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MFR PAPER 1003

Timely tips on coping with the energy crisis for fishermen troubled by tight fuel supplies.

Fuel Shortages and the Fisherman

JOSEPH PILEGGI

Energy resource shortages are going to plague us for some time. President Nixon, in his Energy Policy Message to Congress on April 18, said, "In the years immediately ahead, we must face up to the possibility of occasional energy shortages and some increase in energy prices."

Since 1965, energy demand in the U.S. has risen substantially—the average annual increase has been 4.8 percent. At this rate, 1984 energy requirements will be almost double what they were in 1970.

Our energy demands have grown so rapidly they now outstrip our available supplies. Along with the soaring demand, domestic production of energy is stagnating. Petroleum products are among the energy resources for which shortages currently prevail. Two of those products of particular interest to the fishing industry are diesel fuel and gasoline. The shortage of these products is affecting many sectors of the economy including fishing vessel operators, agriculture, and service carriers of all types.

The diesel fuel problem is a continuation of the larger, tight supply situation for petroleum products which has been developing for some time, and the extremely tight middle distillate (heating oil and diesel fuel) supply situation of this past winter. Even though the middle distillate inventories are now about the same as last year's level, those attempting to secure diesel fuel in bulk quantities at discount prices either for resale or for direct consumption are experiencing difficulties.

FISHERIES IMPACT VARIES

Not all segments of the fishing industry have felt the effect of the diesel fuel shortage. Up to now,[1] it has been principally concentrated in the South Atlantic and Gulf areas where fishing vessel operators have reported that diesel fuel is being allocated by the suppliers, in many instances, in amounts equal to the amount purchased the previous year. In some cases, the amount allocated has been less than the amount purchased during the previous year with some reporting that the cut has been as much as 30 percent. But with the advent of spring, the supply situation improved. However, there are still reports of spot shortages.

There have been numerous reports from the Gulf and South Atlantic that prices have advanced substantially but this has been the case throughout the nation.

The only other segment of the industry that has been affected by the fuel shortage to date was the tuna fishing fleet fishing in the Eastern Tropical Pacific and going into Latin American ports for refueling. But recent reports indicate that the tuna vessels are not experiencing the same amount of difficulty in obtaining fuel as they did several months ago.

Gasoline is of some importance to certain segments of the fishing industry and this product is also reported in short supply. The gasoline outlook reveals the possibility of localized shortages during the peak use period this summer as a result of low inventory levels. In those areas that are served primarily by independent marketers, it is likely that the tightness of

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[1]This paper reflects the energy problem status as of its writing, July 1973.

the spot gasoline market will be more acutely felt.

SHORTAGES DO NOT WARRANT FEDERAL ENERGY RATIONING

Darrell Trent, Acting Director of the Office of Emergency Preparedness and Chairman of the President's Joint Board on Fuel Supply and Fuel Transport, released on April 27 a survey of fuel and energy problems for spring and summer 1973, prepared by the Joint Board. The report stated: "While gasoline shortages may occur in some areas of the nation, and may require State and local action to overcome problems, the shortages are not expected to be of a severity to warrant rationing by the Federal government."

On May 10, 1973, Deputy Secretary of the Treasury William E. Simon announced a new voluntary petroleum allocation program (Figure 1), which is being administered by the Office of Oil and Gas, U.S. Department of the Interior. But allocation does not solve the shortage—it merely is an effort to see that everyone gets a fair share of the available supply. All of us may have to get by with a little less for a while.

The program for allocation of crude oil and refinery products, is voluntary and backed up (1) by guidelines established by the government, (2) a mechanism for providing continuing scrutiny of compliance with these guidelines, and (3) the threat of imposition of more stringent regulations requiring reallocating crude oil and products should this program fail. General policy direction will be vested in the Oil Policy Committee; day-to-day administration of the program, in the Office of Oil and Gas (OOG). An oil allocation section has been established in OOG to administer the program.

Under the program, each producer, refiner, marketer, jobber, and distributor will agree to make available in each state to each of its customers (including those purchasers in the spot market) the same percentage of its total supply of crude oil and products that it provided during each quarter of a base period (defined as the fourth quarter of 1971 and the first three quarters of 1972).

