



NORTHWEST TERRITORIES

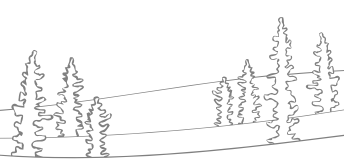
Carbon Tax Report

Rapport sur la taxe sur le carbone TNO

2019-2020

Le present document contient la traduction
française du Présentation.

Government of Northwest Territories
Gouvernement des Territoires du Nord-Ouest



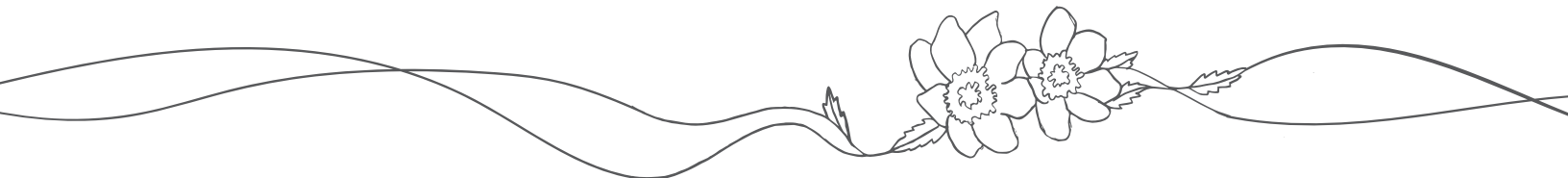
Minister's Message



Caroline Wawzonek
Minister of Finance

It is my pleasure to release the first annual carbon tax report detailing the results of the Northwest Territories' carbon pricing results for the seven months from September 1, 2019 to March 31, 2020.

The Northwest Territories' carbon tax was introduced September 1, 2019 as one of the Government of the Northwest Territories' (GNWT) commitments under the *Pan-Canadian Framework on Clean Growth and Climate Change* and is a key component of the *GNWT's Climate Change Strategic Framework*.



Message du ministre



M^{me} Caroline Wawzonek
Ministre des Finances

J'ai le plaisir de publier le premier rapport annuel sur la taxe sur le carbone qui présente les résultats de la tarification du carbone aux Territoires du Nord-Ouest pendant sept mois, du 1er septembre 2019 au 31 mars 2020.

La taxe sur le carbone a été introduite aux Territoires du Nord-Ouest le 1er septembre 2019 comme composante clé du *Plan d'action du Cadre stratégique sur le changement climatique*; elle s'inscrit dans les engagements du gouvernement des Territoires du Nord-Ouest (GTNO) pris au titre du *Cadre pancanadien sur la croissance propre et les changements climatiques*.

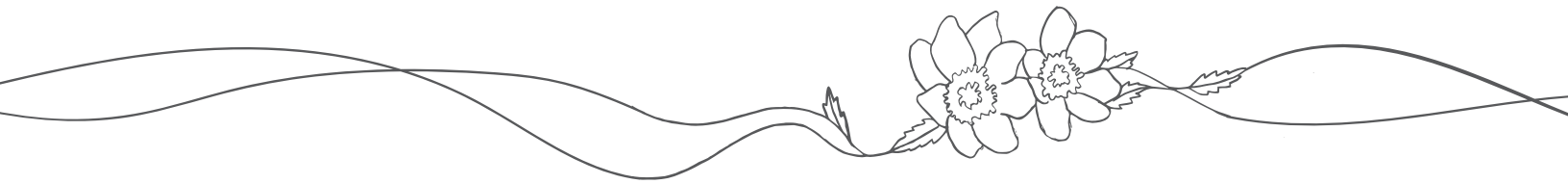


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1. Introduction

The September 1, 2019 implementation of Northwest Territories carbon pricing fulfills the Department of Finance’s assignment of Action Item 1.1 B (Implement NWT carbon pricing) under the *2019-2023 Climate Change Strategic Framework Action Plan* and meets the Government of the Northwest Territories’ (GNWT) commitment on carbon pricing under the *Pan-Canadian Framework on Clean Growth and Climate Change*.

By signing the *Pan-Canadian Framework on Clean Growth and Climate Change* on December 6, 2016, the GNWT committed to introducing a price on carbon in the territory that would increase over time to \$50 per tonne of greenhouse gas emissions by 2022-23.

