



The Conference Board of Canada
Insights You Can Count On

The Slave Geologic Province

Transportation and Economic Development: Economic Impact Analysis

November 2001

WHAT'S INSIDE

The purpose of this study is to assess the impact of investment in transportation infrastructure in the Slave Geologic Province.

The study is divided into four phases: Scenario Development; Benefit-Cost Analysis; Economic Impact Analysis; and Taxation Revenue and Fiscal Impact Analysis.

This phase of the study is the economic impact analysis. This analysis quantifies the economic impacts, in terms of GDP and employment, of three proposed development scenarios and a base case scenario.

In general, the proposed investments in transportation infrastructure and mines represent a significant increase in the level of economic activity in the Northwest Territories and Nunavut. The rest of Canada would also benefit from these investments, in particular Alberta, Ontario and British Columbia.



The Conference Board of Canada

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Executive Summary

- This study quantifies the economic impacts of a base case and three development scenarios for the Northwest Territories over a 20-year period.
- The Conference Board and the Government of the Northwest Territories have developed the current report in conjunction with a benefit-cost analysis and an analysis of the taxation revenue implications of the base case and development scenarios.
- The first phase of this study describes how the base case and scenarios were developed. The Northwest Territories Department of Transportation developed the transportation infrastructure components of the scenarios. Other departments of the Government of the Northwest Territories, with the advice of the Conference Board, then joined in to help determine the resulting mineral and other economic developments. While attempting to provide a realistic assessment of future activities in the Slave Geological Province, the uncertainty associated with this forecasting exercise is acknowledged.
- With the exception of the base case, each scenario involves investment in a transportation corridor through the Slave Geological Province, construction of a deepwater port on the Arctic coast and development of various mineral deposits (see Exhibit 1).
- Mineral development ranges from the inclusion of five diamond mines and a gold mine, in the base case, to seven diamond mines, a gold mine and three new base-metal mines in Scenario 3, the scenario with the highest and most rapid degree of investment in transportation infrastructure.
- This study quantifies the economic impacts of the base case and development scenarios in terms of the additional Gross Domestic Product (GDP) and employment generated as a result of the investments in transportation infrastructure and mineral developments. The GDP impacts are measured in constant 2000 dollars and the employment impacts in person-year equivalents.
- The Northwest Territories Bureau of Statistics' input-output model was used to determine the direct and indirect impacts for the Northwest Territories and Nunavut. The direct and indirect impacts for the ten provinces and the Yukon were derived using Statistics Canada's inter-provincial input-output model. The Northwest Territories Bureau of Statistics calculated the induced impacts for all the provinces and territories.
- The economic impacts associated with the base case and development scenarios represent a significant increase in the current level of economic activity in the Northwest Territories and Nunavut.
- The total GDP impact over the 20-year forecast period in the Northwest Territories and Nunavut ranges from \$24.5 billion dollars in the base case to \$32.5 billion in

Exhibit 1

The Slave Geologic Province



Source: Northwest Territories Department of Transportation

Scenario 3. The total employment impact ranges from 79 to 127 thousand person-years.

- On an average annual basis, these impacts correspond to rises of between 55 and 63 per cent in 1999 levels of GDP in the Northwest Territories. In terms of employment, these impacts would lead to rises in average 1999 levels of between 18 and 23 per cent. In Nunavut, the impact of the three development scenarios would correspond to rises of about a third in 1999 levels of GDP and about a fifth in 1999 levels of employment.
- The economic activity generated by the investments in the Northwest Territories and Nunavut also has a positive effect across Canada. This is because many of the goods and services consumed in the two Territories are produced in other parts of the country. Table 1 shows the provincial/territorial distribution of GDP and employment impacts for each scenario.
- Alberta, Ontario, British Columbia and Québec, in particular, benefit from significant GDP and employment impacts. On average, these four provinces account for just over a fifth of national GDP impacts and about a half of national employment impacts.
- Overall, each dollar of GDP generated in the Northwest Territories and Nunavut in the base case generates another 24 cents of activity in the rest of Canada. This figure rises to between 29 and 31 cents for the three development scenarios.
- Each person-year of employment generated in the Northwest Territories and Nunavut in the base case generates another 109 person-years of additional employment in the rest of Canada. This figure rises to between 120 and 122 person-years for the three development scenarios.

Table 1**Total Economic Impacts: by Province (20-year time profile)**

Total Gross Domestic Product Impacts (millions of 2000 dollars)															
	Nfld.	PEI.	NS	NB.	Q.E.	ONT.	MAN	SASK	ALTA	BC.	YUK	Rest of Canada	NUN	NWT.	Canada
Base Case															
Total GDP Impact	17	1	39	29	499	1,602	106	191	2,229	1,024	58	5,795	599	23,933	30,327
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.6	5.3	0.4	0.6	7.4	3.4	0.2	19.1	2.0	78.9	100.0
Scenario 1															
Total GDP Impact	21	2	47	37	674	2,374	148	343	3,112	1,516	83	8,358	4,924	23,986	37,268
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.8	6.4	0.4	0.9	8.4	4.1	0.2	22.4	13.2	64.4	100.0
Scenario 2															
Total GDP Impact	23	2	51	42	741	2,605	162	363	3,353	1,632	91	9,067	4,925	25,726	39,717
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.9	6.6	0.4	0.9	8.4	4.1	0.2	22.8	12.4	64.8	100.0
Scenario 3															
Total GDP Impact	26	2	56	48	824	2,868	179	389	3,653	1,781	101	9,927	5,035	27,335	42,417
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.9	6.8	0.4	0.9	8.6	4.2	0.2	23.4	12.0	64.6	100.0
Total Employment Impacts (person-year equivalents)															
	Nfld.	PEI.	NS	NB.	Q.E.	ONT.	MAN	SASK	ALTA	BC.	YUK	Rest of Canada	NUN	NWT.	Canada
Base Case															
Total GDP Impact	390	29	689	524	8,159	23,652	1,913	2,933	28,176	19,102	1,001	86,567	5,814	73,287	165,669
Share of National Total (per cent)	0.2	0.0	0.4	0.3	4.9	14.3	1.2	1.8	17.0	11.5	0.6	52.3	3.5	44.2	100.0
Scenario 1															
Total GDP Impact	498	42	854	668	11,462	36,054	2,742	5,326	41,315	28,689	1,483	129,142	34,889	73,059	237,101
Share of National Total (per cent)	0.2	0.0	0.4	0.3	4.8	15.2	1.2	2.2	17.4	12.1	0.6	54.5	14.7	30.8	100.0
Scenario 2															
Total GDP Impact	544	46	939	751	12,597	39,498	3,015	5,627	44,615	30,971	1,616	140,219	34,885	81,154	256,258
Share of National Total (per cent)	0.2	0.0	0.4	0.3	4.9	15.4	1.2	2.2	17.4	12.1	0.6	54.7	13.6	31.7	100.0
Scenario 3															
Total GDP Impact	611	51	1,027	864	13,982	43,491	3,334	6,033	48,780	33,909	1,801	153,883	35,770	90,769	280,422
Share of National Total (per cent)	0.2	0.0	0.4	0.3	5.0	15.5	1.2	2.2	17.4	12.1	0.6	54.9	12.8	32.4	100.0

Glossary of Terms

All-Weather Road	A road constructed with a loose or stabilized gravel surface open to two-way traffic year-round.
Constant Dollars	Dollar values that are adjusted for inflation (i.e., the effects of inflation have been netted out).
Direct Economic Impacts	The economic impacts associated with the direct expenditures or output of a project.
Gross Domestic Product (GDP)	A measure of the total value of goods and services produced by the economy over a specified time period (usually one year).
Indirect Economic Impacts	The economic impact associated with expenditures made by firms and government agencies that produce goods and services that are consumed by a project.
Induced Economic Impacts	The economic impacts associated with the spending of labour income from both the direct and indirect economic expenditures on a project.
Multiplier	The ratio of the total economic impacts associated with a project to the initial expenditures on the project.
Operations and Maintenance (O&M)	The expenditures (capital and labour) associated with the ongoing operations and/or maintenance of a machine, facility, etc.
Opportunity Cost	Also known as an economic cost — defined as the value of productive economic resources in their best alternative use.
Winter Road	A road constructed annually on ice over water bodies and/or compacted snow over frozen terrain. Commonly open to traffic from early January until late March.

1 Introduction

Over the past 10 years, the Conference Board has undertaken a number of studies on transportation-related issues in the Northwest Territories. These studies examined various aspects of the transportation infrastructure and economic development in the Slave Geologic Province. A number of options have been examined to date as part of the government's overall transportation strategy. One option being assessed is a transportation corridor through the Slave Geologic Province and a port situated on the Arctic coast in the Nunavut Territory.

One potential impact of making improvements to existing transportation infrastructure or the construction of new transportation infrastructure is the stimulation of economic development. However, the development of new or improving existing transportation infrastructure can also have significant social and environmental impacts. Thus, it is important to critically examine all of the impacts of proposed investments in transportation infrastructure before proceeding.

The current study is an assessment of transportation and economic development in the Slave Geologic Province. The study comprises four phases as follows:

1. Scenario Development;
2. Benefit Cost Analysis;
3. Economic Impact Analysis; and
4. Taxation Revenue and Fiscal Impact Analysis.

The third phase— Economic Impact Analysis —is the focus of this report. The report describes the methodology and results of the economic impact exercise conducted for the scenarios developed in the first phase of the report. The end product is an assessment of the GDP and employment impacts of the base case and three development scenarios.

1.1 Approach

Investment in transportation infrastructure can have a number of positive effects on the economy. From a macroeconomic perspective, such investment can create employment and increase productivity. With improvements to the existing transportation network, users may experience lower operating costs and improved safety. New infrastructure can also be a necessary condition for, or act as a catalyst in, the development of resources within areas that were previously not accessible.

Transportation infrastructure is particularly important for the growth of economies that are heavily dependent on the development of their natural resources. The Northwest Territories has rich sources of both non-renewable and renewable resources but, in many cases, lacks the transportation infrastructure necessary to make these resources viable. This problem is exacerbated by the great distances involved and the lack of proximity to major markets.

Determining the possible future course of economic development in the Slave Geologic Province is a highly uncertain exercise. As a result, a base case and three development scenarios were developed in Phase I of the study to embrace a wide range of possible outcomes. Underlying each is an assumed level of investment in transportation infrastructure composed of possible investments in new roads and a deepwater port on the Arctic coast. These investments are assumed to spur additional economic activity including the activity associated with construction and maintenance of the transportation infrastructure itself, an increase in mining activity and economic spin-offs such as increased tourism and new investment in municipal infrastructure.

This study assesses the economic impacts of the increase in economic activity associated with the base case and three development scenarios. The impacts of the mineral development activity that the new transportation network is assumed to spur are the most important part of the analysis.

Several departments of the Government of the Northwest Territories contributed data and other information to this study. They include the Department of Transportation, the Department of Resources, Wildlife and Economic Development and the Bureau of Statistics. The latter conducted the economic impact calculations in conjunction with Statistics Canada. The Conference Board assisted in the development of the scenarios and completed the economic impact analysis report.

1.1.1 Economic Impact Analysis

Economic impact studies can be used to quantify the change in the economic activity that occurs as a result of either public and/or private sector investment. Economic impact studies differ from benefit-cost analyses in that they consider the broader impacts on the economy as a whole of investment projects rather than just the direct costs and benefits. By gauging the effects on different sectors of the economy, economic impact analysis can be a useful tool in industrial policy development.

Economic growth that occurs from a project can be illustrated by viewing the economy as a system. Investment in a new road, for example, will result in expenditures on the goods and services needed for planning, surveying and finally constructing the road. Those firms and individuals directly involved in the road project will require supplies of goods and services (e.g., gravel, structural steel for bridges, insurance, etc.) needed for construction. The suppliers, in turn, will make further expenditures on goods and services. In addition, the employees of the firms directly involved in the project and the employees of their suppliers will make purchases which will also generate economic activity. By making use of detailed statistical relationships between the inputs and outputs of different industrial sectors, the spending effects of the project can be traced and quantified.

In general, the impacts of the investment will not be confined to the geographic area where the development occurs. Depending on the nature of the project, products and services will be "imported" from other regions and from other countries. This characteristic of economic impact models is particularly important for the current study

since the Northwest Territories imports a large amount of goods and services from other regions of Canada.

Economic growth is typically measured in terms of the additional employment or output that will be created. To net out the effects of inflation over time, constant dollar values are employed for the economic impacts. Unless otherwise noted, constant 2000 dollars were used in this study.

1.2 Layout of the Report

The report is presented in four chapters. After this introduction, Chapter 2 provides brief descriptions of the base case and three development scenarios in terms of the transportation infrastructure investments and economic and other impacts. These scenarios were developed in Phase I of the study, where a fuller description of the methodology and results of the scenario development exercise is available.

Chapter 3 provides an overview of the methodology used to assess economic impacts in this study. Chapter 4 reports the estimated economic impacts for each scenario in terms of GDP and employment.

Technical appendices have also been included. Appendix A is a listing of the detailed assumptions and input values used in construction of the economic impact scenarios. Appendix B contains tables that present the economic impacts by scenario. Appendix C describes the models that were used to estimate the economic impacts.

2 Base Case and Scenario Descriptions

This chapter summarises the base case and three development scenarios which form the basis of the economic impact analysis. The scenarios were developed by the Northwest Territories Department of Transportation, with the assistance of the Conference Board of Canada, and are more fully described in the first phase of this study. While attempting to provide a realistic assessment of future activities in the Slave Geological Province, the uncertainty associated with this forecasting exercise is acknowledged. It should also be noted that the scenarios were developed to describe a range of potential future activities in the Slave Geological Province and not to forecast actual future events.

The summary starts with a general overview of the components that went towards developing the base case and other scenarios. This is followed by a description of the individual components that define each of the base case and development scenarios.

2.1 Overview

The scenarios are comprised of some or all of the following four general components. Each of these four components is composed of one or more individual projects. The four components are:

1. Construction of a land transportation corridor (or portion thereof) through the Slave Geological Province between Yellowknife and the Arctic coast (except for the base case which involves the use of an existing winter road);
2. Construction of a deepwater port on the Arctic coast;
3. Assumed non-renewable resource development;
4. Assumed renewable resource development;

The initial capital expenditures on developing the transportation infrastructure and mines, the costs of maintaining them and the value of the output from the mines form the basis of the direct economic impacts for each scenario.

2.1.1 Land Transportation Corridor

The base case and scenarios in this report consider a number of alternatives for the development of a land transportation corridor in the Slave Geological Province (the only existing infrastructure is a winter road from Yellowknife to the Lupin gold mine). These alternatives range from no new investment in transportation, in the base case, to a permanent, gravel-surfaced, all-weather road over the entire route from Yellowknife to a proposed new port on the Arctic coast. The Northwest Territories Department of Transportation developed the capital and annual maintenance cost estimates for the transportation corridors.

2.1.2 Deepwater Port

The construction of a deepwater port on the Arctic Coast is common to all scenarios except the base case. The timing of this project, the investment expenditures required and the maintenance costs of the port are identical for all three scenarios. Construction will begin in 2003 (one year earlier in Scenario 3) and will be completed two years later when the port begins operations.

The port would be used to re-supply mines such as the Izok Lake base-metal mine and the Lupin gold mine. The port would also be used to ship base-metal concentrate from the Izok Lake and other mines to markets in Europe and the Pacific Rim. The port facility may also be used to supply nearby coastal communities.

2.1.3 Non-Renewable Resource Development

The investments in transportation infrastructure in each scenario are assumed to have a significant impact on the mining industry, both in terms of promoting new activity and facilitating existing operations. Recent years have seen intense exploration activities that have confirmed the presence of diamonds and other minerals in the region. Indeed, these have already resulted in the opening of Canada's first diamond mine at the Ekati site near Lac de Gras. This study assumes that the construction of new transportation infrastructure will make some of these known deposits economically viable as well as spurring additional exploration activities. In turn, this increased exploration is assumed to hasten the discovery and development of new deposits.

Estimates of the capital investment required for the various mines and the value of annual output were developed by the Northwest Territories Department of Resources, Wildlife and Economic Development (RWED) in consultation with a number of key mining companies operating in the region.

2.1.4 Renewable Resource Development

Apart from its effect on the mining industry, this study examines the impact of transportation corridors on renewable resource development. There is potential for the development of industries such as tourism, commercial fishing, related processing activities and hydro-electric power generation. It is assumed that the presence of an all-weather road from Yellowknife to the Arctic coast is necessary to attract new visitors to the region and encourage other activities. Due to data constraints, however, and the small magnitude of the quantified tourism expenditures, the impacts of renewable resource developments have not been included in this analysis.

Exhibit 2 summarises the components that define the base case and other scenarios.

Exhibit 2

Development Scenarios

	Transportation Infrastructure	Diamond Mines	Gold Mines	Base-metal Mines
Base Case	Winter Road (Yellowknife to Lupin)	Ekati	Lupin	
		Diavik		
		Snap Lake		
		Jericho		
		One new mine		
Scenario 1	Winter Road (Yellowknife to Lupin)	Ekati	Lupin	Izok Lake
	All-Weather Road (Contwoyto Lake to Arctic Coast)	Diavik		Hackett River
	All-Weather Road (Extension from the North to Ekati/Diavik)	Snap Lake		One new mine
		Jericho		
Deepwater Port on Coast	One new mine			
Scenario 2	Winter Road (Yellowknife to Lupin)	Ekati	Lupin	Izok Lake
		Diavik		Hackett River
	All-Weather Road (Yellowknife to Arctic Coast)	Snap Lake		One new mine
		Jericho		
	Deepwater Port on Coast	Two new mines		
Scenario 3	Winter Road (Yellowknife to Lupin)	Ekati	Lupin	Izok Lake
		Diavik		Hackett River
	All-Weather Road (Yellowknife to Arctic Coast)	Snap Lake		One new mine
		Jericho		
	Deepwater Port on Coast	Three new mines		

Source: Scenario Development Report, Current Study

2.2 Scenario Descriptions

2.2.1 Base Case

The base case presents a scenario in which there is no new investment in transportation infrastructure. Indeed, the only expenditures on the transportation corridor are those on operating and maintaining the existing winter road between Yellowknife and Lupin. Nonetheless, the base case does assume that some mineral development goes ahead using the existing infrastructure. The timetable of components included in the base case is shown in Exhibit 3.

The base case assumes that production at the existing Ekati mine continues until the end of 2016, as well as including the development of the Diavik mine, currently under construction. With various mineral exploration reports indicating that there are several other promising diamond-bearing kimberlite pipes in the Slave Geological Province, the base case also assumes that three further diamond mines will be developed during the forecast period. These include the deposits at Snap Lake and Jericho. In addition, production is set to continue at the Lupin gold mine, which was brought back into commission in 2000, until the end of 2007.

Exhibit 3

Base Case Development Scenario

		Territory	Component	Year																			
				2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Transportation Infrastructure	Winter Road (Yellowknife to Lupin)	NWT	Construction																				
			Operation																				
		Nunavut	Construction																				
			Operation																				
Mineral Developments	Ekati (diamond)	NWT	Construction																				
			Production																				
	Diavik (diamond)	NWT	Construction																				
			Production																				
	Snap Lake (diamond)	NWT	Construction																				
			Production																				
	Jericho (diamond)	Nunavut	Construction																				
			Production																				
	New Diamond Mine	NWT	Construction																				
			Production																				
	Lupin (gold)	Nunavut	Construction																				
			Production																				

Source: Scenario Development Report, Current Study

2.2.2 Scenario 1

In this scenario an all-weather road between Contwoyto Lake and the Arctic coast with a deepwater seaport at its terminus is built in conjunction with the development of the Izok Lake base metal mine. In addition, the all-weather road is extended to the Lac de Gras region. This will enable the diamond mines in the region to take advantage of costs savings from all-weather road access to the north. The all-weather road between Contwoyto Lake and the Arctic coast and the deepwater seaport will be built in 2003 and 2004 and will be open to traffic in the following year. The extension of the all-weather road from Contwoyto Lake to the Ekati and Diavik mines is to be built between 2005 and 2006. The winter road between Contwoyto Lake and Yellowknife will continue to operate and will require annual operations and maintenance expenditures.

The construction of the transportation corridor is assumed to be a prerequisite for the development of the base metal deposits at Izok Lake and Hackett River. Construction work for both is set to take three years, beginning at Izok Lake in 2003 and Hackett River in 2006. The scenario assumes that production at Izok Lake will last for twelve years from 2006 to 2017. In addition, the opening of the transportation corridor is assumed to act as a spur to the development of an additional base metal mine. Again construction will take three years (2009 to 2011) with production beginning in 2012.

The construction and production scenarios for the Ekati, Diavik, Snap Lake, Jericho, Lupin and new diamond mines are the same as those laid out in the base case (see Exhibit 4). However, some of these mines will benefit from reduced operating costs as a result of the construction of the all-weather road. From 2005 the Lupin and Jericho mines will have all-weather road access to the North. In summer these two mines will have a barge connection running from the mine area to the southern end of Contwoyto Lake, while the existing winter road will be used over the remainder of the year. The Ekati and Diavik mines will have direct road access to the Arctic coast from 2007. The

Exhibit 4

Development Scenario 1

		Territory	Component	Year																			
				2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Transportation Infrastructure	Winter Road (Yellowknife to Lupin)	NWT	Construction																				
			Operation																				
		Nunavut	Construction																				
			Operation																				
	All-Weather Road (Contwoyto Lake to Arctic Coast)	Nunavut	Construction																				
			Operation																				
	Deepwater Port on Coast	Nunavut	Construction																				
			Operation																				
	All-Weather Road (Extension from the North to Ekati/Diavik)	NWT	Construction																				
			Operation																				
Mineral Developments	Ekati (diamond)	NWT	Construction																				
			Production																				
	Diavik (diamond)	NWT	Construction																				
			Production																				
	Snap Lake (diamond)	NWT	Construction																				
			Production																				
	Jericho (diamond)	Nunavut	Construction																				
			Production																				
	New Diamond Mine	NWT	Construction																				
			Production																				
	Lupin (gold)	Nunavut	Construction																				
			Production																				
	Izok Lake (base metal)	Nunavut	Construction																				
			Production																				
	Hackett River (base metal)	Nunavut	Construction																				
			Production																				
New Base Metal Mine	Nunavut	Construction																					
		Production																					

Source: Scenario Development Report, Current Study

additional new diamond mine will also incur lower capital and running costs as a result of its connection to the transport corridor.

Overall, Scenario 1 results in an additional thirty-three years worth of base metal production over the forecast period compared to that in the base case.

2.2.3 Scenario 2

Scenario 2 builds on the previous scenario by gradually extending the all-weather road from the Arctic coast past Contwoyto Lake and Lac de Gras all the way to Yellowknife. The construction and operation of the deepwater port and the all-weather road between the Arctic coast and Lac de Gras are the same as in Scenario 1. The southern segment of the road between Lac de Gras and Yellowknife will be built between 2007 and 2012,

Exhibit 5																							
Development Scenario 2																							
	Territory	Component	Year																				
			2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Transportation Infrastructure	Winter Road (Yellowknife to Lupin)	NWT	Construction																				
		NWT	Operation																				
	Nunavut	Construction																					
		Operation																					
	All-Weather Road (Yellowknife to Arctic Coast)	NWT	Construction																				
		NWT	Operation																				
Nunavut	Construction																						
	Operation																						
Deepwater Port on Coast	Nunavut	Construction																					
		Operation																					
Mineral Developments	Ekati (diamond)	NWT	Construction																				
		NWT	Production																				
	Diavik (diamond)	NWT	Construction																				
		NWT	Production																				
	Snap Lake (diamond)	NWT	Construction																				
		NWT	Production																				
	Jericho (diamond)	Nunavut	Construction																				
			Production																				
	New Diamond Mine	NWT	Construction																				
			Production																				
	New Diamond Mine	NWT	Construction																				
			Production																				
	Lupin (gold)	Nunavut	Construction																				
			Production																				
	Izok Lake (base metal)	Nunavut	Construction																				
			Production																				
	Hackett River (base metal)	Nunavut	Construction																				
			Production																				
New Base Metal Mine	Nunavut	Construction																					
		Production																					

Source: Scenario Development Report, Current Study

replacing the existing winter road.

The construction and production scenarios for those mines included in Scenario 1 carry over to Scenario 2 (see Exhibit 5). The extension of the transportation corridor will, however, lead to some reductions in the mines' operating costs. The Snap Lake mine will have all-weather road access to Yellowknife from 2009 on, while the Ekati and Diavik mines will have all-weather road access to the South four years later.

Scenario 2 includes the development of an additional new diamond mine as a result of the improved access to the region brought about by the completion of the transportation corridor between Contwoyto Lake and Yellowknife. This mine will benefit from lower construction and operating costs due to the new road. The mine will be built between 2013 and 2015 with production taking place during the final five years of the forecast period.

2.2.4 Scenario 3

This scenario provides no additional extensions to the transportation corridor contained in Scenario 2. However, Scenario 3 does assume that the transportation corridor is built as soon and as rapidly as possible. The port and the all-weather road linking it to Contwoyto Lake are built a year earlier than in Scenario 2. In addition, construction work on the Yellowknife to Contwoyto Lake segment also begins in 2002 and in this scenario only takes five years to complete rather than eight. As a result, the entire transportation corridor is open at the start of 2007.

The timing of the construction and production scenarios for the Ekati, Diavik, Snap Lake, Jericho and Lupin mines remain unchanged from the base case and the previous two scenarios (see Exhibit 6). However, the accelerated construction of the transportation corridor does bring these mines all-weather road access to Yellowknife and the coast faster and, consequently, delivers costs savings earlier. The Lac de Gras region now has all-weather road access to the north as early as 2004 (as does Jericho) and to the south from 2007 on. The Lupin mine now has all-weather road access to the north from 2004 while the Snap Lake mine is connected to the south in 2005.

Scenario 3 also assumes that the faster completion of the transportation corridor speeds up the development plans for the other mines included in Scenario 2. The timing of construction and production at the two new diamonds is brought forward by three years, those at Hackett River and the new base metal mine by two years and that at Izok Lake by one year. This means that production at Hackett River will cease at the end of 2018 when the mine's working life comes to an end. The improved access to the region brought by this more rapid development scenario also leads to the development of a further new diamond mine. As with the other diamond mines, construction is assumed to take three years starting in 2013. Production will begin in 2016.

Overall, Scenario 3 results in an additional eleven years worth of diamond production and two years of base metal production over the forecast period compared to that in Scenario 2.

Exhibit 6

Development Scenario 3

		Territory	Component	Year																				
				2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Transportation Infrastructure	Winter Road (Yellowknife to Lupin)	NWT	Construction																					
			Operation																					
		Nunavut	Construction																					
			Operation																					
	All-Weather Road (Yellowknife to Arctic Coast)	NWT	Construction																					
			Operation																					
		Nunavut	Construction																					
			Operation																					
Deepwater Port on Coast	Nunavut	Construction																						
		Operation																						
Mineral Developments	Ekati (diamond)	NWT	Construction																					
			Production																					
	Diavik (diamond)	NWT	Construction																					
			Production																					
	Snap Lake (diamond)	NWT	Construction																					
			Production																					
	Jericho (diamond)	Nunavut	Construction																					
			Production																					
	New Diamond Mine	NWT	Construction																					
			Production																					
	New Diamond Mine	NWT	Construction																					
			Production																					
	New Diamond Mine	NWT	Construction																					
			Production																					
	Lupin (gold)	Nunavut	Construction																					
			Production																					
Izok Lake (base metal)	Nunavut	Construction																						
		Production																						
Hackett River (base metal)	Nunavut	Construction																						
		Production																						
New Base Metal Mine	Nunavut	Construction																						
		Production																						

Source: Scenario Development Report, Current Study

3 Methodology

This chapter presents a description of the approach used to quantify the economic impacts of the development scenarios.

This chapter is divided into three sections. The first section describes the general methodology used in quantifying the economic impacts. The second section introduces input-output models, the tool used in this study to quantify the economic impacts. The third section documents the specific approach that was used in this study. The latter section also describes the roles of the various organisations that contributed to this study. A complete description of the models used in the study is contained in Appendix C.

3.1 General Approach

The economic impacts of a project can be divided into direct, indirect and induced effects. In terms of industrial activity, the **direct** effects are captured by those industries whose outputs (either goods or services) are purchased directly by the project being assessed. For example, the construction of a new all-weather road requires gravel as one of its inputs. The production and provision of the gravel is furnished directly to the road project from the gravel-producing industry. The increased output of the gravel-producing industry is considered to be a direct effect of the road construction project because the gravel is consumed directly by the project.

