

**TSA (Tourism Satellite Account)
Flemish Region and Brussels-Capital Region 2014**

Executive Summary

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INTRODUCTION

A Tourism Satellite Account (abbreviation TSA in international literature) is an internationally recognised instrument for indicating the economic significance of tourism. The tourism sector is not an easily definable or clearly visible economic sector, but rather an amalgamation of (parts of) different branches of activity. Often, only a part of the output of these branches of activity is used for tourism consumption, which is why a TSA is necessary. On the supply side, the TSA brings together the various essential functional components of the national accounts and at the same time, it links this supply with the actual tourism consumption.

The setting up of the TSA for the Flemish Region is a project carried out by the Research Centre of the Government of Flanders, in collaboration with the Flemish Department of Foreign Affairs, Tourism Flanders-Brussels and the Flemish Support Centre for Tourism, each of which is represented in the Steering Committee. All decisions related to the preparation of the TSA for the Flemish Region have been made within this Steering Committee. The first TSA described the situation in 2008 and was presented in march 2012. A few months later an extensive methodological report was published (Weekers, 2012). In 2013 the report on the TSA 2010 was published (Weekers, 2013a), together with an elaborated report on employment in the sector of tourism in 2008 en 2010 (Weekers, 2013b). In 2014 the report on the TSA 2012 was published (De Maesschalck and Weekers, 2014).

In this executive summary, the results of the TSA 2014 will be presented. A complete Tourism Satellite Account consists of 10 tables, which are listed below. In the current stage of the project, we only focus on TSA Tables 1, 2, 4, 5, 6 and 7.

- TABLE 1: Inbound¹ tourism consumption
- TABLE 2: Domestic tourism consumption
- ~~TABLE 3:~~ *Outbound tourism consumption*
- TABLE 4: Internal tourism consumption
- TABLE 5: Production accounts of tourism industries and other industries
- TABLE 6: Domestic supply and internal tourism consumption
- TABLE 7: Employment in the tourism industries
- ~~TABLE 8:~~ *Tourism gross fixed capital formation of tourism and other industries*
- ~~TABLE 9:~~ *Tourism collective consumption*
- ~~TABLE 10:~~ *Non-monetary indicators*

In this Executive Summary, we will first discuss the used methods, sources and results per table for the TSA of the Flemish Region. In a second part, we take a look at the estimated results for the Brussels-Capital Region and for the total of Flemish and Brussels-Capital Region. Further, we discuss in greater detail the most important indicators and compare these with the results in other countries and with the share of other sectors in the value added in the Flemish Region. In attach, we give an overview of the results in the TSA 2008, 2010, 2012 and 2014. All details regarding methods, choices of methods, calculations and (partial) results for each component can be read in the final report on the TSA 2014, which is only available in Dutch (De Maesschalck & Weekers, 2016).

¹ Since our objective is to prepare not a national but a regional TSA, we must interpret certain concepts differently: "inbound" refers to tourism from outside the Flemish Region (= from abroad + Brussels + Wallonia), while "internal" and "domestic" refer to the Flemish Region.

1. METHODS, SOURCES AND RESULTS PER TSA TABLE FOR THE FLEMISH REGION

The methodological approach of the TSA is described in the manual "*Tourism Satellite Accounts: Recommended Methodological Framework*" (UNSD et al., 2008). This report has been prepared in accordance with the modified "*International Recommendations for Tourism Statistics 2008*", (UNSD & WTO, 2008). The application of this methodology for the Flemish case was described in the methodological report on the TSA 2008 (Weekers, 2012). In the report on the TSA 2010 (Weekers, 2013a) some parts of the methodology were refined and TSA-Table 7 on employment was developed for the first time. The TSA 2014 uses the same methodology as the TSA 2012, only the use of second homes outside the coastal area was calculated differently. The results of the TSA 2014 for the Flemish Region will be presented below. We discuss TSA-Tables 1, 2, 4, 5, 6 and 7.

1.1. TSA TABLES 1, 2 AND 4: TOURISM CONSUMPTION IN THE FLEMISH REGION 2014

On the consumption side, three tables must be completed:

- TSA Table 1 for inbound tourism consumption
- TSA Table 2 for domestic tourism consumption
- TSA Table 4 for total internal tourism consumption.

In **TSA Tables 1 and 2** (inbound and domestic tourism consumption), tourists are divided into different categories. In the first place, we make a distinction between same-day visitors and overnight visitors. We also make a distinction depending on the purpose of the trip: recreational, MICE (Meetings, Incentives, Conferences & Events) or other professional purposes. For TSA Table 1, we also need to know the origin of the tourists and for TSA Table 2, we need to know if the tourists are staying in the Flemish Region or whether they have another destination. For each of these groups, we must try to find out the volume and expenditures of the tourists. The results per group of tourists can be read in the final report on the TSA 2014 (De Maesschalck & Weekers, 2016).

Table 1: TSA Tables 1 and 2, divided according to groups of tourists

TSA TABLE 1: INBOUND TOURISM			TSA TABLE 2: DOMESTIC TOURISM		
1a: Visitors from Wallonia and Brussels to the Flemish Region	Same-day visitors	Recreational MICE Other business trips	2a: Flemish visitors to the Flemish Region	Same-day visitors	Recreational MICE Other business trips
	Overnight visitors	Recreational MICE Other business trips		Overnight visitors	Recreational MICE Other business trips
1b: Foreign visitors to the Flemish Region	Same-day visitors	Recreational MICE Other business trips	2b: Flemish visitors travelling to Brussels or Wallonia, or abroad	Same-day visitors	Recreational MICE Other business trips
	Overnight visitors	Recreational MICE Other business trips		Overnight visitors	Recreational MICE Other business trips

These data are the result of various surveys and reports, the linking of different data sources, the estimation of certain volumes and expenditures or the application of ratios. Six groups of sources can be distinguished, on the basis of the nature of the suppliers of the data and the research results:

- Tourism Flanders-Brussels: "Toerisme in Cijfers" (Tourism in Figures) (2014); "MICE-onderzoek" (2013); "Vlaanderen Vakantieganger" (Flemish tourism research) (2011).
- WES: "Reisgedrag van de Belgen" (Travel behaviour of Belgians) (2014)
- Westtoer (provincial enterprise for tourism in West Flanders): KITS (Flemish project on seaside tourism indicators and statistics) (2014); "Dagtoerisme kust" (Same-day tourism at the seaside) (2009); "Gebruikers van vakantiewoningen" (Use of second homes) (2011)
- Joint research : "Daguitstappenonderzoek" (Day trip study) (2011)
- Foreign studies: Travelpack (UK, 2014); SIT (Statistics on Inbound Tourism) (NED, 2010).

Since all these studies and source data pertain to different years, the data on expenditures needed to be converted to 2014 prices, which was achieved by means of the Consumer Price Index (CPI).

