

Town of Parry Sound



Community Milestone 1

submission to:

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Partners for Climate Protection Program

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Foreword

In addition to participating in the Federation of Canadian Municipalities' Partners for Climate Protection Program, the Town of Parry Sound 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 Town of Parry Sound 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 community. As a result, the information obtained will ultimately inform and provide direction into climate change and energy planning for the Town of Parry Sound, the ICECAP partnership, and the broader region.

ICECAP's current official members are as follows:

- Township of the Archipelago
- Township of Carling
- Township of Georgian Bay
- Township of McKellar
- Town of Parry Sound
- Township of Seguin
- 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 have the ability to 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 have the opportunity to 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 program in an effort to reduce the GHG emissions produced by their operations and community.

What is the Federation of Canadian Municipalities?

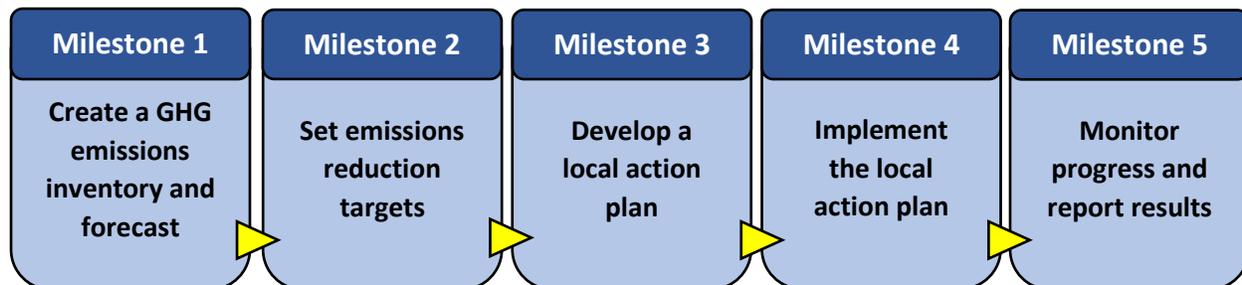
The Federation of Canadian Municipalities (FCM) is the national voice for municipal governments in Canada. With a congregation of nearly 2,000 municipal members across the country, FCM advocates for municipalities to ensure their citizen's needs are reflected in federal policies and programs. Through 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.

¹ https://www.ipcc.ch/site/assets/uploads/2018/02/ipcc_wg3_ar5_full.pdf

² <https://fcm.ca/sites/default/files/documents/resources/report/act-locally-municipal-role-fighting-climate-change.pdf>

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 Town of Parry Sound becoming a participant in 2019. 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.

To date, a corporate greenhouse gas emission baseline and inventory has been completed by the Town of Parry Sound and approved by FCM and ICLEI. Thus, this report focuses on the community's greenhouse gas emission baseline and inventory.

Community Context

Geographically positioned on the eastern shoreline of Georgian Bay and in the heart of cottage country, the Town of Parry Sound is a major tourist destination. The Town of Parry Sound thus experiences a massive increase in population during the warmer months, raising the population from 6,321 permanent residents to include thousands of additional seasonal residents. As a result, the seasonal population has a significant influence over the production of GHG emissions in the Town of Parry Sound, and it is therefore critical to include the GHG emissions they produce, where possible.

While undergoing data collection for the Town of Parry Sound'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 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 Town of Parry Sound's community and the broader region. The Carbon Calculator tool has been designed as a survey and is an educational opportunity for the Town of Parry Sound's community to calculate their own personal GHG emission baseline. Where possible, the 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 Town of Parry Sound'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 Town of Parry Sound's community GHG emission baseline can be updated as additional entries and better information becomes available. As of November 4th, 2020 the carbon calculator has been completed 191 times in the region, representing the energy consumption behaviours of 478 people. Table A provides an overview of the sources and quality of data used.

Table A: Community Energy & GHG Emission Baseline Data Sources

Emission Sector	Data	Data Source	Data Quality		Notes
			Permanent	Seasonal	
Residential	Electricity Consumption	Lakeland Power	High	High	Actual electricity consumption in kWh for baseline year.
	Natural Gas Consumption	Enbridge	High	N/A	Actual natural gas consumption in m ³ for baseline year.
	Fuel Oil Consumption	Natural Resources Canada & Government of Ontario & MPAC & Carbon Calculator	N/A	N/A	Not applicable to the Town of Parry Sound.
	Propane Consumption	Natural Resources Canada & Government of Ontario & MPAC & Carbon Calculator	N/A	N/A	Not applicable to the Town of Parry Sound.
	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	Lakeland Power	High	N/A	Actual electricity consumption in kWh for baseline year.
	Natural Gas Consumption	Enbridge	High	N/A	Actual natural gas consumption in m ³ for baseline year.

