REQUESTED COMMENTS

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• Responsible for TSA in Denmark on behalf of Visit Denmark
• Producing regional TSAs for the six regions of Denmark since 2006

GENERAL COMMENTS – Methodology

In case of an existing valid, up-to-date TSA, two approaches can be utilised:

1. The Regional Account Approach
   • Construction of TSA tables for regions following the TSA coverage characteristics and definitions
   • Developed by the Central Statistical Office (CSO) of the country in co-operation with regional authorities
   • The preferable approach

2. The Regional Allocation Approach,
   • A modeling exercise using a set of regional indicators
   • Combined with survey data to allocate the national output of tourism distributed across the country’s regions.
   • An "experimental" regional TSA
   • "Do not produce a proper TSA at the regional level"
   • Should be developed under supervision of the CSO and regional experts and authorities
GENERAL COMMENTS – Methodology (continued)

• The strategic role the Account Approach assigns to the Central Statistical Office to ensure the collection of the necessary account data at regional level, is not the feasible in many countries.

• The examples given of Andalusia and Wales are to a large extent autonomous regions with extensive jurisdictional and administrative authority, including statistical matters.

• Any WTO guidelines for the development of regional TSAs has to be flexible and take into account the national differences in available regional data.

• WTO and relevant major multilateral organizations should consider collecting and presenting strategic examples from countries that have developed regional TSA, whether using the Account or Allocation Approach.

THE CASE OF DENMARK

• Danish TSA / R-TSA initiated by Visit Denmark, the National Tourism Organisation.

• Collection of tourism data through annual visitor interviews since 1996.

• In close collaboration with CSO of Denmark, providing tourism statistical data on different accommodation types.

• CRT, a research institution, makes R-TSA and a Tourism Model based on the survey data and statistical data (since 2003).

• The particular feature of the Danish R-TSA is that it merges accounting parts of TSA with modelling parts.

• I.e. the methodology combines both bottom-up and top-down approaches, as well as a combination of the account and the allocation approach.

Advantages:
1. Enabling timeseries 1996-2006
2. Presenting comprehensive tourism data on regional level.
3. Conducting impact analysis on regional economy and employment.
CHALLENGES AND SUGGESTIONS FOR R-TSA DEVELOPMENT

How to define “usual environment” for regional TSA when the areas are small?

• Regional TSA should include a definition of the “usual environment”, i.e. the geographical area (though not necessarily a contiguous one) within which an individual conducts his/her regular life routines”.

• Regional TSA can involve small areas, making it difficult to distinguish between what are individual regular life routines and what are tourist related activities, e.g. day shopping vs. visit museum in another region.

• The definition of tourists (including the same-day visitors) should combine the definition of “usual environment” and the activities the individual person makes.

How to deal with domestic regional business travel

• The official definition of visitors covers both individuals who travel for personal reasons and individuals who travel for business and conference purposes

• Within a country’s border, there exist many business related connections between the regions and involves many business travels every day, both overnight and same-day. How do we collect information on the spending of same-day business travelers’ spending?

CHALLENGES AND SUGGESTIONS FOR R-TSA DEVELOPMENT - cont.

How to deal with the inter-regional commodity balance within the interregional economies when disaggregating from N-TSA to R-TSA?

• Even if the regional statistical data are available, the R-TSA requires an inter-regional commodity balance for all tourism industry sectors activities between the regions.

• Both regional supply and demand should be calculated and added up to the national total supply and demand for each commodity within each industrial sector.

How to deal with the differences in statistical resources for regions?

• One of the benefits of developing regional TSA is the possibility of being able to compare tourism development between regions within the country.

• Due to differences in regional statistical resources and data collection, the comparability and consistency is undermined.

• This becomes even more challenging when attempting to compare tourism across regions in Europe
EU RESEARCH PROGRAM
European Spatial Planning Observatory Network, ESPON
• Focus on spatial planning in the EU and the related policy implications of various economic, social, cultural and environmental conditions and developments in the EU.
• Increased competitiveness through comparability

ESPON 1.4.5 - Preparatory Study On The Spatially Relevant Aspects Of Tourism (2006)

www.espon.eu

ILLUSTRATING THE CHALLENGES AHEAD

MUCHAS GRACIAS POR LA ATENCION