The expenditures of second-home owners and users, which cannot be categorised on the basis of their origin, we have put in a separate column in TSA Table 4. We also have no source of information on Flemish visitors (same-day as well as overnight visitors) who travel to Wallonia, Brussels or abroad for business purposes. Hence, we cannot quote any expenditure figures for these groups of tourists. Only the air transport costs are quoted, on the assumption that the ratio of tourism consumption within this supply equals 100%. In Table 6, we use this 100% ratio for both passenger air transport and the services offered by travel agencies, tour operators and guides. Although there is little to no information in the available sources with regard to tourism expenditures on these products, it is quite obvious that these expenditures are tourism expenditures. Therefore, we have worked the other way round and assumed a total tourism consumption of the supply, which we have next redistributed over the various groups of tourists in TSA Tables 1 and 2.

TSA Table 4 displays the total tourism consumption, for which we have first combined the tourism expenditures compiled in TSA Tables 1 and 2. As shown in Table 1, we obtain a total expenditure of EUR 3.6 billion yielded by inbound tourism (i.e. tourists from Wallonia, Brussels and abroad) in the Flemish Region in 2014. For domestic tourism, i.e. Flemish tourists, we obtain a total expenditure of EUR 6.4 billion. We need to add to this the tourism consumption expenditures of second-home residents, which we estimate at approximately EUR 1.4 billion, to see the total of EUR 11.4 billion on tourism expenditures.

There are other forms of tourism consumption besides tourism expenditures which should be included in the TSA. Firstly, the value of the accommodation in private holiday homes can be estimated on the basis of the KITS, the "Vlaanderen Vakantieganger" and SVR (Weekers, 2015) studies. In total, an estimated rental value of approximately EUR 595 million has been entered in the TSA 2014. Secondly, for the calculation of social transfers (to culture, transport and tourism), we have examined the 2014 budgets of the Government of Flanders, the budget of the authorities of the five Flemish provinces and municipalities. Since only the transfers or subsidies from which the individual tourist draws benefits can be included in TSA Table 4 according to the RMF, we have screened each item on the various budgets against this condition. In total, an amount of over EUR 709 million in subsidies is included in the TSA 2014.

Table 2: TSA TABLE 4: Internal tourism consumption in the Flemish Region in 2014 (in euro and based on 2014 prices).

EXPENDITURES	TOURISM EXPENDITURES				OTHER COMPONENTS OF TOURISM CONSUMPTION			TOTAL
	TSA TABLE 1: Inbound Tourism	TSA TABLE 2: Domestic Tourism	Second-home residents + groups of friends, family and acquaintances		Accommo- dation in second homes	Subsidies	Durable goods	
			Seaside	Other				
1 Accommodation services	620.474.434	479.335.077	-	-	594.598.257	-	-	1.694.407.768
2 Food and beverages services	776.220.841	903.519.113	261.350.482	262.558.150	-	-	-	2.203.648.586
3 Passenger transport services by land (rail+road+water)	126.284.825	534.361.892	27.625.013	28.125.103	-	221.289.784	-	937.686.616
4 Air passenger transport services	905.117.833	1.499.670.873	-	-	-	7.614.836	-	2.412.403.542
5 Services of travel agencies, tour operators and guides	537.601.809	2.009.881.298	-	-	-	-	-	2.547.483.107
6 Cultural , sports and recreational services	97.949.485	132.149.864	1.581.037	182.846.795	-	479.723.561	-	894.250.741
7 Remainder participation fee	35.297.363	157.925.853	-	-	-	-	-	193.223.216
8 Other	545.804.233	678.969.746	388.848.238	211.961.025	-	-	750.687.457	2.576.270.700
TOTAL	3.644.750.823	6.395.813.716	679.404.769	685.491.073	594.598.257	708.628.181	750.687.457	13.459.374.276

Finally, we have included the value of durable tourism consumer goods, i.e. products purchased for tourism purposes and for lasting use, such as skiing or camping equipment, caravans and camper vans. On the basis of information from Statistics Belgium (BE.stat) and the Household Budget Survey, we were able to estimate the expenditures incurred by tourists for these products. We estimate the total value at approximately EUR 751 million in 2014.

Overall, tourism consumption in the Flemish Region totalled EUR 13.5 billion in 2014.

1.2. TSA TABLE 5: TOURISM SUPPLY IN THE FLEMISH REGION 2014

TSA Table 5 must hold data which provides more information about the supply of tourism groups of services produced in the Flemish Region, expressed in basic prices, irrespective of whether these are ultimately used for tourism purposes or not. We also display the intermediate consumption and the added value generated by tourism producers.

The data in TSA Table 5 have all been gathered from the Regional Input-Output Tables (RIOTs) and the regional Supply and Use Tables (SUTs). The figures, which were supplied to us by the Belgian Federal Planning Bureau (FPB) and are available at the level of the A-143 branch of activity, pertain to 2010, which implies that all relevant figures within the 2010 RIOT needed to be converted to 2014 prices.

The RMF 2008 uses NACE and CPA codes to outline the branches of activity and the products coming under the tourism sector in detail. We have tried to align these codes with those from the supply table of the RIOT. Since the TSA requires a higher level of detail for some data on branches of activity than can be supplied by the IOT, we have encrypted some variables from the IOT on the basis of decentralised statistics from the Belgian National Office for Social Security (NOSS or RSZ in Flemish)². This database supplies information on the number of employees at five-digit level on the basis of NACE codes. Although we are fully aware of the fact that the use of allocation keys is not the most ideal working method³ this is the only method we can use for lack of better information to break down a monetary aggregate to a five-digit level. In consultation with the members of the Steering Group, we decided to align the year of the data provided by the Belgian National Office for Social Security (NOSS) with that of the RIOT (in this case, 2010) and to examine the situation as on 30 June. We have also used the NOSS statistics to single out the tourism products.

The result of this exercise is displayed in Table 3. The interpretation of the figures will be dealt with later when discussing the results of TSA Table 6. Details on the allocation keys which have been applied to the RIOT codes for obtaining the data on tourism-related branches of activity and tourism industries can be found in the final report of the TSA 2014 (De Maesschalck & Weekers, 2016).

² By "decentralised", we mean that, where appropriate, the number of employees of a branch of the company situated at a location different from that of the head office is attributed to this other location. In the "centralised" statistics, all employee numbers are assigned to the head office, regardless of where these employees work.

³ The Belgian National Accounts Institute (NAI) applies a similar method for the regionalisation of some macro-economic aggregates.

Table 3: TSA TABLE 5: The Production accounts of tourism industries and other industries in the Flemish Region in 2014 (in euro and based on 2014 prices).