Emission Sector	Data	Data Source	Data Quality		Notes
			Permanent	Seasonal	
	Fuel Oil Consumption	Natural Resources Canada & MPAC	N/A	N/A	Not applicable to the Town of Parry Sound.
	Propane Consumption	Natural Resources Canada & MPAC	N/A	N/A	Not applicable to the Town of Parry Sound.
Industrial	Electricity Consumption	Lakeland Power	High	N/A	Actual electricity consumption in kWh for baseline year.
	Natural Gas Consumption	Enbridge	High	N/A	Actual natural gas consumption in m ³ for baseline year.
	Fuel Oil Consumption	Natural Resources Canada & MPAC	N/A	N/A	Not applicable to the Town of Parry Sound.
	Propane Consumption	Natural Resources Canada & MPAC	N/A	N/A	Not applicable to the Town of Parry Sound.
Transportation	On-Road Transportation	Statistics Canada & Carbon Calculator	Medium	N/A	Local statistics and some relevant assumptions.
	Waterborne Transportation	WPSGN & Statistics Canada & Carbon Calculator & DMM & 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	Tonnes of Waste	Municipality	High	High	Actual amount of solid waste produced in tonnes for baseline year.
	Degradable Organic Content	Carbon Calculator	Medium/ Low	Medium/ Low	Calculation based on Carbon Calculator data.
BAU Forecast	Annual Population Growth	Statistics Canada	High	N/A	Actual annual population growth 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: Usage data provided, but mainly based on assumptions.
- N/A: Not Applicable

Community Greenhouse Gas Emissions

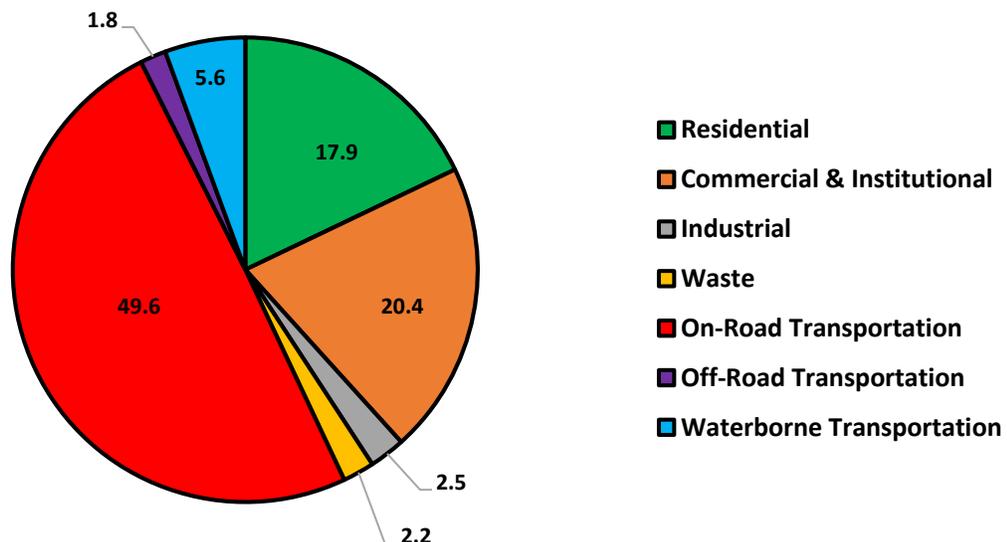
The Town of Parry Sound’s community greenhouse gas (GHG) inventory identifies and quantifies the sources of GHG emissions from community activities and establishes a baseline from which future emissions reductions and progress can be measured. With the production of this inventory, the baseline year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

Table B: Town of Parry Sound’s GHG Emission Sectors in 2016

GHG Emission Sectors	Metric Tonnes of CO ₂ e
Residential	8,785
Commercial & Institutional	10,035
Industrial	1,244
Transportation (total)	28,003
<i>On-Road Transportation</i>	24,386
<i>Waterborne Transportation</i>	2,728
<i>Off-Road Transportation</i>	889
Waste	1106
Total Emissions	49,173

The transportation sector is by far the largest contributor to GHG emissions in the Town of Parry Sound, accounting for over 56% of GHG emissions. This is followed by the commercial & institutional sector and residential sector, which produce approximately 20.4% and 17.9% of the community’s GHG emissions respectively. Figure A shows the GHG emissions associated with each sector, expressed as a percentage.

Figure A: GHG Emission Sectors as a Percentage



Business as Usual Forecast

As part of Community Milestone 1, municipalities are also required to forecast GHG emissions to a specified year, based on permanent-resident population growth. With a 0.8% annual population growth rate, the Town of Parry Sound’s community GHG emissions are expected to increase 11.8% by 2030 if no actions are taken to reduce GHG emissions. This will result in community GHG emissions totaling 54,976 tonnes of CO₂e in the year 2030. Figure B shows the TPS’ expected community GHG emissions growth if business continues as usual.

