

## The Tourism Satellite Account

by Jocelyn Lapierre and Duane Hayes<sup>1</sup>

### Introduction

There has been growing interest in recent years about the scope of tourism in Canada. In response to this demand for information, Statistics Canada has developed a Tourism Satellite Account (TSA) which provides some answers to such questions as which industries constitute 'the tourism industry', what are the industry's GDP and employment, and what is the extent of tourism-related expenditures. This article reports on the research which Statistics Canada has undertaken as part of an on-going examination of the tourism industry.

themt4e tTveT\*ni(which)emTD [(about)-441(the)-4424th





work in a new location, as well as by migrants and diplomats or members of the armed forces on assignment.

Secondly, the definition comprises different types of tourism. In relation to Canada, domestic tourism refers to travel by Canadians within Canada. Inbound tourism refers to that by non-residents in Canada and outbound tourism, to that by Canadians in another country. Lastly, in Canada, the 'usual environment' is taken as being within 80 kilometres of home. Any travel to a Canadian location under that distance is not considered 'tourism'.

The purpose of the TSA is to measure the economic activity generated by tourism as defined, that is, the demand for commodities created by tourism and the production required to meet that demand.

The demand for commodities created by tourism is referred to as 'tourism demand'. It includes all travel-related expenses made before and after the trip, such as purchases of luggage and film processing, as well as those incurred during a trip, such as purchases of accommodation and meals.

However, it should be noted that business capital acquisitions, such as machinery and equipment, made during a trip are not considered travel-related expenses.<sup>5</sup> Therefore, these expenses have been excluded as much as possible from tourism demand estimates in the TSA.

Also presently excluded are expenses incurred in domestic travel by natives living on reserves, as well as by crews travelling domestically and internationally, because no information is collected on such trips. In addition, due to a lack of information, several expenditure categories are left out of tourism demand for the time being, such as automobile insurance, rent imputed on owned vacation homes and cottages, and post-trip expenses on items such as film processing. (Estimates of these expenditures will be developed at a later date). Since the value added generated from these expenditures is taken into account in the GDP of the business sector, the value added by tourism (that is, the GDP of tourism) is somewhat understated as a percentage of total business sector GDP.

exclus le navettage, les voyages pour fins d'étude ou de travail dans un nouvel endroit, ainsi que ceux par les migrants et les diplomates ou membres des forces armées en affectation.

Deuxièmement, la définition comprend plusieurs types de tourisme. Par rapport au Canada, le tourisme interne désigne le voyage des Canadiens à l'intérieur du pays. Le tourisme récepteur désigne celui des étrangers au Canada, et le tourisme émetteur, celui des Canadiens à l'étranger. Enfin, au Canada, l'«environnement habituel» englobe le territoire jusqu'à 80 kilomètres du domicile. Tout déplacement à un endroit au Canada situé à moins de cette distance ne constitue pas du 'tourisme'.

L'objet du CST est de mesurer l'activité économique générée par le tourisme tel que défini, c'est-à-dire, la demande de biens et services créée par le tourisme et la production nécessaire pour répondre à cette demande.

La demande de biens et services créée par le tourisme est dite 'demande touristique'. Elle comprend toutes les dépenses apparentées au voyage, qu'elles soient effectuées avant ou après, comme l'achat de valises et de développement des films, ainsi que celles encourues durant le voyage, comme l'achat d'hébergement et de repas.

Il faut toutefois souligner que l'acquisition de biens d'équipement à des fins commerciales, tels machines et matériel, pendant un voyage n'est pas considérée comme une dépense apparentée au voyage.<sup>5</sup> Par conséquent, ces dépenses ont été exclues dans la mesure du possible des estimations de la demande touristique dans le CST.

