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## Development plans for the Human Resource and Environment Modules of the Canadian TSA

Chris Jackson  
Chief, R & D Projects and Analysis  
Income and Expenditure Division  
Statistics Canada

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## Human Resource Module of Canadian TSA – planned development

- Currently provides annual information on:
  - Jobs, hours worked and earnings, broken down by several variables:
    - industry (6), FT/PT status, Class of worker (Paid/ self)
    - Occupation (50), gender (2) age (4), immigrant status (2)
  - Several useful derived variables
    - Number of jobs and full-time equivalents
    - Aggregate and average (annual, weekly) hours of work
    - Aggregate and average (annual, weekly, hourly) earnings
- Three year development plan underway to:
  - improve quality
  - improve timeliness
  - enhance analytical capacity
  - Examine feasibility of a provincial/territorial extension

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## Human Resource Module of Canadian TSA – quality improvements

- Incorporate new Census (2006) results
  - Including new classification of occupations
- Incorporate more detailed data from SEPH
  - To better match TSA tourism industries
- Improve system process
  - Evaluation of and relaxation of system edits
  - New processing environment

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## Human Resource Module of Canadian TSA – improve timeliness

- Increase frequency
  - Move from annual to quarterly basis
- Develop advance estimates
  - Reduce delay to publication from 15 months to 3 months
- Trade off: fewer details for quarterly system
  - Will lose occupation and demographics
  - Full details maintained at annual level?
- Benefits
  - Raise awareness of HRM and tourism labour market issues and trends in general
  - Improve relevance through more current information
  - Additional analytical capacity – quarterly analysis and links to quarterly National Tourism Indicators

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## Human Resource Module of Canadian TSA – enhanced analytical capacity

- Enhancements on demand-side
  - Add in tourism jobs in non-tourism industries
  - Split out tourism jobs attributable to tourism domestic demand and tourism exports
- More “user-friendly” database
  - With hyperlinks from table of contents
  - Standard chart bank
- Benefits:
  - Fills an information gap on the demand-side
  - Responds better to CTC needs to understand better the labour market impacts of tourism exports
  - Improved communication of results and easier use of and accessibility to data

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## Human Resource Module of Canadian TSA – Provincial/territorial HRM

- Feasibility of a provincial/territorial HRM
  - Pilot study for large jurisdiction this year
  - Pilot study for small jurisdiction next year
    - explore what is needed
    - investigate what can be done
- Proposal for a complete P/T HRM to follow
  - Annual data only
  - Not as much detail as national HRM
  - Focus on supply-side initially
- Benefits:
  - Meets stakeholder needs for regional data
  - Enhanced analytical capacity

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## Towards a Tourism-environment Module of the Canadian TSA

- Increasing need to manage tourism development in a way that is socially and environmentally responsible
- Increasing need to be able to respond to questions
  - Is tourism a strain on environmental resources?
  - How much does it contribute to GHG emissions?
- But major information gap on environmental impacts of tourism activities
- IRTS 2008 puts priority on linking TSA and environment
  
- Important: Not all impacts are bad

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## Pilot study to link TSA and environment accounts - summary

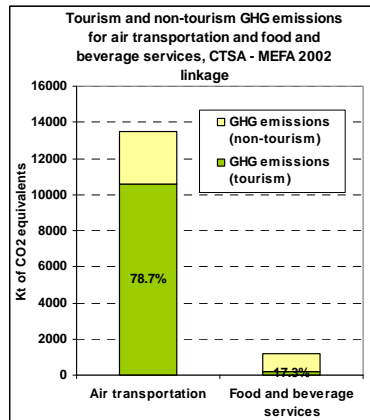
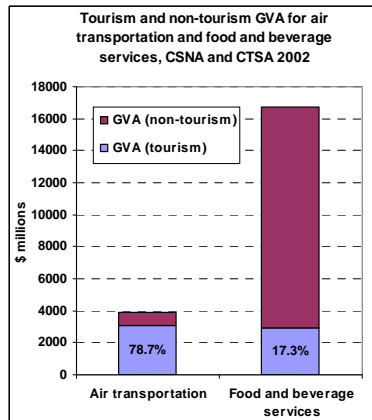
- Study linking Statistics Canada's tourism and environment satellite accounts
- Exploratory study – first of its kind for Canada
- Two “pilot” industries, air transportation and food and beverage services
- National data for 2002
- Aims: plausibility, feasibility, possibilities, limitations
- Longer term goal: filling a strategic and policy information gap

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## Canadian pilot study - approach



Note: Charts show only tourism's direct effects on GVA and GHG emissions.

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## Next steps?

- Phase I – pilot study for RY 2002, completed fall 2008
- Phase II – proposal for full set of estimates for 2002
  - Extend coverage to tourism and non-tourism industries
  - Include tourism consumption activity of car travel?
  - Split out impacts of domestic and inbound tourism?
- Where to from there?
  - Develop time series (at what frequency? How timely?)
  - Move to regional dimension?
  - Include additional measures (intensity, indirect?)
  - Include additional environmental impacts (which ones?)
  - Include additional consumption activities? (which ones?)

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## Thank you

For more information visit:

<http://www.statcan.gc.ca/nea-cen/index-eng.htm>

And click on Tourism

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