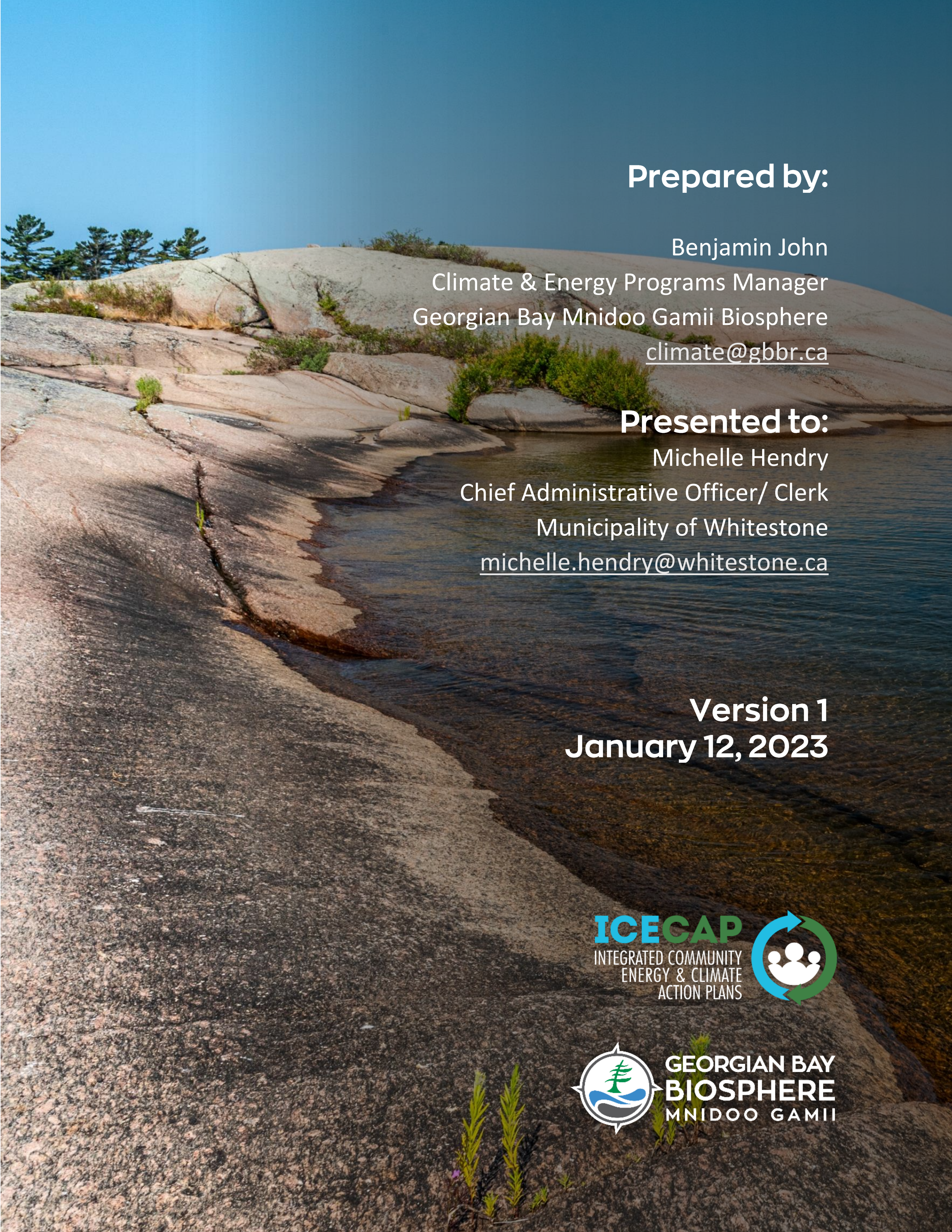
Municipality of Whitestone Community Milestone 1

Baseline Emissions Inventory & Forecast



Prepared by:

Benjamin John
Climate & Energy Programs Manager
Georgian Bay Mnidoo Gamii Biosphere
climate@gbbr.ca

Presented to:

Michelle Hendry
Chief Administrative Officer/ Clerk
Municipality of Whitestone
michelle.hendry@whitestone.ca

Version 1
January 12, 2023

ICECAP
INTEGRATED COMMUNITY ENERGY & CLIMATE ACTION PLANS

GEORGIAN BAY BIOSPHERE
MNIDOO GAMII

Foreward

In addition to participating in the Federation of Canadian Municipalities' (FCM) Partners for Climate Protection (PCP) Program, the Municipality of Whitestone is a proud member of the Integrated Community Energy and Climate Action Plans (ICECAP) Partnership.

ICECAP is a partnership between the Municipalities and First Nations located in the Georgian Bay Biosphere region for the purpose of a collaborative, more cost-effective approach to energy management and the reduction of greenhouse gas emissions for the operations of each corporate stakeholder, for each participating community and for the broader region.

The 4 main objectives of ICECAP are to:

1. Encourage the reduction of greenhouse gas emissions
2. Improve energy efficiency
3. Reduce the use of fossil fuels
4. Adapt to a changing climate by building greater resilience

By completing this community baseline and inventory, the Municipality of Whitestone is also contributing to the achievement of the goals and objectives established by ICECAP. The findings and insights discovered will improve local climate change knowledge by understanding where emissions are coming from in the Municipality of Whitestone's internal operations. As a result, the information obtained will ultimately inform and provide direction into climate change and energy planning for the Municipality of Whitestone, the ICECAP partnership, and the broader region.

ICECAP's current members are as follows:

- Township of the Archipelago
- Township of Carling
- Township of Georgian Bay
- Municipality of Whitestone
- Municipality of McDougall
- Township of McKellar
- Town of Parry Sound
- Township of Seguin
- Shawanaga First Nation
- Moose Deer Point First Nation
- Georgian Bay Biosphere

EXECUTIVE SUMMARY

In their Fifth Assessment Report (2014)[1], the Intergovernmental Panel on Climate Change notes that greenhouse gas (GHG) emission growth continues to accelerate, and that ambitious and aggressive mitigation actions are indispensable in mitigating climate change. By actively managing, monitoring, and taking measures to limit the production of GHG emissions, the impacts of climate change will reduce in severity.

As front-line responders to severe weather events and other climate change impacts, municipalities often experience and witness the financial, environmental, and social repercussions of climate change within their own operations and the community they serve. Municipalities therefore have the ability to be leaders in addressing climate change, as their knowledge of community needs and considerations can guide the successful implementation of initiatives designed to tackle climate change. As the Federation of Canadian Municipalities (2009)[2] has noted, municipal governments can influence or control nearly half of Canada's GHG emissions. Through efforts to reduce GHG emissions, municipalities can therefore lead the way in climate change mitigation and protect their residents from future climate change impacts.

By taking the appropriate steps to respond to climate change through mitigation and adaptation, municipal governments also can save money in municipal operations, lower energy costs for residents and businesses, and increase investment in the local economy. Establishing a GHG emission baseline is a useful tool to identify areas for improvement, inform the development of a GHG reduction action plan, estimate cost savings from reductions, and serve as a reference point to track improvements. To do this, many municipalities in Canada have joined the Federation of Canadian Municipalities' Partners for Climate Protection (PCP) program to reduce the GHG emissions produced by their operations and community.

The PCP program looks at energy consumption and greenhouse gas emissions from two perspectives; corporate and community. Corporate refers to the GHG emissions produced as a result of a local government's operations and services. Its purpose is to identify the GHG emissions within a local government's direct control or influence, and for which the local government is accountable as a corporate entity. Community refers to the GHG emissions generated by the residents and businesses of the community in which the local government serves and represents.

This report will focus on the Municipality of Whitestone's community. Its purpose is to establish a community GHG emission baseline and inventory as part of the Municipality of Whitestone's participation in the PCP program and ICECAP.

The Municipality of Whitestone's community greenhouse gas (GHG) inventory identifies and quantifies the sources of GHG emissions from community activities and establishes a baseline from which future emissions reductions and progress can be measured. With the production of this inventory, the baseline year of 2016 has been established. Table B lists the Municipality of Whitestone's emission sectors.

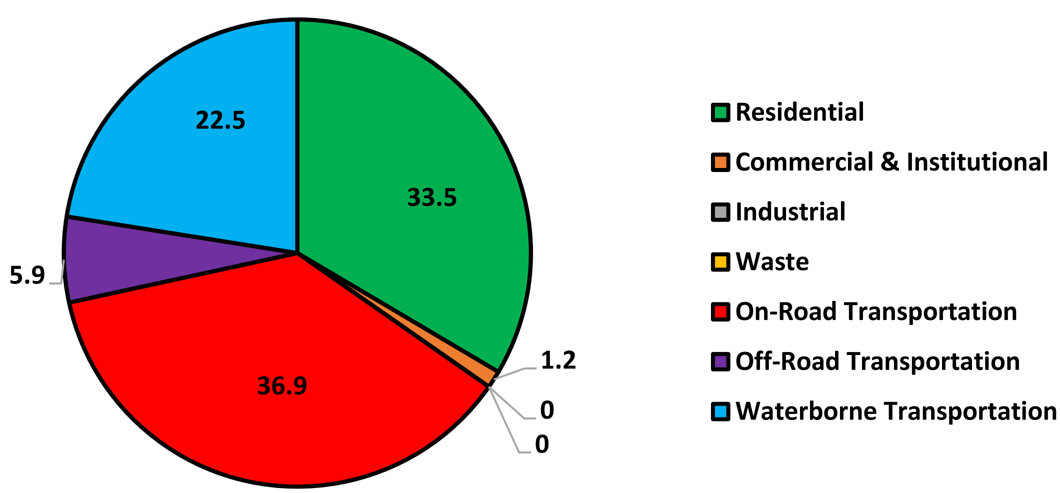
Table A: Municipality of Whitestone's Community GHG Emission Sectors

GHG Emission Sectors	Metric Tonnes of CO_2e
Residential	2408
Commercial & Institutional	84
Industrial	Included Elsewhere
Transportation (total)	4,683
On-Road Transportation	2644
Waterborne Transportation	1,611
Off-Road Transportation	428
Waste	DNI*
Total Emissions	**7,175**