Sont présentement exclues aussi les dépenses encourues lors de voyages internes par les autochtones vivant sur des réserves ainsi que par les équipages voyageant au pays et à l'étranger, car aucune information n'est recueillie sur de tels voyages. De plus, en l'absence d'information, la demande touristique n'englobe pas pour l'instant plusieurs catégories de dépense, par exemple: l'assurance-automobile, le loyer imputé aux chalets occupés par le propriétaire et les dépenses faites après le voyage, tel le développement des films. (Des estimations de ces dépenses seront élaborées plus tard). Comme la valeur ajoutée générée par ces dépenses est prise en compte dans le PIB du secteur des entreprises, la valeur ajoutée par le tourisme (c'est-à-dire le PIB du tourisme) est

5. Under the Free Trade Agreement with the United States, Canadians can purchase used vehicles in the U.S. and bring them back to Canada. As the Agreement came into effect only in 1989, purchases of vehicles in the U.S. were not an issue in the 1988 TSA. However, they will require special treatment in the 1990 TSA as many Canadians reported such purchases as part of their travel expenditures in the U.S. The intent is to exclude from tourism demand all business capital acquisitions, such as those by Canadian automobile dealers. As for vehicles bought for personal use, no decision has been taken yet to exclude them from tourism demand.

While the goods and services purchased by tourists and same-day visitors may have been supplied by several industries, the TSA focuses on industries which rely on tourism for a significant part of their revenue. Accordingly, a 'tourism industry' is so considered in the TSA if, without tourism, it would cease to exist or would continue to exist only at a significantly reduced level of activity. Air transportation and food and beverage services are two industries which satisfy, respectively, the first and second criteria. An example of a non-tourism industry, which does not satisfy either of the two criteria, is the food stores industry, even though purchases by tourists and same-day visitors are important for this industry in certain locations.

In the TSA, a good or service is referred to as a 'tourism commodity' if a significant part of its total demand in Canada is by tourists and same-day visitors. Thus, accommodation is considered a tourism commodity, because a substantial proportion of its demand is from tourism. Commodities with low tourism consumption rates, such as beer bought in stores, are referred to as 'non-tourism commodities' in the TSA. However, there are two exceptions to the definition of tourism commodities: urban transit and parking. These two services are considered tourism commodities even though the proportion of total demand accruing to tourism is not significant. The reason is that many tourists and same-day visitors use these services, especially in major urban areas. If these two services were not available in an area, tourists and same-day visitors would feel less inclined to visit it or to undertake certain activities once there.

It is the **activity of the consumer of tourism** which lies at the centre of tourism, rather than any distinguishing feature of the commodity purchased. Because of this, not all goods and services purchased by tourists and same-day visitors are tourism commodities. Thus, as seen in Diagram 1, tourists and same-day visitors not only purchase tourism commodities, such as passenger air transportation and accommodation, but also non-tourism commodities such as clothes and groceries. Conversely, not all tourism commodities are purchased by tourists and same-day visitors. For instance, meals are consumed by tourists, same-day visitors and other consumers.

Similarly, tourism industries do not only supply tourism commodities. They also produce non-tourism commodities. Thus, the accommodation services industry also produces retail margins, from the sale of goods, which is a non-tourism commodity.

The converse is also true. Tourism commodities are not only produced by tourism industries, but also by non-tourism industries. Thus, as shown in Diagram 1, meals are supplied by cafeterias of retail stores as well as licensed restaurants.

Même si les biens et services achetés par les touristes et visiteurs d'un jour ont pu être fournis par plusieurs branches d'activité, le CST se concentre sur les branches qui tirent une part significative de leur revenu du tourisme. Pour cette raison, une branche d'activité est dite 'branche touristique' dans le CST si, en l'absence de tourisme, elle cessait d'exister ou continuait d'exister mais à un niveau d'activité sensiblement réduit. Le transport aérien et les services de restauration sont deux









and migrants stay in hotels. Tourism spending on meals and alcoholic beverages (lines 20 + 23) represented 23% of receipts in the food and beverage services industry. Tourism expenditures on recreation and entertainment (line 26) accounted for 28% of the commodity output. Virtually the entire commodity output (98%) of travel agency services (line 27) was attributable to tourism.

Table 2 shows tourism's Gross Domestic Product at factor cost, or the value added of both tourism and non-tourism industries from supplying the commodities presented in Table 1 directly to tourists and same-day visitors. For comparison, the value added in non-tourism activities is also shown by industry. The total GDP of tourism was \$13.3 billion, of which \$10.0 billion was produced by tourism industries and the rest by non-tourism industries.

