Final REPORT

An Economic Impact Analysis of the Great Northern Port Planned for Crémaillère Harbour on the Great Northern Peninsula

A Report Prepared for

The Great Northern Port Corp and IBM Canada Ltd.

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Executive Summary

The Great Northern Peninsula, located on the northwestern portion of the island of Newfoundland, has experienced significant negative economic and demographic changes over the last twenty years. In particular, the communities located on the Great Northern Peninsula have been characterized by natural population declines, out-migration, and aging populations. In addition, the negative demographic effects have been compounded and magnified by a challenging and depressed economic environment. These circumstances, of course, have had, and will continue to have, significant implications for the long-run sustainability and viability of the local economies and communities. In other words, unless something else positive happens, the future for this area of the province is uncertain, both economically and demographically.

Despite these negative economic and demographic trends, a new port, proposed for the region, offers hope that the employment, incomes and economic opportunities, which are expected to flow from the proposed port, may help revitalize the communities on the Great Northern Peninsula adjacent to this proposed development. Specifically, the Great Northern Port Inc. (GNP Inc.) has proposed to develop an industrial subdivision and marine port at Crémaillère Harbour on the Great Northern Peninsula. GNP Inc. envisions this project as a catalyst for growth. The economic development potential of this port, as suggested by its proponents, is based on a cluster of port services, which are driven by current, and projected, onshore and offshore logistics requirements and the needs of the military and the Coast Guard.

This current research project, the results of which are embodied in this report, addressed the following research question: **Could the Great Northern Port Project have enough positive, strategic economic impact to arrest and reverse the prevailing trends of the downward economic spiral for the entire region of the Northern Peninsula and the communities involved?** In utilizing the research findings contained in this report, it is important to appreciate that this research project did not attempt to validate or confirm the market demand or the feasibility of the many individual business cases and proposals needed to fully realize the full potential businesses that are being contemplated by the proponents for the Great Northern Port. Rather, the research team assumed that all requisite due diligence would be conducted by individual government and industry stakeholders before any actual funding or development occurs. As well, the capital expenditures, the operating expenditures, the direct employment estimates, and the specific project components analyzed in this study were provided by the proponent, GNP Inc., and were taken as inputs into this analysis, without any independent verification by the research team. Given this caveat, this research focused on the potential of each of these project enterprises as they were conceived and known by the subject matter experts at the time of this research. The research undertaken in this report was an input-output analysis. The economic impacts analyzed in this research were: employment levels, GDP

(Gross Domestic Product), wages, salaries and social contributions, business income, federal tax revenue and provincial tax revenue.

This report is comprehensive and detailed with 29 distinct sections. In addition to the inputs and outputs analyzed, this report, utilizing data available through the Community Accounts of the Newfoundland and Labrador Statistics Agency, provided an economic and demographic contextual analysis of the communities, local areas and economic zones encompassed by the Great Northern Peninsula. As well, a literature review of ports was undertaken to consider how ports affect the regions in which they are located and the types of economic impacts that have been normally considered in these types of analyses.

While the results of the analysis are comprehensive and detailed, the project analyzed can be succinctly thought of as two scenarios applied to three geographic regions – the Great Northern Peninsula, Newfoundland and Labrador (including the Great Northern Peninsula) and Canada (including Newfoundland and Labrador), two project components – construction and operations, and five distinct time periods – the construction phase, a typical year of operations, the cumulative impact over ten years of operations, the cumulative impact over 25 years of operations and the cumulative impact over 35 years of operations. These results of the input-output analysis were then compared to the contextual economic and demographic analysis performed for Economic Zone 6 and Economic Zone 6, which are embedded geographically within the Great Northern Peninsula.

Scenario 1 included all the components of the project listed below and Scenario 2 was identical to Scenario 1, except that the air to fuels subproject was omitted from Scenario 2. The project components analyzed were:

- **Manufacturing Hub** which included
  - Manufacturing center associated infrastructures (utilities, roads, security)
  - Flexiport (Logistec) North American manufacturing plant: building and slipway
  - Training and formation support for trades (welders, steel workers and other related manufacturing trades)
  - Procurement and logistics support services
  - Other manufacturing and services including support of military servicing for ships, submarines. Dry docks to support servicing and upgrades. Satellite construction sites for deployment in the arctic region and
  - Basic Vessel repairs associated with heavy engines and marine services.
- **General Harbour Services** which included
  - Initial berth length requirements, lay down areas

- Logistics services and support personnel {Stevedoring and general cargo handling equipment. Maintenance of same.
- ISO container trans-shipment, including reefers Short Sea shipping to Canada and US using appropriately flagged vessels
- Supporting services for Northern communities (consolidation of shipments and procurement centers, fuel, and other essentials for remove communities.
- Associated vessel servicing facilities.
- Environmental Services (Belfor)

– **Cargo Handling** which included
  - Unloading, loading, and berthing of bulk cargo ships
  - Storage and handling of raw iron ore.
  - Related crane, crane maintenance and logistics of facility maintenance
  - Potential raw material transformation, including power transmission to the site. Logistics associated with supplying the mill and export facility
– **Other Businesses** which included
  - SAR and CCG station (for Ice breakers)
  - Oil spill research center, including weather forecasting for ice prone areas
  - Value added services for fisheries
  - Marine services cluster – requirements and incentives for start-ups and marine centric business, including those led by indigenous women and new Canadians
  - Testing facilities for AUV and other marine vehicles
  - GNP Inshore Fisherman Co Op fleet repair facility
– **Other Economic Activities** which included
  - Oil field services support. Centered on accelerated support for the West Orphan basin and south Labrador for marine transit (fuel, fluids, mud and general laydown areas for casings, pipe, chains, and subsea equipment
  - Air support services based on fixed wing transport to San Anthony and shorter helicopter transit to the field. Would need a back-up landing locations for helicopters (GNP and Airport)
  - Medevac base for Northern access. Impact on hospital
  - Satellite Station for military ship monitoring North Atlantic and the North based on shorter sail time than Halifax
  - Shipping of wood products direct to market.
  - Transformation of wood products
  - Transformation of sealing products for export, and
  - Direct Air to Fuel facility

The input-output results for the Great Northern Peninsula are summarized in Tables ES 1. As well, the annual profiles of expenditures are provided in Figure ES 1. The economic impacts analyzed for the Great Northern Peninsula were direct employment, total employment (which includes spin-off employment), total GDP, total wages, salaries, and social contributions and total business income. These impacts are profiled in Figures ES 2 to ES 6, respectively.

Table ES 1: Economic Impacts Estimated to Accrued to the Great Northern Peninsula from the Great Northern Port Planned for Crémaillère Harbour

	Capex	Typical Year of Operations	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Scenario 1 – Great Northern Peninsula					
Expenditure ($M)	$470.4	$93	$302	$1,696	$2,625
Direct Employment (PY)	1,001	420	1,398	7,698	11,898
Total Employment (PY)	1,592	534	1,775	9,791	15,136
GDP ($M)	$184.2	$68.0	$221.8	$1,241.5	$1,921.2
Wages & Salaries ($M)	$132.1	$37.2	$117.1	$674.6	$1,046.3
Business Income ($M)	$33.7	$28.1	$95.9	$517.9	$799.2
Scenario 2 – Great Northern Peninsula					
Expenditure ($M)	$70.4	$56	$229	$1,075	$1,639
Direct Employment (PY)	351	285	1,128	5,403	8,253
Total Employment (PY)	496	360	1,426	6,831	10,433
GDP ($M)	$42.8	$41.6	$169.0	$792.5	$1,208.2
Wages & Salaries ($M)	$30.5	$20.9	$84.6	$398.1	$607.1
Business Income ($M)	$9.2	$19.1	$77.8	$364.7	$556.0

As shown in Table ES 1 and Figure ES 1, Scenario 1 assumed that $470 million would be invested and at full operations, annual operating expenditures would be expending $93 million per year. Based on these expenditure levels, port constructing activities have been estimated to generate, within the local impact area (that is, within the Great Northern Peninsula) 1,000 person-years of direct employment and 1,590 person-years of total employment, which included spin-off employment. As well, during a typical year of full operations, as shown in Table ES 1 and Figure ES 2, it has been estimated that there will be 420 person-years of direct employment for the residents of the Great Northern Peninsula. This increased to 530 person-years when spin-off employment effects were incorporated (see Table ES 1 and Figure ES 3). Further, over a 10-year period, a 25-year period and a 35-year period, the operations associated with the port have been estimated to support 1,775 person-years of total employment, 9,791 person-years of total employment, and 15,140 person-years of total employment, respectively.

Figure ES 1: Investment and Operations Expenditures for the Great Northern Port – Scenarios 1 and 2

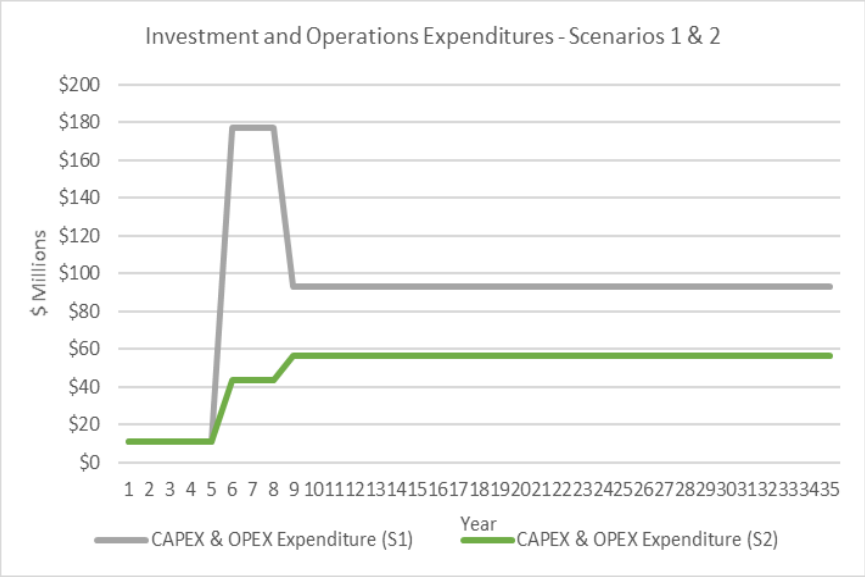


Figure ES 2: The Great Northern Port Impacts on the Great Northern Peninsula - Direct Employment – Scenarios 1 and 2

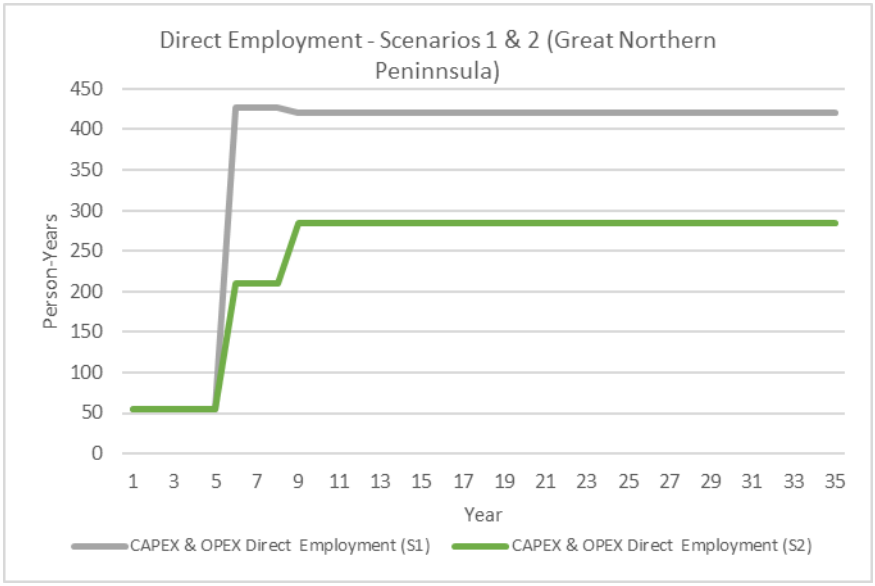


Figure ES 3: The Great Northern Port Impacts on the Great Northern Peninsula - Total Employment – Scenarios 1 and 2

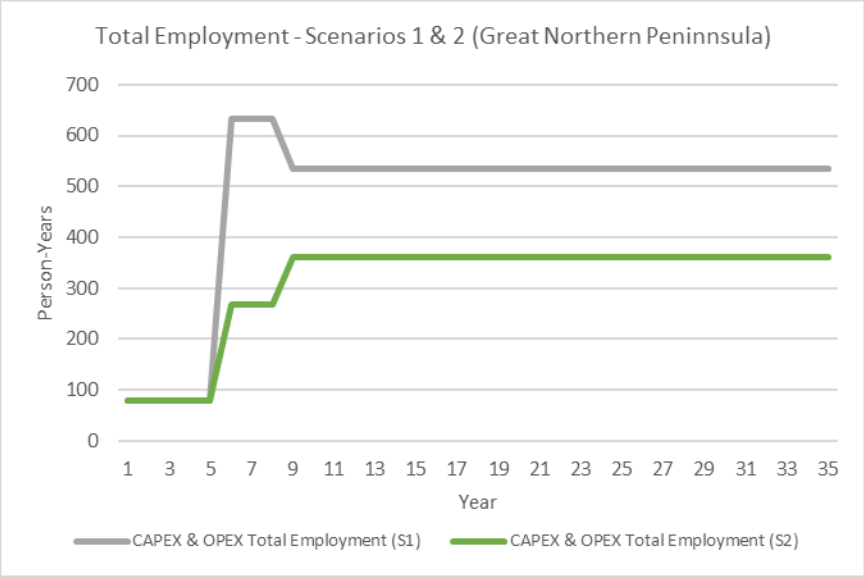


Figure ES 4: The Great Northern Port Impacts on the Great Northern Peninsula - GDP – Scenarios 1 and 2

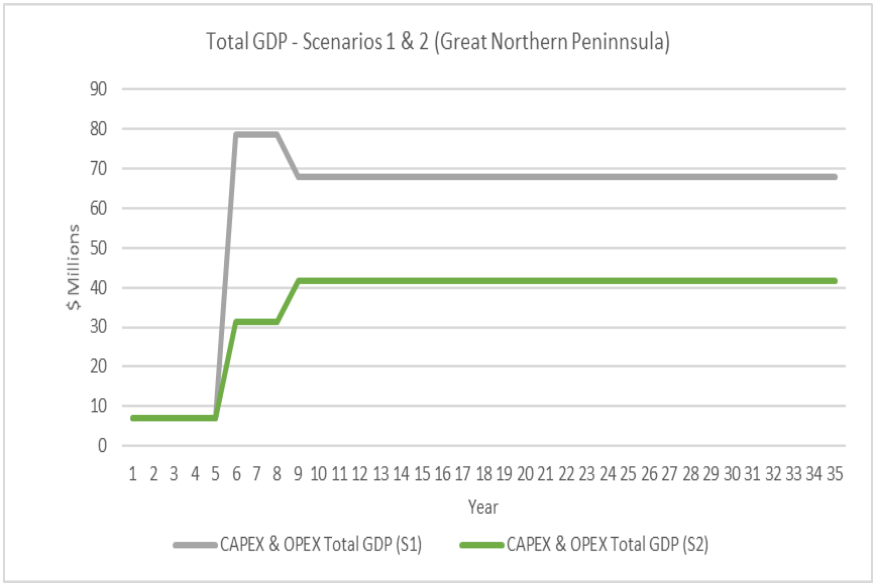


Figure ES 5: The Great Northern Port Impacts on the Great Northern Peninsula – Wages, Salaries & Social Contributions – Scenarios 1 and 2

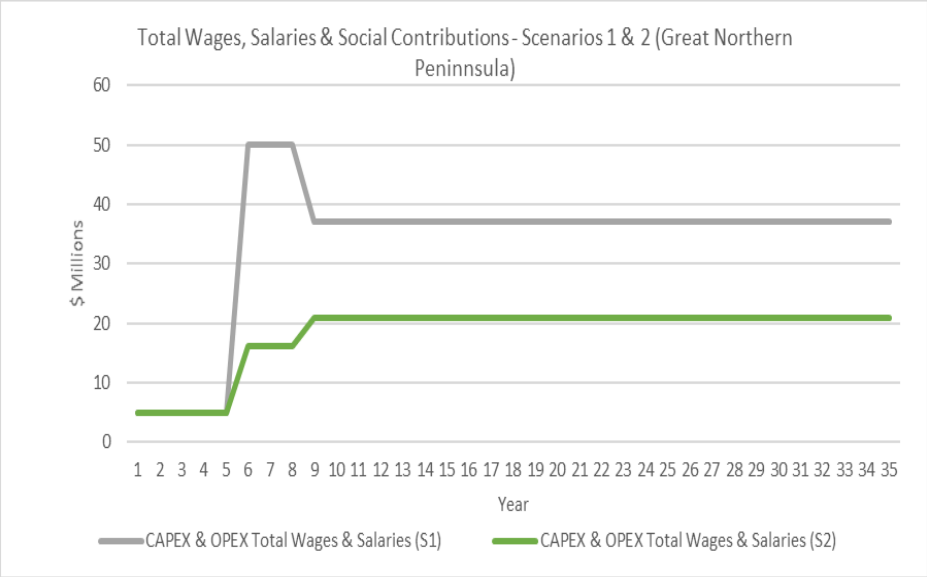
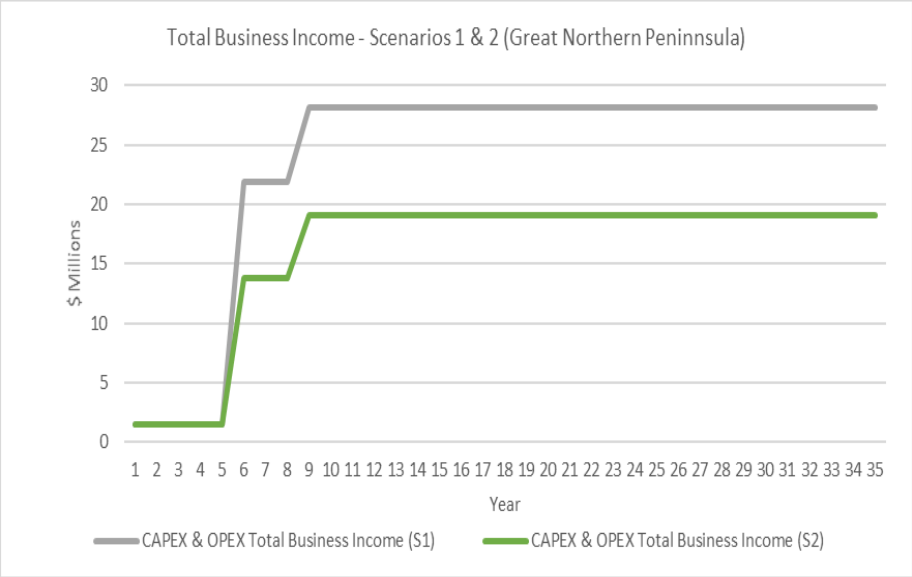


Figure ES 6: The Great Northern Port Impacts on the Great Northern Peninsula – Business Income – Scenarios 1 and 2



The total GDP impacts for Scenario 1, as illustrated in Table ES 1 and Figure ES 4, were estimated to be $180 million for construction and $70 million for a typical year of operations. As well, with broader time horizons, a 10-year period, a 25-year period and a 35-year period, GDP impacts have been calculated to be $220 million, $1,240 million, and $1,920 million, respectively.

Additionally, as shown in Table ES 1 and Figures ES 5 and ES 6, the construction activity are projected to yield more than $130 million wages and salaries and nearly $35 million in business income to workers and business on the Great Northern Peninsula. As well, during a typical year

of operations, port activities are calculated to support $65 million in wages and salaries and business income - $35 million in wages and salaries and another $30 million in business income. Likewise, over a 10-year period, a 25-year period, and a 35-year period, the operations associated with the port have been estimated to create local wages and salaries and business income of $210 million ($115 million in wages and salaries and $95 million in business income), $1,190 million ($675 million in wages and salaries and $520 million in business income), and $1,850 million ($1,050 million in wages and salaries and $800 million in business income), respectively.

The economic impacts for Scenario 2 are based on an assumed investment cost of $70 million and an annum in operations expenditures for a typical year of operations $55 million. Direct employment have been calculated at 350 person-years during construction, increasing to nearly 500 person-years with spin-off employment. The corresponding operating employment for a typical year of operations was determined to be 285 person-years per annum for direct employment and 360 person-years per annum for total employment. In addition, over 10 years, cumulative local direct employment on the Great Northern Peninsula was projected to be nearly 1,130 person-years, which reached 1,430 person-years with spin-offs. Similarly, local direct employment impacts over 25 years and 35 years were calculated to be 5,400 and 8,250 person-years, respectively. When spin-off employment levels were incorporated, the corresponding local employment level rose to 6,830 person-years and 10,430 person-years for the 25 years and the 35 years, respectively.

Additionally, the construction activity is estimated to yield $30 million in total wages and salaries and $9 million in business income and the corresponding impacts for a typical year of operations were $20 million each for local wages and salaries and for local business income. Extending the time horizon under consideration to 10 years, 25 years and 35 years, the corresponding impact on local wages and salaries were expected to be $85 million, $400 million, and $610 million, respectively. The correspond impacts on business incomes within the Great Northern Peninsula were calculated as: $80 million, $365 million, and $560 million for 10 years, 25 years and 35 years, respectively.

In addition to estimating the economic impacts of the port on the Great Northern Peninsula, this analysis also determined the economic impacts on Newfoundland and Labrador from constructing and operating the port, which also incorporated the economic impacts already described above for the Great Northern Peninsula. These results are summarized in Table ES 2. The economic impacts analyzed for Newfoundland and Labrador were direct employment, total employment, total GDP, total wages, salaries, and social contributions, total business income, total federal tax revenues and total provincial tax revenues. These impacts are illustrated in Figures ES 7 to ES 13.

Table ES 2: Economic Impacts Estimated to Accrued to Newfoundland and Labrador from the Great Northern Port Planned for Crémaillère Harbour

	Capex	Typical Year of Operations	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Scenario 1 – Newfoundland and Labrador					
Expenditure ($M)	$470.4	$93	$302	$1,696	$2,625
Direct Employment (PY)	1,001	420	1,398	7,698	11,898
Total Employment (PY)	2,338	635	2,104	11,633	17,986
GDP ($M)	$259.5	$77.4	$252.7	$1,413.5	$2,187.4
Wages & Salaries ($M)	$176.4	$42.8	$135.6	$778.1	$1,206.4
Business Income ($M)	$60.1	$31.3	$106.2	$575.5	$888.4
Federal Tax Revenue ($M)	$27.6	$6.3	$19.2	$113.9	$177.1
Provincial Tax Revenue ($M)	$30.7	$6.1	$19.1	$110.1	$170.8
Scenario 2 – Newfoundland and Labrador					
Expenditure ($M)	$70.4	$56	$229	$1,075	$1,639
Direct Employment (PY)	351	285	1,128	5,403	8,253
Total Employment (PY)	640	426	1,684	8,071	12,329
GDP ($M)	$57.5	$47.7	$193.3	$909.0	$1,386.1
Wages & Salaries ($M)	$39.0	$24.5	$99.1	$467.3	$712.8
Business Income ($M)	$14.5	$21.2	$86.1	$404.6	$616.9
Federal Tax Revenue ($M)	$5.8	$3.3	$13.2	$62.8	$95.9
Provincial Tax Revenue ($M)	$6.0	$3.3	$13.6	$63.8	$97.2

Figure ES 7: The Great Northern Port Impacts on Newfoundland and Labrador - Direct Employment – Scenarios 1 and 2

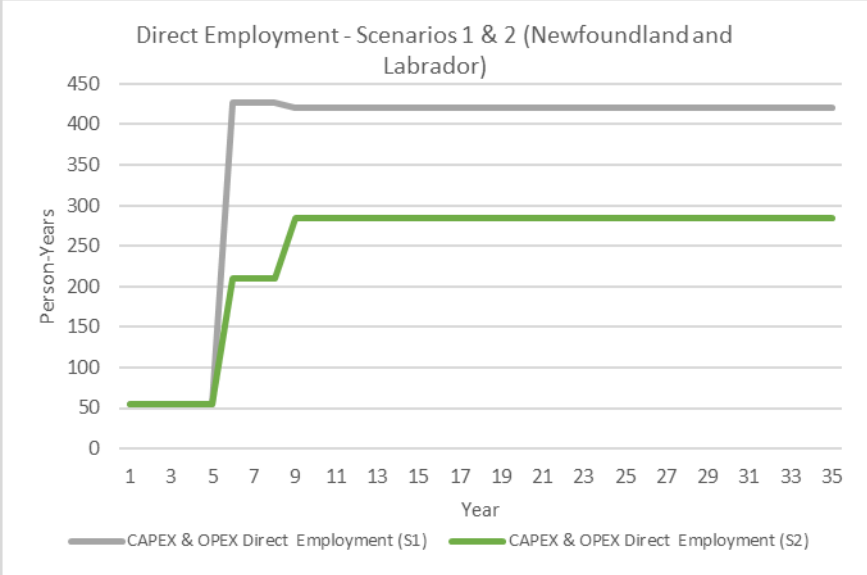


Figure ES 8: The Great Northern Port Impacts on Newfoundland and Labrador - Total Employment – Scenarios 1 and 2

