GREATER VANCOUVER
BOARD OF TRADE

GREATER VANCOUVER ECONOMIC
SCORECARD 2018

Greater Vancouver Economic Scorecard 2018
Indicators

Background

- In its second iteration, the main purpose of this report is to grade Greater Vancouver's competitiveness and attractiveness to both business investment and talent.
- This report benchmarks Greater Vancouver against 19 other global metropolitan regions on 38 indicators grouped into two categories: Economic and Social.
- To provide a fuller picture of the region six new indicators were added this year; five social and one economic.
- The indicators and comparative regions were chosen, in part, to reflect Greater Vancouver's geographic and economic context.

Ranking Methodology

- This study uses a report card–style ranking of A–B–C–D to assess the performance of metropolitan areas for each indicator and each category.
- The Conference Board of Canada assigned a grade level by calculating the difference between the top and bottom performer of each indicator and dividing the figure by four.
- A metropolitan area received a scorecard ranking of "A" on a given indicator if its score was in the top quartile, a "B" if its score was in the second quartile, a "C" if its score was in the third quartile, and a "D if its score was in the bottom quartile. A metropolitan area was assigned an "N.A." if data were unavailable for that indicator.

Economic Indicators

22 of the 38 indicators in *Scorecard 2018* assess general economic performance, six of which focus on the relative performance at local ports and airports. They include:

- **After-tax income per capita** (purchasing power parity) — A metro area's average after-tax income divided by total population. Data is from 2014.
- **After-tax income growth** (per cent) — Average annual growth of disposable income per capita from 2010 to 2014.
- **Employment growth** (per cent) — Five-year average annual growth in total employment, measured from 2011 to 2015.
- **High-tech employment share** (per cent) — The information and communications technology sector's share of total employment. Data is from 2015 and 2016.
- **Inbound airport cargo tonnage per US$1 million of GDP** (tonnes) — Used to gauge the performance of a metro area's airport as a cargo gateway. Data is from 2016.
- **Inbound airport seats per capita** — Overall seat capacity of incoming non-stop flights to the metro area, divided by total population. Data is from 2016 and 2018.
- **International visitors** (thousands) — Total number of international visitors to the metro area, averaged from 2013 to 2016.
- **KPMG's Total Tax Index** (United States = 100) — Total taxes paid by similar corporations in a particular location and industry, calculated as a percentage of total taxes paid by similar corporations across the United States. Data is from 2016.
- **Labour productivity** (2007 dollars, purchasing power parity) — Real GDP divided by employment; the amount of goods and services produced per worker. Data from 2015.
- **Labour productivity growth** (per cent) — Average annual increase in labour productivity from 2011 to 2015.

- **Marginal effective tax rate** (METR) on capital investment for businesses (in percentages) — The tax rate a corporation would pay on one additional dollar of return on capital investment. A high METR makes a region less attractive to corporate investment. Data is from 2015.
- **Market size** (trillions of dollars, purchasing power parity) — Total income of the population within a 500-mile radius of the metro area. Data is from 2015.
- **Number of cruise vessel calls** — Number of cruise vessel calls received by each region's port(s). Data is from 2016. Data for Los Angeles is from 2011.
- **Number of participants at international association meetings** — The number of participants in meetings organized or sponsored by international organizations with at least 50 participants. Data is for 2016.
- **Office rents** (US$ per square foot) — Total rental cost of downtown Class A office space. Data is for the first quarter of 2017.
- **Port cargo tonnage per US$1 million of GDP** — Total trade (imports and exports in tonnes) at each metro area's port(s) per US$1 million of GDP.
- **Port container traffic (TEUs) per US$1 million GDP** — Container throughput is a volume measure expressed in twenty-foot-equivalent units (TEUs) per US$1 million of GDP.
- **Real GDP per capita** (2007 dollars, purchasing power parity) — GDP (the overall value of goods and services produced within the metro region) divided by total population. Data from 2015.
- **Real GDP per capita growth** (per cent) — Average annual increase in real GDP per capita from 2011 to 2015.
- **Unemployment rate** (per cent) — Percentage of the labour force not working, based on 2016 data. Shanghai data are for 2015
- **Venture capital investment per US$1 million of GDP** — Average investment in new start-ups per US$1 million of GDP. Data is an average from 2011 to 2015.
- **Number of non-stop flight destinations at major airport (new)** — Total number of non-stop flight destinations (both domestic and international) available at each metro area's major airport. Data is from 2018.

Social Indicators

The remaining 16 of the 38 indicators in *Scorecard 2018* measure a region's social performance, including several quality of life attributes:

- **Air quality** (mg/m3) — Average accumulation of fine particulate matter that is 2.5 microns in diameter and less. Data is from 2013 and 2014.
- **Age dependency ratio (new)** — A ratio of the working aged population relative to the non-working aged population. It is a measure to determine pressure on the productive population. Data is from 2016, 2015 and 2014.
- **Comfortable climate index** — A measure of how far the average maximum temperature strays from 15°C in the winter and from 25°C in the summer, adjusted for hours of sunshine. Metro areas with mild weather and lots of sunny days score higher. Data is averaged from 1971 to 2010.
- **Commuting time of a round trip to work** (minutes) — The average time of a trip to and from work. Data is from 2017, 2016, 2015, 2013 and 2011.
- **Democracy index (new)** — Compiled by the Economist Intelligence Unit, this measures the state of democracy in 167 countries compiling 60 indicators in 5 categories. Data is from 2017.
- **Female labour force participation rate (new)** — A measure of the proportion of the female working age population (those aged 15+) that is active in the labour market. Data is from 2016, 2015, 2014 and 2012.
- **Homicide rate** — Number of homicides per 100,000 people. Data is an average from 2012-2016.
- **Housing affordability** (median house price divided by median household income) — The higher the ratio, the less affordable housing is in a given metro region. Data is from 2017.
- **Housing affordability change (new)** - This indicator subtracts the 2017 housing affordability index by the 2012 housing affordability index, so it measures how much affordability has changed over the most recent five-year period.

- **Income inequality** — Using the Gini coefficient, it represents the income distribution of a metro area. A Gini coefficient of 0 represents perfect income equality, while a coefficient of 1 represents perfect inequality. Data is from 2016 and 2015.
- **Proportion of population 25 to 34 years old** (per cent) — This age cohort is highly mobile and tends to be well educated. A metro area with a large proportion of this age grouping will be attractive to other young adults and will be better positioned for the future. Data is from 2016.
- **Proportion of population, age 25 and over, with at least a bachelor's degree** (per cent) — Metro areas with a highly educated population are more attractive to other highly educated people. Data is from 2016, 2015 and 2008.
- **Proportion of population employed in cultural occupations** (per cent) — This indicator is a proxy for access to culture. A metro area with a high proportion of cultural workers will be better able to attract people seeking "fun" places to live. Data is from 2016, 2015 and 2011.
- **Proportion of population that is foreign born** (per cent) — Immigration is key to boosting the future workforce. Immigrants tend to be attracted to tolerant and diverse metro regions and regions that already boast a large immigrant population. Data is from 2016, 2015 and 2011.
- **Public transit railway network length (new)** - The total length of the public transit railway network in km. Data is from 2016.
- **Travel to work: public transit, walking, and other non-auto commuting** (per cent) — Proportion of the employed labour force that does not drive to work. A region that offers access to good public transit, bike paths, and walking paths, will be more attractive. Data is from 2016, 2015 and 2011.