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Tourism Statistics and TSA Compilation Methods in Asian Countries



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TOURISM STATISTICS AND TSA COMPILATION METHODS IN ASIAN COUNTRIES*

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Abstract

The TSA provides important indicators that reflect the scale of a country's tourism economy. The importance of the TSA is increasing in Asian countries which have experienced continuous growth of tourism. Our main objective is to clarify how the TSA is compiled in different Asian countries.

In this research, we conducted a questionnaire survey in order to clarify the development status of the TSA, tourism statistics, SNA and Input-Output tables, targeting the 11 Asian countries. This paper provides the results of this survey. Additionally, in this paper, we also tried to compile trial tables of the Inbound TSA and to estimate the Inbound Tourism GDP for Japan.

Launched by the UNWTO Statistics and Tourism Satellite Account Programme (STSA) in October 2013, the STSA Issue Papers Series aims to showcase the relevance of measuring and analysing tourism, to disseminate the proper tools for doing so (including good practice examples), and to serve as platform that encourages the exploration of further developments in the field.

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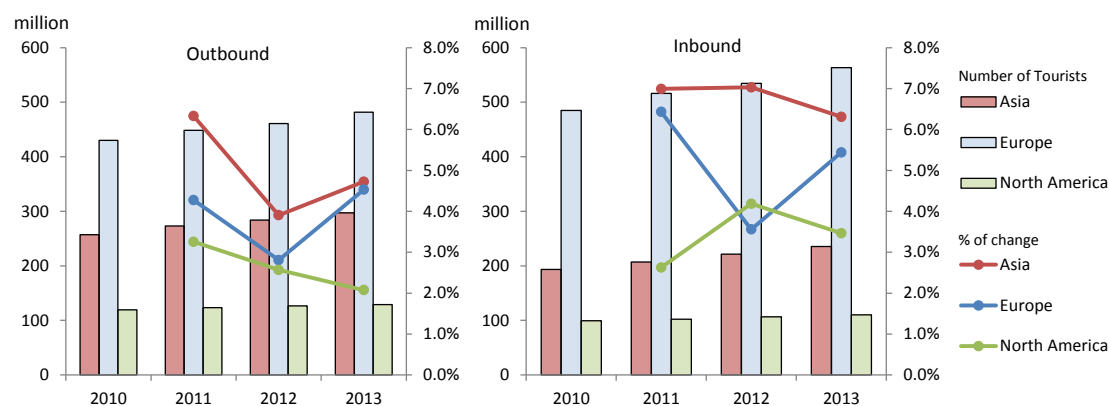
1. Introduction

- 1.1. Our main objective is to clarify how the Tourism Satellite Account (TSA) is compiled in different Asian countries. The TSA provides important indicators that reflect the scale of a country's tourism economy. In this study, we focused on 3 areas related to the compilation of the TSA.
- 1.2. The first area concerned primary tourism statistics, which measure the number of visitors and tourism expenditure. Since primary statistics can be most the important fundamental data in the compilation of the TSA, we need to reveal what kind of primary tourism statistics are used for the compilation.
- 1.3. The second area looked at secondary statistics such as the System National Accounts (SNA) and the Input Output (I-O) Table. Since the TSA is one of the satellite accounts of the SNA, the two should be consistent. Therefore, we need to know how the SNA and the I-O Table are applied when compiling the TSA.
- 1.4. The third area concerns who in each country is charged with publishing the primary tourism statistics, the SNA, the I-O Table, and the TSA. In many cases, the primary tourism statistics and the SNA are developed by different departments. In these cases, raising the quality of the TSA means ensuring adequate cooperation between these responsible departments. From this perspective, we surveyed the organizations charged with compiling the TSA in Asian countries.
- 1.5. To clarify the details of these three issues, we conducted a questionnaire survey of the statistical or tourism bureaus of Asian countries. The results of the survey are presented in this paper. Additionally, on the basis of the survey results, we compiled trial tables of the Inbound TSA for Japan.
- 1.6. The remainder of this paper is organized as follows: Section 2 shows the changes in the number of tourists in Asia and other regions to highlight the importance of tourism in Asian countries. Details about the survey conducted in this research are presented in Section 3. In Section 4, the current situations of the tourism statistics and the compilation methods of the TSA in Japan are introduced as a case study. The results of the survey are shown in Section 5. The compilation methods and the results of the inbound TSA are shown in Section 6. Lastly, conclusions and further topics are offered in Section 7.

2. Number of Outbound and Inbound Tourists in Asia

- 2.1. Figure 2.1 indicates the change and growth rate in the number of outbound and inbound tourists in Asia, Europe and North America in and after 2010, based on data published by the World Tourism Organization (UNWTO).

Figure 2.1. Change in the number of tourists in Asia, Europe and North America



Source: UNWTO ELibrary <<http://www.e-unwto.org>>

- 2.2. The number of outbound tourists in Asian countries in 2010 was 257 million. It was 297 million in 2013, increasing by 15.7% compared to 2010. This rate shows that the Asian growth rate of outbound tourists is higher than that of other regions, exceeding the 8.1% of North America and the 12.1% of Europe. In particular, numbers of tourists from China have shown a sharp increase, growing from 32 million in 2010 to 56 million in 2013, an increase by 73.5%. The number of outbound tourists in other Southeast Asian countries has also been steadily growing. In fact, most countries except for Brunei and Singapore have recorded growth in the 20% to 30% range. The three highest-growing countries in Southeast Asia are Vietnam, Laos and Cambodia. The number of outbound tourists was 5.1 million in Vietnam, 1.6 million in Laos and 1 million in Cambodia, and these countries' growth rates compared to 2010 were 59.2%, 75.3% and 89.0% respectively.
- 2.3. The change in the number of inbound tourists in Asia was 194 million in 2010 and 236 million in 2013, a growth of 21.7% compared to 2010. This inbound growth rate in Asia is higher than that of North America (10.6%) and Europe (16.2%). In particular, the numbers of inbound tourists in Southeast Asia show a sharp increase, generating high growth rates of over 25% in every country except for Brunei and Malaysia. Besides countries in Southeast Asia, other countries and regions such as Hong Kong, South Korea and Taiwan also show over 25% growth in numbers of inbound tourists compared to 2010. In Japan, the government's goal of attracting 10 million foreign tourists was achieved for the first time in 2013. This was a 20.4% increase compared to 2010.
- 2.4. Accordingly, although the scale is still smaller than Europe, the growth rate of tourism in Asia is higher than in other regions, and tourism is growing into an important factor of growth in the Asian region. As tourism expands its presence in Asia, tourism statistics are also becoming important to Asian countries. The following section introduces the results of research on tourism statistics and the current TSA situation in Asia, in order to identify challenges for tourism statistics and further enhancements.

3. About the Survey

- 3.1. As mentioned before, we conducted a questionnaire survey about the tourism statistics and the TSA for Asian countries. For our survey, we targeted the 11 Asian countries listed in Table 3.1. We mailed the questionnaires to the tourism statistics division of each country through the Association of Southeast Asian Nations (ASEAN) Secretariat. The survey was divided into 4 parts.

- 3.2. Firstly, we asked about the status of TSA compilation. The second to fourth parts corresponded to the research objectives mentioned in Section 1. In the second part, we asked about the development status of primary tourism statistics in particular for domestic and inbound tourism expenditure, and the number of accommodation guests. Third, we asked about the SNA and the I-O Table. The development status and the application method for the compilation of the SNA and the I-O Table were surveyed. Fourth, we asked the organizations about their cooperative structure related to the compilation of the TSA. The questionnaire is shown in Annex 1.