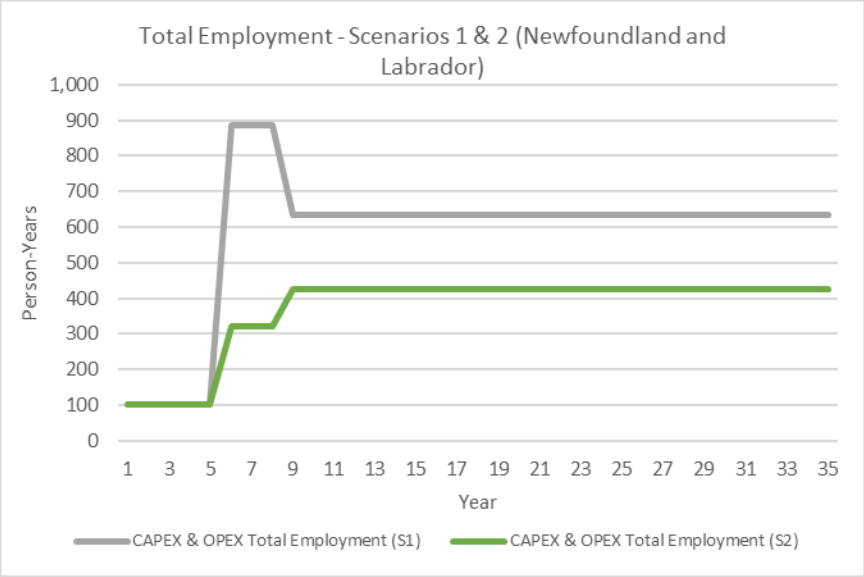


Figure ES 9: The Great Northern Port Impacts on Newfoundland and Labrador - GDP – Scenarios 1 and 2

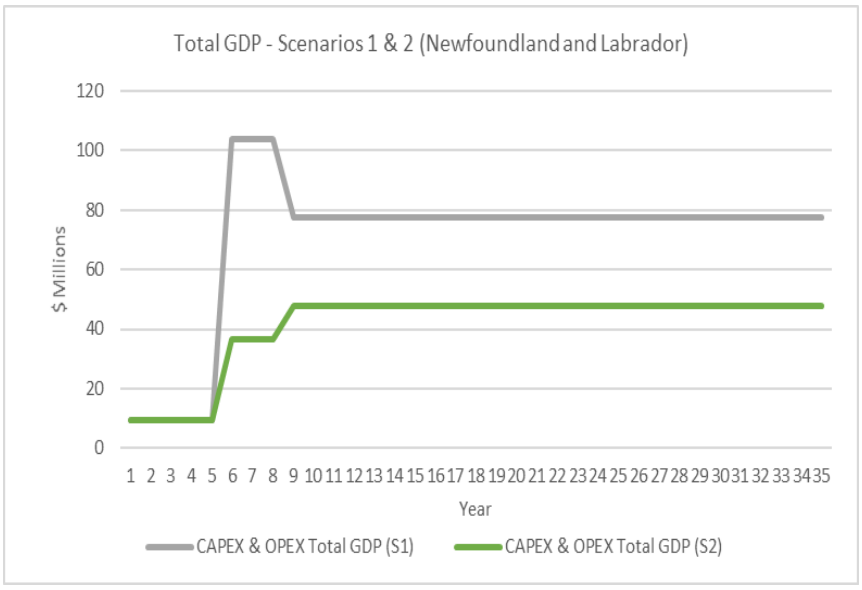


Figure ES 10: The Great Northern Port Impacts on Newfoundland and Labrador – Wages, Salaries & Social Contributions – Scenarios 1 and 2

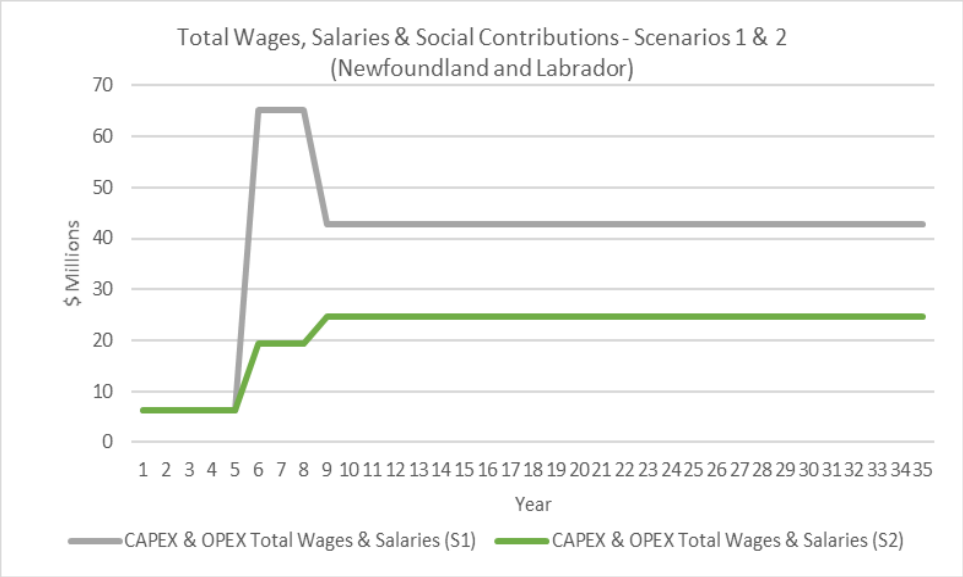


Figure ES 11: The Great Northern Port Impacts on Newfoundland and Labrador – Business Income – Scenarios 1 and 2

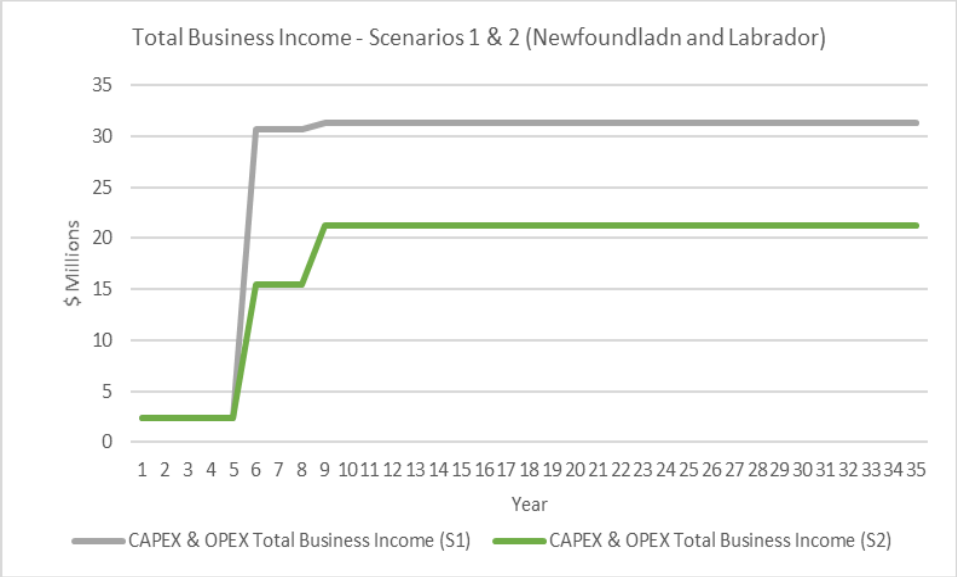


Figure ES 12: The Great Northern Port Impacts on Newfoundland and Labrador – Federal Tax Revenue – Scenarios 1 and 2

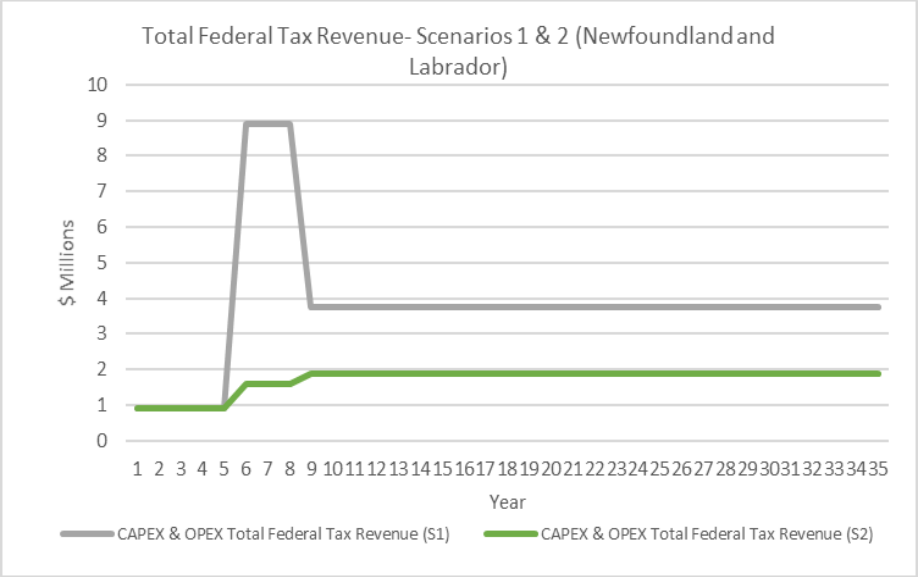
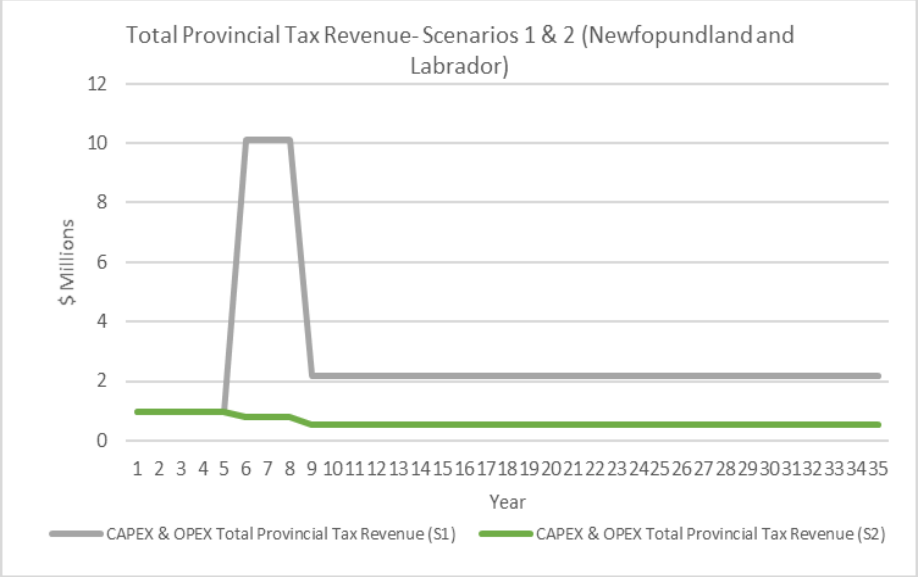


Figure ES 13: The Great Northern Port Impacts on Newfoundland and Labrador – Provincial Tax Revenue– Scenarios 1 and 2



As shown in Table ES 2 and Figure ES 7, Scenario 1 construction activities associated with the port have been assessed to generate 1,000 person-years of direct employment and 2,340 person-years of total employment for the province. As well, during a typical year of full operations, as shown in Table ES 2 and Figures ES 7 and ES 8, 420 person-years of direct employment and 635 person-years of total employment have been estimated for Newfoundland and Labrador. Additionally, over a 10-year period, a 25-year period and a 35-year period, port operations were anticipated to support 2,100 person-years of total employment, 11,630 person-years of total employment and 17,990 person-years of total employment, respectively, within the province.

The total GDP impacts for Scenario 1, as illustrated in Table ES 2 and Figure ES 9, were calculated to be $260 million for construction and $80 million for a typical operations. When broader time horizons, such as 10-year period, a 25-year period and a 35-year period, were considered, provincial GDP impacts were anticipated to increase to $250 million, $1,410 million, and $2,190 million, respectively.

Table ES 2 and Figures ES 10 and ES 11 illustrate that construction activity was calculated to yield more than $180 million wages and salaries and nearly $60 million in business income for Newfoundland and Labrador workers and businesses. In addition, port activities, during a typical year of operations, was anticipated to support $75 million in wages and salaries ($43 million) and business income ($31 million) within the province. Likewise, over a 10-year period, a 25-year period and a 35-year period, the operations associated with the port was expected to generate local wages and salaries and business income within the province of $240 million ($135 million in wages and salaries and $105 million in business income), $1,350 million ($780 million in wages and salaries and $580 million in business income), and $2,190 million ($1,210 million in wages and salaries and $890 million in business income), respectively.

While the economic impact model did not calculate the federal and provincial tax revenues for the Great Northern Peninsula, these calculations were performed separately both for Newfoundland and Labrador and for Canada. The total federal and provincial tax revenue impacts calculated for the province are reported in Table ES 2 and in Figures ES 12 and ES 13. The federal and provincial revenue impacts for construction activity were estimated to be $28 million and $31 million, respectively. The corresponding federal and provincial tax revenue impacts for a typical year of operations were both estimated at $6 million. Likewise, the 10-year and 25-year impacts were basically the same for federal and provincial tax revenues - $19 million and $110 million, respectively. There was about $10 million different between the federal tax revenue ($180 million) and the provincial tax revenue ($170 million) for the 25-year timeframe.

For Scenario 2, Newfoundland and Labrador direct employment was calculated to be 350 person-years during construction, increasing to nearly 640 person-years of total employment when spin-off employment was considered. The corresponding operating employment levels for a typical year of operations were determined to be 285 person-years per annum for direct employment and 425 person-years per annum for total employment. In addition, over 10 years, cumulative local direct employment levels within the province were estimated at nearly 1,130 person-years, which reached 1,680 person-years with spin-offs. Similarly, provincial direct employment levels over 25 years and 35 years were calculated to be 5,400 and 8,250 person-years, respectively. Including spin-off employment, the corresponding provincial employment estimates were 8,070 person-years and 12,330 person-years for 25 years and 35 years, respectively.

In addition, the construction activity was expected to yield $40 million in total wages and salaries and $15 million in business income. The corresponding impacts estimated for a typical year of operations were $25 million for local wages and salaries and $20 million for local business income. With extended time horizons, such as 10 years, 25 years and 35 years, the corresponding impact on local wages and salaries were estimated at $100 million, $470 million, and $710 million, respectively. The corresponding impacts estimated for business incomes within the province were: $90 million, $400 million, and $620 million.

The federal and provincial revenue impacts calculated for construction activity were both $6 million, while the federal and provincial tax revenue impacts for a typical year of operations were both estimated to $3 million. Likewise, the 10-year, the 25-year and the 35-year impacts were determined to be basically the same for federal and provincial tax revenues - $15 million ad $65 million, $100 million, respectively

In addition to the economic impacts of the port on the Great Northern Peninsula and on Newfoundland and Labrador, this analysis also calculated the economic impacts of the port on Canada. The Canadian results are summarized in Table ES 3 and illustrated in Figures ES 14 to ES 20.

Table ES 3: Economic Impacts Estimated to Accrued to Canada from the Great Northern Port Planned for Crémaillère Harbour

	Capex	Typical Year of Operations	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Scenario 1 – Canada					
Expenditure ($M)	$470.4	$93	$302	$1,696	$2,625
Direct Employment (PY)	1,001	420	1,398	7,698	11,898
Total Employment (PY)	4,234	952	3,037	17,315	26,833
GDP ($M)	$444.6	$109.5	$346.3	$1,989.2	$3,084.4
Wages & Salaries ($M)	$280.7	$60.7	$187.9	$1,098.4	$1,705.3
Business Income ($M)	$127.1	$43.3	$140.8	$789.9	$1,222.7
Federal Tax Revenue ($M)	$44.5	$9.3	$27.7	$167.0	$259.8
Provincial Tax Revenue ($M)	$48.6	$9.1	$28.0	$164.5	$255.5
Scenario 2 – Canada					
Expenditure ($M)	$70.4	$56	$229	$1,075	$1,639
Direct Employment (PY)	351	285	1,128	5,403	8,253
Total Employment (PY)	854	582	2,297	11,026	16,844
GDP ($M)	$79.0	$63.0	$253.2	$1,197.8	$1,827.5
Wages & Salaries ($M)	$50.9	$32.9	$132.3	$626.0	$955.1
Business Income ($M)	$22.5	$26.9	$108.1	$512.0	$781.2
Federal Tax Revenue ($M)	$7.7	$4.6	$18.4	$88.2	$134.7
Provincial Tax Revenue ($M)	$8.1	$4.8	$19.5	$92.1	$140.5

Figure ES 14: The Great Northern Port Impacts on Canada - Direct Employment – Scenarios 1 and 2

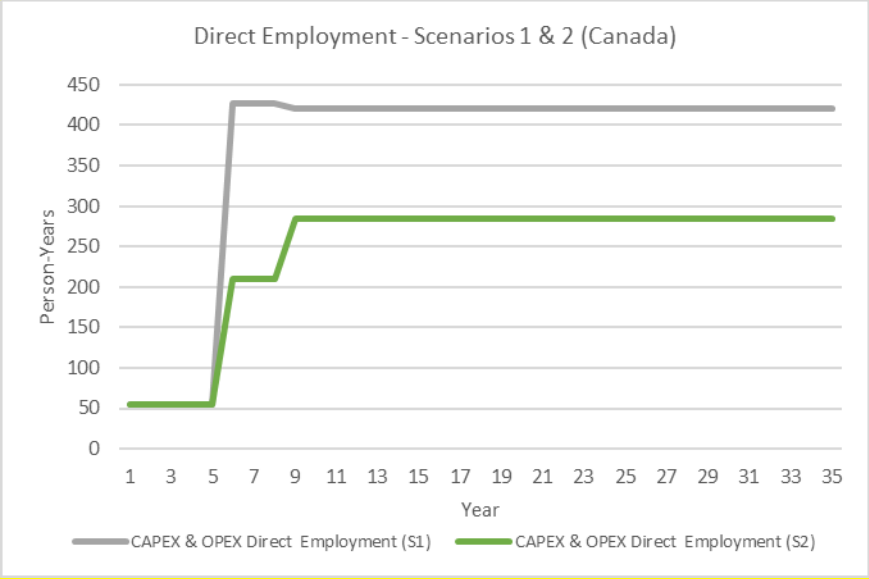


Figure ES 15: The Great Northern Port Impacts on Canada - Total Employment – Scenarios 1 and 2

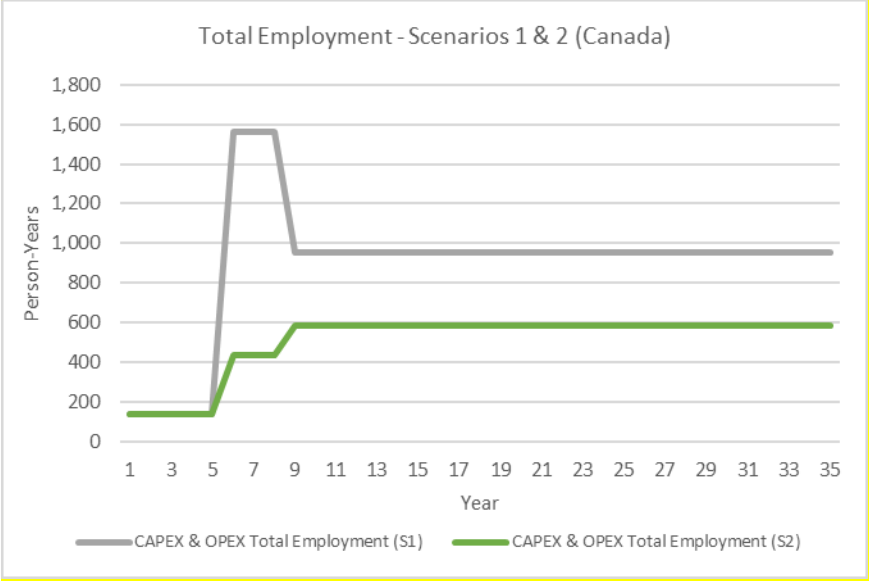


Figure ES 16: The Great Northern Port Impacts on Canada – GDP – Scenarios 1 and 2

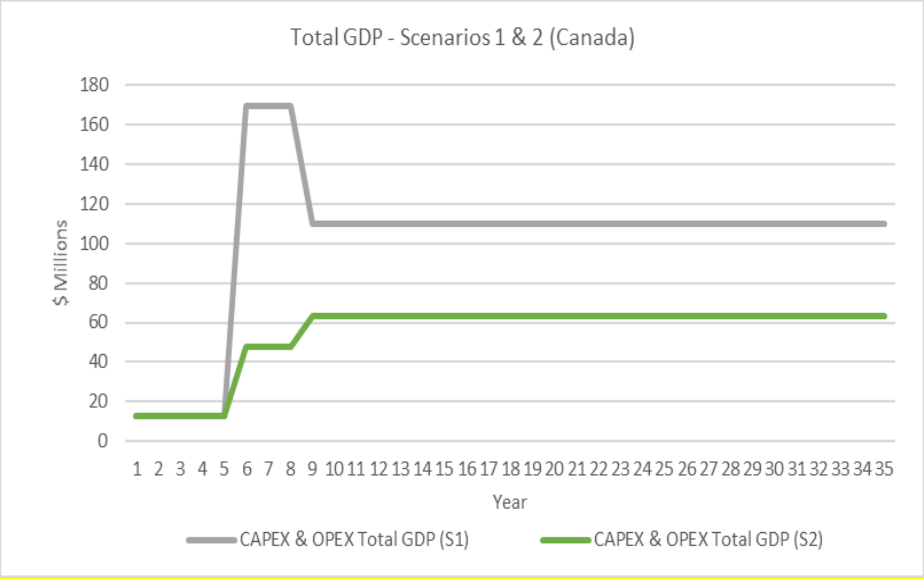


Figure ES 17: The Great Northern Port Impacts on Canada – Wages, Salaries & Social Contributions – Scenarios 1 and 2

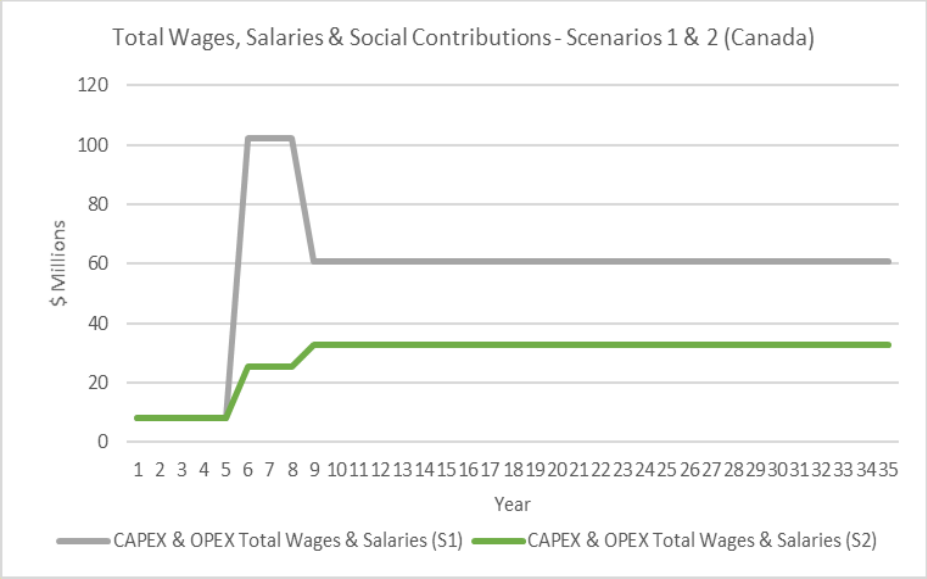


Figure ES 18: The Great Northern Port Impacts on Canada – Business Income– Scenario 1 and 2

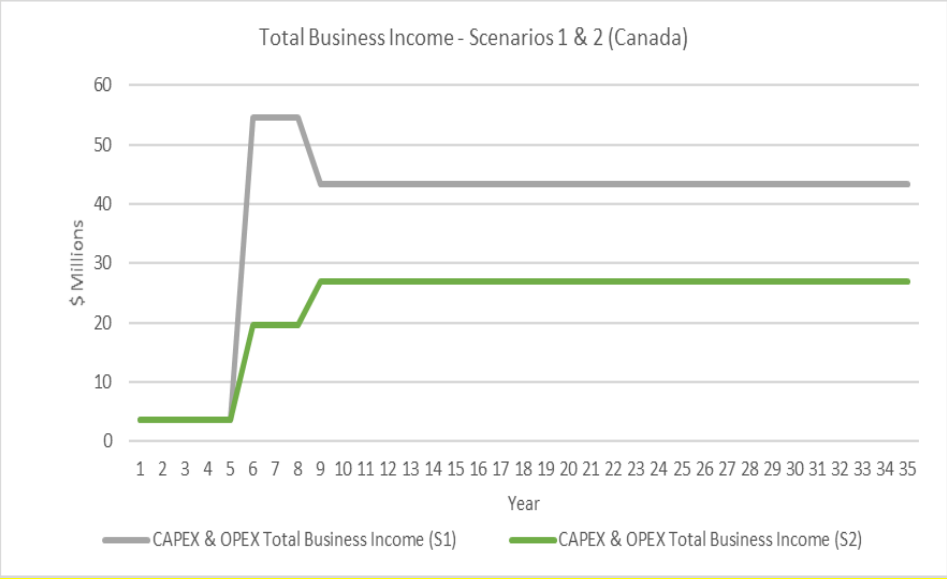


Figure ES 19: The Great Northern Port Impacts on Canada – Federal tax Revenue– Scenarios 1 and 2

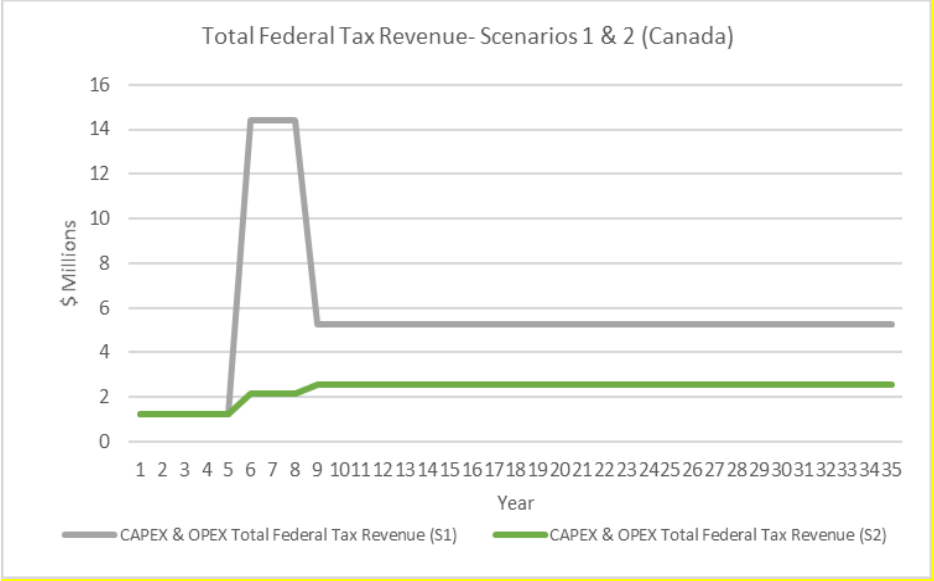
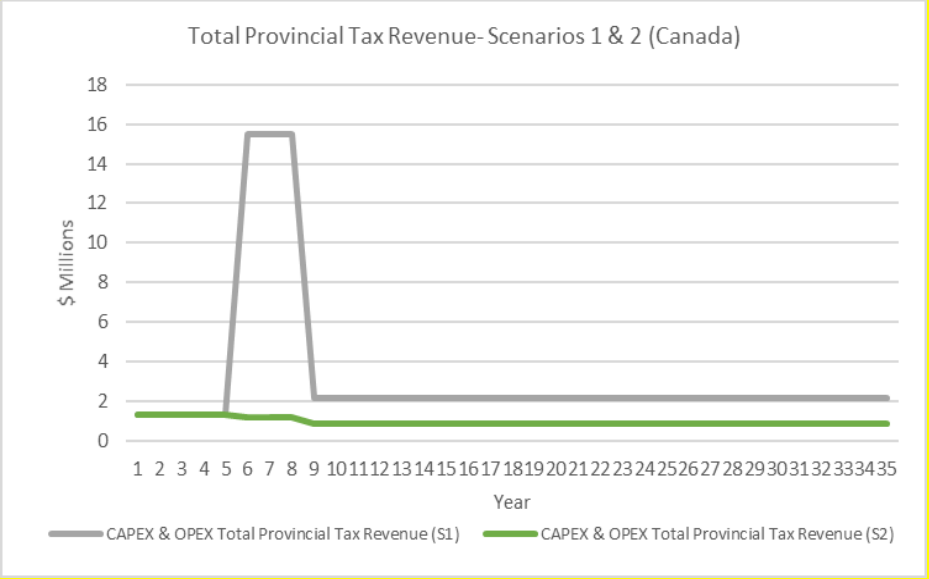


Figure ES 20: The Great Northern Port Impacts on Canada – Provincial Tax Revenue – Scenarios 1 and 2



As shown in Table ES 3 and Figure ES 14 for Scenario 1, constructing the port and its various components were estimated to generate 1,000 person-years of direct employment within Canada and 4,230 person-years of total employment. Similarly, during a typical year of full operations, as shown in Table ES 3 and Figure ES 14, it has been estimated that there will be 420 person-years of direct employment and 950 person-years of total employment for the residents of Canada. Further, over a 10-year period, a 25-year period and a 35-year period, the operations associated with the port were expected to support within Canada 3,040 person-years of total employment, 17,310 person-years of total employment and 26,830 person-years of total employment, respectively.