The \$10.0 billion GDP of tourism industries (line 20) translated into 362,000 full-time equivalent (FTE) jobs. The value added per person employed in tourism industries averaged \$27,800, ranging from \$119,000 for rail transport to \$16,100 for taxicabs.

At 31%, the transportation industries (line 7) had the largest share of the GDP of tourism, or \$4.1 billion, of which \$2.3 billion was wages and salaries. The tourism activities of these industries provided 77,000 FTE jobs, for a high value added of \$53,600 per person employed and a high average labour compensation<sup>7</sup> of \$34,600.

The accommodation industries (line 12) had the second largest tourism derived GDP, \$2.7 billion, of which \$1.7 billion was in wages and salaries. Accommodation industries thus accounted for 20% of total tourism GDP. Their tourism activities provided 129,000 FTE jobs. Value added per person employed was \$21,100, and average labour compensation, \$15,700, both much lower than in transportation industries.

The tourism activities of food and beverage services (line 17) generated a GDP of \$2.0 billion, corresponding to 15% of total tourism GDP, and paid out \$1.5 billion in wages and salaries. These industries provided 124,000 FTE jobs, for a value added of \$16,400 per person w,m]TJ T\*



The tourism activities of non-tourism industries (line 21) produced a GDP or value added of \$3.3 billion and provided 106,000 FTE jobs in meeting tourism demand for their output (for commodities such as gasoline and groceries), equivalent to a value added of \$31,600 per person employed. Almost half of the tourism GDP and employment in non-tourism industries came from retail trade.

Except in transportation, labour compensation and value added per person employed in tourism activities of tourism industries are substantially lower than in non-tourism activities. The average labour compensation and average value added per person employed are \$19,500 and \$27,800 respectively in tourism industries (line 20) compared to \$31,100 and \$49,500 in the non-tourism activities of the business sector (line 36).

Table 3 shows the weight of tourism activities of tourism and non tourism industries in the business sector, in terms of GDP and employment. For tourism industries, tourism activities accounted for 2.3% of total business sector GDP and 3.9 percent of business sector employment (line 20). The shares of GDP and employment for the tourism activities of non-tourism industries (line 21) amounted to 0.8% and 1.2%,

Les activités touristiques des branches non touristiques (ligne 21) ont produit un PIB ou valeur ajoutée de 3,3 milliards\$

**Table 3 - Share of Tourism and Non-Tourism Industries in Total Business Sector GDP and Employment, 1988****Tableau 3 - Part des branches touristiques et non touristiques dans le PIB et l'emploi de l'ensemble du secteur des entreprises tass3t add due to round**

For description of columns, see Notes to Tables at end of article. Figures may not add due to rounding.

Pour la description des colonnes, voir Notes aux tableaux à la fin de l'article. Les chiffres ayant été arrondis, leur somme peut ne pas correspondre au total.

respectively. Since average wages are fairly low in tourism industries, except in most of the transportation industries, tourism industries tend to have a larger share of employment than of GDP.

Table 4 shows the composition of GDP for tourism activities of tourism and non-tourism industries, and, for tourism industries only, tourism's share of their total GDP. On average, labour costs (columns 1 and 2) were higher in relation to GDP in tourism industries (line 20) than in non-tourism industries (line 36), 66% versus 54%, with, however, a wide variation within tourism industries, from 84% for travel agencies to 22% for vehicle rental and leasing.

Tourism accounted for 68% of the air transportation industry's GDP (line 1) against 31% for transportation industries overall (line 7). Tourism typically has a lower share in the GDP of transportationthe36), ies of 7r396mod]TJ -1.r(se3%1p94thno

**Table 4 - Composition of GDP for Tourism and Non-Tourism Industries, 1988**  
**Tableau 4 - Composition du PIB pour les branches touristiques et non touristiques, 1988**