The Northwest Territories carbon pricing plan was devised through discussions with the 18th Legislative Assembly and numerous stakeholders. The GNWT worked with the federal government on the implications of carbon pricing in the Northwest Territories, held a public engagement from July

to September 2017 that resulted in 382 respondents to an online survey and communication with 104 stakeholder groups, and met with mining sector representatives on several occasions to discuss the GNWT’s approach to its carbon pricing commitment.

The GNWT’s *Pan-Canadian Framework* carbon pricing commitment was met by implementing a carbon tax on various carbon-based fuels but that exempts aviation fuel. The GNWT’s carbon pricing approach is intended to encourage carbon conservation and substitution to reduce

greenhouse gas emissions while minimizing the effect on the local cost of living or on creating additional barriers to economic development. The GNWT has made priority investments in alternative energy options for territorial residents and businesses and expects to continue making alternative energy investments while working closely with the federal and other NWT governments and NWT residents to provide reliable, affordable alternatives to carbon-intensive fuels for communities and businesses.

DESCRIPTION OF THE CARBON TAX AND REBATES

The Northwest Territories carbon tax became effective September 1, 2019 at \$20/tonne of greenhouse gas (GHG) emissions for the various types of fuel (see table 1). The rates will increase annually until 2022, when carbon pricing will reach \$50/tonne. The carbon tax does not apply to aviation fuel.

The Northwest Territories carbon tax uses the administrative structure already in place for territorial fuel taxes. Carbon tax

is added to the price at the point of purchase of the fuel in the same way fuel taxes are applied. The fuel tax collectors also collect carbon taxes and remit the revenue to the GNWT in the same way as fuel taxes.

The carbon tax does not apply to the following:

- Indians and Indian Bands as defined in the federal *Indian Act* when making purchases

or taking delivery of fuels on a reserve in the NWT. This exemption would not apply to those whose *Indian Act* tax exemption cease to exist under self-government agreements;

- Fuel purchased by visiting military forces under the Visiting Forces Act (Canada);
- Fuel use for aviation; and
- Fuel in sealed, pre-packaged containers of ten litres or less.

TABLE 1: CARBON TAX RATES AND EFFECTIVE DATES

FUEL TYPE	CARBON TAX RATE EFFECTIVE DATES			
	SEPT 1, 2019	JULY 1, 2020	JULY 1, 2021	JULY 1, 2022
Gasoline	4.7¢/litre	7.0¢/litre	9.4¢/litre	11.7¢/litre
Diesel	5.5¢/litre	8.2¢/litre	10.9¢/litre	13.7¢/litre
Aviation Gas	Exempt	Exempt	Exempt	Exempt
Aviation Jet Fuel	Exempt	Exempt	Exempt	Exempt
Propane	3.1¢/litre	4.6¢/litre	6.2¢/litre	7.7¢/litre
Naphtha	5.1¢/litre	7.7¢/litre	10.2¢/litre	12.8¢/litre
Butane	3.5¢/litre	5.3¢/litre	7.1¢/litre	8.9¢/litre
Natural Gas	3.8 ¢/m³	5.8¢/m³	7.7¢/m³	9.6¢/m³

The following describes the carbon tax offset expenditures that were put in place to offset the carbon tax burden on taxpayers. With the exception of the Cost of Living Offset, all carbon tax offset expenditures are set out in the *Petroleum Products and Carbon Tax Regulations*:

- Heating Fuel Rebate – a 100 per cent point-of-sale rebate of carbon tax paid on heating fuel for residents, governments and business entities other than prescribed large emitters.
- Electrical Power Producers Rebate – a point-of-sale rebate provided to public utilities equal to the carbon tax they pay for fuel used in electricity production for distribution to their customers.
- Cost of Living Offset (COLO) – a tax-free, non-income tested quarterly benefit that increases annually in step with carbon tax rate increases. The COLO is administered by the Canada Revenue Agency on behalf of the GNWT and consists of two components:
 - An amount paid to all NWT personal income tax filers aged over 17 years; and
 - An amount paid to families with children under the age of 18 years.
- Large Emitters Offset - large emitters are prescribed in regulations, which means that the Minister of Finance determines if they are a large emitter. Currently there are only four designated

large emitters: Ekati diamond mine, Diavik diamond mine, Gahcho Kue diamond mine and Imperial Oil Resources located at Norman Wells. The large emitters offset is comprised of two elements:

- Monthly rebates of 72 per cent of total carbon tax paid by the large emitter during the month, and
- Large Emitter GHG Emissions Reduction Grants: nominal accounts are maintained for each large emitter that record 12 per cent of all carbon tax paid during the fiscal year and large emitters can apply for grants against these accounts to fund GHG emission reducing investments. Government assistance is based on an applicant’s nominal account balance.
- The guidelines for the large emitter emissions reductions grant are posted on the Department of Finance website. According to the guidelines approved projects must reduce greenhouse gas emissions by 5 per cent relative to the base level.
- The GNWT continues to prioritize investments in alternative energy options that can provide reliable and affordable alternatives to carbon-intensive reliance for communities and businesses.