In order to produce the gravel, however, the gravel industry requires various inputs that are either produced by the industry itself or purchased from other industries. The economic activity created as a result of creating or purchasing these inputs is known as the **indirect** effects. These indirect impacts are created as a result of the road project but are not supplied directly to the individual projects.

In addition to the direct and indirect impacts, the road project also generates what are known as **induced** effects. These induced effects result from the spending of household income earned by labour involved in the provision of goods and services for direct and indirect inputs to the project. The spending of this household income creates additional economic activity which is induced by the road construction project.

The sum of the direct, indirect and induced impacts provides an estimate of the total economic impacts.

Economic impacts can be measured by a number of different indicators that can be used to assess the effects of a project on the economy. The indicators used in this study are Gross Domestic Product at factor cost (GDP) and employment¹.

¹ More precisely, the indicators are Gross Domestic Product measured at factor cost and employment measured in person-year equivalents.

3.2 Input-Output Models

Input-Output models were used to calculate the direct, indirect and induced economic impacts.

As a tool for economic impact analysis, an input-output model is specifically designed to examine the structure of an economy and the inter-relationships within that economy. Such a model enables the analyst to trace how an initial expenditure flows through the various industrial sectors of the economy. An inter-provincial input-output model has an added ability. Not only can this type of model trace the flows of goods and services through the Northwest Territories and Nunavut, where the initial expenditures are made, but it can also trace the economic flows or linkages between the Northwest Territories and the other provinces and the Yukon by making use of inter-provincial trade flows.

Although input-output models are useful tools in examining macroeconomic relationships between various sectors of the economy, these models are not without their limitations. One of the principal limitations is that the data (known as input-output coefficients) used to trace expenditures through the economy are generally estimated for a single base year. These "coefficients" are fixed in the sense that their values are held constant over time. As a result, structural changes such as those due to productivity changes or the implementation of new technology are not accounted for.

The use of fixed coefficients creates another limitation for input-output models. If the output for a particular industry were to increase by a certain factor, all inputs required to produce that output would increase by the same factor. Economies of scale in production, where larger production runs can be produced at a lower average cost, are not taken into account.

In addition to the limitations imposed by the use of fixed coefficients, input-output models are static. That is, they do not have a time dimension. As a result, any response to changes in production takes place instantaneously.

Furthermore, the interprovincial model that is currently available from Statistics Canada has an "open" structure. Expenditures are tracked through the industrial sectors of the economy, generating direct and indirect impacts. The income generated by businesses and paid out to labour is not taken into consideration in an open model. As a result, "open" input-output models do not provide estimates for induced impacts. These induced impacts were estimated separately.

Despite these drawbacks, input-output models provide the analyst with a detailed description of the industries and the inter-relationships with other sectors of the economy. Input-output models are particularly useful in impact assessment where macroeconomic models do not include an inter-provincial dimension as part of their model structure.

3.3 Methodology

The first stage in estimating the economic impacts of the scenarios included in this study was to estimate the total expenditures and value of output for the various scenario components. For the transportation infrastructure component, this involved determining the total investment required as well as the operations and maintenance costs needed to keep the infrastructure operating. The mineral development component required an estimate of the initial investment in the mine and quantifying the value of the output. The estimations of expenditures and output were prepared by the Departments of Transportation and Resources, Wildlife and Economic Development and the Bureau of Statistics of the Northwest Territories.

In general, economic impact studies should employ a time period that reflects the life cycle of the projects under examination. For the purposes of evaluation, a 20-year time profile was selected.

Once the estimates of the total expenditures and output were completed, the goods and services required from different industries were determined using the Bureau of Statistics' input-output models for the Northwest Territories and Nunavut and Statistics Canada's Inter-Provincial Input-Output Model for the rest of Canada. These models trace the inter-provincial trade flows for various industries. The translation of initial expenditures into demand for goods and services defines the direct impacts of the individual projects.

These input-output models also produce estimates of the indirect impacts. The Bureau of Statistics' input-output models produced the indirect impacts for the Northwest Territories and Nunavut and Statistics Canada's Inter-Provincial input-output model was used for all the provinces and the Yukon. The Bureau of Statistics also determined all the indirect impacts for the four specific diamond mine projects.

The final step was to determine the induced effects for each scenario. The Bureau of Statistics input-output models are "closed" models which trace the spending of labour income derived from the direct and indirect impacts within the Northwest Territories and Nunavut. Statistics Canada's model is an "open" model and does not trace these spending effects. Therefore, the Northwest Territories Bureau of Statistics determined the induced effects for the ten provinces and the Yukon using an approach consistent with that of its own closed models.

4 Economic Impact Results

This chapter contains the main results of the economic impact analysis for the base case and other scenarios together with a summary comparison of the scenario results. The data were provided by the Northwest Territories Bureau of Statistics and Statistics Canada and compiled by The Conference Board of Canada.

As described previously, the indicators used to quantify the economic impacts that result from the various projects are GDP and employment. The GDP impact is measured in millions of constant 2000 dollars. Employment impacts are calculated in terms of person-year equivalents. The results presented in this chapter represent the sum of the impacts over the entire 20-year period of the study. Appendix A provides details of the timing of the economic impacts for each scenario. Appendix B provides a detailed provincial/territorial breakdown of the economic impacts for each scenario.

Although most of the potential economic activity described in the base case and other scenarios takes place in the Northwest Territories and Nunavut, this economic activity has an impact across Canada. The economic impacts, therefore, are presented for the Northwest Territories, Nunavut, all ten provinces and for the Yukon. The total economic impact has been further divided into its direct, indirect and induced components.

4.1 Base Case

The base case in this study represents a scenario in which there is no additional investment in transportation infrastructure in the Slave Geological Province. Nonetheless, some mineral developments are assumed to go ahead using the existing winter road between Yellowknife and Lupin. The economic activity generated by the construction of these mines (involving investment expenditures of \$3,531 million) and the extraction of diamonds and other minerals has economic impacts across Canada. After the Northwest Territories and Nunavut (where the Jericho and Lupin mines are situated), the largest GDP and employment impacts are recorded in Alberta, Ontario, and British Columbia respectively. The economic impact results for the base case scenario are presented in Table 2.

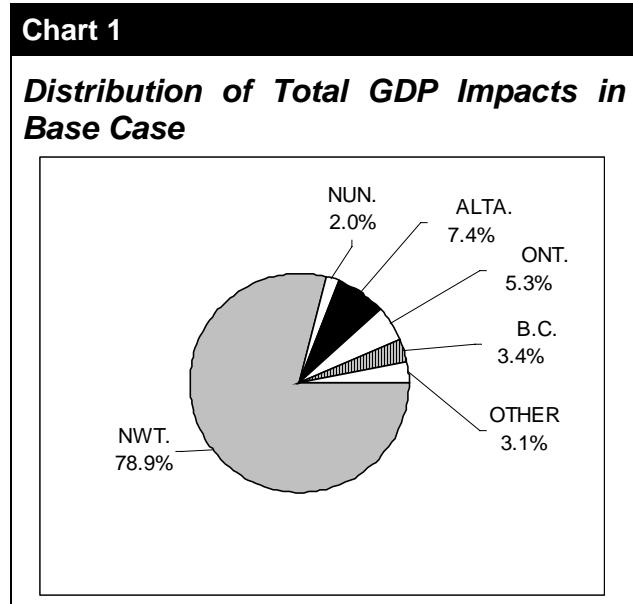
Table 2

Economic Impact Results For Base Case (20-year profile)

Direct Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	0	0	1	15	1	0	4	2	0	23	5	17	46
Mineral Development	6	0	5	12	106	389	19	10	532	322	17	1,418	533	21,527	23,478
Total GDP Impact	6	0	5	12	107	404	20	10	537	324	17	1,441	538	21,545	23,524
Share of National Total (per cent)	0.0	0.0	0.0	0.0	0.5	1.7	0.1	0.0	2.3	1.4	0.1	6.1	2.3	91.6	100.0
Employment (person-year equivalent)															
Transportation Corridor	1	0	3	1	25	205	12	2	54	37	0	340	74	228	643
Mineral Development	162	3	93	223	1,424	5,436	317	153	6,258	6,127	287	20,482	5,033	52,655	78,170
Total Employment Impact	162	3	96	224	1,449	5,641	329	154	6,311	6,164	287	20,822	5,107	52,884	78,813
Share of National Total (per cent)	0.2	0.0	0.1	0.3	1.8	7.2	0.4	0.2	8.0	7.8	0.4	26.4	6.5	67.1	100.0
Indirect Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	1	0	3	10	1	1	8	3	0	26	1	4	31
Mineral Development	7	1	22	10	233	654	44	37	725	283	26	2,040	15	828	2,883
Total GDP Impact	7	1	22	10	236	664	45	38	733	286	26	2,067	16	832	2,914
Share of National Total (per cent)	0.2	0.0	0.8	0.3	8.1	22.8	1.5	1.3	25.2	9.8	0.9	70.9	0.5	28.5	100.0
Employment (person-year equivalent)															
Transportation Corridor	1	0	9	2	55	166	14	8	90	54	3	402	8	39	449
Mineral Development	142	18	388	162	4,081	10,314	856	482	8,728	5,489	492	31,152	219	7,885	39,256
Total Employment Impact	143	18	397	164	4,136	10,481	870	490	8,817	5,544	495	31,554	227	7,924	39,706
Share of National Total (per cent)	0.4	0.0	1.0	0.4	10.4	26.4	2.2	1.2	22.2	14.0	1.2	79.5	0.6	20.0	100.0
Induced Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	0	0	2	10	1	1	6	3	0	22	1	6	29
Mineral Development	4	0	12	8	154	524	41	142	954	412	15	2,265	43	1,550	3,859
Total GDP Impact	4	0	12	8	156	534	42	143	959	414	15	2,288	45	1,556	3,889
Share of National Total (per cent)	0.1	0.0	0.3	0.2	4.0	13.7	1.1	3.7	24.7	10.7	0.4	58.8	1.2	40.0	100.0
Employment (person-year equivalent)															
Transportation Corridor	0	0	5	1	29	150	10	11	77	43	1	328	14	48	390
Mineral Development	84	8	191	135	2,544	7,380	704	2,277	12,971	7,352	218	33,863	466	12,431	46,760
Total Employment Impact	84	8	195	136	2,574	7,531	714	2,288	13,047	7,395	219	34,191	480	12,480	47,150
Share of National Total (per cent)	0.2	0.0	0.4	0.3	5.5	16.0	1.5	4.9	27.7	15.7	0.5	72.5	1.0	26.5	100.0
Total (Direct+Indirect+Induced) Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	1	0	6	35	2	1	18	8	0	72	7	28	106
Mineral Development	17	1	38	29	493	1,566	105	189	2,211	1,016	57	5,723	592	23,905	30,220
Total GDP Impact	17	1	39	29	499	1,602	106	191	2,229	1,024	58	5,795	599	23,933	30,327
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.6	5.3	0.4	0.6	7.4	3.4	0.2	19.1	2.0	78.9	100.0
Employment (person-year equivalent)															
Transportation Corridor	2	0	17	4	109	522	36	20	220	135	4	1,070	96	316	1,482
Mineral Development	388	28	671	520	8,050	23,131	1,877	2,912	27,956	18,968	997	85,498	5,718	72,971	164,187
Total Employment Impact	390	29	689	524	8,159	23,652	1,913	2,933	28,176	19,102	1,001	86,567	5,814	73,287	165,669
Share of National Total (per cent)	0.2	0.0	0.4	0.3	4.9	14.3	1.2	1.8	17.0	11.5	0.6	52.3	3.5	44.2	100.0

4.1.1 GDP Impacts

The total GDP impact resulting from the investments in transportation infrastructure and in mineral development in the base case scenario is estimated at \$31.6 billion. The increase is greatest in the Northwest Territories and Nunavut. Over the study's time profile of 20 years, it is estimated that \$23.9 billion of GDP will be generated in the Northwest Territories and a further \$0.6 billion in Nunavut. These correspond to average annual figures of \$1,197 million and \$30 million, respectively. By way of comparison, the GDP for the Northwest Territories was \$2,167 million in 1999, while that for Nunavut was \$731 million¹.



While \$24.5 billion of the total GDP impact is generated in the Northwest Territories and Nunavut a further \$6.4 billion is generated in other parts of Canada (see Chart 1). In other words, every \$1 of economic activity (GDP) generated in the Northwest Territories and Nunavut generates 24 cents of economic activity in the rest of the country. The western provinces all favourably affected by the mineral investments that take place in the base case scenario. Alberta's GDP is estimated to benefit by \$2.3 billion and British Columbia's by \$1.0 billion. Central Canada will also be favourably affected by the projects associated with this scenario. The total GDP impact for Ontario is estimated to be \$1.6 billion and the corresponding figure for Québec is \$0.5 billion. All of the other provinces and the Yukon experience positive GDP impacts as a result of the projects in the Northwest Territories and Nunavut.

In terms of the direct and other impacts, the developments in the base case scenario generate \$23.5 billion of GDP directly and a further \$6.8 billion of GDP through indirect and induced effects. This implies that every \$1 of GDP generated directly by the developments in the base case scenario results in the generation of a further 29 cents of GDP in other parts of the economy. Most of the direct impacts occur in the Northwest Territories and Nunavut. In fact only \$1.4 billion, or 6.1 per cent, of all direct impacts, occur outside the two Territories. By contrast, just over 70 per cent of the indirect impacts and nearly three fifths of the induced impacts occur in other parts of Canada.

¹ GDP at market prices in current 1999 dollars (source: Statistics Canada).

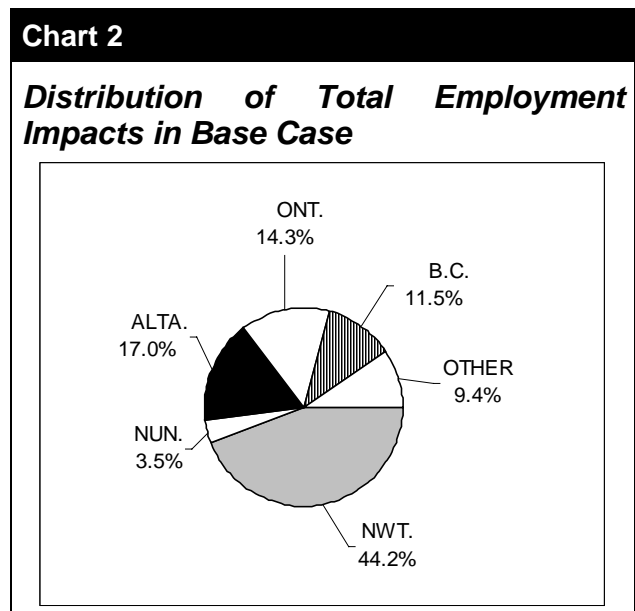
4.1.2 Employment Impacts

The mineral developments in the base case scenario also lead to higher levels of employment. Over the life of the projects, it is estimated that a total of over 166 thousand person-years of work will be generated. As with the GDP impacts, the largest employment impacts are felt in the Northwest Territories and Nunavut (see Chart 2). Nonetheless, other parts of Canada receive a substantially higher share of the employment impacts compared to the distribution of the GDP impacts.

Over the 20-year study period a total of 73,287 person-years of employment are created in the Northwest Territories and 5,814 in Nunavut. These correspond to average figures of 3,664 and 291 person-years of employment per year, respectively. By way of comparison, total employment in the Northwest Territories in the winter of 1999 was 19,920¹, while that in Nunavut was 8,646².

As well as generating 79 thousand person-years of employment in the Northwest Territories and Nunavut, the projects in the base case scenario support another 87 thousand person-years of employment in the rest of the country. This means that every 100 jobs generated in the two Territories support another 109 jobs in the rest of Canada. Sizeable employment benefits are felt in western Canada with the total number of jobs generated in Alberta and British Columbia over the 20-year study period estimated at 28,176 and 19,102 person-years, respectively. In addition, considerable employment is generated in Ontario, with 23,652 person-years of employment created by the projects. Québec also benefits from the generation of 8,159 person-years of employment over the 20-year time profile. All other provinces and the Yukon register positive total employment impacts as a result of the economic activity in the Northwest Territories and Nunavut.

In terms of the direct and other impacts, the developments in the base case scenario generate 79 thousand person-years of employment directly and a further 87 thousand through indirect and induced effects. This implies that every 100 jobs generated directly by the developments in the base case scenario support a further 110 jobs in other parts of the economy. Most of the direct impacts occur in the Northwest Territories and Nunavut. In fact only 20,822, or 26.4 per cent, of all direct employment impacts, occur outside the two Territories. By contrast, four fifths of the indirect and



¹ "1999 NWT Labour Force Survey", The Northwest Territories Bureau of Statistics.

² "1999 Nunavut Community Labour Force Survey", Nunavut Bureau of Statistics.

close to three quarters of the induced impacts occur in other parts of Canada.

4.2 Scenario 1

This scenario builds on the base case with the construction of an all-weather road from Contwoyto Lake (with an extension to the diamond mines around Lac de Gras) to a new deepwater port on the Arctic coast. This investment in transportation infrastructure is assumed to be a prerequisite for the development of the base metal deposits at Izok Lake and Hackett River. The opening of the transportation corridor is also assumed to lead to increased exploration activities and the discovery and development of an additional base metal mine. The total investment expenditures of \$239 million in transportation infrastructure and of \$4,443 million in mineral development generate economic activity that has positive impacts beyond the Northwest Territories and Nunavut (where the three base metal mines are located). After the two Territories, the largest GDP and employment impacts are recorded in Alberta, Ontario, and British Columbia respectively. The economic impact results for Scenario 1 are presented in Table 3.

4.2.1 GDP Impacts

The total GDP impact resulting from the investments in transportation infrastructure and in mineral development in Scenario 1 is estimated at \$37.3 billion. The increases are largest in the Northwest Territories and Nunavut. Some \$24.0 billion of GDP impacts are estimated to occur in the Northwest Territories over the 20-year study period, with a further \$4.9 billion in Nunavut. These correspond to figures of \$1,199 million \$246 million per year, respectively.

While \$28.9 billion of the total GDP impact is generated in the Northwest Territories and Nunavut a further \$8.4 billion is generated in other parts of Canada (see Chart 3). In other words, every \$1 of economic activity (GDP) generated in the Northwest Territories and Nunavut generates 29 cents of economic activity in the rest of the country. The western provinces are all favourably affected by the investment that takes place in Scenario 1. Alberta's GDP is estimated to benefit by \$3.1 billion and British Columbia's by \$1.5 billion. Central Canada will also be favourably affected by

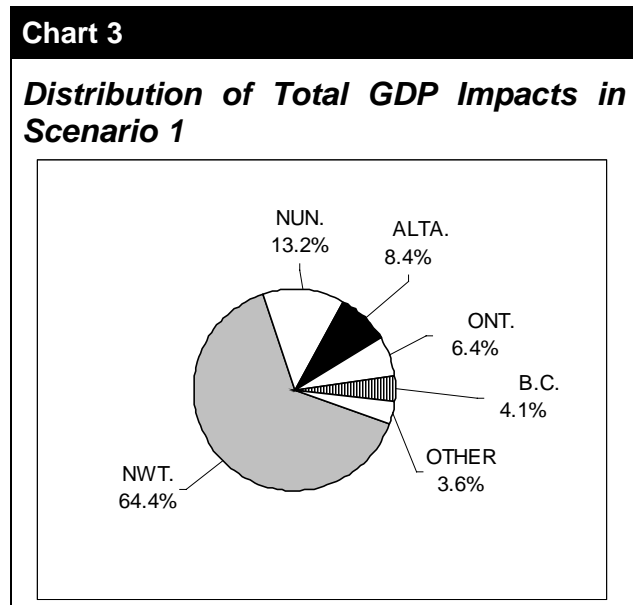


Table 3

Economic Impact Results For Scenario 1 (20-year profile)

Direct Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	0	0	5	39	2	1	13	6	0	66	90	40	196
Mineral Development	7	0	7	15	159	666	30	14	658	466	30	2,053	4,502	21,615	28,170
Total GDP Impact	8	0	7	15	164	705	32	14	671	472	30	2,119	4,591	21,655	28,365
Share of National Total (per cent)	0.0	0.0	0.0	0.1	0.6	2.5	0.1	0.1	2.4	1.7	0.1	7.5	16.2	76.3	100.0
Employment (person-year equivalent)															
Transportation Corridor	5	3	11	2	98	553	35	9	188	119	3	1,026	1,212	533	2,772
Mineral Development	201	3	121	273	2,246	9,538	523	212	8,146	9,052	521	30,837	29,787	52,215	112,839
Total Employment Impact	206	7	132	276	2,343	10,091	558	221	8,334	9,171	524	31,863	30,999	52,748	115,611
Share of National Total (per cent)	0.2	0.0	0.1	0.2	2.0	8.7	0.5	0.2	7.2	7.9	0.5	27.6	26.8	45.6	100.0
Indirect Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	1	0	9	26	2	2	23	9	1	72	5	7	84
Mineral Development	8	1	24	12	282	830	54	45	818	355	31	2,460	97	770	3,327
Total GDP Impact	8	1	25	12	291	856	55	47	841	363	31	2,532	102	777	3,411
Share of National Total (per cent)	0.2	0.0	0.7	0.4	8.5	25.1	1.6	1.4	24.7	10.6	0.9	74.2	3.0	22.8	100.0
Employment (person-year equivalent)															
Transportation Corridor	4	1	25	6	166	446	37	22	259	159	10	1,136	57	67	1,260
Mineral Development	180	23	456	212	5,316	14,170	1,106	629	10,890	7,368	631	40,979	1,372	7,780	50,132
Total Employment Impact	184	25	481	218	5,482	14,616	1,143	650	11,149	7,527	641	42,116	1,429	7,848	51,392
Share of National Total (per cent)	0.4	0.0	0.9	0.4	10.7	28.4	2.2	1.3	21.7	14.6	1.2	82.0	2.8	15.3	100.0
Induced Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	1	0	7	29	2	4	25	10	0	79	14	12	105
Mineral Development	5	0	14	10	212	784	58	278	1,575	670	21	3,628	216	1,542	5,387
Total GDP Impact	6	1	14	10	218	813	60	282	1,600	680	22	3,707	231	1,554	5,492
Share of National Total (per cent)	0.1	0.0	0.3	0.2	4.0	14.8	1.1	5.1	29.1	12.4	0.4	67.5	4.2	28.3	100.0
Employment (person-year equivalent)															
Transportation Corridor	2	2	14	3	122	440	44	61	364	175	4	1,230	154	97	1,481
Mineral Development	105	10	227	171	3,514	10,906	997	4,393	21,467	11,827	315	53,933	2,317	12,367	68,617
Total Employment Impact	108	11	241	174	3,637	11,346	1,041	4,454	21,831	12,001	318	55,163	2,472	12,464	70,099
Share of National Total (per cent)	0.2	0.0	0.3	0.2	5.2	16.2	1.5	6.4	31.1	17.1	0.5	78.7	3.5	17.8	100.0
Total (Direct+Indirect+Induced) Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	3	1	21	94	5	6	61	25	1	217	109	59	385
Mineral Development	21	2	44	37	653	2,280	142	338	3,052	1,491	83	8,141	4,815	23,927	36,883
Total GDP Impact	21	2	47	37	674	2,374	148	343	3,112	1,516	83	8,358	4,924	23,986	37,268
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.8	6.4	0.4	0.9	8.4	4.1	0.2	22.4	13.2	64.4	100.0
Employment (person-year equivalent)															
Transportation Corridor	11	6	50	11	386	1,439	116	91	811	453	17	3,393	1,423	697	5,514
Mineral Development	486	37	804	657	11,076	34,614	2,626	5,234	40,503	28,246	1,466	125,750	33,476	72,362	231,587
Total Employment Impact	498	42	854	668	11,462	36,054	2,742	5,326	41,315	28,699	1,483	129,142	34,899	73,059	237,101
Share of National Total (per cent)	0.2	0.0	0.4	0.3	4.8	15.2	1.2	2.2	17.4	12.1	0.6	54.5	14.7	30.8	100.0

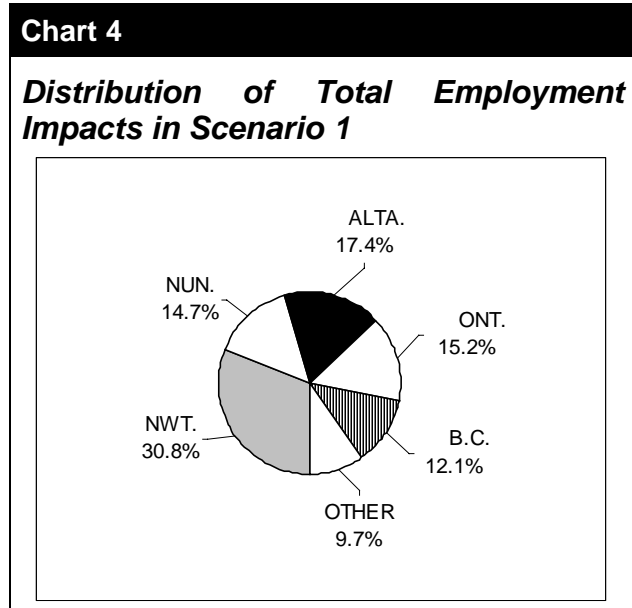
the projects associated with this scenario. The total GDP impact for Ontario is estimated to be \$2.4 billion and the corresponding figure for Québec is \$0.7 billion. All of the other provinces and the Yukon experience positive GDP impacts as a result of the projects in the Northwest Territories and Nunavut.

In terms of the direct and other impacts, the developments in Scenario 1 generate \$28.4 billion of GDP directly and a further \$8.9 billion of GDP through indirect and induced effects. This implies that every \$1 of GDP generated directly by the developments in Scenario 1 results in the generation of a further 31 cents of GDP in other parts of the economy. Most of the direct impacts occur in the Northwest Territories and Nunavut, with only \$2.1 billion, or 7.5 per cent, of all direct impacts, occurring outside the two Territories. However, nearly three quarters of the indirect impacts and just over two thirds of the induced impacts occur in other parts of Canada.

4.2.2 Employment Impacts

The investment in transportation infrastructure and mineral development in Scenario 1 also leads to higher levels of employment. Over the life of the projects, it is estimated that a total of nearly 237 thousand person-years of work will be generated. As with the GDP impacts, the largest employment impacts are generated in the Northwest Territories and Nunavut (see Chart 4). Nonetheless, the share of other parts of Canada in these employment impacts is substantially higher than that in the GDP impacts.

Over the 20-year period a total of 73,059 person-years of employment are created in the Northwest Territories and 34,899 in Nunavut. These correspond to average figures of 3,653 and 1,745 person-years of employment per year, respectively. In addition to generating 108 thousand person-years of employment in the Northwest Territories and Nunavut, the projects in Scenario 1 support over another 129 thousand person-years of employment in the rest of the country. This means that every 100 jobs generated in the two Territories support another 120 jobs in the rest of Canada. Significant employment benefits are felt in western Canada with the total number of jobs generated in Alberta and British Columbia over the 20-year study period estimated at 41,315 and 28,699 person-years, respectively. In addition, significant employment is generated in Ontario, with 36,054 person-years of employment created by the projects. Québec also benefits from the generation of 11,462 person-years of employment over the 20-year time profile. All other provinces and the Yukon register positive total employment impacts as a result of the economic activity in the Northwest Territories and Nunavut.



In terms of the direct and other impacts, the developments in Scenario 1 generate 116 thousand person-years of employment directly and a further 121 thousand through indirect and induced effects. This implies that every 100 jobs generated directly by the developments in Scenario 1 support a further 105 jobs in other parts of the economy. Most of the direct impacts occur in the Northwest Territories and Nunavut. Only 31,863, or 27.6 per cent, of all direct employment impacts, occur outside the two Territories. By contrast, about four fifths of the indirect and induced impacts occur in other parts of Canada.

4.3 Scenario 2

This scenario builds on Scenario 1 by gradually extending the all-weather road from the Arctic coast past Contwoyto Lake and Lac de Gras all the way to Yellowknife. The improved access to the region brought about by the completion of the transportation corridor is assumed to lead to increased exploration activities and the discovery and development of an additional diamond mine. The total investment expenses of \$424 million in transportation infrastructure and of \$5,193 million in mineral development generate economic activity that has positive impacts beyond the Northwest Territories and Nunavut. After the two Territories, the largest GDP and employment impacts are recorded in Alberta, Ontario, and British Columbia respectively. The economic impact results for Scenario 2 are presented in Table 4.