Figure B: Business as Usual Forecast

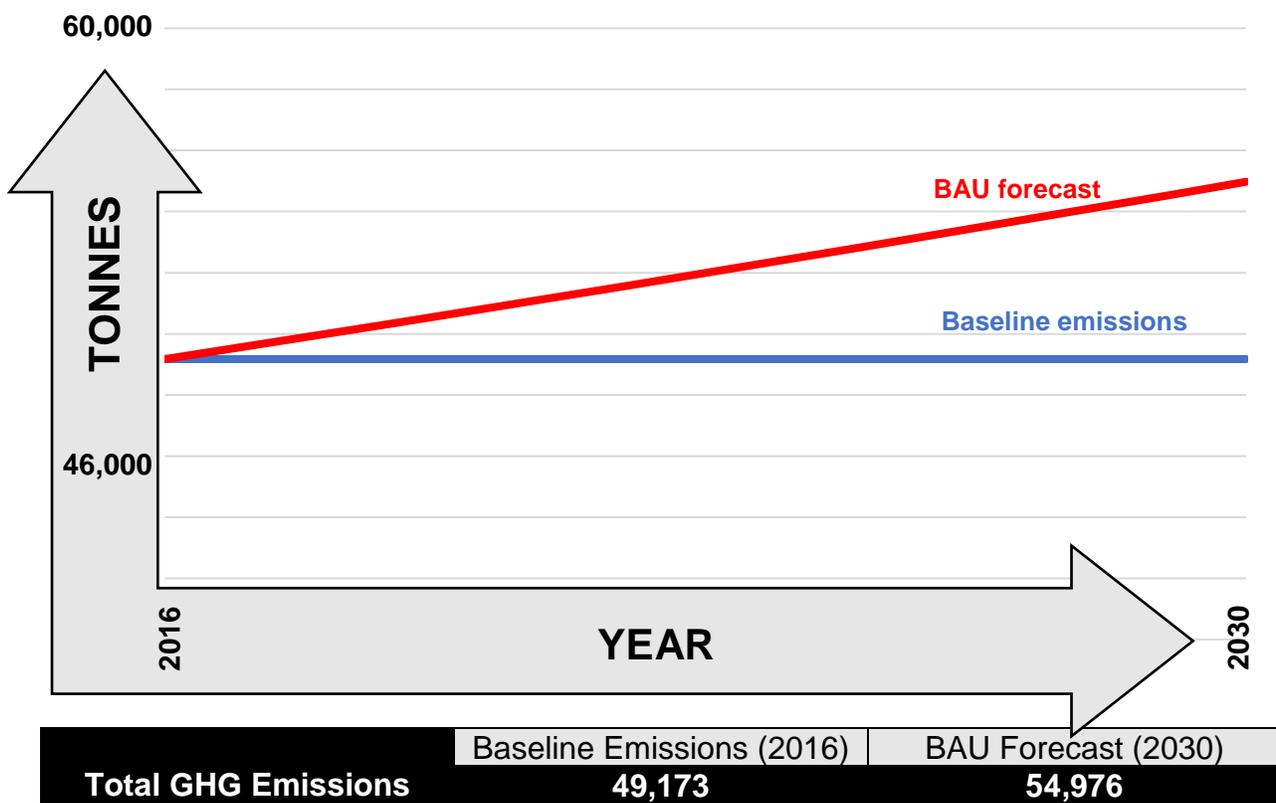


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1. Methodology Background

1.1 Greenhouse Gas 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 Town of Parry Sound (TPS): 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	Community
<ul style="list-style-type: none"> • Buildings • Streetlights • Water and Sewage Treatment • Municipal Fleet • Solid Waste 	<ul style="list-style-type: none"> • Residential • Commercial and Institutional • Industrial • Transportation • Solid Waste

1.2 Scope

This document will focus solely on **community** GHG emissions.

1.2.1 Scope Context & Background

In the TPS, 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 TPS 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 TPS 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 TPS’ jurisdiction) are considered.

1.3 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 in order to be consistent with the GHG inventory and forecast submitted by the TPS for Corporate Milestone 1. From a methodological perspective, 2016 was selected because it was the year in which the most recent publicly available energy consumption data could be retrieved for some institutions. This also happens to be the year that Statistics Canada released its most recent Census, thereby providing the most current

data on population statistics available for this community inventory. 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.

1.4 Data Collection

To determine the quantity of GHG emissions produced by the TPS' 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.

1.5 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 TPS' 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 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 TPS' community and the broader region. The Carbon Calculator tool has been designed as a survey and is an educational opportunity for the TPS' community to calculate their own personal GHG emission baseline. Where possible, the 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 TPS' 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 TPS' community GHG emission baseline can be updated as additional entries and better information becomes available. As of November 4th, 2020 the carbon calculator has been completed 191 times in the region, representing the energy consumption behaviours of 478 people.

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

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	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	Lakeland Power	High	N/A	Actual electricity consumption in kWh for baseline year.
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Emission Sector	Data	Data Source	Data Quality		Notes
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- Low: Usage data provided, but mainly based on assumptions.
- N/A: Not Applicable

1.5.1 Residential

Actual energy consumption data for electricity was provided by Lakeland Power and actual consumption data for natural gas was provided by Enbridge. Data collected from the Carbon Calculator also showed that many residences use wood as a supplementary heating source. However, actual consumption data on wood could not be obtained at this time. The quantity of wood consumption in the TPS was thus 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 TPS are accurate.

1.5.2 Commercial & Institutional

Actual energy consumption data for electricity was provided by Lakeland Power and actual consumption data for natural gas was provided by Enbridge.

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 TPS are accurate.

1.5.3 Industrial

Actual energy consumption data for electricity was provided by Lakeland Power and actual consumption data for natural gas was provided by Enbridge.

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

1.5.4 Transportation

Unfortunately, for all aspects of transportation in the TPS (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 TPS 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 District Municipality of Muskoka, 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 TPS are accurate.

1.5.5 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.

In comparison to other communities, the TPS is unique in that it has two waste streams through which residents can dispose their waste. In both cases, the TPS has data on the amount of waste being produced because the service of removing the waste is outsourced to third-party organizations. As a result of these contractual arrangements, these third-party organizations provide the TPS with data on the weight of waste removed over periodic intervals. Therefore, given that the TPS maintains ongoing records of the tonnage of community-generated solid waste being removed, it can be said with a high degree of confidence that the reported waste tonnage quantity is highly accurate and relevant given the access to actual solid waste production data.

Despite having a record of the total weight of waste being removed, the TPS does not have records of the types of waste being removed. In order to obtain this data, the TPS would need to undergo a comprehensive waste audit. As a result, regional data collected by the Carbon Calculator was used to determine the types of waste entering into the household waste stream.

While the quality of data for the waste sector varies, it can be said with confidence that overall, the GHG emissions and values reported under the waste sector for the TPS are accurate.

