



TRANSPORTATION

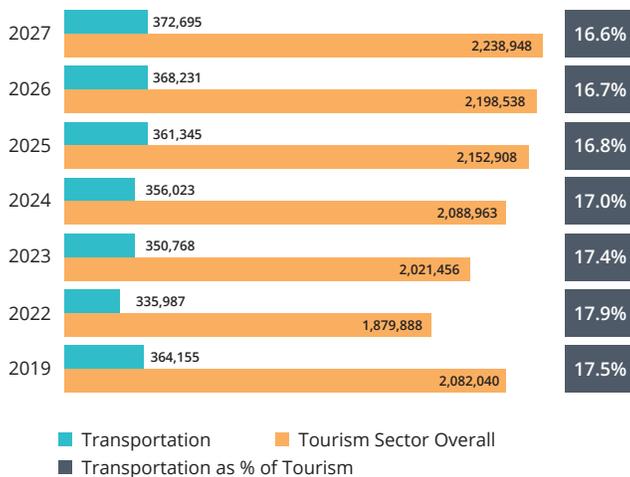
Impact Varies Among
Operations



This fact sheet summarizes some key findings from a 2023 report by the Conference Board of Canada on behalf of Tourism HR Canada, examining the labour market trends in the Tourism sector and projecting labour demand through to 2027. These projections are based primarily on job demand but also incorporate some consideration of supply-side labour issues in the

form of job vacancies. For a more detailed discussion of the findings of this report, the methodologies and assumptions that underlie the analysis, and the complete sets of figures and projections across the sector as a whole, please see the full report, which is accessible via the THRC website.

Employment Per Year (actual and projected)



Jobs in transportation fell by around 19% in the first year of the pandemic, and the industry's recovery has been slow for a number of reasons.

It is not projected to reach 2019 levels until 2025, and the projected growth from there continues to be gradual, reaching around 102% of 2019 levels by 2027.



National Employment History and Projections

Not surprisingly, air transportation was hit particularly hard by the pandemic, with 2020 and 2021 seeing a drastic global reduction in air travel, both domestically and internationally. Flight-related occupations saw the most severe decreases in 2020, and are projected to have a long and slow recovery, not seeing a return to 2019 levels until after 2027. Ground-based transport was

less severely impacted in general, with transit operators already having surpassed 2019 employment levels in 2022, likely driven at least in part by local demand. Taxi and limousine drivers are expected to have a very long recovery. Ground and water ticket agents and related occupations are projected to pass pre-pandemic levels in 2025.



Employment in Transportation occupations (actual and projected) – tourism industries only