*DNI = Did not include

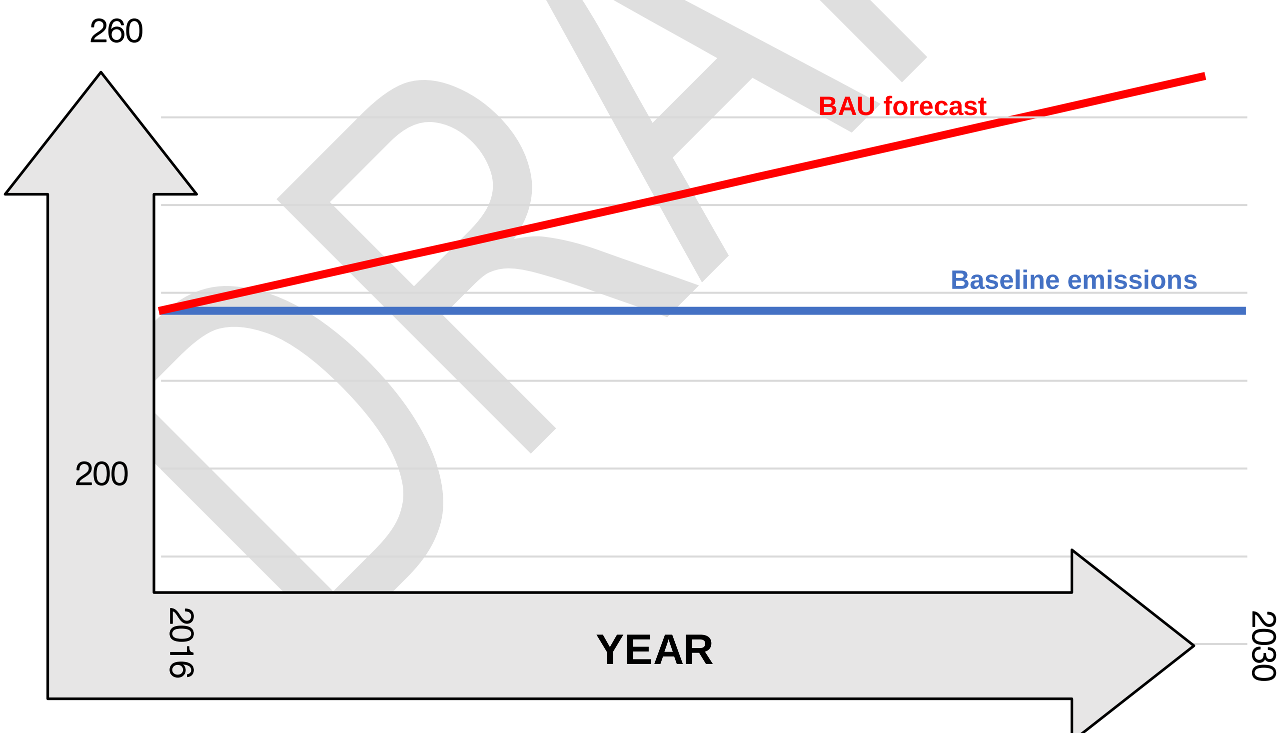
The transportation sector is by far the largest contributor to GHG emissions in the Municipality of Whitestone, accounting for roughly 65% of GHG emissions. This is followed by the residential sector, which produces approximately 34% of the community's GHG emissions. Figure A shows the GHG emissions associated with each sector, expressed as a percentage.

Figure A: GHG Emission Sectors



As part of Community Milestone 1, municipalities are also required to forecast GHG emissions to a specified year, based on permanent-resident population growth. However, this is problematic and unrepresentative in producing a business as usual forecast. In 2016, the Municipality of Whitestone was experiencing a decline in its population's permanent residents. This population decline would therefore demonstrate that GHG emissions would decrease naturally as the permanent-resident population shrinks, a situation which can logically be assumed to be untrue, given the influence seasonal residents have over the production of GHG emissions in the Municipality of Whitestone. As a result, an alternative metric using annual residential property growth rate was developed to capture seasonal resident's influence of community GHG emissions in the Municipality of Whitestone. With an average annual residential property growth rate of 0.95%, community GHG emissions are expected to increase 14% by 2030 if no actions are taken to reduce GHG emissions. This will result in community GHG emissions totaling 8,190 tCO_2e in the year 2030. Figure B shows the expected community GHG emissions growth if business continues as usual.

Figure B: Business as Usual Forecast



	Baseline Emissions (2016)	BAU Forecast (2030)
Total GHG Emissions	7,175	8,190

Table of Contents

Table of Tables

INTRODUCTION

Geographically positioned in the eastern Georgian Bay region and in the heart of cottage country, the Municipality of Whitestone is a tourist destination. The Municipality of Whitestone thus experiences an increase in population during the warmer months, raising the population from 916 permanent residents to include thousands of seasonal residents. As a result, the seasonal population has a significant influence over the production of GHG emissions in the Municipality of Whitestone, and it is therefore critical to include the GHG emissions they produce, where possible.

Establishing a GHG emission baseline is a useful tool to identify areas for improvement, inform the development of a GHG reduction action plan, estimate cost savings from reductions, and serve as a reference point to track improvements. To do this, many municipalities in Canada have joined the Federation of Canadian Municipalities' Partners for Climate Protection (PCP) program to reduce the GHG emissions produced by their operations and community.

What is the Federation of Canadian Municipalities?

The Federation of Canadian Municipalities (FCM) is the national voice for municipal governments in Canada. With a congregation of nearly 2,000 municipal members across the country, FCM advocates for municipalities to ensure their citizen's needs are reflected in federal policies and programs. Through this advocacy the FCM is able to provide funding and programming that help municipalities tackle local challenges, such as climate change, asset management, economic development, and more.

What is the Partners for Climate Protection Program?

The Partners for Climate Protection (PCP) program is designed to guide municipalities through the process of reducing greenhouse gas emissions through climate change and energy planning. In partnership with the International Council for Local Environmental Initiatives (ICLEI), the PCP program is administered by the FCM. Since the program's establishment in 1997, nearly 400 municipalities across Canada have joined, with the Municipality of Whitestone becoming a participant in 2022. The PCP program consists of a five-step milestone framework that guides municipalities in their efforts to reduce greenhouse gas emissions. The five milestones are as follows:

The Partners for Climate Protection program looks at these milestones from two different perspectives; corporate and community. Corporate refers to the greenhouse gas emissions produced as a result of a local government's operations and services. Its purpose is to identify the GHG emissions within a local government's direct control or influence, and for which the local government is accountable as a corporate entity. Community refers to the greenhouse gas emissions generated by the residents and businesses of the community in which the local government serves and represents.

This report will focus on the Municipality of Whitestone's community. Thus, the purpose of this report will be to establish a community greenhouse gas emission baseline and inventory as part of the Municipality of Whitestone's participation in the Partners for Climate Protection program and ICECAP.

METHODOLOGY BACKGROUND

Greenhouse Gas Emissions Inventory

A greenhouse gas (GHG) inventory brings together data on community and municipal sources of GHG emissions to estimate emissions for a given year. Two separate GHG inventories and forecasts have been created for the Municipality of Whitestone (MW): one for municipal corporate operations and one for community sources. As per the PCP protocol, the inventories consist of the following sources of GHG emissions.

Corporate
- Buildings
- Streetlights
- Water and Sewage Treatment
- Municipal Fleet
- Solid Waste

Community
- Residential
- Commercial and Institutional
- Industrial
- Transportation
- Solid Waste

Scope

This document will focus solely on community GHG emissions.

Scope Context & Background

In the MW, residents are often classified as year-round or seasonal for the purposes of property assessments, taxes, energy usage and billing, and many other applications. For the purposes of this report, year-round residents are synonymous with permanent residents. Given that residents of the MW can be classified differently, this baseline has disaggregated data for both resident classifications where necessary and possible. For reporting purposes, these resulting energy consumption quantities and GHG emissions have been aggregated to offer a holistic community perspective. Additionally, the energy consumed and emissions produced by seasonal residents in the MW are those that occur within its jurisdictional boundaries. Energy and emissions relating to the place of primary residence for seasonal residents have been excluded from this baseline. Only in-boundary emissions (those produced within the MW's jurisdiction) are considered.

Baseline Year

Establishing a baseline is a useful tool to identify areas for improvement, inform the development of a GHG reduction action plan, estimate cost savings from reductions, and serve as a reference point to track improvements. A baseline year of 2016 was selected so the results can contribute to producing a regional baseline of emissions for the ICECAP partnership. By choosing the same baseline year, this also allows the MW to easily benchmark its emissions and energy performance against neighbouring municipalities. This will assist in identifying opportunities for energy efficiency and conservation initiatives that will lead to emissions reductions and cost savings. Additional data was gathered from other years as well, where relevant, and was referred to throughout the data analysis process. In the event that actual data could not be collected for the baseline year, assumptions were applied from prior, or successive years where relevant.

Data Collection

To determine the quantity of GHG emissions produced by the MW's community, data on energy consumed and solid waste produced by the community during the baseline year must first be gathered. Once gathered, this data was compiled into an internal database for analysis and calculation.

Data Sources

Community energy consumption and emissions were calculated for 2016 and reported by sector (residential, commercial and institutional, industrial, transportation, and solid waste) as well as by emissions source (electricity, natural gas, propane, fuel oil, wood, gasoline, diesel, and tonnes of solid waste).

Data quality was assessed primarily on its relevance. While data accuracy is also a critical characteristic when assessing data quality, data accuracy received a secondary role. This is because all data was retrieved from reputable and trustworthy sources, such as federal, provincial, and municipal government agencies, utility providers, individuals, and private organizations and can therefore be considered accurate. As a result, determining data quality was not an exercise in determining the accuracy of the data retrieved. Rather, determining data quality was an exercise in determining whether the data retrieved was relevant to the year in which the baseline and business-as-usual forecast was developed, which would in turn produce an accurate estimate of energy consumption.

While undergoing data collection for the MW's community GHG emission baseline it was discovered that a number of energy consumption data gaps existed. These data gaps largely stemmed around the inability to acquire actual fuel oil and propane consumption data from local providers, and a lack of relevant statistics for common recreational activities, such as boating. As a result, the Georgian Bay Biosphere developed a comprehensive Carbon Calculator tool to collect actual consumption data from the MW's community and the broader region. The Carbon Calculator tool has been designed as a survey and is an educational opportunity for the MW's community to calculate their own personal GHG emission baseline. Where possible, information from the Carbon Calculator has been used to validate the values obtained through assumptive energy consumption models or as a direct calculation statistic. In both circumstances, data from the Carbon Calculator has been aggregated at the regional level to produce statistical relevant values. This regional aggregation has been carefully considered, and has been assumed to be representative of the energy consumption behaviours in the MW's community based on the similar activities, geography, and economic activities that occur in the broader region. Furthermore, it should be noted that the Carbon Calculator tool is an on-going project delivered by the Georgian Bay Biosphere, and any statistics or numbers used in the development of the MW's community GHG emission baseline can be updated as additional entries and better information becomes available. As of November 15th, 2022, the carbon calculator has been completed 348 times, representing the energy consumption behaviours of approximately 882 people in the region.