1.5.6 Business as Usual Forecast

As per the PCP protocol, the TPS' population growth rate, as determined by Statistics Canada's latest census (2016)³, was used to determine the business as usual forecast.

1.6 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 (CO₂) 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.

³ <https://www12.staTPSan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=POPC&Code1=0628&Geo2=PR&Code2=35&SearchText=Parry%20Sound&SearchType=Begins&SearchPR=01&B1=All&GeoLevel=PR&GeoCode=0628&TABID=1&type=0>

Table 2: Emission Factor and Global Warming Potential Variability Example

Consumption Method	GHG	2011		2016	
		EF (g/kg fuel) ⁴	GWP ⁵	EF (g/kg fuel) ⁶	GWP ⁷
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

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)⁸ *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada*.

⁴ Environment Canada’s National Inventory Report 1990-2011: Greenhouse Gas Sources and Sinks in Canada, Part 2, Annex 8, pp. 205.

⁵ Environment Canada’s National Inventory Report 1990-2011: Greenhouse Gas Sources and Sinks in Canada, Part 1, Chapter 1, pp. 33.

⁶ Environment Canada’s National Inventory Report 1990-2016: Greenhouse Gas Sources and Sinks in Canada, Part 2, Annex 6, pp. 225.

⁷ Environment Canada’s National Inventory Report 1990-2016: Greenhouse Gas Sources and Sinks in Canada, Part 1, Chapter 1, pp. 17.

⁸ <http://www.publications.gc.ca/site/eng/9.506002/publication.html>

1.7 System of Measurement

For the purposes of this report and baseline, GHG emission quantities are expressed in terms of **carbon dioxide equivalent (CO₂e)**.

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 CO₂. 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 CO₂ 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 CO₂e.

2. Calculation Process and Assumptions

2.1 Residential

To calculate the GHG emissions produced by residential buildings in the TPS, 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.

2.1.1 Formula for Calculating Residential Building Emissions

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

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH_4}) + (x_a * N_2OEF_a * GWP_{N_2O})$$

Where:

- x_a = Amount of energy source ‘a’ consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO₂) emission factor for energy source ‘a’
- CH_4EF_a = The Methane (CH₄) emission factor for energy source ‘a’
- N_2OEF_a = The Nitrous Oxide (N₂O) emission factor for energy source ‘a’
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH_4} = Global warming potential of Methane (CH₄)
- GWP_{N_2O} = Global warming potential of Nitrous Oxide (N₂O)
- CO_2e_a = The Carbon Dioxide (CO₂) equivalents of energy source ‘a’

2.1.2 Assumptions

No assumptions were made in calculating the GHG emissions produced by electricity consumption in the TPS due to Lakeland Power's provision of actual electricity consumption for the baseline year. Furthermore, no assumptions were needed for the consumption of natural gas due to Enbridge's provision of actual natural gas consumption. However, it should be noted that in the data sharing agreement established to acquire the data it has been agreed that calculations to estimate natural gas consumption quantities for previous years would not be conducted. As a result, the amount of natural gas used by the residential sector for the year 2018 was used because this is as far back that data could be retrieved to.

It should also be noted that many of the communities surrounding the TPS use fuel/furnace oil or propane as a fuel source for residential space-heating. However, because of the TPS' access to natural gas, it was assumed that no residential propane or fuel/furnace oil consumption occurred.

Assumptions surrounding the consumption of wood needed to be made because actual consumption data could not be obtained at this time. Additionally, no assumptions were needed for district energy and diesel consumption since residential buildings in the TPS do not consume these fuel sources.

2.1.2.1 Wood

The process of calculating methane and nitrous oxide emissions produced by residential wood consumption in the TPS took a very 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. Data retrieved from the Carbon Calculator showed that approximately 14% of households in the TPS use wood as a supplementary or primary heating source.

The next step involved determining how much wood each household consumed in the baseline year. Unfortunately, actual consumption data for each household was unavailable, so 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)⁹.

Even more difficult was determining the density of the wood each household was consuming, since softwood and hardwood species produce vastly different quantities of energy. Therefore, given that the TPS is located on eastern Georgian Bay, a region with a variety of hard and soft wood tree species, it was assumed that there would be an even mix of hardwood and softwood consumption. Using this assumption, the energy production per cord of hardwood and softwood was averaged in order to determine the number of cords of wood consumed on average by households in the TPS.

⁹ <https://www150.staTPSan.gc.ca/n1/en/daily-quotidien/130318/dq130318b-eng.pdf?st=IHfTE373>

It should be noted, however, that this consumption value corresponds to 2011, five years prior to the baseline in question. Therefore, an effort was made to estimate wood consumption for the baseline year. 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 TPS in 2011. Using this growth rate, it was assumed that the arriving value for 2015 would be the same as 2016. This assumption was made because the behavioural use of wood is incredibly variable in the TPS. Since it is primarily used as a supplement, wood consumption fluctuates as temperatures fluctuate and according to the thermal comfort levels of each individual. Without available data, these factors make it incredibly difficult to estimate for the year 2016. Therefore, the residential wood consumption for 2015 was used for the 2016 baseline because it is the closest year to the baseline for which existing consumption data could be used to make an evidence-based assumption.

Following this step, the quantity of GHG emissions produced during the combustion of wood in the TPS 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 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)*¹⁰, 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 TPS 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)*¹¹, wood consuming technologies have varying emission factors. However, given that wood is primarily used as a supplementary fuel source in the TPS, the majority of households consuming wood do so with a conventional wood stove or fireplace. For calculation purposes, and given that these two consumption technologies have the same emission factors, it was thus assumed that all residential wood was consumed through these two technologies.