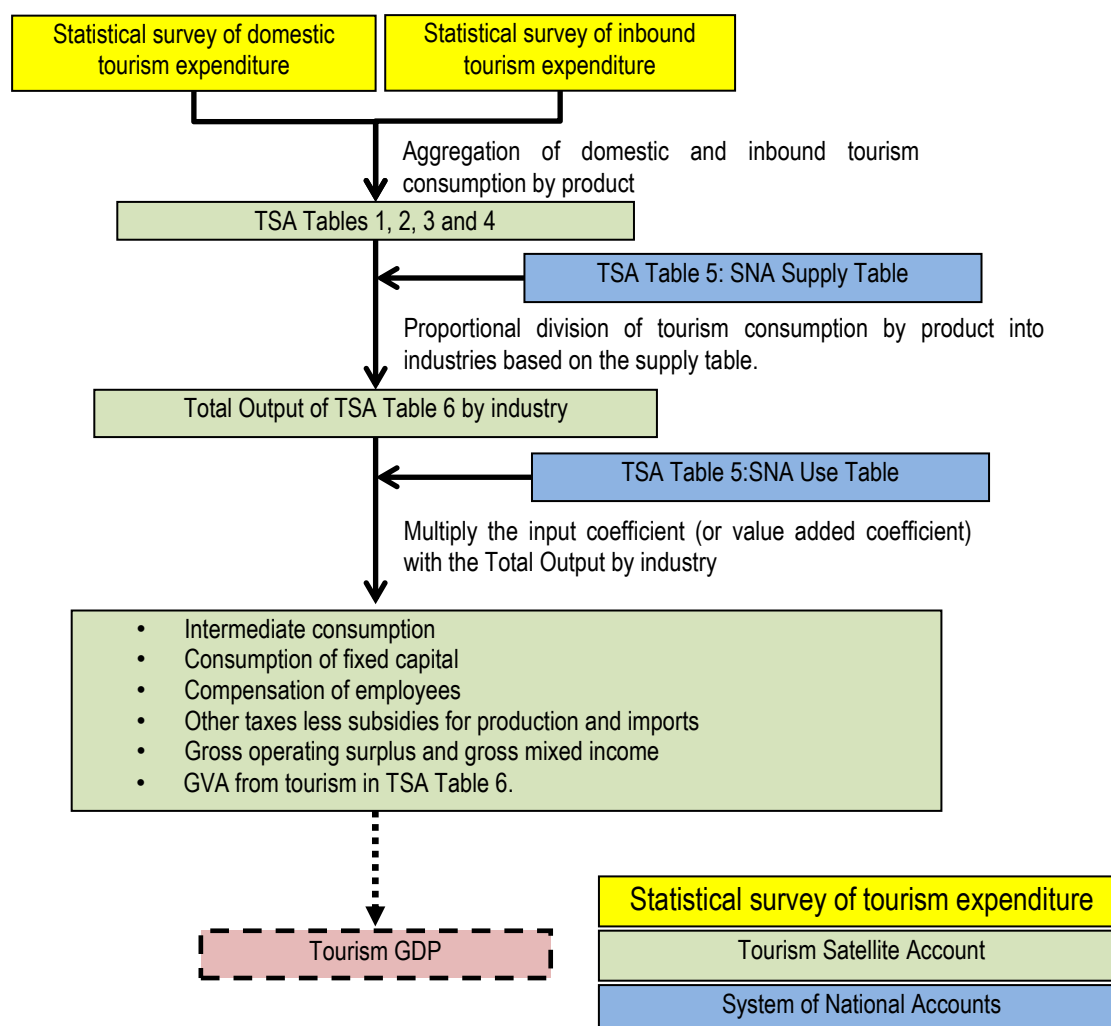
Table 3.1: Countries Targeted by Our Survey

Brunei	Cambodia	Indonesia	Japan
Korea	Lao PDR	Malaysia	Myanmar
Philippines	Singapore	Thailand	

4. Overview of the Japanese Tourism Statistics and the TSA

- 4.1. Before showing the survey results, let us provide an overview of tourism statistics and TSA compilation in Japan. Figure 4.1 shows the process of TSA compilation in Japan.
- 4.2. The TSA is compiled annually by the Japan Tourism Agency (JTA). The JTA conducts 2 types of tourism expenditure surveys. One is a survey of domestic tourism expenditure. It is conducted based on 46 consumption items. The other is a survey of inbound tourism expenditure. It is based on 20 consumption items. TSA Tables 1 to 3 are compiled by aggregating these expenditure surveys. Table 4 is compiled based on Tables 1 to 3.
- 4.3. Table 5 is made by recompiling the SNA Supply and Use Tables. Moreover, the total output of tourism industries in Table 6 is estimated by dividing Table 5 by Tables 1 to 4. By multiplying the input coefficients or value added coefficients with the total output by industry, each item of gross value added is calculated in Table 6. The input coefficients or value added coefficients are obtained from the SNA Use Table. As a result, the tourism GDP is estimated.
- 4.4. In Japan, while the SNA is made by the Economic and Social Research Institute in the Cabinet Office (ESRI), the TSA is compiled by the JTA. Therefore, the JTA receives the detailed Supply and Use Tables from the Economic and Social Research Institute in order to compile the TSA.

Figure 4.1: Overview of TSA compilation in Japan



4.5. This is an overview of the TSA compilation method in Japan. There, the tourism expenditure survey and the SNA Supply and Use Tables are the key factors for compiling the TSA. Focusing on these factors, in the next section, we present the results of the survey that we conducted of various Asian countries.

5. Survey Results

5.1 Tourism Satellite Account (TSA)

5.1.1 Status of TSA Compilation

5.1. Table 5.1 represents the TSA compilation status for the countries that we surveyed. Korea and the Philippines have all of the tables. On the other hand, Laos and Singapore do not compile a TSA. In other countries, some tables are compiled while others are not. Cambodia is planning to compile Tables 2 to 7 by 2018. The bottom row shows the compilation cycle of the TSA. In this study we clarify why TSA compilation status varies from country to country.

Table 5.1: Status of TSA Compilation

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Table 1	✓	✓	✓	✓	✓		✓	✓	✓		✓
Table 2	✓		✓	✓	✓		✓		✓		✓
Table 3	✓*		✓	✓	✓		✓		✓		✓
Table 4	✓		✓	✓	✓		✓		✓		✓
Table 5	✓		✓	✓	✓		✓		✓		✓
Table 6	✓			✓	✓		✓		✓		✓
Other Tables	7,9*		7,8,10	7	7,8,9,10		7	7,9	7,8,9**,10		10
Cycle	14 months			1 year	4 years	-			1 year	-	

✓ = Compiled, * = Partially compiled, ** = Ongoing

5.1.2 Applications of the TSA in Asian Countries

5.2. Table 5.2 shows how the TSA is used throughout Asia.

Table 5.2: Applications of the TSA in Asian Countries

	Brunei	Cambodia	Indonesia	Japan	Korea	Malaysia	Myanmar	Philippines	Thailand
For estimating tourism GDP	✓			✓	✓	✓	✓	✓	✓
As basic data to estimate the economic ripple effect of tourism	✓			✓	✓	✓	✓	✓	✓
For understanding the I-O structure of tourism-related industries	✓				✓	✓	✓		✓
As basic data to set a tourism policy goal	✓					✓	✓	✓	
For international comparison with other countries	✓				✓	✓		✓	✓
For simulation and forecasting						✓		✓	✓
Tourism share in GDP (%)			4.0	2.3	2.4	5.4	0.01	6.0	4.0

✓ = Applied

5.3. Japan makes the least use among countries compiling a TSA. It was interesting that the TSA is used as basic data for setting tourism policy goals, and that the TSA was used for simulation and forecasting in some countries.