1. Présentation

La mise en œuvre le 1^{er} septembre 2019 de la tarification du carbone aux Territoires du Nord-Ouest répond à la mesure de suivi 1.1 B du ministère des Finances en vertu du *Plan d'action du Cadre stratégique sur le changement climatique de 2019-2023* et respecte l'engagement du gouvernement des Territoires du Nord-Ouest (GTNO) en matière de tarification du carbone en vertu du *Cadre pancanadien sur la croissance propre et les changements climatiques*.

En signant le *Cadre pancanadien sur la croissance propre et les changements climatiques* le 6 décembre 2016, le GTNO s'est engagé à introduire une taxe sur le carbone aux TNO, laquelle augmenterait progressivement pour atteindre 50 \$ par tonne d'émissions de gaz à effet de serre d'ici 2022-2023.

Le plan de tarification du carbone des TNO a été conçu à la suite de discussions avec la 18^e Assemblée législative et de nombreux intervenants. Le GTNO a travaillé avec le gouvernement fédéral sur les effets de la tarification du carbone sur son territoire, a organisé des séances d'information du public de juillet à septembre 2017, desquelles a découlé un sondage en ligne

qui a reçu 382 réponses, et des échanges avec 104 groupes d'intervenants; des dirigeants du GTNO ont par ailleurs rencontré des représentants du secteur minier à plusieurs reprises pour discuter l'approche gouvernementale concernant cette tarification.

Le GTNO respecte sa promesse de tarification sur le carbone prise aux termes du *Cadre pancanadien* en appliquant une taxe sur le carbone sur divers carburants à base de carbone, à l'exception du carburant d'aviation.

L'approche de tarification du carbone du GTNO vise à encourager la conservation et la substitution des produits de carbone afin de réduire les émissions de gaz à effet de serre

tout en limitant le plus possible la hausse du coût de la vie et les obstacles au développement économique. Le GTNO a fait des investissements prioritaires dans les sources d'énergie de remplacement pour ses résidents et entreprises, et prévoit continuer ces investissements tout en travaillant étroitement avec le gouvernement fédéral, les autres administrations publiques des TNO et les Ténos pour remplacer les combustibles riches en carbone par des solutions de rechange fiables et abordables.

DESCRIPTION DE LA TAXE SUR LE CARBONE ET DES REMBOURSEMENTS

La taxe sur le carbone des TNO est entrée en vigueur le 1er septembre 2019 à 20 \$ par tonne d'émissions de gaz à effet de serre (GES) pour les différents types de combustibles (voir tableau). Elle augmentera chaque année jusqu'en 2022 pour atteindre 50 \$ par tonne. À noter qu'elle ne s'applique pas au carburant d'aviation.

Cette taxe sur le carbone suit la même structure déjà en place des taxes sur le carburant du GTNO. Elle est ajoutée au prix aux points d'achat du carburant, tout

comme les taxes sur le carburant. Les percepteurs des taxes sur les carburants perçoivent aussi la taxe sur le carbone et la remettent au GTNO de la même manière que les taxes sur le carburant.

La taxe sur le carbone ne s'applique pas aux catégories suivantes :

- Premières Nations et leurs bandes selon la définition de la Loi sur les Indiens, lorsqu'ils achètent ou prennent livraison de carburants dans une réserve des TNO. Cette

exonération ne s'applique pas à ceux dont l'exonération fiscale prévue par la Loi sur les Indiens cesse d'exister en vertu des accords d'autonomie gouvernementale;

- carburant acheté par les forces militaires en visite en vertu de la Loi sur les forces étrangères (présentes au Canada);
- carburant d'aviation;
- carburant dans des conteneurs scellés et préemballés de dix litres ou moins.