For a summary of community data sources and quality, please refer to Table 1.

Table 1: Community Energy & GHG Emission Baseline Data Sources

Emission Sector	Data	Data Source	Data Quality		Notes
			Permanent	Seasonal	
Residential	Electricity Consumption	Hydro One	High	High	Actual electricity consumption in kWh for baseline year.
	Natural Gas Consumption	Enbridge	N/A	N/A	No natural gas consumption.
	Fuel Oil Consumption	Natural Resources Canada & Government of Ontario & MPAC & Carbon Calculator	Medium	N/A	Actual consumption data and some relevant assumptions.
	Propane Consumption	Natural Resources Canada & Government of Ontario & MPAC & Carbon Calculator	Medium	N/A	Actual consumption data and some relevant assumptions.
	Wood Consumption	Natural Resources Canada & Government of Ontario & Statistics Canada & World Forest Industries & Carbon Calculator	Medium	N/A	Actual consumption data and some relevant assumptions.
Commercial & Institutional	Electricity Consumption	Hydro One	High	N/A	Actual electricity consumption in kWh for baseline year.
	Natural Gas Consumption	Enbridge	N/A	N/A	No natural gas consumption.

Emission Sector	Data	Data Source	Data Quality		Notes
			Permanent	Seasonal	
	Fuel Oil Consumption	Natural Resources Canada & MPAC	Medium	N/A	Provincial consumption levels and some relevant assumptions.
	Propane Consumption	Natural Resources Canada & MPAC	Medium	N/A	Provincial consumption levels and some relevant assumptions.
Industrial	Electricity Consumption	Hydro One	High	N/A	Actual electricity consumption in kWh for baseline year.
	Natural Gas Consumption	Enbridge	N/A	N/A	No natural as consumption.
	Fuel Oil Consumption	Natural Resources Canada & MPAC	Medium	N/A	Provincial consumption levels and some relevant assumptions.
	Propane Consumption	Natural Resources Canada & MPAC	Medium	N/A	Provincial consumption levels and some relevant assumptions.
Transportation	On-Road Transportation	Statistics Canada & Carbon Calculator & PCP Protocol & Natural Resources Canada	Medium	N/A	Local, provincial, and federal statistics and some relevant assumptions.
	Waterborne Transportation	WPSGN & Statistics Canada & Carbon Calculator & Online Forums	Low	Low	Calculation based primarily on assumptions.

Emission Sector	Data	Data Source	Data Quality		Notes
			Permanent	Seasonal	
	Off-Road Transportation	WPSGN & Statistics Canada & Carbon Calculator & DMM & Online Forums & Natural Resources Canada	Low	Low	Calculation based primarily on assumptions.
Waste	N/A	Not Estimated	N/A	N/A	Data note available to estimate sector.
BAU Forecast	Residential Property Growth Rate	MPAC	High	High	Actual residential property numbers for baseline year and multiple consecutive years prior.

* Legend for Data Quality:

- High: Actual usage data covering the period of the inventory year, from a credible data collector/ provider.
- Medium: Actual usage data provided, with some assumptions from within or around the geographic boundary, inventory year, or otherwise to fill in data gaps.
- Low: Some statistics available, but mainly based on assumptions.
- N/A: Not Applicable

Residential Data

Actual energy consumption data for electricity was provided by Hydro One. Residential natural gas consumption does not take place in the MW. Actual consumption data for private sales of fuel oil, heating oil, and propane were unavailable at this time. The quantities of these fuel sources consumed was therefore estimated using statistics and data from Natural Resources Canada, the Government of Ontario, the Municipal Property Assessment Corporation (MPAC), and the Carbon Calculator. Similarly, actual consumption data on wood could not be obtained at this time. The quantity of wood consumption in the MW was therefore estimated using data from Natural Resources Canada, the Government of Ontario, the Municipal Property Assessment Corporation, World Forest Industries, and the Carbon Calculator.

While the quality of data varies across fuel sources, it can be said with confidence that overall, the GHG emissions and fuel consumption quantities reported under the residential sector for the MW are accurate.

Commercial & Institutional Data

Actual energy consumption data for electricity was provided by Hydro One. Commercial and institutional natural gas consumption does not take place in the MW. Actual consumption data for the private sales of fuel oil, heating oil, and propane were unavailable at this time. The quantities of these fuel sources consumed was therefore estimated using statistics and data from Natural Resources Canada and the Municipal Property Assessment Corporation.

While the quality of data varies across fuel sources, it can be said with confidence that overall, the GHG emissions and fuel consumption quantities reported under the commercial and institutional sector for the MW are accurate.

Industrial Data

Actual energy consumption data for electricity was provided by Hydro One. Industrial natural gas consumption does not take place in the MW. Actual consumption data for the private sales of fuel oil, heating oil, and propane were unavailable at this time. The quantities of these fuel sources consumed was therefore estimated using statistics and data from Natural Resources Canada and the Municipal Property Assessment Corporation.

Overall, it can be said with confidence that the GHG emissions and fuel consumption quantities reported under the industrial sector for the MW are accurate.

Transportation Data

For all aspects of transportation in the MW (on-road, waterborne, and off-road) actual fuel consumption data was unavailable. The quantities of gasoline and diesel consumed by all types of vehicles in the MW was therefore estimated using statistics and data from Natural Resources Canada, Municipal Property Assessment Corporation, West Parry Sound Geography Network, the Government of Ontario, Statistics Canada, the Carbon Calculator, and select online forums.

While the quality of data varies for these sources, it can be said with confidence that overall, the GHG emissions and fuel consumption quantities reported under the transportation sector for the MW are accurate.

Solid Waste Data

GHG emissions from solid waste are a unique emission source to be quantified by local governments. These emissions reflect the impact of methane released through the decomposition of organic matter in landfills and can be calculated based on total waste deposited in a landfill.

The MW owns and operates two landfills which are reserved exclusively for its community members; York Street Landfill and Auld's Street Landfill. At this time, however, sufficient data to estimate GHG emissions produced by these landfills does not exist. Moving forward, the MW may explore ways in which data can be obtained that assists in measuring waste emissions. These opportunities may be explored and discussed during the planning phase of the PCP program.

Business as Usual Forecast Data

Data on the number of residential properties in the MW for the baseline year and multiple consecutive years prior was obtained from the Municipal Property Assessment Corporation. As a result, it can be said with a high degree of confidence that the reported residential property growth rate is highly accurate given the access to data on the actual number of residential properties in the MW.

Emission Factors & Global Warming Potentials

Emission factors (EF) and global warming potentials (GWP) are a fundamental component of every formula used to determine GHG emissions. An emissions factor is a representative value that attempts to relate the quantity of a pollutant released into the atmosphere with an activity associated with the release of that pollutant. For example, grams (g) of carbon dioxide (CO_2) emitted per kilogram (kg) of biomass consumed. There are many factors that influence the values of emission factors, such as the technology used to consume the fuel source and the end user of that fuel. Therefore, as technologies improve and research on greenhouse gasses develop, the values of EF and GWP change over the years, resulting in both EF and GWP to be variable when compared across years. For an example of how EF and GWP can be variable across years please refer to Table 2.

For reporting purposes, the PCP tool has automatically programmed the emission factors and global warming potentials into the equation, should fuel consumption quantities be reported. However, in the event that emissions had to be directly reported into the PCP tool, the emission factors and global warming potentials for the baseline year were used. The emission factors and global warming potential values were obtained from the baseline year's edition of Environment Canada's (2016)[1] *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada*.

System of Measurement

For the purposes of this report and baseline, GHG emission quantities are expressed in terms of ***carbon dioxide equivalent (CO_2e).***

The concept of global warming potentials mentioned above is used to compare the ability of each GHG to trap heat in the atmosphere relative to CO_2. Essentially, GHGs have different capabilities in terms of their ability to impact or influence the atmosphere based on their unique atmospheric lifetime and heat-trapping potential. By factoring these global warming potentials into account, it also allows for a comparison of GHG emissions in terms of how much CO_2 would be required to produce a similar warming effect over a given time period. For example, in 2016, methane had a global warming potential of 25, meaning that over a 100-year period, it would require 25 times the amount carbon dioxide to assert the same atmospheric influence as methane on a unit to unit basis (i.e. gram to gram). In doing so, this normalization into a single unit of measurement enables the quantification of "total community emissions", expressed as CO_2e.

[1] http://www.publications.gc.ca/site/eng/9.506002/publication.html

Table 2: Emission Factor and Global Warming Potential Variability Example

		2011		2016	
Consumption Method	GHG	EF (g/kg fuel)[2]	GWP[3]	EF (g/kg fuel)[4]	GWP[5]
Residential Biomass Consumption with Conventional Woodstove	Carbon Dioxide	1696	1	1539	1
	Methane	15	21	12.9	25
	Nitrous Oxide	0.16	310	0.12	298
Industrial Biomass Consumption	Carbon Dioxide	840	1	840	1
	Methane	0.09	21	0.09	25
	Nitrous Oxide	0.06	310	0.06	298

[2] Environment Canada's National Inventory Report 1990-2011: Greenhouse Gas Sources and Sinks in Canada, Part 2, Annex 8, pp. 205.
[3] Environment Canada's National Inventory Report 1990-2011: Greenhouse Gas Sources and Sinks in Canada, Part 1, Chapter 1, pp. 33.
[4] Environment Canada's National Inventory Report 1990-2016: Greenhouse Gas Sources and Sinks in Canada, Part 2, Annex 6, pp. 225.
[5] Environment Canada's National Inventory Report 1990-2016: Greenhouse Gas Sources and Sinks in Canada, Part 1, Chapter 1, pp. 17.

CALCULATION PROCESS

Residential

To calculate the GHG emissions produced by residential buildings in the MW, the PCP recommended approach of obtaining actual energy consumption data was pursued, where possible. Where actual energy consumption data was unavailable, the alternative method of estimating energy consumption data was utilized.