5.2 Primary Tourism Statistics

5.2.1 Status of Primary Domestic Tourism Statistics

5.4. The next table shows the development status of domestic tourism expenditure surveys.

Table 5.3: Development Status of Primary Domestic Tourism Statistics

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Implementation Status			✓	✓	✓		✓		✓		✓
Interval			Q	Q,M	M,O		M		O(6M)		Q
Sample size			6,700	25,000	2,394		30,472		12,500		200,000
Number of products			17	46	9		6		11		7
Survey Method			I	M	M,I		O		O		I
Response Rate			95%	50%	85.1%		94%		95.7%		100%
Classification			✓	✓			✓		✓		

"Interval" row: A = Annually, M = Monthly, Q = Quarterly, O = Other.

"Survey Method" row: M = Mail, W = Website (Online), T = Telephone, I = Interview, O = Other.

"Classification" row: ✓ = The classification is consistent with the TSA:RMF2008 classifications.

5.5. The first row shows whether or not the survey is being conducted. "✓" indicates that the country conducts surveys of the domestic tourism statistics. As our results show, 6 countries conduct a domestic tourism expenditure survey. Compared to the compilation status of the TSA in Table 5.1, countries that conduct a domestic tourism expenditure survey also compile at least TSA Tables 1 to 5. Conversely, the countries that don't conduct a domestic tourism expenditure survey (Cambodia, Laos and Singapore) either compile only TSA Table 1 or do not compile the TSA at all. These results suggest that the existence or non-existence of a domestic tourism expenditure survey strongly affects the compilation status of a country's TSA.

5.6. Brunei, for example, does not conduct a domestic tourism expenditure survey, but it is working on compiling a TSA. In Brunei, other statistics such as the household expenditure survey and the economic census are used to compile the TSA. Generally speaking, when the household expenditure survey is used as basic data for the compilation of the TSA, there may be problems with estimating tourism expenditure, because the total expenditure cannot be divided into tourism expenditure and non-tourism expenditure. However, to avoid these problems, Brunei has collected and is using many different types of stakeholder information for the compilation of their TSA.

5.7. Meanwhile, Cambodia added some questions about domestic tourism expenditure to its 2013 household expenditure survey. These cases can be good examples of how to lower costs when compiling the TSA. Conducting a domestic tourism expenditure survey is generally a necessary condition for making an accurate TSA. However, if budgeting constraints make it impossible to conduct a domestic tourism expenditure survey, a household expenditure survey or other types of data can be an alternative way to compile the TSA without conducting another large scale survey.

- 5.8. As a practical proposition, we think it is necessary to develop another method to compile an accurate TSA by using a household expenditure survey and adding some questions or by conducting an additional simplified survey that is not as extensive as a tourism expenditure survey.
- 5.9. The second row shows that every country conducts its survey in intervals of less than a year. 6M for the Philippines means that they conduct their survey every six months. Given the seasonal variation in tourism expenditure, it is necessary to conduct the survey more frequently than every twelve months. However, conducting a tourism expenditure survey so often obviously raises the cost. From this standpoint as well, another compilation method that does not rely on conducting such large surveys would benefit many countries.
- 5.10. The sample size and the number of sectors in the third and fourth rows are different for each country. In Japan, the survey is conducted on 46 kinds of items. This is much larger than in other countries. A detailed classification is applied to estimate the economic ripple effect using the detailed I-O Table. However, Japan's response rate is much lower than that of other countries. Moreover, there is some doubt about whether tourists can recall their expenditures for these 46 items accurately. Japan needs to consider this issue in the future.

5.2.2 Status of Primary Inbound Tourism Statistics

5.11. Table 5.4 shows the development status of the inbound tourism expenditure survey.

Table 5.4: Development Status of Primary Inbound Tourism Statistics

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Implementation Status		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Interval		A	O	Q	M	A	O	A	M	Q	Q
Sample size		5,000	16,600	26,400	10,056	3,200	50,000	250	8,000	22,600	40,000
Number of products		5	13	20	9	6	5	6	18	5	7
Survey Method		I	I	I	I	I	I	I	I	I	I
Response Rate		85%	100%	100%	100%	90%	80%	0.02%	-	-	100%
Classification			✓	✓			✓		✓		✓

"Interval" row: A = Annually, M = Monthly, Q = Quarterly, O = Other.

"Survey Method" row: M = Mail, W = Website (Online), T = Telephone, I = Interview, O = Other.

"Classification" row: ✓ = The classification is consistent with the TSA:RMF2008 classifications.

- 5.12. Contrary to the case of the domestic expenditure survey, the inbound tourism expenditure survey is conducted in every country except Brunei, thereby indicating that countries have significant interest in inbound tourism. Understanding the scale of inbound tourism expenditure and comparing between countries is important for each country's tourism administration. However, because the survey methods and definitions are different between countries, we cannot directly compare the primary statistics of inbound tourism. Therefore, it is significant if the country conducts the inbound tourism survey to compile at least TSA Table 1, which measures inbound tourism expenditure. Actually, Cambodia and Myanmar compile TSA Table 1 although they do not compile Tables 2 to 6.
- 5.13. Moreover, many countries are probably interested not only in inbound tourism consumption but also in inbound tourism GDP. At present, tourism direct GDP is described in TSA Table 6. In TSA Table 6, tourism direct GDP originating from domestic tourism consumption and tourism direct GDP originating from inbound tourism consumption are not distinguished. From this viewpoint, if a new table describing inbound tourism GDP is added to the TSA, it may compel more countries to develop their TSA further. As a practical proposition, we tried to compile the new table and it is shown in Section 6.

5.2.3 Status of Primary Accommodation Statistics

- 5.14. This table represents the development status of the survey regarding the number of accommodation guests.

Table 5.5: Development Status of Primary Accommodation Statistics

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Implementation Status			✓	✓	✓		✓	✓			✓
Interval			M	M,Q	A		A,Q	A			M
Sample size			5,768*	18,000	561		3,129	20			10,000
Amount data			No	No	Yes		Yes	Yes			No
Survey Method			O	M,W	M		M,W,O	M			I
Application for the TSA Compilation			Yes	No	No		Yes	No			Yes
Response Rate			88%	60%	100%		95%	2%			30%

"Interval" row: A = Annually, M = Monthly, Q = Quarterly, O = Other.

"Survey Method" row: M = Mail, W = Website (Online), T = Telephone, I = Interview, O = Other.

"Amount data" row: ✓ = The survey collects amount data such as sales or profits.

*In 2013, for one month

- 5.15. The first to third rows show the same content as Table 5.4. The fourth row indicates whether or not the country's accommodation survey collected amount data such as sales or profits. The sixth row indicates whether or not the country's accommodation survey is used when compiling the TSA.

- 5.16. Generally, in accommodation surveys, facilities are asked to respond. Compared to surveys of visitors, surveys of facilities are generally more accurate because registers of facilities are easily available. Moreover, since most of the accommodation guests are tourists, the tourism consumption of the accommodation industry can be derived from the survey of accommodation facilities. Therefore, this type of survey can be useful in the compilation of part of the TSA.
- 5.17. However, only 3 countries (Indonesia, Malaysia, and Thailand) use the accommodation survey in compiling their TSAs, and only Malaysia actually collected amount data. In Malaysia, even the value of gross output, intermediate input, value added, value of assets, total number of persons engaged, and their salaries and wages are collected for the accommodation survey. If such detailed information can be collected, the accommodation survey will be an effective tool for estimates about the accommodation industry in the TSA.
- 5.18. As previously mentioned, since the accommodation survey is conducted for establishments, compared to a survey targeting visitors, there is a much higher possibility of collecting robust data. From this perspective, for compiling the TSA, it is important to develop a method like an accommodation survey for utilizing supply-side establishment data.

5.3 Status of the SNA and I-O Table

- 5.19. This table represents the development status of the SNA and Input-Output Table.