Industry	Wages and salaries <sup>1</sup>	Supplementary labour income <sup>2</sup>	Net income of unincorporated business <sup>3</sup>	Other operating surplus <sup>4</sup>	Total <sup>5</sup>	Tourism's share of industry's GDP <sup>6</sup>	Branche d'activité
	Salaires et traitements <sup>1</sup>	Revenu supplémentaire du travail <sup>2</sup>	Revenu net des entreprises individuelles <sup>3</sup>	Autre excédent d'exploitation <sup>4</sup>	Total <sup>5</sup>	Part du tourisme dans le PIB de la branche <sup>6</sup>	
	percentage - pourcentage						
<b>Tourism activities:</b>							
1 Air transportation	70.5	8.3	-	21.2	100.0	67.5	Transport aérien 1
2 Railway transportation	32.8	6.1	-	61.1	100.0	19.2	Transport ferroviare 2
3 Water transportation	73.1	10.1	-	16.8	100.0	9.7	Transport par eau 3
4 Bus transportation	69.5	7.6	0.8	22.2	100.0	11.1	Transport par autobus 4
5 Taxicabs	52.0	2.8	25.5	19.7	100.0	29.0	Taxis 5
6 Vehicle rental and leasing	21.3	0.9	1.8	76.1	100.0	34.0	Location de véhicules 6
<b>7 Total transportation</b>	<b>56.2</b>	<b>6.6</b>	<b>1.7</b>	<b>35.5</b>	<b>100.0</b>	<b>30.5</b>	<b>Total du transport 7</b>
8 Hotels	67.5	4.4	2.5	25.6	100.0	64.5	Hôtels 8
9 Motels	49.9	3.4	17.4	29.3	100.0	76.2	Motels 9
10 Campgrounds	70.2	5.4	11.6	12.8	100.0	79.3	Terrains de camping 10
11 Other accommodation	51.1	3.7	21.7	23.4	100.0	58.5	1

For description of columns, see Notes to Tables at end of article. Figures may not add due to rounding.

Pour la description des colonnes, voir Notes aux tableaux à la fin de l'article. Les chiffres ayant été arrondis, leur somme peut ne pas correspondre au total.

an aggregated form and Statistics Canada will perform customized tabulations on request. With the tourism impact model, users will get the full benefit of the disaggregated TSA data and avoid problems of data aggregation or suppression due to confidentiality.



## **Appendix A: Input-output tables and impact models**

The input-output tables of the Canadian System of National Accounts are an accounting framework which presents a detailed articulation of the economy, showing revenues and expenses of over 200 industries on over 600 commodities.

The 'Output' or 'Make' matrix shows the revenues that each industry in the business sector receives from the sale of its products (see Diagram 2). One such industry is the accommodation industry which includes



intermédiaires. Dans la branche de l'hébergement par exemple, les entrées intermédiaires englobent aliments, produits en papier, services publics, services de publicité... Les coûts de main-d'oeuvre sont égaux aux salaires et traitements et au revenu supplémentaire du travail, qui inclut entre autres les cotisations à la sécurité sociale et aux régimes privés de pension. La rémunération du capital correspond à l'excédent d'exploitation d'une branche, calculé comme ses recettes totales dans la matrice des sorties moins ses entrées intermédiaires et ses coûts de main-d'oeuvre. La rémunération du travail et celle du capital constituent les entrées primaires de la branche. Celles-ci sont aussi appelées la valeur ajoutée de la branche, ou son PIB au coût des facteurs. Comme l'excédent est calculé résiduellement pour chaque branche, le total des entrées d'une branche dans la matrice des entrées est égal à la production brute de celle-ci dans la matrice des sorties. C'est la première identité comptable des tableaux d'entrées-sorties.

La matrice de la 'demande finale' montre la portion des



for intermediate goods does not translate into higher prices, an assumption which is not too restrictive when the economy is operating at a level well below capacity. Businesses can then easily hire more workers, purchase more intermediate inputs and apply more capital to their production processes without any change in prices. I-O impact models are therefore sensitive to the phases of the business cycle.

## Appendix B: Sources and methods

### Supply-side estimates

Much of the work involved in producing estimates for the supply-side of the account consisted of calculating revenues by commodity category and value added by component for each industry.