Formula for Calculating Residential Building Emissions

There is only one formula for calculating the GHG emissions produced by residential buildings. For reference, the formula as determined by the PCP protocol is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH4}) + (x_a * N_2OEF_a * GWP_{N2O})$$

Where:

- x_a = Amount of energy source 'a' consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO_2) emission factor for energy source 'a'
- CH_4EF_a = The Methane (CH_4) emission factor for energy source 'a'
- N_2OEF_a = The Nitrous Oxide (N_2O) emission factor for energy source 'a'
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH4} = Global warming potential of Methane (CH_4)
- GWP_{N2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_2e_a = The Carbon Dioxide (CO_2) equivalents of energy source 'a'

Assumptions

No assumptions were made in calculating the GHG emissions produced by electricity consumption in the MW due to Hydro One's provision of actual electricity consumption for the baseline year. Furthermore, no assumptions were needed for natural gas, district energy, and diesel consumption since residential buildings in the MW do not consume these fuel sources.

In determining the quantity of GHG emissions produced by residential buildings in the MW, assumptions surrounding the consumption of propane, fuel/ furnace oil, and wood needed to be made because actual consumption data for these fuel sources could not be obtained at this time.

Fuel Oil and Propane Assumptions & Consumption Estimate Methodology

Residential natural gas consumption does not occur in the MW. As a result, residential dwellings typically consume fuel/ furnace oil, propane, wood, or any combination of these fuel sources for space heating, water heating, cooking, and other purposes. Therefore, estimating the quantity of GHG emissions produced through the consumption of these fuel sources is critical to accurately depict the emissions produced by residential dwellings in the MW.

The theory of logic behind estimating the residential consumption of propane and fuel/ furnace oil stems from the process of allocating the average residential consumption of these fuel sources to the number of residential dwellings in the MW that use these fuel sources.

The first assumption involved determining how many residential dwellings consumed propane or fuel/furnace oil in the baseline year. In determining this amount, residential dwellings that are used seasonally were not considered. Seasonal dwellings were omitted from consideration because according to Natural Resources Canada (2020)[6], roughly 62% of residential energy consumption is used for space heating purposes, with an additional 19% of residential energy consumption used for water heating purposes. The heating properties derived from the combustion of propane and fuel/furnace oil thus make it logical to assume that these fuels are used primarily for space heating purposes. With this is mind, the vast majority of seasonal residences are assumed to only be occupied during the warmer months when space heating is not required, and therefore eliminates the primary purpose of these fuels. Additionally, since these fuel sources are not needed for their primary purpose, it is not uncommon for seasonal dwellings to have electric water heaters to fill the void of their remaining heating purposes. As a result, only residential buildings that are occupied year-round in the MW were factored into calculating residential propane and fuel/furnace oil consumption.

To determine this amount, data from Statistics Canada's 2016 Census (2016)[7] on private dwellings occupied by usual residents was chosen over total private dwellings. In looking at Statistics Canada's following definition of total private dwellings, it is evident that a single building can have multiple dwellings within it, such as an apartment building. Under the definition of 'total private dwellings':

---

[6] https://www.nrcan.gc.ca/science-data/data-analysis/energy-data-analysis/energy-facts/energy-and-greenhouse-gas-emissions-ghgs/20063

[7] https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=3549028&Geo2=PR&Code2=35&SearchText=McKellar&SearchType=Begins&SearchPR=01&B1=All&GeoLevel=PR&GeoCode=3549028&TABID=1&type=0

"private dwelling refers to a separate set of living quarters with a private entrance either from outside the building or from a common hall, lobby, vestibule or stairway inside the building. The entrance to the dwelling must be one that can be used without passing through the living quarters of some other person or group of persons."

However, when compared to Statistics Canada's following definition of private dwelling occupied by usual residents, it is evident that there is an important feature missing from the definition of 'total private dwellings'.

"'Private dwelling occupied by usual residents' refers to a private dwelling in which a person or a group of persons is permanently residing. Also included are private dwellings whose usual residents are temporarily absent."

Comparing the two definitions, it is apparent that 'total private dwellings' does not factor whether people are consistently present in the dwelling or not, where private dwellings occupied by usual residents does. As a result, it was assumed that only dwellings occupied by usual residents would consume fuel oil and propane, since usual residents were assumed to be year-round residents. The rationale behind this is that if a dwelling is typically unoccupied there is no need for thermal control or comfort, and consuming these fuels in an unoccupied dwelling would be financially irresponsible for the owner, a sunk cost that would likely be avoided if possible.

Now that the total number of dwellings using propane or fuel/ furnace oil had been determined, the next step was to determine the precise number of dwellings consuming either of the fuel sources. For this step it was assumed that a dwelling consumed either propane or fuel/furnace oil and never both. This assumption was made based on the rationale that the appliances using these fuels are typically designed to consume one fuel source or the other, and not both.

Using data on the percentage of residential dwellings consuming propane or fuel/ furnace oil in Ontario, a subsequent percentage could be drawn and applied to the number of private dwellings occupied by usual residents in the MW. For example, it was found that in Ontario, 1.1% of households use propane as their primary fuel source and 6.8% use fuel/ furnace oil. Since it was assumed that households in the MW use either propane or fuel/furnace oil, 100% of households could be accounted for in the cumulative 7.9% of households in the province using these fuel sources. Considering this cumulative percentage as a holistic total (since it represents 100% of households), the subsequent percentage can then define the ratio of households on propane to fuel/furnace oil. In calculating this ratio, 1.1% equates to 13.92% of 7.9% and 6.8% equates to the remaining 86.08%. These percentages (13.92% and 86.08%) were then applied to the number of private dwellings occupied by usual residents in the MM to determine how many were consuming propane and how many were consuming fuel/furnace oil.

The next step was to determine how much of each fuel source that each dwelling using that fuel source was consuming. In determining this amount, the average residential consumption quantities for each fuel source in Ontario was used. Although these quantities were reported in terms of gigajoules (GJ) of energy produced, energy conversion ratios allowed for this number to be translated into an amount in litres. It should be noted, however, that the most recent data on the average GJ of energy consumed of each fuel source that could be retrieved was for the year 2011. As a result, the residential consumption growth rate of each fuel source was applied to determine average consumption in the baseline year. In applying this growth rate, it was assumed that the growth rate for the provincial residential consumption of propane and fuel/furnace oil would be similar to the growth rate in the MW and could be applied to produce a localized quantity of energy consumption for the baseline year. Unfortunately, data from Natural Resources Canada and the Government of Ontario only covers up to the year 2015 and therefore could not be obtained to the baseline year. As a result, the propane and fuel/furnace oil consumption for the year 2015 was reported as the consumption quantities for the 2016 baseline.

While it is best to have consumption data for the precise baseline year, the consumption quantities reported represent the best available data that could be obtained at this point in time. As government data continues to be updated and made publicly available, the calculation process pursued allows for this baseline to be updated quickly to reflect the most up to date information.

For a numeric explanation of the calculation process please see Table 3.

Table 3: Residential Propane and Fuel/Furnace Oil Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	% of Ontario Households on Propane	1.1	%		1
C	% of Ontario Households on Oil	6.8	%		1
D	Ontario Households on Oil or Propane	7.9	%	B2 + C2	
E					
F	% of MW Households on Propane	13.92	%	B2 / D2	
G	% of MW Households on Oil	86.08	%	C2 / D2	
H					
I	# Occupied private dwellings in MW	444			3
J	# Occupied private dwellings on Propane	62		F2 * I2	
K	# Occupied private dwellings on Oil	382		G2 * I2	
L					
M	Average propane use per household in Ontario, 2011	26	GJ		2
N	GJ to MJ energy conversion	1 MJ = 0.001 GJ			2
O	MJ per litre of propane	25.3	MJ		2
P	Average propane use per household in Ontario, 2011	1027.668	Litres	(M2 * 1000) / O2	
Q	Residential propane consumption growth, 2011-2015	8.33	%		1 & 4
R	Average propane use per household in Ontario, 2015	1113.273	Litres	(1 + Q2) * P2	
S	Residential Propane use, 2015	69,023	Litres	R2 * J2	
T					
U	Average oil use per household in Ontario, 2011	70	GJ		2
V	GJ to MJ energy conversion	1 MJ = 0.001 GJ			2
W	MJ per litre of oil	38.2			2
X	Average oil use per household in Ontario, 2011	1832.461	Litres	(U2 * 1000) / W2	
Y	Residential oil consumption growth, 2011-2015	-7.7	%		1 & 4
Z	Average oil use per household in Ontario, 2015	1691.361	Litres	(1 + Y2) * X2	
AA	Residential oil use, 2015	646,100	Litres	Z2 * K2	
AB	SOURCES	COLUMN 5 VALUE	RESOURCES		
AC	Natural Resources Canada	1	Comprehensive Energy Use Database		
AD	Natural Resources Canada	2	Households and the Environment: Energy Use		
AE	Statistics Canada	3	2016 Census		
AF	Government of Ontario	4	Fuels Technical Report		

Wood Assumptions & Consumption Estimate Methodology

The process of calculating emissions produced by residential wood consumption in the MW took a similar approach as calculating propane and fuel/furnace oil consumption. To begin, it first had to be determined how many private dwellings occupied by usual residents consumed wood as a fuel source. Natural Resources Canada's *Comprehensive Energy Use Database* (n.d.)[8] reported that in the baseline year, 2.3% of households in Ontario were using wood as a fuel source for heating.

Returning back to the assumptions made for calculating propane and fuel/furnace oil consumption, where 100% of households in the MW are considered in the cumulative 7.9% of Ontario households using these fuel sources, it was assumed that the 2.3% of Ontario households using wood was a supplement to these 7.9% using oil and propane. The rationale behind this assumption is based on Natural Resources Canada (2012)[9] statement that "wood is often used for supplementary heating." This observation is consistent of energy consumption behaviour in the MW, as it is quite common for households in the MW to have a wood stove or fireplace in addition to their oil or propane tanks and furnaces.

Since actual consumption data for each household was unavailable for the baseline year, it was assumed that each household consumed the average amount of wood per household in Ontario, as determined by Natural Resources Canada in their *2011 Households and the Environment Survey* (2013)[10]. Since the reporting year varies substantially from the baseline year, a wood consumption growth was developed and applied to the average number of wood cords consumed per household in the MW in 2011. This growth rate was developed using additional residential wood consumption data from the Government of Ontario.

While 2011 was the latest year on which average household wood consumption data could be obtained, the Government of Ontario kept record of the amount of wood being consumed by the residential sector as a whole up until 2015. This data thus allowed a growth rate to be developed and applied to number of cords consumed per household in the MW in 2011.

