



Government of  
Northwest Territories

Annual Report to the  
Legislative Assembly under the

# *Transportation of Dangerous Goods Act*



2025

# Introduction

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This report is published annually by the Government of the Northwest Territories (GNWT) under the *Transportation of Dangerous Goods Act (TDG Act)*. The *TDG Act* came into effect on August 1, 1991, as the territorial complement to the federal *Transportation of Dangerous Goods Act*.

The federal legislation applies to air, marine, rail, and road transport, whereas the territorial legislation applies only to road transport operations.

The Minister of Infrastructure is required to table this report annually as outlined in section 62 of the Northwest Territories (NWT) *TDG Act*. This report must be tabled during the first session of the Legislative Assembly following the calendar year that is the subject of the report. The annual report must describe:

- Permits and applications made under the *TDG Act*;
- Amendment, cancellation or suspension of any permits issued under the *TDG Act*;
- Orders issued under subsection 31(1);
- Reports of road transport related spills made under subsection 34(1);
- Directives issued under subsection 35(1);
- Appeals made under section 36;
- Any action taken by the GNWT for the recovery of reasonable costs and expenses under section 38;
- Proceedings instituted in respect of an offence under the *TDG Act* or *Regulations*; and
- Convictions for a contravention under the *TDG Act* or *Regulations*.

This TDG report encompasses the 2025 calendar year.

# Profile of Dangerous Goods on NWT Highways

The GNWT Department of Infrastructure (INF) is responsible for the monitoring and enforcement of dangerous goods on NWT highways. On-road monitoring of motor carrier traffic is conducted by Highway Transport Officers (HTOs) in all regions. HTOs are trained and designated as Dangerous Goods Inspectors. INF currently employs one Manager and nine HTOs who weigh and inspect motor carrier traffic. Seven of the HTOs are based at the two weigh scale facilities at Enterprise and Inuvik, and the Manager and two HTOs are based out of Yellowknife.

When the weigh scales are open, the HTOs on duty record the types and approximate quantities of dangerous goods moving through their facility by noting the product identification numbers of the vehicles. The volume of specific dangerous goods is determined by averaging the volume for each vehicle configuration and product.

In 2025, 7,822 loaded transports reported to the Enterprise and Inuvik scales for inspection. Of these, 1,157 were transporting dangerous goods. According to these figures, about 15 percent of the loaded transport trucks travelling on NWT highways in 2025 were carrying dangerous goods. Hydrocarbon fuels account for most of the dangerous goods traffic on the highway system.

Traffic data from other sources, most notably the Deh Cho Bridge toll gantry, reported 14,569 northbound trucks in 2025, compared to 18,544 in 2024, a 21.4 percent decrease. It is likely that the quantities of dangerous goods transported in the NWT decreased by similar amounts. On the Tibbitt to Contwoyto Winter Road, there were 5,134 northbound trucks in 2025, compared to 6,433 in 2024, a 20.2 percent decrease.

The number of trucks reporting to each of the weigh scales and the number of those trucks carrying dangerous goods are shown in the following table.

Scale	Number of Trucks Reporting at Weigh Scales	Number of Trucks Carrying Dangerous Goods
Enterprise	5,214	945
Inuvik	2,608	212
<b>Total</b>	<b>7,822</b>	<b>1,157</b>

The following table lists the dangerous goods most commonly carried by truck transport in the NWT, in litres (L) and kilograms (kg). These quantities are based on the traffic reporting to the weigh scales at Enterprise and Inuvik during hours of operation.

Commodity	Enterprise	Inuvik
Fuel Oil/ Diesel - Heating	15,200,000 L	2,790,000 L
Gasoline - Automotive	3,200,000 L	330,000 L
Aviation Fuels	4,220,000 L	960,000 L
Propane	1,640,000 L	0 L
Liquefied Natural Gas	1,640,000 L	0 L
Ammonium Nitrate	1,180,000 kg	0 kg
Explosives	1,140,000 kg	0 kg

# Transporting of Dangerous Goods on Highway Ferries

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The number of trucks transporting dangerous goods carried on the four highway ferries is shown here:

	M.V. Lafferty	M.V. Johnny Berens	C.F. Abraham Francis	M.V. Louis Cardinal
Fuel Oil/ Diesel - Heating	34	13	49	40
Gasoline - Automotive	12	9	54	54
Aviation Fuels	0	0	11	11
Propane	0	1	12	12
Liquefied Natural Gas	0	0	31	31
<b>Total</b>	<b>46</b>	<b>23</b>	<b>157</b>	<b>148</b>

## Permits, Applications and Amendments

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There are provisions in the *TDG Act* for issuing permits, applications for permits and making amendments to permits. Section 4 allows the Minister to issue permits exempting the transportation of dangerous goods from the application of the *TDG Act* or the *Regulations*. Section 7 requires that a permit and an application for a permit be in writing, in a form approved by the Minister. Section 10 gives the Minister authority to amend, cancel or suspend a permit where they believe on reasonable grounds that the person holding the permit for their employees or agents have contravened the *TDG Act* or the *Regulations* or a term or condition imposed on the permit.