While information was drawn largely from the worksheets used in the making of the 1988 input-output tables, data from reference publications, together with special tabulations from relevant business surveys, were used to obtain as much detail as possible on revenues generated from the sale of tourism commodities. Furthermore, where data sources permitted, an attempt was made to isolate the value added in the production of tourism commodities.

#### *Transportation industries*

While gross output and revenues by commodity category for each tourism industry in transportation were obtained directly from the input-output worksheets, revenues on passenger transportation services were separated from those on non-passenger transportation services by combining revenue details with data published in reference publications or compiled from business surveys.

Except for the air transportation industry, the value added coming from passenger transport was estimated from the industry total GDP by applying the ratio of passenger transport revenues to gross output. In the case of the air transportation industry, value added attributable to passenger and non-passenger transport services was obtained by splitting each component of the industry's GDP. Thus, cabin crew salaries were allocated entirely to passenger services, while wages and salaries of other employees were split according to the distribution of revenues between passenger and non-passenger services. The overall split of wages and salaries was then applied to supplementary labour income. Other operating surplus and its main component, depreciation, were broken down using the ratio of transported passengers to transported goods in tonne-kilometres.

intermédiaires accrue n'entraîne pas des prix plus élevés, une hypothèse qui n'est pas trop restrictive quand l'économie fonctionne à un niveau bien en deçà de sa capacité de production. Les entreprises peuvent alors aisément embaucher plus de travailleurs, acheter plus d'entrées intermédiaires et utiliser plus de capital dans le processus de production sans variation dans les prix. Les modèles d'impact d'E-S sont donc sensibles aux différentes phases du cycle économique.

## Annexe B: Sources et méthodes

### Estimations du côté de l'offre

Le travail requis pour produire des estimations pour le côté de l'offre du compte consiste pour l'essentiel à calculer les recettes par catégorie de biens et services et la valeur ajoutée par composante pour chaque branche d'activité.

Même si l'information provient surtout des feuilles de travail utilisées dans la préparation des tableaux d'entrées-sorties de 1988, des données dans des publications de référence et des compilations spéciales à partir des enquêtes-entreprises appropriées ont servi à obtenir le plus de données possible sur les recettes tirées de la vente de biens et services touristiques. De plus, chaque fois que les sources de données le permettaient, on a tenté d'isoler la valeur ajoutée dans la production des biens et services touristiques.

#### *Transports*

Bien que la production brute et les recettes par catégorie de bien ou service pour chaque branche touristique du transport aient été tirées directement des feuilles de travail entrées-sorties, on a séparé les recettes du transport de passagers de celles des autres services de transport en combinant les recettes détaillées à des données publiées dans des ouvrages de référence ou établies à partir d'enquêtes-entreprises.

Sauf pour la branche du transport aérien, la valeur ajoutée provenant du transport de passagers a été estimée à partir du PIB total de la branche en appliquant le ratio des recettes au titre du transport de passagers à la production brute. Dans le cas du transport aérien, la valeur ajoutée attribuable au transport des passagers et celle attribuable aux autres services de transport ont été obtenues en répartissant chaque composante du PIB de la branche. Ainsi, les salaires des équipages de cabine ont tous été affectés à la rubrique 'transport de passagers', et les salaires et traitements des autres employés ont été ventilés selon la provenance des recettes au titre du transport des passagers ou des autres services. La répartition globale des salaires et traitements a ensuite été appliquée au revenu supplémentaire du travail. L'autre excédent d'exploitation et sa principale composante, la dépréciation, ont été ventilés d'après le ratio du transport des passagers à celui des biens, exprimé en tonnes-kilomètres.

*Accommodation, food and beverage, recreation and entertainment, and travel support services*

Gross output and revenues by commodity category, including revenues from tourism commodities, were taken directly from the input-output worksheets, where estimates on each tourism industry were derived by combining survey results with taxation data.

Because the input-output worksheets provided only value added for groups of two or more of these tourism industries, value added components were distributed to each constituent industry with survey data on wages, profits and depreciation.

**Tourism demand estimates**

The preparation of the tourism demand estimates involved five surveys containing information on the tourism consumption of Canadians travelling in and outside Canada and non-residents travelling to Canada. Because the surveys were not designed primarily to fulfil the needs of the TSA, each corresponding micro-database was subjected to an array of procedures in order to estimate expenditure on tourism.