	TOURISM INDUSTRIES													TOTAL	OTHER INDUSTRIES	GENERAL TOTAL (at basic prices)
	1a	1b	Food and beverage industry	Railway passenger transport	4	5	6	7	8	9	10	11	12			
	Accommodation for visitors	Accommodation second homes (Coast)			Road passenger transport	Water passenger transport	Air passenger transport	Transport equipment rental	Travel agencies, tour operators and guides	Cultural industry	Recreational and sports industry	Retail trade souvenirs and sports	Organisation conventions + shows			
1 a) Accommodation services	1.067.620.057	0	206.116.104	0	0	0	0	0	0	237.714	138.487	0	0	1.274.112.360	20.740.832	1.294.853.192
b) Accommodation - second homes seaside	1.539.186	127.067.084	200.103	0	0	0	0	0	0	35.067	2.116.231	0	0	130.957.671	1.114.584.199	1.245.541.870
2 Food and beverages services	135.866.220	0	5.588.970.477	0	0	0	9.435.778	0	0	10.864.423	52.819.372	6.637	0	5.797.962.907	572.430.235	6.370.393.141
3 Passenger transport services by railway	0	0	0	898.412.934	0	0	0	0	0	0	0	0	0	898.412.934	121.926.870	1.020.339.804
4 Passenger transport services by road	0	0	0	0	1.936.612.666	0	0	0	0	0	0	0	0	1.936.612.666	1.195.757	1.937.808.423
5 Passenger transport services by water	0	0	0	0	0	81.405.111	0	0	0	0	0	0	0	81.405.111	579.517.287	660.922.399
6 Passenger transport services by air	0	0	0	0	0	0	1.990.419.811	0	57.646.158	0	0	0	0	2.048.065.969	364.337.573	2.412.403.542
7 Transport equipment rental services	0	0	0	0	623.330	0	0	1.721.626.979	311.271	0	0	0	0	1.722.561.579	743.119.240	2.465.680.819
8 Services of travel agencies, tour operators and guides	46.709	0	0	0	22.471.899	0	0	0	2.124.764.111	36.830.212	0	0	0	2.184.112.931	363.370.176	2.547.483.107
9 Cultural services	3.671.563	0	2.302.633	0	0	0	0	0	7.314.122	357.702.815	1.438.575	46.964	0	372.476.672	273.602.706	646.079.378
10 Sports and recreational services	9.766.221	0	8.902.952	0	0	0	0	0	0	760.175	795.973.693	0	0	815.403.041	291.365.767	1.106.768.808
11 Retail sale souvenirs and sports	0	0	0	0	0	0	0	0	0	2.113	106.666	5.342.962	0	5.451.740	265.988.243	271.439.983
12 Organisation of conventions and trade shows	13.789	0	2.483.278	0	0	0	0	0	0	459.997	135.023	11.792	16.590.196	19.694.075	257.787.543	277.481.618
13 Other	76.918.533	902.474.561	871.335.458	215.409.239	39.999.311	533.472.894	194.377.138	298.815.516	80.367.164	583.369.323	383.962.190	318.262.484	238.978.495	4.737.742.305	461.630.051.119	466.375.304.563
TOTAL OUTPUT (basic prices)	1.295.442.278	1.029.541.645	6.680.311.004	1.113.822.173	1.999.707.205	614.878.005	2.194.232.727	2.020.442.495	2.270.402.825	990.261.839	1.236.690.237	323.670.839	255.568.690	22.024.971.961	466.607.528.686	488.632.500.647
INTERMEDIATE CONSUMPTION (purchase prices)	653.284.080	480.801.506	4.238.636.388	691.632.260	907.013.138	517.176.459	1.852.850.321	842.843.063	1.930.071.430	564.328.755	693.445.656	153.219.803	160.272.182	13.685.575.042	278.755.690.611	292.441.265.652
GROSS VALUE ADDED (basic prices)	642.158.198	548.740.138	2.441.674.615	422.189.913	1.092.694.067	97.701.546	341.382.405	1.177.599.432	340.331.396	425.933.084	543.244.581	170.451.036	95.296.508	8.339.396.920	187.851.838.075	196.191.234.995

1.3. TSA TABLE 6: ECONOMIC IMPORTANCE OF TOURISM IN THE FLEMISH REGION IN 2014

TSA Table 6 combines the information from the previous TSA Tables. We have also added information on imports and taken taxes, subsidies and trade and transport margins into account in order to be able to convert the supply at basic prices to consumption at purchase prices. Through linking the total supply of a particular product (calculated in TSA Table 5) to the total tourism consumption of this product (collected in TSA Table 4), the **tourism ratios per product** could be calculated. Through applying these ratios in turn to the supply data in each branch of activity, we could calculate the share of the output consumed by tourists per sector. This is referred to as the **tourism share of the supply**.

These tourism ratios and tourism shares allow us to calculate three important indicators for the Flemish Region in 2014:

- **The Gross Value Added of Tourism Industries:** this indicator designates the value added generated by the tourism industry, regardless of whether this supply is consumed by tourists or non-tourists. Hence, the value added by non-tourism related branches of activity is not taken into account, although these may also supply products purchased by tourists. The Gross Value Added of Tourism Industries in the Flemish Region in 2014 can be read from TSA Table 5: The total value added output by tourism-related branches of activity accounts for **EUR 8.3 billion or 4.3% of the total Value Added in the Flemish Region in 2014**.
- **The Tourism Direct Gross Value Added:** this indicator designates the valued added generated by both tourism-related and other branches of activity, but only for the share which is actually purchased by tourists in these sectors. So the production by the tourism-related branches of activity which is not consumed by tourists, is disregarded. The Direct Gross Value Added by Tourism in the Flemish Region in 2014 can only be derived from TSA Table 6 and is equal to **EUR 4.8 billion or 2.5% of the total value added in the Flemish Region in 2014**. More than two-thirds of this amount, i.e. EUR 3.3 billion is generated as Value Added for tourism consumption in tourism-related branches of activity. The Value Added for the tourism share in other branches of activity is equal to EUR 1.5 billion.
- **The Tourism Direct Gross Domestic Product:** This indicator adds to the direct gross value added by tourism, the tourism share of taxes less subsidies on products and imports, which also can be found in TSA-Table 6. The direct Gross Domestic Product in the Flemish Region in 2014 equals to **EUR 4.9 billion or 2.15% of the total gross domestic product in the Flemish Region 2014**.

If we look at the relative importance of the various tourism industries in the total Tourism Direct Gross Value Added in the Flemish Region⁴, we notice that the hotel and catering industry (Table 5) is particularly important, accounting for no less than 19% of the Value Added. Restaurants and cafés do even better, with a share of 32%. Passenger transport by road, rail and water represents 16% of Tourism Direct Gross Value Added. Passenger transport by air accounts for 10%, followed by the

⁴ The relative importance of the various tourism industries in the Gross Value Added of Tourism Industries, can be derived from the lower row of TSA-Table 5.

travel agencies and tour operators sector (10%) while cultural, recreational and sports companies are together responsible for 11% of the EUR 3.3 billion of the Tourism Direct Gross Value Added. The remaining two tourism industries, i.e. the retail sale of sports and souvenirs and the organisation of conventions and trade shows have a very small share.