The total GDP impacts for Scenario 1, as illustrated in Table ES 3 and Figure ES 16, were estimated to be $440 million for construction and $100 million for a typical year of operations. As well, with broader time horizons, a 10-year period, a 25-year period and a 35-year period, GDP impacts have been calculated to be $350 million, $1,990 million, and $3,080 million, respectively.

Additionally, as shown in Table ES 3 and Figures ES 17 and ES 18, the construction activity is anticipated to yield more than $280 million wages and salaries and nearly $130 million in business income to workers and business within Canada. As well, during a typical year of operations, port activities are expected to support $100 million in wages and salaries ($60 million) and business income ($40 million). Likewise, over a 10-year period, a 25-year period and a 35-year period, the operations associated with the port are estimated to generate local wages and salaries and local business income of $330 million ($190 million in wages and salaries and $140 million in business income), $1,890 million ($1,100 million in wages and

salaries and $790 million in business income), and $2,930 million ($1,710 million in wages and salaries and $1,220 million in business income), respectively.

The total federal and provincial tax revenue impacts for the province are reported in Table ES 3 and in Figures ES 19 and ES 20. The federal and provincial revenue impacts for construction activity were estimated to be $45 million and $50 million, respectively. The corresponding federal and provincial tax revenue impacts for a typical year of operations were both estimated at $9 million. Likewise, the 10-year, 25-year, and the 35-year impacts were estimated to basically the same for federal and provincial tax revenues - $28 million, $165 million, and $260 million, respectively. There was about $10 million different in the estimates between the federal tax revenue ($180 million) and the provincial tax revenue ($170 million) for the 25-year timeframe.

For Scenario 2, direct employment levels were estimated to be 350 person-years during construction, increasing to nearly 850 person-years when spin-off employment was considered. The corresponding operating employment for a typical year of operations was determined to be 285 person-years per annum for direct employment and 580 person-years per annum for total employment. In addition, over 10 years, cumulative local direct employment within Canada was estimated at nearly 1,400 person-years, which reached 3,040 person-years with spin-offs. Similarly, local direct employment levels over 25 and 35 years were calculated to be 7,700 and 11,900 person-years, respectively. When spin-off employment levels were considered, the corresponding local employment were 17,310 person-years and 26,830 person-years.

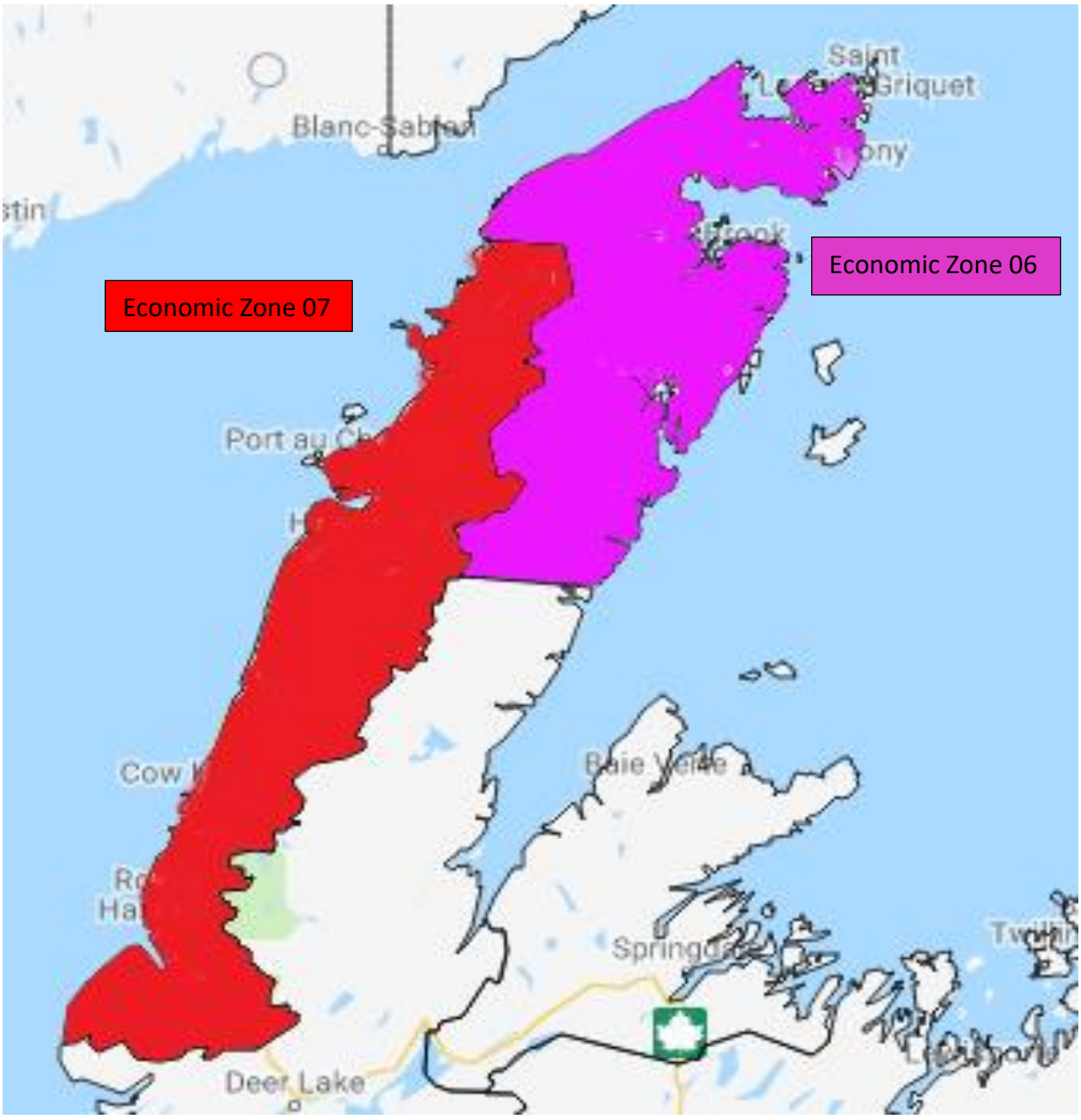
In addition, the construction activity is expected to generate $50 million in total wages and salaries and $25 million in business income and the corresponding impacts for a typical year of operations were calculated as $35 million for local wages and salaries and $25 million for local business income. Extending the time horizon under consideration to 10 years, 25 years and 35 years, the impacts on local wages and salaries were determined to be $130 million, $630 million, and $960 million, respectively. The corresponding impacts on business incomes within Canada were: $110 million, $510 million, and $780 million.

Canada-wide, the federal and provincial revenue impacts for construction activity were both determined to be $8 million. The corresponding federal and provincial tax revenue impacts for a typical year of operations were both estimated at $5 million. Likewise, the 10-year, the 25-year and the 35-year impacts were calculated to be basically the same for federal and provincial tax revenues - $20 million ad $90 million, $140 million, respectively.

The economic impacts estimated for the Great Northern Peninsula were compared to the economic and demographic characteristics of Economic Zone 6 and Economic Zone 7. As shown

on Map ES 1, these economic zones are the most likely areas of impacts for the construction and operation of the port at Crémaillère Harbour.

Map ES 1: Likely Impact Area for the Construction and Operation of the Great Northern Port Planned for Crémaillère Harbour



The basic statistics from these zones are presented in Table ES 4. The population has fallen, employment has fallen, unemployment is high, there is a high dependence on transfer income, etc. These bleak statistics point to a region of the province that has suffered economically and its sustainability is challenged if new, sustainable, and significant economic opportunities are not found for the region. Fortunately, the Great Northern Port planned for Crémaillère Harbour may be one such opportunity.

Table ES 4: Basic Statistics for Zone 6 and Zone 7

	Economic Zone 06	Economic Zone 07
Population	7,620	7,865
Population Change (1996-2016)	-33.70%	-29.60%
Employment 2016	3,590	3,780
Employment 2011	4,040	4,070
Working Age Population Share	59.4%	62.0%
Elderly Population Share	25.5%	24.5%
Age Dependency Ratio	40.9%	37.8%
Median Age	52	53
Natural Change	-50	-75
Residual Net Migration	-60	25
2016 Population Change	-110	-50
Unemployment Rate	36.3%	37.6%
Employment Rate	35.8%	34.6%
Participation Rate	56.2%	55.6%
Median Income	$28,800	$27,800
Real Disposable Income per Capita	$21,300	$20,000
Prevalence of Low Income	8.3%	10.2%
Employment Insurance	11.90%	16.10%
Canada Pension Plan	5.0%	5.4%
Income Support Assistance	0.80%	1.0%
Transfer Payments	28.1%	34.6%
Self-Reliance Ratio	71.9%	65.4%

With Scenario 1, constructing the Great Northern Port planned for Crémaillère Harbour has been estimated to support an average of 200 additional jobs per annum during the construction period. This consisted of 1,000 direct full-time equivalent jobs and 591 full-time equivalent spin-off jobs, for an average of 125 direct full-time equivalent jobs per year and 74 spin-off jobs. Should Scenario 2 transpire, then constructing the project would support 62 full-time equivalent jobs per year – 44 direct jobs and 18 spin-off jobs. The corresponding total employment over this eight-year construction period would be 496 full-time equivalent jobs – 351 direct full-time equivalent job and 145 spin-of jobs. The employment needs of the project would match the 360 construction jobs reported for Zone 6 and the 455 jobs in Zone 7 in 2016 without undue strain on the local labour market and it would simultaneously complement the existing skill sets within the adjacent zones (that is, Economic Zone 6 and Economic Zone 7).

When considering operations employment, Scenario 1 has been estimated to support, on average, over 500 full-time equivalent jobs per year, nearly 400 of those full-time equivalent jobs directly with the project. As well, there would be more than another 100 full-time equivalent spin-off jobs. Should Scenario 2 prevail, then almost 350 full-time equivalent jobs

are anticipated for the project, with 275 full-time equivalent direct jobs and 75 spin-off full-time equivalent jobs added to the local labour markets. These jobs would be consistent with the skill set within the local area, would be high paying and would be expected to last for a long period of time. In other words, these jobs could form the basis for a sustainable transformation of the region.

If Scenario 1 were the operative scenario, the project, during construction, is estimated to inject average annual wages and salaries into the local economy that were valued at $16.5 million per annum. With operations, wages and salaries supported by the project were nearly $35 million per annum.

Similarly, with Scenario 2, during construction, the project could support $3.8 million in wages and salaries annually in the local area. With operations, there would be more than $20 million annual wages and salaries on average added to the local economy. In addition, during operations, the wages and salaries would be supplemented with another $25 million per year in local business incomes with Scenario 1 and $20 million in local business incomes with Scenario 2. Likewise, the local area was estimated to benefit from business income during the construction period - $4.2 million annually with Scenario 1 and $1.2 million annually with Scenario 2.

To put the wage income in perspective, the average annual wages, and salaries per full-time employee during the operations phase from the Scenario 1 was calculated to be $68,650. This estimate was a weighted average of $75,633 annual wages and salaries for direct employment, $49,057 annual wages and salaries for indirect employment and $39,130 annual wages and salaries for induced employment. With Scenario 2, the average annual wages and salaries per full-time employee was estimated to be $58,273. Similarly, this was a weighted average of $62,270 annual wages and salaries for direct employment, $47,541 annual wages and salaries for indirect employment and $39,134 annual wages and salaries for induced employment.

For the construction Phase, the average annual wages and salaries per full-time employee from the Scenario 1 was calculated as $72,154. This estimate was a weighted average of $85,753 annual wages and salaries for direct employment, $55,422 annual wages and salaries for indirect employment and $39,185 annual wages and salaries for induced employment. With Scenario 2, the average annual wage per full-time employee was determined to be $61,479. Similarly, this was a weighted average of $66,312 annual wages and salaries for direct employment, $56,538 annual wages and salaries for indirect employment and $39,792 annual wages and salaries for induced employment.

These estimated annual wages and salaries per full-time equivalent job compared favourably to median income levels for 2016 ($28,800 for Zone 6 and $32,100 for Newfoundland and Labrador and $27,800 for Zone 7 and to real disposable income levels in 2016 (21,300 for Zone

6 and $22,600 for Newfoundland and Labrador and $20,000 for Zone 7. Hence, not only is the project estimated to yield significant employment within the local area, it should support jobs that are higher paying than currently exists on average within the region.

Although there are no officially recorded GDP statistics for the Great Northern Peninsula, Zone 6 or Zone 7, the input-output model enabled the calculation of this statistic as the sum of wages, salaries, business income and taxes net of subsidies. For Scenario 1, the project is expected to increase local economic activity annually by $64 million during operations and another $184 million ($23 million annually) would be accounted for by construction activities. With Scenario 2, the local economic activity is estimated to increase by $40 million per year during operations and another $43 million ($5 million annually) would be accounted for by construction activities.

In summary, the economic impacts estimated for the Great Northern Port planned for Crémaillère Harbour is expected to have positive economic impacts in an area that has suffered recently from economic and demographic decline. It has the potential to offer sustainable economic activity for the region and to diversify the local economy.

Table of Contents

1.0 Introduction

The Great Northern Peninsula, located on the northwestern portion of the island of Newfoundland, has experienced significant negative economic and demographic changes over the last twenty years. In particular, the communities located on the Great Northern Peninsula have been characterized by natural population declines, out-migration, and aging populations. In addition, the negative demographic effects have been compounded and magnified by a challenging and depressed economic environment. These circumstances, of course, have had, and will continue to have, significant implications for the long-run sustainability and viability of the local economies and communities. In other words, unless something else positive happens, the future for this area of the province is uncertain, both economically and demographically.

Despite these negative economic and demographic trends, a new port, proposed for the region, offers hope that the employment, incomes and economic opportunities, which are expected to flow from the proposed port, may help revitalize the communities on the Great Northern Peninsula adjacent to this proposed development. Specifically, the Great Northern Port Inc. (GNP Inc.) has proposed to develop an industrial subdivision and marine port at Crémaillère Harbour on the Great Northern Peninsula. GNP Inc. envisions this project as a catalyst for growth. The economic development potential of this port, as suggested by its proponents, is based on a cluster of port services, which are driven by current, and projected, onshore and offshore logistics requirements and the needs of the military and the Coast Guard.

This current research project, the results of which are embodied in this report, addressed the following research question: **Could the Great Northern Port Project have enough positive, strategic economic impact to arrest and reverse the prevailing trends of the downward economic spiral for the entire region of the Northern Peninsula and the communities involved?** In utilizing the research findings contained in this report, it is important to appreciate that this research project did not attempt to validate or confirm the market demand or the feasibility of the many individual business cases and proposals needed to fully realize the full potential businesses that are being contemplated by the proponents for the Great Northern Port. Rather, the research team assumed that all requisite due diligence would be conducted by individual government and industry stakeholders before any actual funding or development occurs. As well, the capital expenditures, the operating expenditures, the direct employment estimates, and the specific project components analyzed in this study were provided by the proponent, GNP Inc., and were taken as inputs into this analysis, without any independent verification by the research team. Given this caveat, this research focused on the potential of each of these project enterprises as they were conceived and known by the subject matter experts at the time of this research. The research undertaken in this report was an input-output analysis. The economic impacts analyzed in this research were: employment levels, GDP

(Gross Domestic Product), wages, salaries and social contributions, business income, federal tax revenue and provincial tax revenue.

This report consists of 29 sections including the introduction and conclusion. Sections 2, 3 and 4 provide a demographic and economic overview of the Great Northern Peninsula region. The overarching geography of this study is referred to as the Northern Peninsula region. It encompasses the entire Great Northern Peninsula and reaches as far south as Deer Lake. For the purpose of this analysis, this region is broken down into both "Economic Zones" and "Local Areas." Both economic zones and local areas are geographies given by the *Community Accounts of the Newfoundland and Labrador Statistics Agency*. There are two Economic Zones used for the purpose of this study are: Economic Zone 06, which this study refers to as the northeast Northern Peninsula, and Economic Zone 07, which this study refers to as the western Northern Peninsula. Furthermore, there are eight Local Areas which are used for the purpose of this study:

- Deer Lake-Cormack Area,
- Bonne Bay Area,
- Daniel's Harbour Area,
- the Strait of Belle Isle,
- Quirpon-Cook's Harbour Area,
- Roddickton Area and
- Jackson's Arm Area.

These eight Local Areas, when taken together, form the Great Northern Peninsula region. Jackson's Arm Area and Deer Lake-Cormack Area are included in Economic Zone 08, which is not use in this study because Economic Zone 08 also includes the City of Corner Brook. Consequently, any information given by that geography will be of little value because the data relating to Deer Lake-Cormack Area and Jackson's Arm Area would be greatly altered by the inclusion of Corner Brook, which is a very large city by the standards of Newfoundland and Labrador.

The regional data utilized in this report to describe the local areas and economic zones of the Great Northern Peninsula were available through *the Community Accounts of the Newfoundland and Labrador Statistics Agency*.

Population projections for the Northern Peninsula region are provided in Section 6. This provides a demographic context for interpreting the significance of the economic impact of the Great Northern Port.

Section 7 reviews the literature on the importance of ports in shaping the economies of their local region. This includes the consideration of ports as economic generators or as oppose to

being obsolete as valuable economic assets to their community. As well, there is a review of impact studies which highlight the effects that ports have had on their regions' economies. These port impact studies point towards the effect that ports have on a regional economies' employment levels, output, gross domestic product as well as the local and national governments' tax revenues.

The specific of the project analyzed are outlined in Section 8, while Section 9 describes the input-output analysis utilized in this study. Sections 10, 11, 12, 13, 14, 15, 16 and 17 presents the outputs for each component of the project for the construction phase of the project. The economic impacts for a typical year of operations are analyzed in Sections 18, 19, 20, 21, 22, 23, 24 and 25. The annual impacts for the construction phase economic impacts are analyzed in Section 26, while the annual economic impacts for the operations phase are provided in Section 27. The economic impacts are put in context by comparison to the economic and demographic variables presented previously for the Great Northern Peninsula. Finally, a conclusion is provided in Section 29. As well, four appendices are attached to this report – Appendix A contained the National Household Survey Global Non-Response Rate; Appendix B provides a Glossary and Definitions; Appendix C indicates the specific data sources utilized in this report; and Appendix D provides detailed annual tables of economic impacts determined for both the construction and operations phases of the great Northern Port.

The Great Northern Peninsula needs a silver bullet to boost its economy and its failing demographic structure. The Great Northern Port may give this region a shoulder to lean on as it struggles to maintain relevance in the grand scheme of things. The Great Northern Port has the potential to succeed and revitalize the Great Northern Peninsula while doing so.

2.0 Demographic and Economic Characteristics of the Northern Peninsula Region

The Great Northern Peninsula has experienced a great deal of change over the last twenty years. From population decline to an aging population, the demographics of the Great Northern Peninsula have grave implications for the region's future.

In the demographic and economic contextual analysis undertaken for the Great Northern Peninsula, the analysis presented in this report considers only relevant economic zones and local areas because Newfoundland and Labrador is comprised of 20 economic zones and 80 local areas. For this analysis, the economic and demographic characteristics for two economic zones (Zone 06 and Economic Zone 07) are assessed. Economic Zone 06, referred in this report as the 'northeast Northern Peninsula' or Zone 06, extends from Anchor Point, northeast to St. Lunaire-Griquet and then south to Englee, while Economic Zone 07, referred in this report as the 'western Northern Peninsula' or Zone 07, covers the western coast of the Northern Peninsula from Trout River north to Saint Barbe.

The economic and demographic characteristics and trends are analyzed as well for eight local areas: the Deer Lake-Cormack Area, the Bonne Bay Area, the Daniel's Harbour Area, the Hawke's Bay-Port au Choix Area, the Strait of Belle Isle, the Quirpon-Cook's Harbour Area, the Roddickton Area and the Jackson's Arm Area. The specific geographic parameters which define these local areas are specified and described in the sections below that analyze the local areas.

Economic Zone 06 is essentially comprised of the Roddickton Area, the Quirpon-Cook's Harbour Area and the northern portion of the Strait of Belle Isle, while Economic Zone 07 is made up of the Bonne Bay Area, the Daniel's Harbour Area, the Hawke's Bay-Port au Choix Area and the southern portion of the Strait of Belle Isle. Economic Zone 08, which includes the Deer Lake-Cormack Area and the Jackson's Arm Area, was not used in this study because it also included the Corner Brook-Pasadena Area and the Bay of Islands.

In this report, the 'Northern Peninsula region' is sometimes utilized as a reference area. It comprises all eight of the local areas. Additionally, the Strait of Belle Isle is split between Economic Zone 06 and Economic Zone 07. In particular, the area from Saint Barbe south to Plum Point and then further south to Castors River is included in Economic Zone 07, while the area from Anchor Point and Flower's Cove north to Green Island Brook and Big Brook is included in Economic Zone 06.

Map 1 and Map 2 below illustrate the areas analyzed in this report. In analyzing the economic and demographic trends and variables associated with the Great Northern Peninsula, data was

are derived from Government of Newfoundland and Labrador's *Community Accounts website*.[1] This includes information from economic zones, local areas, communities, and the province.

Map 1: Northern Peninsula Region

Image Source: based on Data Visualization and Mapping Suite from the Community Accounts, Newfoundland and Labrador Statistics Agency website

[1] https://nl.communityaccounts.ca//Default.asp?

2.1 Demographic and Economic Characteristics of Economic Zones

Map 2: Economic Zones

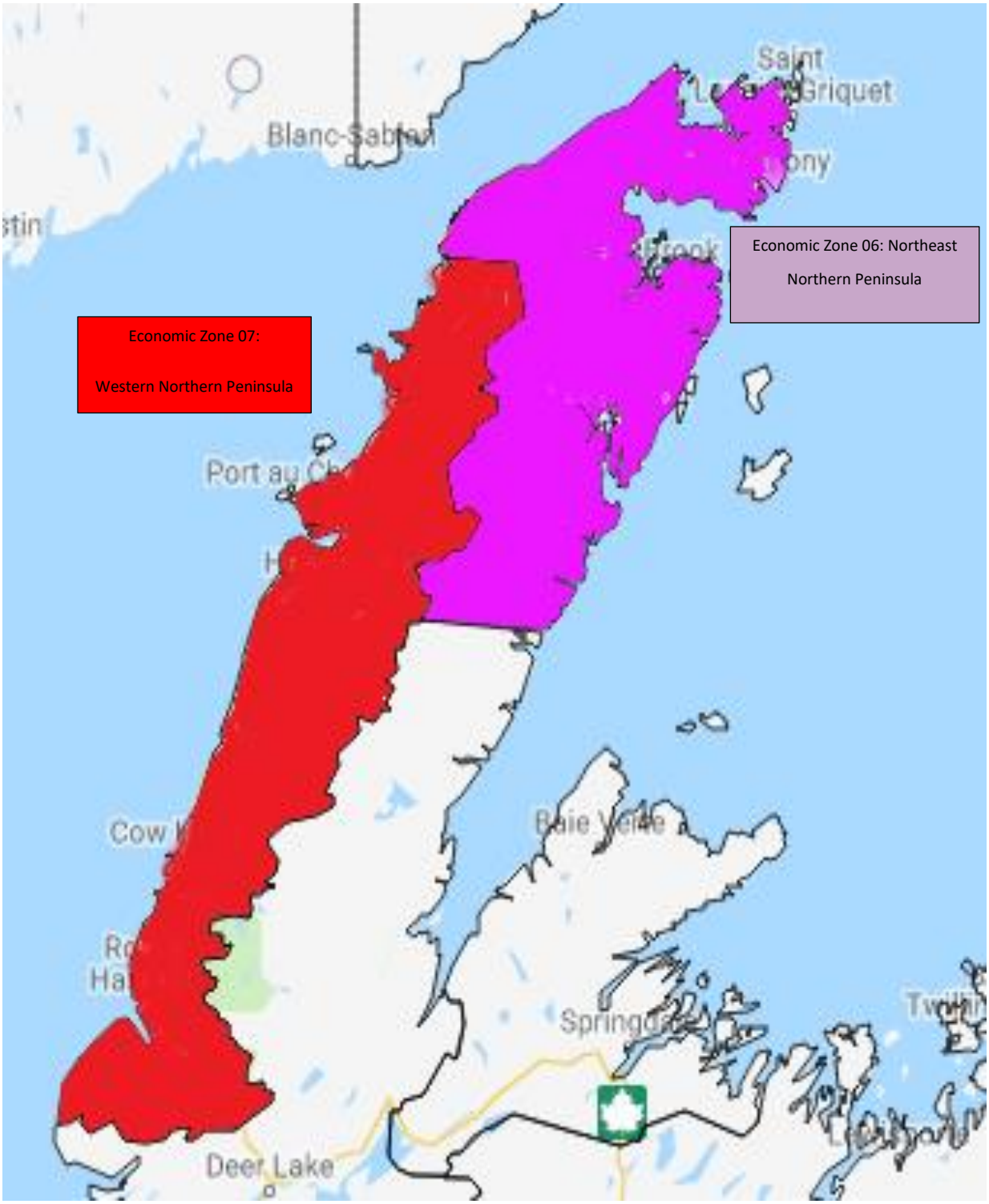


Image Source: based on Data Visualization and Mapping Suite from the Community Accounts, Newfoundland and Labrador Statistics Agency website with colour editing by the authors.