Table 5.6: Development Status of the SNA and Input-Output Table

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
SNA Supply Table	✓✓	—		✓✓	—	—	✓✓	—	✓✓	✓	✓
SNA Use Table	✓✓	—		✓✓	✓✓	—	✓✓	—	✓✓	✓	✓
Input-Output Table	✓✓	—	✓✓	✓	✓✓	—	✓✓	—	✓✓	✓	✓✓

✓✓ = Compiled, and used in the compilation of the TSA

✓ = Compiled, but not used in the compilation of the TSA

— = Not compiled

- 5.20. The first to third rows correspond to the SNA Supply Table, the SNA Use Table, and the I-O Table respectively. The double check mark means that the country compiles the table and uses it when compiling the TSA. The single check mark means the country compiles the table but does not use it in the compilation of the TSA. The hyphen means the country does not compile the table at all.
- 5.21. Only Cambodia, Laos and Myanmar do not compile any of the tables. Cambodia is planning to compile the Supply-Use Tables and the I-O Table in 2018. All cells for Singapore are filled by single checks, since Singapore does not compile a TSA. Many of the countries compiling a TSA make Supply and Use Tables, and use them to compile the TSA. We should point out that the Supply and Use Tables are used to make Tables 5 and 6 in the TSA. Additionally, 6 countries use the I-O Table when compiling their TSA.

5.22. It is noteworthy that many countries use the I-O Table in TSA compilation, even though using the I-O Table as basic data in TSA compilation is not recommended by TSA RMF 2008. As for the compilation of the I-O Table, the generally recommended method is to compile the Supply and Use Tables first, and then use these tables to compile a symmetric I-O Table. However, some countries in Asia compile a unique I-O Table using different methods based on different concepts and definitions. For example, in Japan, an asymmetric I-O Basic Table and Supply Table are compiled first, and only then is a Use Table compiled. Unfortunately, we were unable to collect concrete information about how the I-O Tables are used when compiling the TSA. However, Asian countries may use the I-O Table for TSA compilation in unique ways.

5.4 Organizations

5.23. The Table 5.7 shows the results concerning the organizations responsible for tourism statistics, the SNA, and the TSA. The letters in the table signify the organizations or departments in charge of the statistics. “T” means the National Tourism Organization, “S” means the National Statistical Organization, “E” means Economic Planning Organizations, and “B” means the Central Bank. Numbers shown in parentheses indicate the number of people in charge.

5.24. The first and second rows correspond to the domestic tourism expenditure survey and the inbound tourism expenditure survey respectively. In many countries, the National Tourism Organization conducts the tourism expenditure surveys. In some countries, the National Statistical Organization and the National Tourism Organization are both in charge of the tourism expenditure surveys. On the other hand, the third and fourth rows correspond to the SNA and the I-O Table. This shows that, in many countries, the National Statistical Organization is responsible for the compilation of the SNA and the I-O Table. However, in some countries, Economic Planning Organizations and the Central Bank are responsible. The fifth row shows the department which compiles the TSA.

Table 5.7: Organizations in Charge

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Statistics on domestic tourism expenditure	-	T/S/B (3)	S (2)	T (3)	T	-	S (6)	T/S/B	T/S (8)	-	T (9*)
Statistics on inbound tourism expenditure	-	T (3)	T/S (4)	T (3)	T	T	T (47)	T	T (4)	T (10)	
SNA	E (4)	S (4)	S	E (63)	B	-	S (51)	-	S (13)	S (13)	E (35)
Input-Output table	E (4)	T/S (5)	S	S (5)	B	-	S (18)	-	S (13)	S (13)	E (4)
TSA	T (5)	T/S/B (7)	T/S (15)	T (3)	T	-	S (7)	-	T/S (8)	-	T

T = National Tourism Organization, S = National Statistical Organization, E = Economic Planning Organizations, B = Central Bank

() = Number of people in charge

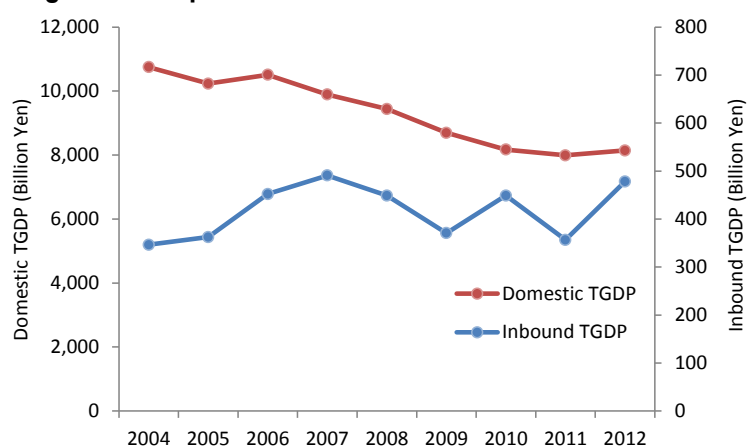
*Including people in charge of the TSA

- 5.25. In Cambodia, Indonesia and the Philippines, more than one department collaborate on the compilation of the TSA, whereas in Malaysia, the statistics department works alone in compiling the TSA. In these four countries, since the department in charge of the SNA is involved in the compilation of the TSA, it can be expected that the SNA and the TSA will be highly consistent.
- 5.26. Meanwhile, the departments in charge of the SNA do not participate in the compilation of the TSA in three countries. Japan is one of the countries in which this is the case. As mentioned in Section 4, the department responsible for the SNA provides some data to the JTA, which in charge of the TSA. However, because of this arrangement, it is difficult for the JTA to give either new or more detailed data to those compiling the SNA. In the Japanese case, a more cooperative framework between the departments in charge of the TSA and the SNA would be helpful in compiling a more accurate TSA.
- 5.27. Moreover, we received some comments from countries that do not compile a TSA. One comment was: "It is difficult to compile the TSA because of the absence of a cooperative framework between the departments in charge of the TSA and the SNA." Another comment was: "Since only the tourism department compiles the TSA, some international framework for professional technical support is needed." We believe that it will be necessary to establish a new international group providing technical support for the compilation of the TSA, or a new framework for exchanging views about the TSA in Asia.

6. Estimation of Inbound Tourism GDP

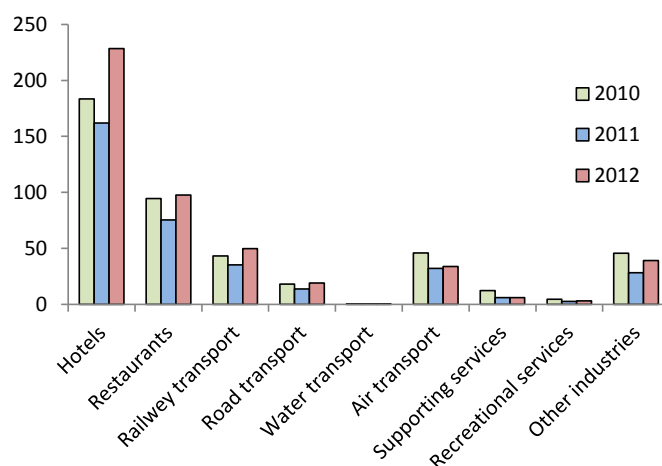
- 6.1. The research indicated in the previous section found that although statistical surveys on inbound tourism are conducted in all countries except for Brunei, statistical surveys on domestic travel are not conducted in Singapore and several other countries, which shows that a TSA is not developed in those countries. Consequently, data for statistical surveys on inbound tourism cannot be compared, as statistical standards and methods are different in each country. To compare the scale of tourism in Asian countries, it is crucial to develop secondary statistics followed by a common standard such as a TSA. As a method to compare inbound tourism in each country, this Section attempts to estimate inbound tourism GDP by creating TSA Table 6, focusing only on inbound tourism.
- 6.2. In order to estimate inbound tourism GDP, the method applied was basically the same as the method to estimate the usual tourism GDP in TSA Table 6 including domestic tourism. The estimate was made as follows: First, based on the usual TSA Table 5, the output value of tourism product by industry was estimated from the inbound visitors' expenditure by product shown in TSA Table 4, based on the assumption that the industrial composition ratio in which each product is produced is constant. The inbound tourism GDP of each industry was then estimated based on the assumption that the gross value added ratio of industries is the same for inbound tourists and domestic tourists.
- 6.3. Figure 6.1 shows the changes in calculated provisional inbound tourism GDP and domestic tourism GDP. Inbound tourism GDP in 2012 was 478 billion yen. In terms of time series change, as domestic tourism GDP has been consistently decreasing, the ratio of inbound tourism GDP to total tourism GDP showed a sharp increase from 3.1% in 2004 to 5.5% in 2012.