4.3.1 GDP Impacts

The total GDP impact resulting from the investments in transportation infrastructure and in mineral development in Scenario 2 is estimated at \$39.7 billion, with the largest increases occurring in the Northwest Territories and Nunavut. It is estimated that GDP valued at \$25.7 billion in the Northwest Territories and \$4.9 billion in Nunavut will be generated over the study's time profile of 20 years. These total impacts correspond to annual average figures of \$1,286 million and \$246 million, respectively.

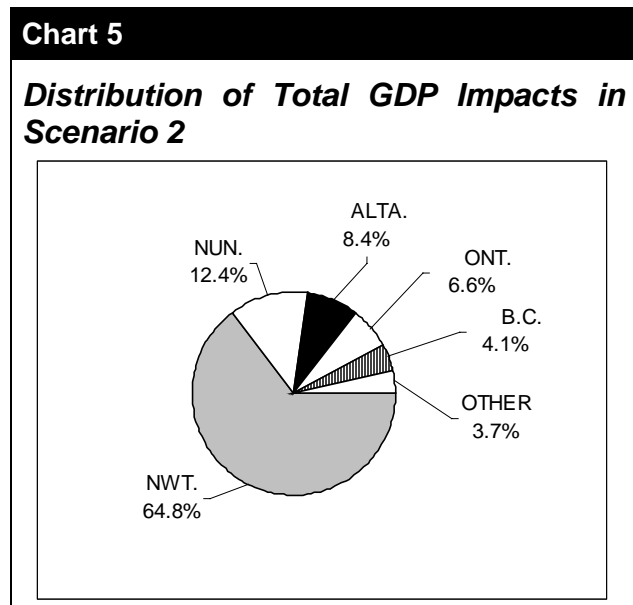


Table 4

Economic Impact Results For Scenario 2 (20-year profile)

Direct Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada			
												Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	2	0	1	0	7	57	2	1	18	9	0	96	90	90	276
Mineral Development	6	0	7	16	172	716	32	15	703	499	33	2,201	4,503	23,061	29,765
Total GDP Impact	8	0	8	17	179	773	34	16	721	508	33	2,297	4,593	23,151	30,041
Share of National Total (per cent)	0.0	0.0	0.0	0.1	0.6	2.6	0.1	0.1	2.4	1.7	0.1	7.6	15.3	77.1	100.0
Employment (person-year equivalent)															
Transportation Corridor	5	3	15	3	128	798	50	11	253	165	4	1,435	1,212	1,241	3,888
Mineral Development	223	4	128	311	2,457	10,333	559	236	8,898	9,834	569	33,554	29,779	57,508	120,841
Total Employment Impact	228	7	143	315	2,585	11,131	609	247	9,150	9,999	573	34,988	30,992	58,750	124,730
Share of National Total (per cent)	0.2	0.0	0.1	0.3	2.1	8.9	0.5	0.2	7.3	8.0	0.5	28.1	24.8	47.1	100.0
Indirect Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada			
												Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	2	1	14	41	3	2	36	13	1	113	5	14	132
Mineral Development	9	1	26	13	307	900	58	50	892	384	34	2,672	97	844	3,613
Total GDP Impact	9	1	28	14	321	941	61	52	927	397	34	2,784	102	859	3,745
Share of National Total (per cent)	0.2	0.0	0.7	0.4	8.6	25.1	1.6	1.4	24.8	10.6	0.9	74.4	2.7	22.9	100.0
Employment (person-year equivalent)															
Transportation Corridor	6	2	39	9	246	682	57	33	391	238	15	1,717	57	133	1,907
Mineral Development	192	25	494	233	5,760	15,260	1,193	683	11,829	7,915	682	44,267	1,369	8,509	54,145
Total Employment Impact	198	27	532	242	6,006	15,943	1,250	716	12,221	8,152	697	45,984	1,425	8,643	56,052
Share of National Total (per cent)	0.4	0.0	0.9	0.4	10.7	28.4	2.2	1.3	21.8	14.5	1.2	82.0	2.5	15.4	100.0
Induced Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada			
												Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	0	0	1	0	10	45	3	5	37	15	0	118	14	25	157
Mineral Development	6	1	15	11	231	846	64	290	1,668	712	23	3,867	216	1,691	5,774
Total GDP Impact	6	1	16	12	241	891	67	295	1,705	728	24	3,985	230	1,716	5,931
Share of National Total (per cent)	0.1	0.0	0.3	0.2	4.1	15.0	1.1	5.0	28.7	12.3	0.4	67.2	3.9	28.9	100.0
Employment (person-year equivalent)															
Transportation Corridor	3	2	20	4	175	651	66	81	502	244	5	1,750	154	204	2,108
Mineral Development	114	11	244	191	3,832	11,774	1,090	4,582	22,742	12,576	340	57,496	2,314	13,557	73,368
Total Employment Impact	117	12	263	195	4,007	12,424	1,155	4,663	23,244	12,820	345	59,246	2,468	13,761	75,476
Share of National Total (per cent)	0.2	0.0	0.3	0.3	5.3	16.5	1.5	6.2	30.8	17.0	0.5	78.5	3.3	18.2	100.0
Total (Direct+Indirect+Induced) Economic Impacts															
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of Canada			
												Canada	NUN.	NWT.	Canada
GDP at Factor Cost (millions of 2000\$)															
Transportation Corridor	1	0	4	1	31	144	8	8	90	37	1	325	109	130	564
Mineral Development	22	2	47	41	711	2,462	154	355	3,263	1,595	90	8,742	4,816	25,596	39,154
Total GDP Impact	23	2	51	42	741	2,605	162	363	3,353	1,632	91	9,067	4,925	25,726	39,717
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.9	6.6	0.4	0.9	8.4	4.1	0.2	22.8	12.4	64.8	100.0
Employment (person-year equivalent)															
Transportation Corridor	14	6	73	16	548	2,131	172	125	1,146	646	24	4,902	1,423	1,578	7,904
Mineral Development	529	40	865	736	12,049	37,367	2,842	5,502	43,469	30,325	1,592	135,317	33,462	79,575	248,354
Total Employment Impact	544	46	939	751	12,597	39,498	3,015	5,627	44,615	30,971	1,616	140,219	34,885	81,154	256,258
Share of National Total (per cent)	0.2	0.0	0.4	0.3	4.9	15.4	1.2	2.2	17.4	12.1	0.6	54.7	13.6	31.7	100.0

While \$30.7 billion of the total GDP impact is generated in the Northwest Territories and Nunavut a further \$9.1 billion is generated in other parts of Canada (see Chart 5). In other words, every \$1 of economic activity (GDP) generated in the Northwest Territories and Nunavut generates 30 cents of economic activity in the rest of the country. The western provinces are all favourably affected by the investment that takes place in Scenario 2. Alberta's GDP is estimated to benefit by \$3.4 billion and British Columbia's by \$1.6 billion. Central Canada will also be favourably affected by the projects associated with this scenario. The total GDP impact for Ontario is estimated to be \$2.6 billion and the corresponding figure for Québec is \$0.7 billion. All of the other provinces and the Yukon experience positive GDP impacts as a result of the projects in the Northwest Territories and Nunavut.

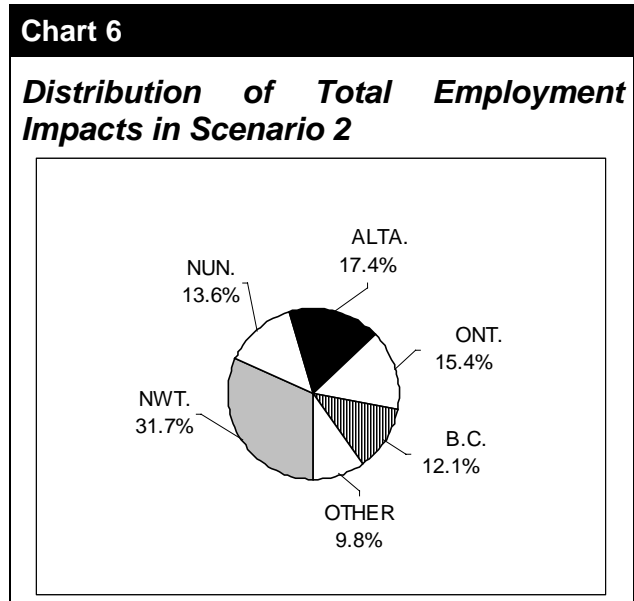
In terms of the direct and other impacts, the developments in Scenario 2 generate \$30.0 billion of GDP directly and a further \$9.7 billion of GDP through indirect and induced effects. This implies that every \$1 of GDP generated directly by the developments in Scenario 2 results in the generation of a further 32 cents of GDP in other parts of the economy. The vast majority of the direct impacts occur in the Northwest Territories and Nunavut with only \$2.3 billion, or 7.6 per cent, of all direct impacts, occurring outside the two Territories. By contrast, nearly three quarters of the indirect impacts and just over two thirds per cent of the induced impacts occur in other parts of Canada.

4.3.2 Employment Impacts

The investment in transportation infrastructure and mineral development in Scenario 2 also boost employment levels. Over the life of the projects, it is estimated that a total of 256 thousand person-years of work will be generated. As with the GDP impact, the largest numbers of person-years of employment are generated in the Northwest Territories and Nunavut (see Chart 6). Again, however, the employment impacts are more widely spread across Canada than are the GDP impacts.

Over the 20-year period a total of 81,154 person-years of employment are created in the Northwest Territories and 34,885 in Nunavut.

These correspond to average figures of 4,058 and 1,744 person-years of employment per year, respectively. As well as generating some 116 thousand person-years of employment in the Northwest Territories and Nunavut, the projects in Scenario 2 support another 140 thousand person-years of employment in the rest of the country. This means that every 100 jobs generated in the two Territories support another 121 jobs in the rest of Canada. Significant employment benefits are felt in western Canada



with the total number of jobs generated in Alberta and British Columbia over the 20-year study period estimated at 44,615 and 30,971 person-years, respectively. In addition, significant employment is generated in Ontario, with 39,498 person-years of employment created by the projects. Québec also benefits from the generation of 12,597 person-years of employment over the 20-year time profile. All other provinces and the Yukon register positive total employment impacts as a result of the economic activity in the Northwest Territories and Nunavut.

In terms of the direct and other impacts, the developments in Scenario 2 generate 125 thousand person-years of employment directly and a further 132 thousand through indirect and induced effects. This implies that every 100 jobs generated directly by the developments in Scenario 2 support a further 105 jobs in other parts of the economy. Again, most of the direct impacts occur in the Northwest Territories and Nunavut. Only 34,988, or 28.1 per cent, of all direct employment impacts, occur outside the two Territories compared with about four fifths of the indirect and induced impacts.

4.4 Scenario 3

This scenario provides no additional extensions to the transportation corridor contained in Scenario 2. However, Scenario 3 does assume that the transportation corridor is built as soon and as rapidly as possible. The earlier advent of improved access to the region is assumed to lead to increased exploration activities and the discovery and development of an additional diamond mine. The total capital investments of \$424 million in transportation infrastructure and of \$6,123 million in mineral development generate economic activity that has positive impacts beyond the Northwest Territories and Nunavut. After the two Territories, the largest GDP and employment impacts are recorded in Alberta, Ontario, and British Columbia respectively. The economic impact results for Scenario 2 are presented in Table 5.

4.4.1 GDP Impacts

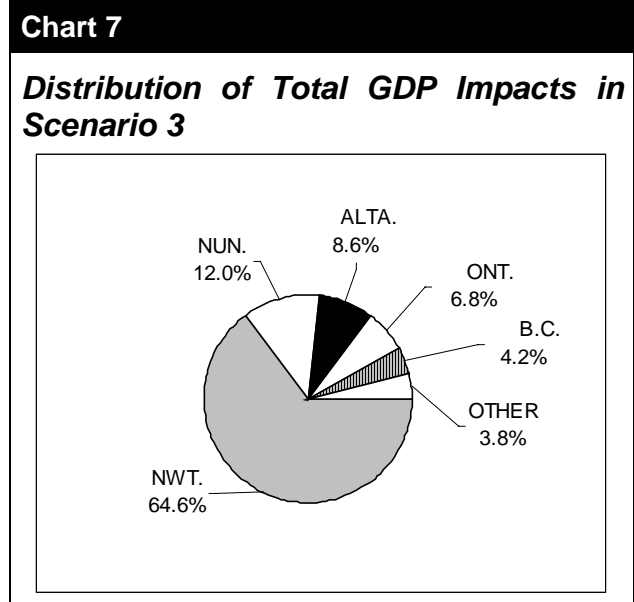
The total GDP impact resulting from the investments in transportation infrastructure and in mineral development in Scenario 3 is estimated at \$42.4 billion. The increase is largest in the Northwest Territories and Nunavut. Over the study's time profile of 20 years it is estimated that some \$27.4 billion of GDP valued to be generated in the Northwest Territories together with \$5.1 billion in Nunavut. These data correspond to average annual figures of \$1,370 million and \$255 million, respectively.

Table 5

Economic Impact Results For Scenario 3 (20-year profile)

Direct Economic Impacts																
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of				
												Canada	NUN.	NWT.	Canada	
GDP at Factor Cost (millions of 2000\$)																
Transportation Corridor	0	0	1	0	7	53	2	1	17	8	0	89	92	99	280	
Mineral Development	9	0	7	19	190	784	35	17	758	539	37	2,395	4,665	24,380	31,440	
Total GDP Impact	9	0	8	19	196	838	37	18	775	548	37	2,484	4,756	24,478	31,719	
Share of National Total (per cent)	0.0	0.0	0.0	0.1	0.6	2.6	0.1	0.1	2.4	1.7	0.1	7.8	15.0	77.2	100.0	
Employment (person-year equivalent)																
Transportation Corridor	5	3	14	3	122	749	47	11	241	157	4	1,358	1,237	1,326	3,921	
Mineral Development	253	4	138	365	2,735	11,405	615	268	9,840	10,788	636	37,047	30,566	64,099	131,713	
Total Employment Impact	258	7	152	368	2,858	12,154	662	279	10,081	10,945	640	38,405	31,803	65,425	135,633	
Share of National Total (per cent)	0.2	0.0	0.1	0.3	2.1	9.0	0.5	0.2	7.4	8.1	0.5	28.3	23.4	48.2	100.0	
Indirect Economic Impacts																
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of				
												Canada	NUN.	NWT.	Canada	
GDP at Factor Cost (millions of 2000\$)																
Transportation Corridor	0	0	2	1	13	39	3	2	34	13	1	108	5	13	126	
Mineral Development	10	1	29	15	347	1,013	65	56	1,005	432	38	3,011	99	977	4,087	
Total GDP Impact	10	1	31	15	360	1,052	68	58	1,039	445	39	3,120	104	990	4,214	
Share of National Total (per cent)	0.2	0.0	0.7	0.4	8.5	25.0	1.6	1.4	24.7	10.6	0.9	74.0	2.5	23.5	100.0	
Employment (person-year equivalent)																
Transportation Corridor	6	2	37	8	237	648	54	32	377	228	15	1,643	56	126	1,825	
Mineral Development	216	29	552	264	6,451	17,054	1,337	767	13,258	8,852	764	49,545	1,397	9,771	60,713	
Total Employment Impact	222	30	589	273	6,688	17,702	1,391	799	13,635	9,080	779	51,187	1,453	9,897	62,538	
Share of National Total (per cent)	0.4	0.0	0.9	0.4	10.7	28.3	2.2	1.3	21.8	14.5	1.2	81.8	2.3	15.8	100.0	
Induced Economic Impacts																
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of				
												Canada	NUN.	NWT.	Canada	
GDP at Factor Cost (millions of 2000\$)																
Transportation Corridor	0	0	1	0	10	43	3	5	37	15	0	115	15	27	156	
Mineral Development	7	1	16	13	257	935	71	308	1,802	773	26	4,209	220	1,900	6,328	
Total GDP Impact	7	1	17	13	267	978	74	313	1,838	788	26	4,323	234	1,926	6,484	
Share of National Total (per cent)	0.1	0.0	0.3	0.2	4.1	15.1	1.1	4.8	28.4	12.2	0.4	66.7	3.6	29.7	100.0	
Employment (person-year equivalent)																
Transportation Corridor	3	2	19	4	169	616	64	83	502	241	5	1,706	157	215	2,079	
Mineral Development	128	12	267	220	4,268	13,018	1,218	4,873	24,561	13,642	377	62,584	2,356	15,231	80,171	
Total Employment Impact	131	14	286	223	4,437	13,635	1,281	4,955	25,063	13,883	382	64,290	2,513	15,447	82,250	
Share of National Total (per cent)	0.2	0.0	0.3	0.3	5.4	16.6	1.6	6.0	30.5	16.9	0.5	78.2	3.1	18.8	100.0	
Total (Direct+Indirect+Induced) Economic Impacts																
	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	Rest of				
												Canada	NUN.	NWT.	Canada	
GDP at Factor Cost (millions of 2000\$)																
Transportation Corridor	1	0	4	1	29	136	8	8	88	36	1	312	111	139	562	
Mineral Development	25	2	52	47	794	2,732	171	381	3,565	1,745	100	9,615	4,984	27,256	41,855	
Total GDP Impact	26	2	56	48	824	2,868	179	389	3,653	1,781	101	9,927	5,095	27,395	42,417	
Share of National Total (per cent)	0.1	0.0	0.1	0.1	1.9	6.8	0.4	0.9	8.6	4.2	0.2	23.4	12.0	64.6	100.0	
Employment (person-year equivalent)																
Transportation Corridor	14	6	70	15	528	2,013	164	125	1,120	625	24	4,706	1,451	1,667	7,825	
Mineral Development	597	45	957	849	13,454	41,478	3,169	5,907	47,660	33,283	1,777	149,176	34,319	89,102	272,597	
Total Employment Impact	611	51	1,027	864	13,982	43,491	3,334	6,033	48,780	33,909	1,801	153,883	35,770	90,769	280,422	
Share of National Total (per cent)	0.2	0.0	0.4	0.3	5.0	15.5	1.2	2.2	17.4	12.1	0.6	54.9	12.8	32.4	100.0	

While \$32.5 billion of the total GDP impact is generated in the Northwest Territories and Nunavut a further \$9.9 billion is generated in other parts of Canada (see Chart 7). In other words, every \$1 of economic activity (GDP) generated in the Northwest Territories and Nunavut generates 31 cents of economic activity in the rest of the country. The western provinces are all favourably affected by the investment that takes place in Scenario 3. Alberta's GDP is estimated to benefit by \$3.7 billion and British Columbia's by \$1.8 billion. Central Canada will also be favourably affected by the projects associated with this scenario. The total GDP impact for Ontario is estimated to be \$2.9 billion and the corresponding figure for Québec is \$0.8 billion. All of the other provinces and the Yukon experience positive GDP impacts as a result of the projects in the Northwest Territories and Nunavut.



In terms of the direct and other impacts, the developments in Scenario 3 generate \$31.7 billion of GDP directly and a further \$10.7 billion of GDP through indirect and induced effects. This implies that every \$1 of GDP generated directly by the developments in Scenario 2 results in the generation of a further 34 cents of GDP in other parts of the economy. Once more, nearly all the direct impacts occur in the Northwest Territories and Nunavut. Only \$2.5 billion, or 7.8 per cent, of all direct impacts, occur outside the two Territories. This compares with nearly three quarters of the indirect impacts and two thirds of the induced impacts.

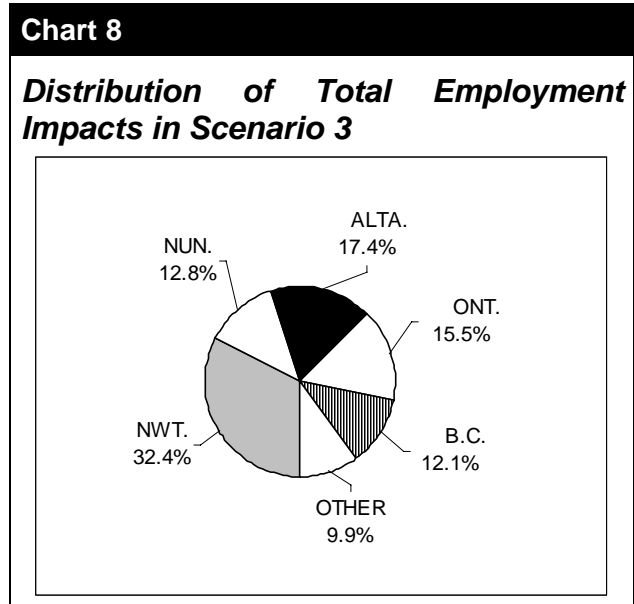
4.4.2 Employment Impacts

The investments in transportation infrastructure and mineral development in Scenario 3 also lead to substantially higher levels of employment. Over the life of the projects, it is estimated that some 280 thousand person-years of work will be generated. As with the GDP impact, the largest numbers of person-years of employment are generated in the Northwest Territories and Nunavut (see Chart 8). Once more, though, the employment impacts are more widely spread across the country than are the GDP impacts.

Over the 20-year period a total of 90,769 person-years of employment are created in the Northwest

Territories and 35,770 in Nunavut. These correspond to average figures of 4,538 and 1,788 person-years of employment per year, respectively. On top of generating 127 thousand person-years of employment in the Northwest Territories and Nunavut, the projects in Scenario 3 support close to another 154 thousand person-years of employment in the rest of the country. This means that every 100 jobs generated in the two Territories support another 122 jobs in the rest of Canada. Significant employment benefits are felt in western Canada with the total number of jobs generated in Alberta and British Columbia over the 20-year study period estimated at 48,780 and 33,909 person-years, respectively. In addition, significant employment is generated in Ontario, with 43,491 person-years of employment created by the projects. Québec also benefits from the generation of 13,982 person-years of employment over the 20-year time profile. All other provinces and the Yukon register positive total employment impacts as a result of the economic activity in the Northwest Territories and Nunavut.

In terms of the direct and other impacts, the developments in Scenario 3 generate 136 thousand person-years of employment directly and a further 145 thousand through indirect and induced effects. This implies that every 100 jobs generated directly by the developments in Scenario 3 support a further 107 jobs in other parts of the economy. The majority of the direct impacts occur in the Northwest Territories and Nunavut. Just 38,405, or 28.3 per cent, of all direct employment impacts, occur outside the two Territories. By contrast, about four fifths of the indirect and induced impacts occur in other parts of Canada.



4.5 Summary of Economic Impact Results

Table 6 shows that the investments in transportation infrastructure and mineral developments in Scenario 3 have the greatest impact on GDP in Canada, followed by those of Scenario 2, Scenario 1 and the base case, respectively. In all scenarios the largest GDP impacts are recorded in the Northwest Territories and Nunavut followed by Alberta, Ontario and British Columbia respectively.

Table 6				
Total GDP Impacts (billions of 2000 dollars)				
	NWT.	NUN.	Rest of Canada	Canada
Base Case	23.9	0.6	5.8	30.3
Scenario 1	24.0	4.9	8.4	37.3
Scenario 2	25.7	4.9	9.1	39.7
Scenario 3	27.4	5.1	9.9	42.4

In relative terms, the economic impacts associated with the base case and development scenarios represent a significant increase in the current level of economic activity in the Northwest Territories and Nunavut. The average annual increase in 1999 levels of GDP for the Northwest Territories represented by these impacts ranges from 55 per cent in the base case to 63 per cent in Scenario 3. The economic impact results also show that, on average, the investment projects in the three development scenarios would lead Nunavut's GDP to increase by about a third.

The greater part of the additional impacts in Scenario 1 are felt in Nunavut as most of the incremental activities in that scenario focus on the development of base metal deposits in the Nunavut sector of the Slave Geological Province. Significant benefits are also felt in western and central Canada. There are only minimal additional impacts in the Northwest Territories. In Scenarios 2 and 3, by contrast, there are only relatively small additional benefits to Nunavut while the Northwest Territories experience significantly increased levels of economic activity. This is because most of the incremental investment activities in these scenarios are concentrated in the south-western part of the Slave Geological Province. Again, significant benefits are also felt in western and central Canada.

Table 7				
Total Employment Impacts (thousands of person-year equivalents)				
	NWT.	NUN.	Rest of Canada	Canada
Base Case	73.3	5.8	86.6	165.7
Scenario 1	73.1	34.9	129.1	237.1
Scenario 2	81.2	34.9	140.2	256.3
Scenario 3	90.8	35.8	153.9	280.4

The results of the employment impact analysis broadly follow those of the GDP impact analysis (see Table 7). The main difference lies in that the employment impacts are much more broadly spread across Canada than are the GDP impacts. Only about 45 per cent of the employment impacts in the three development scenarios occur in the Northwest Territories and Nunavut compared with just over three quarters of the GDP impacts. Nonetheless, the job gains generated by the various transportation and infrastructure investments in the scenarios would represent a significant increase in current levels of employment in the Northwest Territories. The average annual increase in employment in the base case and Scenario 1 is equivalent to 18 per cent of 1999

employment in the Northwest Territories. This figure rises to 20 per cent and 23 per cent for Scenarios 2 and 3, respectively. Similarly, the employment increases, on an average annual basis, generated by the three development scenarios represent an increase of about a fifth on 1999 employment levels in Nunavut. Again, significant benefits are also felt in western and central Canada.

Appendix A: Assumptions

Exhibit A-1 describes the building blocks used to construct the base case and development scenarios. It also contains summary data on the labour costs and capital costs used in the generation of the economic impacts. Exhibit A-2 shows the composition of each scenario in terms of the basic building blocks while Tables A-1 to A-4 show the timing of the construction expenditures, operations and maintenance expenditures and the value of mineral output which were used to determine the impacts for each scenario. A more detailed list of assumptions used in the derivation and timing of the cost data is available in Appendix A of the Benefit-Cost report in the current study.