¹⁰ file:///C:/Users/clima/Downloads/GuidetoResidentialWoodHeating%20(5).pdf

¹¹ http://publications.gc.ca/collections/collection_2018/eccc/En81-4-2016-2-eng.pdf

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 3 & 4.

Table 3: Residential Wood Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	# Occupied private dwellings in the TPS	2,892			2
C	% of private dwellings using wood	14.29	%		6
D	# Occupied private dwellings supplementing w/ wood	414		B2 * C2	
E					
F	Average wood use per household in Ontario, 2011	77	GJ		1
G	GJ to MJ energy conversion	1 MJ = 0.001 GJ			1
H	MJ per cord of softwood	18,700	MJ		1
I	MJ per cord of hardwood	30,600	MJ		1
J	Average MJ per cord of wood	24,650	MJ	(H2 + I2) / 2	
K	Average wood use per household in Ontario, 2011	3.12	cords	(F2 * 1000) / N2	
L	Ontario residential wood consumption growth, 2011-2015	-8.9	%		3 & 4
M	Average wood use per household in Ontario, 2015	2.85	cords	(1 + L2) * K2	
N	Residential wood consumption, 2015	1179.9	cords	D2 * M2	
O	Average weight per cord of wood	1459.14	KG		TABLE 5
P	Residential wood consumption, 2015	1,721,639	KG	N2 * O2	
Q					
R	CH4 emission factor for wood burning stoves, 2016	12.9	g/KG		5
S	N20 emission factor for wood burning stoves, 2016	0.12	g/KG		5
T	Tonnes of CH4 emitted from residential wood	22.2	T	(T2 * V2) / 1,000,000	
U	Tonnes of N20 emitted from residential wood	0.207	T	(T2 * Y2) / 1,000,000	
V	Tonnes of CO2e from wood consumption	616.69	T	(X2 * 25) + (Y2 * 298)	
W	SOURCES	COLUMN 5 VALUE	RESOURCES		
X	Natural Resources Canada	1	Households and the Environment: Energy Use		
Y	Statistics Canada	2	2016 Census		
Z	Government of Ontario	3	Fuels Technical Report		
AA	Natural Resources Canada	4	Comprehensive Energy Use Database		
AB	Environment and Climate Change Canada	5	National GHG Inventory Report 1990-2016		
AC	Georgian Bay Biosphere	6	Carbon Calculator		

Table 4: 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

2.1.3 Outcome

For a summary of the quantities of each fuel source consumed by the residential buildings in the TPS, please see Table 5.

The TPS' residential buildings produced **8,784.66 tonnes of CO₂e** in 2016.

Table 5: Residential Consumption Quantities per Fuel Source

Year	Electricity (kWh)	Natural Gas (m ³)	Fuel Oil (L)	Propane (L)	Wood (kg)
2016	30,858,320	3,706,605	N/A	N/A	1,721,639

2.2 Commercial & Institutional

To calculate the GHG emissions produced by commercial and institutional buildings in the TPS, the PCP recommended approach of obtaining actual energy consumption data was pursued, where possible.

2.2.1 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 TPS. For reference, the formula as determined by the PCP protocol is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH_4}) + (x_a * N_2OEF_a * GWP_{N_2O})$$

Where:

- x_a = Amount of energy source 'a' consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO₂) emission factor for energy source 'a'
- CH_4EF_a = The Methane (CH₄) emission factor for energy source 'a'
- N_2OEF_a = The Nitrous Oxide (N₂O) emission factor for energy source 'a'
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH_4} = Global warming potential of Methane (CH₄)
- GWP_{N_2O} = Global warming potential of Nitrous Oxide (N₂O)
- CO_2e_a = The Carbon Dioxide (CO₂) equivalents of energy source 'a'

2.2.2 Assumptions

No assumptions were made in calculating the GHG emissions produced by electricity consumption in the TPS due to Lakeland Power's provision of actual electricity consumption for the baseline year. However, since data provided by Lakeland Power was an aggregate of all commercial and institutional electricity consumed in the baseline year, the electricity consumed by the TPS for corporate operations was subtracted from the aggregate as the TPS' consumption can be considered commercial in nature. This was done to avoid double counting as this electricity consumption has already been reported in corporate milestone 1. Furthermore, no assumptions were

needed for the consumption of natural gas due to Enbridge’s provision of actual natural gas consumption. However, it should be noted that in the data sharing agreement established to acquire the data it has been agreed that calculations to estimate natural gas consumption quantities for previous years would not be conducted. As a result, the amount of natural gas used by the residential sector for the year 2018 was used because this is as far back that data could be retrieved to.

It should also be noted that many of the communities surrounding the TPS use fuel/furnace oil or propane as a fuel source for commercial and institutional space-heating. However, because of the TPS’ access to natural gas, it was assumed that no propane or fuel/furnace oil consumption occurred in this sector.

It was assumed that the commercial and institutional sector in the TPS 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. Furthermore, no assumptions were needed for district energy and diesel consumption since commercial and institutional buildings in the TPS do not consume these fuel sources.

2.2.3 Outcome

For a summary of the quantities of each fuel source consumed by the commercial and institutional buildings in the TPS, please see Table 6.

The TPS’ commercial and institutional buildings produced **10,034.98 tonnes of CO₂e** in 2016.