Figure 6.1. Japanese Inbound and Domestic Tourism GDP



6.4. Furthermore, Figure 6.2 indicates inbound tourism GDP by industry for 2010, 2011 and 2012. In 2011, Japan was hit by a large earthquake which led to an accident at a nuclear power plant. Inbound tourism GDP decreased from 2010 to 2011 in all industries. In 2012, however, inbound tourism GDP rapidly recovered, exceeding 2010 levels in the hotel, restaurant and railway transportation businesses. By contrast, recovery in air transportation was slower in 2011 to 2012, and in 2012, the level remained lower than it had been in 2010. One factor behind this result may be that while output value in accommodation, restaurants and railway passenger transport is rising as more inbound visitors visit Japan, Japanese airlines may be losing their share due to the increase in the number of LCCs, in particular foreign airline companies.

Figure 6.2. Japanese Inbound Tourism GDP by Industry



6.5. One of the big advantages to the calculation of inbound tourism GDP by industry is that it is able to identify, as it has here, the economic impact on industries caused by changing the number of inbound tourists. If Asian countries shared the same kind of framework indicated here, analysis of inbound tourism trends would become possible through the comparison of inbound tourism GDPs by industry in each country. The 2012 Inbound TSA Table 6 is included in Annex 3.

7. Conclusions

- 7.1. To conclude, we summarize the results of our research and give some remarks about the challenges facing further improvement of tourism statistics and the TSA in Asia.
- 7.2. With regards to domestic tourism expenditure statistics, our research revealed that countries that do not conduct a domestic tourism expenditure survey tend not to compile a TSA. This indicates that domestic tourism expenditure statistics are essential in compiling the current TSA. However, we also learned that it is often too expensive for countries to conduct a domestic expenditure survey. Therefore, we need to develop a new compilation method that allows for the compilation of the TSA using an existing household expenditure survey or a more simplified tourism expenditure survey. We believe that this may ultimately lead to more Asian countries' becoming interested in compiling their own TSAs.
- 7.3. Additionally, we conducted a survey about the inbound tourism expenditure survey. We found that most countries conducted an inbound tourism expenditure survey, suggesting that they are highly interested in inbound tourism. Yet our research also found that, despite conducting an inbound tourism expenditure survey, some countries do not compile even TSA Table 1. However, even without a domestic expenditure survey, these countries are still able to compile TSA Table 1. Therefore, we recommend that compiling at least TSA Table 1 would improve the comparability of inbound tourism across Asian countries. Furthermore, if a new TSA format describing inbound tourism GDP is developed, many countries may become more interested in the TSA. From this perspective, one of the main achievements of this research was the compilation of the trial table of the inbound TSA in this paper.
- 7.4. Moreover, the survey asked about the organizations responsible for compiling tourism related statistics. In many countries, different departments are in charge of the SNA and TSA. In some cases, the TSA is compiled by members of a country's tourism department who are not necessarily statistical experts. Due to organizational problems, some countries want to establish a new international framework to provide technical assistance and to exchange views about the TSA. If such a new framework is developed, a more accurate TSA will provide a better understanding of the current tourism situation in Asia.

Annex 1. Questionnaire Survey Regarding TSA Compilation

1. Development status of primary tourism statistics

Q1: Does your country conduct the statistical survey regarding domestic tourism consumption at a national level? (One answer only)

- | |
|--|
| 1. <input type="checkbox"/> Yes (Go to Q1-1) |
| 2. <input type="checkbox"/> No (Go to Q2) |

<Questions regarding the statistical survey on domestic tourism consumption >

Q1-1: What methods are used for the statistical survey on domestic tourism consumption? (Check all that apply)

- | | |
|--|---|
| 1. <input type="checkbox"/> Mailing questionnaires | 4. <input type="checkbox"/> Online questionnaire on website |
| 2. <input type="checkbox"/> Interview at tourist attractions | 5. <input type="checkbox"/> Other () |
| 3. <input type="checkbox"/> Interview by telephone | |

Q1-2: Data of which periods are collected for the statistical survey on domestic tourism consumption? (Check all that apply)

- | | |
|---------------------------------------|---------------------------------------|
| 1. <input type="checkbox"/> Annually | 3. <input type="checkbox"/> Monthly |
| 2. <input type="checkbox"/> Quarterly | 4. <input type="checkbox"/> Other () |

Q1-3: What are the sample size and the response rate of the statistical survey on domestic tourism consumption? (Approximate number allowed)

Sample size ()
Response rate (%)

Q1-4: How many sectors are there in the most detailed classification of products for the statistical survey on domestic tourism consumption? Please attach a list of product classification or a statistical table (in English if possible), if any. If a list in an English version does not exist, please give some examples of sector names in the box below. (Ex. "food service", "passenger transport service", etc.)

Number of sectors () sectors)

--

Q1-5: Is the most detailed classification of products for the statistical survey on domestic tourism consumption consistent with other statistics or international standards? (Check all that apply)

- | | |
|--|--|
| 1. <input type="checkbox"/> Consistent with the industrial classification of SNA | 5. <input type="checkbox"/> Consistent with the TSA:RMF2008 classifications |
| 2. <input type="checkbox"/> Consistent with the product classification of SNA | 6. <input type="checkbox"/> Consistent with other statistical classifications or international standards |
| 3. <input type="checkbox"/> Consistent with the classification of the Input-Output table | |
| 4. <input type="checkbox"/> Consistent with the inbound tourism consumption statistical survey | |
| | 7. <input type="checkbox"/> Not consistent |

--

Q2: Does your country conduct the statistical survey regarding inbound tourism consumption? (One answer only)

1. <input type="checkbox"/> Yes (Go to Q2-1)
2. <input type="checkbox"/> No (Go to Q3)

<Questions regarding the statistical survey on inbound tourism consumption>

Q2-1: What methods are used for the statistical survey on inbound tourism consumption? (One answer only)

1. <input type="checkbox"/> Interview at seaports, airports, stations, and borders etc.	3. <input type="checkbox"/> Other ()
2. <input type="checkbox"/> Interview at tourist attractions	

Q2-2: Data of which periods are collected for the statistical survey on inbound tourism consumption? (Check all that apply)

1. <input type="checkbox"/> Annually	3. <input type="checkbox"/> Monthly
2. <input type="checkbox"/> Quarterly	4. <input type="checkbox"/> Other ()

Q2-3: What are the sample size and the response rate of the statistical survey on inbound tourism consumption? (Approximate number allowed)

Sample size ()
Response rate (%)

Q2-4: How many classes are there in the most detailed classifications of products for the statistical survey on inbound tourism consumption? Please attach a list of classification of products or a statistical table, if any. If a list in an English version does not exist, please give some examples of sector names in the box below.