Exhibit A-1								
Scenario Building Block Descriptions								
Block	Infrastructure Element	Activity	Total Capital Investment (\$000's)	Annual O&M Spending (\$000's)	Annual Value of Output (\$millions)	Total Direct Employment	Average Wage (\$)	Local Labour Share
Block 1a	Winter Road (Yellowknife-Contwoyto)	O&M		4,526		6	\$62,000	60%
Block 1b	Winter Road (Contwoyto-Lupin)	O&M		1,474		2	\$62,000	60%
Block 2a	All Weather Road (Yellowknife-Ekati/Diavik)	Construction	185,000			410	\$55,000	40%
Block 2b	All Weather Road (Ekati/Diavik-Contwoyto)	Construction	60,000			133	\$55,000	40%
Block 2c	All Weather Road (Contwoyto-Arctic Coast)	Construction	140,000			310	\$55,000	40%
Block 3a	All Weather Road (Yellowknife-Ekati/Diavik)	O&M		2,700		20	\$62,000	75%
Block 3b	All Weather Road (Ekati/Diavik-Contwoyto)	O&M		900		7	\$62,000	75%
Block 3c	All Weather Road (Contwoyto-Arctic Coast)	O&M		2700		20	\$62,000	75%
Block 4	Deep Water Port	Construction	38,500			144	\$62,000	10%
Block 5	Deep Water Port	O&M		2,200		11	\$60,000	40%
Block 6	Ekati Diamond Mine	Construction	1,383,000			3338	\$90,000	40%
Block 7	Diavik Diamond Mine	Construction	2,004,000			2603	\$90,000	40%
Block 8	Snap Lake Diamond Mine	Construction	358,000			831	\$90,000	40%
Block 9	Jericho Diamond Mine	Construction	65000			112	\$90,000	40%
Block 10	Ekati Diamond Mine	Annual Value of Output			484.0	538	\$73,200	60%
Block 11	Diavik Diamond Mine	Annual Value of Output			560.0	556	\$73,200	60%
Block 12	Snap Lake Diamond Mine	Annual Value of Output			347.0	524	\$73,200	60%
Block 13	Jericho Diamond Mine	Annual Value of Output			55.0	119	\$73,200	60%
Block 14	Generic Diamond Mine 1	Construction	952,500			1721	\$90,000	40%
Block 15	Generic Diamond Mine 1	Annual Value of Output			300.0	364	\$73,200	60%
Block 16	Lupin Gold Mine	Annual Value of Output			50.6	325	\$70,000	20%
Block 17	Ekati Diamond Mine	Annual Value of Output			473.7	538	\$73,200	60%
Block 18	Diavik Diamond Mine	Annual Value of Output			545.9	556	\$73,200	60%
Block 19	Snap Lake Diamond Mine	Annual Value of Output			347.0	524	\$73,200	60%
Block 20	Jericho Diamond Mine	Annual Value of Output			52.4	119	\$73,200	60%
Block 21	Generic Diamond Mine 1	Construction	952500			1721	\$90,000	40%
Block 22	Generic Diamond Mine 1	Annual Value of Output			300.0	364	\$73,200	60%
Block 23	Lupin Gold Mine	Annual Value of Output			50.6	325	\$70,000	20%
Block 24	Izok Lake	Construction	350,603			994	\$90,000	20%
Block 25	Hackett River	Construction	280482			795	\$90,000	20%
Block 26	Generic Base Metal Mine	Construction	280,482			795	\$90,000	20%
Block 27	Izok Lake	Annual Value of Output			188.8	627	\$75,000	20%
Block 28	Hackett River	Annual Value of Output			151.0	501	\$75,000	20%
Block 29	Generic Base Metal Mine	Annual Value of Output			151.0	501	\$75,000	20%
Block 30	Ekati Diamond Mine	Annual Value of Output			473.7	538	\$73,200	60%
Block 31	Diavik Diamond Mine	Annual Value of Output			545.9	556	\$73,200	60%
Block 32	Snap Lake Diamond Mine	Annual Value of Output			347.0	524	\$73,200	60%
Block 33	Jericho Diamond Mine	Annual Value of Output			52.4	119	\$73,200	60%
Block 34a	Generic Diamond Mine 1	Construction	930,220			1721	\$90,000	40%
Block 34b	Generic Diamond Mine 2	Construction	930,220			1721	\$90,000	40%
Block 34c	Generic Diamond Mine 3	Construction	930220			1721	\$90,000	40%
Block 35a	Generic Diamond Mine 1	Annual Value of Output			300.0	364	\$73,200	60%
Block 35b	Generic Diamond Mine 2	Annual Value of Output			300.0	364	\$73,200	60%
Block 35c	Generic Diamond Mine 3	Annual Value of Output			300.0	364	\$73,200	60%
Block 36	Lupin Gold Mine	Annual Value of Output			50.6	325	\$70,000	20%
Block 37	Izok Lake	Construction	350,603			994	\$90,000	20%
Block 38	Hackett River	Construction	280,482			795	\$90,000	20%
Block 39	Generic Base Metal Mine	Construction	280,482			795	\$90,000	20%
Block 40	Izok Lake	Annual Value of Output			188.8	627	\$75,000	20%
Block 41	Hackett River	Annual Value of Output			151.0	501	\$75,000	20%
Block 42	Generic Base Metal Mine	Annual Value of Output			151.0	501	\$75,000	20%

Exhibit A-2

Scenario Components

Block	Base Case	Scenario 1	Scenario 2	Scenario 3
Block 1a				
Block 1b				
Block 2a				
Block 2b				
Block 2c				
Block 3a				
Block 3b				
Block 3c				
Block 4				
Block 5				
Block 6				
Block 7				
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Block 10				
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Block 12				
Block 13				
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Block 26				
Block 27				
Block 28				
Block 29				
Block 30				
Block 31				
Block 32				
Block 33				
Block 34a				
Block 34b				
Block 34c				
Block 35a				
Block 35b				
Block 35c				
Block 36				
Block 37				
Block 38				
Block 39				
Block 40				
Block 41				
Block 42				

Table A-1

Timing of GDP Impacts for Base Case

(millions of 2000 dollars)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Transportation Infrastructure																					
Investment Expenditures	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8
CBM Expenditures	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8	0.0	9.8
Total	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	5.2	0.0	120.8
Winter Road (Yellowknife-Corwayto)																					
Investment Expenditures	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8
CBM Expenditures	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Total	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	90.5
Winter Road (Corwayto-Lupin)																					
Investment Expenditures	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8
CBM Expenditures	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Total	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	29.5
Mineral Resource Development																					
Investment Expenditures	606.1	695.0	504.8	716.2	8.8	96.9	167.9	74.1	2.7	341.3	266.1	261.7	0.0	0.8	76.1	63.3	65.3	0.0	0.0	0.0	81.6
Value of Annual Output	469.8	586.5	920.3	1,187.5	1,571.5	1,890.0	1,594.4	1,642.9	1,642.9	1,622.1	1,511.1	1,522.3	1,826.4	1,929.3	1,534.5	1,198.3	875.9	534.4	530.9	759.5	28,192.3
Total	1,075.9	1,281.5	1,307.3	1,362.7	1,571.5	1,786.9	1,582.3	1,717.9	1,648.6	1,943.9	1,879.2	1,794.8	1,896.4	1,969.3	1,600.6	1,291.6	941.1	534.4	530.9	841.1	28,713.2
Diavik Diamond Mine																					
Investment Expenditures	0.8	0.0	43.4	43.5	0.0	0.0	58.0	58.0	0.0	0.8	0.0	34.2	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	289.1
Value of Annual Output	339.2	534.0	534.9	534.9	534.9	534.9	534.9	534.9	534.9	534.9	479.0	479.0	479.0	455.1	339.2	239.5	0.0	0.0	0.0	0.0	7,746.8
Total	399.2	534.0	579.3	578.4	534.9	534.9	592.9	590.9	534.9	534.9	479.0	513.3	479.0	455.1	399.2	239.5	0.0	0.0	0.0	0.0	7,977.1
Diavik Diamond Mine																					
Investment Expenditures	579.4	577.5	529.8	0.0	0.0	96.8	96.6	0.0	0.0	124.4	134.5	0.0	0.0	0.8	70.1	0.0	0.0	0.0	0.0	0.0	2,004.8
Value of Annual Output	0.8	0.0	217.3	435.5	622.1	622.1	622.1	622.1	622.1	622.1	622.1	622.1	622.1	622.1	622.1	622.1	622.1	530.1	487.1	497.7	437.2
Total	579.4	577.5	547.5	435.5	622.1	718.7	718.7	622.1	622.1	746.5	756.6	622.1	622.1	622.1	692.2	622.1	622.1	530.1	487.1	497.7	437.2
Snop Lake Diamond Mine																					
Investment Expenditures	29.7	123.8	120.7	59.2	0.0	0.0	15.4	15.4	0.0	15.4	0.0	15.4	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	369.8
Value of Annual Output	0.8	0.0	0.8	168.8	303.1	416.4	416.4	416.4	416.4	374.8	374.8	374.8	374.8	303.1	168.8	0.8	0.0	0.8	0.0	0.8	4,154.8
Total	29.7	123.8	120.7	228.0	303.1	416.4	431.8	431.8	416.4	390.2	374.8	390.2	374.8	303.1	169.6	0.8	0.0	0.8	0.0	0.8	4,523.3
Jericho Diamond Mine																					
Investment Expenditures	0.8	13.6	27.1	13.5	0.0	0.0	0.0	2.7	2.7	2.7	2.7	0.0	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	65.3
Value of Annual Output	0.8	0.0	0.8	0.0	38.6	66.3	76.4	76.4	76.4	76.4	35.2	29.4	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	440.8
Total	0.8	13.6	27.1	13.5	38.6	66.3	79.1	79.1	79.1	79.1	37.9	29.4	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	506.1
Genetic Diamond Mine 1																					
Investment Expenditures	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	199.8	231.9	252.8	0.0	0.8	0.0	83.3	65.3	0.0	0.0	0.0	81.6
Value of Annual Output	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.8	0.0	0.8	139.5	259.8	330.7	308.7	306.7	308.7	302.4	332.4	3,400.8
Total	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	199.8	231.9	252.8	0.0	0.8	0.0	391.7	400.0	308.7	302.4	414.0	3,279.8
Lupin Gold Mine																					
Investment Expenditures	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.0	0.8	0.8
Value of Annual Output	50.6	50.6	50.6	50.6	50.6	50.6	50.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	364.3
Total	50.6	50.6	50.6	50.6	50.6	50.6	51.4	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	364.3

Table A-4

Timing of GDP Impacts for Scenario 3

(in billions of 2006 dollars)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total		
Transportation Infrastructure																							
Investment Expenditures	8.0	193.3	193.3	82.0	82.0	91.1	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	423.5	
OSM Expenditures	8.0	8.0	8.0	10.3	10.3	10.3	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	189.0	
Total	8.0	201.3	201.3	92.3	92.3	101.4	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	612.5	
Water Road (Yellowknife-Corbyville)																							
Investment Expenditures	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	
OSM Expenditures	4.0	4.0	4.0	4.5	4.5	4.5	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	37.2	
Total	4.0	4.0	4.0	4.5	4.5	4.5	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	43.2	
Water Road (Corbyville-Lapini)																							
Investment Expenditures	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	
OSM Expenditures	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	
Total	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4	
All Weather Road (Dall/Diavik-Corbyville)																							
Investment Expenditures	8.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0	
OSM Expenditures	8.0	6.0	6.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	15.3	
Total	8.0	36.0	36.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	83.3	
All Weather Road (Corbyville-Andis Coast)																							
Investment Expenditures	8.0	70.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	140.0	
OSM Expenditures	8.0	6.0	6.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	49.9	
Total	8.0	76.0	76.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	189.9	
All Weather Road (Yellowknife-Dall/Diavik)																							
Investment Expenditures	6.0	6.0	6.0	62.0	62.0	61.1	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	195.0	
OSM Expenditures	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.6	
Total	6.0	6.0	6.0	62.0	62.0	61.1	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	232.6	
Deep Water Port																							
Investment Expenditures	8.0	18.3	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.6	
OSM Expenditures	8.0	6.0	6.0	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	21.6	
Total	8.0	24.3	24.3	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	58.2	
Mineral Resource Development																							
Investment Expenditures	698.1	811.6	826.0	326.5	326.5	365.5	190.1	465.6	394.8	322.8	336.7	363.7	376.3	396.0	399.2	302.7	61.8	141.6	79.7	61.6	141.6	4,123.2	
Value of Annual Output	423.8	877.8	778.9	1,127.4	1,062.9	1,798.3	1,922.1	1,971.6	1,871.6	2,098.4	2,121.6	2,182.4	2,284.8	2,326.8	2,326.7	2,196.2	1,897.8	1,610.4	1,628.0	1,684.2	1,823.6	21,427.0	
Total	1,121.9	1,759.3	1,604.9	1,453.9	1,391.4	2,163.8	3,844.1	3,943.2	3,743.4	4,210.0	4,243.3	4,364.8	4,669.2	4,713.8	4,725.9	4,394.9	3,511.4	3,239.4	3,403.8	3,507.8	3,647.2	25,550.2	
Dall Diamond Mine																							
Investment Expenditures	6.0	6.0	43.4	43.5	0.0	0.0	58.8	58.8	6.6	6.0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	228.1	
Value of Annual Output	383.2	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	526.9	7,878.2
Total	389.2	532.9	570.3	570.4	526.9	526.9	585.7	585.7	63.5	61.9	371.1	426.9	426.9	426.9	426.9	426.9	426.9	426.9	426.9	426.9	426.9	8,106.3	
Diavik Diamond Mine																							
Investment Expenditures	576.4	571.6	328.0	0.0	0.0	36.8	36.8	6.6	6.6	134.4	134.5	0.0	0.0	0.0	0.0	79.1	6.6	6.6	6.6	6.6	6.6	3,054.0	
Value of Annual Output	6.0	6.0	352.4	44.8	575.3	575.4	571.6	571.6	571.6	571.6	571.6	571.6	571.6	571.6	571.6	571.6	465.4	457.3	457.3	457.3	457.3	9,299.9	
Total	632.4	637.6	680.2	44.8	631.7	632.2	638.2	638.2	678.2	706.0	706.1	571.6	571.6	571.6	571.6	650.7	563.9	563.9	563.9	563.9	563.9	12,354.9	
Snop Lake Diamond Mine																							
Investment Expenditures	28.1	182.8	182.7	70.2	0.0	0.0	18.4	18.4	6.6	6.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	388.0	
Value of Annual Output	8.0	6.0	155.1	352.2	397.8	398.8	398.8	398.8	398.8	398.8	342.0	342.0	342.0	342.0	342.0	342.0	342.0	342.0	342.0	342.0	342.0	3,817.0	
Total	36.1	188.8	182.7	242.4	397.8	398.8	398.8	398.8	405.4	405.2	342.0	357.4	342.0	342.0	342.0	342.0	342.0	342.0	342.0	342.0	342.0	4,205.0	
Jericho Diamond Mine																							
Investment Expenditures	6.0	13.6	21.1	15.5	0.0	0.0	3.7	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	
Value of Annual Output	8.0	6.0	6.0	0.0	26.1	55.8	55.8	55.8	55.8	55.8	26.3	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	387.1	
Total	8.0	19.6	27.1	15.5	26.1	61.6	61.5	61.5	61.5	61.5	30.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	453.1	
Gemco's Diamond Mine 1																							
Investment Expenditures	6.0	6.0	6.0	0.0	0.0	0.0	196.2	206.4	206.6	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	632.2	
Value of Annual Output	6.0	6.0	6.0	0.0	0.0	0.0	3.3	3.3	3.3	6.6	19.4	230.0	300.0	300.0	300.0	300.0	300.0	296.2	296.2	296.2	296.2	3,000.0	
Total	6.0	6.0	6.0	0.0	0.0	0.0	199.2	209.8	209.9	12.6	12.6	236.0	306.0	306.0	306.0	306.0	306.0	296.2	296.2	296.2	296.2	3,6	

Appendix B: Detailed Economic Impact Results

This appendix provides detailed information on the direct, indirect, induced and total GDP and employment impacts for each scenario broken down by province. The data are totals for the twenty-year period 2001-2020.

Table B-1

Direct GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.1	0.0	1.1	11.3	0.4	0.1	3.1	1.6	0.0	0.0	17.3	35.0
Block 1b	0.0	0.0	0.0	0.0	0.3	3.4	0.1	0.0	0.9	0.5	0.0	5.2	0.0	10.6
Block 6	0.2	0.0	0.0	0.8	3.7	13.6	0.5	0.4	8.8	6.6	0.8	0.0	86.7	122.1
Block 7	1.4	0.0	0.2	5.5	24.8	91.3	3.5	2.4	59.5	44.6	5.6	0.0	583.6	822.4
Block 8	0.3	0.0	0.0	1.2	5.6	20.4	0.8	0.5	13.3	10.0	1.2	0.0	130.7	184.2
Block 9	0.0	0.0	0.0	0.2	0.9	2.9	0.2	0.1	2.3	1.5	0.1	18.4	0.0	26.6
Block 10	1.0	0.0	1.5	0.4	17.0	61.5	3.7	1.5	133.2	73.2	1.4	0.0	6713.4	7007.8
Block 11	1.3	0.1	1.9	0.5	21.6	78.2	4.7	2.0	169.5	93.1	1.8	0.0	8545.0	8919.6
Block 12	0.5	0.0	0.7	0.2	8.6	31.3	1.9	0.8	67.8	37.2	0.7	0.0	3416.2	3565.9
Block 13	0.1	0.0	0.1	0.0	3.2	19.6	0.7	0.3	7.1	10.1	1.0	318.2	0.0	360.4
Block 14	0.7	0.0	0.1	2.7	12.1	44.7	1.7	1.2	29.1	21.8	2.7	0.0	285.6	402.4
Block 15	0.3	0.0	0.4	0.1	4.5	16.2	1.0	0.4	35.0	19.2	0.4	0.0	1766.3	1843.7
Block 16	0.0	0.0	0.1	0.0	3.8	9.3	0.5	0.3	6.7	4.8	1.1	196.3	0.0	222.9
Total	5.9	0.2	5.2	11.6	107.1	403.6	19.7	9.9	536.5	324.3	16.9	538.1	21544.8	23523.7
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.1	0.0	1.1	11.3	0.4	0.1	3.1	1.6	0.0	0.0	17.3	35.0
Block 1b	0.0	0.0	0.0	0.0	0.1	1.0	0.0	0.0	0.3	0.1	0.0	1.6	0.0	3.2
Block 2b	0.0	0.0	0.1	0.0	0.7	7.2	0.3	0.0	2.0	1.0	0.0	0.0	13.6	24.9
Block 2c	0.0	0.0	0.1	0.0	1.5	15.8	0.6	0.1	4.3	2.2	0.0	29.9	0.0	54.6
Block 3b	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.0	9.0	9.4
Block 3c	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.1	0.2	0.2	0.0	30.3	0.0	31.7
Block 4	0.1	0.1	0.0	0.0	1.4	1.8	0.1	0.1	2.1	0.6	0.1	10.3	0.0	16.7
Block 5	0.0	0.0	0.0	0.0	0.2	1.2	0.1	0.0	0.7	0.5	0.0	17.5	0.0	20.2
Block 6	0.2	0.0	0.0	0.8	3.7	13.6	0.5	0.4	8.8	6.6	0.8	0.0	86.7	122.1
Block 7	1.4	0.0	0.2	5.5	24.8	91.3	3.5	2.4	59.5	44.6	5.6	0.0	583.6	822.4
Block 8	0.3	0.0	0.0	1.2	5.6	20.4	0.8	0.5	13.3	10.0	1.2	0.0	130.7	184.2
Block 9	0.0	0.0	0.0	0.2	0.9	2.9	0.2	0.1	2.3	1.5	0.1	18.4	0.0	26.6
Block 17	1.0	0.0	1.5	0.4	17.1	61.8	3.7	1.6	133.9	73.6	1.4	0.0	6751.4	7047.4
Block 18	1.3	0.1	1.9	0.5	21.7	78.7	4.7	2.0	170.5	93.7	1.8	0.0	8594.3	8971.1
Block 19	0.5	0.0	0.7	0.2	8.6	31.3	1.9	0.8	67.8	37.2	0.7	0.0	3416.2	3565.9
Block 20	0.1	0.0	0.1	0.0	3.3	19.7	0.7	0.3	7.2	10.2	1.0	320.3	0.0	362.8
Block 21	0.7	0.0	0.1	2.7	12.1	44.7	1.7	1.2	29.1	21.8	2.7	0.0	285.6	402.4
Block 22	0.3	0.0	0.4	0.1	4.5	16.2	1.0	0.4	35.0	19.2	0.4	0.0	1766.3	1843.7
Block 23	0.0	0.0	0.1	0.0	3.8	9.3	0.5	0.3	6.7	4.8	1.1	196.3	0.0	222.9
Block 24	0.3	0.0	0.2	1.0	5.8	19.5	1.2	0.4	15.6	10.0	0.6	123.3	0.0	178.0
Block 25	0.3	0.0	0.2	0.9	5.1	17.0	1.0	0.3	13.7	8.8	0.5	105.1	0.0	152.9
Block 26	0.3	0.0	0.2	0.9	5.1	17.0	1.0	0.3	13.7	8.8	0.5	105.1	0.0	152.9
Block 27	0.3	0.0	0.5	0.1	15.4	93.2	3.3	1.3	34.0	48.1	4.9	1515.9	0.0	1717.0
Block 28	0.2	0.0	0.4	0.1	12.3	74.2	2.6	1.0	27.0	38.3	3.9	1209.8	0.0	1369.8
Block 29	0.2	0.0	0.3	0.1	9.2	55.6	2.0	0.8	20.3	28.7	2.9	907.4	0.0	1027.3
Total	7.6	0.3	7.1	14.7	164.1	705.4	31.9	14.4	671.2	472.2	30.4	4591.3	21654.6	28365.2

Table B-1, cont.

Direct GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.1	0.0	0.7	6.8	0.3	0.0	1.9	0.9	0.0	0.0	10.4	21.0
Block 1b	0.0	0.0	0.0	0.0	0.1	1.0	0.0	0.0	0.3	0.1	0.0	1.6	0.0	3.2
Block 2a	0.0	0.0	0.2	0.1	2.1	22.2	0.8	0.1	6.1	3.1	0.0	0.0	42.0	76.7
Block 2b	0.0	0.0	0.1	0.0	0.7	7.2	0.3	0.0	2.0	1.0	0.0	0.0	13.6	24.9
Block 2c	0.0	0.0	0.1	0.0	1.5	15.8	0.6	0.1	4.3	2.2	0.0	29.9	0.0	54.6
Block 3a	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.1	0.1	0.1	0.0	0.0	15.4	16.1
Block 3b	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.0	9.0	9.4
Block 3c	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.1	0.2	0.2	0.0	30.3	0.0	31.7
Block 4	0.1	0.1	0.0	0.0	1.4	1.8	0.1	0.1	2.1	0.6	0.1	10.3	0.0	16.7
Block 5	0.0	0.0	0.0	0.0	0.2	1.2	0.1	0.0	0.7	0.5	0.0	17.5	0.0	20.2
Block 6	0.2	0.0	0.0	0.8	3.7	13.6	0.5	0.4	8.8	6.6	0.8	0.0	86.7	122.1
Block 7	1.4	0.0	0.2	5.5	24.8	91.3	3.5	2.4	59.5	44.6	5.6	0.0	583.6	822.4
Block 8	0.3	0.0	0.0	1.2	5.6	20.4	0.8	0.5	13.3	10.0	1.2	0.0	130.7	184.2
Block 9	0.0	0.0	0.0	0.2	0.9	2.9	0.2	0.1	2.3	1.5	0.1	18.4	0.0	26.6
Block 30	1.0	0.0	1.4	0.4	16.9	61.6	3.6	1.5	133.1	74.0	1.4	0.0	6773.8	7068.7
Block 31	1.3	0.1	1.8	0.5	21.6	78.5	4.5	1.9	169.5	94.2	1.8	0.0	8629.7	9005.4
Block 32	0.5	0.0	0.7	0.2	8.6	31.2	1.8	0.8	67.4	37.5	0.7	0.0	3432.6	3582.1
Block 33	0.1	0.0	0.1	0.0	3.3	19.8	0.7	0.3	7.2	10.2	1.0	321.9	0.0	364.6
Block 34a	0.6	0.0	0.1	2.4	12.1	44.6	1.7	1.2	28.6	21.8	2.7	0.0	279.5	395.2
Block 34b	0.5	0.0	0.1	2.2	11.0	40.4	1.6	1.1	25.9	19.7	2.5	0.0	253.3	358.2
Block 35a	0.3	0.0	0.4	0.1	4.4	16.2	0.9	0.4	34.9	19.4	0.4	0.0	1779.0	1856.4
Block 35b	0.2	0.0	0.2	0.1	2.8	10.1	0.6	0.2	21.8	12.1	0.2	0.0	1111.9	1160.3
Block 36	0.0	0.0	0.1	0.0	3.8	9.3	0.5	0.3	6.7	4.8	1.1	196.3	0.0	222.9
Block 37	0.3	0.0	0.2	1.0	5.8	19.5	1.2	0.4	15.6	10.0	0.6	123.3	0.0	178.0
Block 38	0.3	0.0	0.2	0.9	5.1	17.0	1.0	0.3	13.7	8.8	0.5	105.1	0.0	152.9
Block 39	0.3	0.0	0.2	0.9	5.1	17.0	1.0	0.3	13.7	8.8	0.5	105.1	0.0	152.9
Block 40	0.3	0.0	0.5	0.1	15.4	93.2	3.3	1.3	34.0	48.1	4.9	1515.9	0.0	1717.0
Block 41	0.2	0.0	0.4	0.1	12.3	74.2	2.6	1.0	27.0	38.3	3.9	1209.8	0.0	1369.8
Block 42	0.2	0.0	0.3	0.1	9.2	55.6	2.0	0.8	20.3	28.7	2.9	907.4	0.0	1027.3
Total	8.2	0.4	7.5	16.6	179.2	773.4	34.2	15.8	721.1	508.0	33.1	4592.9	23151.0	30041.4
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.0	0.0	0.3	3.4	0.1	0.0	0.9	0.5	0.0	0.0	5.2	10.5
Block 1b	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.1	0.0	0.8	0.0	1.6
Block 2a	0.0	0.0	0.2	0.1	2.1	22.2	0.8	0.1	6.1	3.1	0.0	0.0	42.0	76.7
Block 2b	0.0	0.0	0.1	0.0	0.7	7.2	0.3	0.0	2.0	1.0	0.0	0.0	13.6	24.9
Block 2c	0.0	0.0	0.1	0.0	1.5	15.8	0.6	0.1	4.3	2.2	0.0	29.9	0.0	54.6
Block 3a	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.1	0.2	0.2	0.0	0.0	27.0	28.2
Block 3b	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.1	0.1	0.0	0.0	10.9	11.4
Block 3c	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.2	0.2	0.2	0.0	32.2	0.0	33.7
Block 4	0.1	0.1	0.0	0.0	1.4	1.8	0.1	0.1	2.1	0.6	0.1	10.3	0.0	16.7
Block 5	0.0	0.0	0.0	0.0	0.2	1.3	0.1	0.0	0.7	0.5	0.0	18.6	0.0	21.5
Block 6	0.2	0.0	0.0	0.8	3.7	13.6	0.5	0.4	8.8	6.6	0.8	0.0	86.7	122.1
Block 7	1.4	0.0	0.2	5.5	24.8	91.3	3.5	2.4	59.5	44.6	5.6	0.0	583.6	822.4
Block 8	0.3	0.0	0.0	1.2	5.6	20.4	0.8	0.5	13.3	10.0	1.2	0.0	130.7	184.2
Block 9	0.0	0.0	0.0	0.2	0.9	2.9	0.2	0.1	2.3	1.5	0.1	18.4	0.0	26.6
Block 30	1.0	0.0	1.4	0.4	16.9	61.6	3.6	1.5	133.1	74.0	1.4	0.0	6773.8	7068.7
Block 31	1.2	0.1	1.7	0.5	20.4	74.1	4.3	1.8	160.1	89.0	1.7	0.0	8150.3	8505.1
Block 32	0.5	0.0	0.7	0.2	7.9	28.6	1.7	0.7	61.8	34.4	0.7	0.0	3146.6	3283.5
Block 33	0.1	0.0	0.1	0.0	2.9	17.3	0.6	0.2	6.3	8.9	0.9	281.7	0.0	319.0
Block 34a	0.7	0.0	0.1	2.6	13.2	48.8	1.9	1.3	31.3	23.8	3.0	0.0	305.7	432.3
Block 34b	0.6	0.0	0.1	2.4	12.1	44.6	1.7	1.2	28.6	21.8	2.7	0.0	279.5	395.2
Block 34c	0.5	0.0	0.1	2.2	11.0	40.4	1.6	1.1	25.9	19.7	2.5	0.0	253.3	358.2
Block 35a	0.3	0.0	0.5	0.1	5.6	20.2	1.2	0.5	43.7	24.3	0.5	0.0	2223.7	2320.5
Block 35b	0.2	0.0	0.3	0.1	3.9	14.2	0.8	0.3	30.6	17.0	0.3	0.0	1556.6	1624.4
Block 35c	0.1	0.0	0.2	0.0	2.2	8.1	0.5	0.2	17.5	9.7	0.2	0.0	889.5	928.2
Block 36	0.0	0.0	0.1	0.0	3.8	9.3	0.5	0.3	6.7	4.8	1.1	196.3	0.0	222.9
Block 37	0.3	0.0	0.2	1.0	5.8	19.5	1.2	0.4	15.6	10.0	0.6	123.3	0.0	178.0
Block 38	0.3	0.0	0.2	0.9	5.1	17.0	1.0	0.3	13.7	8.8	0.5	105.1	0.0	152.9
Block 39	0.3	0.0	0.2	0.9	5.1	17.0	1.0	0.3	13.7	8.8	0.5	105.1	0.0	152.9
Block 40	0.3	0.0	0.5	0.1	15.4	93.2	3.3	1.3	34.0	48.1	4.9	1515.9	0.0	1717.0
Block 41	0.2	0.0	0.4	0.1	12.3	74.2	2.6	1.0	27.0	38.3	3.9	1209.8	0.0	1369.8
Block 42	0.2	0.0	0.3	0.1	11.3	68.0	2.4	0.9	24.8	35.1	3.6	1109.0	0.0	1255.6
Total	9.0	0.4	7.9	19.2	196.3	837.7	36.9	17.6	774.9	547.6	36.8	4756.5	24478.5	31719.2