Table 6: Commercial & Institutional Consumption Quantities per Fuel Source

Year	Electricity (kWh)	Natural Gas (m ³)	Fuel Oil (L)	Propane (L)
2016	16,088,295	4,973,785	N/A	N/A

2.3 Industrial

To calculate the GHG emissions produced by industrial buildings in the TPS, the PCP recommended approach of obtaining actual energy consumption data was pursued, where possible.

2.3.1 Formula for Calculating Industrial Building Emissions

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

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH_4}) + (x_a * N_2OEF_a * GWP_{N_2O})$$

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_{CH_4} = Global warming potential of Methane (CH_4)
- GWP_{N_2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_{2e_a} = The Carbon Dioxide (CO_2) equivalents of energy source 'a'

2.3.2 Assumptions

No assumptions were made in calculating the GHG emissions produced by electricity consumption in the TPS due to Lakeland Power's provision of actual electricity consumption for the baseline year. Furthermore, no assumptions were needed for the consumption of natural gas due to Enbridge's provision of actual natural gas consumption. However, it should be noted that industrial natural gas consumption data has been aggregated with commercial and institutional. As part of the data sharing agreement established to acquire the data, attempts to disaggregate it are not allowed, and it has therefore been reported under the commercial and institutional sector.

It should also be noted that many of the communities surrounding the TPS use fuel/furnace oil or propane as a fuel source for industrial space-heating. However, because of the TPS' access to natural gas, it was assumed that no propane or fuel/furnace oil consumption occurred in this sector.

It was assumed that the industrial sector in the TPS 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 industrial sector for the baseline year. As a result, it was assumed that wood consumption was not reported for the industrial sector because wood was not consumed as an energy source by this sector. Furthermore, no assumptions were needed for district energy and diesel consumption since industrial buildings in the TPS do not consume these fuel sources.

2.3.3 Outcome

For a summary of the quantities of each fuel source consumed by the industrial buildings in the TPS, please see Table 7.

The TPS' industrial buildings produced **1,244.27 tonnes of CO₂e** in 2016.

Table 7: Industrial Consumption Quantities per Fuel Source

Year	Electricity (kWh)	Natural Gas (m ³)	Fuel Oil (L)	Propane (L)
2016	34,044,735	IE*	N/A	N/A

*IE = Included Elsewhere

2.4 Transportation

The transportation sector has been split into three categories; on-road transportation, waterborne transportation, and off-road transportation.

2.4.1 On-Road Transportation

To calculate the GHG emissions produced by transportation in the TPS, 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 TPS.

2.4.1.1 Formula for Calculating On-Road Transportation Emissions

In calculating the VKT for the TPS, 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:

$$VKT = H * V * D$$

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

2.4.1.2 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 Columbia¹² 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 for the following reasons.

When thinking of calculating community VKT under the GDE method, the associated PCP protocol approach requires knowledge of road segment lengths and average annual daily traffic on those road segments. In general, roadways in Ontario can be considered municipally-managed and provincially-managed, thereby making a GDE calculation a product of both municipal and provincial roadways in the TPS. The problem with doing so, however, is that the TPS has little to no influence over those roadways which are provincially managed. Therefore, it is safe and reasonable to assume that implemented initiatives will have little impact on VKT on provincial roadways as a result of limited management control.

Conversely, by taking the GRE approach the TPS has greater management control over the emissions produced by on-road transportation, since they are produced solely by its residents. With greater management control also comes the possibility of greater results, since metrics are meaningful and relevant. For example, any strategies implemented to reduce on-road transportation emissions can target, and be developed for TPS residents. 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 and Statistics Canada. Should additional data become available through the Carbon Calculator the GHG emissions reported in this baseline inventory will be updated.

For a numeric explanation of the calculation process please see Table 8.

¹² <https://www2.gov.bc.ca/assets/gov/environment/climate-change/z-orphaned/ceei/ceei-comparison-study.pdf>

Table 8: On-Road Transportation VKT Calculation Process

CELL	1	2	3	4	5	
A	DATA		VALUE	UNIT	CALCULATION STEP	SOURCE
B	Private dwellings occupied by usual residents	2892				1
C	Vehicles per household	1.55				2
D	Average annual VKT	16,072	KM			2
E	VKT	72,044,347	KM	A * B * C		
F						
G	SOURCES		COLUMN 5 VALUE	RESOURCES		
H	Statistics Canada		1	2016 Census		
I	Georgian Bay Biosphere		2	Carbon Calculator		

2.4.1.3 Outcome

On-road Transportation in the TPS produced **24,385.86 tonnes of CO₂e** in 2016.

2.4.2 Waterborne Transportation

Including waterborne transportation is critical in producing an accurate and representative emissions baseline for the TPS. This is because the TPS has direct access to Georgian Bay and boating is a common recreational activity.

2.4.2.1 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)*¹³. GHG emissions from waterborne transportation have been directly reported in the PCP tool. For reference, the general formula is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH_4}) + (x_a * N_2OEF_a * GWP_{N_2O})$$

Where:

- x_a = Amount of energy source 'a' consumed in one year
- CO_2EF_a = The Carbon Dioxide (CO₂) emission factor for energy source 'a'
- CH_4EF_a = The Methane (CH₄) emission factor for energy source 'a'
- N_2OEF_a = The Nitrous Oxide (N₂O) emission factor for energy source 'a'
- a = Energy source (electricity, natural gas, propane, fuel oil)
- GWP_{CH_4} = Global warming potential of Methane (CH₄)
- GWP_{N_2O} = Global warming potential of Nitrous Oxide (N₂O)
- CO_2e_a = The Carbon Dioxide (CO₂) equivalents of energy source 'a'

2.4.2.2 Assumptions

To determine the quantity of gasoline or diesel consumed by waterborne vehicles a considerable number of assumptions needed to be made. 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.