Number of classifications () classes)

Q2-5: Is the most detailed classification of products for the statistical survey on inbound tourism consumption consistent with other statistics and international standards? (Check all that apply)

1. <input type="checkbox"/> Consistent with the industrial classification of SNA	5. <input type="checkbox"/> Consistent with the TSA:RMF2008 classifications
2. <input type="checkbox"/> Consistent with the product classification of SNA	6. <input type="checkbox"/> Consistent with other statistical classifications or international standards
3. <input type="checkbox"/> Consistent with the classification of the Input-Output table	<div style="border: 1px solid black; width: 100%; height: 40px;"></div>
4. <input type="checkbox"/> Consistent with the statistical survey on domestic tourism consumption	
7. <input type="checkbox"/> Not consistent	

Q3: Does your country conduct the statistical survey regarding the number of accommodation guests at accommodation establishments? (One answer only)

- | |
|--|
| 1. <input type="checkbox"/> Yes (Go to Q3-1) |
| 2. <input type="checkbox"/> No (Go to Q4) |

<Questions regarding the statistical survey on the number of accommodation guests at accommodation establishments (hereafter referred to as "accommodation statistical survey") >

Q3-1: What methods are used for the accommodation statistical survey? (One answer only)

- | | |
|--|---|
| 1. <input type="checkbox"/> Mailing questionnaires | 3. <input type="checkbox"/> Online questionnaire on website |
| 2. <input type="checkbox"/> Interview by telephone | 4. <input type="checkbox"/> Other () |

Q3-2: Data of which periods are collected for the accommodation statistical survey? (Check all that apply)

- | | |
|---------------------------------------|---------------------------------------|
| 1. <input type="checkbox"/> Annually | 3. <input type="checkbox"/> Monthly |
| 2. <input type="checkbox"/> Quarterly | 4. <input type="checkbox"/> Other () |

Q3-3: What are the sample size and the response rate of the accommodation statistical survey? (Approximate number allowed)

Sample size ()

Response rate (%)

Q3-4: How is the number of accommodation guests categorized in the accommodation statistical survey? (Check all that apply)

- | |
|---|
| 1. <input type="checkbox"/> Sorted by domestic and foreign nationals |
| 2. <input type="checkbox"/> Sorted by domestic guests within the area and outside the area (Ex. within or outside the prefecture) |
| 3. <input type="checkbox"/> Residential area of foreign nationals |
| 4. <input type="checkbox"/> Other () |

Q3-5: Is amount data such as sales or profits collected in the accommodation statistical survey? (One answer only)

- | |
|---|
| 1. <input type="checkbox"/> Yes, amount data is filled out |
| 2. <input type="checkbox"/> No, amount data is not filled out |

Q3-6: Does your country use the accommodation statistical survey for compiling TSA? (One answer only)

- | |
|---------------------------------|
| 1. <input type="checkbox"/> Yes |
| 2. <input type="checkbox"/> No |

Q3-7: Please write an overview of how the accommodation statistical survey is used for developing TSA.

--

Q4: What statistics other than the three statistics mentioned above are used in your country for TSA compilation? (Ex. Economic Census, Housing and land survey, Balance of Payments statistics, financial statements of airline companies, etc)

--

2. Development status of the SNA and Input-Output table

Q5: Does your country compile the SNA and Input-Output table? Please answer the compilation status of SNA and Input-Output table (compilation cycle and last update year), and the status of utilization for TSA. Please attach the latest versions of these tables (in English if possible) when returning this questionnaire.

	Compilation status (One answer only)	Compilation cycle (upper line) Last update (lower line)	Status of utilization for TSA (One answer only)
SNA Use Table	1. <input type="checkbox"/> Compiled 2. <input type="checkbox"/> Not compiled	_____(yr.) _____(yr.)	1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No
SNA Supply table (or Make Table)	1. <input type="checkbox"/> Compiled 2. <input type="checkbox"/> Not compiled	_____(yr.) _____(yr.)	1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No
Input-Output table	1. <input type="checkbox"/> Compiled 2. <input type="checkbox"/> Not compiled	_____(yr.) _____(yr.)	1. <input type="checkbox"/> Yes 2. <input type="checkbox"/> No

3. TSA compilation status and method

Q6: Please answer the compilation status of TSA tables 1 to 10 in your country. Please place a check beside the tables compiled. Please attach the latest versions of these tables (in English if possible) when returning this questionnaire.

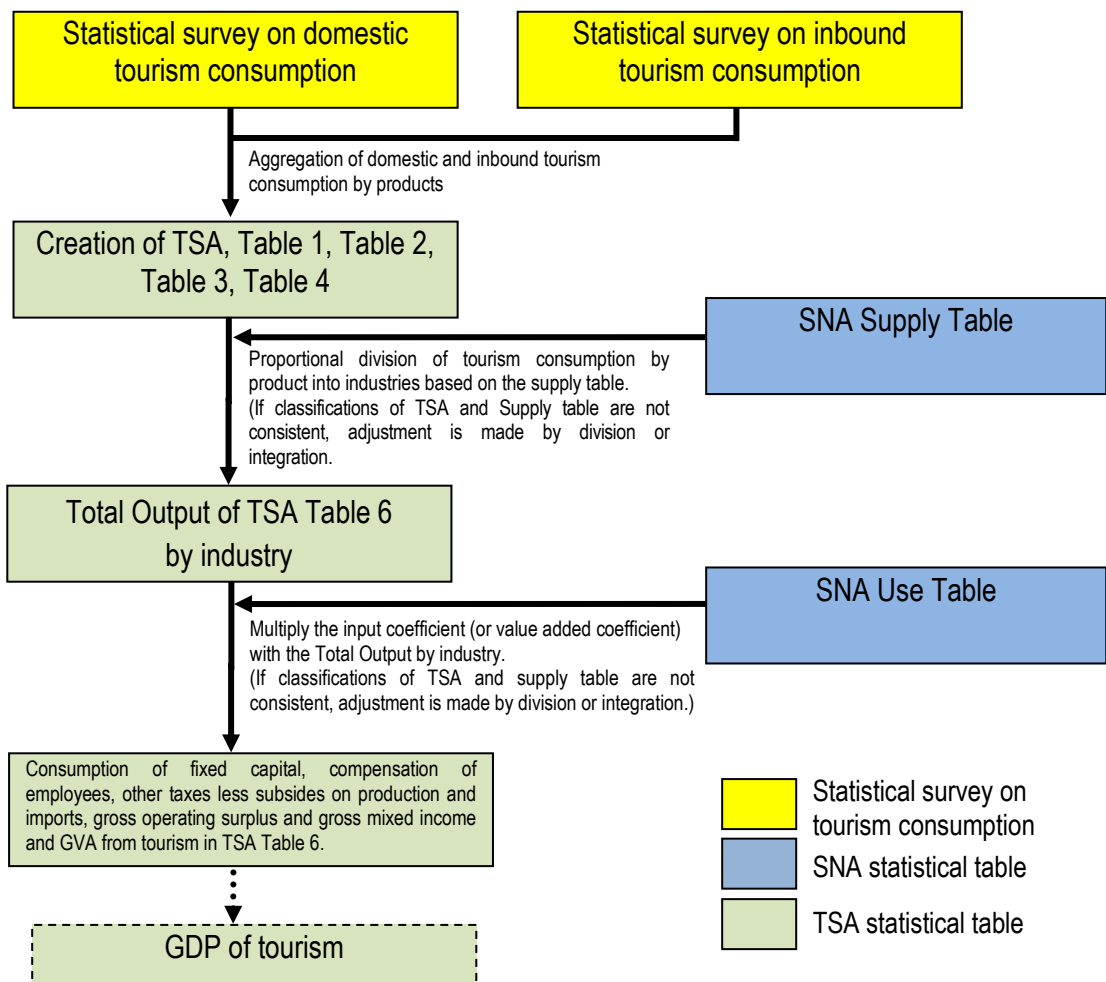
	Compiled
Table 1: Inbound tourism expenditure by products and classes of visitors	<input type="checkbox"/>
Table 2: Domestic tourism expenditure by products and classes of visitors and types of trips	<input type="checkbox"/>
Table 3: Outbound tourism expenditure by products and classes of visitors	<input type="checkbox"/>
Table 4: Internal tourism consumption by products	<input type="checkbox"/>
Table 5: Production accounts of tourism industries and other industries	<input type="checkbox"/>
Table 6: Total domestic supply and internal tourism consumption	<input type="checkbox"/>
Table 7: Employment in the tourism industries	<input type="checkbox"/>
Table 8: Tourism gross fixed capital formation of tourism industries and other industries	<input type="checkbox"/>
Table 9: Tourism collective consumption by products and levels of government	<input type="checkbox"/>
Table 10: Non monetary indicators	<input type="checkbox"/>

Go to Q6-1 if Table 6 is compiled.