TABLEAU 1 : TAUX DE TARIFICATION ET DATES D'ENTRÉE EN VIGUEUR

TAUX DE TARIFICATION ET DATES D'ENTRÉE EN VIGUEUR				
TYPE DE CARBURANT	1 ^{ER} SEPT. 2019	1 ^{ER} JUILLET 2020	1 ^{ER} JUILLET 2021	1 ^{ER} JUILLET 2022
Essence	4,7 ¢/litre	7 ¢/litre	9,4 ¢/litre	11,7 ¢/litre
Diesel	5,5 ¢/litre	8,2 ¢/litre	10,9 ¢/litre	13,7 ¢/litre
Carburant d'avion	Exemption	Exemption	Exemption	Exemption
Carburéacteur	Exemption	Exemption	Exemption	Exemption
Propane	3,1 ¢/litre	4,6 ¢/litre	6,2 ¢/litre	7,7 ¢/litre
Naphta	5,1 ¢/litre	7,7 ¢/litre	10,2 ¢/litre	12,8 ¢/litre
Butane	3,5 ¢/litre	5,3 ¢/litre	7,1 ¢/litre	8,9 ¢/litre
Gaz naturel	3,8 ¢/m ³	5,8 ¢/m ³	7,7 ¢/m ³	9,6 ¢/m ³

Voici une description des dépenses de compensation de la taxe sur le carbone pour compenser le fardeau de cette taxe sur les contribuables. À l'exception de la compensation du coût de la vie, toutes les dépenses liées à la compensation de la taxe sur le carbone sont définies dans le *Règlement sur les taxes sur les produits pétroliers et sur le carbone* :

- Remboursement sur le mazout de chauffage — remboursement à 100 % de la taxe carbone payée au point de vente par les résidents, administrations publiques et autres sociétés, à l'exception des grands émetteurs.
- Remboursement pour les producteurs d'électricité — remboursement au point de vente versé aux services publics d'un montant équivalent à celui payé pour le carburant utilisé pour produire l'électricité distribué à leurs clients.
- Compensation pour le coût de la vie — une compensation trimestrielle non imposable qui augmente chaque année en phase avec la hausse de la taxe sur le carbone. Cette compensation est administrée par l'Agence du revenu du Canada au nom du GTNO et est divisée en deux volets :
 - Un montant versé à tous les contribuables des TNO de 18 ans ou plus;
 - Un montant versé aux familles avec un enfant ou jeune de moins de 18 ans.
- Compensation aux grands émetteurs — aux termes du Règlement, c'est au ministère des Finances de déterminer si une société est un grand émetteur ou non. Les TNO comptent actuellement quatre grands émetteurs : la mine de diamant Ekati, la mine de diamant Diavik, la mine de diamant Gahcho Kue et Imperial Oil Resources, cette dernière située à Norman Wells. Cette compensation compte deux éléments :
 - Remboursement mensuel de 72 % de la taxe sur le carbone payée durant le mois;
 - Subventions pour réduction des émissions de GES destinées aux grands émetteurs : des comptes de résultats sont tenus pour chaque grand émetteur qui enregistre 12 % de toute

la taxe sur le carbone payée pendant l'exercice financier; de plus, les grands émetteurs peuvent demander des subventions sur ces comptes pour financer des investissements de réduction des émissions de GES. L'aide gouvernementale est basée sur le solde du compte de résultats du demandeur.

Vous trouverez les lignes directrices sur les subventions pour réduction des émissions de GES destinées aux grands émetteurs sur le site Web du ministère des Finances¹. Selon les lignes directrices, les projets approuvés doivent réduire les émissions de gaz à effet de serre de 5 % par rapport au niveau de base.

- Le GTNO continue de donner la priorité aux investissements dans les énergies de remplacement pour diminuer la dépendance des collectivités et des entreprises aux combustibles riches en carbone.

¹ <https://www.fin.gov.nt.ca/fr/node/8907>

2. Fiscal Year Results

Table 2 shows 2019-20 carbon pricing results for the seven-month period September 1, 2019 to March 31, 2020. Large emitter trust account balances at fiscal year-end are shown in Table 4 and Table 5 shows 2019-20 carbon emissions by source.

To date, none of the large emitters have applied for funding out of their large emitter individual accounts.

The Cost of Living Offset is not directly tied to the amount of carbon tax collected but is included in the summary of

expenditures related to the carbon tax. For 2019-20, the total Cost of Living Offset amounts per individual was \$104 per adult and \$120 per child, and were distributed in equal payments on October 31, 2019 and April 30, 2020. Starting July 2020, the Cost of

Living Offset payments will increase to \$156 per year for an individual and \$180 per year for a child and provided quarterly.