Table 5: Tourism Direct Gross Value Added in the Flemish Region in 2014 (based on 2014 prices), by industry.

	Value added by tourism consumption = Direct Gross Value Added by Tourism	
	TOURISM INDUSTRIES EUR 3.3 billion = 100%	ALL INDUSTRIES EUR 4.8 billion = 100%
Accommodation for visitors	19,3%	13,3%
Accommodation related to second homes	1,4%	1,0%
Food and beverages industry	21,8%	21,9%
Road, rail and waterway passenger transport	16,0%	11,0%
Air passenger transport	10,3%	7,1%
Travel agencies, tour operators and guides	10,2%	7,1%
Cultural industry	3,7%	2,5%
Recreational and sports industry	7,0%	4,8%
Retail sale of sports and souvenirs	0,03%	0,02%
Organisation of conventions and trade shows	0,19%	0,13%
Other industries	Not applicable	31,2%

If we also consider the other industries, we notice that non-tourism industries are responsible for 31,2% of the Tourism Direct Gross Value Added. The shares of the tourism sectors are somewhat lower now, but the mutual ratio of importance remains the same. The relative importance of the different branches of activity in the total of the Gross Value Added of tourism industries is less relevant, since this indicator only takes into account production in these branches of activity and disregards consumption by tourists. We therefore do not discuss these in detail. Still, the figures can easily be derived from TSA Table 5, presented in Table 3 of this Summary.

1.4. TSA TABLE 7: EMPLOYMENT IN THE TOURISM SECTOR WITHIN THE FLEMISH REGION IN 2014

Various sources have been exploited in order to gather data on employment. For wage and salaried employment, we have relied on the decentralised National Office for Social Security statistics (NOSS or RSZ in Flemish), while we have used the data supplied by the RSVZ (National Institute for Social Insurances for the Self-employed) and the census of the affiliated persons/companies liable to compulsory social insurance for self-employment in particular. We would like to refer to the detailed report in Dutch on employment in the tourism sector for 2008 and 2010 (Weekers, 2013b) for extensive information on the methodological background.

The overall **employment in the tourism sector in the Flemish Region in 2014** can be split up into 129,127 wage and salaried jobs and 50,539 self-employed and self-employed helper. Wage and salaried jobs within the sector represent 5.9% of overall wage and salaried employment while self-employed and self-employed helper jobs take a share of 8.1% of overall self-employment.

As regards the shares of the **distinct sub-sectors** within the tourism sector, there are but minor differences. The bulk of the jobs in tourism is supplied by restaurants and cafés, viz. 39% of wage and salaried jobs and no fewer than 68% of self-employed jobs. The relatively large share of self-employed jobs within the restaurant and café sector can partly be explained by the fact that we do not have information on all the self-employed within the tourism sector, which accounts for their share being larger than in actual fact. This is also true for the culture, sports and recreation sub-sector, which represents 27% of self-employment in tourism, besides 17% of wage and salaried and 8% of student jobs. Passenger transport is also an important job provider in the tourism sector supplying 28% of tourism wage and salaried jobs. The remaining sub-sectors take shares of 10% or less.

As regards **gender differences** in tourism employment, there is a slight predominance of male employment with 58% and 60% men among the wage-earners and self-employed/self-employed helpers respectively. This predominance is reflected in every sub-sector of self-employed jobs, with the hotel and food and beverage industry employing 57% men and the culture, sports and recreation sub-sector topping the league with 63% to 70% male employment. With 80%, wage and salaried employment within the passenger transport sector accounts for the highest amount of male employment. Men also have a slight edge over women in the culture (53%), sports and recreation (55%) and the restaurant and café (51%) sectors. The accommodation sector and the travel agencies are the only sectors with a clear female predominance with 61% to 74% of wage and salaried employment taken by women.

Split out by working schedule, there is a slight predominance of full-time employment (52%), 41% working part-time and 7% working according to a special schedule in the tourism sector. The last group is made up of seasonal and temporary workers, who are employed through temporary contracts. The high proportion of part-time employment can be explained by the preponderance of part-time employment in the restaurant and café subsector. A slight predominance of part-time jobs can also be observed in the second homes segment within the accommodation sector. In the rest of the subsectors, full-time employment is preponderant. 65% of self-employed jobs in tourism can be qualified as main-profession jobs, 29% as secondary-profession jobs while the remaining 6% are exercised by individuals who stay in employment beyond their retirement age. Main-profession jobs are predominant in the hotel and catering industry in particular.

TABLE 6: TSA TABLE 7: Overall employment of wage-earners and self-employed in the tourism sector in the Flemish region, by gender and working schedule in 2014.

	WAGE EARNERS								SELF-EMPLOYED AND SELF-EMPLOYED HELPERS						
	% male	% female	% Full time	% Part-time	% Other	Totaal of jobs	Total of FTE	Total in jobs (local government)	% male	% female	% Main prof.	% Secun. prof.	% Post-retirement	TOTAL of jobs (excl. directors)	TOTAL of jobs (incl. directors)
Accommodation	38,8	61,2	52,5	40,9	6,5	12.071	8.669	42	56,7	43,3	75,5	19,0	5,5	2.038	2.616
Hotels and motels	42,3	57,7	59,7	33,7	6,6	7.832	5.952								
Other short-journey accommodation	32,4	67,6	39,2	54,3	6,4	4.239	2.717								
Second homes accommodation (in seaside municipalities)	25,4	74,6	43,1	56,9	0,0	1.048	679	0							
Sale and rental of real estate	32,6	67,4	28,3	71,7	0,0	46	26								
Administration and brokerage of real estate	25,0	75,0	43,8	56,2	0,0	1.002	653								
Food and beverages	51,3	48,7	32,6	53,0	14,4	49.694	27.638	0	56,7	43,3	75,5	19,0	5,5	25.125	34.160
Restaurants, fast food bars, snackbars, fish and chips stands	52,4	47,6	34,6	52,1	13,3	42.337	24.611								
Cafés, discotheques, dance halls etc;	44,7	55,3	21,1	57,9	21,0	7.357	3.026								
Passenger transport	79,6	20,4	72,5	26,9	0,6	35.681	30.790	0							
Rail passenger transport	89,5	10,5	78,4	21,6	0,0	11.381	10.832								
Road passenger transport	83,4	16,6	70,7	28,8	0,5	13.966	11.215								
Other passenger transport, not registered before	81,7	18,3	62,4	34,0	3,6	3.797	3.127								
Waterway passenger transport	72,9	27,1	69,3	23,5	7,2	166	132								
Air passenger transport	51,1	48,9	69,1	30,9	0,0	4.605	3.894								
Rental of transport equipment	55,6	44,4	79,7	19,8	0,5	1.766	1.590								
Travel agencies, tour operators, booking offices etc.	29,6	70,4	66,5	33,5	0,0	4.379	3.769	661							
Culture services	54,6	45,4	66,6	32,8	0,6	5.925	5.021	4.199	69,7	30,3	36,1	59,0	4,9	7.551	8.514
Production, exploitation, management and services pertaining to creative and performing arts	55,1	44,9	68,1	31,0	0,9	3.616	3.083								
Museums and monument care, botanical and zoological gardens etc.	53,9	46,1	64,3	35,6	0,1	2.309	1.938								
Services for sport and recreation	54,4	45,6	59,3	38,6	2,1	6.799	5.221	4.848	62,9	37,1	53,0	37,2	9,8	4.510	5.249
Rental of sports and camping material	69,5	30,5	62,7	37,3	0,0	118	86								
Management and exploitation of sports centres and other sports act.	51,1	48,9	53,8	44,5	1,7	4.328	3.221								
Fairground attractions, theme parks and other amusement	56,4	43,6	67,2	29,2	3,6	873	715								
Gambling and betting, recreational parks and other recreational act.	61,7	38,3	70,7	26,7	2,6	1.480	1.198								
Retail sale of country specific, typical tourism goods Sports and camping articles, souvenirs and handcrafted products	46,6	53,4	61,3	38,7	0,0	2.641	2.172	0							
Non tourism typical companies: Organisation of congresses and fairs	49,5	50,5	73,0	23,9	3,1	1.139	947	0							
TOTAL TOURISM SECTORS	57,7	42,3	52,1	40,9	7,0	119.377	84.906	9.750	59,9	40,1	65,3	28,8	5,9	39.224	50.539
Part of tourism sectors in overall employment	6,4	5,3				5,9		5,5	8,5	9,9	9,1	9,8	5,7	9,0	8,1