*Canadian travel survey*

The Canadian travel survey (CTS) is a quarterly household survey conducted every second year designed primarily to collect information on the domestic travel of Canadians and, to a lesser extent, on their international trips. Questions cover trip characteristics such as purpose, duration, destination, distance, mode of transport and spending. The sample size ranged from 7,000 to 15,000 households per quarter in 1988, with an annual total of about 49,000 households. The CTS is the main survey instrument for the estimation of tourism demand in the TSA.

Designed for gathering information on domestic tourism consumption for a variety of purposes, the CTS reports trip spending according to a commodity breakdown which is inappropriate or too aggregated for the purposes of the TSA. In addition, the expenditure fields on several trip records of the database are partially or totally blank. Several adjustments had therefore to be made to the CTS in order to obtain spending estimates for all reported trips according to the commodity breakdown required on the supply-side of the TSA.

Firstly, data from the survey of family expenditures, the survey of travel agencies, tour operators and tour wholesalers as well as the consumer price index were used to disaggregate the CTS spending categories by commodity. They were also used to estimate expenses related to the use of tourism services for which the CTS collects only non-monetary information.

*Hébergement, restauration, loisirs et spectacles, et services de soutien aux voyages*

La production brute et les recettes par catégorie de bien ou service, y compris les recettes au titre des biens et services touristiques, ont été tirées directement des feuilles de travail entrées-sorties, dans lesquelles les estimations sur chaque branche touristique ont été établies en combinant des résultats d'enquêtes et des données fiscales.

Comme les feuilles de travail entrées-sorties ne donnaient

Secondly, algorithms were applied in order to split the spending category of 'prepaid packages' by commodity, to distribute the 'total spending' of trips with no reported expenditure breakdown and to allocate expenditures to country of receipt.

Thirdly, for trip records with non-response in all spending categories, all expenditures have been imputed on the basis of the average spending on trips with similar characteristics and for which detailed expenditures were reported.

The end product was a new database containing reported or estimated spending, subdivided into 18 commodity categories, for each reported domestic and international trip, where domestic commodities are differentiated from imported commodities.

*Questionnaire for Canadian residents travelling outside Canada*

*Questionnaire for Canadian residents leaving and returning to Canada on the same day<sup>8</sup>*

These questionnaires were Statistics Canada's official vehicles for collecting information on international trips by Canadians in 1988. Designed to estimate payments on the travel account in the Canadian Balance of International Payments, the surveys lacked the necessary commodity detail on trip spending. The item 'international fares paid to Canadian and foreign carriers', apart from not being disaggregated by mode of transport, includes the commissions paid to retail travel agencies and tour wholesalers, while 'other spending outside Canada' refers to all other purchases of goods and services made outside Canada.

A set of procedures was developed to extract the retail and wholesale commissions from fares included in prepaid packages, and to disaggregate fares by mode of transport. To this end, several trip characteristics were taken into account, such as destination and type of



tourist homes, camping grounds and trailer parks, outfitters (hunting and fishing camps), and other recreation and vacation camps. Adjustments were made to the results of both surveys in order to arrive at common categories of accommodation services.

b) Some expenditure categories are left out of travel surveys. For instance, the CTS does not ask respondents explicitly to report tips. It was assumed that all respondents left tips and that only half of them reported these tips as part of their spending on meals and alcoholic beverages. As a result, an adjustment was made to add the unreported tips to the appropriate expenditure categories.

c) It is difficult to determine under which category respondents report certain expenses. Thus, in the CTS,