2.2 Economic Zone 6: Northeast Northern Peninsula

Geographical Boundaries: Anchor Point to Englee and comprises the local areas of the Roddickton Area, the Quirpon-Cook's Harbour Area and the northern half of the Strait of Belle Isle.

Largest Communities (Population 2016): St. Anthony (2,255), Roddickton-Bide Arm (1,000), St. Lunaire-Griquet (600).

2.2.1 Population

The population of Economic Zone 06, as shown in Figure 1, dropped from 11,490 people in 1996 to 7,620 people in 2016, representing a decrease of 33.7%. Similarly, from Figure 2, the population of both males and females decreased in the region. Between 1996 and 2016, the population of males fell from 5,765 to 3,715, and the population of females decreased from 5,725 to 3,900 (see Figure 2).

Figure 1: The Northeast Northern Peninsula - Population

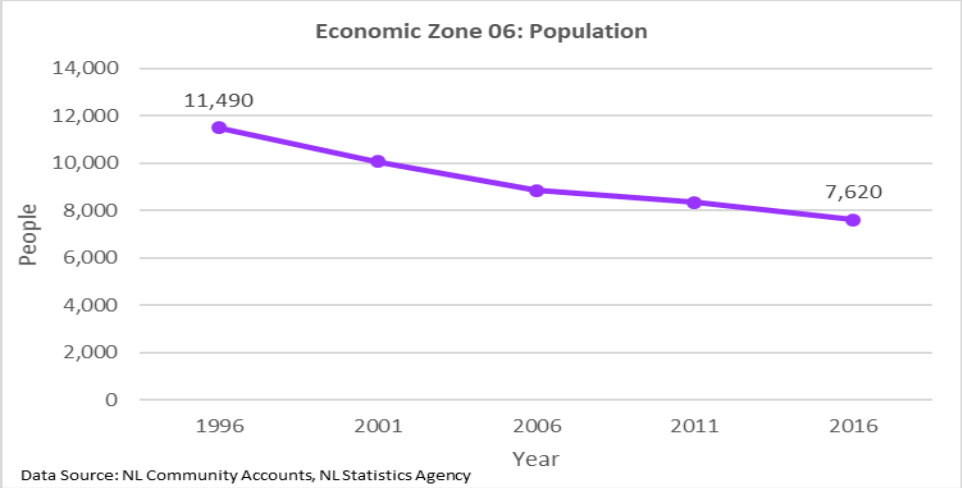
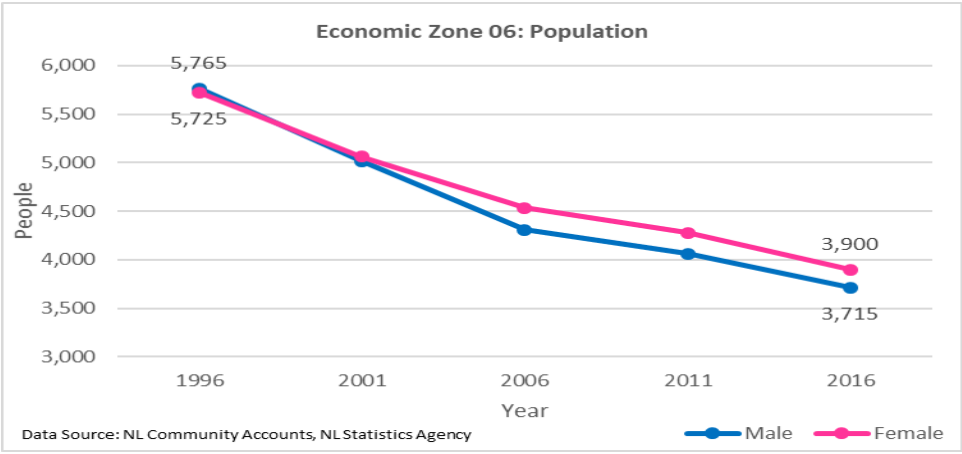


Figure 2: The Northeast Northern Peninsula Population by Gender



2.2.2 Births and Deaths

As illustrated in Figure 3, in 2000, the total death rate for the province equaled 8.17 deaths per 1,000, which compares to 8.19 deaths per 1,000 for Economic Zone 06. In 2011, the death rate increased slightly to 9.01 deaths per 1,000 in the northeast Northern Peninsula and 8.79 deaths per 1000 in the province. From 2000 to 2011, the total death rate increased by 0.82 deaths per 1,000 in Economic Zone 06 and 0.62 deaths per 1,000 in the province. The death rate in the northeast Northern Peninsula was higher than the death rate of the province in four of the five years between 2006 and 2011.

Figure 3: The Northeast Northern Peninsula - Total Death Rate

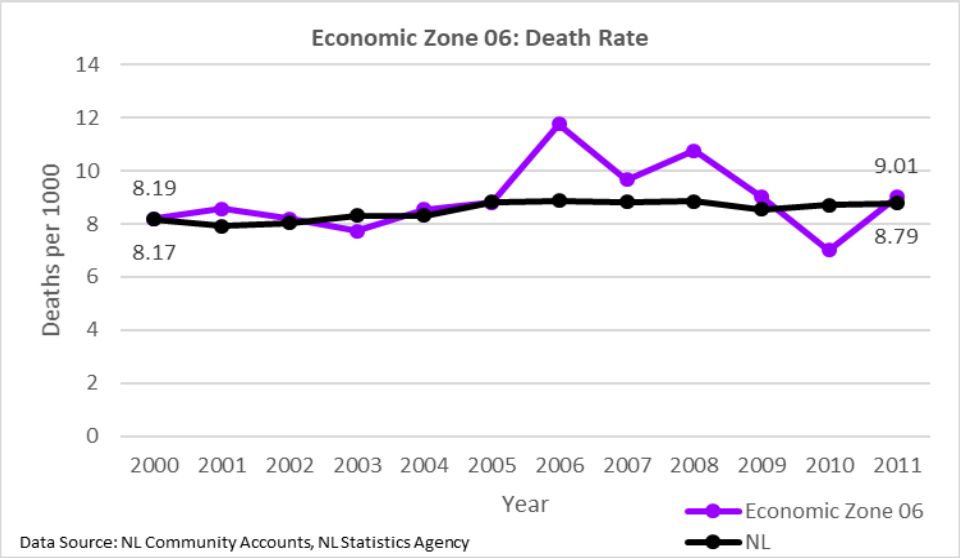
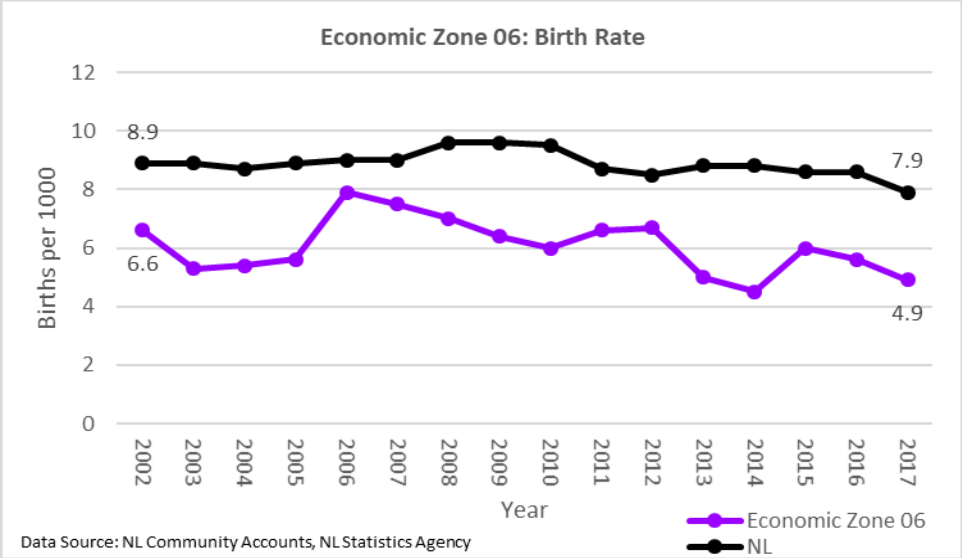


Figure 4 shows that in 2002, the total birth equaled 8.9 births per 1,000 in the province and 6.6 births per 1,000 in Economic Zone 06. In 2017, the birth rate equaled 7.9 births per 1,000 in Newfoundland and Labrador and 4.9 births per 1,000 in the northeast Northern Peninsula. Between 2002 and 2017, the total birth rate in Newfoundland and Labrador fell by 1 birth per 1,000 and fell by 1.7 births per 1,000 in Economic Zone 06. This shows that the total birth rate fell quicker in the northeast Northern Peninsula than in Newfoundland and Labrador. In 2002, the total birth rate in Newfoundland and Labrador was 2.3 births per 1,000 higher than that of Economic Zone 06. Likewise, in 2017, the total birth rate in Newfoundland and Labrador was 3 births per 1,000 higher than that of the northeast Northern Peninsula. The difference between the total birth rates of northeast Northern Peninsula and Newfoundland and Labrador is significant and widened between 2002 and 2017.

Figure 4: The Northeast Northern Peninsula - Total Birth Rate



2.2.3 Population by Age Group

From Figures 5, 6 and 7, the population of Economic Zone 06 has changed substantially over the past 20 years. In 1996, the population resembled a "pyramid," whereby most of the population was concentrated in the younger age groups and there was a smaller percentage of the population making up each successive older age group. However, in 2011 and 2016, the population pyramid became "inverted", where older age groups comprised a larger share of the population. That is, the population-by-age-group chart looks like a pyramid flipped upside down. For instance, in 1996, the largest cohort was the 30-34-year-old age group with 1,020 people. By 2006, the largest age cohort was the 45-49-year-old age group with 800 people and by 2016, the largest group was the 60-64-year-old age group with 755 people.

Figure 5: The Northeast Northern Peninsula - Population by Age Group 1996

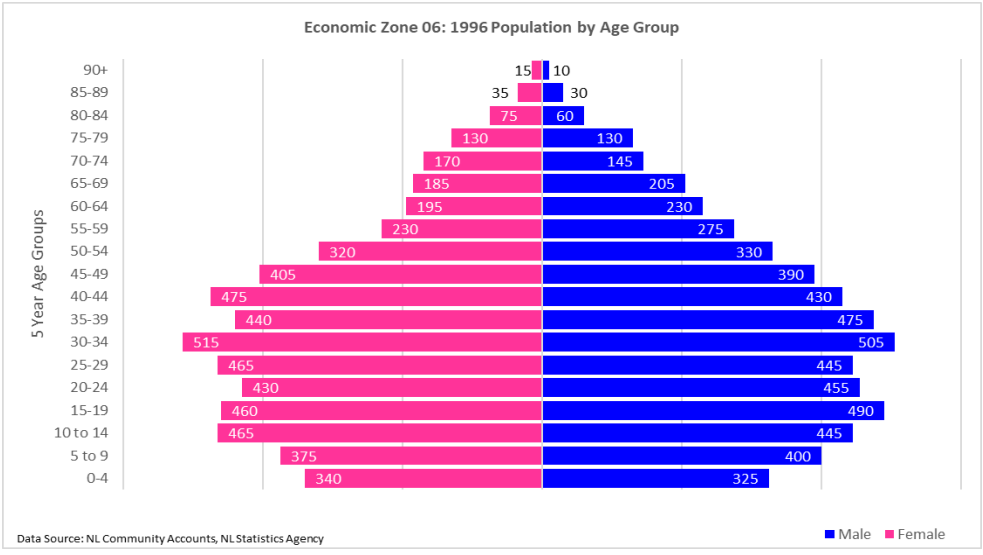


Figure 6: The Northeast Northern Peninsula - Population by Age Group 2006

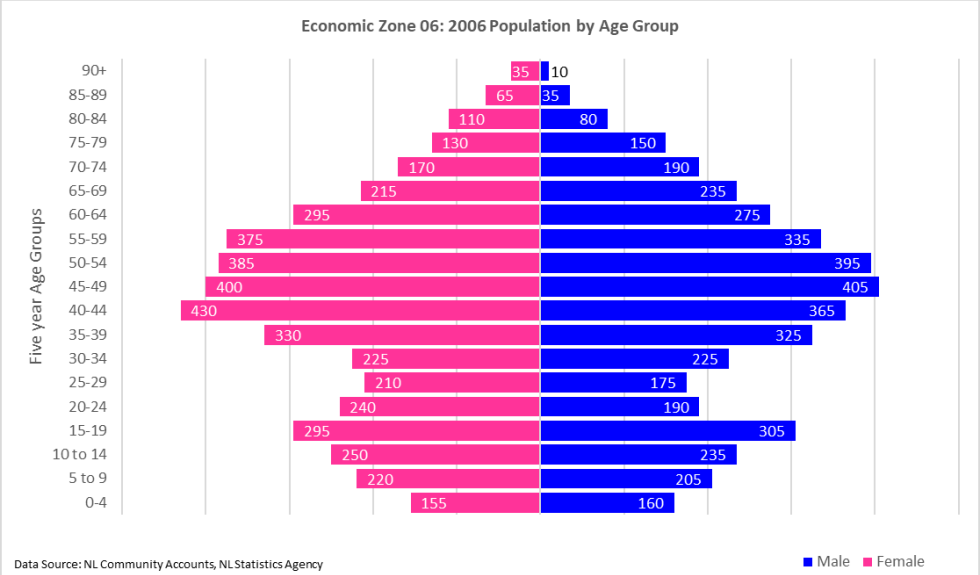
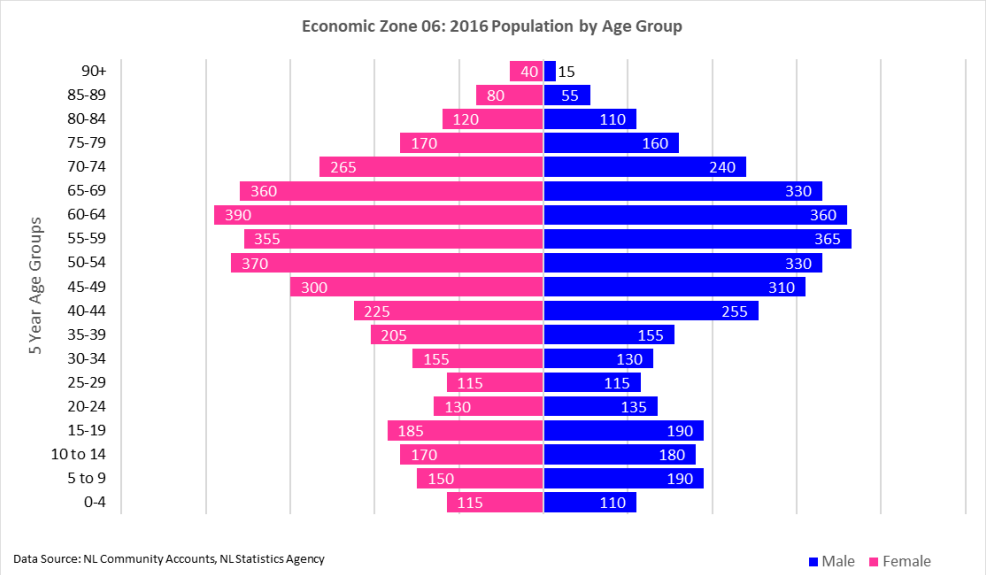


Figure 7: The Northeast Northern Peninsula - Population by Age Group 2016

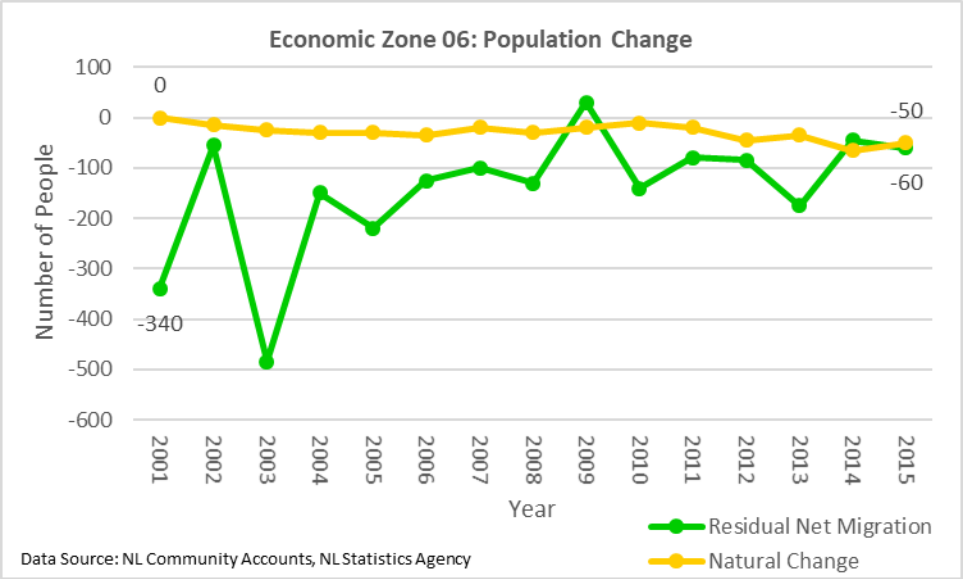


2.2.4 Population Change

Figure 8 indicates that, in 2001, the natural change, which is defined as the births in a region within a given year minus the deaths in a region within a given year, in Economic Zone 06 equaled zero. However, by 2015, the natural change of the northeast Northern Peninsula equaled -50. Furthermore, residual net migration, defined as the total population this year minus the total population last year minus the natural change, was negative for almost all the period between 2001 and 2015. Specifically, the residual net migration equaled -340 in 2001, but rose to -60 in 2015. The natural change for the northeast Northern Peninsula has steadily declined over the fourteen-year period, which is characteristic of a population that is becoming

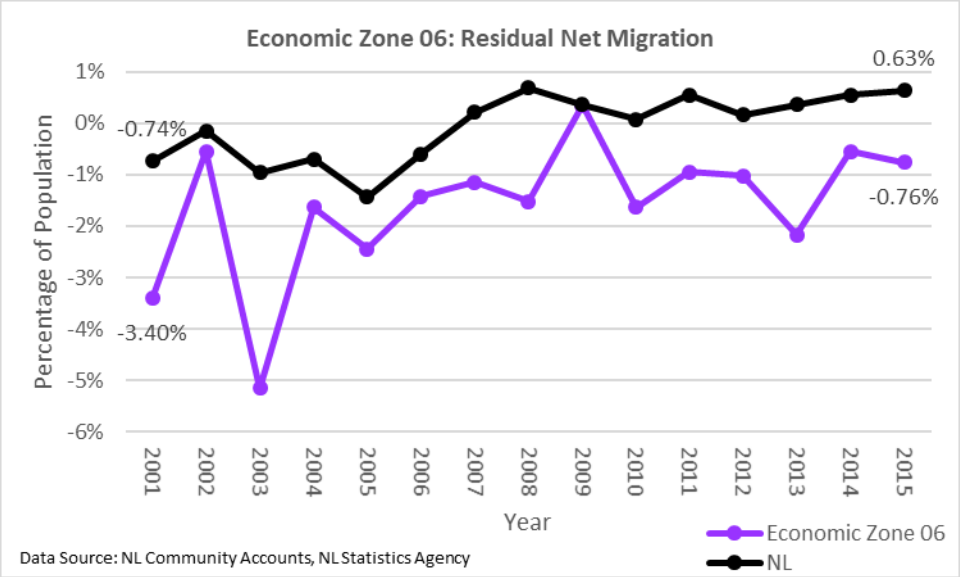
increasingly more elderly, with fewer women in their prime child-bearing years. Clearly, migration patterns have improved over the period; from a net out-migration of 340 people in 2001 to a net out-migration of 60 people in 2015. Nonetheless, it still paints a grim picture since there are still significant levels of out-migration in the northeast Northern Peninsula. Additionally, although there has been a substantial improvement since 2001, there has been a net deterioration of the residual net migration figures between 2009 (where residual net migration was positive) and 2015.

Figure 8: The Northeast Northern Peninsula - Population Change



Furthermore, in 2001, the residual net migration, expressed as a percentage of the population, equaled -0.74% of the population for Newfoundland and Labrador and -3.4% of the population for Economic Zone 06 (see Figure 9). In 2015, the residual net migration improved to 0.63% of the population for the province and -0.76% of the population for the northeast Northern Peninsula. The residual net migration for the province was positive between 2007 and 2015, whereas the residual net migration of Economic Zone 06 was positive for only one year, 2009, between 2001 and 2015 and has been negative ever since then. If the natural change continues this steady decline, then there must be significant changes in the region's migration patterns to ameliorate, or to even maintain, the current situation.

Figure 9: The Northeast Northern Peninsula - Residual Net Migration



2.2.5 Population Characteristics

The working age population share consists of those individuals in the population who are 18 to 64 years of age. Figures 10 and 11 reveal that the working age population share of the northeastern Northern Peninsula dropped from 64.3% of the population to 59.4% of the population between 1996 and 2016. Meanwhile, the elderly population share rose from 10.3% of the population in 1996 to 25.5% of the population in 2016 (see Figure 12). In Economic Zone 06, as shown in Figure 13, the age dependency ratio rose from 14.9% in 1996 to 40.9% in 2016.

Figure 10: The Northeast Northern Peninsula - Population Characteristics

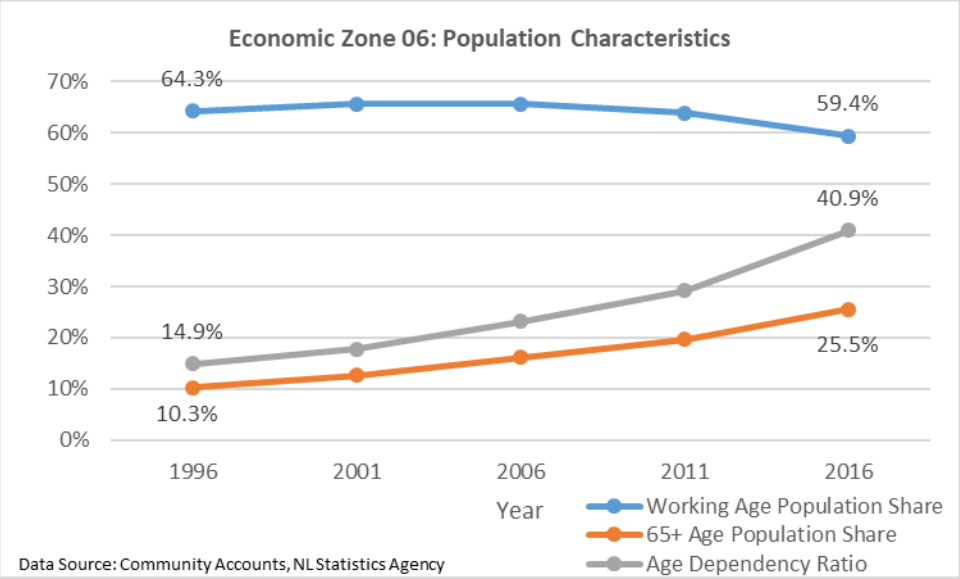


Figure 11: The Northeast Northern Peninsula - Working Age Population Share

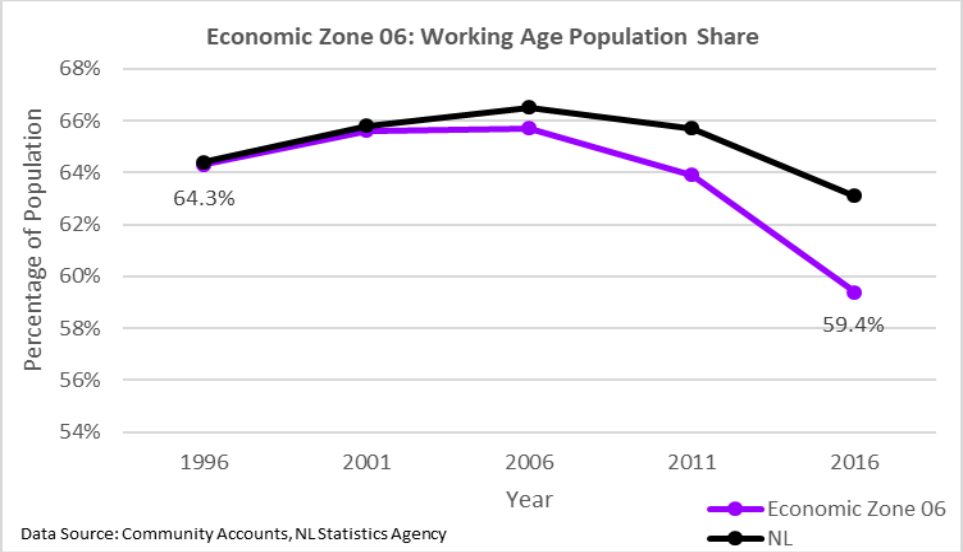
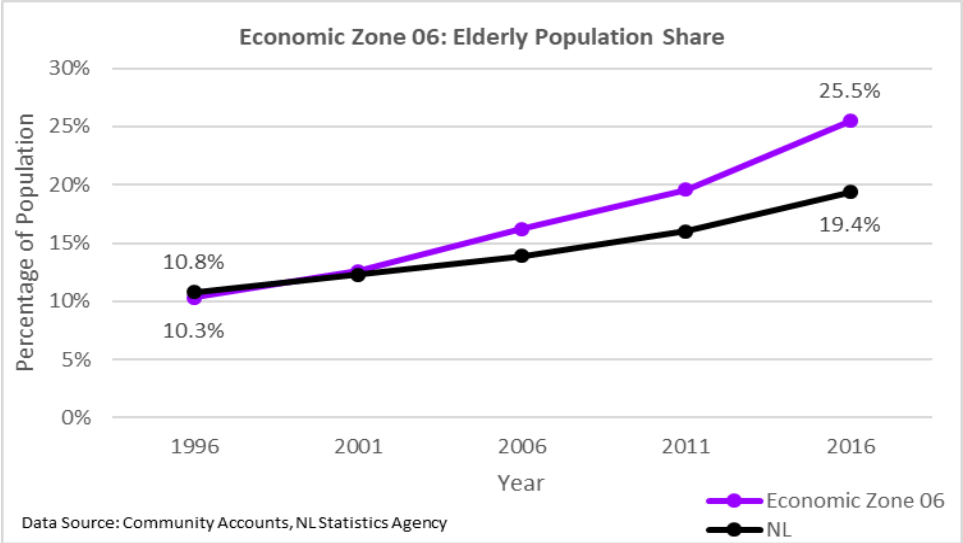


Figure 12: The Northeast Northern Peninsula - Elderly Population Share



In 1996, the working age population share for Economic Zone 06 and Newfoundland and Labrador were nearly identical, equaling 64.4% of the population in the province and 64.3% of the population in Economic Zone 06. However, between 1996 and 2016, the working age population share for the province fell from 64.4% of the population in 1996 to 63.1% of the population in 2016, which represents a decrease in working age population share of 1.3 percentage points. During the same period, the working age population share in the northeast Northern Peninsula decreased by 4.9 percentage points.