What Can Fishing Vessel Operators Do?

1. Conserve fuel by:
   A. Frequent tune-ups and cleaning of filters
   B. Keep running time to a minimum
   C. Shutting off engines when not in use
   D. Slowing down for maximum use of fuel.
2. Form buyer cooperatives and build fuel storage facilities.
3. Make contractual arrangements instead of buying on the spot market.
4. Don't come back to port without a full trip.
5. Frequent only known fishing grounds.
6. Fish closer to your home port if possible.
7. Organize a buy-boat system to cut down on returning to port after trip is completed.
8. Spend less time searching for fish by cooperating with other fishermen in locating and reporting concentrations of fish.

For Assistance in Obtaining Diesel Fuel Or Gasoline, Follow This Procedure

(If "1" fails, try "2", etc.)

1. Advise your supplier that *fishing*, farming, and dairy activities and services have been designated as priority categories for fuel supply.
2. Contact your local agricultural County Agent.
3. Register your complaint with the Voluntary Petroleum Allocation Program, Office of Oil and Gas, U.S. Department of the Interior (Winder Building, 1723 F Street, N.W., Washington, D.C.) by telephone (202) 254-8040. For the type data you are required to supply, see Figure 1. Send a letter to the National Marine Fisheries Service supplying the same information.
4. Telephone the National Marine Fisheries Service, NOAA, U.S. Department of Commerce, Washington, D.C. 20235, attention Mr. Joseph Pileggi, Emergency Preparedness Coordinator for Fisheries, at (202) 343-6855.

PRIORITY ALLOCATIONS

Under the program, OOG may assign to each producer, refiner, marketer, jobber, and distributor, allocations for priority customers still unable to obtain needed supplies of crude oil and products, not to exceed 10 percent of any supplier's total sales of crude oil and products during the base period. This assignment by OOG will be based upon demonstrated need. The basic purpose of the assignment is to assure adequate supplies of crude oil and products to priority users who, for some reason, are not well served under the proportional allocation program. It will be particularly important for fulfilling the needs of

Recorded by: (Name) ____________
(Date) ____________

FUEL INCIDENT REPORT

OEP Region ____________
Type Fuel ____________
Priority: Routine ____________
Congressional ____________
Urgent ____________

Name and address of company:
Name ____________
Street ____________
City & State ____________

Name of contact(s): ____________

Phone numbers: ____________

Type business: ____________
Type and number of customers (% kind): ____________
Prime supplier(s): ____________

Person and phone no. to contact: ____________
Contract expiration date: ____________

Allocation: ____________
Normal Requirement per month: ____________
Inventories and date: ____________

Purchases during the base period:
4th Quarter '71 ____________
1st Quarter '72 ____________
2nd Quarter '72 ____________
3rd Quarter '72 ____________

Remarks: ____________

Figure 1.—Type of report form used by the Operations Center of the Voluntary Petroleum Allocation Program, Office of Oil and Gas, when they receive a complaint by telephone. Boat operators should be prepared to supply the information indicated and use the same format in registering a complaint by telephone.

new customers that have entered the marketplace since 1971-72.

In distributing the oil for OOG allocation, priority will be given to supplying the following activities or to independent marketers, jobbers, and refiners who supply the following activities:

1. Farming, dairy, and *fishing* activities and services directly related to the cultivation, production, and preservation of food.

2. Food processing and distribution services.

3. Health, medical, dental, nursing, and supporting services except commercial health and recreational activities.

4. Police, fire fighting, and emergency aid services.

5. Public passenger transportation, including buses, rail, intercity and mass transit systems, but excluding tour and excursion services.

6. Rail, highway, sea, and air freight transportation services, and transportation and warehousing services not elsewhere specified.

7. Other state and local government activities.

8. The fuel needs of residents in states or parts of states not well served by major oil companies and unable to obtain sufficient crude oil or products.

Wholesale and retail marketers of gasoline shall not be deemed priority customers unless they supply a substantial proportion of their product to these priority users.

When convenient, various companies may exchange supply obligations incurred under this program in order to simplify distribution problems.