Table B-2

Direct Employment Impacts: By Scenario and Province (number of person years)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.4	0.0	2.6	0.6	18.6	154.9	9.2	1.2	40.5	28.2	0.3	0.0	228.4	485.0
Block 1b	0.1	0.0	0.8	0.2	6.0	50.4	3.0	0.4	13.2	9.2	0.1	74.2	0.0	157.6
Block 6	7.7	0.1	0.6	16.6	58.5	208.2	10.2	7.0	155.2	143.9	15.2	0.0	871.3	1494.5
Block 7	49.3	0.4	4.2	106.6	375.6	1337.2	65.3	45.1	996.9	924.2	97.4	0.0	5595.7	9597.8
Block 8	11.5	0.1	1.0	24.9	87.9	313.0	15.3	10.6	233.4	216.3	22.8	0.0	1309.9	2246.8
Block 9	1.8	0.0	0.6	3.3	17.6	49.0	3.6	1.0	40.6	30.0	1.8	246.1	0.0	395.4
Block 10	18.8	0.5	23.6	5.3	169.6	683.6	47.7	16.9	1200.4	1166.2	16.7	0.0	12330.7	15680.0
Block 11	23.8	0.6	29.8	6.7	213.9	862.2	60.1	21.3	1514.1	1471.0	21.0	0.0	15552.9	19777.4
Block 12	13.7	0.4	17.2	3.9	123.6	498.3	34.7	12.3	875.1	850.2	12.1	0.0	8989.4	11431.1
Block 13	1.6	0.1	2.3	0.3	66.5	398.1	18.0	5.3	156.0	295.1	24.3	2251.3	0.0	3219.0
Block 14	24.7	0.2	2.1	53.5	188.4	670.8	32.8	22.6	500.0	463.6	48.9	0.0	2806.9	4814.5
Block 15	7.9	0.2	10.0	2.2	71.5	288.2	20.1	7.1	506.1	491.7	7.0	0.0	5198.5	6610.5
Block 16	0.7	0.0	1.3	0.1	51.3	127.3	9.4	3.6	79.8	74.4	19.8	2535.5	0.0	2903.1
Total	162.2	2.7	96.2	224.0	1449.1	5641.3	329.4	154.5	6311.3	6164.0	287.4	5107.2	52883.7	78812.8
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.4	0.0	2.6	0.6	18.6	154.9	9.2	1.2	40.5	28.2	0.3	0.0	228.4	485.0
Block 1b	0.0	0.0	0.3	0.1	1.8	15.1	0.9	0.1	3.9	2.8	0.0	22.3	0.0	47.3
Block 2b	0.3	0.0	1.6	0.4	11.8	98.2	5.9	0.7	25.7	17.9	0.2	0.0	202.5	365.1
Block 2c	0.6	0.1	3.8	0.8	27.4	228.8	13.6	1.7	59.8	41.7	0.4	472.0	0.0	850.8
Block 3b	0.0	0.0	0.1	0.0	0.7	2.3	0.2	0.3	1.0	0.8	0.1	0.0	102.2	107.8
Block 3c	0.0	0.0	0.2	0.0	2.4	8.1	0.8	1.1	3.4	2.9	0.5	354.1	0.0	373.6
Block 4	2.7	2.9	1.7	0.4	32.4	29.8	3.2	3.0	39.9	15.5	1.5	149.1	0.0	282.3
Block 5	0.4	0.0	0.7	0.1	2.4	16.2	1.2	0.4	14.0	9.7	0.2	214.9	0.0	260.3
Block 6	7.7	0.1	0.6	16.6	58.5	208.2	10.2	7.0	155.2	143.9	15.2	0.0	871.3	1494.5
Block 7	49.3	0.4	4.2	106.6	375.6	1337.2	65.3	45.1	996.9	924.2	97.4	0.0	5595.7	9597.8
Block 8	11.5	0.1	1.0	24.9	87.9	313.0	15.3	10.6	233.4	216.3	22.8	0.0	1309.9	2246.8
Block 9	1.8	0.0	0.6	3.3	17.6	49.0	3.6	1.0	40.6	30.0	1.8	246.1	0.0	395.4
Block 17	18.6	0.5	23.3	5.2	167.2	673.9	47.0	16.7	1183.3	1149.7	16.4	0.0	12155.5	15457.2
Block 18	23.3	0.6	29.3	6.6	210.2	847.5	59.1	21.0	1488.3	1445.9	20.7	0.0	15287.8	19440.3
Block 19	13.7	0.4	17.2	3.9	123.6	498.3	34.7	12.3	875.1	850.2	12.1	0.0	8989.4	11431.1
Block 20	1.6	0.1	2.3	0.3	66.5	398.2	18.0	5.3	156.1	295.1	24.3	2252.0	0.0	3220.0
Block 21	24.7	0.2	2.1	53.5	188.4	670.8	32.8	22.6	500.0	463.6	48.9	0.0	2806.9	4814.5
Block 22	7.9	0.2	10.0	2.2	71.5	288.2	20.1	7.1	506.1	491.7	7.0	0.0	5198.5	6610.5
Block 23	0.7	0.0	1.3	0.1	51.3	127.3	9.4	3.6	79.8	74.4	19.8	2535.5	0.0	2903.1
Block 24	11.3	0.2	4.1	20.5	110.6	308.1	22.6	6.5	255.5	189.1	11.1	1548.4	0.0	2488.1
Block 25	7.6	0.1	2.7	13.7	73.6	205.1	15.0	4.3	170.1	125.9	7.4	1974.3	0.0	2599.9
Block 26	7.6	0.1	2.7	13.7	73.6	205.1	15.0	4.3	170.1	125.9	7.4	1974.3	0.0	2599.9
Block 27	5.8	0.2	8.3	1.0	237.7	1422.7	64.4	18.8	557.6	1054.4	87.0	8045.1	0.0	11502.9
Block 28	4.7	0.2	6.6	0.8	189.6	1134.4	51.4	15.0	444.6	840.7	69.4	6406.4	0.0	9163.7
Block 29	3.5	0.1	4.9	0.6	142.2	850.8	38.5	11.2	333.5	630.6	52.0	4804.8	0.0	6872.8
Total	205.9	6.6	132.1	275.7	2343.3	10091.5	557.6	221.1	8334.4	9171.1	524.0	30999.2	52748.0	115610.6

Table B-2, cont.

Direct Employment Impacts: By Scenario and Province (number of person years)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.3	0.0	1.5	0.3	11.1	93.0	5.5	0.7	24.3	16.9	0.2	0.0	137.1	291.0
Block 1b	0.0	0.0	0.3	0.1	1.8	15.1	0.9	0.1	3.9	2.8	0.0	22.3	0.0	47.3
Block 2a	0.8	0.1	5.0	1.1	36.3	302.7	18.0	2.3	79.1	55.1	0.6	0.0	624.5	1125.6
Block 2b	0.3	0.0	1.6	0.4	11.8	98.2	5.9	0.7	25.7	17.9	0.2	0.0	202.5	365.1
Block 2c	0.6	0.1	3.8	0.8	27.4	228.8	13.6	1.7	59.8	41.7	0.4	472.0	0.0	850.8
Block 3a	0.0	0.0	0.1	0.0	1.2	4.0	0.4	0.6	1.7	1.4	0.2	0.0	175.2	184.8
Block 3b	0.0	0.0	0.1	0.0	0.7	2.3	0.2	0.3	1.0	0.8	0.1	0.0	102.2	107.8
Block 3c	0.0	0.0	0.2	0.0	2.4	8.1	0.8	1.1	3.4	2.9	0.5	354.1	0.0	373.6
Block 4	2.7	2.9	1.7	0.4	32.4	29.8	3.2	3.0	39.9	15.5	1.5	149.1	0.0	282.3
Block 5	0.4	0.0	0.7	0.1	2.4	16.2	1.2	0.4	14.0	9.7	0.2	214.9	0.0	260.3
Block 6	7.7	0.1	0.6	16.6	58.5	208.2	10.2	7.0	155.2	143.9	15.2	0.0	871.3	1494.5
Block 7	49.3	0.4	4.2	106.6	375.6	1337.2	65.3	45.1	996.9	924.2	97.4	0.0	5595.7	9597.8
Block 8	11.5	0.1	1.0	24.9	87.9	313.0	15.3	10.6	233.4	216.3	22.8	0.0	1309.9	2246.8
Block 9	1.8	0.0	0.6	3.3	17.6	49.0	3.6	1.0	40.6	30.0	1.8	246.1	0.0	395.4
Block 30	18.3	0.5	23.0	5.2	166.8	677.6	45.7	16.5	1184.1	1166.7	16.5	0.0	12052.1	15372.9
Block 31	23.0	0.6	28.9	6.5	209.2	849.9	57.3	20.7	1485.2	1463.4	20.6	0.0	15117.0	19282.2
Block 32	13.6	0.4	17.0	3.8	123.5	501.6	33.8	12.2	876.5	863.7	12.2	0.0	8922.1	11380.5
Block 33	1.6	0.1	2.3	0.3	66.3	396.9	18.0	5.2	155.6	294.1	24.3	2244.4	0.0	3209.1
Block 34a	22.0	0.2	2.0	47.4	187.7	669.5	32.6	22.5	492.1	462.8	48.9	0.0	2772.1	4759.7
Block 34b	19.9	0.2	1.8	42.9	170.1	606.8	29.6	20.4	446.0	419.4	44.3	0.0	2512.4	4313.8
Block 35a	7.8	0.2	9.8	2.2	71.1	289.1	19.5	7.0	505.2	497.8	7.0	0.0	5142.0	6558.7
Block 35b	4.9	0.1	6.1	1.4	44.5	180.7	12.2	4.4	315.7	311.1	4.4	0.0	3213.7	4099.2
Block 36	0.7	0.0	1.3	0.1	51.3	127.3	9.4	3.6	79.8	74.4	19.8	2535.5	0.0	2903.1
Block 37	11.3	0.2	4.1	20.5	110.6	308.1	22.6	6.5	255.5	189.1	11.1	1548.4	0.0	2488.1
Block 38	7.6	0.1	2.7	13.7	73.6	205.1	15.0	4.3	170.1	125.9	7.4	1974.3	0.0	2599.9
Block 39	7.6	0.1	2.7	13.7	73.6	205.1	15.0	4.3	170.1	125.9	7.4	1974.3	0.0	2599.9
Block 40	5.8	0.2	8.3	1.0	237.7	1422.7	64.4	18.8	557.6	1054.4	87.0	8045.1	0.0	11502.9
Block 41	4.7	0.2	6.6	0.8	189.6	1134.4	51.4	15.0	444.6	840.7	69.4	6406.4	0.0	9163.7
Block 42	3.5	0.1	4.9	0.6	142.2	850.8	38.5	11.2	333.5	630.6	52.0	4804.8	0.0	6872.8
Total	227.9	6.9	143.1	314.6	2585.0	11131.3	609.2	247.5	9150.3	9999.2	573.4	30991.6	58749.8	124729.8
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	0.8	0.2	5.6	46.5	2.8	0.4	12.2	8.5	0.1	0.0	68.5	145.5
Block 1b	0.0	0.0	0.1	0.0	0.9	7.6	0.5	0.1	2.0	1.4	0.0	11.1	0.0	23.6
Block 2a	0.8	0.1	5.0	1.1	36.3	302.7	18.0	2.3	79.1	55.1	0.6	0.0	624.5	1125.6
Block 2b	0.3	0.0	1.6	0.4	11.8	98.2	5.9	0.7	25.7	17.9	0.2	0.0	202.5	365.1
Block 2c	0.6	0.1	3.8	0.8	27.4	228.8	13.6	1.7	59.8	41.7	0.4	472.0	0.0	850.8
Block 3a	0.0	0.0	0.2	0.0	2.1	7.0	0.7	1.0	2.9	2.5	0.4	0.0	306.5	323.4
Block 3b	0.0	0.0	0.1	0.0	0.9	2.8	0.3	0.4	1.2	1.0	0.2	0.0	124.1	130.9
Block 3c	0.0	0.0	0.2	0.0	2.6	8.6	0.9	1.2	3.6	3.1	0.5	376.2	0.0	396.9
Block 4	2.7	2.9	1.7	0.4	32.4	29.8	3.2	3.0	39.9	15.5	1.5	149.1	0.0	282.3
Block 5	0.4	0.0	0.8	0.1	2.6	17.2	1.2	0.4	14.9	10.3	0.2	228.4	0.0	276.5
Block 6	7.7	0.1	0.6	16.6	58.5	208.2	10.2	7.0	155.2	143.9	15.2	0.0	871.3	1494.5
Block 7	49.3	0.4	4.2	106.6	375.6	1337.2	65.3	45.1	996.9	924.2	97.4	0.0	5595.7	9597.8
Block 8	11.5	0.1	1.0	24.9	87.9	313.0	15.3	10.6	233.4	216.3	22.8	0.0	1309.9	2246.8
Block 9	1.8	0.0	0.6	3.3	17.6	49.0	3.6	1.0	40.6	30.0	1.8	246.1	0.0	395.4
Block 30	18.3	0.5	23.0	5.2	166.8	677.6	45.7	16.5	1184.1	1166.7	16.5	0.0	12052.1	15372.9
Block 31	21.7	0.6	27.3	6.1	197.6	802.7	54.1	19.6	1402.7	1382.1	19.5	0.0	14277.1	18211.0
Block 32	12.4	0.3	15.6	3.5	113.2	459.8	31.0	11.2	803.5	791.7	11.2	0.0	8178.6	10432.1
Block 33	1.4	0.0	2.0	0.3	58.0	347.3	15.7	4.6	136.1	257.4	21.2	1963.9	0.0	2808.0
Block 34a	24.1	0.2	2.2	51.8	205.3	732.3	35.7	24.6	538.2	506.2	53.4	0.0	3032.0	5205.9
Block 34b	22.0	0.2	2.0	47.4	187.7	669.5	32.6	22.5	492.1	462.8	48.9	0.0	2772.1	4759.7
Block 34c	19.9	0.2	1.8	42.9	170.1	606.8	29.6	20.4	446.0	419.4	44.3	0.0	2512.4	4313.8
Block 35a	9.8	0.3	12.3	2.8	88.9	361.4	24.4	8.8	631.5	622.2	8.8	0.0	6427.4	8198.4
Block 35b	6.8	0.2	8.6	1.9	62.3	253.0	17.0	6.2	442.0	435.5	6.1	0.0	4499.2	5738.9
Block 35c	3.9	0.1	4.9	1.1	35.6	144.5	9.7	3.5	252.6	248.9	3.5	0.0	2571.0	3279.4
Block 36	0.7	0.0	1.3	0.1	51.3	127.3	9.4	3.6	79.8	74.4	19.8	2535.5	0.0	2903.1
Block 37	11.3	0.2	4.1	20.5	110.6	308.1	22.6	6.5	255.5	189.1	11.1	1548.4	0.0	2488.1
Block 38	7.6	0.1	2.7	13.7	73.6	205.1	15.0	4.3	170.1	125.9	7.4	1974.3	0.0	2599.9
Block 39	7.6	0.1	2.7	13.7	73.6	205.1	15.0	4.3	170.1	125.9	7.4	1974.3	0.0	2599.9
Block 40	5.8	0.2	8.3	1.0	237.7	1422.7	64.4	18.8	557.6	1054.4	87.0	8045.1	0.0	11502.9
Block 41	4.7	0.2	6.6	0.8	189.6	1134.4	51.4	15.0	444.6	840.7	69.4	6406.4	0.0	9163.7
Block 42	4.3	0.1	6.0	0.8	173.8	1039.9	47.1	13.7	407.6	770.7	63.6	5872.5	0.0	8400.1
Total	257.8	7.3	152.2	367.8	2857.8	12154.1	662.0	278.9	10081.2	10945.4	640.3	31803.2	65425.1	135633.2

Table B-3

Indirect GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	0.5	0.1	2.6	8.5	0.6	0.5	7.2	2.5	0.1	0.0	4.2	26.9
Block 1b	0.0	0.0	0.1	0.0	0.4	1.4	0.1	0.1	1.2	0.4	0.0	0.7	0.0	4.5
Block 6	0.2	0.0	0.3	0.3	4.8	14.4	0.9	0.8	10.3	6.0	0.5	0.0	14.8	53.3
Block 7	1.5	0.2	2.6	3.1	46.7	139.7	8.9	7.8	100.1	58.1	4.7	0.0	143.4	516.7
Block 8	0.2	0.0	0.4	0.5	7.5	22.4	1.4	1.3	16.0	9.3	0.7	0.0	22.9	82.7
Block 9	0.1	0.0	0.1	0.1	1.8	5.0	0.3	0.3	3.5	2.0	0.1	2.6	0.0	16.0
Block 10	1.0	0.1	4.4	1.0	36.7	99.1	7.1	5.8	137.2	44.1	4.2	0.0	153.3	494.1
Block 11	1.5	0.1	6.5	1.5	54.7	147.6	10.5	8.6	204.3	65.7	6.3	0.0	228.4	735.9
Block 12	0.7	0.1	3.2	0.8	26.7	71.9	5.1	4.2	99.5	32.0	3.1	0.0	111.3	358.5
Block 13	0.1	0.0	0.3	0.2	5.9	20.9	1.1	0.9	14.2	8.8	0.7	7.1	0.0	60.2
Block 14	0.6	0.1	1.1	1.3	19.2	57.6	3.6	3.2	41.2	23.9	1.9	0.0	59.1	212.9
Block 15	0.6	0.1	2.7	0.6	22.6	60.9	4.3	3.5	84.3	27.1	2.6	0.0	94.3	303.8
Block 16	0.1	0.0	0.4	0.2	6.0	14.3	1.1	0.8	14.3	5.5	0.8	5.5	0.0	49.0
Total	6.7	0.8	22.5	9.8	235.7	663.9	45.1	37.8	733.2	285.6	25.9	15.9	831.7	2914.5
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	0.5	0.1	2.6	8.5	0.6	0.5	7.2	2.5	0.1	0.0	4.2	26.9
Block 1b	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.4	0.1	0.0	0.2	0.0	1.4
Block 2b	0.0	0.0	0.3	0.1	1.8	5.8	0.4	0.3	4.9	1.7	0.1	0.0	2.6	18.0
Block 2c	0.0	0.0	0.4	0.1	2.1	6.9	0.5	0.4	5.8	2.1	0.1	3.2	0.0	21.6
Block 3b	0.0	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.6	0.2	0.0	0.0	0.3	1.8
Block 3c	0.0	0.0	0.0	0.0	0.2	0.5	0.0	0.1	0.9	0.2	0.0	0.5	0.0	2.5
Block 4	0.0	0.0	0.1	0.1	1.1	1.8	0.1	0.1	1.6	1.0	0.0	0.1	0.0	6.2
Block 5	0.0	0.0	0.1	0.0	0.8	1.7	0.1	0.1	1.2	0.7	0.1	0.8	0.0	5.6
Block 6	0.2	0.0	0.3	0.3	4.8	14.4	0.9	0.8	10.3	6.0	0.5	0.0	14.8	53.3
Block 7	1.5	0.2	2.6	3.1	46.7	139.7	8.9	7.8	100.1	58.1	4.7	0.0	143.4	516.7
Block 8	0.2	0.0	0.4	0.5	7.5	22.4	1.4	1.3	16.0	9.3	0.7	0.0	22.9	82.7
Block 9	0.1	0.0	0.1	0.1	1.8	5.0	0.3	0.3	3.5	2.0	0.1	2.6	0.0	16.0
Block 17	0.9	0.1	3.7	0.9	31.2	84.3	6.0	4.9	116.6	37.5	3.6	0.0	130.4	420.1
Block 18	1.3	0.1	5.5	1.3	46.5	125.4	8.9	7.3	173.5	55.9	5.4	0.0	194.0	625.2
Block 19	0.7	0.1	3.2	0.8	26.7	71.9	5.1	4.2	99.5	32.0	3.1	0.0	111.3	358.5
Block 20	0.1	0.0	0.3	0.2	5.9	21.0	1.1	1.0	14.2	8.8	0.7	7.1	0.0	60.4
Block 21	0.6	0.1	1.1	1.3	19.2	57.6	3.6	3.2	41.2	23.9	1.9	0.0	59.1	212.9
Block 22	0.6	0.1	2.7	0.6	22.6	60.9	4.3	3.5	84.3	27.1	2.6	0.0	94.3	303.8
Block 23	0.1	0.0	0.4	0.2	6.0	14.3	1.1	0.8	14.3	5.5	0.8	5.5	0.0	49.0
Block 24	0.3	0.0	0.4	0.5	8.7	23.9	1.6	1.4	16.6	9.6	0.6	12.5	0.0	76.1
Block 25	0.1	0.0	0.2	0.2	3.9	10.8	0.7	0.6	7.5	4.3	0.3	6.5	0.0	35.2
Block 26	0.1	0.0	0.2	0.2	3.9	10.8	0.7	0.6	7.5	4.3	0.3	6.5	0.0	35.2
Block 27	0.5	0.1	1.1	0.7	20.2	72.1	3.8	3.3	48.8	30.2	2.4	24.3	0.0	207.6
Block 28	0.4	0.0	0.8	0.5	15.3	54.5	2.9	2.5	36.9	22.8	1.8	18.4	0.0	156.8
Block 29	0.3	0.0	0.6	0.4	11.5	40.8	2.1	1.9	27.7	17.1	1.4	13.8	0.0	117.6
Total	8.2	1.0	25.0	12.3	291.4	855.9	55.4	46.9	841.0	363.1	31.4	102.1	777.4	3411.0

Table B-3, cont.

Indirect GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.3	0.1	1.6	5.1	0.4	0.3	4.3	1.5	0.1	0.0	2.5	16.1
Block 1b	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.4	0.1	0.0	0.2	0.0	1.4
Block 2a	0.1	0.0	0.9	0.2	5.4	17.8	1.2	1.0	15.0	5.3	0.3	0.0	8.2	55.6
Block 2b	0.0	0.0	0.3	0.1	1.8	5.8	0.4	0.3	4.9	1.7	0.1	0.0	2.6	18.0
Block 2c	0.0	0.0	0.4	0.1	2.1	6.9	0.5	0.4	5.8	2.1	0.1	3.2	0.0	21.6
Block 3a	0.0	0.0	0.1	0.0	0.3	0.7	0.0	0.1	1.1	0.3	0.0	0.0	0.6	3.1
Block 3b	0.0	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.6	0.2	0.0	0.0	0.3	1.8
Block 3c	0.0	0.0	0.0	0.0	0.2	0.5	0.0	0.1	0.9	0.2	0.0	0.5	0.0	2.5
Block 4	0.0	0.0	0.1	0.1	1.1	1.8	0.1	0.1	1.6	1.0	0.0	0.1	0.0	6.2
Block 5	0.0	0.0	0.1	0.0	0.8	1.7	0.1	0.1	1.2	0.7	0.1	0.8	0.0	5.6
Block 6	0.2	0.0	0.3	0.3	4.8	14.4	0.9	0.8	10.3	6.0	0.5	0.0	14.8	53.3
Block 7	1.5	0.2	2.6	3.1	46.7	139.7	8.9	7.8	100.1	58.1	4.7	0.0	143.4	516.7
Block 8	0.2	0.0	0.4	0.5	7.5	22.4	1.4	1.3	16.0	9.3	0.7	0.0	22.9	82.7
Block 9	0.1	0.0	0.1	0.1	1.8	5.0	0.3	0.3	3.5	2.0	0.1	2.6	0.0	16.0
Block 30	0.8	0.1	3.6	0.8	30.0	80.4	5.7	4.7	113.1	35.7	3.5	0.0	122.7	401.1
Block 31	1.2	0.1	5.4	1.3	44.6	119.5	8.4	7.0	168.1	53.1	5.1	0.0	182.3	596.1
Block 32	0.7	0.1	3.1	0.7	25.8	69.2	4.9	4.1	97.4	30.7	3.0	0.0	105.5	345.2
Block 33	0.1	0.0	0.3	0.2	5.6	20.0	1.0	0.9	13.6	8.4	0.7	6.8	0.0	57.7
Block 34a	0.6	0.1	1.0	1.2	18.5	55.5	3.5	3.1	39.6	23.0	1.9	0.0	56.0	204.0
Block 34b	0.5	0.1	0.9	1.1	16.8	50.3	3.2	2.8	35.9	20.9	1.7	0.0	50.7	184.8
Block 35a	0.6	0.1	2.6	0.6	22.0	59.0	4.2	3.5	83.0	26.2	2.5	0.0	89.9	294.1
Block 35b	0.4	0.0	1.7	0.4	13.7	36.9	2.6	2.2	51.8	16.4	1.6	0.0	56.2	183.8
Block 36	0.1	0.0	0.4	0.2	6.0	14.3	1.1	0.8	14.3	5.5	0.8	5.5	0.0	49.0
Block 37	0.3	0.0	0.4	0.5	8.7	23.9	1.6	1.4	16.6	9.6	0.6	12.5	0.0	76.1
Block 38	0.1	0.0	0.2	0.2	3.9	10.8	0.7	0.6	7.5	4.3	0.3	6.5	0.0	35.2
Block 39	0.1	0.0	0.2	0.2	3.9	10.8	0.7	0.6	7.5	4.3	0.3	6.5	0.0	35.2
Block 40	0.5	0.1	1.1	0.7	20.2	72.1	3.8	3.3	48.8	30.2	2.4	24.3	0.0	207.6
Block 41	0.4	0.0	0.8	0.5	15.3	54.5	2.9	2.5	36.9	22.8	1.8	18.4	0.0	156.8
Block 42	0.3	0.0	0.6	0.4	11.5	40.8	2.1	1.9	27.7	17.1	1.4	13.8	0.0	117.6
Total	8.9	1.1	27.9	13.7	321.0	940.7	60.7	52.0	927.3	396.8	34.3	101.7	858.6	3744.9
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.1	0.0	0.8	2.6	0.2	0.1	2.2	0.8	0.0	0.0	1.3	8.1
Block 1b	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.2	0.1	0.0	0.1	0.0	0.7
Block 2a	0.1	0.0	0.9	0.2	5.4	17.8	1.2	1.0	15.0	5.3	0.3	0.0	8.2	55.6
Block 2b	0.0	0.0	0.3	0.1	1.8	5.8	0.4	0.3	4.9	1.7	0.1	0.0	2.6	18.0
Block 2c	0.0	0.0	0.4	0.1	2.1	6.9	0.5	0.4	5.8	2.1	0.1	3.2	0.0	21.6
Block 3a	0.0	0.0	0.1	0.0	0.5	1.2	0.1	0.1	1.9	0.5	0.1	0.0	1.0	5.4
Block 3b	0.0	0.0	0.0	0.0	0.2	0.5	0.0	0.1	0.8	0.2	0.0	0.0	0.4	2.2
Block 3c	0.0	0.0	0.1	0.0	0.2	0.6	0.0	0.1	0.9	0.2	0.0	0.5	0.0	2.7
Block 4	0.0	0.0	0.1	0.1	1.1	1.8	0.1	0.1	1.6	1.0	0.0	0.1	0.0	6.2
Block 5	0.0	0.0	0.1	0.0	0.8	1.8	0.1	0.1	1.3	0.7	0.1	0.9	0.0	6.0
Block 6	0.2	0.0	0.3	0.3	4.8	14.4	0.9	0.8	10.3	6.0	0.5	0.0	14.8	53.3
Block 7	1.5	0.2	2.6	3.1	46.7	139.7	8.9	7.8	100.1	58.1	4.7	0.0	143.4	516.7
Block 8	0.2	0.0	0.4	0.5	7.5	22.4	1.4	1.3	16.0	9.3	0.7	0.0	22.9	82.7
Block 9	0.1	0.0	0.1	0.1	1.8	5.0	0.3	0.3	3.5	2.0	0.1	2.6	0.0	16.0
Block 30	0.8	0.1	3.6	0.8	30.0	80.4	5.7	4.7	113.1	35.7	3.5	0.0	122.7	401.1
Block 31	1.1	0.1	5.1	1.2	42.1	112.9	8.0	6.6	158.8	50.1	4.9	0.0	172.1	563.0
Block 32	0.6	0.1	2.8	0.7	23.7	63.4	4.5	3.7	89.2	28.2	2.7	0.0	96.7	316.4
Block 33	0.1	0.0	0.3	0.2	4.9	17.5	0.9	0.8	11.9	7.3	0.6	5.9	0.0	50.5
Block 34a	0.6	0.1	1.1	1.3	20.2	60.7	3.8	3.4	43.3	25.2	2.1	0.0	61.2	223.1
Block 34b	0.6	0.1	1.0	1.2	18.5	55.5	3.5	3.1	39.6	23.0	1.9	0.0	56.0	204.0
Block 34c	0.5	0.1	0.9	1.1	16.8	50.3	3.2	2.8	35.9	20.9	1.7	0.0	50.7	184.8
Block 35a	0.7	0.1	3.3	0.8	27.5	73.7	5.2	4.3	103.7	32.7	3.2	0.0	112.4	367.7
Block 35b	0.5	0.0	2.3	0.5	19.2	51.6	3.6	3.0	72.6	22.9	2.2	0.0	78.7	257.4
Block 35c	0.3	0.0	1.3	0.3	11.0	29.5	2.1	1.7	41.5	13.1	1.3	0.0	45.0	147.1
Block 36	0.1	0.0	0.4	0.2	6.0	14.3	1.1	0.8	14.3	5.5	0.8	5.5	0.0	49.0
Block 37	0.3	0.0	0.4	0.5	8.7	23.9	1.6	1.4	16.6	9.6	0.6	12.5	0.0	76.1
Block 38	0.1	0.0	0.2	0.2	3.9	10.8	0.7	0.6	7.5	4.3	0.3	6.5	0.0	35.2
Block 39	0.1	0.0	0.2	0.2	3.9	10.8	0.7	0.6	7.5	4.3	0.3	6.5	0.0	35.2
Block 40	0.5	0.1	1.1	0.7	20.2	72.1	3.8	3.3	48.8	30.2	2.4	24.3	0.0	207.6
Block 41	0.4	0.0	0.8	0.5	15.3	54.5	2.9	2.5	36.9	22.8	1.8	18.4	0.0	156.8
Block 42	0.4	0.0	0.8	0.5	14.0	49.9	2.6	2.3	33.8	20.9	1.7	16.9	0.0	143.7
Total	10.0	1.2	31.1	15.5	359.9	1052.5	68.1	58.3	1039.4	444.9	38.6	103.9	990.1	4213.6