At the end of 2019-20, there was \$878,100 remaining in net revenues to spend on other GHG-reducing priorities.

TABLE 2. 2019-2020 CARBON TAX REVENUES AND OFFSETS

2019-2020 CARBON TAX REVENUES AND OFFSETS	
TOTAL VOLUMES (THOUSANDS)	
Gasoline (litres)	29,917
Aviation gas (litres)	723
Aviation gas turbo jet (litres)	18,586
Diesel (litres)	133,292
Natural gas (metre ³)	283
Natural gas heating (metre ³)	442
Railway diesel (litres)	63
Diesel for heating (litres)	57,624
Propane (litres)	906
Propane for heating (litres)	20,811
MINE VOLUMES (THOUSANDS)	
Diesel (litres)	99,089
Diesel for heating (litres)	18,832

2019-2020 CARBON TAX REVENUES AND OFFSETS	
CARBON TAX RATES	
Gasoline (¢/litre)	4.7
Aviation gas (¢/litre)	-
Aviation gas turbo jet (¢/litre)	-
Diesel (¢/litre)	5.5
Natural gas (¢/metre ³)	3.8
Natural gas for heating (¢/metre ³)	3.8
Rail (¢/litre)	5.5
Diesel for heating (¢/litre)	5.5
Propane (¢/litre)	3.1
Propane for heating (¢/litre)	3.1
GROSS CARBON TAX REVENUES (\$ THOUSANDS)	
Gasoline	1,406.1
Aviation gas	-
Aviation gas turbo jet	-
Diesel	7,331.0
Natural gas	10.8
Natural gas for heating	16.8
Rail	3.5
Diesel for heating	3,169.3
Propane	28.1
Propane for heating	645.1
Gross carbon tax revenues	12,610.7
CARBON TAX OFFSETS (\$ THOUSANDS)	
Carbon tax rebate for heating fuel (non-large emitters)	2,363.5
Large emitter 72% rebate of total carbon tax paid	4,669.7
Carbon tax rebate for fuel used in electrical generation for distribution	583.1
Cost of Living Offset	4,116.4
Total carbon tax offsets	11,732.6
Large Emitter Grants	-
Net carbon tax revenue	878.1

Table 3 presents the breakdown of carbon tax revenues and expenditures to show carbon tax revenues and offsetting expenditures. The large emitter grant accounts are included

in the table as an expenditure, even though none of the large emitters have drawn down funds from their accounts for GHG-reducing investments. The GNWT spends more on

carbon tax related expenditures than it generates in carbon tax revenues because the Cost of Living Offset does not link directly to carbon tax revenues.

TABLE 3. CARBON TAX REVENUES AND EXPENDITURES (\$ MILLIONS)

REVENUE FROM NWT CARBON TAX		EXPENDITURES ON REBATES & BENEFITS	
RESIDENTS, SMALL BUSINESS AND GOVERNMENTS			
Diesel Fuel, Propane & Natural Gas for Heating	\$2.8	100% Heating Rebate	\$2.4
Non-Motive Diesel for Community Electricity Production	\$0.14	Annual Rebate to Electricity Producers	\$0.6
Motive Diesel	\$1.7	Cost of Living Offset (COLO) Benefit	\$4.1
Gasoline	\$1.4		
LARGE EMITTERS			
Facility Fuel Use	\$6.5	Large Emitter Rebate	\$4.7
		Large Emitter Grant Accounts	\$0.3
OTHER ITEMS			
Railway Diesel & Non-Heating Propane and Natural Gas	\$0.04	NWT Carbon Tax & Benefit Administration	\$0.7
TOTAL	\$12.6		\$12.8

TABLE 4. LARGE EMITTER GRANT ACCOUNT BALANCES AT MARCH 31, 2020¹

LARGE EMITTER GRANT ACCOUNT BALANCES AT MARCH 31, 2020	
De Beers Canada Inc.	\$201,168
Diavik Diamond Mines (2012) Inc. ²	\$336,862
Dominion Diamond Ekati Corporation	\$129,728
TOTAL	\$667,758

1. Imperial Oil Resources NWT Limited is also prescribed as a large emitter but did not qualify for the grant balance in 2019-20.
2. Recorded as a receivable.