COMPLAINTS CAN BE MADE

The Office of Oil and Gas will receive complaints from anyone who feels he is not receiving a proper allocation of supplies. If it deems it necessary, OOG may require a public hearing and submission of data, by suppliers, on their 1971 and 1972 exchanges and/or sales of crude oil, unfinished oils, and products. These data will include the names and addresses of customers, the amounts of crude oil and products sold to them, the legal relationship between major oil companies and customers, and whatever other information OOG believes necessary to conduct the hearing. The OOG will then verify the accuracy of complaints against a supplier, and, if justified, impose mandatory allocation on the supplier.

The price at which petroleum products shall be sold to independent marketers, wholesale distributors, and other unaffiliated customers shall not exceed normal refinery rack prices charged by major companies to new contract customers. The price which wholesale distributors may charge independent marketers shall not exceed normal wholesale prices, or normal refinery rack prices plus a normal wholesale markup.

Where independent refiners have previously received domestic crude oil in exchange for import tickets, the independent refiners will be required to surrender license-fee exempt quotas in return for receiving the privilege of purchasing crude oil under the program. Where the independent refiners previously purchased crude oil without surrendering import tickets, no license-fee exempt quotas will have to be surrendered. The price at which crude oil shall be sold to independent refiners shall not exceed posted crude oil prices plus an applicable pipeline transportation charge except, however, where crude oil is sold as required based upon previous exchanges of import tickets for domestic oil, the major companies may charge a price equivalent to the average landed cost of any oil imported to replace the oil sold under the provisions of this program.

Table 1.—Regional contacts in the Voluntary Petroleum Allocation Program for those who would like to make local contacts regarding the fuel shortage.

OEP Region	City	Telephone
1. Philip Bassett	Boston	(617) 223-4271
2. Joseph Mastroianni	New York	(212) 264-8980
3. William Swarm	Philadelphia	(215) 597-9416
4. John Heard	Atlanta	(404) 526-3641
5. Terrace Vangan	Chicago	(312) 353-1500
6. John DeLa Garza	Dallas	(214) 749-1411
7. Paul Ward	Kansas City	(816) 374-5913
8. Harvey McPhail	Denver	(303) 234-3271
9. Ken Mosier	San Francisco	(415) 556-8794
10. John Makey	Seattle	(206) 442-1310
OOG Field Offices		
1. —	Boston	(Call OEP Region 1)
2. —	New York	(212) 264-8980
3. —	Philadelphia	(215) 597-9403
4. Maynard Stephens	New Orleans	(504) 527-6681
5. John Schaberg	Chicago	(312) 353-5119
6. Albert E. Sweeney	Denton, Texas	(817) 387-5811
7. Warren Mankin	Denver	(303) 234-2596
8. —	(Covered by OOG Reg. 7)	
9. Eugene Standley	San Francisco	(415) 556-2833
10. W. Glen Andrea	Houston (Covered by OOG Reg. 9)	8-713-226-5487

Table 2.—Office of Oil and Gas (OOG) Regional Offices, addresses, telephone numbers, and States covered by region.

OOG Region 1
Custom House Building
10th Floor
2 India Street
Boston, Massachusetts 02109
Telephone: Temporarily unoccupied (call OOG Rep. at OEP Region 1)
States covered: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

OOG Representative, OEP Reg. 1
JFK Federal Building
Room 2003 E
Boston, Massachusetts 02203
Telephone: (617) 223-4271

OOG Representative, OEP Reg. 2
26 Federal Plaza, Room 1347
New York, New York
Telephone: (212) 264-8980
States covered: New Jersey, New York, Puerto Rico, and the Virgin Islands

OOG Representatives, OEP Reg. 3
2 Penn Center Plaza
Suite 915
Philadelphia, Penn. 19102
Telephone: (215) 597-9403
States covered: Delaware, Maryland, Pennsylvania, Virginia, District of Columbia, and West Virginia.

OOG Region 4
South Street Federal Building
Old Federal Square, Room 650
600 South Street
New Orleans, Louisiana 70130
Telephone: (504) 527-6681
States covered: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and the Canal Zone.