SOURCE: Data supplied by the National Office for Social Security, the National Institute for Social Insurances for the Self-employed and processed by the Research Centre of the Government of Flanders

2. RESULTS OF THE ESTIMATION OF THE TSA FOR THE BRUSSELS-CAPITAL REGION AND THE FLEMISH REGION + BRUSSELS-CAPITAL REGION TOGETHER

After developing the TSA for the Flemish Region, we also estimated the results of a TSA for the Brussels-Capital Region. We were able to obtain some of the figures at fairly short term through our choice not to break down a large part of the information into details but to include them merely in an aggregate form instead. This is the case for TSA Tables 1 and 2, which measure tourism consumption. Moreover, we did not calculate the figures to be added in TSA Table 4, but estimated these on the basis of the Flemish TSA. As regards the supply, we were able to make use of the regional IOT for the Brussels-Capital Region, which was again made available by the Federal Planning Bureau. TSA Table 5 has thus completely been calculated and not based on estimations. The activities of companies pertaining to accommodation in second homes are the only thing aspect which has been left out.

On the basis of this TSA Table 5, the **Gross Value Added of Tourism Industries in the Brussels-Capital Region** could be calculated. This amounts to **EUR 3.4 billion or 5.3%** of the total Gross Value Added in the Brussels-Capital Region. When we combine these figures with the data from the TSA of the Flemish Region, we obtain the sum of the Gross Value Added of Tourism Industries in both regions, equalling EUR 11.7 billion or 4.5% of the Gross Value Added of both regions. For the Flemish Region alone, we had earlier obtained a figure of EUR 8.3 billion or 4.3%.

Further, all previously collected information was combined in TSA Table 6. This way, **the Tourism Direct Gross Value Added in the Brussels-Capital Region** could be calculated. In 2014, this amounts to **EUR 1.7 billion or 2.7%** of the total Gross Value Added in the Brussels-Capital Region. When we combine these figures with the data from the TSA of the Flemish Region, we obtain the sum of the Tourism Direct Gross Value Added in both regions, equalling EUR 6.6 billion or 2.5% of the total Gross Value Added in both regions. For the Flemish Region alone, we had earlier obtained a figure of EUR 4.8 billion or 2.5%.

Finally, we were also able to calculate the **Tourism Direct Gross Domestic Product in the Brussels-Capital Region**. This amounts to **EUR 1.8 billion or 2,4%** of the total Gross Domestic Product of the Brussels-Capital Region. When we combine these figures with the data from the TSA of the Flemish Region, we obtain the sum of the Direct Gross Domestic Products in both regions, equalling EUR 6.6 billion or 2.2% of the total Direct Gross Domestic Product in both regions. For the Flemish Region alone, we had earlier obtained a figure of EUR 4.9 billion or 2.15%.

TSA-Table 7 also gives an overview of **employment in the tourism sector in the Brussels Capital Region** for 2014, which totals 54,841 wage or salaried jobs and 6,423 self-employed and self-employed helper jobs. Wage and salaried jobs within the sector represent 8.9% while self-employed and self-employed helper jobs take a share of 6.5%. The breakdown into sub-sectors, gender and working schedule in the Brussels Capital region is to a great extent concurrent with that in the Flemish region.

3. BENCHMARKING OF ECONOMIC INDICATORS FOR TOURISM IN THE FLEMISH REGION AND THE BRUSSELS-CAPITAL REGION

In order to correctly interpret the above-mentioned figures and percentages, it is important to compare them with figures from other industries and other countries. Firstly, the Gross Value Added of Tourism Industries is discussed, followed by the Tourism Direct Gross Value Added, the Tourism Direct Gross Domestic Product and the employment.

3.1. GROSS VALUE ADDED OF TOURISM INDUSTRIES

The Gross Value Added of Tourism Industries in the Flemish Region amounts to EUR 8.3 billion or 4.3% of the total Gross Value Added in the Flemish Region. For the Brussels-Capital Region, we obtained a figure of EUR 3.4 billion or 5.3% of the total Value Added in the Brussels-Capital Region. If we add the figures from both Regions together, we obtain at a total of EUR 11,7 billion of Gross Value Added of Tourism Industries or 4.5% of the total Gross Value Added in both regions together. We compare these percentages with the share of other industries in the Value Added in the Flemish Region and with the share of the tourism industry in the Gross Value Added in other countries.

According to the RMF, the tourism industry can be defined as a group of (parts of) different industries (see Table 5). Therefore, although **comparison with other branches of activity** is possible, we need to keep in mind that the parts of these other branches of activity may be included in the tourism total. If we list up the share of various sectors in the total Value Added in the Flemish Region, we see that the share of many sectors scores lower than 4.3%. In the industries group, there are only three sectors with a share of more than 2% in the total Value Added, i.e. the metal industry (2.2%), the food, beverages and tobacco industry (2.5%) and the chemicals industry (2.9%). The total Value Added by the sector for the generation and distribution of electricity, gas and water (2.6%), by the information and communication sector (2.4%) or by the entire financial sector (3.5%) is also lower than that of the tourism sector. The share of public administrations, defence and social security (5.2%) in the Value Added is comparable to that of the tourism sectors while Education (6.5%) and the construction industry (6.6%) score slightly higher. Groups consisting of various larger sub-sectors, i.e. all services related to the exploitation of and trade in real estate (9%), business services (14%) and wholesale and retail trade (14%), invariably have a share in the Value Added which is much higher than that of tourism.