Following this step, the quantity of GHG emissions produced during the combustion of wood in the MW needed to be determined. This required the quantity of wood consumed to be known, which first required the quantity or volume of wood being consumed to be converted into weight. However, depending on the species of tree the

---

[8] https://oee.nrcan.gc.ca/corporate/statistics/neud/dpa/showTable.cfm?type=CP&sector=res&juris=on&rn=14&page=0

[9] https://www150.statcan.gc.ca/n1/pub/11-526-s/2010001/part-partie1-eng.htm

[10] https://www150.statcan.gc.ca/n1/en/daily-quotidien/130318/dq130318b-eng.pdf?st=IHFTE373

wood was harvested from, the weight of a cord of wood can vary due to naturally occurring differences in density.

Using Natural Resources Canada's *Guide to Residential Wood Heating* (2002)[11], common tree species for residential wood heating were cross referenced against the Government of Ontario's *Tree Atlas* to determine which species are found in the eastern Georgian Bay region. It was assumed that only regional tree species would be used for residential wood heating in the MW because of economic and logistic factors. The seasoned cord weight of tree species found in the region were then averaged.

The final assumption involved determining the technology through which the wood would actually be consumed and the corresponding emission factors. As per Environment and Climate Change Canada's *National Greenhouse Gas Inventory 1990-2016: Greenhouse Gas Sources and Sinks in Canada* (2017)[12], wood consuming technologies have varying emission factors. However, given that wood is primarily used as a supplementary fuel source in the MW, it was assumed that the majority of households consuming wood do so with a conventional wood stove or fireplace.

The resulting emissions produced from wood consumption were reported as direct emissions under the non-specified sources category because a dedicated location to record residential wood consumption does not exist in the PCP tool.

For a numeric explanation of the calculation process please see Table 5 & 6.

Outcome

For a summary of the quantities of each fuel source consumed by the residential buildings in the MW, please see Table 4.

The MW residential buildings produced **2,407.55 tonnes of CO_2e** in 2016.

Table 4: Residential Consumption Quantities per Fuel Source

Year	Electricity (kWh)	Natural Gas (m^3)	Fuel Oil (L)	Propane (L)	Wood (kg)
2016	7,552,050	0	646,100	69,023	703,305

[11] file:///C:/Users/clima/Downloads/GuidetoResidentialWoodHeating%20(5).pdf

[12] http://publications.gc.ca/collections/collection_2018/eccc/En81-4-2016-2-eng.pdf

Table 5: Residential Wood Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	% of Ontario Households using Wood	2.3	%		4
C	% of Ontario Households on Oil or Propane	7.9	%		4
D	% Ontario Households supplementing with wood	37.97	%	B2 / C2	
E	# Occupied private dwellings in the MW	444			2
H	# Occupied private dwellings supplementing w/ wood	169		D2 * E2	
I					
J	Average wood use per household in Ontario, 2011	77	GJ		1
K	GJ to MJ energy conversion	1 MJ = 0.001 GJ			1
L	MJ per cord of softwood	18,700	MJ		1
M	MJ per cord of hardwood	30,600	MJ		1
N	Average MJ per cord of wood	24,650	MJ	(L2 + M2) / 2	
O	Average wood use per household in Ontario, 2011	3.12	cords	(J2 * 1000) / N2	
P	Ontario residential wood consumption growth, 2011-2015	-8.9	%		3 & 4
Q	Average wood use per household in Ontario, 2015	2.85	cords	(1 + P2) * O2	
R	Residential wood consumption, 2015	482	cords	H2 * Q2	
S	Average weight per cord of wood	1459.14	KG		TABLE 5
T	Residential wood consumption, 2015	703,305	KG	R2 * S2	
U					
V	CH4 emission factor for wood burning stoves, 2016	12.9	g/KG		5
W	N20 emission factor for wood burning stoves, 2016	0.12	g/KG		5
X	Tonnes of CH4 emitted from residential wood	9.07	T	(T2 * V2) / 1,000,000	
Y	Tonnes of N20 emitted from residential wood	0.08	T	(T2 * Y2) / 1,000,000	
Z	Tonnes of CO2e from wood consumption	251.96	T	(X2 * 25) + (Y2 * 298)	
AA	SOURCES	COLUMN 5 VALUE	RESOURCES		
AB	Natural Resources Canada	1	Households and the Environment: Energy Use		
AC	Statistics Canada	2	2016 Census		
AD	Government of Ontario	3	Fuels Technical Report		
AE	Natural Resources Canada	4	Comprehensive Energy Use Database		
AF	Environment and Climate Change Canada	5	National GHG Inventory Report 1990-2016		

Table 6: Average Weight Per Cord of Wood

CELL	1	2	3	4	5
A	SPECIES	REGIONAL	SEASONED CORD WEIGHT	UNIT	SOURCE
B	Ironwood	Yes	1765	KG	1 & 2 & 3
C	Rock Elm	No		KG	1 & 2 & 3
D	Hickory	No		KG	1 & 2 & 3
E	Oak	Yes	1704	KG	1 & 2 & 3
H	Sugar Maple	Yes	1704	KG	1 & 2 & 3
I	Beech	Yes	1704	KG	1 & 2 & 3
J	Yellow Birch	Yes	1429	KG	1 & 2 & 3
K	Ash	Yes	1673	KG	1 & 2 & 3
L	Red Elm	No		KG	1 & 2 & 3
M	Red Maple	Yes	1769	KG	1 & 2 & 3
N	Tamarack	Yes	1473	KG	1 & 2 & 3
O	Douglas Fir	No		KG	1 & 2 & 3
P	White Birch	Yes	1448	KG	1 & 2 & 3
Q	Manitoba Maple	No		KG	1 & 2 & 3
R	Red Alder	No		KG	1 & 2 & 3
S	Hemlock	No		KG	1 & 2 & 3
T	Poplar	Yes	1649	KG	1 & 2 & 3
U	Pine	Yes	1014	KG	1 & 2 & 3
V	Basswood	Yes	956	KG	1 & 2 & 3
W	Spruce	Yes	1126	KG	1 & 2 & 3
X	Balsam Fir	Yes	1014	KG	1 & 2 & 3
Y	AVERAGE WEIGHT ALL SPECIES		1459.142857	KG	SUM (B2:X2) / 14
Z					
AA	SOURCES		COLUMN 5 VALUE	RESOURCES	
AB	Natural Resources Canada		1	A Guide to Residential Wood Heating	
AC	Government of Ontario		2	Tree Atlas	
AD	World Forest Industries		3	Firewood BTU Ratings	

Commercial & Institutional

To calculate the GHG emissions produced by commercial and institutional buildings in the MW, the PCP recommended approach of obtaining actual energy consumption data was pursued, where possible. Where actual energy consumption data was unavailable, the alternative method of estimating energy consumption data was utilized.

Formula for Calculating Commercial & Institutional Building Emissions

There is only one formula for calculating the GHG emissions produced by commercial and institutional buildings in the MW. For reference, the formula as determined by the PCP protocol is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH4}) + (x_a * N_2OEF_a * GWP_{N2O})$$

Where:

- x_a = Amount of energy source ‘a’ consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO_2) emission factor for energy source ‘a’
- CH_4EF_a = The Methane (CH_4) emission factor for energy source ‘a’
- N_2OEF_a = The Nitrous Oxide (N_2O) emission factor for energy source ‘a’
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH4} = Global warming potential of Methane (CH_4)
- GWP_{N2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_2e_a = The Carbon Dioxide (CO_2) equivalents of energy source ‘a’

2.2.2 Assumptions

No assumptions were made in calculating the GHG emissions produced by electricity consumption in the MW due to Hydro One’s provision of actual electricity consumption for the baseline year. However, assumptions surrounding the consumption of propane, fuel/ furnace oil, and wood were made because actual consumption data for these fuel sources could not be obtained at this time.

Fuel Oil and Propane Assumptions & Consumption Estimate Methodology

Commercial and institutional natural gas consumption does not occur in the MW. As a result, commercial and institutional buildings typically consume fuel/ furnace oil or propane for space heating, water heating, and auxiliary equipment. Therefore, estimating the quantity of GHG emissions produced through the consumption of these fuel sources is critical to accurately depict the emissions produced by commercial and institutional buildings in the MW.

Similar to the process of calculating residential fuel/ furnace oil and propane consumption, the process with commercial and institutional buildings began by determining how many buildings were on fuel/ furnace oil and how many were on propane. To make this calculation it was assumed that commercial and institutional buildings only consumed one fuel source to achieve efficiencies in their operations.

Using data on the percentage of energy consumption by fuel source for commercial and institutional buildings in Ontario, a subsequent percentage could be drawn and applied to the number of commercial and institutional buildings in the MW as per MPAC. For example, it was found that in Ontario, 1% of energy consumption in the commercial and institutional sector came from fuel/ furnace oil, while 4% was from propane. Since it was assumed that either propane or fuel/ furnace oil was used, 100% of commercial and institutional building fuel/ furnace oil and propane consumption in the MW could be accounted for in the cumulative 5% of energy consumption in the province. Considering this cumulative percentage as a holistic total (since it represents 100% of commercial and institutional buildings), the subsequent percentage can then define the ratio of commercial and institutional buildings on propane to fuel/furnace oil. In calculating this ratio, 1% equates to 20% of 5% and 4% equates to the remaining 80%. These percentages (20% and 80%) were then applied to the number of commercial and institutional buildings that had a heating system that could accommodate fuel/ furnace oil or propane (as per MPAC data) to determine how many were buildings were consuming these fuel sources.

After determining the number of commercial and institutional buildings consuming fuel/ furnace oil or propane the total floor area of the buildings on each respective fuel source was determined. Due to the inability to determine precisely which buildings consumed fuel/ furnace oil versus propane, this was achieved by applying the percentage of buildings on each fuel source (20% and 80%) to the total floor area of buildings that were consuming either fuel source.

Now that floor area had been determined the average energy intensity per square metre of floor for Ontario's commercial sector could be applied. However, it is important to note that this average energy intensity by floor area considers all the energy consumed by commercial and institutional buildings in Ontario, and for the purposes of this calculation only fuel/ furnace oil and propane are in consideration. Therefore, to eliminate double counting of other energy sources, such as electricity, the percentage of energy coming from the use of fuel/ furnace oil and propane needed to be determined. Fortunately, Canada's Comprehensive Energy Use Database provides a percentage breakdown of energy end-use. With streetlighting already captured in the MW's corporate baseline, it was assumed that lighting, space cooling, and water heating were electrically powered. This left the possibility of space heating and auxiliary equipment and motors to be achieved through the consumption of fuel/ furnace oil or propane. However, in reviewing MPAC data for the MW, most of the commercial and institutional buildings were used for accommodative purposes or lacked the need for auxiliary equipment and motors. As a result, it was assumed that fuel/ furnace oil and propane were only used for space heating, and this percentage was applied to the energy intensity by floor area.