Table B-4

Indirect Employment Impacts: By Scenario and Province (number of person-years)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	1.0	0.2	7.6	1.6	45.6	137.5	11.3	6.2	74.2	45.0	2.5	0.0	39.3	372.1
Block 1b	0.2	0.0	1.6	0.3	9.5	28.6	2.3	1.3	15.4	9.3	0.5	8.2	0.0	77.3
Block 6	3.1	0.5	5.0	5.7	85.9	227.9	17.5	11.0	159.0	115.6	9.5	0.0	147.4	788.2
Block 7	30.5	5.1	48.8	55.5	833.3	2209.9	169.9	106.6	1541.7	1120.9	91.9	0.0	1429.4	7643.5
Block 8	4.9	0.8	7.8	8.9	133.4	353.6	27.2	17.1	246.7	179.4	14.7	0.0	228.8	1223.2
Block 9	1.2	0.2	1.9	2.0	34.2	84.3	6.7	4.1	57.1	41.2	2.5	68.1	0.0	303.5
Block 10	22.1	2.2	76.0	16.0	640.2	1558.9	137.4	72.4	1499.0	863.0	79.8	0.0	1433.5	6400.6
Block 11	33.0	3.3	113.1	23.8	953.6	2322.0	204.6	107.8	2232.8	1285.4	118.9	0.0	2135.2	9533.5
Block 12	16.1	1.6	55.1	11.6	464.6	1131.2	99.7	52.5	1087.8	626.2	57.9	0.0	1040.2	4644.5
Block 13	2.8	0.4	5.7	2.9	96.6	331.4	19.9	11.4	176.7	162.1	13.0	81.1	0.0	903.8
Block 14	12.6	2.1	20.1	22.9	343.4	910.6	70.0	43.9	635.2	461.9	37.9	0.0	589.0	3149.5
Block 15	13.6	1.3	46.7	9.8	393.7	958.6	84.5	44.5	921.8	530.6	49.1	0.0	881.5	3935.7
Block 16	2.2	0.3	7.7	2.6	102.4	226.1	19.2	10.7	169.8	103.2	16.3	69.8	0.0	730.3
Total	143.3	18.1	397.1	163.7	4136.4	10480.5	870.0	489.7	8817.2	5543.7	494.5	227.1	7924.3	39705.6
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	1.0	0.2	7.6	1.6	45.6	137.5	11.3	6.2	74.2	45.0	2.5	0.0	39.3	372.1
Block 1b	0.1	0.0	0.5	0.1	2.8	8.6	0.7	0.4	4.6	2.8	0.2	2.4	0.0	23.2
Block 2b	0.7	0.1	5.1	1.1	30.3	91.4	7.5	4.2	49.3	29.9	1.6	0.0	24.9	246.1
Block 2c	1.0	0.2	7.6	1.6	45.1	136.1	11.2	6.2	73.4	44.5	2.4	37.0	0.0	366.3
Block 3b	0.1	0.0	0.6	0.1	2.8	5.8	0.5	0.5	5.6	2.5	0.3	0.0	3.0	21.7
Block 3c	0.1	0.0	1.1	0.2	5.3	11.0	0.9	0.9	10.7	4.7	0.6	5.7	0.0	41.2
Block 4	0.9	0.6	1.6	1.0	20.4	26.8	3.0	1.9	23.3	16.3	0.6	1.5	0.0	97.9
Block 5	0.4	0.0	1.2	0.3	13.8	28.4	2.1	1.3	18.2	13.6	2.2	9.9	0.0	91.5
Block 6	3.1	0.5	5.0	5.7	85.9	227.9	17.5	11.0	159.0	115.6	9.5	0.0	147.4	788.2
Block 7	30.5	5.1	48.8	55.5	833.3	2209.9	169.9	106.6	1541.7	1120.9	91.9	0.0	1429.4	7643.5
Block 8	4.9	0.8	7.8	8.9	133.4	353.6	27.2	17.1	246.7	179.4	14.7	0.0	228.8	1223.2
Block 9	1.2	0.2	1.9	2.0	34.2	84.3	6.7	4.1	57.1	41.2	2.5	68.1	0.0	303.5
Block 17	21.5	2.1	73.8	15.5	621.8	1514.1	133.4	70.3	1455.9	838.1	77.5	0.0	1392.3	6216.5
Block 18	32.0	3.2	109.8	23.1	925.3	2253.0	198.5	104.6	2166.5	1247.2	115.4	0.0	2071.8	9250.4
Block 19	16.1	1.6	55.1	11.6	464.6	1131.2	99.7	52.5	1087.8	626.2	57.9	0.0	1040.2	4644.5
Block 20	2.8	0.4	5.7	2.9	96.9	332.3	19.9	11.4	177.2	162.5	13.1	81.3	0.0	906.3
Block 21	12.6	2.1	20.1	22.9	343.4	910.6	70.0	43.9	635.2	461.9	37.9	0.0	589.0	3149.5
Block 22	13.6	1.3	46.7	9.8	393.7	958.6	84.5	44.5	921.8	530.6	49.1	0.0	881.5	3935.7
Block 23	2.2	0.3	7.7	2.6	102.4	226.1	19.2	10.7	169.8	103.2	16.3	69.8	0.0	730.3
Block 24	5.2	0.8	8.5	9.2	153.7	378.5	30.3	18.3	256.3	185.0	11.0	305.7	0.0	1362.4
Block 25	4.8	0.8	7.9	8.5	142.6	351.0	28.1	17.0	237.7	171.6	10.2	74.4	0.0	1054.5
Block 26	4.8	0.8	7.9	8.5	142.6	351.0	28.1	17.0	237.7	171.6	10.2	74.4	0.0	1054.5
Block 27	10.2	1.4	20.9	10.7	356.5	1222.9	73.4	42.1	652.0	598.1	48.1	299.1	0.0	3335.2
Block 28	8.0	1.1	16.2	8.3	277.4	951.5	57.1	32.8	507.3	465.4	37.4	228.2	0.0	2590.5
Block 29	6.0	0.8	12.2	6.2	208.0	713.6	42.8	24.6	380.5	349.1	28.0	171.1	0.0	1942.9
Total	183.8	24.5	481.0	217.9	5481.8	14615.6	1143.3	650.2	11149.5	7526.8	641.2	1428.6	7847.5	51391.8

Table B-4, cont.

Indirect Employment Impacts: By Scenario and Province (number of person-years)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.6	0.1	4.6	0.9	27.4	82.5	6.8	3.7	44.5	27.0	1.5	0.0	23.6	223.2
Block 1b	0.1	0.0	0.5	0.1	2.8	8.6	0.7	0.4	4.6	2.8	0.2	2.4	0.0	23.2
Block 2a	2.1	0.4	15.7	3.2	93.5	281.8	23.1	12.8	152.1	92.2	5.1	0.0	76.7	758.7
Block 2b	0.7	0.1	5.1	1.1	30.3	91.4	7.5	4.2	49.3	29.9	1.6	0.0	24.9	246.1
Block 2c	1.0	0.2	7.6	1.6	45.1	136.1	11.2	6.2	73.4	44.5	2.4	37.0	0.0	366.3
Block 3a	0.1	0.0	1.0	0.2	4.8	9.9	0.9	0.9	9.6	4.2	0.5	0.0	5.2	37.3
Block 3b	0.1	0.0	0.6	0.1	2.8	5.8	0.5	0.5	5.6	2.5	0.3	0.0	3.0	21.7
Block 3c	0.1	0.0	1.1	0.2	5.3	11.0	0.9	0.9	10.7	4.7	0.6	5.7	0.0	41.2
Block 4	0.9	0.6	1.6	1.0	20.4	26.8	3.0	1.9	23.3	16.3	0.6	1.5	0.0	97.9
Block 5	0.4	0.0	1.2	0.3	13.8	28.4	2.1	1.3	18.2	13.6	2.2	9.9	0.0	91.5
Block 6	3.1	0.5	5.0	5.7	85.9	227.9	17.5	11.0	159.0	115.6	9.5	0.0	147.4	788.2
Block 7	30.5	5.1	48.8	55.5	833.3	2209.9	169.9	106.6	1541.7	1120.9	91.9	0.0	1429.4	7643.5
Block 8	4.9	0.8	7.8	8.9	133.4	353.6	27.2	17.1	246.7	179.4	14.7	0.0	228.8	1223.2
Block 9	1.2	0.2	1.9	2.0	34.2	84.3	6.7	4.1	57.1	41.2	2.5	68.1	0.0	303.5
Block 30	20.1	2.0	71.9	15.0	601.3	1451.6	127.9	68.0	1416.9	798.7	74.9	0.0	1320.4	5968.6
Block 31	29.9	3.0	106.8	22.2	893.3	2156.6	190.0	101.0	2105.1	1186.6	111.3	0.0	1961.6	8867.5
Block 32	15.1	1.5	53.8	11.2	449.9	1086.2	95.7	50.9	1060.3	597.6	56.0	0.0	988.0	4466.4
Block 33	2.7	0.4	5.4	2.8	92.9	318.9	19.1	11.0	170.0	156.0	12.5	78.0	0.0	869.7
Block 34a	11.8	2.0	19.1	21.0	330.3	878.2	67.2	42.4	610.9	444.9	36.8	0.0	559.7	3024.2
Block 34b	10.7	1.8	17.3	19.0	299.3	795.9	60.9	38.4	553.7	403.2	33.4	0.0	507.3	2740.9
Block 35a	12.8	1.3	45.8	9.5	383.1	924.7	81.5	43.3	902.7	508.8	47.7	0.0	841.1	3802.4
Block 35b	8.0	0.8	28.6	6.0	239.4	578.0	50.9	27.1	564.2	318.0	29.8	0.0	525.7	2376.5
Block 36	2.2	0.3	7.7	2.6	102.4	226.1	19.2	10.7	169.8	103.2	16.3	69.8	0.0	730.3
Block 37	5.2	0.8	8.5	9.2	153.7	378.5	30.3	18.3	256.3	185.0	11.0	305.7	0.0	1362.4
Block 38	4.8	0.8	7.9	8.5	142.6	351.0	28.1	17.0	237.7	171.6	10.2	74.4	0.0	1054.5
Block 39	4.8	0.8	7.9	8.5	142.6	351.0	28.1	17.0	237.7	171.6	10.2	74.4	0.0	1054.5
Block 40	10.2	1.4	20.9	10.7	356.5	1222.9	73.4	42.1	652.0	598.1	48.1	299.1	0.0	3335.2
Block 41	8.0	1.1	16.2	8.3	277.4	951.5	57.1	32.8	507.3	465.4	37.4	228.2	0.0	2590.5
Block 42	6.0	0.8	12.2	6.2	208.0	713.6	42.8	24.6	380.5	349.1	28.0	171.1	0.0	1942.9
Total	198.3	27.0	532.3	241.5	6005.8	15942.7	1250.0	716.0	12220.8	8152.4	697.4	1425.3	8642.7	56052.2
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.3	0.1	2.3	0.5	13.7	41.3	3.4	1.9	22.3	13.5	0.7	0.0	11.8	111.6
Block 1b	0.0	0.0	0.2	0.0	1.4	4.3	0.4	0.2	2.3	1.4	0.1	1.2	0.0	11.6
Block 2a	2.1	0.4	15.7	3.2	93.5	281.8	23.1	12.8	152.1	92.2	5.1	0.0	76.7	758.7
Block 2b	0.7	0.1	5.1	1.1	30.3	91.4	7.5	4.2	49.3	29.9	1.6	0.0	24.9	246.1
Block 2c	1.0	0.2	7.6	1.6	45.1	136.1	11.2	6.2	73.4	44.5	2.4	37.0	0.0	366.3
Block 3a	0.2	0.0	1.7	0.3	8.4	17.3	1.5	1.5	16.9	7.4	1.0	0.0	9.0	65.2
Block 3b	0.1	0.0	0.7	0.1	3.4	7.0	0.6	0.6	6.8	3.0	0.4	0.0	3.7	26.4
Block 3c	0.1	0.0	1.1	0.2	5.6	11.6	1.0	1.0	11.3	5.0	0.6	6.1	0.0	43.8
Block 4	0.9	0.6	1.6	1.0	20.4	26.8	3.0	1.9	23.3	16.3	0.6	1.5	0.0	97.9
Block 5	0.4	0.0	1.2	0.3	14.7	30.2	2.3	1.4	19.4	14.4	2.4	10.5	0.0	97.2
Block 6	3.1	0.5	5.0	5.7	85.9	227.9	17.5	11.0	159.0	115.6	9.5	0.0	147.4	788.2
Block 7	30.5	5.1	48.8	55.5	833.3	2209.9	169.9	106.6	1541.7	1120.9	91.9	0.0	1429.4	7643.5
Block 8	4.9	0.8	7.8	8.9	133.4	353.6	27.2	17.1	246.7	179.4	14.7	0.0	228.8	1223.2
Block 9	1.2	0.2	1.9	2.0	34.2	84.3	6.7	4.1	57.1	41.2	2.5	68.1	0.0	303.5
Block 30	20.1	2.0	71.9	15.0	601.3	1451.6	127.9	68.0	1416.9	798.7	74.9	0.0	1320.4	5968.6
Block 31	28.3	2.9	100.9	21.0	843.7	2036.8	179.5	95.4	1988.1	1120.6	105.1	0.0	1852.7	8374.9
Block 32	13.8	1.4	49.3	10.3	412.4	995.7	87.7	46.6	971.9	547.8	51.4	0.0	905.7	4094.2
Block 33	2.3	0.3	4.8	2.4	81.3	279.0	16.7	9.6	148.7	136.5	11.0	68.3	0.0	760.9
Block 34a	13.0	2.1	20.9	22.9	361.2	960.5	73.5	46.4	668.1	486.6	40.3	0.0	612.2	3307.7
Block 34b	11.8	2.0	19.1	21.0	330.3	878.2	67.2	42.4	610.9	444.9	36.8	0.0	559.7	3024.2
Block 34c	10.7	1.8	17.3	19.0	299.3	795.9	60.9	38.4	553.7	403.2	33.4	0.0	507.3	2740.9
Block 35a	16.0	1.6	57.3	11.9	478.8	1155.9	101.8	54.1	1128.3	636.0	59.6	0.0	1051.4	4753.0
Block 35b	11.2	1.1	40.1	8.3	335.2	809.2	71.3	37.9	789.8	445.2	41.8	0.0	736.0	3327.1
Block 35c	6.4	0.6	22.9	4.8	191.5	462.4	40.7	21.7	451.3	254.4	23.9	0.0	420.6	1901.2
Block 36	2.2	0.3	7.7	2.6	102.4	226.1	19.2	10.7	169.8	103.2	16.3	69.8	0.0	730.3
Block 37	5.2	0.8	8.5	9.2	153.7	378.5	30.3	18.3	256.3	185.0	11.0	305.7	0.0	1362.4
Block 38	4.8	0.8	7.9	8.5	142.6	351.0	28.1	17.0	237.7	171.6	10.2	74.4	0.0	1054.5
Block 39	4.8	0.8	7.9	8.5	142.6	351.0	28.1	17.0	237.7	171.6	10.2	74.4	0.0	1054.5
Block 40	10.2	1.4	20.9	10.7	356.5	1222.9	73.4	42.1	652.0	598.1	48.1	299.1	0.0	3335.2
Block 41	8.0	1.1	16.2	8.3	277.4	951.5	57.1	32.8	507.3	465.4	37.4	228.2	0.0	2590.5
Block 42	7.3	1.0	14.9	7.6	254.3	872.2	52.3	30.0	465.0	426.6	34.3	209.1	0.0	2374.6
Total	222.0	30.2	589.1	272.5	6687.9	17702.0	1390.8	798.7	13635.3	9080.1	779.0	1453.3	9897.4	62538.2

Table B-5

Induced GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.2	0.0	1.4	8.6	0.5	0.5	4.7	2.2	0.0	0.0	6.0	24.3
Block 1b	0.0	0.0	0.0	0.0	0.3	1.8	0.1	0.1	1.0	0.5	0.0	1.3	0.0	5.2
Block 6	0.1	0.0	0.1	0.4	4.7	15.3	1.4	1.7	16.4	8.2	0.4	0.0	24.3	73.1
Block 7	1.1	0.1	1.1	3.4	37.3	120.9	11.5	13.6	129.6	64.9	3.4	0.0	192.2	579.0
Block 8	0.2	0.0	0.2	0.6	7.2	23.3	2.2	2.6	25.0	12.5	0.6	0.0	37.0	111.6
Block 9	0.1	0.0	0.1	0.1	2.3	6.3	0.8	1.1	8.6	3.7	0.1	3.9	0.0	27.1
Block 10	0.6	0.1	2.6	0.5	21.5	72.0	5.0	22.0	155.5	64.8	2.0	0.0	340.8	687.3
Block 11	0.8	0.1	3.4	0.7	28.7	96.2	6.6	29.3	207.9	86.7	2.7	0.0	455.7	918.8
Block 12	0.4	0.0	1.9	0.4	15.6	52.4	3.6	16.0	113.2	47.2	1.4	0.0	248.1	500.3
Block 13	0.1	0.0	0.3	0.1	6.1	36.9	1.5	24.4	103.0	42.6	1.1	24.9	0.0	241.1
Block 14	0.5	0.0	0.5	1.5	16.9	54.6	5.2	6.2	58.5	29.3	1.5	0.0	86.8	261.4
Block 15	0.3	0.0	1.2	0.2	10.4	35.0	2.4	10.7	75.5	31.5	1.0	0.0	165.5	333.7
Block 16	0.0	0.0	0.2	0.1	3.5	10.7	0.7	14.7	60.4	20.1	0.6	14.6	0.0	125.7
Total	4.3	0.4	11.8	8.1	156.0	534.1	41.5	142.9	959.4	414.2	14.9	44.7	1556.4	3888.7
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.2	0.0	1.4	8.6	0.5	0.5	4.7	2.2	0.0	0.0	6.0	24.3
Block 1b	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.3	0.1	0.0	0.4	0.0	1.5
Block 2b	0.0	0.0	0.1	0.0	1.2	6.2	0.5	0.4	3.8	1.7	0.0	0.0	3.9	17.9
Block 2c	0.0	0.0	0.2	0.0	1.9	9.5	0.7	0.6	5.8	2.5	0.0	5.9	0.0	27.2
Block 3b	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.2	0.9	0.3	0.0	0.0	2.2	3.9
Block 3c	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.5	2.2	0.7	0.0	5.5	0.0	9.7
Block 4	0.0	0.1	0.1	0.0	1.5	2.4	0.4	0.5	4.2	1.5	0.0	0.4	0.0	11.2
Block 5	0.0	0.0	0.0	0.0	0.4	1.3	0.1	0.8	3.5	1.3	0.0	2.2	0.0	9.7
Block 6	0.1	0.0	0.1	0.4	4.7	15.3	1.4	1.7	16.4	8.2	0.4	0.0	24.3	73.1
Block 7	1.1	0.1	1.1	3.4	37.3	120.9	11.5	13.6	129.6	64.9	3.4	0.0	192.2	579.0
Block 8	0.2	0.0	0.2	0.6	7.2	23.3	2.2	2.6	25.0	12.5	0.6	0.0	37.0	111.6
Block 9	0.1	0.0	0.1	0.1	2.3	6.3	0.8	1.1	8.6	3.7	0.1	3.9	0.0	27.1
Block 17	0.6	0.1	2.5	0.5	21.3	71.3	4.9	21.7	154.1	64.2	2.0	0.0	337.7	680.9
Block 18	0.8	0.1	3.4	0.7	28.4	95.2	6.6	29.0	205.7	85.8	2.6	0.0	450.8	909.0
Block 19	0.4	0.0	1.9	0.4	15.6	52.4	3.6	16.0	113.2	47.2	1.4	0.0	248.1	500.3
Block 20	0.1	0.0	0.3	0.1	6.1	36.9	1.6	24.4	103.0	42.6	1.1	24.9	0.0	241.3
Block 21	0.5	0.0	0.5	1.5	16.9	54.6	5.2	6.2	58.5	29.3	1.5	0.0	86.8	261.4
Block 22	0.3	0.0	1.2	0.2	10.4	35.0	2.4	10.7	75.5	31.5	1.0	0.0	165.5	333.7
Block 23	0.0	0.0	0.2	0.1	3.5	10.7	0.7	14.7	60.4	20.1	0.6	14.6	0.0	125.7
Block 24	0.2	0.0	0.3	0.6	9.8	27.2	3.5	4.6	37.0	15.8	0.4	16.9	0.0	116.3
Block 25	0.2	0.0	0.2	0.5	8.4	23.3	3.0	3.9	31.6	13.5	0.3	14.5	0.0	99.6
Block 26	0.2	0.0	0.2	0.5	8.4	23.3	3.0	3.9	31.6	13.5	0.3	14.5	0.0	99.6
Block 27	0.2	0.0	0.6	0.3	13.2	79.5	3.3	52.4	221.6	91.7	2.4	53.6	0.0	518.9
Block 28	0.2	0.0	0.5	0.2	10.3	62.0	2.6	41.0	173.0	71.6	1.8	41.9	0.0	405.2
Block 29	0.1	0.0	0.4	0.1	7.7	46.5	2.0	30.7	129.8	53.7	1.4	31.4	0.0	303.9
Total	5.6	0.5	14.4	10.4	218.5	813.1	60.5	281.8	1600.1	680.4	21.7	230.6	1554.5	5492.1

Table B-5, cont.

Induced GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.1	0.0	0.9	5.2	0.3	0.3	2.8	1.3	0.0	0.0	3.6	14.6
Block 1b	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.3	0.1	0.0	0.4	0.0	1.5
Block 2a	0.0	0.0	0.5	0.1	3.8	19.1	1.4	1.1	11.8	5.1	0.1	0.0	12.0	55.1
Block 2b	0.0	0.0	0.1	0.0	1.2	6.2	0.5	0.4	3.8	1.7	0.0	0.0	3.9	17.9
Block 2c	0.0	0.0	0.2	0.0	1.9	9.5	0.7	0.6	5.8	2.5	0.0	5.9	0.0	27.2
Block 3a	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.4	1.5	0.5	0.0	0.0	3.7	6.6
Block 3b	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.2	0.9	0.3	0.0	0.0	2.2	3.9
Block 3c	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.5	2.2	0.7	0.0	5.5	0.0	9.7
Block 4	0.0	0.1	0.1	0.0	1.5	2.4	0.4	0.5	4.2	1.5	0.0	0.4	0.0	11.2
Block 5	0.0	0.0	0.0	0.0	0.4	1.3	0.1	0.8	3.5	1.3	0.0	2.2	0.0	9.7
Block 6	0.1	0.0	0.1	0.4	4.7	15.3	1.4	1.7	16.4	8.2	0.4	0.0	24.3	73.1
Block 7	1.1	0.1	1.1	3.4	37.3	120.9	11.5	13.6	129.6	64.9	3.4	0.0	192.2	579.0
Block 8	0.2	0.0	0.2	0.6	7.2	23.3	2.2	2.6	25.0	12.5	0.6	0.0	37.0	111.6
Block 9	0.1	0.0	0.1	0.1	2.3	6.3	0.8	1.1	8.6	3.7	0.1	3.9	0.0	27.1
Block 30	0.6	0.0	2.5	0.5	20.8	69.6	4.7	21.8	153.4	63.7	1.9	0.0	331.0	670.6
Block 31	0.8	0.1	3.3	0.6	27.7	92.6	6.3	29.0	204.1	84.8	2.6	0.0	440.4	892.2
Block 32	0.4	0.0	1.8	0.4	15.3	51.2	3.5	16.0	112.7	46.8	1.4	0.0	243.3	492.9
Block 33	0.1	0.0	0.3	0.1	6.1	36.5	1.5	24.1	101.9	42.1	1.1	24.6	0.0	238.5
Block 34a	0.4	0.0	0.5	1.4	16.6	53.6	5.1	6.1	57.6	28.9	1.5	0.0	83.8	255.5
Block 34b	0.4	0.0	0.4	1.2	15.0	48.6	4.6	5.6	52.2	26.2	1.4	0.0	76.0	231.5
Block 35a	0.3	0.0	1.2	0.2	10.2	34.0	2.3	10.6	75.0	31.1	0.9	0.0	161.8	327.8
Block 35b	0.2	0.0	0.8	0.1	6.4	21.3	1.4	6.6	46.9	19.5	0.6	0.0	101.1	204.9
Block 36	0.0	0.0	0.2	0.1	3.5	10.7	0.7	14.7	60.4	20.1	0.6	14.6	0.0	125.7
Block 37	0.2	0.0	0.3	0.6	9.8	27.2	3.5	4.6	37.0	15.8	0.4	16.9	0.0	116.3
Block 38	0.2	0.0	0.2	0.5	8.4	23.3	3.0	3.9	31.6	13.5	0.3	14.5	0.0	99.6
Block 39	0.2	0.0	0.2	0.5	8.4	23.3	3.0	3.9	31.6	13.5	0.3	14.5	0.0	99.6
Block 40	0.2	0.0	0.6	0.3	13.2	79.5	3.3	52.4	221.6	91.7	2.4	53.6	0.0	518.9
Block 41	0.2	0.0	0.5	0.2	10.3	62.0	2.6	41.0	173.0	71.6	1.8	41.9	0.0	405.2
Block 42	0.1	0.0	0.4	0.1	7.7	46.5	2.0	30.7	129.8	53.7	1.4	31.4	0.0	303.9
Total	6.0	0.6	15.8	11.6	241.2	891.2	67.1	294.9	1705.1	727.6	23.5	230.3	1716.3	5931.2
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.1	0.0	0.4	2.6	0.1	0.1	1.4	0.7	0.0	0.0	1.8	7.3
Block 1b	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.1	0.0	0.2	0.0	0.8
Block 2a	0.0	0.0	0.5	0.1	3.8	19.1	1.4	1.1	11.8	5.1	0.1	0.0	12.0	55.1
Block 2b	0.0	0.0	0.1	0.0	1.2	6.2	0.5	0.4	3.8	1.7	0.0	0.0	3.9	17.9
Block 2c	0.0	0.0	0.2	0.0	1.9	9.5	0.7	0.6	5.8	2.5	0.0	5.9	0.0	27.2
Block 3a	0.0	0.0	0.0	0.0	0.2	0.7	0.0	0.6	2.6	0.8	0.0	0.0	6.5	11.6
Block 3b	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.3	1.1	0.3	0.0	0.0	2.6	4.7
Block 3c	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.6	2.3	0.7	0.0	5.8	0.0	10.3
Block 4	0.0	0.1	0.1	0.0	1.5	2.4	0.4	0.5	4.2	1.5	0.0	0.4	0.0	11.2
Block 5	0.0	0.0	0.0	0.0	0.4	1.3	0.1	0.8	3.7	1.4	0.0	2.4	0.0	10.3
Block 6	0.1	0.0	0.1	0.4	4.7	15.3	1.4	1.7	16.4	8.2	0.4	0.0	24.3	73.1
Block 7	1.1	0.1	1.1	3.4	37.3	120.9	11.5	13.6	129.6	64.9	3.4	0.0	192.2	579.0
Block 8	0.2	0.0	0.2	0.6	7.2	23.3	2.2	2.6	25.0	12.5	0.6	0.0	37.0	111.6
Block 9	0.1	0.0	0.1	0.1	2.3	6.3	0.8	1.1	8.6	3.7	0.1	3.9	0.0	27.1
Block 30	0.6	0.0	2.5	0.5	20.8	69.6	4.7	21.8	153.4	63.7	1.9	0.0	331.0	670.6
Block 31	0.7	0.1	3.1	0.6	26.2	87.5	6.0	27.3	192.8	80.1	2.4	0.0	415.9	842.6
Block 32	0.4	0.0	1.7	0.3	14.0	46.9	3.2	14.7	103.3	42.9	1.3	0.0	223.0	451.8
Block 33	0.1	0.0	0.3	0.1	5.3	32.0	1.3	21.1	89.1	36.9	1.0	21.6	0.0	208.7
Block 34a	0.5	0.0	0.5	1.5	18.1	58.6	5.6	6.7	63.0	31.6	1.6	0.0	91.7	279.4
Block 34b	0.4	0.0	0.5	1.4	16.6	53.6	5.1	6.1	57.6	28.9	1.5	0.0	83.8	255.5
Block 34c	0.4	0.0	0.4	1.2	15.0	48.6	4.6	5.6	52.2	26.2	1.4	0.0	76.0	231.5
Block 35a	0.4	0.0	1.5	0.3	12.7	42.5	2.9	13.3	93.7	38.9	1.2	0.0	202.2	409.7
Block 35b	0.2	0.0	1.1	0.2	8.9	29.8	2.0	9.3	65.6	27.2	0.8	0.0	141.6	286.8
Block 35c	0.1	0.0	0.6	0.1	5.1	17.0	1.2	5.3	37.5	15.6	0.5	0.0	80.9	163.9
Block 36	0.0	0.0	0.2	0.1	3.5	10.7	0.7	14.7	60.4	20.1	0.6	14.6	0.0	125.7
Block 37	0.2	0.0	0.3	0.6	9.8	27.2	3.5	4.6	37.0	15.8	0.4	16.9	0.0	116.3
Block 38	0.2	0.0	0.2	0.5	8.4	23.3	3.0	3.9	31.6	13.5	0.3	14.5	0.0	99.6
Block 39	0.2	0.0	0.2	0.5	8.4	23.3	3.0	3.9	31.6	13.5	0.3	14.5	0.0	99.6
Block 40	0.2	0.0	0.6	0.3	13.2	79.5	3.3	52.4	221.6	91.7	2.4	53.6	0.0	518.9
Block 41	0.2	0.0	0.5	0.2	10.3	62.0	2.6	41.0	173.0	71.6	1.8	41.9	0.0	405.2
Block 42	0.2	0.0	0.4	0.2	9.5	56.9	2.4	37.5	158.6	65.6	1.7	38.4	0.0	371.4
Total	6.7	0.6	17.2	13.3	267.3	977.8	74.5	313.3	1838.5	788.2	26.0	234.5	1926.5	6484.4