The elderly population share in Economic Zone 06 was like that of Newfoundland and Labrador in 1996, as Newfoundland and Labrador's elderly population share was slightly higher. By 2016,

the elderly population share of the province increased to 19.4% of the population, which was up from 10.8% of the population in 1996. Meanwhile, the elderly population share of the northeast Northern Peninsula increased to 25.5% of the population in 2016, which was up from 10.3% of the population in 1996. In 2016, as illustrated in Figure 12, the northeast Northern Peninsula's population share of people aged 65 years and over was 6.1 percentage points higher than that of the province, which was much larger than it was in 1996, when the elderly population share of Newfoundland and Labrador was only 0.5 percentage points higher than that of the northeast Northern Peninsula. Between 1996 and 2016, the elderly population share of Economic Zone 06 increased by 15.2 percentage points.

1n 1996, from Figure 13, the age dependency ratio of Newfoundland and Labrador was 0.7 percentage points higher than that of the northeast Northern Peninsula. However, the age dependency ratio of the province rose from 15.6% in 1996 to 29.3% in 2016, which was an overall increase of 14.4 percentage points. Meanwhile, the northeast Northern Peninsula's age dependency ratio increased from 14.9% in 1996 to 40.9% in 2016, showing a net increase of 26 percentage points over that period. In 2016, the age dependency ratio of Economic Zone 06 was 11.6 percentage points higher than that of the province.

As shown Figure 14, in 2001, the median ages of Newfoundland and Labrador and Economic Zone 06 were equivalent. However, by 2016, the median age of the province rose by 8 years to reach 46 years, while the northeast Northern Peninsula's median age rose by 14 years to 52 years of age. In 2016, the median age of the northeast Northern Peninsula was 6 years older than that of the province.

Figure 13: The Northeast Northern Peninsula - Age Dependency Ratio

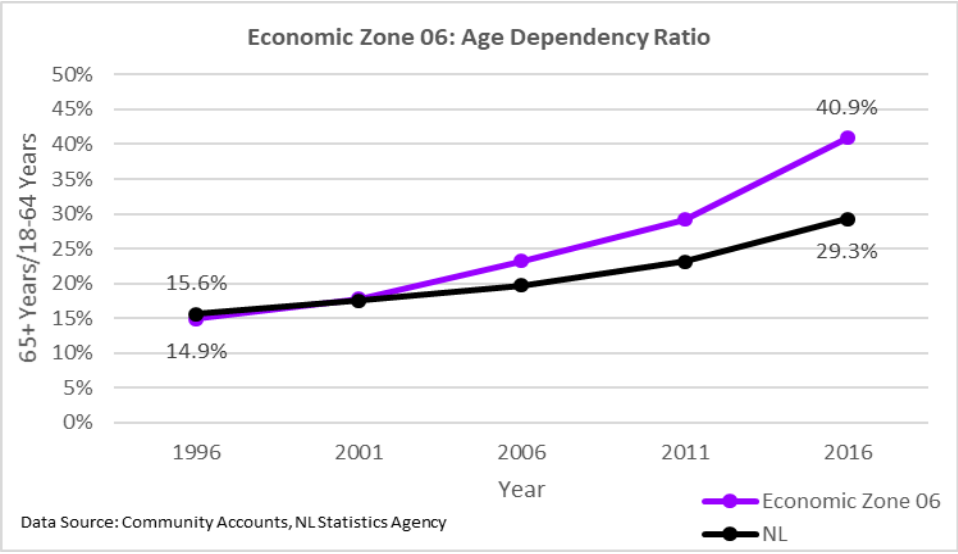
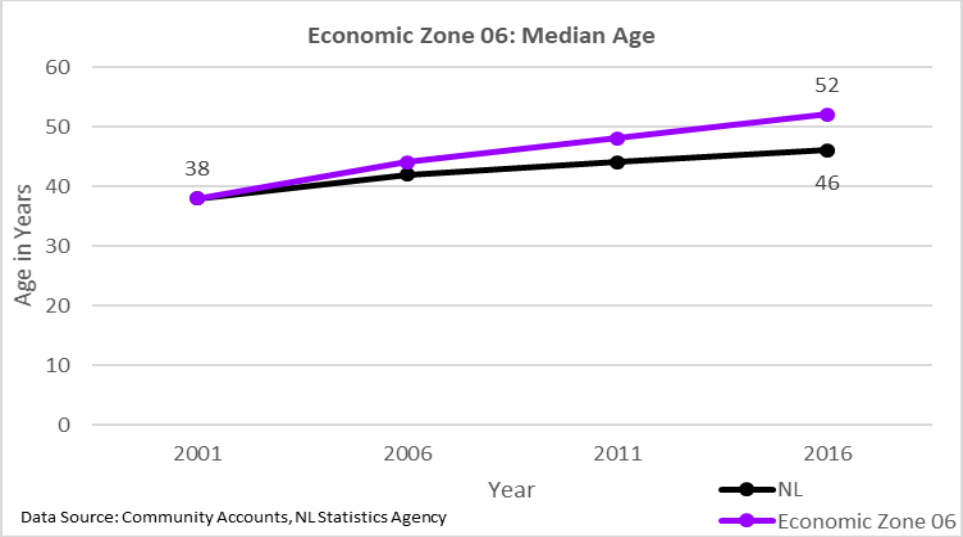


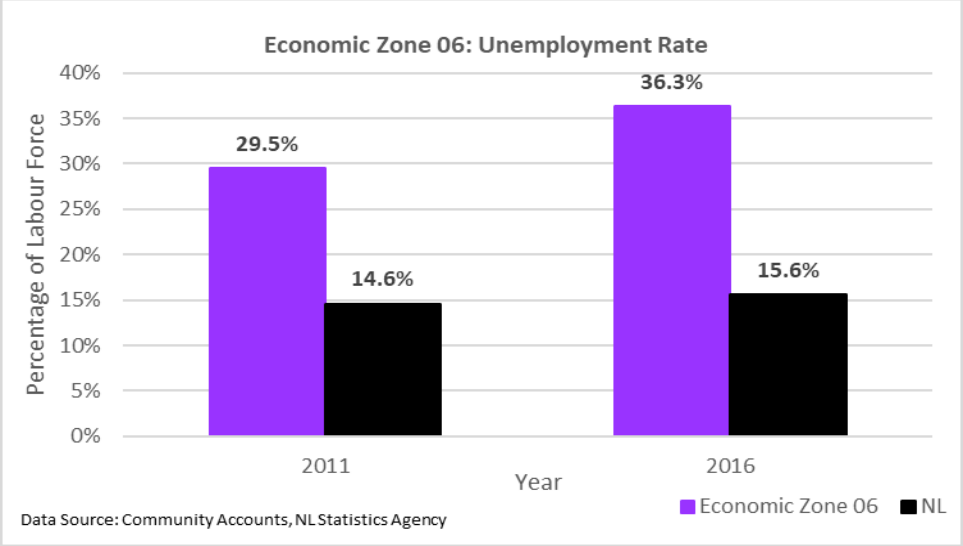
Figure 14: The Northeast Northern Peninsula - Median Age



2.2.6 Labour Force

From Figure 15, the unemployment rate in Economic Zone 06, equaling 29.5% of its labour force in 2011, was 15 percentage points higher than the unemployment rate of Newfoundland and Labrador. In 2016, the unemployment rate in the northeast Northern Peninsula increased to 36.3%, which was 20.7 percentage points higher than the provincial unemployment rate. From 2011 to 2016, the unemployment rate in Economic Zone 06 increased by 6.6 percentage points.

Figure 15: The Northeast Northern Peninsula - Unemployment Rate



In 2011, Economic Zone 06's employment rate (see Figure 16), which equaled 40% of its population, was 10.7 percentage points lower than the employment rate of Newfoundland and

Labrador. In 2016, the employment rate of the northeast Northern Peninsula, at 35.8% of its population, was 13.7 percentage points lower than the provincial employment rate. From 2011 to 2016, the employment rate of Economic Zone 06 decreased by 4.2 percentage points.

Figure 16: The Northeast Northern Peninsula - Employment Rate

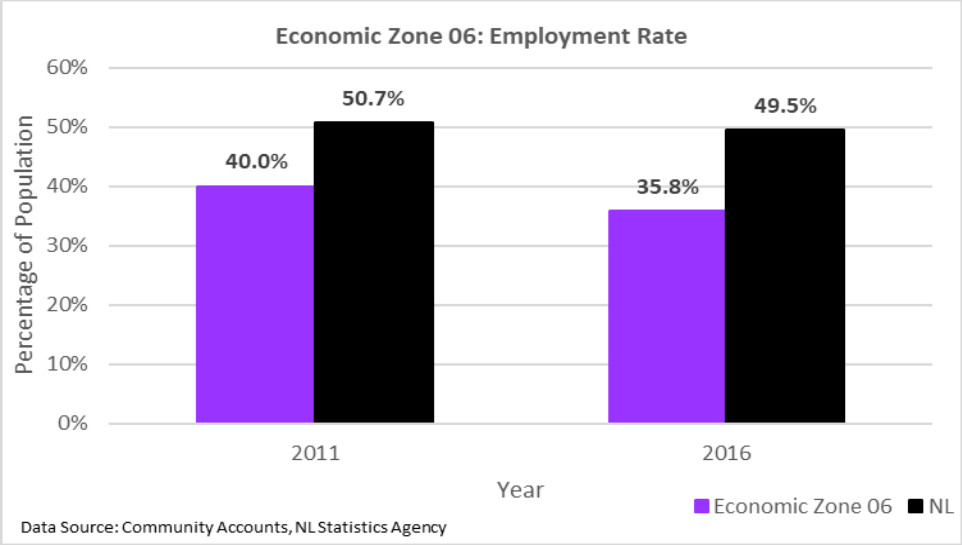
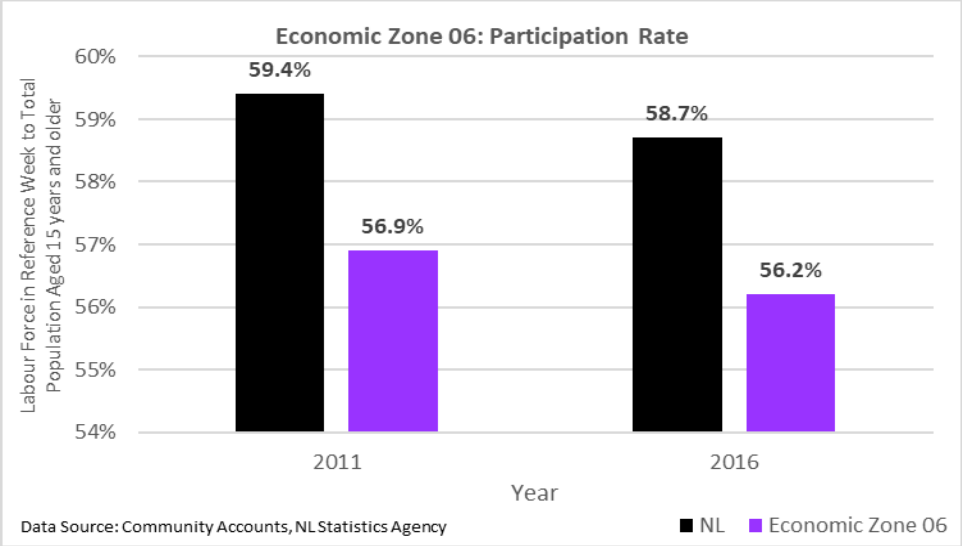


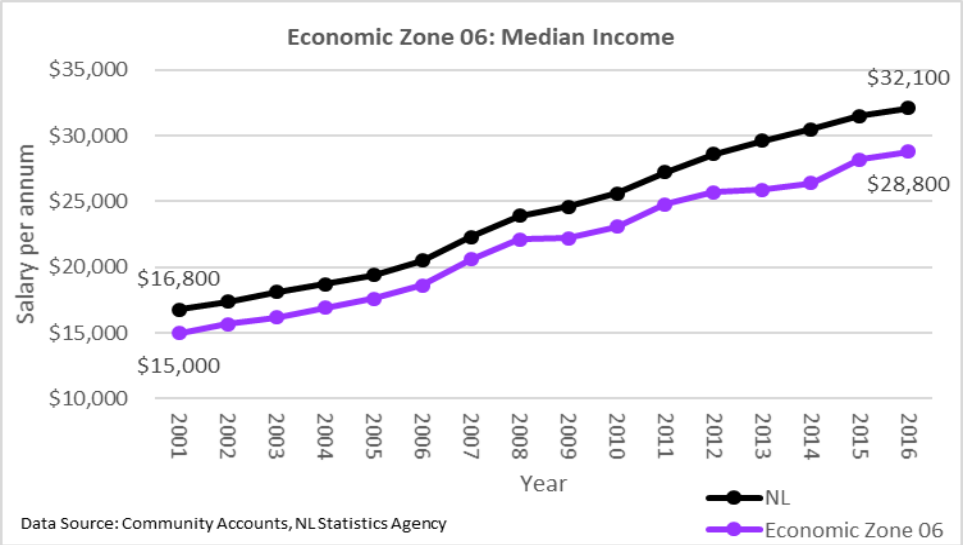
Figure 17: The Northeast Northern Peninsula - Participation Rate



In 2011, as displayed in Figure 17, Economic Zone 06's participation rate equaled 56.9% of its working age population and was 2.5 percentage points lower than the participation rate of Newfoundland and Labrador. In 2016, the participation rate of Economic Zone 06 equaled 56.2% of its working age population, which was 2.5 percentage points lower than the provincial average. Between 2011 and 2016, the participation rate in the northeast Northern Peninsula fell by 0.7 percentage points and was lower than the provincial participation rate in both years.

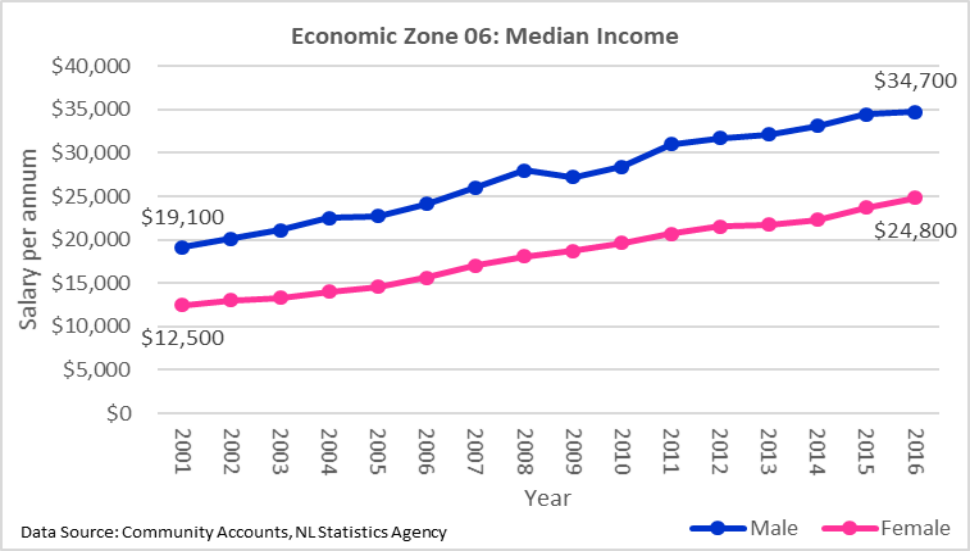
2.2.7 Income

Figure 18: The Northeast Northern Peninsula - Median Income



Between 2001 and 2016, Newfoundland and Labrador's median income was higher than that of Economic Zone 06. The median income of Newfoundland and Labrador in 2001, as shown in Figure 18, equaled $16,800 and rose to $32,100 in 2016, which was $15,300 higher than it was in 2001. For the northeast Northern Peninsula, the median income equaled $15,000 in 2001 and rose to $28,800 in 2016, corresponding to an overall increase of $13,800. In 2001, the gap between the median incomes of the province and Economic Zone 06 was $1,800, in favor of the province. However, by 2016, the gap widened as the province's median income was $3,300 higher than that of the northeast Northern Peninsula.

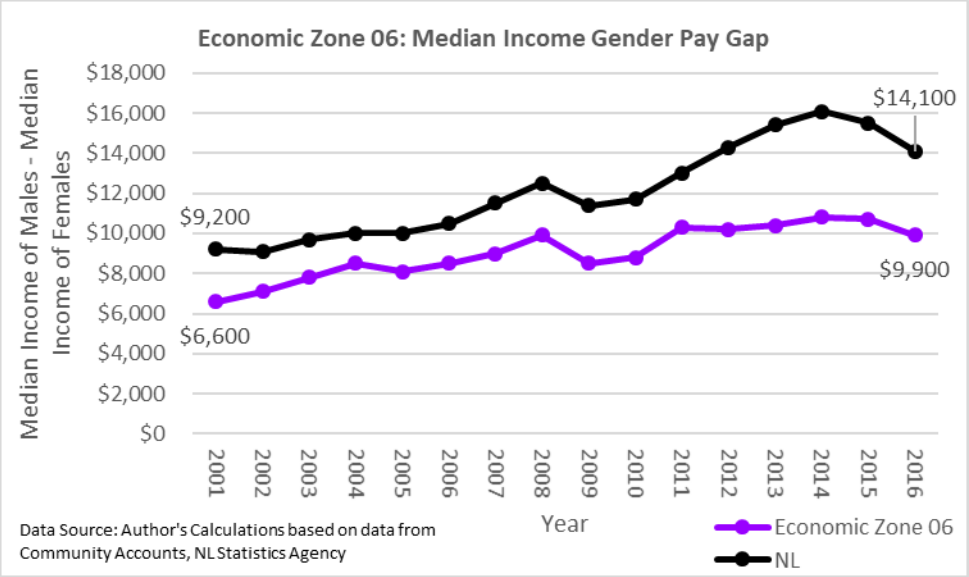
Figure 19: The Northeast Northern Peninsula - Median Income by Gender



From Figure 19, between 2001 and 2016, the median income of males was higher than the median income of females throughout in Economic Zone 06. In 2001, the median income of males equaled $19,100 and rose to $34,700 by 2016. The median income of males increased by $15,600 between 2001 and 2016. As well, the median income for females in the northeast Northern Peninsula equaled $12,500 in 2001, increasing to $24,800 by 2016. Lastly, the median income of females in Economic Zone 06 increased by $12,300 between 2001 and 2016.

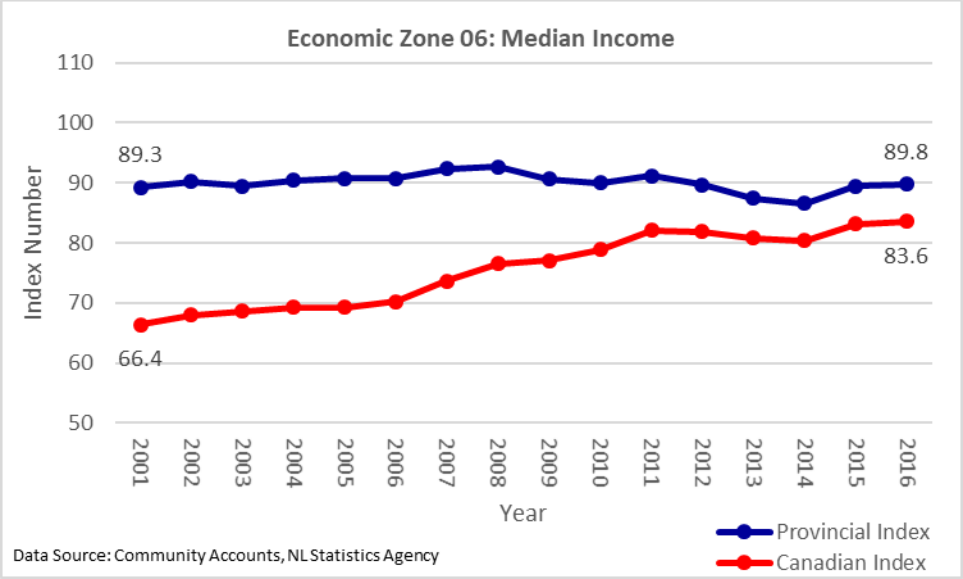
In 2001, the gender pay gap in Newfoundland and Labrador, as indicated in Figure 20, equaled $9,200 and rose to $14,100 by 2016. Likewise, the gender pay gap in Economic Zone 06 equaled $6,600 in 2001 and increased to $9,900 in 2016. Between 2001 and 2016, the median income gender pay gap increased by $4,900 in the province and $3,300 in the northeast Northern Peninsula. In 2001, the median income gender pay gap was $2,600 higher in the province than it was in Economic Zone 06. Furthermore, by 2016, the median income gender pay gap was $4,200 higher in Newfoundland and Labrador than it was in the northeast Northern Peninsula.

Figure 20: The Northeast Northern Peninsula - Median Income Gender Pay Gap



Examining Figure 21, one observes that in 2001, the median income of the northeast Northern Peninsula equaled 89.3% of Newfoundland and Labrador's median income or 66.4% of Canada's median income. In 2016, Economic Zone 06's median income amounted to 89.8% of the median income of the province or 83.6% of the median income of Canada. Between 2001 and 2016, the median income improved slightly relative to the median income of Newfoundland and Labrador, but more substantially relative to the median income of Canada over that same period. Finally, the median income of Economic Zone 06 was less than the median income of both Canada and Newfoundland and Labrador throughout that period.

Figure 21: The Northeast Northern Peninsula - Median Income Index



As shown in Figure 22, Economic Zone 06 and Newfoundland and Labrador had real disposable incomes per capita in 2001 of $13,100 and $15,000, respectively. These real disposable incomes per capita has increased by 2016 - the northeast Northern Peninsula increased to $21,300, representing an increase of $8,200 and Newfoundland and Labrador has increased to $22,600, representing an increase of $7,600. In 2001, Newfoundland and Labrador's real disposable income per capita was $1,900 higher than that of the northeast Northern Peninsula. Even though by 2016, the northeast Northern Peninsula had closed the gap to $1,300, the province still held a higher real disposable income per capita than Economic Zone 06.