With a refined energy intensity by floor area, the next step was calculating the quantity of each fuel source consumed. After each calculation was made to determine total energy consumed by each fuel source, the appropriate energy conversion to volume value was applied to determine the quantity of fuel/ furnace oil consumed in terms of litres. For a numeric explanation of the calculation process please see Table 7.

Wood Assumptions & Consumption Estimate Methodology

It was assumed that the commercial and institutional sector in the MW did not consume any wood. This assumption was based on the observation that Natural Resources Canada's *Comprehensive Energy Use Database* did not report wood consumption for Ontario's commercial sector for the baseline year. As a result, it was assumed that wood consumption was not reported for the commercial sector because wood was not consumed as an energy source by this sector.

Outcome

For a summary of the quantities of each fuel source consumed by the commercial and institutional buildings in the MW, please see Table 8.

The MW's commercial and institutional buildings produced **84.13 tCO_2e** in 2016.

Table 7: Commercial & Institutional Consumption Quantities per Fuel Source

Year	Electricity (kWh)	Natural Gas (m^3)	Fuel Oil (L)	Propane (L)
2016	1,133,667	0	3,526	21,298

Table 8: Commercial & Institutional Propane and Fuel/ Furnace Oil Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	fuel oil % of Ontario commercial energy use	1	%		1
C	propane % of Ontario commercial energy use	4	%		1
D	% Ontario commercial energy use from propane or oil	5	%	B2 + C2	
E					
H	% commercial properties on oil	20	%	B2 / D2	
I	% commercial properties on propane	80	%	C2 / D2	
J					
K	# of buildings on commercial properties in the MW	27			2
L	# buildings using heating system with propane or oil	16			2
M	total floor area of buildings w. propane or oil heating	844.21	m^2		2
N	total floor area of buildings w. propane heating	675.37	m^2	M2 * I2	
O	total floor area of buildings w. oil heating	168.84	m^2	M2 * H2	
P					
Q	commercial energy intensity by floor area	1.39	GJ/ m^2		1
R	% energy for heating or auxiliary purposes	57.4	%		1
S	GJ to MJ energy conversion	1 MJ = 0.001 GJ			3
T	MJ per litre of propane	25.3			3
U	MJ per litre of oil	38.2			3
V					
W	commercial propane energy consumption	538,851	MJ	N2 * (Q2 * R2) * S2	
X	commercial propane consumption	21,298	Litres	W2 / T2	
Y					
Z	commercial oil energy consumption	134,711	MJ	O2 * (Q2 * R2) * S2	
AA	commercial oil consumption	3,526	Litres	Z2 / U2	
AB					
AC	SOURCES	COLUMN 5 VALUE	RESOURCES		
AD	Natural Resources Canada	1	Comprehensive Energy Use Database		
AE	West Parry Sound Geography Network	2	MPAC		
AF	Natural Resources Canada	3	Households and the Environment: Energy Use		

Industrial

To calculate the GHG emissions produced by industrial buildings in the MW, the PCP recommended approach of obtaining actual energy consumption data was pursued, where possible. Where actual energy consumption data was unavailable, the alternative method of estimating energy consumption data was utilized.

Formula for Calculating Industrial Building Emissions

There is only one formula for calculating the GHG emissions produced by industrial buildings. For reference, the formula as determined by the PCP protocol is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH4}) + (x_a * N_2OEF_a * GWP_{N2O})$$

Where:

- x_a = Amount of energy source 'a' consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO_2) emission factor for energy source 'a'
- CH_4EF_a = The Methane (CH_4) emission factor for energy source 'a'
- N_2OEF_a = The Nitrous Oxide (N_2O) emission factor for energy source 'a'
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH4} = Global warming potential of Methane (CH_4)
- GWP_{N2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_2e_a = The Carbon Dioxide (CO_2) equivalents of energy source 'a'

Assumptions

It should be noted that the MW has a small industrial sector. Therefore, industrial electricity and heating fuels have been aggregated with the commercial and institutional sector, based on the size of the industrial sector and for privacy reasons. Taking this approach will result in more efficient strategies during the planning and implementation phase.

Outcome

For a summary of the quantities of each fuel source consumed by the industrial buildings in the MW, please see Table 9.

Table 9: Industrial Consumption Quantities per Fuel Source

Year	Electricity (kWh)	Natural Gas (m^3)	Fuel Oil (L)	Propane (L)
2016	IE*	0	IE*	IE*

*Included Elsewhere

On-Road Transportation

To calculate the GHG emissions produced by transportation in the MW, the vehicle kilometres travelled (VKT) approach was used. The VKT approach was chosen because of its ability to include assumptions into the calculation process. The VKT approach allows for known data to be integrated with evidence-based assumptions to develop a representative transportation model for the MW.

Formula for Calculating On-Road Transportation Emissions

In calculating the VKT for the MW, the alternative approach and formula as per the PCP protocol was pursued where possible. For reference, the formula as determined by the PCP protocol is as follows:

$$\boldsymbol{VKT = H * V * D}$$

Where:

- VKT = Vehicle Kilometres Traveled
- H = Number of households in the community
- V = Number of light-duty vehicles per household
- D = Average annual distance traveled by light-duty vehicles

Assumptions

Determining the amount of fuel consumed by community on-road transportation and the subsequent emissions is arguably the most difficult task in producing a community GHG emission baseline. This is because the task requires the quantification of fuel consumed and the emissions produced within a fixed boundary for a trans-boundary activity. As a result of this difficulty, the Government of British Columbia[13] has noted that there are two theoretical approaches that can be taken when measuring community on-road transportation emissions: Gross Domestic Emissions (GDE) and Gross Resident Emissions (GRE). GDE considers all emissions generated by on-road vehicles in the community, irrespective of whether those vehicles are resident in the community, and GRE considers all emissions generated by vehicles resident to the community, irrespective of whether those emissions are produced within or outside the community's boundaries. In addition to the data available at this time, the GRE method was used because it offers the MW greater management control over the emissions

13 https://www2.gov.bc.ca/assets/gov/environment/climate-change/z-orphaned/ceei/ceei-comparison-study.pdf

produced by on-road transportation, since they are produced solely by its residents. With greater management control also comes the possibility of greater results. For example, any strategies implemented to reduce on-road transportation emissions can target, and be developed for MW residents specifically. The performance of these programs can thus be measured through the Carbon Calculator, community feedback, and other metrics.

In taking the GRE approach the calculation process was completed with data from the Carbon Calculator, Statistics Canada, and the Federation of Canadian Municipalities' PCP Protocol. Should additional data become available through the Carbon Calculator or other sources the GHG emissions reported in this baseline inventory will be updated.

For a numeric explanation of the calculation process please see Table 10.

Outcome

On-road Transportation in the MW produced 2,643.7 tCO_2e in 2016.

Table 10: On-Road Transportation Emissions Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	Private dwellings occupied by usual residents	444			1
C	Vehicles per household	1.55			2
D	Average annual VKT	16,072	KM		2
E	VKT	11,060,750	KM	B2 * C2 * D2	
F					
G	% of community vehicle stock as gasoline LDV	43.8	%		3
H	% of community vehicle stock as gasoline LDT	48.1	%		3
I	% of community vehicle stock as gasoline HDT	2.4	%		3
J	% of community vehicle stock as diesel LDV	1	%		3
K	% of community vehicle stock as diesel LDT	1	%		3
L	% of community vehicle stock as diesel HDT	3.7	%		3
M					
N	Average gasoline LDV fuel efficiency	7.9	L/100km		3
O	Average gasoline LDT fuel efficiency	10.7	L/100km		3
P	Average gasoline HDT fuel efficiency	20.4	L/100km		3
Q	Average diesel LDV fuel efficiency	6.8	L/100km		3
R	Average diesel LDT fuel efficiency	12.6	L/100km		3
S	Average diesel HDT fuel efficiency	22.5	L/100km		3
T					
U	LDV gasoline consumption	382,724	L	((E2 * G2) / 100) * N2	
V	LDT gasoline consumption	569,263	L	((E2 * H2) / 100) * O2	
W	HDT gasoline consumption	54,153	L	((E2 * I2) / 100) * P2	
X	LDV diesel consumption	7,521	L	((E2 * J2) / 100) * Q2	
Y	LDT diesel consumption	13,936	L	((E2 * K2) / 100) * R2	
Z	HDT diesel consumption	92,080	L	((E2 * L2) / 100) * S2	
AA					
AB	CO2 emission factor for gasoline LDV	2,307	g/L		4
AC	CH4 emission factor for gasoline LDV	0.14	g/L		4
AD	N2O emission factor for gasoline LDV	0.022	g/L		4
AE	Tonnes of CO2 emitted from gasoline LDV	883	T	(U2 * AB2) / 1000000	
AF	Tonnes of CH4 emitted from gasoline LDV	0.054	T	(U2 * AC2) / 1000000	
AG	Tonnes of N2O emitted from gasoline LDV	0.008	T	(U2 * AD2) / 1000000	
AH	Tonnes of CO2e emitted from gasoline LDV	886.7	T	AE2 + (AF2 * 25) + (AG2 * 298)	
AI					
AJ	CO2 emission factor for gasoline LDT	2,307	g/L		4
AK	CH4 emission factor for gasoline LDT	0.14	g/L		4