Table B-6

Induced Employment Impacts: By Scenario and Province (number of person-years)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.4	0.1	3.6	0.7	22.9	117.2	8.1	8.6	59.7	33.5	0.7	0.0	48.5	304.0
Block 1b	0.1	0.0	1.0	0.2	6.5	33.2	2.3	2.4	16.9	9.5	0.2	13.8	0.0	86.2
Block 6	2.8	0.2	2.2	7.2	77.7	211.3	24.5	26.9	222.7	136.3	6.2	0.0	194.6	912.7
Block 7	21.8	1.8	17.8	56.8	615.1	1672.3	193.9	213.1	1762.8	1078.8	49.1	0.0	1540.8	7224.3
Block 8	4.2	0.3	3.4	10.9	118.5	322.3	37.4	41.1	339.7	207.9	9.5	0.0	296.9	1392.2
Block 9	1.0	0.1	1.1	2.3	39.4	87.2	14.1	16.3	115.6	57.8	1.3	42.2	0.0	378.4
Block 10	11.7	1.1	42.3	8.3	354.0	1039.6	87.0	359.4	2124.1	1217.0	29.5	0.0	2732.9	8007.1
Block 11	15.6	1.5	56.5	11.1	473.3	1389.8	116.3	480.5	2839.6	1627.0	39.5	0.0	3653.5	10704.3
Block 12	8.5	0.8	30.8	6.1	257.7	756.7	63.3	261.6	1546.1	885.9	21.5	0.0	1989.3	5828.4
Block 13	2.0	0.3	4.9	1.8	102.0	497.7	25.9	379.7	1413.5	752.1	16.0	267.1	0.0	3463.0
Block 14	9.8	0.8	8.0	25.7	277.8	755.2	87.6	96.2	796.1	487.2	22.2	0.0	695.8	3262.3
Block 15	5.7	0.5	20.5	4.0	171.9	504.8	42.2	174.5	1031.5	591.0	14.3	0.0	1327.1	3888.2
Block 16	0.8	0.1	3.2	0.9	56.8	143.1	11.5	227.8	778.7	310.6	9.2	156.5	0.0	1699.3
Total	84.3	7.8	195.3	136.2	2573.7	7530.5	714.1	2288.4	13047.1	7394.7	219.2	479.5	12479.5	47150.3
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.4	0.1	3.6	0.7	22.9	117.2	8.1	8.6	59.7	33.5	0.7	0.0	48.5	304.0
Block 1b	0.0	0.0	0.3	0.1	2.0	10.0	0.7	0.7	5.1	2.9	0.1	4.1	0.0	25.9
Block 2b	0.2	0.1	2.3	0.4	19.3	81.8	8.0	6.3	46.7	24.5	0.4	0.0	31.2	221.3
Block 2c	0.5	0.1	4.7	0.9	39.3	166.7	16.4	12.8	95.2	50.0	0.9	63.5	0.0	451.0
Block 3b	0.0	0.0	0.2	0.0	1.1	2.9	0.3	2.3	10.2	4.1	0.1	0.0	17.5	38.7
Block 3c	0.1	0.0	0.6	0.1	3.7	9.6	0.9	7.7	34.2	13.7	0.3	58.5	0.0	129.5
Block 4	1.0	1.2	1.2	0.5	28.1	34.0	8.1	9.3	60.4	23.8	0.5	4.3	0.0	172.5
Block 5	0.2	0.0	0.7	0.1	6.0	18.0	1.3	13.3	52.3	22.1	0.6	23.9	0.0	138.7
Block 6	2.8	0.2	2.2	7.2	77.7	211.3	24.5	26.9	222.7	136.3	6.2	0.0	194.6	912.7
Block 7	21.8	1.8	17.8	56.8	615.1	1672.3	193.9	213.1	1762.8	1078.8	49.1	0.0	1540.8	7224.3
Block 8	4.2	0.3	3.4	10.9	118.5	322.3	37.4	41.1	339.7	207.9	9.5	0.0	296.9	1392.2
Block 9	1.0	0.1	1.1	2.3	39.4	87.2	14.1	16.3	115.6	57.8	1.3	42.2	0.0	378.4
Block 17	11.6	1.1	41.9	8.3	350.7	1030.0	86.2	356.1	2104.4	1205.8	29.3	0.0	2707.6	7932.9
Block 18	15.5	1.5	55.9	11.0	468.2	1375.0	115.0	475.4	2809.3	1609.6	39.1	0.0	3614.5	10589.8
Block 19	8.5	0.8	30.8	6.1	257.7	756.7	63.3	261.6	1546.1	885.9	21.5	0.0	1989.3	5828.4
Block 20	2.0	0.3	4.9	1.8	102.1	498.1	25.9	380.0	1414.7	752.7	16.0	267.3	0.0	3465.8
Block 21	9.8	0.8	8.0	25.7	277.8	755.2	87.6	96.2	796.1	487.2	22.2	0.0	695.8	3262.3
Block 22	5.7	0.5	20.5	4.0	171.9	504.8	42.2	174.5	1031.5	591.0	14.3	0.0	1327.1	3888.2
Block 23	0.8	0.1	3.2	0.9	56.8	143.1	11.5	227.8	778.7	310.6	9.2	156.5	0.0	1699.3
Block 24	4.4	0.4	4.5	10.0	169.1	374.3	60.5	70.0	496.0	247.8	5.7	181.0	0.0	1623.5
Block 25	3.7	0.3	3.9	8.5	144.8	320.4	51.8	60.0	424.6	212.2	4.8	154.9	0.0	1390.0
Block 26	3.7	0.3	3.9	8.5	144.8	320.4	51.8	60.0	424.6	212.2	4.8	154.9	0.0	1390.0
Block 27	4.2	0.5	10.5	3.9	219.6	1071.2	55.7	817.3	3042.4	1618.9	34.5	574.8	0.0	7453.6
Block 28	3.3	0.4	8.2	3.1	171.5	836.5	43.5	638.2	2375.8	1264.2	26.9	448.9	0.0	5820.5
Block 29	2.5	0.3	6.2	2.3	128.6	627.4	32.6	478.7	1781.9	948.1	20.2	336.7	0.0	4365.4
Total	107.8	11.4	240.6	174.3	3636.8	11346.5	1041.2	4454.3	21830.8	12001.4	318.3	2471.5	12463.8	70098.7

Table B-6, cont.

Induced Employment Impacts: By Scenario and Province (number of person-years)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.2	0.0	2.1	0.4	13.8	70.3	4.9	5.2	35.8	20.1	0.4	0.0	29.1	182.4
Block 1b	0.0	0.0	0.3	0.1	2.0	10.0	0.7	0.7	5.1	2.9	0.1	4.1	0.0	25.9
Block 2a	0.7	0.2	7.1	1.4	59.4	252.3	24.8	19.3	144.1	75.7	1.3	0.0	96.1	682.3
Block 2b	0.2	0.1	2.3	0.4	19.3	81.8	8.0	6.3	46.7	24.5	0.4	0.0	31.2	221.3
Block 2c	0.5	0.1	4.7	0.9	39.3	166.7	16.4	12.8	95.2	50.0	0.9	63.5	0.0	451.0
Block 3a	0.0	0.0	0.3	0.0	1.9	4.9	0.4	3.9	17.5	7.0	0.2	0.0	29.9	66.3
Block 3b	0.0	0.0	0.2	0.0	1.1	2.9	0.3	2.3	10.2	4.1	0.1	0.0	17.5	38.7
Block 3c	0.1	0.0	0.6	0.1	3.7	9.6	0.9	7.7	34.2	13.7	0.3	58.5	0.0	129.5
Block 4	1.0	1.2	1.2	0.5	28.1	34.0	8.1	9.3	60.4	23.8	0.5	4.3	0.0	172.5
Block 5	0.2	0.0	0.7	0.1	6.0	18.0	1.3	13.3	52.3	22.1	0.6	23.9	0.0	138.7
Block 6	2.8	0.2	2.2	7.2	77.7	211.3	24.5	26.9	222.7	136.3	6.2	0.0	194.6	912.7
Block 7	21.8	1.8	17.8	56.8	615.1	1672.3	193.9	213.1	1762.8	1078.8	49.1	0.0	1540.8	7224.3
Block 8	4.2	0.3	3.4	10.9	118.5	322.3	37.4	41.1	339.7	207.9	9.5	0.0	296.9	1392.2
Block 9	1.0	0.1	1.1	2.3	39.4	87.2	14.1	16.3	115.6	57.8	1.3	42.2	0.0	378.4
Block 30	11.1	1.1	41.2	8.1	343.4	1005.6	83.4	356.2	2094.5	1197.3	28.6	0.0	2654.1	7824.8
Block 31	14.8	1.4	54.8	10.7	456.9	1337.9	111.0	474.0	2786.6	1592.9	38.1	0.0	3531.1	10410.4
Block 32	8.2	0.8	30.3	5.9	252.4	739.1	61.3	261.8	1539.3	879.9	21.0	0.0	1950.5	5750.6
Block 33	1.9	0.3	4.8	1.8	100.9	492.4	25.6	375.6	1398.4	744.1	15.9	264.2	0.0	3425.9
Block 34a	8.9	0.8	7.7	23.0	272.6	741.6	86.4	95.7	784.1	480.5	21.9	0.0	672.3	3195.4
Block 34b	8.1	0.7	6.9	20.8	247.1	672.1	78.3	86.8	710.7	435.5	19.8	0.0	609.3	2896.1
Block 35a	5.4	0.5	20.1	3.9	167.9	491.5	40.8	174.1	1023.7	585.2	14.0	0.0	1297.2	3824.3
Block 35b	3.4	0.3	12.6	2.5	104.9	307.2	25.5	108.8	639.8	365.7	8.7	0.0	810.7	2390.2
Block 36	0.8	0.1	3.2	0.9	56.8	143.1	11.5	227.8	778.7	310.6	9.2	156.5	0.0	1699.3
Block 37	4.4	0.4	4.5	10.0	169.1	374.3	60.5	70.0	496.0	247.8	5.7	181.0	0.0	1623.5
Block 38	3.7	0.3	3.9	8.5	144.8	320.4	51.8	60.0	424.6	212.2	4.8	154.9	0.0	1390.0
Block 39	3.7	0.3	3.9	8.5	144.8	320.4	51.8	60.0	424.6	212.2	4.8	154.9	0.0	1390.0
Block 40	4.2	0.5	10.5	3.9	219.6	1071.2	55.7	817.3	3042.4	1618.9	34.5	574.8	0.0	7453.6
Block 41	3.3	0.4	8.2	3.1	171.5	836.5	43.5	638.2	2375.8	1264.2	26.9	448.9	0.0	5820.5
Block 42	2.5	0.3	6.2	2.3	128.6	627.4	32.6	478.7	1781.9	948.1	20.2	336.7	0.0	4365.4
Total	117.3	12.4	263.1	195.3	4006.7	12424.4	1155.3	4663.2	23243.6	12819.7	345.2	2468.5	13761.2	75475.9
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	1.1	0.2	6.9	35.1	2.4	2.6	17.9	10.1	0.2	0.0	14.5	91.2
Block 1b	0.0	0.0	0.2	0.0	1.0	5.0	0.3	0.4	2.5	1.4	0.0	2.1	0.0	12.9
Block 2a	0.7	0.2	7.1	1.4	59.4	252.3	24.8	19.3	144.1	75.7	1.3	0.0	96.1	682.3
Block 2b	0.2	0.1	2.3	0.4	19.3	81.8	8.0	6.3	46.7	24.5	0.4	0.0	31.2	221.3
Block 2c	0.5	0.1	4.7	0.9	39.3	166.7	16.4	12.8	95.2	50.0	0.9	63.5	0.0	451.0
Block 3a	0.0	0.0	0.6	0.1	3.3	8.6	0.8	6.9	30.7	12.3	0.3	0.0	52.4	116.0
Block 3b	0.0	0.0	0.2	0.0	1.3	3.5	0.3	2.8	12.4	5.0	0.1	0.0	21.2	46.9
Block 3c	0.1	0.0	0.7	0.1	3.9	10.2	0.9	8.2	36.4	14.6	0.4	62.1	0.0	137.5
Block 4	1.0	1.2	1.2	0.5	28.1	34.0	8.1	9.3	60.4	23.8	0.5	4.3	0.0	172.5
Block 5	0.2	0.0	0.7	0.2	6.4	19.2	1.4	14.2	55.6	23.4	0.7	25.4	0.0	147.4
Block 6	2.8	0.2	2.2	7.2	77.7	211.3	24.5	26.9	222.7	136.3	6.2	0.0	194.6	912.7
Block 7	21.8	1.8	17.8	56.8	615.1	1672.3	193.9	213.1	1762.8	1078.8	49.1	0.0	1540.8	7224.3
Block 8	4.2	0.3	3.4	10.9	118.5	322.3	37.4	41.1	339.7	207.9	9.5	0.0	296.9	1392.2
Block 9	1.0	0.1	1.1	2.3	39.4	87.2	14.1	16.3	115.6	57.8	1.3	42.2	0.0	378.4
Block 30	11.1	1.1	41.2	8.1	343.4	1005.6	83.4	356.2	2094.5	1197.3	28.6	0.0	2654.1	7824.8
Block 31	14.0	1.4	51.8	10.1	431.5	1263.6	104.9	447.6	2631.8	1504.4	36.0	0.0	3334.9	9832.0
Block 32	7.5	0.7	27.8	5.4	231.4	677.5	56.2	240.0	1411.0	806.6	19.3	0.0	1788.0	5271.4
Block 33	1.7	0.2	4.2	1.6	88.3	430.8	22.4	328.7	1223.6	651.1	13.9	231.2	0.0	2997.7
Block 34a	9.8	0.8	8.4	25.1	298.2	811.1	94.5	104.7	857.6	525.5	23.9	0.0	735.3	3495.0
Block 34b	8.9	0.8	7.7	23.0	272.6	741.6	86.4	95.7	784.1	480.5	21.9	0.0	672.3	3195.4
Block 34c	8.1	0.7	6.9	20.8	247.1	672.1	78.3	86.8	710.7	435.5	19.8	0.0	609.3	2896.1
Block 35a	6.8	0.7	25.2	4.9	209.8	614.4	51.0	217.6	1279.6	731.5	17.5	0.0	1621.4	4780.4
Block 35b	4.8	0.5	17.6	3.5	146.9	430.1	35.7	152.3	895.7	512.0	12.2	0.0	1135.0	3346.3
Block 35c	2.7	0.3	10.1	2.0	83.9	245.7	20.4	87.1	511.8	292.6	7.0	0.0	648.6	1912.2
Block 36	0.8	0.1	3.2	0.9	56.8	143.1	11.5	227.8	778.7	310.6	9.2	156.5	0.0	1699.3
Block 37	4.4	0.4	4.5	10.0	169.1	374.3	60.5	70.0	496.0	247.8	5.7	181.0	0.0	1623.5
Block 38	3.7	0.3	3.9	8.5	144.8	320.4	51.8	60.0	424.6	212.2	4.8	154.9	0.0	1390.0
Block 39	3.7	0.3	3.9	8.5	144.8	320.4	51.8	60.0	424.6	212.2	4.8	154.9	0.0	1390.0
Block 40	4.2	0.5	10.5	3.9	219.6	1071.2	55.7	817.3	3042.4	1618.9	34.5	574.8	0.0	7453.6
Block 41	3.3	0.4	8.2	3.1	171.5	836.5	43.5	638.2	2375.8	1264.2	26.9	448.9	0.0	5820.5
Block 42	3.0	0.4	7.5	2.8	157.2	766.8	39.8	585.0	2177.8	1158.8	24.7	411.5	0.0	5335.5
Total	131.2	13.6	286.0	223.4	4436.7	13634.9	1281.1	4955.1	25063.2	13883.1	381.7	2513.3	15446.5	82250.1

Table B-7

Total GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	0.8	0.2	5.1	28.5	1.5	1.0	15.0	6.3	0.2	0.0	27.5	86.2
Block 1b	0.0	0.0	0.2	0.0	1.1	6.7	0.3	0.2	3.1	1.4	0.0	7.2	0.0	20.2
Block 6	0.5	0.0	0.4	1.6	13.2	43.2	2.9	2.9	35.5	20.8	1.7	0.0	125.7	248.6
Block 7	3.9	0.3	3.9	11.9	108.8	352.0	23.8	23.9	289.1	167.6	13.6	0.0	919.2	1918.1
Block 8	0.8	0.1	0.7	2.4	20.2	66.1	4.4	4.4	54.3	31.8	2.6	0.0	190.7	378.4
Block 9	0.2	0.0	0.2	0.4	5.0	14.3	1.3	1.4	14.4	7.2	0.3	25.0	0.0	69.6
Block 10	2.6	0.2	8.4	1.9	75.2	232.5	15.7	29.3	425.9	182.1	7.6	0.0	7207.6	8189.1
Block 11	3.6	0.3	11.8	2.7	105.0	322.1	21.9	39.9	581.7	245.6	10.8	0.0	9229.0	10574.3
Block 12	1.7	0.1	5.8	1.3	50.9	155.6	10.6	20.9	280.5	116.5	5.2	0.0	3775.5	4424.7
Block 13	0.3	0.0	0.7	0.3	15.3	77.4	3.3	25.6	124.2	61.5	2.8	350.2	0.0	661.7
Block 14	1.8	0.1	1.6	5.5	48.2	156.9	10.5	10.6	128.8	75.1	6.2	0.0	431.5	876.8
Block 15	1.2	0.1	4.3	1.0	37.5	112.1	7.7	14.6	194.9	77.9	3.9	0.0	2026.1	2481.3
Block 16	0.2	0.0	0.7	0.2	13.3	34.3	2.3	15.8	81.4	30.4	2.6	216.4	0.0	397.7
Total	16.9	1.3	39.4	29.5	498.8	1601.5	106.4	190.5	2229.1	1024.1	57.7	598.7	23932.9	30326.8
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	0.8	0.2	5.1	28.5	1.5	1.0	15.0	6.3	0.2	0.0	27.5	86.2
Block 1b	0.0	0.0	0.0	0.0	0.3	2.0	0.1	0.1	0.9	0.4	0.0	2.2	0.0	6.1
Block 2b	0.1	0.0	0.5	0.1	3.7	19.2	1.1	0.7	10.7	4.4	0.1	0.0	20.1	60.8
Block 2c	0.1	0.0	0.7	0.2	5.5	32.2	1.8	1.1	16.0	6.8	0.2	39.0	0.0	103.5
Block 3b	0.0	0.0	0.0	0.0	0.3	0.8	0.1	0.3	1.6	0.5	0.0	0.0	11.5	15.1
Block 3c	0.0	0.0	0.1	0.0	0.5	1.7	0.1	0.7	3.3	1.1	0.1	36.3	0.0	43.9
Block 4	0.1	0.1	0.2	0.1	4.0	6.0	0.6	0.8	7.9	3.2	0.2	10.9	0.0	34.0
Block 5	0.0	0.0	0.2	0.0	1.3	4.2	0.2	0.9	5.4	2.5	0.2	20.6	0.0	35.5
Block 6	0.5	0.0	0.4	1.6	13.2	43.2	2.9	2.9	35.5	20.8	1.7	0.0	125.7	248.6
Block 7	3.9	0.3	3.9	11.9	108.8	352.0	23.8	23.9	289.1	167.6	13.6	0.0	919.2	1918.1
Block 8	0.8	0.1	0.7	2.4	20.2	66.1	4.4	4.4	54.3	31.8	2.6	0.0	190.7	378.4
Block 9	0.2	0.0	0.2	0.4	5.0	14.3	1.3	1.4	14.4	7.2	0.3	25.0	0.0	69.6
Block 17	2.5	0.2	7.7	1.8	69.6	217.4	14.6	28.2	404.7	175.4	7.0	0.0	7219.5	8148.5
Block 18	3.4	0.2	10.8	2.5	96.6	299.3	20.2	38.3	549.8	235.3	9.8	0.0	9239.1	10505.3
Block 19	1.7	0.1	5.8	1.3	50.9	155.6	10.6	20.9	280.5	116.5	5.2	0.0	3775.5	4424.7
Block 20	0.3	0.0	0.7	0.3	15.3	77.6	3.3	25.6	124.4	61.6	2.8	352.4	0.0	664.5
Block 21	1.8	0.1	1.6	5.5	48.2	156.9	10.5	10.6	128.8	75.1	6.2	0.0	431.5	876.8
Block 22	1.2	0.1	4.3	1.0	37.5	112.1	7.7	14.6	194.9	77.9	3.9	0.0	2026.1	2481.3
Block 23	0.2	0.0	0.7	0.2	13.3	34.3	2.3	15.8	81.4	30.4	2.6	216.4	0.0	397.7
Block 24	0.8	0.1	0.9	2.1	24.4	70.6	6.3	6.3	69.1	35.5	1.6	152.8	0.0	370.4
Block 25	0.6	0.0	0.6	1.6	17.5	51.1	4.8	4.9	52.8	26.7	1.1	126.0	0.0	287.7
Block 26	0.6	0.0	0.6	1.6	17.5	51.1	4.8	4.9	52.8	26.7	1.1	126.0	0.0	287.7
Block 27	1.0	0.1	2.2	1.1	48.9	244.8	10.4	57.0	304.4	170.0	9.7	1593.9	0.0	2443.4
Block 28	0.8	0.1	1.7	0.8	37.9	190.7	8.1	44.5	236.9	132.7	7.6	1270.1	0.0	1931.8
Block 29	0.6	0.1	1.3	0.6	28.4	143.0	6.1	33.3	177.7	99.5	5.7	952.6	0.0	1448.8
Total	21.3	1.9	46.6	37.3	674.0	2374.4	147.7	343.1	3112.4	1515.7	83.4	4923.9	23986.5	37268.3

Table B-7, cont.