¹³ http://publications.gc.ca/collections/collection_2018/eccc/En81-4-2016-2-eng.pdf

2.4.2.2.1 Gasoline Assumptions & Consumption Estimate Methodology

To calculate the quantity of gasoline consumed by waterborne vehicles, it first needed to be determined how many waterborne vehicles were in the TPS. This was achieved by conjoining data on the number of permanent and seasonal residences and the average number of 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 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 consistent 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 TPS. 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 TPS. In reality, many individuals residing outside of the TPS will launch their waterborne vehicles at public boat launches or marinas in the TPS to obtain access to Georgian Bay. 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 9.

2.4.2.3 Outcome

Waterborne transportation in the TPS produced **2,728.49 tonnes of CO₂e** in 2016.

Table 9: Waterborne Transportation Gasoline Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	# of permanent residences	2892			1 & 2
C	# of seasonal residences	26			1
D	average # of watercraft per permanent residence	0.31			3
E	average # of watercraft per seasonal residence	1.8			4
F	# of watercraft in the TC	943		(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		5
K	gasoline weight by volume	6.1	lbs/ gallon		5
L					
M	average watercraft gasoline consumption efficiency	8.934	GPH	(J2 * H2) / K2	5
N	average watercraft gasoline consumption	328	Gallons	I2 * M2	
O	total watercraft gasoline consumption	309,304	Gallons	F2 * N2	
P	gallon to litre conversion	3.78541	Litres per Gallon		
Q	watercraft gasoline consumption	1,170,843	Litre	O2 * P2	
R					
S	CO2 emission factor for watercraft gasoline	2307	g/L		6
T	CH4 emission factor for watercraft gasoline	0.22	g/L		6
U	N2O emission factor for watercraft gasoline	0.063	g/L		6
V	Tonnes of CO2 emitted from watercraft	2,701.13	T	(Q2 * S2) / 1,000,000	
W	Tonnes of CH4 emitted from watercraft	0.26	T	(Q2 * T2) / 1,000,000	
X	Tonnes of N2O emitted from watercraft	0.07	T	(Q2 * U2) / 1,000,000	
Y	Tonnes of CO2e emitted from watercraft	2,728.49	T	V2 + (W2 * 25) + (X2 * 298)	
Z					
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		
AE	District Municipality of Muskoka	4	Muskoka Second Home Study		

AF Boating Magazine
AG Natural Resources Canada

5 Calculating Boat Fuel Consumption
6 National Inventory Report: GHG Sources and Sinks

2.4.3 Off-Road Transportation

In addition to being located on Georgian Bay, the TPS is quite rural. Due to its ruralness, off-road vehicles are often used for recreation, transportation, or household work. As a result, including off-road transportation is critical to producing an accurate and representative GHG emissions baseline for the TPS.

2.4.3.1 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)*¹⁴. GHG emissions from off-road vehicles have been directly reported in the PCP tool. For reference, the general formula is as follows:

$$CO_2e_a = (x_a * CO_2EF_a) + (x_a * CH_4EF_a * GWP_{CH_4}) + (x_a * N_2OEF_a * GWP_{N_2O})$$

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_{CH_4} = Global warming potential of Methane (CH_4)
- GWP_{N_2O} = Global warming potential of Nitrous Oxide (N_2O)
- CO_2e_a = The Carbon Dioxide (CO_2) equivalents of energy source 'a'

2.4.3.2 Assumptions

To determine the GHG emissions produced by off-road transportation in the TPS, assumptions surrounding the quantity of gasoline or diesel consumed by off-road vehicles needed to be made. 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 off-road 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

2.4.3.2.1 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 TPS. 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. It was assumed that off-road vehicles only consumed gasoline, as this is the most common fuel source consumed by these vehicles, and no information could be found on off-road diesel consumption at this time. 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.

Some assumptions were required in order to determine off-road fuel efficiency. At first, little information could be found on the process of measuring fuel efficiency for off-road vehicles. As a result, the process for measuring fuel efficiency for boats was applied to this situation. 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. Moving into the details of the process, 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. Through extensive research it was discovered that the general rule of thumb is that 1 horsepower is equal to a range between 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 10.

Table 10: Off-Road Transportation Gasoline Consumption Calculation Process

CELL	1	2	3	4	5
A	DATA	VALUE	UNIT	CALCULATION STEP	SOURCE
B	# of permanent residences	2892			1 & 2
C	# of seasonal residences	26			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	1,098		(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	394		H2 * F2	
K	# of 4-stroke off-road vehicles	704		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	33,339	Gallons	Y2 * J2	
AB	total 4-stroke gasoline consumption	60,705	Gallons	Z2 * K2	
AC	gallon to litre conversion	3.78541	Litres per Gallon		
AD	off-road 2-stroke vehicle gasoline consumption	126,202	Litres	AA2 * AC2	
AE	off-road 4-stroke vehicle gasoline consumption	229,793	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	821.28	T	$((AD2 * AG2) + (AE2 * AG2)) / 1,000,000$
AM	Tonnes of CH4 emitted from off-road vehicles	2.51	T	$((AD2 * AH2) + (AE2 * AI2)) / 1,000,000$
AN	Tonnes of N2O emitted from off-road vehicles	0.016	T	$((AD2 * AJ2) + (AE2 * AK2)) / 1,000,000$
AO	Tonnes of CO2e emitted from off-road vehicles	888.80	T	$AL2 + (AM2 * 25) + (AN2 * 298)$

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

2.4.3.3 Outcome

Off-road transportation in the TPS produced **888.8 tonnes of CO₂e** in 2016.