OOG Representative, OEP Reg. 4
1375 Peachtree Street, N.E.
Suite 750
Atlanta, Georgia 30309
Telephone: (404) 526-3641

OOG Region 5
300 South Wacker Dr.,
Room 565
Chicago, Illinois 60606
Telephone: (312) 353-5119
Telephone: (312) 353-1818
States covered: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.

OOG Representative, OEP Reg. 5
300 South Wacker Dr.,
Room 520
Chicago, Illinois 60606
Telephone: (312) 353-1500

OOG Region 6
Federal Center
Denton, Texas
Telephone: (817) 387-5811
States covered: Arkansas, Louisiana, Oklahoma, New Mexico, and Texas.

OOG Representative, OEP Reg. 6
Federal Building
1100 Commerce Street
Room 13028
Dallas, Texas 75202
Telephone: (214) 749-1411

OOG Region 7
Building 710
Denver Federal Center
Denver, Colorado 80225
Telephone: (303) 234-2596
States covered: Iowa, Kansas, Missouri, and Nebraska.

OOG Representative, OEP Reg. 7
Trader National Bank Building
1125 Grand Avenue
Room 1500
Kansas City, Missouri 64106
Telephone: (816) 374-5916

OOG Region 8
(Covered by Region 7)
States covered: Colorado, Montana, North Dakota, Utah, South Dakota, and Wyoming.

OOG Representative, OEP Reg. 8
Building No. 67, Room 370
Denver Federal Center
Denver, Colorado 80225
Telephone: (303) 234-3271

OOG Region 9
450 Golden Gate Avenue
Box 36032
San Francisco, Calif. 94120
Telephone: (415) 556-2833
States covered: Arizona, California, Hawaii, Nevada, American Samoa, Guam, Trust Territory of the Pacific Islands.

OOG Representative, OEP Reg. 9
120 Montgomery Street
San Francisco, Calif. 94104
Telephone: (415) 556-8794

OOG Region 10
(Covered by Region 9)
States covered: Alaska, Idaho, Oregon, and Washington.

OOG Rep., OEP Region 10
Room M-16 Arcade Building
1319 2nd Avenue
Seattle, Washington 98101
Telephone: (206) 442-1310

IMPROVED ALLOCATION PROGRAM IS EXPECTED

The Oil Policy Committee conducted hearings beginning June 11, 1973, to determine any changes that may be required to make the program equitable to all classes of suppliers and purchasers, and whether the program should be made mandatory. The Chairman of the Oil Policy Committee designated an ad hoc board to conduct such hearings and report its findings to the Oil Policy Committee. The Board was composed of representatives of the Interior, Treasury, and Commerce Departments, GSA/OEP as well as the Cost of Living Council and the White House Energy Office observers. The Oil Policy Committee is now receiving the results of the public hearings and expects to promulgate an improved allocation program shortly.

The Oil Policy Committee will also investigate and recommend additional measures that should be undertaken to encourage allocations by major suppliers. For example, it will investigate changes in Cost of Living Council rules and environmental standards and regulations that seem necessary to assure efficient utilization and equitable distribution of crude oil and products.

DIESEL TO WORSEN

As far as diesel fuel is concerned, the supply situation is expected to worsen next winter. The tight fuel situation is further aggravated by the additional constraints on fuel use resulting from environmental regulations. The consensus is that there is really nothing at all we can do over the next 2 or 3 years about tight supplies of motor fuel (diesel fuel and gasoline) and heating oil. Over the next several years, we must recognize the possibility of occasional and localized shortages of various fuels.

One of the immediate measures taken by the President to alleviate the situation was the thorough restructuring of our oil import program which should help to mitigate the fuel and gasoline problem this summer and next winter. The President has removed all existing tariffs and quantitative limitations on imported crude oil and refined products. In their place, he has instituted a graduated fee system which became effective on May 1.

Fundamentally, it is also the consensus that a steady rise in petroleum product prices is inevitable over the coming years, and that this will be incentive enough for users to conserve fuel.

The President's Fuel Board is calling for consumer cooperation to help cope with the tight fuel oil and gasoline supply. Prudence in the use of all fuels should be exercised. Conservation of fuel is the keynote—all Americans are urged to use fuel and electric power in a manner that eliminates wasteful and excessive use. It is time to tighten our fuel belt and stop wasting fuel and this saves money too.

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