Total GDP Impacts: By Scenario and Province (millions of 2000 dollars)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.1	0.0	0.5	0.1	3.1	17.1	0.9	0.6	9.0	3.8	0.1	0.0	16.5	51.7
Block 1b	0.0	0.0	0.0	0.0	0.3	2.0	0.1	0.1	0.9	0.4	0.0	2.2	0.0	6.1
Block 2a	0.2	0.0	1.6	0.4	11.4	59.1	3.5	2.3	32.8	13.5	0.4	0.0	62.1	187.3
Block 2b	0.1	0.0	0.5	0.1	3.7	19.2	1.1	0.7	10.7	4.4	0.1	0.0	20.1	60.8
Block 2c	0.1	0.0	0.7	0.2	5.5	32.2	1.8	1.1	16.0	6.8	0.2	39.0	0.0	103.5
Block 3a	0.0	0.0	0.1	0.0	0.5	1.3	0.1	0.5	2.7	0.8	0.1	0.0	19.7	25.9
Block 3b	0.0	0.0	0.0	0.0	0.3	0.8	0.1	0.3	1.6	0.5	0.0	0.0	11.5	15.1
Block 3c	0.0	0.0	0.1	0.0	0.5	1.7	0.1	0.7	3.3	1.1	0.1	36.3	0.0	43.9
Block 4	0.1	0.1	0.2	0.1	4.0	6.0	0.6	0.8	7.9	3.2	0.2	10.9	0.0	34.0
Block 5	0.0	0.0	0.2	0.0	1.3	4.2	0.2	0.9	5.4	2.5	0.2	20.6	0.0	35.5
Block 6	0.5	0.0	0.4	1.6	13.2	43.2	2.9	2.9	35.5	20.8	1.7	0.0	125.7	248.6
Block 7	3.9	0.3	3.9	11.9	108.8	352.0	23.8	23.9	289.1	167.6	13.6	0.0	919.2	1918.1
Block 8	0.8	0.1	0.7	2.4	20.2	66.1	4.4	4.4	54.3	31.8	2.6	0.0	190.7	378.4
Block 9	0.2	0.0	0.2	0.4	5.0	14.3	1.3	1.4	14.4	7.2	0.3	25.0	0.0	69.6
Block 30	2.4	0.2	7.5	1.7	67.8	211.6	14.0	28.0	399.6	173.4	6.8	0.0	7227.4	8140.4
Block 31	3.2	0.2	10.5	2.4	93.9	290.6	19.3	37.9	541.7	232.1	9.5	0.0	9252.3	10493.7
Block 32	1.6	0.1	5.7	1.3	49.7	151.6	10.2	20.8	277.5	115.1	5.1	0.0	3781.4	4420.1
Block 33	0.3	0.0	0.7	0.3	15.0	76.4	3.3	25.3	122.6	60.8	2.8	353.4	0.0	660.8
Block 34a	1.6	0.1	1.6	4.9	47.2	153.7	10.3	10.4	125.8	73.7	6.1	0.0	419.3	854.6
Block 34b	1.5	0.1	1.4	4.4	42.7	139.3	9.3	9.4	114.0	66.8	5.5	0.0	380.0	774.6
Block 35a	1.1	0.1	4.2	1.0	36.6	109.2	7.4	14.5	192.9	76.8	3.8	0.0	2030.7	2478.3
Block 35b	0.7	0.1	2.6	0.6	22.9	68.2	4.6	9.1	120.6	48.0	2.4	0.0	1269.2	1548.9
Block 36	0.2	0.0	0.7	0.2	13.3	34.3	2.3	15.8	81.4	30.4	2.6	216.4	0.0	397.7
Block 37	0.8	0.1	0.9	2.1	24.4	70.6	6.3	6.3	69.1	35.5	1.6	152.8	0.0	370.4
Block 38	0.6	0.0	0.6	1.6	17.5	51.1	4.8	4.9	52.8	26.7	1.1	126.0	0.0	287.7
Block 39	0.6	0.0	0.6	1.6	17.5	51.1	4.8	4.9	52.8	26.7	1.1	126.0	0.0	287.7
Block 40	1.0	0.1	2.2	1.1	48.9	244.8	10.4	57.0	304.4	170.0	9.7	1593.9	0.0	2443.4
Block 41	0.8	0.1	1.7	0.8	37.9	190.7	8.1	44.5	236.9	132.7	7.6	1270.1	0.0	1931.8
Block 42	0.6	0.1	1.3	0.6	28.4	143.0	6.1	33.3	177.7	99.5	5.7	952.6	0.0	1448.8
Total	23.1	2.0	51.3	41.9	741.4	2605.2	162.1	362.7	3353.5	1632.5	90.9	4924.9	25725.9	39717.4
Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.0	0.0	0.2	0.1	1.5	8.5	0.4	0.3	4.5	1.9	0.1	0.0	8.3	25.9
Block 1b	0.0	0.0	0.0	0.0	0.2	1.0	0.0	0.0	0.5	0.2	0.0	1.1	0.0	3.0
Block 2a	0.2	0.0	1.6	0.4	11.4	59.1	3.5	2.3	32.8	13.5	0.4	0.0	62.1	187.3
Block 2b	0.1	0.0	0.5	0.1	3.7	19.2	1.1	0.7	10.7	4.4	0.1	0.0	20.1	60.8
Block 2c	0.1	0.0	0.7	0.2	5.5	32.2	1.8	1.1	16.0	6.8	0.2	39.0	0.0	103.5
Block 3a	0.0	0.0	0.1	0.0	0.8	2.4	0.2	0.9	4.7	1.5	0.1	0.0	34.6	45.3
Block 3b	0.0	0.0	0.1	0.0	0.3	1.0	0.1	0.4	1.9	0.6	0.0	0.0	14.0	18.3
Block 3c	0.0	0.0	0.1	0.0	0.6	1.8	0.1	0.8	3.5	1.2	0.1	38.5	0.0	46.6
Block 4	0.1	0.1	0.2	0.1	4.0	6.0	0.6	0.8	7.9	3.2	0.2	10.9	0.0	34.0
Block 5	0.0	0.0	0.2	0.0	1.4	4.5	0.3	0.9	5.7	2.7	0.2	21.8	0.0	37.7
Block 6	0.5	0.0	0.4	1.6	13.2	43.2	2.9	2.9	35.5	20.8	1.7	0.0	125.7	248.6
Block 7	3.9	0.3	3.9	11.9	108.8	352.0	23.8	23.9	289.1	167.6	13.6	0.0	919.2	1918.1
Block 8	0.8	0.1	0.7	2.4	20.2	66.1	4.4	4.4	54.3	31.8	2.6	0.0	190.7	378.4
Block 9	0.2	0.0	0.2	0.4	5.0	14.3	1.3	1.4	14.4	7.2	0.3	25.0	0.0	69.6
Block 30	2.4	0.2	7.5	1.7	67.8	211.6	14.0	28.0	399.6	173.4	6.8	0.0	7227.4	8140.4
Block 31	3.0	0.2	9.9	2.3	88.6	274.4	18.2	35.8	511.6	219.2	9.0	0.0	8738.3	9910.7
Block 32	1.5	0.1	5.2	1.2	45.6	138.9	9.3	19.1	254.4	105.5	4.7	0.0	3466.3	4051.7
Block 33	0.3	0.0	0.6	0.3	13.1	66.8	2.9	22.1	107.3	53.2	2.4	309.2	0.0	578.2
Block 34a	1.8	0.1	1.7	5.4	51.6	168.1	11.3	11.4	137.6	80.6	6.7	0.0	458.6	934.8
Block 34b	1.6	0.1	1.6	4.9	47.2	153.7	10.3	10.4	125.8	73.7	6.1	0.0	419.3	854.6
Block 34c	1.5	0.1	1.4	4.4	42.7	139.3	9.3	9.4	114.0	66.8	5.5	0.0	380.0	774.6
Block 35a	1.4	0.1	5.3	1.2	45.8	136.5	9.3	18.1	241.1	96.0	4.8	0.0	2538.4	3097.9
Block 35b	1.0	0.1	3.7	0.8	32.0	95.5	6.5	12.7	168.8	67.2	3.4	0.0	1776.9	2168.5
Block 35c	0.6	0.0	2.1	0.5	18.3	54.6	3.7	7.2	96.4	38.4	1.9	0.0	1015.3	1239.2
Block 36	0.2	0.0	0.7	0.2	13.3	34.3	2.3	15.8	81.4	30.4	2.6	216.4	0.0	397.7
Block 37	0.8	0.1	0.9	2.1	24.4	70.6	6.3	6.3	69.1	35.5	1.6	152.8	0.0	370.4
Block 38	0.6	0.0	0.6	1.6	17.5	51.1	4.8	4.9	52.8	26.7	1.1	126.0	0.0	287.7
Block 39	0.6	0.0	0.6	1.6	17.5	51.1	4.8	4.9	52.8	26.7	1.1	126.0	0.0	287.7
Block 40	1.0	0.1	2.2	1.1	48.9	244.8	10.4	57.0	304.4	170.0	9.7	1593.9	0.0	2443.4
Block 41	0.8	0.1	1.7	0.8	37.9	190.7	8.1	44.5	236.9	132.7	7.6	1270.1	0.0	1931.8
Block 42	0.7	0.1	1.5	0.7	34.7	174.8	7.4	40.7	217.2	121.6	6.9	1164.3	0.0	1770.8
Total	25.7	2.3	56.2	48.0	823.6	2868.0	179.4	389.2	3652.8	1780.7	101.4	5094.9	27395.1	42417.2

Table B-8

Total Employment Impacts: By Scenario and Province (number of person-years)

Base Case	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	1.8	0.3	13.8	2.8	87.1	409.6	28.7	16.0	174.4	106.7	3.4	0.0	316.2	1161.0
Block 1b	0.5	0.1	3.4	0.7	22.0	112.2	7.7	4.1	45.5	28.0	0.8	96.2	0.0	321.2
Block 6	13.6	0.8	7.9	29.5	222.1	647.4	52.2	44.9	536.9	395.8	30.8	0.0	1213.4	3195.4
Block 7	101.6	7.3	70.8	218.9	1824.0	5219.4	429.1	364.9	4301.3	3123.9	238.4	0.0	8565.9	24465.6
Block 8	20.6	1.3	12.2	44.8	339.8	989.0	79.8	68.7	819.8	603.6	47.0	0.0	1835.6	4862.2
Block 9	4.0	0.3	3.6	7.6	91.2	220.5	24.4	21.4	213.3	129.0	5.5	356.4	0.0	1077.3
Block 10	52.7	3.8	141.9	29.6	1163.8	3282.1	272.0	448.8	4823.5	3246.2	126.0	0.0	16497.2	30087.6
Block 11	72.4	5.4	199.5	41.6	1640.8	4574.0	381.0	609.7	6586.5	4383.4	179.4	0.0	21341.6	40015.2
Block 12	38.3	2.8	103.1	21.5	845.9	2386.3	197.7	326.5	3509.0	2362.3	91.6	0.0	12018.9	21904.0
Block 13	6.4	0.7	12.9	5.0	265.1	1227.2	63.8	396.4	1746.2	1209.3	53.4	2599.5	0.0	7585.7
Block 14	47.2	3.1	30.2	102.0	809.6	2336.6	190.3	162.8	1931.4	1412.6	108.9	0.0	4091.7	11226.4
Block 15	27.2	2.1	77.2	16.1	637.1	1751.6	146.8	226.2	2459.3	1613.3	70.5	0.0	7407.0	14434.3
Block 16	3.6	0.4	12.2	3.6	210.5	496.4	40.0	242.1	1028.4	488.2	45.4	2761.8	0.0	5332.8
Total	389.9	28.5	688.6	523.8	8159.2	23652.3	1913.5	2932.5	28175.6	19102.4	1001.1	5813.8	73287.5	165668.7
Scenario 1	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	1.8	0.3	13.8	2.8	87.1	409.6	28.7	16.0	174.4	106.7	3.4	0.0	316.2	1161.0
Block 1b	0.1	0.0	1.0	0.2	6.6	33.7	2.3	1.2	13.7	8.4	0.2	28.8	0.0	96.3
Block 2b	1.2	0.2	9.0	1.9	61.3	271.4	21.4	11.2	121.7	72.3	2.3	0.0	258.6	832.4
Block 2c	2.2	0.4	16.0	3.3	111.8	531.6	41.2	20.7	228.5	136.2	3.8	572.5	0.0	1668.1
Block 3b	0.1	0.0	0.8	0.1	4.6	11.0	1.0	3.1	16.8	7.4	0.6	0.0	122.6	168.2
Block 3c	0.2	0.0	1.9	0.3	11.5	28.7	2.6	9.8	48.3	21.3	1.4	418.2	0.0	544.3
Block 4	4.6	4.7	4.5	1.8	81.0	90.7	14.3	14.3	123.5	55.6	2.7	155.0	0.0	552.6
Block 5	0.9	0.1	2.6	0.6	22.3	62.6	4.6	15.0	84.6	45.3	3.1	248.8	0.0	490.5
Block 6	13.6	0.8	7.9	29.5	222.1	647.4	52.2	44.9	536.9	395.8	30.8	0.0	1213.4	3195.4
Block 7	101.6	7.3	70.8	218.9	1824.0	5219.4	429.1	364.9	4301.3	3123.9	238.4	0.0	8565.9	24465.6
Block 8	20.6	1.3	12.2	44.8	339.8	989.0	79.8	68.7	819.8	603.6	47.0	0.0	1835.6	4862.2
Block 9	4.0	0.3	3.6	7.6	91.2	220.5	24.4	21.4	213.3	129.0	5.5	356.4	0.0	1077.3
Block 17	51.7	3.8	138.9	29.0	1139.7	3217.9	266.6	443.1	4743.7	3193.6	123.2	0.0	16255.4	29606.6
Block 18	70.8	5.3	195.0	40.7	1603.7	4475.5	372.6	601.0	6464.0	4302.7	175.1	0.0	20974.1	39280.5
Block 19	38.3	2.8	103.1	21.5	845.9	2386.3	197.7	326.5	3509.0	2362.3	91.6	0.0	12018.9	21904.0
Block 20	6.4	0.7	12.9	5.0	265.5	1228.6	63.9	396.7	1747.9	1210.4	53.4	2600.6	0.0	7592.0
Block 21	47.2	3.1	30.2	102.0	809.6	2336.6	190.3	162.8	1931.4	1412.6	108.9	0.0	4091.7	11226.4
Block 22	27.2	2.1	77.2	16.1	637.1	1751.6	146.8	226.2	2459.3	1613.3	70.5	0.0	7407.0	14434.3
Block 23	3.6	0.4	12.2	3.6	210.5	496.4	40.0	242.1	1028.4	488.2	45.4	2761.8	0.0	5332.8
Block 24	20.9	1.4	17.1	39.7	433.4	1060.8	113.3	94.9	1007.8	621.9	27.8	2035.0	0.0	5474.0
Block 25	16.1	1.2	14.5	30.7	361.0	876.6	94.9	81.3	832.5	509.6	22.5	2203.5	0.0	5044.4
Block 26	16.1	1.2	14.5	30.7	361.0	876.6	94.9	81.3	832.5	509.6	22.5	2203.5	0.0	5044.4
Block 27	20.3	2.1	39.7	15.7	813.8	3716.8	193.5	878.1	4251.9	3271.3	169.5	8919.0	0.0	22291.8
Block 28	15.9	1.6	31.0	12.2	638.4	2922.5	151.9	685.9	3327.7	2570.3	133.7	7083.5	0.0	17574.8
Block 29	11.9	1.2	23.3	9.2	478.8	2191.9	114.0	514.4	2495.8	1927.7	100.3	5312.6	0.0	13181.1
Total	497.5	42.5	853.8	667.9	11461.9	36053.6	2742.0	5325.7	41314.7	28699.3	1483.5	34899.3	73059.3	237101.0

Table B-8, cont.

Total Employment Impacts: By Scenario and Province (number of person-years)

Scenario 2	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	1.1	0.2	8.3	1.7	52.3	245.8	17.2	9.6	104.7	64.0	2.1	0.0	189.7	696.6
Block 1b	0.1	0.0	1.0	0.2	6.6	33.7	2.3	1.2	13.7	8.4	0.2	28.8	0.0	96.3
Block 2a	3.7	0.7	27.8	5.7	189.2	836.8	65.9	34.4	375.3	223.0	7.0	0.0	797.2	2566.6
Block 2b	1.2	0.2	9.0	1.9	61.3	271.4	21.4	11.2	121.7	72.3	2.3	0.0	258.6	832.4
Block 2c	2.2	0.4	16.0	3.3	111.8	531.6	41.2	20.7	228.5	136.2	3.8	572.5	0.0	1668.1
Block 3a	0.2	0.0	1.4	0.2	7.9	18.8	1.7	5.4	28.8	12.7	1.0	0.0	210.2	288.3
Block 3b	0.1	0.0	0.8	0.1	4.6	11.0	1.0	3.1	16.8	7.4	0.6	0.0	122.6	168.2
Block 3c	0.2	0.0	1.9	0.3	11.5	28.7	2.6	9.8	48.3	21.3	1.4	418.2	0.0	544.3
Block 4	4.6	4.7	4.5	1.8	81.0	90.7	14.3	14.3	123.5	55.6	2.7	155.0	0.0	552.6
Block 5	0.9	0.1	2.6	0.6	22.3	62.6	4.6	15.0	84.6	45.3	3.1	248.8	0.0	490.5
Block 6	13.6	0.8	7.9	29.5	222.1	647.4	52.2	44.9	536.9	395.8	30.8	0.0	1213.4	3195.4
Block 7	101.6	7.3	70.8	218.9	1824.0	5219.4	429.1	364.9	4301.3	3123.9	238.4	0.0	8565.9	24465.6
Block 8	20.6	1.3	12.2	44.8	339.8	989.0	79.8	68.7	819.8	603.6	47.0	0.0	1835.6	4862.2
Block 9	4.0	0.3	3.6	7.6	91.2	220.5	24.4	21.4	213.3	129.0	5.5	356.4	0.0	1077.3
Block 30	49.6	3.6	136.2	28.2	1111.5	3134.8	257.0	440.7	4695.5	3162.7	120.0	0.0	16026.6	29166.4
Block 31	67.7	5.1	190.6	39.5	1559.4	4344.4	358.3	595.7	6376.9	4242.9	170.0	0.0	20609.7	38560.1
Block 32	36.8	2.7	101.2	21.0	825.8	2326.9	190.8	324.9	3476.1	2341.3	89.3	0.0	11860.7	21597.4
Block 33	6.2	0.7	12.6	4.9	260.2	1208.1	62.7	391.9	1723.9	1194.2	52.7	2586.6	0.0	7504.6
Block 34a	42.8	2.9	28.8	91.3	790.6	2289.3	186.2	160.6	1887.1	1388.1	107.6	0.0	4004.1	10979.4
Block 34b	38.8	2.7	26.1	82.7	716.5	2074.9	168.8	145.5	1710.3	1258.1	97.5	0.0	3629.0	9950.8
Block 35a	26.1	2.0	75.8	15.7	622.1	1705.3	141.7	224.5	2431.5	1591.7	68.7	0.0	7280.3	14185.4
Block 35b	16.3	1.3	47.4	9.8	388.8	1065.8	88.6	140.3	1519.7	994.8	42.9	0.0	4550.2	8865.9
Block 36	3.6	0.4	12.2	3.6	210.5	496.4	40.0	242.1	1028.4	488.2	45.4	2761.8	0.0	5332.8
Block 37	20.9	1.4	17.1	39.7	433.4	1060.8	113.3	94.9	1007.8	621.9	27.8	2035.0	0.0	5474.0
Block 38	16.1	1.2	14.5	30.7	361.0	876.6	94.9	81.3	832.5	509.6	22.5	2203.5	0.0	5044.4
Block 39	16.1	1.2	14.5	30.7	361.0	876.6	94.9	81.3	832.5	509.6	22.5	2203.5	0.0	5044.4
Block 40	20.3	2.1	39.7	15.7	813.8	3716.8	193.5	878.1	4251.9	3271.3	169.5	8919.0	0.0	22291.8
Block 41	15.9	1.6	31.0	12.2	638.4	2922.5	151.9	685.9	3327.7	2570.3	133.7	7083.5	0.0	17574.8
Block 42	11.9	1.2	23.3	9.2	478.8	2191.9	114.0	514.4	2495.8	1927.7	100.3	5312.6	0.0	13181.1
Total	543.5	46.3	938.6	751.4	12597.5	39498.5	3014.6	5626.7	44614.7	30971.3	1615.9	34885.3	81153.6	256257.9

Scenario 3	NFLD.	P.E.I.	N.S.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA.	B.C.	YUK.	NUN.	NWT.	Canada
Block 1a	0.6	0.1	4.1	0.8	26.1	122.9	8.6	4.8	52.3	32.0	1.0	0.0	94.9	348.3
Block 1b	0.1	0.0	0.5	0.1	3.3	16.8	1.1	0.6	6.8	4.2	0.1	14.4	0.0	48.2
Block 2a	3.7	0.7	27.8	5.7	189.2	836.8	65.9	34.4	375.3	223.0	7.0	0.0	797.2	2566.6
Block 2b	1.2	0.2	9.0	1.9	61.3	271.4	21.4	11.2	121.7	72.3	2.3	0.0	258.6	832.4
Block 2c	2.2	0.4	16.0	3.3	111.8	531.6	41.2	20.7	228.5	136.2	3.8	572.5	0.0	1668.1
Block 3a	0.3	0.0	2.4	0.4	13.8	33.0	3.0	9.4	50.5	22.2	1.7	0.0	367.9	504.6
Block 3b	0.1	0.0	1.0	0.2	5.6	13.3	1.2	3.8	20.4	9.0	0.7	0.0	148.9	204.2
Block 3c	0.2	0.0	2.0	0.3	12.2	30.5	2.8	10.4	51.3	22.7	1.5	444.4	0.0	578.3
Block 4	4.6	4.7	4.5	1.8	81.0	90.7	14.3	14.3	123.5	55.6	2.7	155.0	0.0	552.6
Block 5	1.0	0.1	2.8	0.6	23.7	66.5	4.9	16.0	89.9	48.1	3.3	264.3	0.0	521.2
Block 6	13.6	0.8	7.9	29.5	222.1	647.4	52.2	44.9	536.9	395.8	30.8	0.0	1213.4	3195.4
Block 7	101.6	7.3	70.8	218.9	1824.0	5219.4	429.1	364.9	4301.3	3123.9	238.4	0.0	8565.9	24465.6
Block 8	20.6	1.3	12.2	44.8	339.8	989.0	79.8	68.7	819.8	603.6	47.0	0.0	1835.6	4862.2
Block 9	4.0	0.3	3.6	7.6	91.2	220.5	24.4	21.4	213.3	129.0	5.5	356.4	0.0	1077.3
Block 30	49.6	3.6	136.2	28.2	1111.5	3134.8	257.0	440.7	4695.5	3162.7	120.0	0.0	16026.6	29166.4
Block 31	64.0	4.8	180.0	37.3	1472.8	4103.1	338.4	562.6	6022.6	4007.2	160.5	0.0	19464.7	36417.9
Block 32	33.8	2.5	92.7	19.2	757.0	2133.0	174.9	297.8	3186.5	2146.2	81.8	0.0	10872.3	19797.6
Block 33	5.5	0.6	11.0	4.3	227.7	1057.1	54.9	342.9	1508.4	1044.9	46.1	2263.3	0.0	6566.6
Block 34a	46.8	3.2	31.5	99.8	864.7	2503.9	203.7	175.6	2064.0	1518.3	117.6	0.0	4379.5	12008.6
Block 34b	42.8	2.9	28.8	91.3	790.6	2289.3	186.2	160.6	1887.1	1388.1	107.6	0.0	4004.1	10979.4
Block 34c	38.8	2.7	26.1	82.7	716.5	2074.9	168.8	145.5	1710.3	1258.1	97.5	0.0	3629.0	9950.8
Block 35a	32.6	2.6	94.7	19.6	777.6	2131.7	177.2	280.6	3039.4	1989.7	85.9	0.0	9100.3	17731.8
Block 35b	22.8	1.8	66.3	13.7	544.3	1492.2	124.0	196.4	2127.6	1392.8	60.1	0.0	6370.2	12412.3
Block 35c	13.1	1.0	37.9	7.8	311.0	852.7	70.9	112.2	1215.8	795.9	34.4	0.0	3640.1	7092.7
Block 36	3.6	0.4	12.2	3.6	210.5	496.4	40.0	242.1	1028.4	488.2	45.4	2761.8	0.0	5332.8
Block 37	20.9	1.4	17.1	39.7	433.4	1060.8	113.3	94.9	1007.8	621.9	27.8	2035.0	0.0	5474.0
Block 38	16.1	1.2	14.5	30.7	361.0	876.6	94.9	81.3	832.5	509.6	22.5	2203.5	0.0	5044.4
Block 39	16.1	1.2	14.5	30.7	361.0	876.6	94.9	81.3	832.5	509.6	22.5	2203.5	0.0	5044.4
Block 40	20.3	2.1	39.7	15.7	813.8	3716.8	193.5	878.1	4251.9	3271.3	169.5	8919.0	0.0	22291.8
Block 41	15.9	1.6	31.0	12.2	638.4	2922.5	151.9	685.9	3327.7	2570.3	133.7	7083.5	0.0	17574.8
Block 42	14.6	1.5	28.5	11.2	585.2	2678.9	139.3	628.8	3050.4	2356.1	122.6	6493.2	0.0	16110.2
Total	611.0	51.1	1027.3	863.7	13982.3	43491.0	3333.9	6032.8	48779.8	33908.6	1801.1	35769.9	90769.1	280421.5

Appendix C: Descriptions of the Models Used

This appendix contains descriptions of the models used to estimate the economic impacts for each of the scenario building blocks.

Appendix C1: NWT Bureau of Statistics Input-Output Model

The Bureau of Statistics' Input-Output (IO) model is a structural model of the Northwest Territories (NWT) economy; it is the only model that isolates the NWT from Nunavut. The core of the IO model is a set of three tables (Input, Output and Final Demand) which present the most detailed accounting of the NWT economy available. The tables together detail the supply and disposition of individual commodities and the commodity composition of the output of industries, and the complete costs of production of industries.

The industry and commodity dimensions of the tables are highly disaggregated - 679 commodities and 243 industries - although fewer are represented in the NWT. The tables comprise detailed information obtained from Statistics Canada's surveys of establishments and enterprises.

The objective of an IO model is to estimate the total economic impact of a project, presenting estimates of direct, indirect and induced impacts associated with the project. Based on the observed inter-connection between industries in the economy, the multiplying of demand is traced through these industrial linkages to yield a set of aggregate impacts.

One of the most common uses of the IO model is to simulate the impact of a demand shock on the economy. The term shock denotes any change or departure from the status quo; in this case the changes in demand for goods and services associated with the Snap Lake Diamond Project, for example. Any increase in consumption of goods and services will generate direct, indirect and induced economic production.

The IO model simulates the impact of an industry output or final demand shock on the economy, by exploiting the inter-industrial linkages of the input and output tables to track the total production of the goods and services in order to satisfy the output or final demand shock. It indicates which domestic industries were directly responsible for meeting the demand and how much of that demand was siphoned or "leaked" off to foreign imports and other "leakages" such as inventories. This first round impact is referred to as the direct effects. These direct suppliers will in turn purchase goods and services from other industries as inputs. The model repeats this process of purchasing intermediate inputs until the model has identified all the indirect commodities in the full chain of the production process. The accumulation of these rounds of impact is referred to as the indirect effects. The direct and indirect effects combine to form the total open model impacts.

Finally, as firms expand production, they hire more staff and pay additional wages thereby increasing the incomes of households. While a certain portion of this increased income is withdrawn to account for taxes and savings, the remainder is assumed spent by households. When households spend this additional income, it in turn increases demand for other commodities; the model again exploits the inter-industrial linkages of

the input and output tables to track the total production of the goods and services in the economy. This effect is termed the induced impacts. The total open model impacts and the induced effects combine to form the total closed model impacts.

Direct Impacts are the resources (inclusive of contracted resources) purchased by a proponent to meet its production needs.

Indirect Impacts are ripple effects that occur when the proponent buys inputs from other firms, and those firms expand production to meet demand.

Induced Impacts represent the increased production required to meet increased household demand for commodities that is generated by the increased labour income (net of taxes and savings) associated with the increased production.

Total Open Impacts are the sum of direct and indirect impacts.

Total Closed Impacts are the sum of direct, indirect and induced impacts.

Limitations of the Input-Output Model

Although, IO models are a very useful tool in the decision-making process, users should be aware of their limitations. Some of the more significant limitations are listed below.

1. The relationships of IO models are simple proportionalities, implying that marginal changes are treated as average changes – economies or diseconomies of scale cannot be represented.
2. Increases or decreases (via economic shocks) show the same proportional impact, which in a real-world application is not necessarily so.
3. IO models are static models – time is not explicitly represented. While the total impact of an exogenous event is estimated, the model does not calculate the time required for the full measured effects to take place.
4. IO models are exclusively flow models, with no representation of stocks. This limitation embodies the assumption that all intermediate goods can be produced without any addition to capital stock.
5. The IO model treats supply as perfectly elastic. Any increase in demand for goods and services would lead to producing industries increasing output by an amount sufficient to meet demand. There is no difficulty for producing industries to obtain inputs, there are no bottlenecks in production or supply and there are no relative price pressures.
6. The IO model assumes that all industries are operating at full capacity with regard to employment. Therefore, any increase in output requires a proportional increase in demand for labour. The assumption being that no industry will meet increased demand with existing labour resources.

7. IO models do not take account of any social impacts or externalities that may be generated from an expenditure shock.
8. The industrial structure and linkage of the IO model are based on 1996 data.

Appendix C2: Statistics Canada Provincial Input-Output Model

The Inter-Provincial Input-Output (IO) model uses the Input-Output (IO) tables of the 10 provinces and two territories (the IO tables are based on the 1996 reference year and therefore do not as yet provide separate tables for the Northwest Territories and Nunavut) to track and quantify the economic activity generated by changes in consumption or production. The Inter-Provincial IO tables present one of the most complete and detailed accounting framework of the Canadian economy available. As such the model has the greatest potential of all major economic models for capturing the flows of goods and services between industries and consumers at relatively detailed levels.

One of the most common uses of the IO model is to simulate the impact of a demand shock on the economy. The term shock denotes any change or departure from the status quo, in this case any change in demand for goods and services. Any increase in consumption of goods and services will generate both direct and indirect economic production, the latter resulting from the purchase of inputs. Statistics Canada's Provincial IO model provides an assessment of the scale of economic activity a new industrial project will generate and which industries or regions will benefit the most.

Description of the tables supporting the model

There are three types of IO tables:

- Input table
- Output table
- Final Demand table

The Canadian Input and Output tables are rectangular. At the most detailed level, they consist of 243 industries by 679 commodities (including primary inputs, and various margins). Each cell of information in the Input table contains the dollar value of the parts, services, raw materials or labour used up in the production process of the associated industry.

The Input table provides a detailed decomposition of the total production costs.

The Output table works in a similar manner, but provides a detailed breakdown of the individual goods and services comprising the industry total output.

The Final Demand table gives detailed information on goods and services that are bought by many categories of buyers (consumers, industries and government) for both consumption and investment purposes. For convenience, the Final Demand table includes imports, exports and non-tax government revenues.

Simulation model

The Input-Output (I-O) model simulates the impact of a shock or a change in final demand or industry output on the economy. The model exploits the inter-industrial linkages of the input and output tables to track the total production of the goods and services in order to satisfy the final demand or output shock. It indicates which domestic industries were directly responsible for meeting the demand and how much of that demand was siphoned or "leaked" off to foreign imports and other "leakages" such as inventories and government services. This first round impact is referred to as the **direct effects**.

These direct suppliers will in turn purchase goods and services from other industries as inputs. The model repeats this process of purchasing intermediate inputs until the model has identified all the indirect commodities in the full chain of the production process. The accumulation of these rounds of impact is referred to as the **indirect effects**.