AL	N2O emission factor for gasoline LDT	0.022	g/L		4
AM	Tonnes of CO2 emitted from gasoline LDT	1,313	T	(V2 * AJ2) / 1000000	
AN	Tonnes of CH4 emitted from gasoline LDT	0.08	T	(V2 * AK2) / 1000000	
AO	Tonnes of N2O emitted from gasoline LDT	0.013	T	(V2 * AL2) / 1000000	
AP	Tonnes of CO2e emitted from gasoline LDT	1,318.9	T	AM2 + (AN2 * 25) + (AO2 * 298)	
AQ					
AR	CO2 emission factor for gasoline HDT	2,307	g/L		4
AS	CH4 emission factor for gasoline HDT	0.068	g/L		4
AT	N2O emission factor for gasoline HDT	0.2	g/L		4
AU	Tonnes of CO2 emitted from gasoline HDT	125	T	(W2 * AR2) / 1000000	
AV	Tonnes of CH4 emitted from gasoline HDT	0.0037	T	(W2 * AS2) / 1000000	
AW	Tonnes of N2O emitted from gasoline HDT	0.011	T	(W2 * AT2) / 1000000	
AX	Tonnes of CO2e emitted from gasoline HDT	128.3	T	AU2 + (AV2 * 25) + (AO2 * 298)	
AY					
AZ	CO2 emission factor for diesel LDV	2,681	g/L		4
BA	CH4 emission factor for diesel LDV	0.051	g/L		4
BB	N2O emission factor for diesel LDV	0.22	g/L		4
BC	Tonnes of CO2 emitted from diesel LDV	20.2	T	(X2 * AZ2) / 1000000	
BD	Tonnes of CH4 emitted from diesel LDV	0.0004	T	(X2 * BA2) / 1000000	
BE	Tonnes of N2O emitted from diesel LDV	0.0016	T	(X2 * BB2) / 1000000	
BF	Tonnes of CO2e emitted from diesel LDV	20.8	T	BC2 + (BD2 * 25) + (BE2 * 298)	
BG					
BH	CO2 emission factor for diesel LDT	2,681	g/L		4
BI	CH4 emission factor for diesel LDT	0.068	g/L		4
BJ	N2O emission factor for diesel LDT	0.22	g/L		4
BK	Tonnes of CO2 emitted from diesel LDT	37	T	(Y2 * BH2) / 1000000	
BL	Tonnes of CH4 emitted from diesel LDT	0.0009	T	(Y2 * BI2) / 1000000	
BM	Tonnes of N2O emitted from diesel LDT	0.0031	T	(Y2 * BJ2) / 1000000	
BN	Tonnes of CO2e emitted from diesel LDT	38	T	BK2 + (BL2 * 25) + (BM2 * 298)	
BO					
BP	CO2 emission factor for diesel LDT	2,681	g/L		4
BQ	CH4 emission factor for diesel LDT	0.11	g/L		4
BR	N2O emission factor for diesel LDT	0.151	g/L		4
BS	Tonnes of CO2 emitted from diesel LDT	246.87	T	(Z2 * BP2) / 1000000	
BT	Tonnes of CH4 emitted from diesel LDT	0.01	T	(Z2 * BQ2) / 1000000	
BU	Tonnes of N2O emitted from diesel LDT	0.014	T	(Z2 * BR2) / 1000000	
BV	Tonnes of CO2e emitted from diesel LDT	251	T	BS2 + (BT2 * 25) + (BU2 * 298)	
BW					
BX	Total tonnes of CO2e emitted from on-road transportation	2,643.7	T	AH2+AP2+AX2+BF2+BN2+BV2	
BY					
BZ					

CA	SOURCES	COLUMN 5 VALUE	RESOURCES
CB	Statistics Canada	1	2016 Census
CC	Georgian Bay Biosphere	2	Carbon Calculator
CD	Federation of Canadian Municipalities	3	PCP Protocol
CE	Natural Resources Canada	4	National Inventory Report: GHG Sources and Sinks

Waterborne Transportation

Including waterborne transportation is critical to producing an accurate and representative emissions baseline for the MW. This is because the MW has access to many in-land lakes, making boating a common recreational activity.

Formula for Calculating Waterborne Transportation Emissions

Unfortunately, the PCP protocol does not provide direction on how to calculate the fuel and GHG emissions consumed by recreational watercraft. As a result, the formula for calculating the GHG emissions produced from gasoline and diesel consumption in the on-road transportation sector was used as these fuel sources are also consumed by waterborne vehicles. It should also be noted that the appropriate emission factors have been obtained from Canada's *National Inventory Report: Greenhouse Gas Emissions and Sinks* (2017)[14]. GHG emissions from waterborne transportation have been directly reported in the PCP tool. For reference, the general formula is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH4}) + (x_a * N_2OEF_a * GWP_{N2O})$$

Where:

- x_a = Amount of energy source 'a' consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO_2) emission factor for energy source 'a'
- CH_4EF_a = The Methane (CH_4) emission factor for energy source 'a'
- N_2OEF_a = The Nitrous Oxide (N_2O) emission factor for energy source 'a'
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH4} = Global warming potential of Methane (CH_4)
- GWP_{N2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_2e_a = The Carbon Dioxide (CO_2) equivalents of energy source 'a'

Assumptions

To determine the quantity of gasoline or diesel consumed by waterborne vehicles a considerable number of assumptions needed to be made. These assumptions were made while determining the quantity of fuel consumed by waterborne vehicles. For example, based on data gathered through the Carbon Calculator, it was assumed that for the purposes of this baseline, only gasoline was consumed by waterborne vehicles.

It should be noted that as better information becomes available this portion of the baseline and its assumptions will be reviewed and any applicable changes made.

[14] http://publications.gc.ca/collections/collection_2018/eccc/En81-4-2016-2-eng.pdf

Gasoline Assumptions & Consumption Estimate Methodology

To calculate the quantity of gasoline consumed by waterborne vehicles, it was first determined how many waterborne vehicles were in the MW. This was achieved by merging data on the number of permanent and seasonal residences and the average number of average waterborne vehicles for each respective residence type.

Next, the average fuel efficiency of waterborne vehicles needed to be calculated. This process was discovered in boating forums and magazines providing guidance on how to estimate the amount of fuel a boat will consume given the size of its motor. In assessing the applicability of this method, further boating forums were researched that validated our recommended approach. As a result, it was assumed that this is a consist method for estimating the fuel consumed by waterborne vehicles and would be relevant in the production of this baseline.

After the average fuel efficiency of waterborne vehicles was calculated, it was multiplied by the average annual operating hours each vehicle was in operation and the number of waterborne vehicles in the MW. The average annual operating hours was used because in comparison to on-road vehicles, waterborne vehicles measure fuel consumption as a function of time, rather than distance. This value was obtained through entries in the Georgian Bay Biosphere's Carbon Calculator, and was assumed to be representative at this time since no other data could be found to suggest otherwise. Should more data become available, this value can be updated to improve the accuracy of the gasoline consumption and subsequent GHG emissions reported.

It should be noted that this calculation is limited in its ability to only consider the fuel consumed by waterborne vehicles that are associated with a residence in the MW. In reality, many individuals residing outside of the MW will launch their waterborne vehicles at public boat launches or marinas. As a result, the fuel consumption and subsequent GHG emissions reported in this baseline is considered to be a conservative estimate.

For a numeric explanation of the calculation process please see Table 11.

Outcome

Waterborne transportation in the MW produced 1,611 tCO_2e in 2016.

Table 11: Waterborne Transportation Gasoline Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	# of permanent residences	444			1 & 2
C	# of seasonal residences	1356			1
D	average # of watercraft per permanent residence	0.31			3
E	average # of watercraft per seasonal residence	0.31			3
F	# of watercraft in the MW	558		(B2 * D2) + (C2 * E2)	
G					
H	average gasoline engine horsepower	109			3
I	average annual watercraft operating time	36.67			3
J	gasoline consumption rate	0.5	lbs/ HP		4
K	gasoline weight by volume	6.1	lbs/ gallon		4
L					
M	average watercraft gasoline consumption efficiency	8.934	GPH	(J2 * H2) / K2	4
N	average watercraft gasoline consumption	328	Gallons	I2 * M2	
O	total watercraft gasoline consumption	183,024	Gallons	F2 * N2	
P	gallon to litre conversion	3.78541	Litres per Gallon		
Q	watercraft gasoline consumption	692,821	Litre	O2 * P2	
R					
S	CO2 emission factor for watercraft gasoline	2307	g/L		5
T	CH4 emission factor for watercraft gasoline	0.22	g/L		5
U	N2O emission factor for watercraft gasoline	0.063	g/L		5
V	Tonnes of CO2 emitted from watercraft	1,598	T	(Q2 * S2) / 1,000,000	
W	Tonnes of CH4 emitted from watercraft	0.15	T	(Q2 * T2) / 1,000,000	
X	Tonnes of N20 emitted from watercraft	0.044	T	(Q2 * U2) / 1,000,000	
Y	Tonnes of CO2e emitted from watercraft	1,611	T	V2 + (W2 * 25) + (X2 * 298)	
AA	SOURCES	COLUMN 5 VALUE	RESOURCES		
AB	West Parry Sound Geography Network	1	MPAC		
AC	Statistics Canada	2	2016 Census		
AD	Georgian Bay Biosphere	3	Carbon Calculator		
AF	Boating Magazine	4	Calculating Boat Fuel Consumption		
AG	Natural Resources Canada	5	National Inventory Report: GHG Sources and Sinks		

Off-Road Transportation

In addition to being located in eastern Georgian Bay, the MW is a rural municipality. Due to its ruralness, off-road vehicles are often used for recreation and transportation via extensive trail networks, as well as on in-land lakes when they freeze over in the winter months. As a result, including off-road transportation is critical to producing an accurate and representative GHG emissions baseline for the MW.

Formula for Calculating Off-Road Transportation Emissions

Unfortunately, the PCP protocol does not provide direction on how to calculate the GHG emissions produced by off-road vehicles. As a result, the formula for calculating the GHG emissions produced from gasoline and diesel consumption in the on-road transportation sector was used as these fuel sources are also consumed by off-road vehicles. It should also be noted that the appropriate emission factors have been obtained from Canada's *National Inventory Report: Greenhouse Gas Emissions and Sinks* (2017)[15]. GHG emissions from off-road vehicles have been directly reported in the PCP tool. For reference, the general formula is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH4}) + (x_a * N_2OEF_a * GWP_{N2O})$$

Where:

- x_a = Amount of energy source 'a' consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO_2) emission factor for energy source 'a'
- CH_4EF_a = The Methane (CH_4) emission factor for energy source 'a'
- N_2OEF_a = The Nitrous Oxide (N_2O) emission factor for energy source 'a'
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH4} = Global warming potential of Methane (CH_4)
- GWP_{N2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_2e_a = The Carbon Dioxide (CO_2) equivalents of energy source 'a'

Assumptions

To determine the GHG emissions produced by off-road transportation in the MW, assumptions surrounding the quantity of gasoline or diesel consumed by off-road vehicles needed to be made. Based on data gathered through the Carbon Calculator, it was assumed that for the purposes of this baseline, only gasoline was consumed. It should be noted that as better information becomes available this portion of the baseline and its assumptions will be reviewed and any applicable changes made.

[15] http://publications.gc.ca/collections/collection_2018/eccc/En81-4-2016-2-eng.pdf

Gasoline Assumptions & Consumption Estimate Methodology

The first step in calculating the GHG emissions produced by off-road vehicles was to determine the number of off-road vehicles operated by residents in the MW. To do this, data on the number of permanent and seasonal residences and the average number of off-road vehicles for each respective residence type was considered. However, it is important to note that while off-road vehicles are similar in classification, they differ in their engine classification as being either 2-stroke or 4-stroke. It is important to differentiate these engine types as they have different emission factors associated with them when calculating GHG emissions. As a result, data from the Carbon Calculator on the percentage of off-road vehicles as 2-stroke versus 4-stroke was applied to determine the number of 2-stroke and 4-stroke off-road vehicles.