3. Measuring movement towards a less carbon intensive economy

The carbon emission data to measure the effect of the NWT carbon tax on reducing carbon emissions will not be available for many years. Since fuel usage changes annually related to factors like weather, economic activity and new technology, to draw conclusions about the direct contribution of carbon pricing will require years of data.

Table 5 provides the carbon emissions as determined by the carbon tax data for 2019-20.

TABLE 5. ESTIMATING 2019-20 NWT GREENHOUSE GAS EMISSIONS FROM CARBON TAX DATA

SEPTEMBER 1, 2019 TO MARCH 31, 2020			
	FUEL VOLUME	CO ₂ e	GREENHOUSE GAS EMISSIONS (KILOTONNE)
Gasoline (litre)	29,917,217	2.511680 kg/l	75
Aviation gas (litre)	722,737	2.488540 kg/l	2
Aviation gas turbo jet (litre)	18,585,744	2.488540 kg/l	46
Diesel (litre)	133,291,513	2.708936 kg/l	361
Natural gas (cubic metres)	282,925	1.912355 kg/m ³	1
Natural gas heating (cubic metres)	441,940	1.912355 kg/m ³	1
Railway diesel (litre)	63,302	2.708936 kg/l	-
Diesel for heating (litre)	57,623,894	2.708936 kg/l	156
Propane (litre)	906,212	1.547859 kg/l	1
Propane for heating (litre)	20,810,852	1.547859 kg/l	32
			676

The appendix provides greenhouse gas emissions based on fuel tax data. Since heating fuel is not taxed under the NWT fuel tax regime, the heating fuel emissions are unavailable for historical fuel data.

Carbon pricing is not expected to significantly reduce greenhouse

gas emissions in the NWT over the short to medium term because the incentive to limit fuel use already exists due to high energy costs. The easiest and least costly changes that could be made to reduce consumption of carbon-based fuels may already have been pursued.

As the carbon tax rate increases over time, further reductions will be increasingly difficult without considerable technological improvements that allow economically viable reductions in fuel use.

MEASURING CHANGES IN CARBON INTENSITY IN HOUSEHOLDS

Measuring the success of carbon pricing to reduce household GHG emissions will first require an indication that household emissions are decreasing.

The carbon intensity of the household sector is measured as household carbon emissions per person. Reductions in household carbon intensity will be measured by taking the ratio of the carbon intensity in a given year to the carbon intensity of the 2009 to 2017 average. A ratio less than

one will indicate improvement because the annual carbon intensity is below the medium-term average; a ratio greater than one will indicate deterioration because the annual carbon intensity is above the medium-term average.

NWT Household Carbon Emission History

Table 6 shows the annual emissions attributed to households, the annual NWT population as of

July 1 of the year from Statistics Canada data, and the derived emissions per capita. Population has increased slightly while carbon emissions appear to be trending lower. Therefore, because population grew faster than carbon emissions, per capita carbon emissions declined from 2009 to 2017.

TABLE 6. ESTIMATING 2019-2020 NWT GREENHOUSE GAS EMISSIONS FROM CARBON TAX DATA

	CO ₂ e EMISSIONS (KILOTONNES)	POPULATION (PERSONS)	CARBON INTENSITY (KILOGRAMS PER PERSON)
2009	184	43,156	4,264
2010	151	43,285	3,489
2011	180	43,504	4,138
2012	155	43,648	3,551
2013	144	43,805	3,287
2014	180	43,884	4,102
2015	180	44,237	4,069
2016	152	44,649	3,404
2017	122	44,908	2,717
AVERAGE	161	43,897	3,669

Source: Statistics Canada Tables 38-10-0097-01, 17-10-0005-01 and NWT Finance

Over the 2009 to 2017 period, the Canadian average household carbon emissions of 4,066 kilograms per person was 398 kilograms per person higher than average NWT household carbon emissions of 3,669 kilograms per person.

MEASURING CARBON INTENSITY IN THE BUSINESS SECTOR

The carbon intensity of the business sector is measured as emissions per dollar of output. Emissions are measured in kilo tonnes; business output in chained (2012) per million dollars to remove the effect of inflation.

To evaluate the success of carbon pricing, reductions in the carbon intensity of the business sector

will be measured as the ratio of carbon intensity in a given year to the carbon intensity of the 2009 to 2017 average. A ratio less than one will indicate improvement because the annual carbon intensity is below the medium-term average; a ratio greater than one will indicate deterioration because the annual carbon intensity is above the medium-term average.