Figure 22: The Northeast Northern Peninsula - Real Disposable Income per Capita

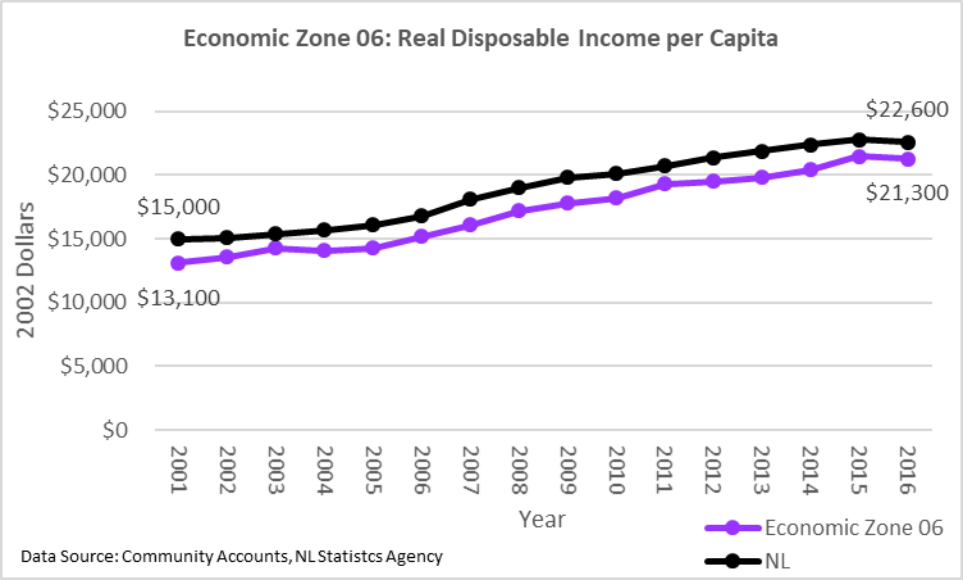
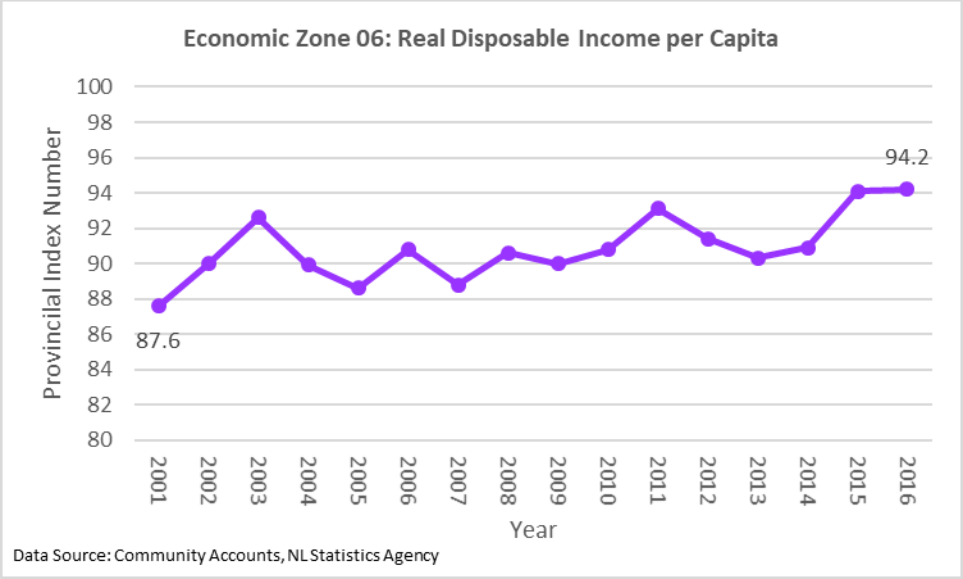


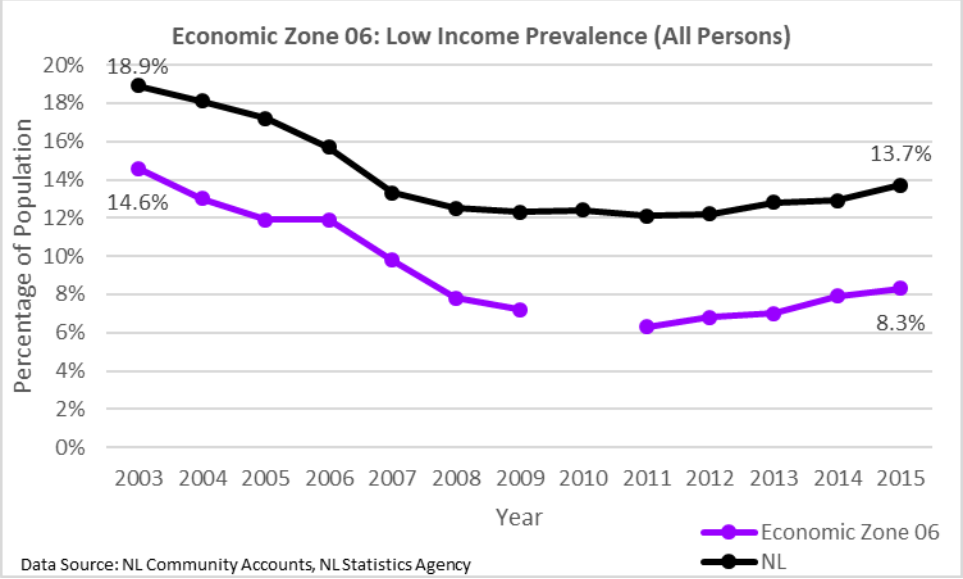
Figure 23: The Northeast Northern Peninsula - Real Disposable Income Per Capita Index



In other words, the median income of Economic Zone 06 amounted to 87.6% of real disposable income per capita in Newfoundland and Labrador and 94.2% of real disposable income per capita in Newfoundland and Labrador in 2016 (see Figure 23). Between 2001 and 2016, relative real disposable income per capita in the northeast Northern Peninsula increased relative to real disposable income per capita in Newfoundland and Labrador.

2.2.8 Prevalence of Low Income

Figure 24: The Northeast Northern Peninsula - Low-income prevalence

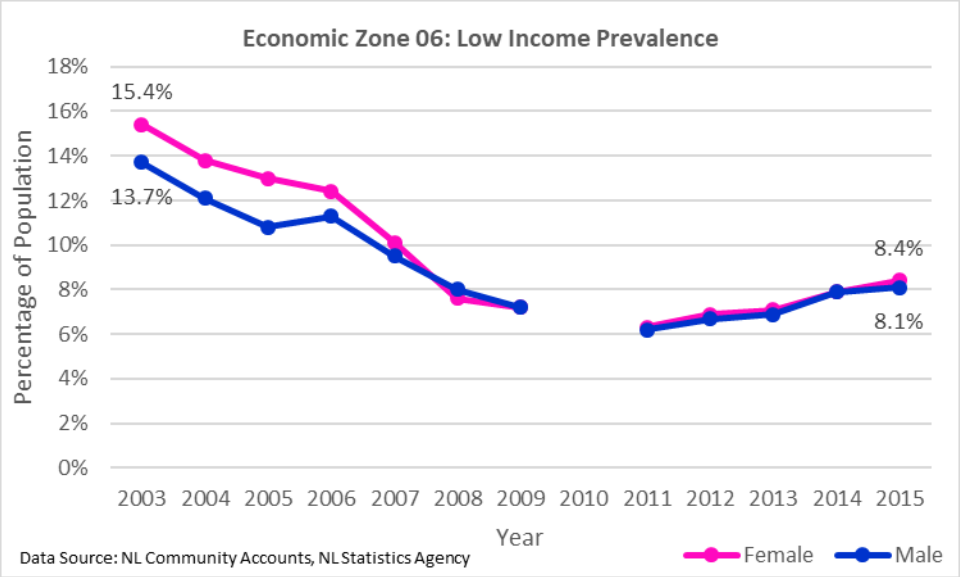


In 2003, the prevalence of low income for all persons, which is shown in Figure 24, equaled 14.6% of the population in Economic Zone 06, while for the province, the prevalence of low

income equaled 18.9% of the population. Hence, the prevalence of low income in Newfoundland and Labrador was 4.3 percentage points higher than that of the northeast Northern Peninsula. In 2015, the prevalence of low income in Newfoundland and Labrador equaled 13.7% of its population, while the prevalence of low income equaled 8.3% of the population in Economic Zone 06. In 2015, the prevalence of low income in the province was 5.4 percentage points higher that of the northeast Northern Peninsula. In other words, between 2003 and 2015, the gap between the prevalence of low income of the province and of Economic Zone 06 increased over that period, even though the province held a higher prevalence of low income throughout.

In 2003, as indicated in Figure 25, the prevalence of low income for females in Economic Zone 06 equaled 15.4%, while that for males equaled 13.7%. By 2003, the prevalence of low income for females in Economic Zone 06 was 1.7 percentage points higher than that of males. In 2015, 8.1% of males and 8.4% of females experienced low income in Economic Zone 06. Between 2003 and 2015, the prevalence of low income for both genders dropped: it fell by 5.6 percentage points for males and by 7 percentage points for females.

Figure 25: The Northeast Northern Peninsula - Low-income prevalence by Gender



For persons under the age of 18 years, the prevalence of low income, indicated in Figure 26, fell between 2003 and 2015. In Economic Zone 06, 19.1% of the population of persons under 18 years of age resided in low income, while 28.4% of the province's population aged less than 18 years resided in low income. By 2015, the youth prevalence of low income was 14.3% in Economic Zone 06, while 20.7% of its population of persons under the age of 18 years in Newfoundland and Labrador resided in low income. In 2003, the province had a higher youth prevalence of low income than the northeast Northern Peninsula by 9.3 percentage points.

However, in 2003, Newfoundland and Labrador's youth prevalence of low income was higher than that of Economic Zone 06 by 6.4 percentage points. Overall, between 2003 and 2015, the youth prevalence of low income in the northeast Northern Peninsula fell by 4.8 percentage points, while the youth prevalence of low income in Newfoundland and Labrador fell by 7.7 percentage points.

Figure 26: The Northeast Northern Peninsula - Youth Low-income prevalence

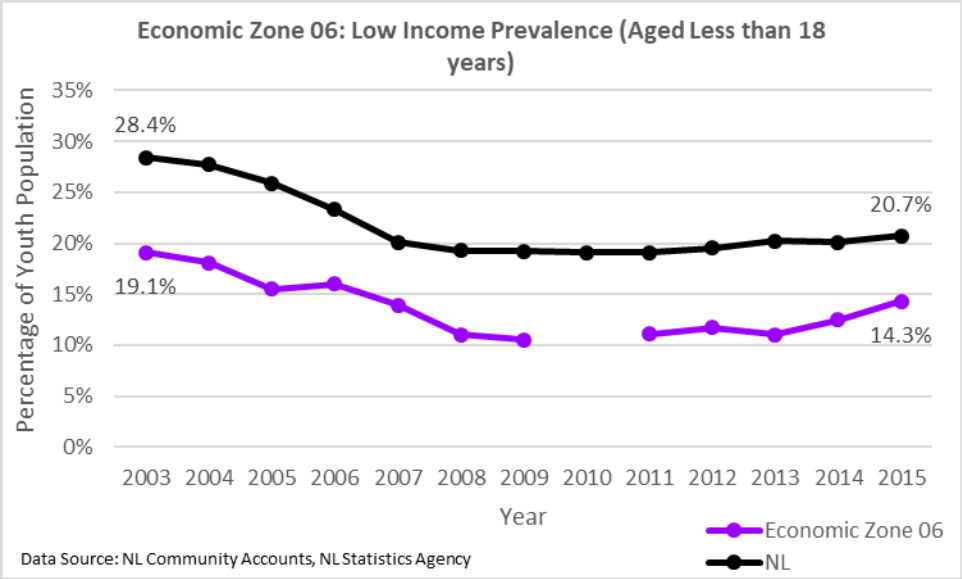
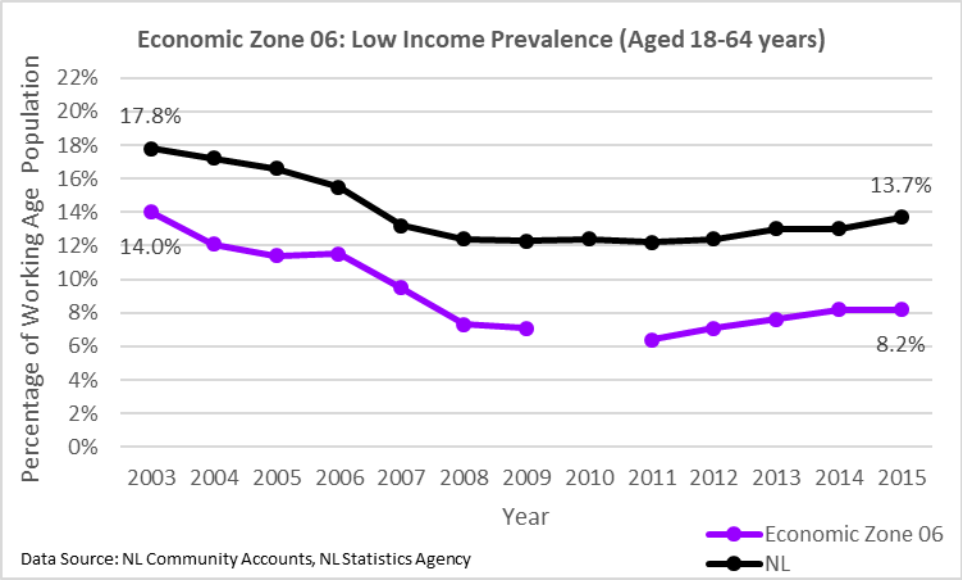


Figure 27: The Northeast Northern Peninsula - Working Age Low-income prevalence



As demonstrated in Figure 27, the prevalence of low income for working age persons (aged 18 to 64 years) fell between 2003 and 2015 in both Economic Zone 06 and Newfoundland and Labrador. In 2003, the prevalence of low income among working age individuals equaled 14% of

the working age population in Economic Zone 06 and equaled 17.8% of the working age population in Newfoundland and Labrador. By 2015, the prevalence of low income among working age individuals equaled 8.2% of the working age population in the northeast Northern Peninsula and 13.7% of the working age population in Newfoundland and Labrador. In 2003, Newfoundland and Labrador had a higher working age prevalence of low income than the northeast Northern Peninsula by 3.8 percentage points. However, in 2015, the province had a higher prevalence of low income among working age persons by 5.5 percentage points. Between 2003 and 2015, the working age prevalence of low income fell by 4.8 percentage points in the northeast Northern Peninsula and fell 4.1 percentage points in Newfoundland and Labrador.

In 2003, the elderly prevalence of low income (aged 65 and over) equaled 11.2% of the elderly population in Economic Zone 06 and 9.1% of the elderly population in Newfoundland and Labrador (see Figure 28). In 2015, the elderly prevalence of low income equaled 4.9% of the elderly population in the northeast Northern Peninsula and 7.3% of the elderly population in Newfoundland and Labrador. Between 2003 and 2015, the elderly prevalence of low income decreased by 6.3 percentage points in the northeast Northern Peninsula and 1.8 percentage points in the province. In 2003, the elderly prevalence of low income was higher in the northeast Northern Peninsula than in the province by 2.1 percentage points. By 2015, the elderly prevalence of low income was 2.4 percentage points higher in Newfoundland and Labrador than in the northeast Northern Peninsula. While the elderly prevalence of low income experienced a net decrease between 2003 and 2015 in both regions, it increased in recent years. In the northeast Northern Peninsula, the elderly prevalence of low income increased from just 2.2% in 2011 and by 4.9% in 2015.

As profiled in Figure 29, in 2003, the prevalence of extreme low income equaled 2.2% of the population in Economic Zone 06 and 3.7% of the population in Newfoundland and Labrador. In 2015, the prevalence of extreme low income equaled 1.7% of the population in the northeast Northern Peninsula and 3.5% of the population in the province Between 2003 and 2015, the prevalence of extreme low income fell by 0.5 percentage points in Economic Zone 06 and 0.2 percentage points in Newfoundland and Labrador. In 2003, the prevalence of extreme low income was 1.5 percentage points higher in Newfoundland and Labrador than in Economic Zone 06. In 2015, the prevalence of extreme low income in Newfoundland and Labrador was 1.8 percentage points higher than that of Economic Zone 06.

Figure 28: The Northeast Northern Peninsula - Elderly Low-income prevalence

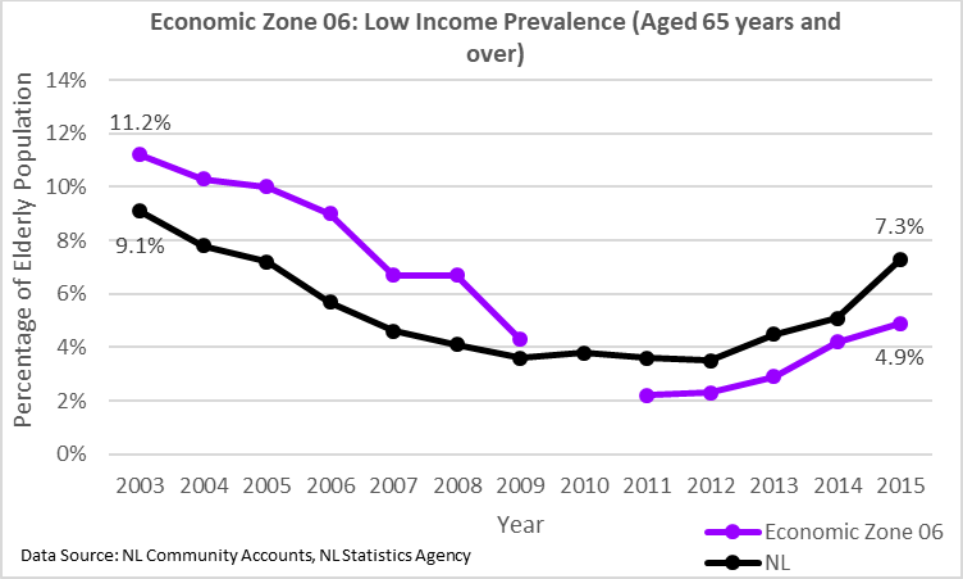
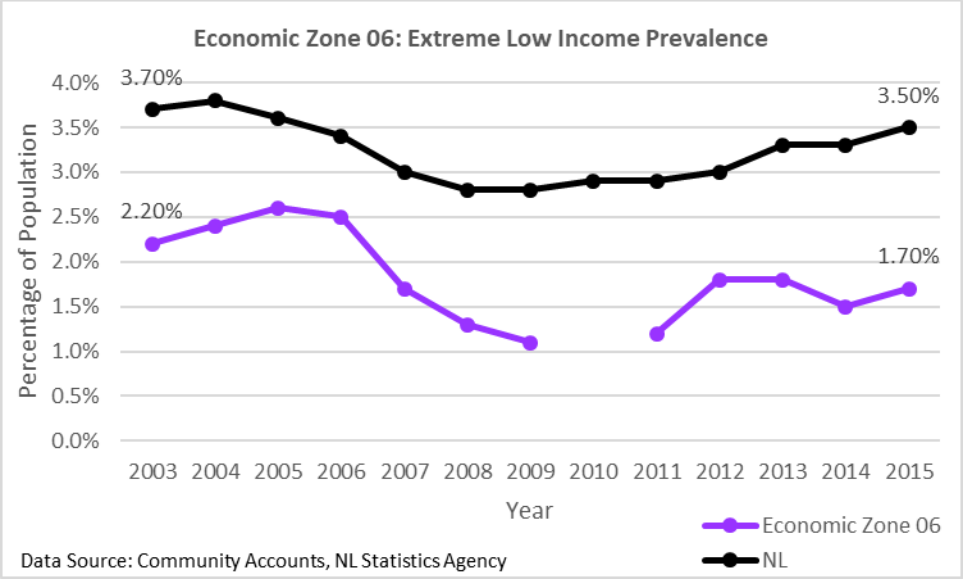
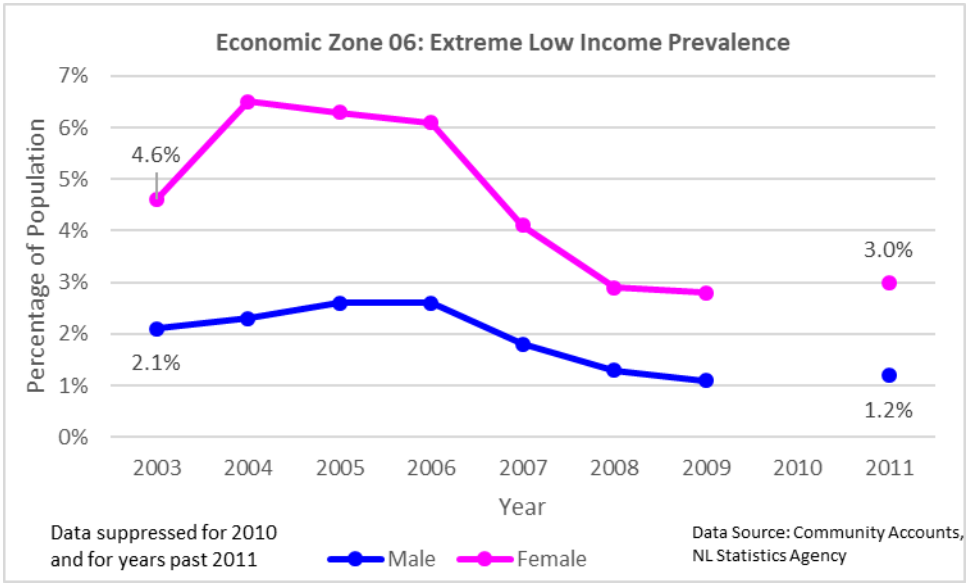


Figure 29: The Northeast Northern Peninsula - Extreme Low-income prevalence



As illustrated in Figure 30, in 2003, 2.1% of males and 4.6% of females in Economic Zone 06 resided in extreme low income. In 2011, the prevalence of extreme low income equaled 1.2% for males and 3% for females in the northeast Northern Peninsula. Between 2003 and 2011, the prevalence of extreme low income fell by 0.9 percentage points for males and 1.6 percentage points for females in the northeast Northern Peninsula. In 2003, females had a higher prevalence of extreme low income than males by 2.5 percentage points in Economic Zone 06. In 2011, females had a higher prevalence of extreme low income than males in the northeast Northern Peninsula by 1.8 percentage points.

Figure 30: The Northeast Northern Peninsula - Low-income prevalence by Gender



2.2.9 Transfer Payments

Figure 31: The Northeast Northern Peninsula - Employment Insurance's Contribution of Total Income

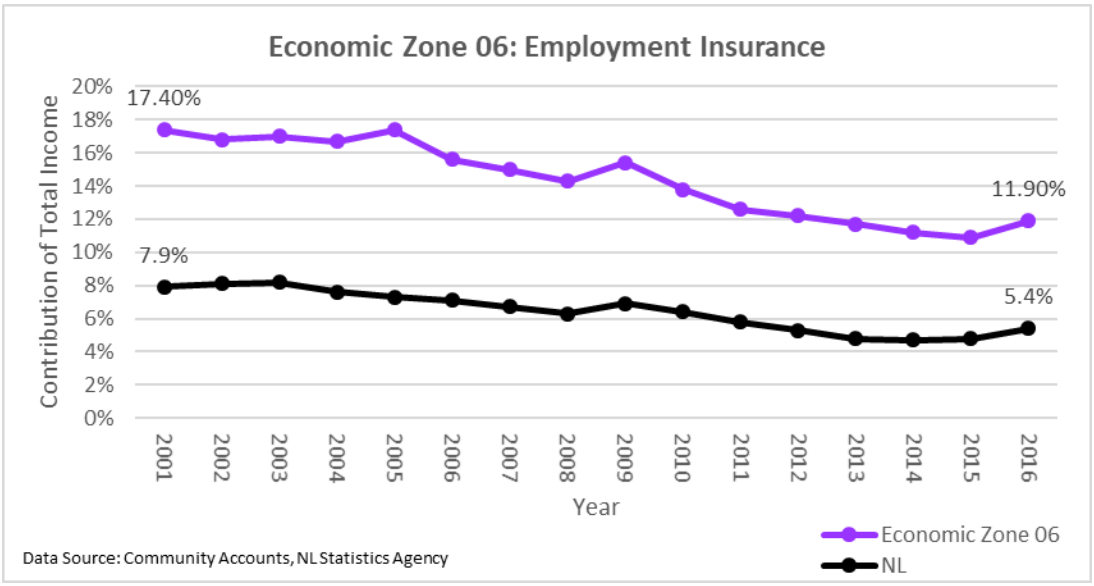
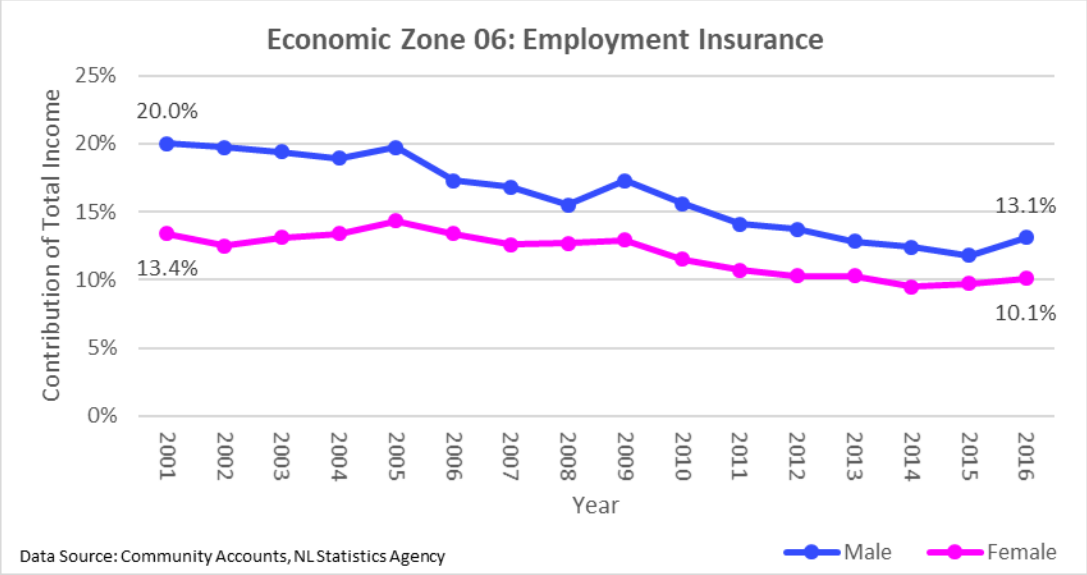


Figure 31 shows that in 2001, employment insurance made up 17.4% of total income in Economic Zone 06, while, for the province, it accounted for 7.9% of total income. In 2016, employment insurance's contribution of total income in Economic Zone 06 equaled 11.9%, and 5.9% for Newfoundland and Labrador. Between 2001 and 2016, employment insurance's contribution of total income dropped by 5.5 percentage points in Economic Zone 06 and fell by 2.5 percentage points in the province. In 2001, the northeast Northern Peninsula's share of total income accounted for by employment insurance was 9.5 percentage points higher than

that of the province. In 2016, Economic Zone 06's share of total income taken up by employment insurance was 6.5 percentage points higher than that of Newfoundland and Labrador.