A comparison with other countries in which a TSA has yet been prepared, is another way of evaluating this figure. With a percentage of 4.3%, the Flemish Region has a good average and scores higher than New-Zealand, Lithuania and Romania and a little lower than the Netherlands. Further, we score lower than Canada, Denmark, Hungary and Australia. The Brussels-Capital Region scores higher and slightly increases the total share for both regions. Countries that have a higher share in the value added are Poland, Slovenia and the United Kingdom. The typical tourism destinations, such as Portugal, Austria, Cyprus and Spain have an even higher share in the value added. Estonia and Ireland also surprise through their remarkably high score.

Table 7: Share of the Value Added by tourism industries in the total Value Added, calculated on the basis of TSA Table 6 in various countries

Share of tourism industries in the Gross Value Added			Share of tourism industries in the Gross Value Added		
	Year	Source		Year	Source
New-Zealand	2	2007 UNWTO, 2010	Australia	5.6	2012 Tour.R.A., 2013
Lithuania	2.8	2006 Eurostat, 2009	Poland	6.2	2002 Eurostat, 2009
Finland	3.8	2006 UNWTO, 2010	Slovenia	6.2	2003 UNWTO, 2010
Romania	4.3	2001 UNWTO, 2010	United Kingdom	6.2	2011 Office N. S., 2013
Flemish Region	4.3	2014	Portugal	8.1	2004 Eurostat, 2009
Flemish + Brussels R.	4.5	2014	Austria	8.2	2007 Eurostat, 2009
The Netherlands	4.6	2007 UNWTO, 2010	Germany	9.3	2010 BMWi, 2012
Czech Republic	4.9	2011 Czech S. O., 2014	Slovakia	9.4	2009 OECD, 2012
Latvia	5	2009 OECD, 2012	Estonia	17.7	2004 Eurostat, 2009
Canada	5.1	2002 UNWTO, 2010	Ireland	19.6	2000 Eurostat, 2009
Denmark	5.2	2006 Eurostat, 2009	Cyprus	20.5	2007 Eurostat, 2009
Hungary	5.2	2005 Eurostat, 2009	Spain	22.3	2004 UNWTO 2010
Brussels Capital Region	5.3	2014			

SOURCE: see table, editing SVR

3.2. TOURISM DIRECT GROSS VALUE ADDED

The Tourism Direct Gross Value Added in the Flemish Region amounts to EUR 4.8 billion or 2.5% of the total Value Added in the Flemish Region. For the Brussels-Capital Region, we obtained EUR 1.7 billion or 2.7% of the total Value Added in the Brussels-Capital Region. If we add the figures from both Regions together, we obtain a total of EUR 6.6 billion of Direct Gross Value Added by Tourism or 2.5% of the sum of Value Added in both regions.

Table 8: Share of tourism in the Gross Value Added, calculated on the basis of TSA Table 6 in various countries.

Share of tourism in the Gross Value Added			Share of tourism in the Gross Value Added		
	Year	Source		Year	Source
Finland	1.8	2001 Eurostat, 2009	United Kingdom	2.8	2011 Office N. S., 2013
Poland	1.8	2002 Eurostat, 2009	Switzerland	2.9	2005 UNWTO, 2010
Canada	2.2	2002 UNWTO, 2010	Ireland	2.9	2000 Eurostat, 2009
Romania	2.2	2001 UNWTO, 2010	Latvia	3.1	2009 OECD, 2012
Slovakia	2.3	2009 OECD, 2012	Slovenia	3.9	2003 UNWTO 2010
Flemish Region	2.5	2014	Estonia	4	2004 Eurostat, 2009
Flemish + Brussels Region	2.5	2014	Germany	4.4	2010 BMWi, 2012
Denmark	2.5	2006 Eurostat, 2009	Portugal	4.6	2004 Eurostat, 2009
Czech Republic	2.6	2011 Czech S. O., 2014	New-Zealand	5	2007 UNWTO, 2010
Australia	2.7	2012 Tour.R.A., 2013	Austria	5.9	2010 LAIMER, 2012
Sweden	2.7	2007 UNWTO, 2010	Spain	6.5	2004 UNWTO 2010
Brussels Capital Region	2.7	2014	Mexico	8	2009 OECD, 2012
Lithuania	2.8	2010 OECD, 2012	Cyprus	8.7	2007 Eurostat, 2009
The Netherlands	2.8	2007 UNWTO, 2010			

SOURCE: see table, editing SVR

If we **compare** the Flemish and Brussels percentages **with those of other countries**, we must again be cautious, for a slight difference in method can yield huge differences in the final share in the Tourism Direct Gross Value Added. Despite these differences, Table 8 shows that the percentages for most countries vary between 1.8% and 3%. The Flemish figure of 2.5% and the Brussels one of 2.7% is close to the percentages of the Denmark, Czech Republic, Australia and Sweden. We find slightly

higher shares in Lithuania, the Netherlands and the United Kingdom (2,8%) and Ireland, Switzerland (2,9%) and Latvia (3,1%). Countries with much higher shares are typical tourism destinations such as Cyprus, Mexico, Spain, Austria, New-Zealand and Portugal.

3.2. TOURISM DIRECT GROSS DOMESTIC PRODUCT

The Tourism Direct Gross Domestic Product in the Flemish Region amounts to EUR 4.9 billion or 2.1% of the total Domestic Product in the Flemish Region. For the Brussels-Capital Region, we obtained EUR 1.8 billion or 2.4% of the total Value Added in the Brussels-Capital Region. If we add the figures from both Regions together, we obtain a total of EUR 6.6 billion of Direct Gross Value Added by Tourism or 2.2% of the sum of the Domestic Product in both regions.

Table 9: Share of tourism in the Gross Domestic Product in various counties.