NWT Business Sector Carbon Emission History

Table 7 shows the carbon intensity of the NWT business sector averaged 0.342 kilo tonnes per million dollars GDP over the 2009 to 2017 period.

TABLE 7: CARBON INTENSITY NWT BUSINESS SECTOR

	ALL INDUSTRY EMISSIONS (KILOTONNES)	GDP, BASIC PRICES (MILLIONS CHAINED (2012) DOLLARS)	CARBON INTENSITY (KILOTONNES PER MILLION CHAINED (2012) DOLLARS)
2009	1,277	4,581	0.279
2010	1,460	4,707	0.310
2011	1,496	4,274	0.350
2012	1,584	4,250	0.373
2013	1,493	4,367	0.342
2014	1,650	4,575	0.361
2015	1,803	4,621	0.390
2016	1,710	4,570	0.374
2017	1,411	4,643	0.304
AVERAGE	1,543	4,510	0.342

Source: Statistics Canada Tables 38-10-0097-01, 36-10-0402-01, and GNWT Finance

Figure 1 shows the carbon intensity of the business sector over time.

FIGURE 1: CARBON INTENSITY, NWT BUSINESS SECTOR



Sources: Statistics Canada Tables 38-10-0097-01, 36-10-0402-01, and NWT Finance

Table 8 shows annual NWT carbon intensity by industry.

TABLE 8: NWT CARBON EMISSIONS INTENSITY BY INDUSTRY

CARBON EMISSIONS (KILOGRAMS) PER MILLION DOLLARS VALUE ADDED										
	2009	2010	2011	2012	2013	2014	2015	2016	2017	9-YEAR AVERAGE
Total, All Industries	0.279	0.310	0.350	0.373	0.342	0.361	0.390	0.376	0.305	0.343
Non-metallic mineral mining & quarrying (BS21230)	0.398	0.398	0.514	0.647	0.636	0.520	0.528	0.384	0.291	0.480
Electric power generation, transmission & distribution (BS22110)	1.161	1.040	1.109	1.176	1.170	1.504	2.170	1.213	1.070	1.291
Air Transportation (BS48100)	3.827	3.655	3.153	3.193	3.240	2.908	2.834	2.782	2.631	3.136
Water Transportation (BS48300)	0.057	0.919	1.168	1.737	1.000	2.308	5.414	7.318	3.409	2.592
Other provincial & territorial government services (GS91200)	0.145	0.179	0.355	0.235	0.446	0.418	0.403	0.470	0.195	0.316

Source: Statistics Canada Tables 38-10-0097-01, 36-10-0402-01, and NWT Finance

Appendix

ESTIMATED NORTHWEST TERRITORIES GREENHOUSE GAS EMISSIONS BASED ON FUEL TAX DATA 1999-00 TO 2019-20

	GASOLINE	AVIATION	DIESEL*	RAILWAY DIESEL	TOTAL
1999-00	107.4	90.8	173.0	0.8	372.0
2000-01	93.1	105.3	335.3	1.4	535.1
2001-02	105.1	124.7	455.5	1.4	686.7
2002-03	109.6	101.4	473.4	0.8	685.1
2003-04	111.5	107.5	527.9	2.2	749.0
2004-05	110.8	127.1	596.2	1.4	835.5
2005-06	101.9	122.8	592.7	0.9	818.4
2006-07	108.0	150.3	706.6	2.3	967.2
2007-08	106.2	134.3	626.1	0.5	867.1
2008-09	107.1	131.5	514.9	0.4	753.9
2009-10	104.2	108.7	493.5	0.3	706.6
2010-11	115.3	121.2	517.4	0.3	754.3
2011-12	114.9	139.9	608.3	0.3	863.4
2012-13	118.4	143.3	637.5	0.5	899.6
2013-14	112.5	121.8	656.2	0.5	891.1
2014-15	120.7	130.0	693.7	0.6	945.0
2015-16	118.8	129.9	725.6	0.8	975.0
2016-17	124.2	127.5	673.6	0.4	925.7
2017-18	115.4	138.9	677.2	0.4	931.9
2018-19	116.4	133.9	688.7	0.3	939.3
2019-20	118.3	124.4	620.1	0.2	863.0

Handwritten notes in the bottom left corner, including the word "Handwritten" and other illegible scribbles.

Handwritten notes in the bottom center, including the word "Handwritten" and other illegible scribbles.

