one box:

Debriefer initials: _____

Data from Captain

Observed data at sea

In office

If no data from Captain, please provide REASON:

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HAWAII CHI PHÍ CHO CHUYẾN ĐÁNH CÁ CÂU DÀI Trang 1 / 2

(Hỏi trên đường về và xin lưu ý không bỏ sót câu hỏi nào)

1. THÔNG TIN VỀ CHUYẾN ĐÁNH CÁ TRIP INFORMATION

TRIP NUMBER NGÀY KHỞI HÀNH NGÀY TRỞ VỀ

L	L									2	0							2	0		
						Ngày		Tháng		Năm		Ngày		Tháng		Năm					

Tên Thuyền:

Loại cá (đánh dấu vào 1 hộp):
 Cá Kiếm Cá Tuna

2. NHIÊN LIỆU (DẦU DIESEL) FUEL

GIÁ 1 GA LÔNG SỐ GA LÔNG ĐÃ DÙNG TỔNG SỐ CHI PHÍ CHO NHIÊN LIỆU

\$ \$

3. DẦU NHỚT ENGINE OIL

ĐƠN VỊ (Đánh dấu vào 1 hộp) GIÁ 1 ĐƠN VỊ SỐ ĐƠN VỊ ĐÃ SỬ DỤNG TỔNG CHI PHÍ

<input type="checkbox"/> 1 Gallon	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	mỗi ga	<input type="text"/>	Ga Lông	\$ <input type="text"/>
<input type="checkbox"/> 5 Gallons (1 bag/bucket)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	mỗi Xô	<input type="text"/>	Xô	<input type="text"/>
<input type="checkbox"/> 55 Gallons (1 drum)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	mỗi Thùng phi	<input type="text"/>	Thùng phi	<input type="text"/>

4. MỒI CÂU BAIT

LOẠI THỨ NHẤT (Đánh dấu vào 1 loại):

<input type="checkbox"/> Mực	<input type="checkbox"/> Mackerel
<input type="checkbox"/> Sardine	<input type="checkbox"/> Anchovy
<input type="checkbox"/> Sanma	<input type="checkbox"/>

LOẠI THỨ NHẤT (Đánh dấu vào 1 loại):

<input type="checkbox"/> Squid	<input type="checkbox"/> Mackerel
<input type="checkbox"/> Sardine	<input type="checkbox"/> Anchovy
<input type="checkbox"/> Sanma	<input type="checkbox"/>

GIÁ MỘT THÙNG SỐ THÙNG ĐÃ DÙNG TỔNG CHI PHÍ

\$ \$

5. NƯỚC ĐÁ ICE (Đánh dấu vào 1 hộp)

ĐƠN VỊ (Đánh dấu vào 1 hộp) CÓ MÁY LÀM ĐÁ KHÔNG CÓ MÁY LÀM ĐÁ

<input type="checkbox"/> Blocks	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Tons	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lbs	<input type="checkbox"/>	<input type="checkbox"/>

GIÁ 1 ĐƠN VỊ SỐ THÙNG ĐÃ DÙNG TỔNG CHI PHÍ

\$ \$

6. CHI PHÍ PHỤ LIỆU ĐÁNH CÁ (Chi phí thay thế neo, dây câu, phao, áo mưa, v.v.) FISHING GEAR COSTS

\$

7. CHI PHÍ ĂN UỐNG, THUỐC LÁ PROVISIONS COSTS

(số tiền bỏ ra để tái tàu cung cấp cho chuyến đi này, ví dụ như, cửa hàng tạp hóa, đóng chai nước, thuốc lá)

\$

KHÔNG QUÊN TO FILL
OUT THE MẶT sau!

HAWAII CHI PHÍ CHO CHUYẾN ĐÁNH CÁ CÂU DÀI Trang 2 / 2

(Hỏi trên đường về và xin lưu ý không bỏ sót câu hỏi nào)

8. CHI PHÍ CHO THÔNG TIN LIÊN LẠC (Điện thoại qua vệ tinh, thư điện tử, v.v....trong chuyến đánh cá) COMMUNICATIONS

\$

9. CHI PHÍ ĐÈN ĐÁNH CÁ LIGHTSTICKS

Câu 9 chỉ hỏi riêng cho tàu đánh CÁ KIẾM

Giá một hộp (500 cây đèn)

Số hộp đã dung

Tổng chi phí

\$

\$

10. TỔNG DỰ TRÙ CHI PHÍ CHO CHUYẾN ĐÁNH CÁ (Hỏi trực tiếp chứ không tự cộng lấy) TOTAL ESTIMATED TRIP COSTS

\$

11. NGƯỜI ĐIỀU KHIỂN CHUYẾN ĐÁNH CÁ NÀY CAPTAIN OF THIS TRIP

Chủ tàu

Thuê thuyền trưởng

12. CREW INFORMATION (Số thủy thủ trên tàu)

TỔNG SỐ THUYỀN VIÊN (Không bao gồm thuyền trưởng) DO NOT INCLUDE CAPTAIN

SỐ THUYỀN VIÊN NGƯỜI NƯỚC NGOÀI

13. TÌNH TRẠNG của KINH TẾ dữ liệu sưu tập STATUS OF ECONOMIC DATA COLLECTION

PHẦN NÀY chỉ CHO người tra hỏi | Observer / Debriefer only:

A. Observer Section

Observer số (number): _____

Viết số điện thoại của người thuyền trưởng, nếu hộp đầu trên nhất không có đánh dấu (Captain's phone _____)

B. Debriefer Section

Debriefer tắt (initials): _____

Check only one box:

Dữ liệu theo người thuyền trưởng
(Data from captain)

(REASON)

Dữ liệu quan sát trên biển
(Observed data at sea)

Trong văn phòng
(In office)

Nếu một trong hai hộp cuối cùng có đánh dấu, xin vui lòng viết lý do dưới đây
(viết trong hộp dưới đây:

HAWAII LONGLINE 읍서버 프로그램 여행을 지출 양식 2 of 2

Ask information on the way home (뒷면을 꼭 기재해 주십시오)

8. 통신비용 TRIP COMMUNICATIONS COST (전화비, 이메일 등)

\$

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9. 야광 스틱 가격 COST OF LIGHTSTICKS (SWORDFISH TRIPS ONLY)

한 케이스당 가격 500 LIGHTSTICKS

사용된 케이스 수

총 야광스틱 비용

\$

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\$

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10. 총 항해비용 (총 합하기전 질문사항이 있을 경우 문의해야함) TOTAL ESTIMATED TRIP COSTS (Ask, Don't Add!)

\$

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11. 항해 운행사 OPERATOR OF THIS TRIP 선장 (Check One)

선주 Owner

채용된 캡틴 Hired Captain

12. CREW INFORMATION

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선장의 모든 선원 수 Number of Crew (DO NOT include Captain)

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외국인 선원 Number of Foreign Crew

13. 경제 데이터 수집 상태 STATUS OF ECONOMIC DATA COLLECTION (For observer / debriefer) 디브리퍼 확인서

A. Observer Section

Observer # _____

(번이 체크되지 않았을 경우, 캡틴의 전화번호를 기재하십시오) Captain or trip operator phone number:

() _____

B. Debriefer Section

캡틴이 작성함
(Data from Captain)

Debriefer initials _____

이나 3번에 체크되었을 경우, 아래박스에 이유를 기재하십시오

항해중 품 작성함
(Observed data at sea)

REASON (if first box not checked)

사무실에서 품작성
(In office)

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