The next step was to determine the average amount of fuel each off-road vehicle consumed. Since off-road vehicles measure their use in terms of operating hours, the average amount of fuel consumed could be calculated by multiplying the average operating hours of all off-road vehicles by the average fuel efficiency.

To determine off-road vehicle fuel efficiency, the process for measuring fuel efficiency for boats was applied. It was assumed that this allocation would be relevant because the process only considers fuel and engine aspects and doesn't include environmental considerations that would make this process irrelevant to off-road vehicles. Off-road vehicle engines are often described in terms of cubic centimetres (CCs) rather than horsepower. Therefore, a conversion ratio was needed to measure CCs in terms of horsepower. Research into this conversion ratio discovered that generally, 1 horsepower is equal to a range of 15 and 17 CCs. Due to the differences in power and torque between 2-stroke and 4-stroke engines it was assumed that the 2-stroke and 4-stroke conversions would respectively be 15 and 17 CCs to 1 horsepower.

After the average fuel efficiency was calculated, it was multiplied by the average annual operating hours of each off-road vehicle and the number of 2-stroke and 4-stroke off-road vehicles to get total gasoline consumption. GHG emissions were then calculated based on this fuel consumption. It should be noted that the average annual operating hours was obtained from the Georgian Bay Biosphere's Carbon Calculator, and was assumed to be representative at this time since no other data could be found. Should more data become available, this value can be updated to improve the accuracy of the gasoline consumption and subsequent GHG emissions reported.

For a numeric explanation of the calculation process please see Table 12.

Outcome

Off-road transportation in the MW produced **428.25 tCO_2e** in 2016.

Table 12: Off-Road Transportation Gasoline Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	# of permanent residences	444			1 & 2
C	# of seasonal residences	1356			1
D	average # of off-road vehicles per permanent residence	0.377			3
E	average # of off-road vehicles per seasonal residence	0.267			3
F	# of off-road vehicles	529		(B2 * D2) + (C2 * E2)	
G					
H	% of off-road vehicles as 2-stroke	35.9	%		3
I	% of off-road vehicles as 4-stroke	64.1	%		3
J	# of 2-stroke off-road vehicles	190		H2 * F2	
K	# of 4-stroke off-road vehicles	339		I2 * F2	
L					
M	average 2-stroke engine CCs	490	CC		3
N	average 4-stroke engine CCs	566	CC		3
O	2-stroke CC to horsepower ratio	15	CC per HP		4
P	4-stroke CC to horsepower ratio	17	CC per HP		4
Q	average 2-stroke engine HP	32.67	HP	M2 / O2	
R	average 4-stroke engine HP	33.29	HP	N2 / P2	
S	average annual off-road operating time	31.597	Hours		3
T	gasoline consumption rate	0.5	lbs/ HP		5
U	gasoline weight by volume	6.1	lbs/ gallon		5
V					
W	average 2-stroke fuel efficiency	2.678	GPH	(Q2 * T2) / U2	5
X	average 4-stroke fuel efficiency	2.729	GPH	(R2 * T2) / U2	5
Y	average 2-stroke fuel consumption	84.617	Gallons	W2 * S2	
Z	average 4-stroke fuel consumption	86.228	Gallons	X2 * S2	
AA	total 2-stroke gasoline consumption	16,077	Gallons	Y2 * J2	
AB	total 4-stroke gasoline consumption	29,231	Gallons	Z2 * K2	
AC	gallon to litre conversion	3.78541	Litres per Gallon		
AD	off-road 2-stroke vehicle gasoline consumption	60,858	Litres	AA2 * AC2	
AE	off-road 4-stroke vehicle gasoline consumption	110,651	Litres	AB2 * AC2	
AF					

AG	CO2 emission factor for off-road (2 & 4-stroke) gasoline	2307	g/L		6
AH	CH4 emission factor for 2-stroke gasoline	10.61	g/L		6
AI	CH4 emission factor for 4-stroke gasoline	5.08	g/L		6
AJ	N2O emission factor for 2-stroke gasoline	0.013	g/L		6
AK	N2O emission factor for 4-stroke gasoline	0.064	g/L		6
AL	Tonnes of CO2 emitted from off-road vehicles	395.67	T	((AD2 * AG2) + (AE2 * AG2)) / 1,000,000	
AM	Tonnes of CH4 emitted from off-road vehicles	1.21	T	((AD2 * AH2) + (AE2 * AI2)) / 1,000,000	
AN	Tonnes of N20 emitted from off-road vehicles	0.008	T	((AD2 * AJ2) + (AE2 * AK2)) / 1,000,000	
AO	Tonnes of CO2e emitted from off-road vehicles	428.25	T	AL2 + (AM2 * 25) + (AN2 * 298)	
AP					

AQ	SOURCES	COLUMN 5 VALUE	RESOURCES
AR	West Parry Sound Geography Network	1	MPAC
AS	Statistics Canada	2	2016 Census
AT	Georgian Bay Biosphere	3	Carbon Calculator
AU	Off-Road Vehicle Online Forum	4	How to Convert CC to HP
AV	Boating Magazine	5	Calculating Boat Fuel Consumption
AW	Natural Resources Canada	6	National Inventory Report: GHG Sources and Sinks

Solid Waste

GHG emissions from solid waste are a unique emission source to be quantified by local governments. These emissions reflect the impact of methane released through the decomposition of organic matter in landfills and can be calculated based on total waste deposited in a landfill.

The MW owns and operates two landfills which are reserved exclusively for its community members; York Street Landfill and Auld's Road Landfill. At this time, however, sufficient data to estimate GHG emissions produced by these landfills does not exist. Moving forward, the MW may explore ways in which data can be obtained that assists in measuring waste emissions. These opportunities may be explored and discussed during the planning phase of the PCP program.

Should data become available to measure waste emissions in the future, the methane commitment model will be used. This is because the York Street and Auld's Road landfills do not have an LFG system in place. For reference, a simplified version of this formula, as per the PCP Protocol, is as follows:

Formula for Calculating Solid Waste Emissions

$$CO_2e = 25 * M * \left(\left(\frac{16}{12}\right) * MCF * DOC * DOC_F * F\right) * (1 - f_{rec}) * (1 - OX)$$

Where:

- M = Quantity of solid waste in tonnes sent to landfill in inventory year
- 16/12 = Stoichiometric ratio between methane and carbon
- MCF = Methane correction factor
- DOC = Degradable organic carbon
- DOC_F = Fraction of DOC dissimilated
- F = Fraction of methane in landfill gas
- f_{rec} = fraction of methane emissions recovered at the landfill
- OX = Oxidation factor

Assumptions

No assumptions were made in calculating waste emissions.

Outcome

The amount of GHG emissions (tCO_2e) produced by waste in the MW in 2016 is unknown at this time.

Business as Usual Forecast

The year 2030 has been chosen for the BAU forecast.

Assumptions

In Statistics Canada 2016 Population Census it was reported that the MW experienced a decline in population between the years 2011 and 2016. Given that the BAU forecast is determined by annual population growth, it was determined that the reported decline in population would be unrepresentative of community emissions for the following reasons.

Geographically positioned near the eastern shoreline of Georgian Bay and in the heart of cottage country, the MW and the surrounding region is a tourist destination. In addition to the numerous cottages and seasonal residences that attract tourists within the MW, there is a high volume of traffic and activity that passes through the MW to reach seasonal destinations. As a result of this tourism, an increase in population occurs during the warmer months, raising the population from 916 permanent residents to include thousands of extra seasonal residents. However, Statistics Canada only accounts for the 916 permanent residents in their 2016 Population Census. As a result, Statistics Canada's population decline is derived from permanent residents, failing to account for the major seasonal population influx. This is problematic and unrepresentative in producing a BAU forecast because the seasonal population has a significant influence over the production of GHG emissions in the MW. It is also fair and reasonable to assume that given the influence seasonal residents have on GHG emissions in the MW, as the seasonal population grows, so too will community GHG emissions. Thus, by using Statistics Canada's population decline it would demonstrate that there would be a natural decrease in GHG emissions as population shrinks. As a result, the following methodology and assumptions were considered in producing a growth statistic that would factor seasonal population in producing a BAU forecast.

Data was first retrieved from the Municipal Property Assessment Corporation (MPAC). This data was referenced because it classifies each property in Ontario according to its functional purposes. For example, data entries categorized as a 300 series property are classified as a residential property, including both permanent residences and seasonal residences.

It can be difficult to assume the number of people that are staying at a seasonal residence at any given time. For example, it is common for numerous different families to rent a single seasonal residence throughout the summer. This produces a high degree of variability in the population of any single seasonal residence, as one week could have 3 residents occupying the premises and the following week could have 8.

From a calculation perspective, the most appropriate response would be to use a provincial statistic, such as the average number of residents per household. However, using a statistical average such as the average number of residents per household results in a static number, and shifts the aspect of variability to the object it represents, which in this case is the household. Therefore, accounting for seasonal population in an annual population growth rate would require calculating the growth rate of the number of residential properties as determined by MPAC. Based on the static nature of the number of residents per household, it was assumed that the growth rate of the number of residential properties would be the same as population, and that municipal operations would grow at a similar rate to match the added demand of municipal services. As a result, the annual growth rate of residential properties was used to determine the BAU forecast.

Given that the BAU forecast was determined by annual residential property growth, multiple years of data was used to eliminate the possibility of an outlier skewing the calculation result. With this consideration, the residential property growth rate from 2011 to 2016 was calculated, and then averaged on a year-by-year basis. This resulted in an average annual residential property growth rate of 0.95%. This growth rate was then used to forecast emissions to the year 2030.

Outcome

Given an average annual residential property growth rate of 0.95% forecasted to the year 2030, the MW's community is expected to produce 8,190 tCO_2e in 2030, representing a 14% increase from baseline levels if business is to continue as usual.

Thank You
Miigwech

This report has been developed in partnership with the Georgian Bay Mnidoo Gamii Biosphere (GBB), with input from ICECAP members and partners.

The GBB is an inclusive and dynamic organization that builds capacity for regional sustainability in eastern Georgian Bay.

The GBB is a non-profit registered Canadian charity governed by a Board of Directors.

For more information, please visit:

gbbr.ca

info@gbbr.ca
705-774-0978
125 William St.
Parry Sound ON,
P2A 1V9