## References

- Bélanger, Yves, "Ajustement des estimations de l'Enquête sur les voyages", Statistics Canada, October 1993, unpublished document.
- Franz, Dr. Alfred, *Manual on Tourism Economic Accounts*, Tourism Committee, OECD, Paris, April 1991.
- Lapierre, Jocelyn, "A Proposal For a Satellite Account and Information System for Tourism", discussion paper, National Accounts and Environment Division, Statistics Canada, May 1991.
- United Nations and World Tourism Organisation, "Recommendations on Tourism Statistics", New York, 1994.
- Statistics Canada, *Canadian Civil Aviation 1988*, Catalogue No. 51-206, June 1990.
- \_\_\_\_\_, "Domestic Travel, Canadians travelling in Canada", *Touriscope*, Catalogue No. 87-504, October 1989.
- \_\_\_\_\_, *Family Expenditure Survey*, Catalogue No. 62-555, March 1989.
- \_\_\_\_\_, "International Travel, travel between Canada and other countries", *Touriscope*, Catalogue No. 66-201, November 1989.
- \_\_\_\_\_, "National Task Force on Tourism Data, Final Report", March 1989.
- \_\_\_\_\_, *Passenger Bus and Urban Transit Statistics 1988*, Catalogue No. 53-215, February 1991.
- \_\_\_\_\_, *Rail in Canada 1988*, Catalogue No. 52-216, December 1990.
- \_\_\_\_\_, *Service Industries in the Canadian Input-Output Accounts*, Catalogue No. 15-601E, Vol. 2, January 1993.
- \_\_\_\_\_, *Shipping in Canada 1989*, Catalogue No. 54-205, March 1991.

## Références

- Bélanger, Yves, "Ajustement des estimations de l'Enquête sur les voyages", Statistique Canada, octobre 1993, document non publié.
- Franz, Dr. Alfred, *Manuel sur les comptes économiques du tourisme*, Comité du tourisme, OCDE, Paris, avril 1991.
- Lapierre, Jocelyn, "Proposition en vue de l'établissement d'un compte satellite et d'un système d'information du tourisme", document de travail, Division des comptes nationaux et d'environnement, Statistique Canada, mai 1991.
- Nations Unies et Organisation mondiale du tourisme, "Recommandations sur les statistiques du tourisme", New York, 1994.
- Statistique Canada, *Aviation civile canadienne 1988*, n° 51-206 au catalogue, juin 1990.
- \_\_\_\_\_, "Voyages intérieurs, Canadiens voyageant au Canada", *Touriscope*, n° 87-504 au catalogue, octobre 1989.
- \_\_\_\_\_, *Dépenses des familles au Canada, 1986*, n° 62-555 au catalogue, mars 1989.
- \_\_\_\_\_, "Voyages internationaux, voyages entre le Canada et les autres pays", *Touriscope*, n° 66-201 au catalogue, novembre 1989.
- \_\_\_\_\_, "Groupe d'étude national des données sur le tourisme, Rapport définitif", mars 1989.
- \_\_\_\_\_, *Statistique du transport des voyageurs par autobus et du transport urbain 1988*, n° 53-215 au catalogue, février 1991.
- \_\_\_\_\_, *Le transport ferroviaire au Canada 1988*, n° 52-216 au catalogue, décembre 1990.
- \_\_\_\_\_, *Industries de services dans les comptes d'entrées-sorties du Canada*, n° 15-601F, vol. 2 au catalogue, janvier 1993.
- \_\_\_\_\_, *Le transport maritime au Canada 1989*, n° 54-205 au catalogue, mars 1991.

## Notes to Tables

### Table 1

1. 'Business expenditure in Canada' is purchases made by business and government employees when travelling in Canada and for which they are reimbursed by their employer.
2. 'Personal consumption in Canada' is private spending by residents in Canada.
3. 'Domestic demand' is the sum of the first two columns.
4. 'Exports' is purchases by foreign tourists while visiting Canada.
5. 'Total tourism demand in Canada' is domestic demand plus exports and thus represents total demand for Canadian produced goods and services.
6. 'Total domestic supply' is the output of the specified commodity by Canadian industries.
7. 'Tourism imports' are purchases of foreign produced goods and services by Canadian tourists and same-day visitors while travelling outside Canada.
8. 'Tourism share in total domestic supply' is the percentage of the output of the specified commodity used by tourists and same-day visitors.
9. 'Distribution of total tourism demand in Canada' is the percentage distribution of total tourism expenditure in Canada by commodity.
10. 'Distribution of tourism imports' is the percentage distribution of total tourism imports by commodity.

### Table 2