There were no applications for permits and none were issued, amended, cancelled, or suspended in 2025.

## Orders

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Under subsection 31(1), an inspector may issue an order to the owner or person in charge of the dangerous goods from a container, packaging or vehicle transporting the dangerous goods, if:

- there is a discharge or a reasonable likelihood of a discharge of dangerous goods from a container packaging or vehicle transporting the dangerous goods; or
- the dangerous goods are transported in contravention of the *TDG Act* or *Regulations*.

An order issued may require a person to cease transporting the dangerous goods, remove the dangerous goods or take any other measures that are necessary to protect life, health, property, or the environment.

There were no formal, written orders issued in 2025.

# Reports of Road Transport Related Spills

Section 34 of the *TDG Act* requires spills of dangerous goods be reported to the NWT Spill Report Line. The 24-hour Spill Report Line is administrated by the Department of Environment and Climate Change in collaboration with the following federal and territorial departments and agencies:

- Office of the Regulator of Oil and Gas Operations, GNWT
- Department of Environment, Government of Nunavut
- Inuvialuit Land Administration
- National Energy Board
- Environment and Climate Change Canada
- Canadian Coast Guard, Western Region
- Canadian Coast Guard, Central Arctic Region
- Marine Safety and Security, Transport Canada
- NT Region, Indigenous and Northern Affairs Canada
- NU Region, Indigenous and Northern Affairs Canada

When a spill is reported, the operator on duty decides which of the participating agencies has jurisdiction and passes the information on for response. The Spill Report Line works well in quickly directing a report to the proper agency for a prompt response.

In 2025, five road transport related spills were reported to the Spill Report Line. These incidents resulted in 5,400 L of product being spilled in four of the five spills. The quantity in the fifth spill was not known. Details of the spills are shown in the table below. In comparison, there were three spills reported in 2024.

Spill Number	Date	Location	Commodity	Spill Quantity
2025-096	February 14, 2025	Wekweèti Winter Road near Emile River	Gasoline	Unknown
2025-134	March 15, 2025	Highway 5, km 27	Diesel	200 L
2025-173	April 16, 2025	Highway 1, km 248	Diesel	50 L
2025-332	August 13, 2025	Highway 8 near Fort McPherson	Diesel	5,000 L
2025-443	November 9, 2025	Highway 3, km 23	Diesel	150 L

# Directives, Appeals and Recoveries

Sections 35, 36 and 38 of the *TDG Act* refer to ministerial directives, appeals against ministerial directives and recoveries of public expenditures made to remedy abandoned or discharged dangerous goods.

Under subsection 35(1), if it is considered necessary for the protection of the public, property or the environment, the Minister may direct a person engaged in the transportation of dangerous goods to cease any activity or to perform the activity in a manner consistent with the intentions of the *TDG Act*. Anyone receiving a directive may appeal the directive to the Supreme Court of the NWT within 60 days, but that person must comply with the directive until the appeal is finally settled.

The GNWT may claim and recover reasonable costs and expenses incurred in taking any measures under sections 24, 33 or 34 of the *TDG Act*.

Under either the federal or the territorial/provincial TDG legislation, ministerial directives are issued only in exceptional circumstances.

The NWT Minister of Infrastructure was not required to issue any directives and no appeals to directives were made in 2025.

## Citations and Convictions

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In 2025, INF issued one Summary Offence Ticket for violations of the *TDG Act* and *Regulations*, as follows:

Section	Description	Count
6.1	Transporting dangerous goods without training certificate complying with Part 6	1
<b>TOTAL</b>		<b>1</b>

## Summary

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The number of trucks reporting to the weigh scales in Enterprise and Inuvik in 2025 increased by 12.9 percent compared to 2024. The number of trucks transporting dangerous goods decreased by 16.0 percent over the same period.

Five road transport-related spills involving dangerous goods were reported to the Department of Environment and Climate Change in 2025. One Summary Offence Ticket for violations under the *TDG Act* and *Regulations* was issued.

INF will continue to monitor the movement of dangerous goods on the highway system, reflecting the Department's ongoing commitment to highway safety.

If you would like this information in another official language, call us.

English

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Si vous voulez ces informations dans une autre langue officielle, contactez-nous.

French

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Kīspin ki nitawih̄tīn ē nīhīyawih̄k ōma ācimōwin, tipwāsīnān.

Cree

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Tłıchq̄ yatı k'èè. Dı wegodı newq̄ dè, gots'ō gonede.

Tłıchq̄

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ʔerih̄t'is Dēne Sųfīné yatı t'a huts'elk̄er xa beyáyatı theʔą ʔat'e, nuwe ts'ēn yóftı.

Chipewyan

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Edı gondı dehgáh got'ıe zhatıé k'ée edat'éh enahddhę nıde naxets'é edahfı.

South Slavey

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K'áhshó got'ıne xədə k'é hederı ʔedjhtı'é yerıniwę nıde dúle.

North Slavey

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Jii gwandak izhii ginjik vat'atr'ijahch'uu zhit yinothan ji', diits'at ginohkhiı.

Gwich'in

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Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqluta.

Inuvialuktun

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Inuktitut

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Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.

Inuinnaqtun

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