Go to Q6-6 if Table 6 is not compiled.

<Questions regarding compilation methods of TSA (Table 6) in your country>

Q6-1: How is TSA (Table 6) compiled in your country? The figure below is an overview of TSA (Table 6) compilation in Japan. Please indicate differences of the overview between Japan and your country. Please attach a creation manual (English version), if any.



Q6-2: What kind of price is adopted in the TSA (Table 6) in your country? (Check all that apply) If there are several pricing systems for Table 6, please indicate the corresponding items in the parenthesis. (Ex. "Domestic Supply", "All items except Domestic Supply".)

1. <input type="checkbox"/> Basic price	()
2. <input type="checkbox"/> Producer's price	()
3. <input type="checkbox"/> Purchaser's price	()
4. <input type="checkbox"/> Other	()

Q6-3: How is the domestic output of travel agencies defined for TSA (Table 6) in your country? (One answer only)

1. <input type="checkbox"/> Margin excluding procurement	4. <input type="checkbox"/> Other
2. <input type="checkbox"/> Total amount including procurement	
3. <input type="checkbox"/> Aggregate responses from enterprises or establishments as they are	

Q6-4: How is the TSA applied in your country? (Check all that apply)

1. <input type="checkbox"/> For estimating the total gross value added from tourism and the share of tourism in GDP
2. <input type="checkbox"/> As basic data to estimate the economic ripple effect by tourism
3. <input type="checkbox"/> For understanding the input-output structure of tourism related industries
4. <input type="checkbox"/> As basic data to set a tourism policy goal
5. <input type="checkbox"/> For international comparison with other countries
6. <input type="checkbox"/> For simulation and forecasting
7. <input type="checkbox"/> Other

Q6-5: What is the share of tourism in GDP of your country?
()%

<Questions regarding the reason for not compiling TSA (Table 6)>

Q6-6: What is the reason for not compiling TSA (Table 6) in your country?

<Questions regarding the general idea of the number of workers if TSA (Table 7) is created>

Q7: Please answer the estimation method of the number of workers by industry in TSA Table 7 in your country. (One answer only)

1. <input type="checkbox"/> Total number of workers in the corresponding industry
2. <input type="checkbox"/> Number of workers only in businesses related to tourism in the corresponding industry
3. <input type="checkbox"/> Number of workers calculated by multiplying the share of tourism (estimated based on sales, etc. from tourists) with the total number of workers in the corresponding industry
4. <input type="checkbox"/> Other

4. Structure for TSA compilation

Q8: Describe the department in charge of compiling tourism statistics, SNA, and TSA in your country.

	Name of government office (including the division)	Number of persons in charge (estimate)
Statistics on domestic tourism consumption		_____ persons
Statistics on inbound tourism consumption		_____ persons
TSA		_____ persons
SNA		_____ persons
Input-Output table		_____ persons

Q9: The departments for tourism statistics and SNA compilation need to work in cooperation. Which systems are built to encourage cooperation? (Check all that apply)

<p>1. <input type="checkbox"/> Provision of detailed classification data from the SNA department</p> <p>2. <input type="checkbox"/> Provision of detailed classification data from the tourism statistics department (including individual data)</p> <p>3. <input type="checkbox"/> Establishment of a technical advisory committee</p> <p>4. <input type="checkbox"/> Formulation of a medium-term plan to establish a compilation method</p> <p>5. <input type="checkbox"/> Technical support by the SNA department (or statistics bureau) to the TSA department</p> <p>6. <input type="checkbox"/> Other</p> <div style="border: 1px solid black; height: 50px; width: 100%;"></div>
--

5. Feedback and Comments

Q10: Please comment freely if there are any issues, directions for future improvement, and requests for TSA: RMF 2008 in relation to the development of tourism consumption statistics and TSA in your country, or if there are any requests for international organizations.

Thank you for your cooperation.

Annex 2. Other Results from the Survey

Table A.2.1: Development Status of SNA and Input-Output Table

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Compilation Cycle (Unit : year)											
SNA Supply Table	5	–		1			5		1	3-4	
SNA Use Table	5			1	1/4		5		1	3-4	
Input-Output Table	5		10	5 (1)	1		5			3-4	
Latest Data											
SNA Supply Table	2010			2012			2010		2014	2010	2007
SNA Use Table	2010			2012			2010		2014	2010	2007
Input-Output Table	2010		2005	2005			2010		2014	2010	2005

Table A.2.2: Other Statistics used for TSA Compilation

Brunei	<p>Data from Tourism Development Department (TDD):</p> <ul style="list-style-type: none"> • Data on passenger arrivals by air, ferry and cruise ships (all arrivals per year) • Data on accommodation rooms, beds & occupancy rates (complete/representative) • TDD passenger survey at hotels and airport (not representative at national level) • Visitor count at places of interests • Employment data (local and foreign) in travel agencies, tour operators and hotels (2012-2014) <p>Data from national air carrier (Royal Brunei) on passengers (inbound and outbound by origin/destination and length of stay)</p> <p>National statistics:</p> <ul style="list-style-type: none"> • National accounts data (including SUT and IOT) • Economic Census • Household expenditure survey • Balance of Payments statistics
Indonesia	Outbound Survey
Japan	SNA, Housing and land survey, and Balance of Payments statistics.
Korea	Extended Balance of Payments Services statistics
Malaysia	<ol style="list-style-type: none"> 1. Arrivals data-Tourism Malaysia and Immigration Department 2. Balance of payment 3. Economic survey; <ol style="list-style-type: none"> i. Transport passenger ii. Food and beverage iii. Culture, sport and recreation iv. Travel agent and reservation v. Education and health vi. Retail/shopping 4. Malaysia outbound survey 5. Government accounts 6. Supply and Use table 7. Input Output table 8. Gross Domestic Product 9. Labor force statistics 10. External trade data
Myanmar	For TSA compilation in Myanmar, we collect the data of Inbound Tourism, Outbound Tourism, Domestic Tourism from Administrative records, household survey, financial statements of hotels and travel agency.
Philippines	Census of Philippine Business and Industry (CPBI) Labor Force Survey (LFS) Input-Output Survey of Philippine Business and Industry (IOSPBI)

Table A.2.3: Definition of the Domestic Output of Travel Agencies

	Brunei	Japan	Korea	Malaysia	Myanmar	Philippines	Thailand
Margin excluding procurement	✓	✓		✓			
Total amount including procurement			✓		✓		✓
Aggregate responses from enterprises or establishments as they are							
Other						✓	

Table A.2.4: Estimation Method of the Number of Workers in TSA Table 7

	Brunei	Indonesia	Japan	Korea	Malaysia	Myanmar	Philippines
Total number of workers in the corresponding industry			✓		✓		
Number of workers only in businesses related to tourism						✓	
Number of workers calculated by multiplying the share of tourism with the total number of workers	✓						
Other		✓*1		✓*2			✓*3

*1: The number of workers by industry is calculated by multiplying the coefficient of workers of the Input-Output Table with the impact of tourism consumption on output in the corresponding industry

*2: The number of workers is calculated using the SNA employment index and the Input-Output Table.

*3: The total number of workers in the tourism industry is estimated using the CPBI benchmark for large and small industries' ratios to total employment in the labor force.