In 2001, as illustrated in Figure 32, employment insurance accounted for 20% of total income among males and 13.4% of total income among females in the northeast Northern Peninsula. In 2016, employment insurance's share of total income among males fell to 13.1% and that of females dropped to 10.1% in Economic Zone 06. As well, the share of total income accounted for by employment insurance was 6.6 percentage points higher for males than females in 2001. However, in 2016, employment insurance's share of total income among males was only 3 percentage points higher than that of females, showing that the gap between the two genders narrowed. Between 2001 and 2016, employment insurance's share of total income for males fell by 6.9 percentage points, while that of females descended by 3.3 percentage points.

Figure 32: The Northeast Northern Peninsula - Employment Insurance's Contribution of Total Income by Gender



In the northeast Northern Peninsula, the number receiving employment insurance fell from 3,390 people in 2001 to 2,540 people in 2016, which is a decrease of 850 people (see Figure 33). Likewise, between 2001 and 2016, the number of males receiving employment insurance was higher than that of females (see Figure 34). In 2001, 1,960 males and 1,430 females received employment insurance. In 2016, 1,460 males and 1,080 females received employment insurance. Over the 15-year period, the number of males receiving employment insurance dropped by 500 individuals, while the number of females receiving employment insurance dropped by 350 individuals. In Economic Zone 06, 530 more males received employment insurance than females in 2001 and 380 more males received employment insurance than females in 2016.

Figure 33: The Northeast Northern Peninsula - Number Receiving Employment Insurance

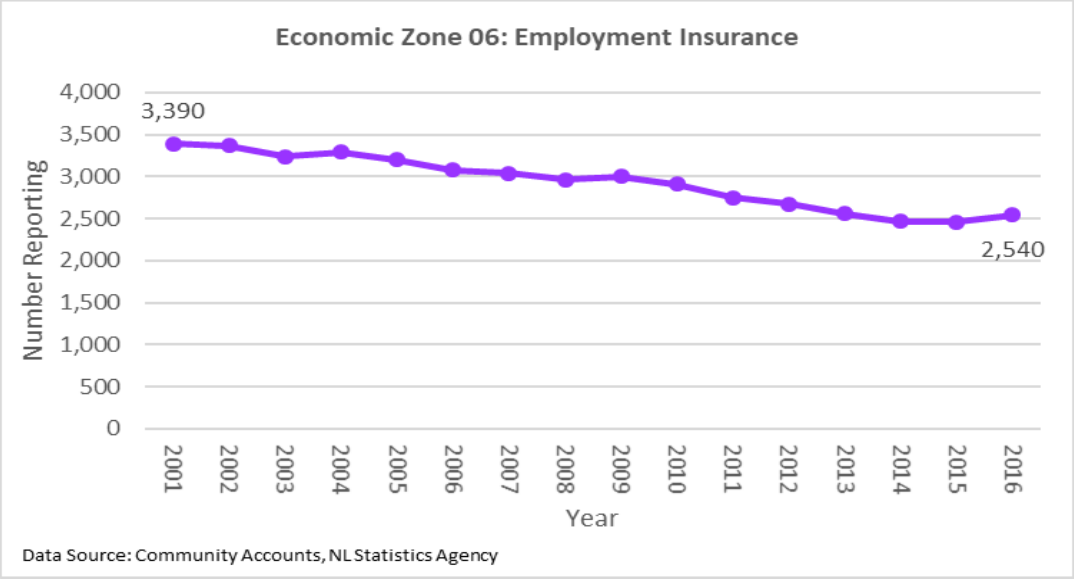
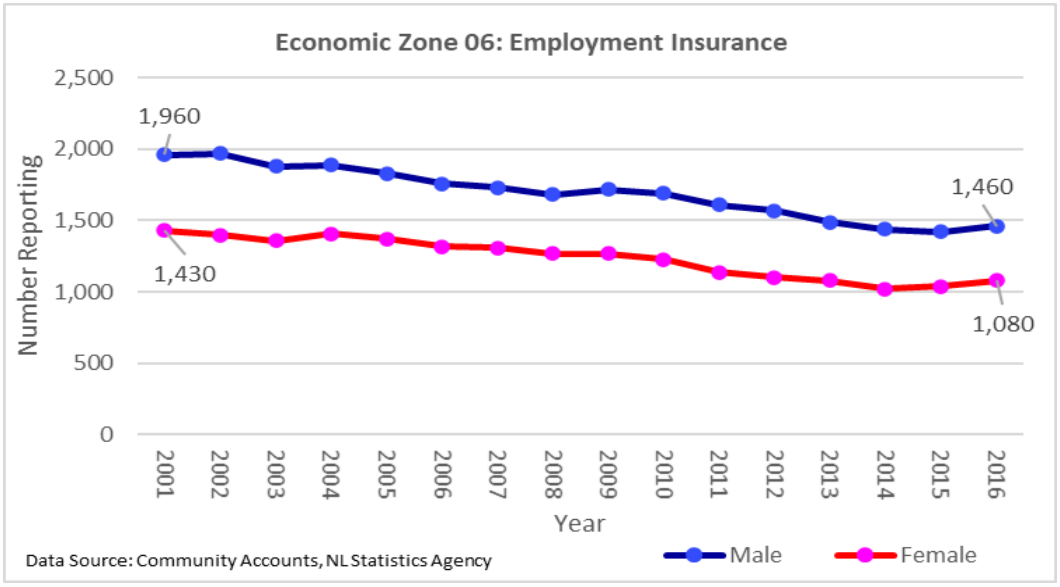


Figure 34: The Northeast Northern Peninsula Number Receiving Employment Insurance by Gender



In 2001, Economic Zone 06 shares of total income taken up by the Canada Pension Plan, as displayed in Figure 35, equaled 4.1% and 3.6%, respectively. In 2016, the Canada Pension Plan's share of total income equaled 5% in the northeast Northern Peninsula and 4.7% in the province. Eve though, in 2001, the Canada Pension Plan's share of total income was higher for the province than it was for Economic Zone 06, the northeast Northern Peninsula's share of total income accounted for by the Canada Pension Plan was higher than that of the province by 0.3 percentage points in 2016. Between 2001 and 2016, the share of total income taken up by the Canada Pension Plan increased by 1.4 percentage points in Economic Zone 06 and by 0.6 percentage points in Newfoundland and Labrador.

From Figure 36, one observed that in 2001, males in Economic Zone 06 had 3.8% of their total income accounted for by the Canada Pension Plan, while the share for females equaled 3.4% in 2001. In 2016, the Canada Pension Plan's share of total income equaled 5.6% for females and 4.6% for males. The share of total income accounted for by the Canada Pension plan rose by 0.8 percentage points for males and 2.2 percentage points for females between 2001 and 2016. In addition, the Canada Pension Plan share of total income for males was 0.4 percentage points higher than that of their female counterparts in the northeast Northern Peninsula in 2001. However, in 2016, the Canada Pension Plan's share of total income among females was 1 percentage point higher than that of males in the northeast Northern Peninsula.

Figure 35: The Northeast Northern Peninsula - Canada Pension Plan's Contribution of Total Income

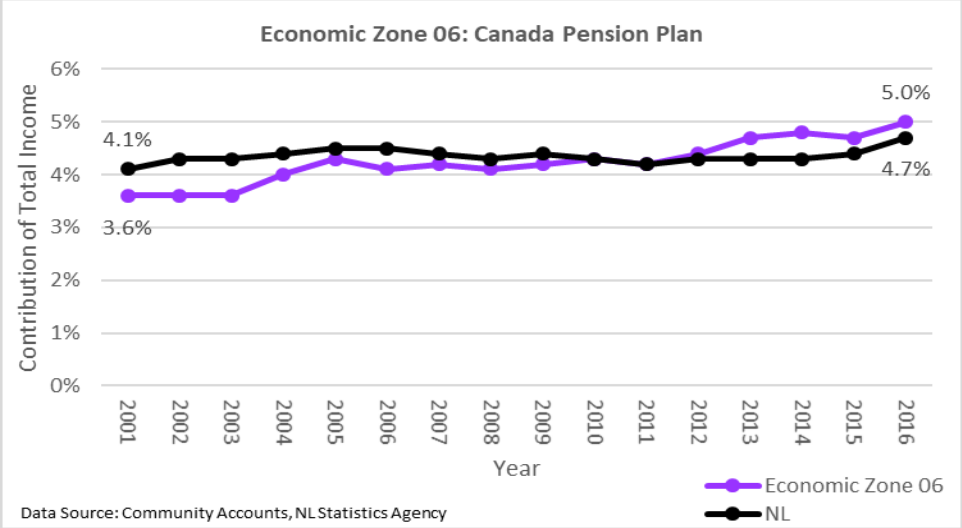
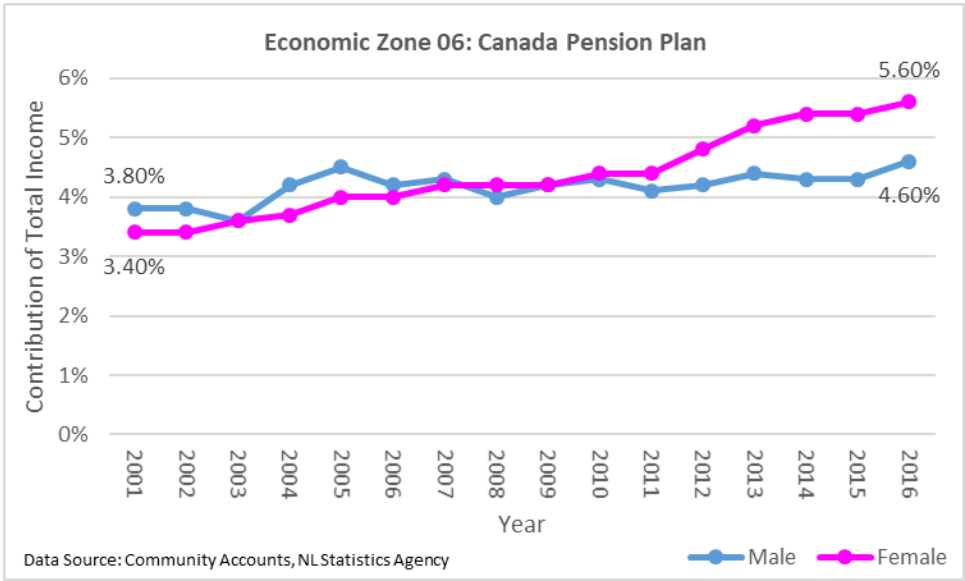


Figure 36: The Northeast Northern Peninsula - Canada Pension Plan's Contribution of Total Income by Gender



The number receiving the Canada Pension Plan in Economic Zone 06 equaled 1,630 individuals in 2001 and 2,790 individuals in 2016 in Economic Zone 06 (see Figure 37). Also, between 2001 and 2016, the number of individuals receiving the Canada Pension Plan increased by 1,160 individuals in the northeast Northern Peninsula. Additionally, as shown in Figure 38, there were 880 males and 770 females receiving the Canada Pension Plan in Economic Zone 06 in 2001. In 2016, there were 1,320 males and 1,480 females receiving the Canada Pension Plan in the area, 440 more males and 730 more females received the Canada Pension Plan in 2016 than in 2001 in the northeast Northern Peninsula. In 2001, there were 130 more males receiving the Canada Pension Plan than females in Economic Zone 06. But, in 2016, there were 160 more females reporting for the Canada Pension Plan than males.

In 2016, as displayed in Figure 39, the share of total income accounted for by income support assistance equaled 2.2% of total income in Newfoundland and Labrador and 1.3% of total income in Economic Zone 06. Furthermore, in 2016, income support assistance accounted for 1.5% of total income in the province and 0.8% of total income in the northeast Northern Peninsula. In 2001, income support assistance's share of total income was 0.9 percentage points higher for the province than it was for Economic Zone 06. Likewise, in 2016, income support assistance's contribution of total income was 0.7 percentage points higher in Newfoundland and Labrador than in Economic Zone 06. Between 2001 and 2015, the share of total income belonging to income support assistance fell by 0.7 percentage points in Newfoundland and Labrador and 0.5 percentage points in Economic Zone 06.

Figure 37: The Northeast Northern Peninsula - Number Reporting for the Canada Pension Plan

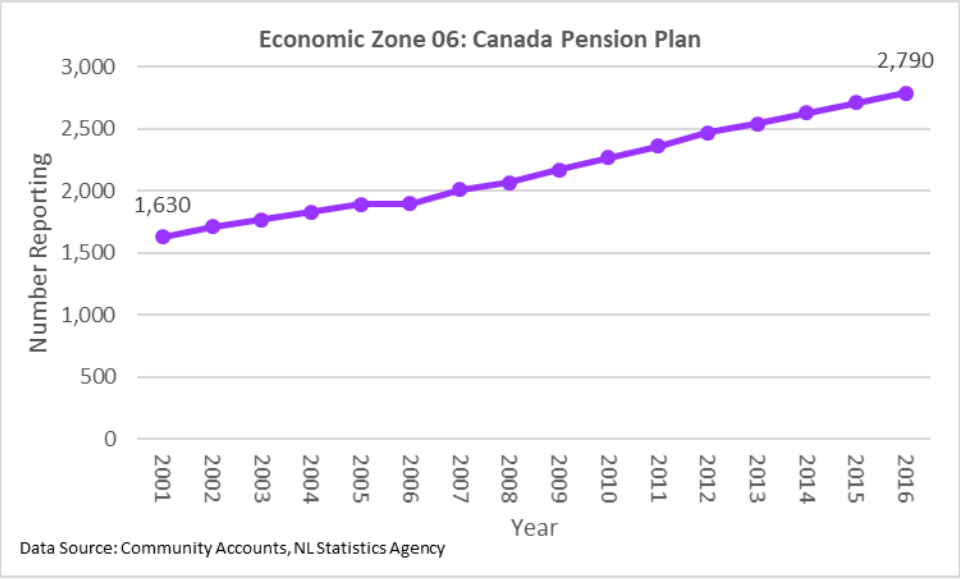


Figure 38: The Northeast Northern Peninsula – Number Reporting for the Canada Pension Plan by Gender

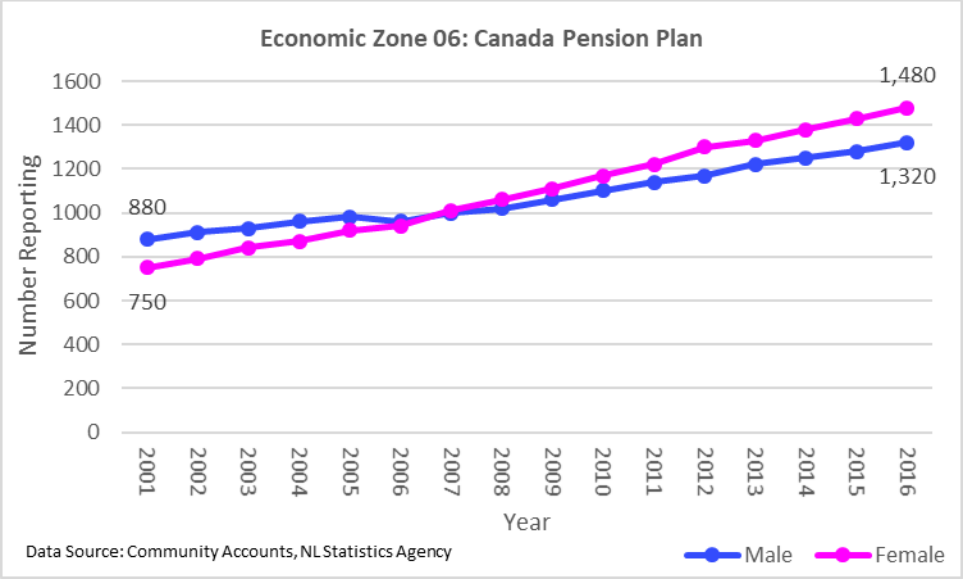
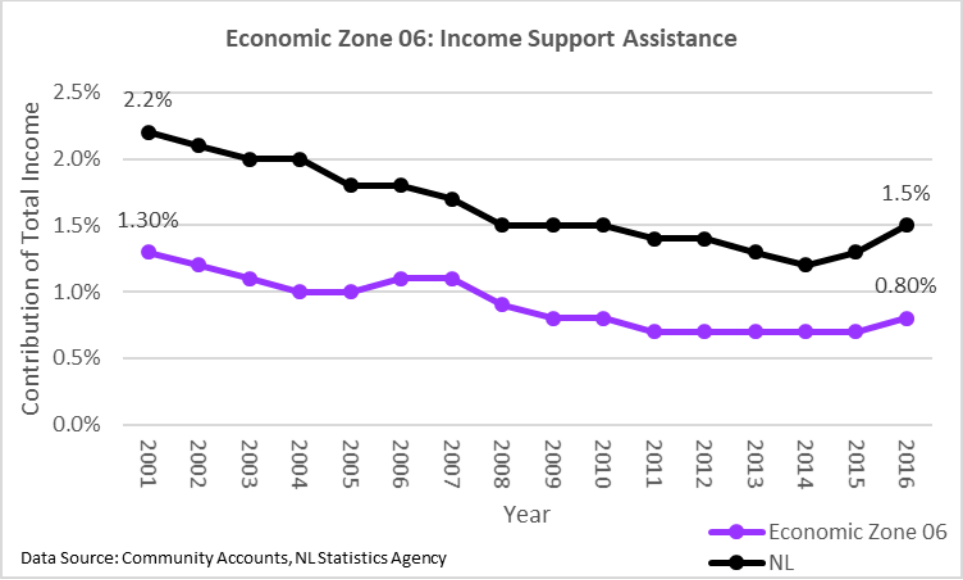
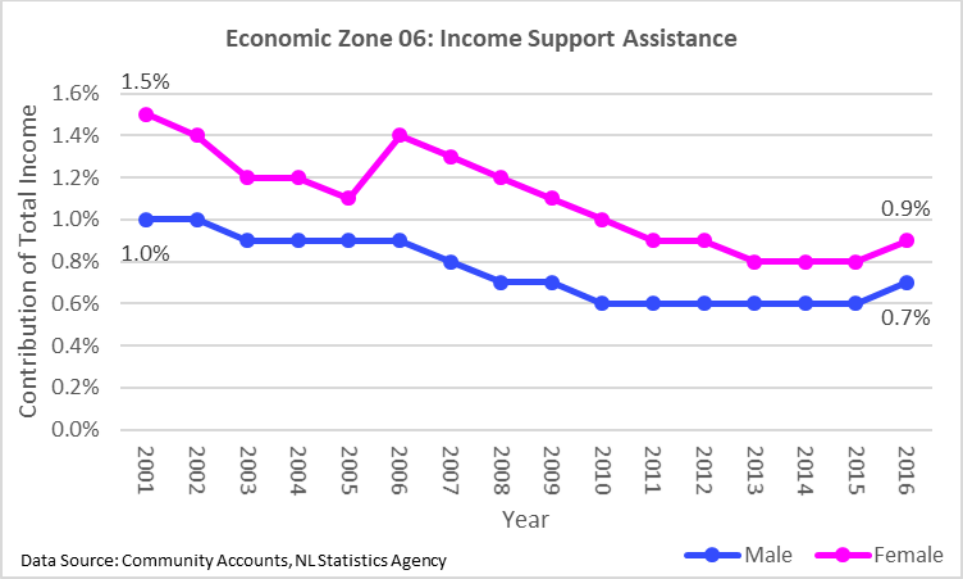


Figure 39: The Northeast Northern Peninsula - Income Support Insurance's Contribution of Total Income



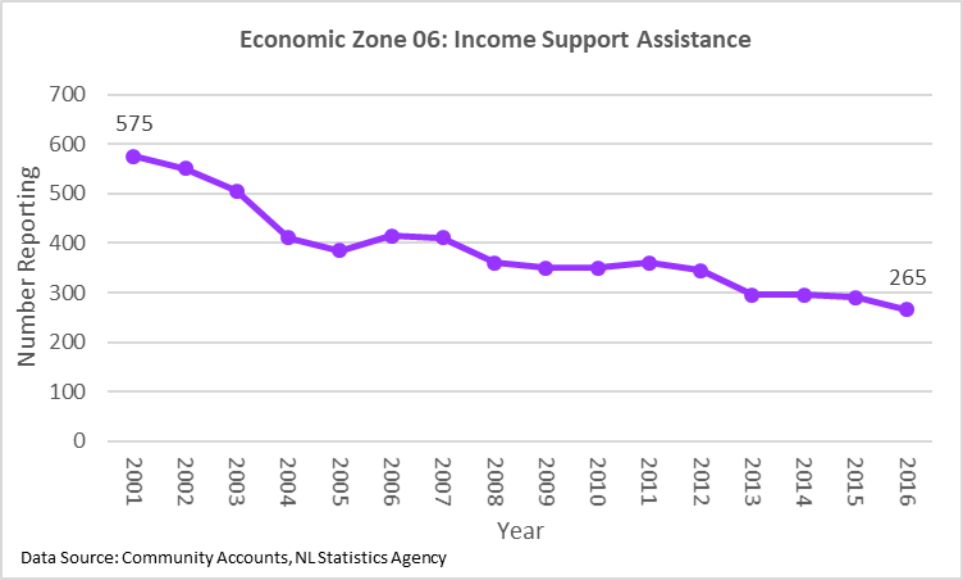
From Figure 40, in 2001, the share of total income that income support assistance was responsible for equaled 1.5% for females and 1% for males in Economic Zone 06. In 2016, income support assistance's share of total income equaled 0.9% for females and 0.7% for males. To add, between 2001 and 2016, income support assistance's share of total income dropped by 0.6 percentage points for females and 0.3 percentage points for males. Female's share of total income taken up by income support assistance was 0.5 percentage points higher than that of males in 2001 and 0.2 percentage points higher than that of males in 2016.

Figure 40: The Northeast Northern Peninsula - Canada Pension Plan's Contribution of Total Income by Gender



In 2001, there were 575 individuals, as indicated in Figure 41, receiving income support assistance in the northeast Northern Peninsula and that number fell to 265 individuals in 2016, representing a drop of 310 individuals. In 2001, as shown in Figure 42, there were 315 males and 220 females receiving income support assistance in Economic Zone 06. In 2016, those numbers fell to just 140 males and 125 females, which represents a drop of 175 fewer males and 95 fewer females in 2016 than in 2001. Likewise, in the northeast Northern Peninsula, there were 95 more males receiving income support assistance in 2001 and there were 15 more males receiving income support assistance than females in 2016.

Figure 41: The Northeast Northern Peninsula - Number Receiving Income Support Assistance



In 2001, Figure 43 indicates that transfer payments as a percent of total income was 32.5% and 22.5% in Economic Zone 06 and in Newfoundland and Labrador, respectively. By 2016, transfer payments as a percent of total income were 28.1% for the northeast Northern Peninsula and 19.4% for Newfoundland and Labrador. Transfer payment's share of total income declined by 4.4 percentage points in the northeast Northern Peninsula and by 3.1 percentage points in the province between 2001 and 2016. In 2001, Economic Zone 06's share of was 10 percentage points higher than that of the province. In 2016, the share was 8.7 percentage points higher in the northeast Northern Peninsula than in Newfoundland and Labrador.