Share of tourism in the Gross Domestic Product				Share of tourism in the Gross Domestic Product			
	Year	Source		Year	Source		
Romania	1,5	2010	OECD, 2014	South-Africa	2,9	2011	OECD, 2014
Lithuania	1,8	2013	WTTC, 2014	Sweden	3	212	OECD, 2014
Denmark	1,9	2006	OECD, 2010	Germany	3,2	2000	OECD, 2010
Luxembourg	1,9	2013	WTTC, 2014	Norway	3,3	2009	OECD, 2014
Serbia	1,9	2013	WTTC, 2014	United Kingdom	3,5	2013	WTTC, 2014
Canada	2,1	2012	OECD, 2014	Bulgaria	3,7	2013	WTTC, 2014
Poland	2,1	2005	OECD, 2010	France	3,7	2008	OECD, 2010
Flemish Region	2,1	2014		Italy	3,7	2012	OECD, 2014
Flemish + Brussels Region	2,2	2014		Turkey	4,5	2013	WTTC, 2014
Belgium	2,2	2013	WTTC, 2014	Estonia	4,7	2009	OECD, 2014
Finland	2,3	2007	OECD, 2010	Slovenia	4,9	2009	OECD, 2014
Japan	2,3	2012	OECD, 2014	Spain	5,7	2013	WTTC, 2014
Ukraine	2,3	2013	WTTC, 2014	Austria	5,8	2012	OECD, 2014
Brussels Capital Region	2,4	2014		Hungary	5,9	2008	OECD, 2014
Slovakia	2,6	2010	OECD, 2014	Iceland	5,9	2009	OECD, 2014
Czech Republic	2,7	2011	OECD, 2014	Egypt	6,1	2011	OECD, 2014
Switzerland	2,7	2011	OECD, 2014	Greece	6,4	2013	WTTC, 2014
Australia	2,8	2012	OECD, 2014	Cyprus	6,7	2013	WTTC, 2014
Latvia	2,8	2013	WTTC, 2014	Portugal	9,2	2010	OECD, 2014
United States of America	2,8	2012	OECD, 2014	Croatia	12,1	2013	WTTC, 2014
Ireland	2,9	2000	OECD, 2010	Malta	13,5	2013	WTTC, 2014
The Netherlands	2,9	2010	OECD, 2014				

SOURCE: see table, editing SVR

If we **compare** the Flemish and Brussels percentages **with those of other countries**, we must again be cautious, since we use the methodology of TSA-Table 6 as basis and a slight difference in method can yield huge differences in the final share. On top of that a lot of information on shares of Direct Gross Domestic Product by tourism is provided by the WTTC (World Travel and tourism Council), and is not based on TSA-calculations. Those figures are estimations. Despite these differences, we can see that the shares of the Flemish Region (2.1%) and the Brussels Capital Region (2.4%) are within a very large group of countries, of which the share of gross domestic product by tourism is between 2% and 3%. There are a lot of European countries that have a lower share of gross domestic product by tourism than the Flemish region: Romania, Lithuania, Denmark, Luxemburg, Serbia and Poland. Finland, Japan and Ukraine have the same share than the Flemish Region. Further, the share of the Czech Republic, Switzerland, Latvia, Australia, The United States, Ireland, the Netherlands and South-

Africa is between 2.5% and 3%. Countries with a share higher than 3%, but lower than 4% are Sweden, Germany, Norway, the United Kingdom, Bulgaria, France and Italy. Although tourism is expected to be important in those last countries, we find much higher shares in typical tourism countries such as Spain, Portugal, Egypt, Greece, Cyprus, Croatia and Malta.

3.3 EMPLOYMENT IN THE TOURISM SECTOR

Although it is best to discuss the distinct forms of employment separately, we will start by adding them together⁵ in order to compare the result of this calculation with similar calculations abroad. If we add up all forms of employment, we obtain a total of 240,000 jobs for the Flemish region and the Brussels Capital Region taken together, which equals 6.8% of the aggregate number of jobs in the Flemish and Brussels Capital region. The Brussels Capital region accounts for a higher share (8.5%) than the Flemish region (6.3%).

TABLE 10: The share which employment in the tourism sector takes in overall employment in the distinct European countries which filled in TSA-table 7.

Share of employment in the tourism sector in overall employment				Share of employment in the tourism sector in overall employment			
	Year	Source		Year	Source		
Denmark	2,3	2011	OECD, 2014	Italy	5,6	2012	OECD, 2014
Brazil	2,9	2010	OECD, 2012	USA	6,2	2006	UNWTO, 2010
Estonia	3,1	2011	OECD, 2014	Norway	6,3	2009	OECD, 2012
Serbia	3,2	2010	OECD, 2012	Flemish Region	6,3	2014	
Japan	3,3	2011	OECD, 2014	Flemish + BrusselsC Region	6,8	2014	
Canada	3,4	2012	OECD, 2014	France	7,1	2012	OECD, 2014
Czech Republic	3,4	2006	Eurostat, 2009	Greece	7,1	2012	OECD, 2014
The Netherlands	3,7	2010	OECD, 2012	Austria	7,5	2012	OECD, 2014
Switzerland	4	2011	OECD, 2014	Germany	7,6	2010	BMWi, 2012
Sweden	4,1	2007	UNWTO, 2010	Portugal	8	2008	OECD, 2012
Chili	4,2	2012	OECD, 2014	Roemenia	8,3	2001	UNWTO, 2010
Lithuania	4,4	2010	OECD, 2012	Hungary	8,4	2008	OECD, 2012
South-Africa	4,5	2011	OECD, 2014	Brussels Capital Region	8,5	2014	
Australia	4,7	2012	Tour.R.A., 2013	Latvia	9	2004	Eurostat, 2009
Croatia	4,8	2012	OECD, 2014	New-Zealand	9,3	2010	OECD, 2012
Poland	4,8	2002	UNWTO, 2010	Slovenia	9,9	2003	Eurostat, 2009
Iceland	5,2	2009	OECD, 2012	Argentina	10,2	2012	OECD, 2014
Bulgaria	5,3	2011	OECD, 2014	Spain	11,5	2010	OECD, 2012
Finland	5,4	2001	Eurostat, 2009	Egypt	13	2011	OECD, 2014
United Kingdom	5,4	2011	OECD, 2014	Ireland	15	2011	OECD, 2014
Slovakia	5,5	2009	OECD, 2012	Malta	17	2010	OECD, 2014

SOURCE: see table, editing SVR

If the share which employment in the tourism sector takes in overall employment in the Flemish region and in the Flemish region and Brussels Capital Region taken together, is **compared with that in other countries**, we again find that we score better than average. With a share of 6.3% for the Flemish region and 6.8% for the Flemish region and the Brussels Capital Region taken together, we

⁵ We actually shouldn't add these figures together, since these are distinct forms of employment. Still, this is international common practice in which we should indulge if we are to compare our figures with those from other countries. We have moreover made an attempt at making the figures as uniform as possible so that all figures regarding jobs can be considered as snapshots, i.e. the values of employment in the distinct forms of employment on a specific day of the year.

clearly score better than a lot European countries (Denmark, the Czech Republic, the Netherlands, Switzerland, Croatia and Poland), but also higher than countries like Canada, Japan, South-Africa of Australia. Further, countries with a share that is a bit lower than the Flemish share of employment are Iceland, Bulgaria, Finland, the United Kingdom, Slovakia, Italy and Norway. With the tourism sector representing 8.5% of overall employment, the Brussels Capital Region, which is but a city region, scores even higher than France, Greece, Austria Germany and Portugal. Shares higher than In the typical tourism destination countries such and Spain, Egypt and Malta tourism has a higher share in employment.