2.5 Solid Waste

To calculate the GHG emissions produced by the TPS' community, the methane commitment model was used. This decision was made since the landfill the TPS sends its community's waste to does not have an LFG system in place. For reference, a simplified version of this formula, as per the PCP Protocol, is as follows:

2.5.1 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

2.5.2 Assumptions

Data on the actual tonnage of solid waste generated by the TPS' community was provided by municipal staff. However, the actual tonnage of solid waste generated is a cumulative total that includes the waste produced during corporate operations. As a result, the reported corporate solid waste generation was subtracted from the total to determine the quantity produced by the community. Gaining an understanding of solid waste practices and policies can help to determine some of the factors and coefficients of the formula that are determinant on landfill management and operations.

In the TPS there are two waste streams for municipal solid waste. Residents can either bring their waste to a transfer station or leave it at the side of the road on specified days as part of the TPS' curbside pickup program. Should residents bring their waste to the transfer station, waste is placed into a large container and later hauled and disposed of at the McDougall landfill. Alternatively, if residents leave their waste outside for the TPS' curbside pickup program, it is collected by the contracted organization and disposed of at an undetermined landfill. For calculation purposes, it has been assumed that all waste, regardless of which stream it has gone through, ends up at the McDougall landfill. This is because there is no foundation for making assumptions on the management practices and technologies of the undetermined landfill that would provide values to certain variables of the formula. However, information on the management practices and technologies at the McDougall landfill were acquired.

Staff from the McDougall landfill informed the Georgian Bay Biosphere that no emission capture technology exists. This is because a feasibility study was undertaken, which determined that it was economically unfeasible to purchase the technology and embark on installation. While this technology does not exist, the landfill is still being actively managed. Garbage is compacted daily to reduce its volume and then buried to allow for additional landfill space, and to deter wildlife. The landfill is also classified as engineered. The landfill is lined to capture leachate, which is then removed and sent to an offsite treatment facility for processing. These factors helped to determine assumptions on several of the values required by the formula.

Next was the process of determining the degradable organic content of the community generated waste. While the PCP protocol provides these values, they were determined to be unrepresentative of the TPS because of the differences in lifestyle and consumption behaviours that exist between the TPS and other communities. As a result, data from the Carbon Calculator was used to determine the waste composition values. It was assumed that data from the Carbon Calculator would be more representative because it considers the waste composition for the TPS' region in particular, thereby considering those waste management differences. It should be noted that as more data from the Carbon Calculator becomes available, the reported solid waste composition values in this baseline can be updated.

2.5.3 Outcome

Solid waste in the TPS produced **1106 tonnes of CO_{2e}** in 2016.

2.6 Business as Usual

In calculating the business-as-usual (BAU) forecast, the year 2030 was chosen as the forecast year.

2.6.1 Assumptions

In their 2016 Population Census¹⁵, Statistics Canada reported that the TPS experienced a 4% growth in population between the years 2011 and 2016. Given that BAU is determined by annual population growth, it was assumed that population grew by an even amount each year. As a result, the 4% growth rate was divided by the number of years over which the growth occurred (5) to estimate the annual population growth rate. After calculation, it was estimated that the TPS experiences an 0.8% annual population growth. Following PCP protocol, this 0.8% growth rate was used to determine the forecasted emissions for the year 2030.

¹⁵ <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=POPC&Code1=0628&Geo2=PR&Code2=35&SearchText=Parry%20Sound&SearchType=Begins&SearchPR=01&B1=All&GeoLevel=PR&GeoCode=0628&TABID=1&type=0>

2.6.2 Outcome

Given a 0.8% annual population growth rate forecasted to the year 2030, community emissions in the TPS are expected to be 54,976 tonnes of CO₂e in 2030, representing an 11.8% increase from baseline levels, if business is to continue as usual.

Appendix

List of Acronyms

BAU = Business as Usual (in context of emissions forecasts)

EF = Emission Factor

FCM = Federation of Canadian Municipalities

GDE = Gross Domestic Emissions

GHG = Greenhouse Gas

GWP = Global Warming Potential

ICECAP = Integrated Community Energy and Climate Action Plans

ICLEI = International Council for Local Environmental Initiatives

MPAC = Municipal Property Assessment Corporation

PCP = Partners for Climate Protection

TPS = Town of Parry Sound

VKT = Vehicle Kilometres Travelled

List of Key Definitions

Business as Usual	A scenario for predicting future emissions and energy use activity which assumes there will be no major changes in technology, policy, economics, and human activity/attitudes.
Baseline	The reference conditions against which change is measured.
Climate	Long-term averages of temperature, rainfall, and humidity. Long-term may be the span of seasons, years, or decades.
Climate Change	The long-term shift in global or regional climate patterns, usually in the context of rising global temperatures due to human-caused changes in atmospheric composition or in land use.
Emissions	In the context of climate change, refers to greenhouse gases that are released from human activities such as burning fossil fuels, deforestation, and food production.
Greenhouse Gas	Gases that trap heat in the Earth's atmosphere, creating a warmer-than-usual condition similar to the effect of a greenhouse. Examples include carbon dioxide and methane.
Mitigation	The act of limiting or reducing the harmful effects of something.