Table A.2.5: Systems Built to Encourage Cooperation

	Brunei	Cambodia	Indonesia	Japan	Korea	Lao PDR	Malaysia	Myanmar	Philippines	Singapore	Thailand
Provision of detailed classification data from the SNA department			✓	✓	✓		✓	✓	✓		
Provision of detailed classification data from the tourism statistics department		✓	✓		✓		✓	✓	✓		
Establishment of a technical advisory committee			✓				✓	✓	✓		✓
Formulation of a medium-term plan to establish a compilation method							✓	✓			
Technical support by the SNA department to the TSA department			✓				✓	✓	✓		
Other	✓*										

* : The TSA is currently developed by an external Consultant. The consultant has previously advised the JPKE on the compilation of SUT and IOT data. The project is supported by a joint steering committee with representatives from the TDD (tourism statistics) and JPKE (national statistics).

Free Comment

Reason for not compiling TSA

- Based on data availability on NSO of Indonesia (BPS) and other institutions, there are no data that can show the tourism share in every industries. The reason is in all surveys conducted by BPS, there are no questions about who using the services/product. (Indonesia)
- The reason for not compiling TSA (Table 6) in Myanmar, we collect data for inbound tourism statistic from administrative records and household surveys. We have to do update household surveys with cooperation of Central Statistical Organization and Central Bank of Myanmar. (Myanmar)
- Resource intensive. As a small country, domestic travel is deemed not relevant for Singapore. Hence the need for TSA compilation is reduced. (Singapore)

Overview of how the accommodation statistical survey is used for developing TSA

- The result of accommodation statistical surveys is used to complete the Table 10 (Non-monetary indicators). (Indonesia)
- Accommodation survey encompasses hotels (including resort hotels), budget hotels, apartment hotels, chalets, rest house/ guesthouse/ hostel/ bed & breakfast and camping grounds. Accommodation statistics provide information as below;

- 1 Number of establishments
- 2 Value of gross output, intermediate input and value added
- 3 Value of assets
- 4 Total number of persons engaged, salary and wages.

These data are available during annual survey/census years. These indicators are important to measure the tourism demand as well as for planning and policy formulation for tourism industry. (Malaysia)

- The accommodation statistical survey is used for developing TSA as following fields:
 - 1 Inbound Tourism
 - 2 Outbound Tourism
 - 3 Domestic Tourism (Myanmar)

Other Comments

- Key issues ? Cambodia for future improvement & requests:
 - Training in TSA methodology, Supply and Use Tables and their compilation
 - Technical assistance on TSA (Cambodia)
- Related compiling of Table 6, in my country still face the problem. This is because of data availability. Are there simple methods to solve the problem? This is main reason why in our TSA to calculate the impact of tourism consumption on economy uses multiplier matrix of input-output table. (Indonesia)

- To conduct workshop on the manual itself especially on the Tourism Gross Fixed Capital Formation precisely by the government and Tourism collective consumption by products and levels of government and tourism ratio. Establish expert/ technical group internationally to share on the findings and best practices of TSA. (Malaysia)
- The development of tourism consumption statistics and TSA in Myanmar, we need to collect the data for inbound tourism, outbound tourism and domestic tourism with surveys team on monthly ,quarterly and annually at the airport, and border check point . We have to build up formation of TSA frame work and close cooperation with Central Bank of Myanmar and Central Statistical Organization .And we need to collect data in tourist destination. (Myanmar)

Annex 3. Inbound TSA Table 6 in 2012

Table 6 Tourism domestic supply and internal tourism consumption, by products

Products	TOURISM INDUSTRIES									TOTAL tourism industries	Other industries	TOTAL output in services	TOTAL output in goods (at producers' price)	Imports	Tariffs and taxes on imports	Margins	Internal tourism consumption
	Hotels and similar	Second home ownership (imputed)	Restaurants and similar	Railway passenger transport	Road passenger transport	Water transport	Air transport	Transport supporting services	Sporting and other recreational services								
Specific products	397	0	232	83	28	1	137	9	5	893	23	916	182	74	9	112	1,293
Characteristic products	397	0	232	83	28	1	137	9	5	893	23	916	9	2	0	0	927
Accommodation services	395	0	1	0	0	0	0	0	1	396	2	398	0	0	0	0	398
Hotels and other lodging services	395	0	1	0	0	0	0	0	1	396	2	398	0	0	0	0	398
Second homes services on own account of for free	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Food and beverage serving services	2	0	232	0	0	0	0	0	0	234	5	239	0	0	0	0	239
Passenger transport services	0	0	0	83	28	1	137	4	0	253	2	256	0	0	0	0	256
Interurban railway	0	0	0	83	0	0	0	0	0	83	0	83	0	0	0	0	83
Road	0	0	0	0	28	0	0	1	0	29	0	29	0	0	0	0	29
Water	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Air	0	0	0	0	0	0	137	0	0	137	0	137	0	0	0	0	137
Supporting services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transport equipment rental	0	0	0	0	0	0	0	4	0	4	2	6	0	0	0	0	6
Maintenance and repair services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel agency, tour operator and tourist guide services	0	0	0	0	0	0	0	4	0	4	3	7	0	0	0	0	7
Travel agency	0	0	0	0	0	0	0	4	0	4	3	7	0	0	0	0	7
Tourist information and tourist guide	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cultural services	0	0	0	0	0	0	0	0	1	1	7	9	0	0	0	0	9
Performing arts	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	2
Museum and other cultural services	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	6
Recreation and other entertainment services	0	0	0	0	0	0	0	0	3	3	3	6	0	0	0	0	6
Sports and recreational sport services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other amusement and recreational services	0	0	0	0	0	0	0	0	3	3	3	6	0	0	0	0	6
Miscellaneous tourism services	0	0	0	0	0	0	0	1	0	1	1	2	9	2	0	0	13
Financial and insurance services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other good rental services	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	2
Other tourism services	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	11
Connected products	0	0	0	0	0	0	0	0	0	0	0	0	173	72	9	112	365
goods	0	0	0	0	0	0	0	0	0	0	0	0	173	72	9	112	365
services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non specific products	0	0	0	0	0	0	0	0	0	0	56	56	0	0	0	-56	0
goods	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
services	0	0	0	0	0	0	0	0	0	0	56	56	0	0	0	-56	0
TOTAL output	397	0	232	83	28	1	137	9	5	893	78	972	182	74	9	56	1,293
Agriculture, forestry and fishery products	15	0	14	0	0	0	0	0	0	30	1	31					
Ores and minerals	0	0	0	0	0	0	0	0	0	0	3	3					
Electricity, gas and water	28	0	9	6	0	0	1	0	0	45	1	46					
Manufacturing	76	0	89	11	3	0	46	1	0	227	21	248					
Construction work and construction	2	0	1	2	0	0	0	0	0	5	1	6					
Trade services, restaurants and hotel services	0	0	0	0	0	0	0	0	0	0	0	0					
Transport, storage and communication services	15	0	5	3	2	0	31	0	0	57	3	60					
Others services	31	0	16	11	3	0	16	2	1	80	9	89					
Government services, private non-profit services to households	1	0	1	0	0	0	9	0	0	12	0	12					
Total intermediate consumption (at purchasers price)	169	0	135	33	9	1	103	3	2	455	39	494					
Consumption of fixed capital	51	0	17	26	2	0	24	2	1	122	7	130					
Compensation of employees	75	0	34	23	17	0	23	3	1	177	23	199					
Other taxes less subsidies on production and imports	20	0	8	4	2	0	6	0	1	41	3	43					
Gross Operating surplus and Gross Mixed income	83	0	38	-3	-2	0	-19	1	1	99	6	106					
Total gross value added of activities (at producers' prices)	228	0	98	50	19	0	34	6	3	439	39	478					



The World Tourism Organization (UNWTO), a United Nations specialized agency, is the leading international organization with the decisive and central role in promoting the development of responsible, sustainable and universally accessible tourism. It serves as a global forum for tourism policy issues and a practical source of tourism know-how. Its membership includes 157 countries, 6 territories, 2 permanent observers and over 450 Affiliate Members.



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