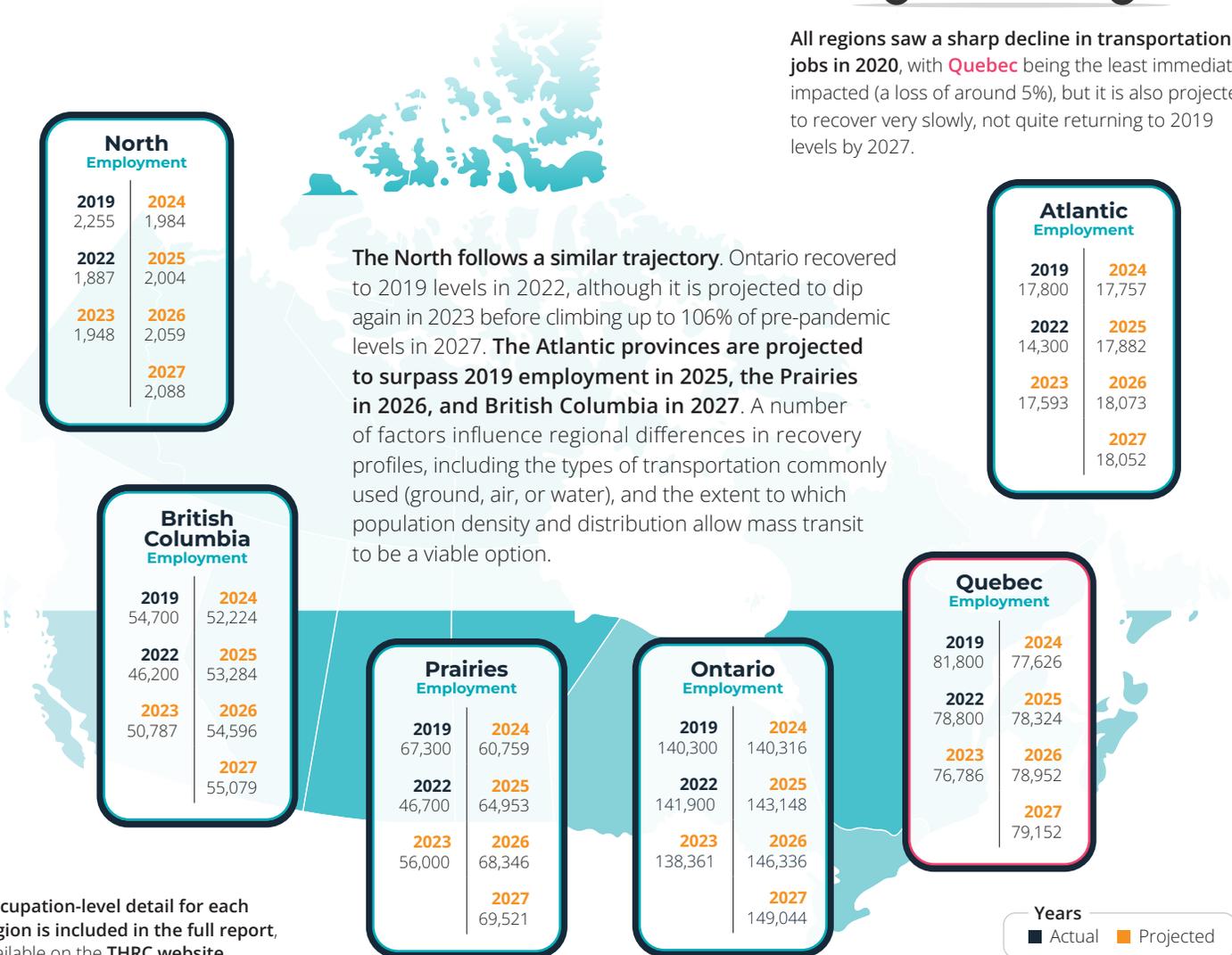
	2019	2022	2023	2024	2025	2026	2027
Managers in Transportation	10,198	9,662	9,782	9,950	10,139	10,352	10,479
Air Pilots, Flight Engineers, and Flying Instructors	19,393	17,459	17,510	17,728	18,062	18,836	19,123
Pursers and Flight Attendants	12,748	9,303	10,129	10,739	11,150	11,509	11,638
Airline Ticket and Service Agents	15,279	11,042	12,207	12,995	13,510	13,950	14,105
Ground and Water Transport Ticket Agents, Cargo Service Representatives, and Related Clerks	1,503	1,430	1,441	1,468	1,507	1,532	1,552
Bus Drivers, Subway Operators, and Other Transit Operators	82,812	85,895	84,982	87,476	88,553	90,066	91,394
Taxi and Limousine Drivers and Chauffeurs	78,485	52,363	58,027	59,200	60,403	61,778	63,139

Regional Tourism Employment History and Projections

Transportation Employment by Region (Actual and Projected)



All regions saw a sharp decline in transportation jobs in 2020, with **Quebec** being the least immediately impacted (a loss of around 5%), but it is also projected to recover very slowly, not quite returning to 2019 levels by 2027.



Occupation-level detail for each region is included in the full report, available on the THRC website.

What's Next for Transportation?

Overall, the tourism sector is projected to continue its recovery and regrowth trajectory, although there will be difficult periods as labour force demographics and larger economic forces interact in complex ways. A report focused on the labour side of the supply-demand issue is expected in 2024, and will provide for a fuller understanding of these complex issues.

In Transportation, jobs will continue to be at least partly dependent on external forces such as economic pressures, environmental and climate factors, and other logistical issues that discourage people from traveling. However, the size and geography of Canada, paired with a return to in-person work in many sectors and an increased public desire to travel again, suggest that transportation needs will continue to increase over the next few years. The extent of certification and licensing necessary for many occupations in this industry also provides a degree of stability to the workforce, although key challenges will include recruiting younger workers into the industry and training them towards these necessary qualifications.



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