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ATTACH: INDICATORS IN THE TSA 2008, TSA 2010, 2012 AND 2014

1. Tourism expenditures in TSA-Tables 1, 2 en 4

	2008 (EUR billon and based on prices 2014)	2010 (EUR billon and based on prices 2014)	2012 (EUR billon and based on prices 2014)	2014 (EUR billon and based on prices 2014)	Most important explanation for differences between TSA 2008 en TSA 2010 (figures in EUR billion)	Most important explanation for differences between TSA 2010 en TSA 2012 (figures in EUR billion)	Most important explanation for differences between TSA 2012 en TSA 2014 (figures in EUR billion)
TSA-Tabel 1: Inbound tourism							
FLEM. R.	3,33	3,05	3,33	3,64	-125 Wallon and Brussels overnight visitors -75 foreign same-day visitors	+ 260 overnight business +60 same-day business	+310 new RIOT
TSA-Tabel 2: Domestic tourism							
FLEM. R.	5,77	6,48	7,16	6,40	+600 new method travel agencies +120 Flemish overnight visitors	+630 Flemish same-day business visitors	-750 new RIOT
TSA-Tabel 4: Internal tourism consumption							
FLEM. R.	12,54	13,34	12,92	31,46	+400 Table 1 en 2 +170 second-home residents +160 durable goods	+260 overnight business +60 second-home residents +65 subsidies transport -550 same-day business -180 durable goods	-450 Tabel 1 and 2 +590 second-home residents +250 second-home accomodation +65 subsidies +80 durable goods
BRUS.-C. R.	3,01	3,34	3,39	3,42	+ 180 same-day visitors + 100 overnight visitors	-340 same-day business +100 Belgian overnight business visitors +300 Foreign overnight business visitors	+20 subsidies +16 durable goods

2. Economic Indicators in TSA-Tables 5 en 6

	2008		2010		2012		2014		Most important explanation for differences between TSA 2008 en TSA 2010	Most important explanation for differences between TSA 2010 en TSA 2012	Most important explanation for differences between TSA 2012 en TSA 2014
	(EUR billion and based on prices 2014)	%	(EUR billion and based on prices 2014)	%	(EUR billion and based on prices 2014)	%	(EUR billion and based on prices 2014)	%	(figures in percentage points)	(figures in percentage points)	(figures in percentage points)
TSA-Table 5: GVATI (Gross Value Added of Tourism Industries)											
FR	10,4	5,2%	9,6	4,8%	9,6	4,8%	8,3	4,3%	-0,4 new method second homes only seaside (-0,5) and adding new industries (+0,1)	/	-0,5 new RIOT (no simulation possible for situation 2012 with new RIOT)
BR	3,5	5,5%	3,6	5,6%	3,6	5,6%	3,4	5,3%	+0,1 adding new industries	/	-0,3 new RIOT (no simulation possible for situation 2012 with new RIOT)
FR+BR	13,9	5,3%	13,2	5,0%	13,2	5,0%	11,7	4,5%	-0,3	/	-0,5 new RIOT (no simulation possible for situation 2012 with new RIOT)
TSA-Table 6: TDGVA (Tourism Direct Gross Value Added)											
FR	4,6	2,3%	4,7	2,4%	4,6	2,3%	4,8	2,5%	+0,1 new method in Table 5 and higher consumption in Table 4	-0,04 (2,36 to 2,32) changing consumption	+0,2 new RIOT and new method Second homes not-Coast BUT: + 0,05 if we had new RIOT and new method in 2012 (2,41% in 2012 vs 2,46% in 2014)
BR	1,5	2,4%	2,7	4,3%	2,7	4,2%	1,7	2,7%	+1,9 adding tourismratio 100% for organisation of conventions	-0,12 (4,27 to 4,15) changing consumption	-1,6 new RIOT BUT: + 0,36 if we had new RIOT in 2012 (2,33% in 2012 vs 2,69% in 2014)
FR+BR	6,1	2,3%	7,5	2,8%	7,3	2,8%	6,6	2,5%	+0,5	-0,06	-0,4 new RIOT and new method Second homes not-Coast FR BUT: + 0,13 if we had new RIOT in 2012 (2,39% in 2012 vs 2,52% in 2014)

TSA-Table 6: TDGDP (Tourism Direct Gross Domestic Product)

FR	5,2	2,3%	5,3	2,4%	5,3	2,3% 2,1% new RIOT	4,9	2,1%	+0,07 new method in Table 5 and higher consumption in Table 4	-0,03 (2,37 to 2,34) changing consumption	-0,2 new RIOT and new method Second homes not-Coast BUT: + 0,06 if we had new RIOT in 2012 (2,09% in 2012 vs 2,15% in 2014)
BR	1,7	2,3%	2,9	4%	2,8	3,9% 2,1% new RIOT	1,8	2,4%	+1,7 adding tourismratio 100% for organisation of conventions	-0,11 (3,98 to 3,87) changing consumption	-1,5 new RIOT BUT: + 0,28 if we had new RIOT in 2012 (2,11% in 2012 vs 2,39% in 2014)
FR+BR	6,8	2,3%	8,2	2,8%	8,0	2,7% 2,1% new RIOT	6,6	2,2%	+0,5	-0,05	-0,5 new RIOT and new method Second homes not-Coast FR BUT: + 0,11 if we had new RIOT in 2012 (2,10% in 2012 vs 2,21% in 2014)

3. Indicators concerning employment in TSA-Table 7: number of jobs in the tourism industries

	2008		2010		2012		2014		Differences between TSA 2008 en TSA 2010	Differences between TSA 2010 en TSA 2012	Differences between TSA 2012 en TSA 2014
	# (number of jobs)	%	# (number of jobs)	%	# (number of jobs)	%	# (number of jobs)	%			
FR											
Wage earners	126.000	5,8%	131.000	6,0%	128.000	5,8%	129.127	5,9%	+0,2	-0,2	+0,1
Self-employed	30.000	5,2%	45.000	7,6%	47.496*	7,8%	50.539*	8,1%	+2,4	+0,2	+0,3
Students	1.776	10,8%	2.246	13,5%	2.768	13,2%	-	-	+2,7	-0,3	-
Total		5,7%		6,4%		6,3%		6,3%	+0,7	-0,1	=
BR											
Wage earners	54.000	8,7%	51.000	8,2%	51.300	8,3%	54.218	8,8%	-0,5	+0,1	+0,5
Self-employed	2.900	3,4%	5.700	7,4%	5.917*	6,3%	6.423*	6,5%	+4,0	-1,1	+0,2
Students	225	11,8%	222	11,6%	268	11,5%	-	-	-0,2	-0,1	-
Total		8,1%		8,1%		8,1%		8,5%	=	=	+0,4
FR+ BR											
Wage earners	180.000	6,4%	182.000	6,5%	179.000	6,3%	183.345	6,5%	+0,1	-0,2	+0,2
Self-employed	33.000	5,0%	51.000	7,5%	53.413*	7,6%	56.962*	7,9%	+2,5	+0,1	+0,3
Students	2.000	10,9%	2.500	13,3%	3.036	13,1%	-	-	+2,4	-0,2	-
Total		6,2%		6,7%		6,6%		6,8%	+0,5	-0,1	+0,2