Figure 42: The Northeast Northern Peninsula - Number Reporting for Income Support Assistance by Gender

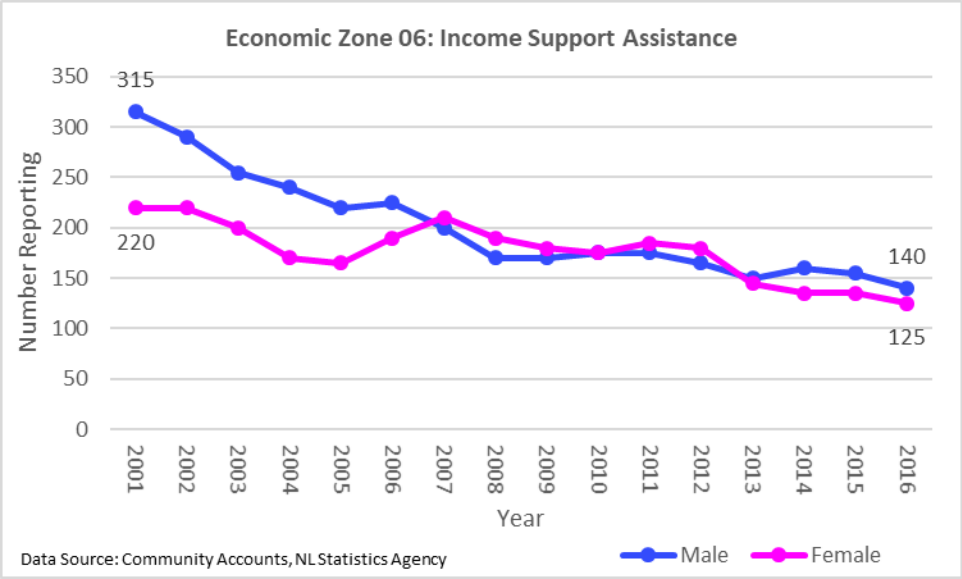


Figure 43: The Northeast Northern Peninsula - Transfer Payments' Contribution of Total Income

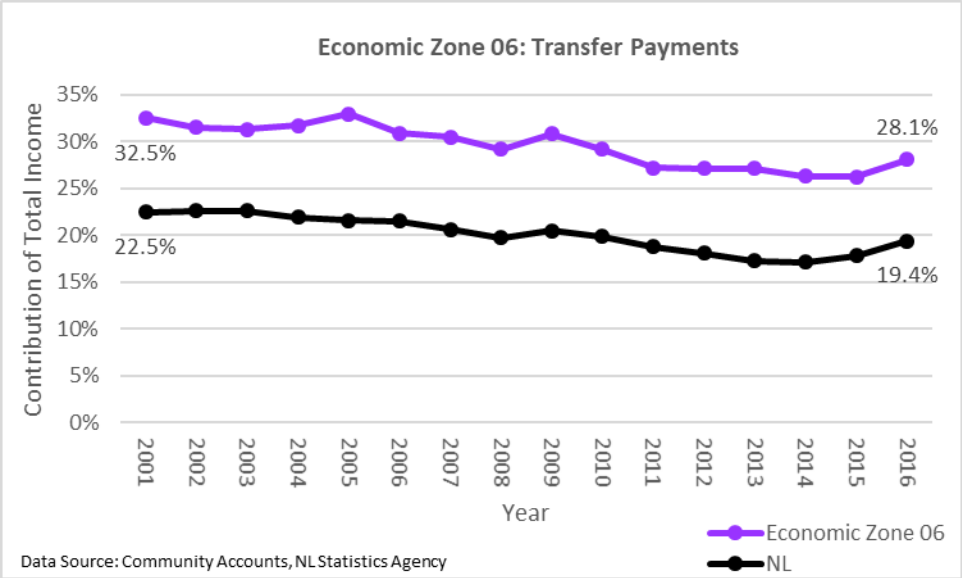
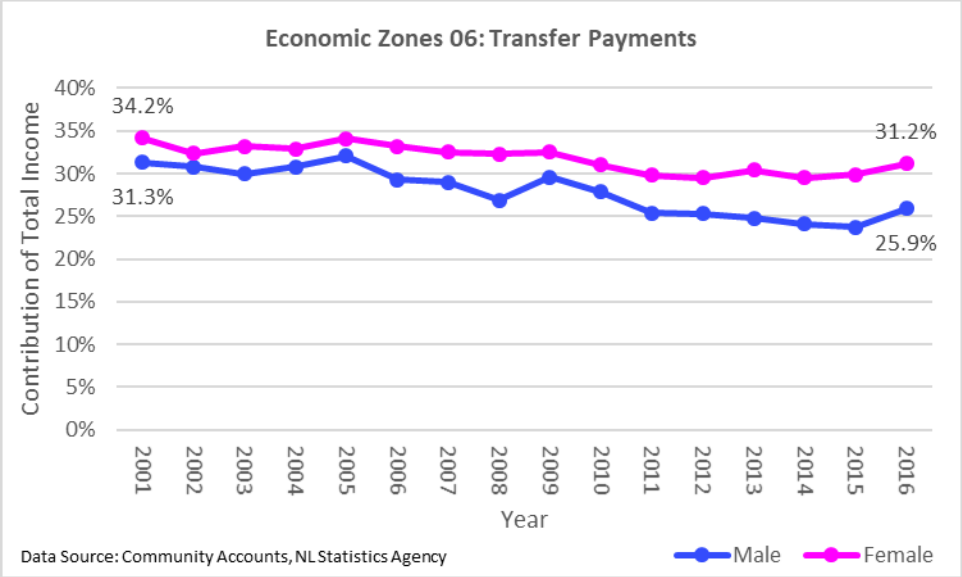


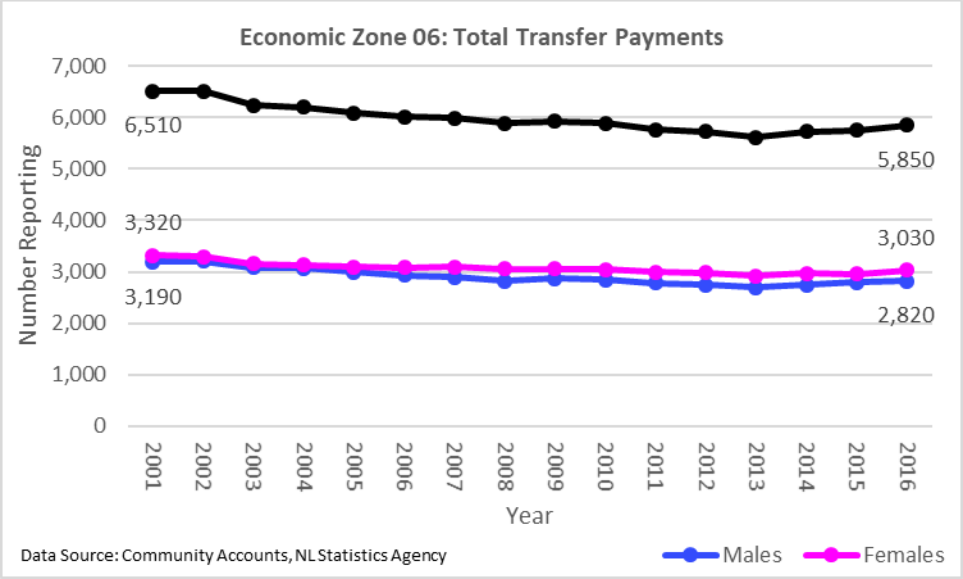
Figure 44: The Northeast Northern Peninsula - Transfer Payments' Contribution of Total Income by Gender



In 2001, transfer payments' share of total income equaled 34.2% for females and 31.3% for males in Economic Zone 06. In 2016, this share equaled 31.2% for females and 25.9% for males (see Figure 44). Between 2001 and 2016, the share decreased by 3 percentage points among females and 5.4 percentage points among males. In 2001, transfer payments' share was 2.9 percentage points higher for females than males in Economic Zone 06. In 2016, transfer payments' share was 5.3 percentage points higher for females than males in Economic Zone 06. The number of people, as displayed in Figure 45, receiving transfer payments in the northeast Northern Peninsula dropped from 6,510 individuals in 2001 to 5,850 individuals in 2016, a decline of 660 individuals over that period.

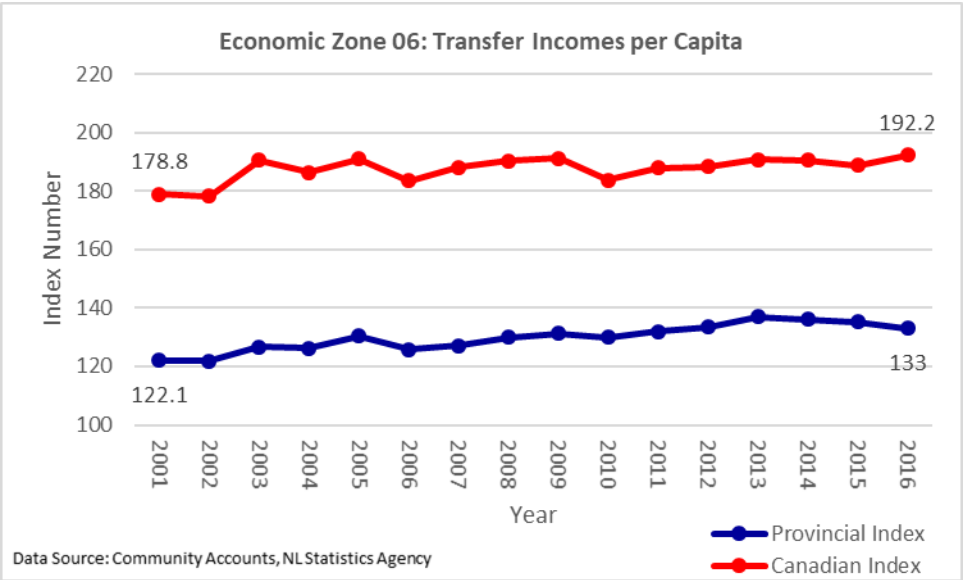
In Economic Zone 06, 3,190 males and 3,320 females were recorded as receiving transfer payments in 2001. Fifteen years later, 3,030 females and 2,820 males received transfer payments in the northeast Northern Peninsula. In 2016, there were 290 fewer females and 370 fewer males receiving transfer payments in the northeast Northern Peninsula than there were in 2001. Similarly, there were 130 more females, than males, receiving transfer payments in the northeast Northern Peninsula in 2001 and there were 210 more females than males receiving transfer payments in the region in 2016. Therefore, while both genders were receiving for transfer payments to a lesser degree in 2016 than they were in 2001, the rate of decline was slightly faster for men than it was for women.

Figure 45: The Northeast Northern Peninsula - Transfer Payments' Share of Total Income



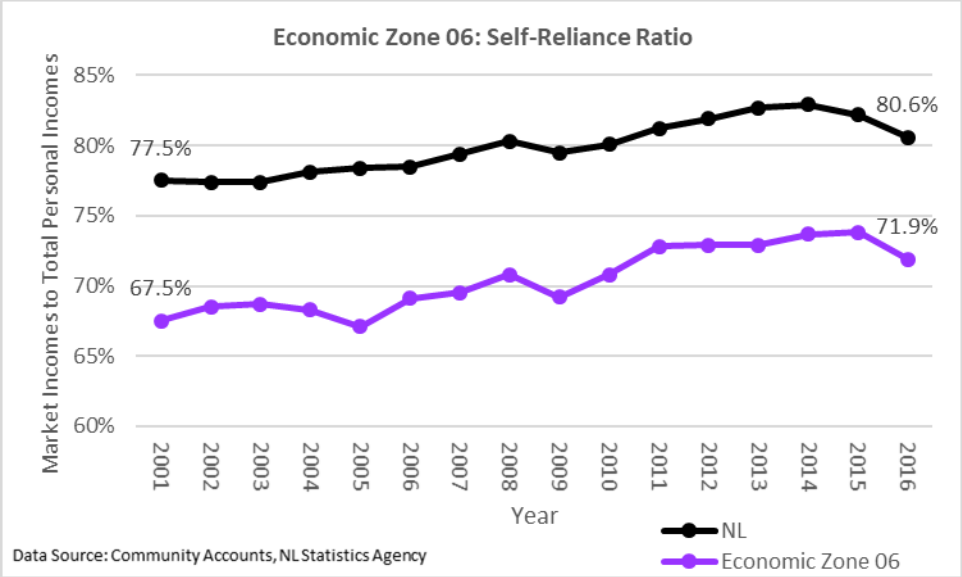
From Figure 46, in 2001, transfer incomes per capita in the northeast Northern Peninsula equaled 122.1% of transfer incomes per capita in Newfoundland and Labrador and 178.8% of transfer incomes per capita in Canada. In 2016, Economic Zone 06's transfer incomes per capita amounted to 133% of the provincial average or 192.2% of the Canadian average. Between 2001 and 2016, relative transfer incomes per capita in the northeast Northern Peninsula increased relative to both Canada and Newfoundland and Labrador. Hence, the citizens of the northeast Northern Peninsula were more reliant on transfer incomes in 2016, relative to both Newfoundland and Labrador and Canada, than they were in 2001.

Figure 46: The Northeast Northern Peninsula - Transfer Incomes per Capita Index



In 2001, 67.5% of the income flowing into Economic Zone 06 came from market sources; 32.5% of income flowing into the region came from government transfers (see Figure 47). The northeast Northern Peninsula's self-reliance ratio was 10 percentage points lower than the provincial average. In 2016, 71.9% of all income coming into the northeast Northern Peninsula came from market sources; 28.1% of all income flowing into the region came from government transfers. Economic Zone 06's self-reliance ratio was 8.7 percentage points lower than the provincial average. Between 2001 and 2016, the self-reliance ratio in the northeast Northern Peninsula increased by 4.4 percentage points over that period; implying that more of the northeast Northern Peninsula originated from market sources in 2016 than in 2001. Although Economic Zone 06's reliance on government transfer payments decreased between 2001 and 2016, it was still more reliant on transfer payments than Newfoundland and Labrador.

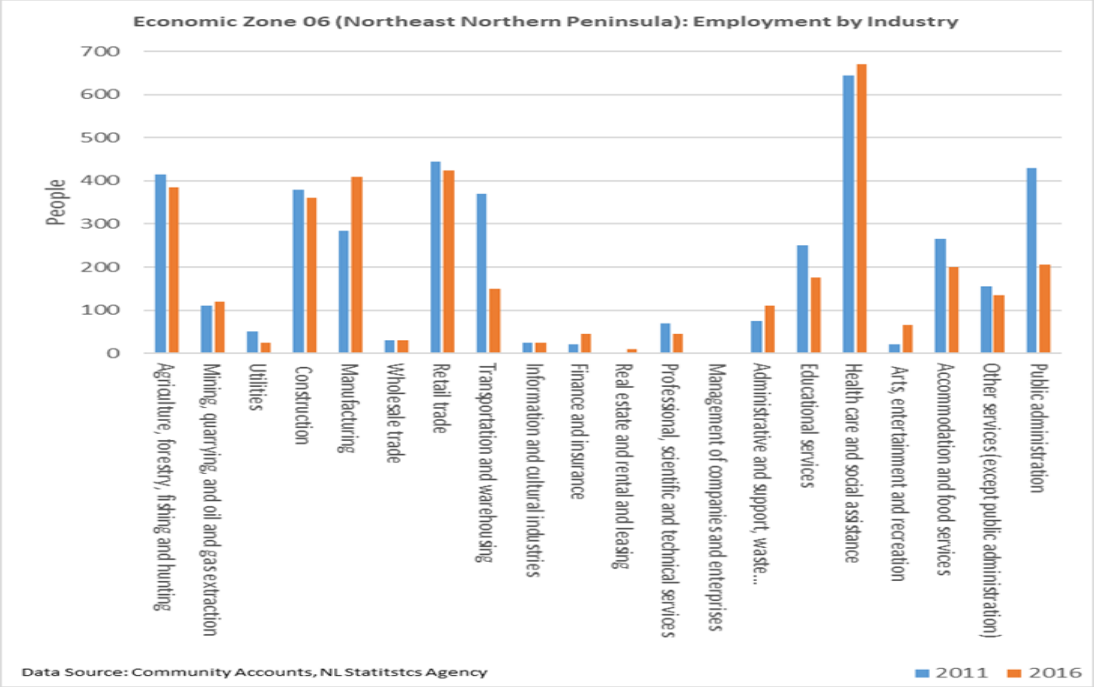
Figure 47: The Northeast Northern Peninsula - Self-Reliance Ratio



2.2.10 Employment Classification

Figure 48 demonstrates that the industry with the highest levels of employment in the northeast Northern Peninsula was the health care and social assistance category. It accounted for 645 individuals in 2011 and 670 individuals in 2016. The next closest industry in terms of employment levels was retail trade, with 445 individuals in 2011 and 425 individuals in 2016. The industry that experienced the largest increase in employment was manufacturing, which increased from 285 workers in 2011 to 410 workers in 2016, an increase of 125 workers in 2016 over 2011. The industry that experienced the largest drop in employment was public administration, falling from 370 workers in 2011 to 150 workers in 2016 for a loss of 225 workers.

Figure 48: The Northeast Northern Peninsula: Employment by Industry



In 2011, according to Figure 49, the occupation category that employed the highest number of males (435) in Economic Zone 06 was trades, transport and equipment operators and related occupations. The next closest occupation category was natural resources, agriculture, and related production occupations, with 220 male workers. As well, the largest employer of females was sales and service occupations with 400 female workers. The next closest occupation category for females was business, finance, and administration occupations, with 60 fewer females than the leading category.

In 2016, Figure 50 illustrates that the largest employer of males (260) was trades, transport and equipment operators and related occupations. This was lower by 175 workers relative to 2011 levels. The next closest occupation category, in terms of male employment, was sales and service occupations. The largest employer of females in the northeast Northern Peninsula in 2016 was sales and service occupations, with 365 women hired. This represented a fall of 35 workers from its 2011 employment levels. The next closest category was occupations in education, law and social, community and government services.

Figure 49: The Northeast Northern Peninsula - Employment by Occupation 2011

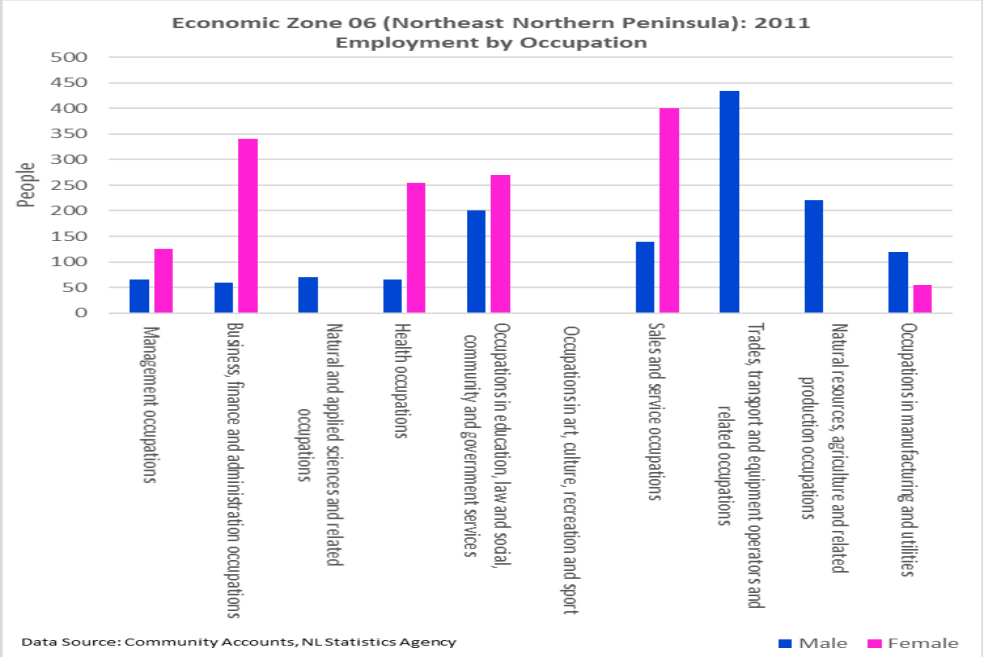
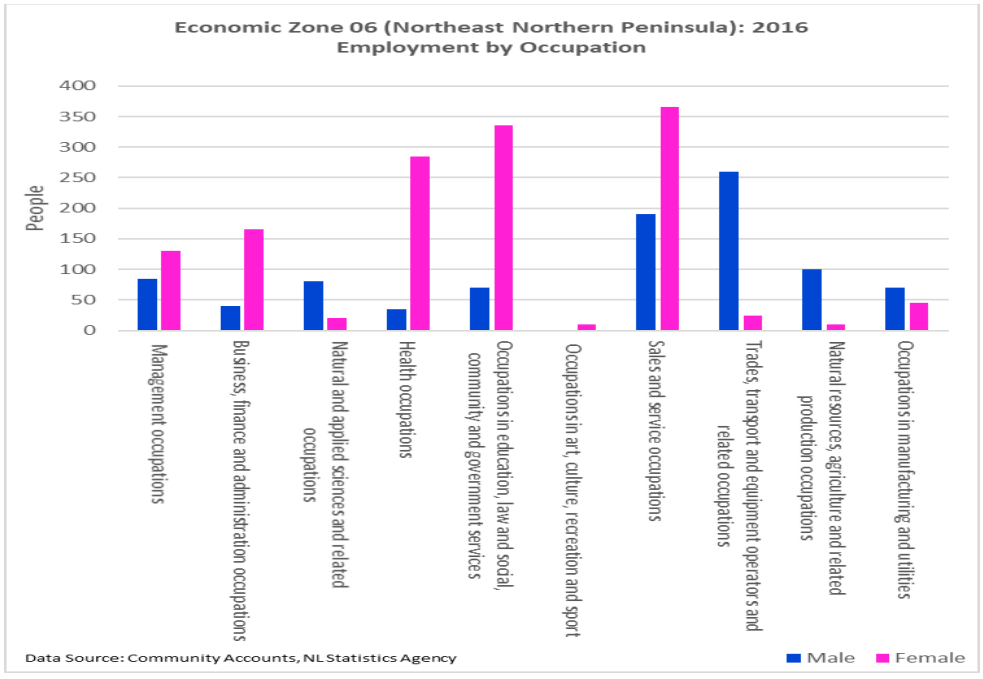


Figure 50: The Northeast Northern Peninsula - Employment by Occupation 2016



In 2011, for males, the industry that was the leading employer was agriculture, forestry, fishing and hunting, accounting for 335 male workers (see Figure 51). The next closest industry was public administration. As well, the leading employer of women in 2011 was health care and social assistance, which employed 515 women. As the next closest industry, retail trade, employed 270 fewer female workers than the leading category. In 2016, as shown in Figure 52,

Economic Zone 06's leading employer of men was the construction industry, with 330 male workers. This was followed in size by agriculture, forestry, fishing, and hunting, which employed five fewer male workers than construction in 2016. Furthermore, the northeast Northern Peninsula's leading employer of women in 2016 was the health care and social assistance industry. It accounted for 555 female workers, which was a net increase of 40 more female workers over 2011. The next closest industry, once again retail trade, employed 290 fewer women than the leading industry.

Figure 51: The Northeast Northern Peninsula: 2011 Employment by Industry

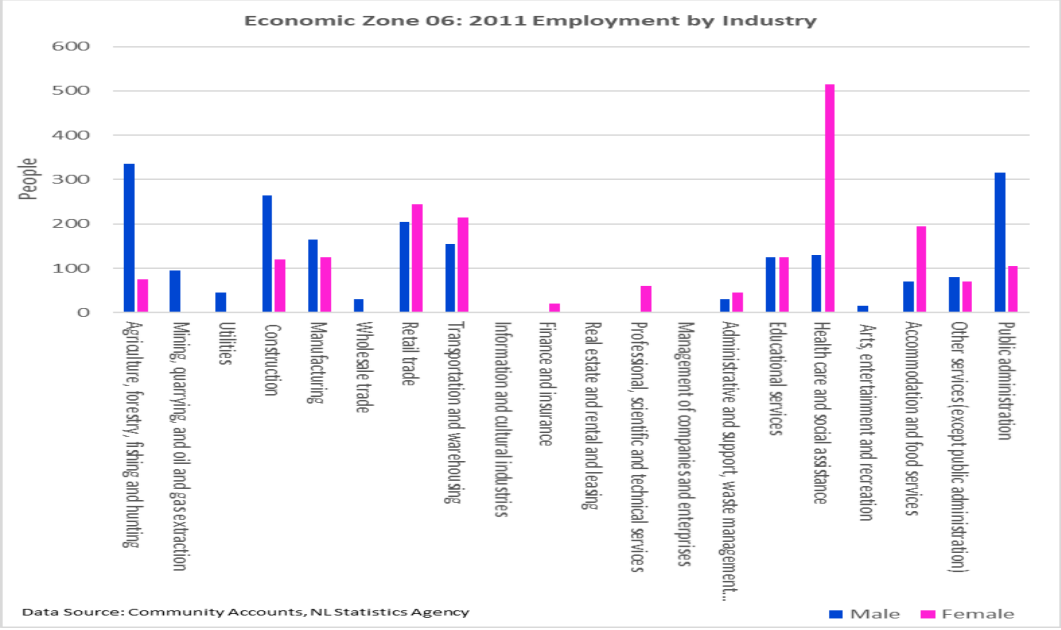
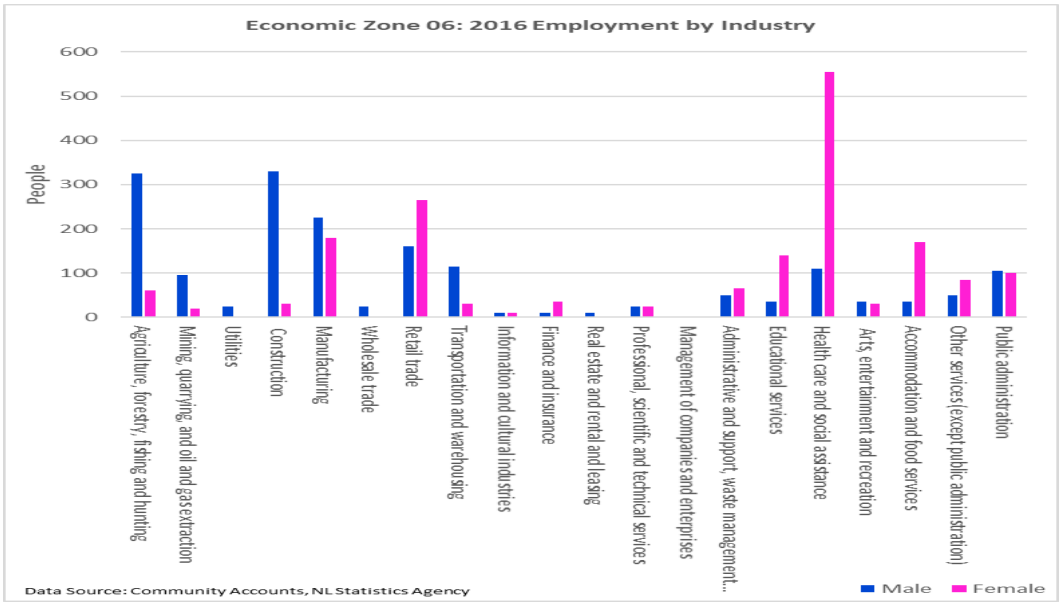
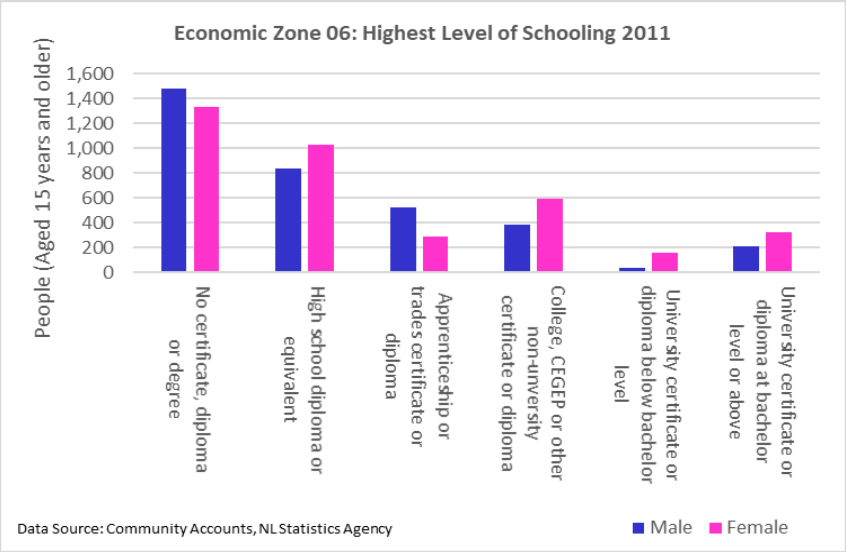


Figure 52: The Northeast Northern Peninsula - 2016 Employment by Industry



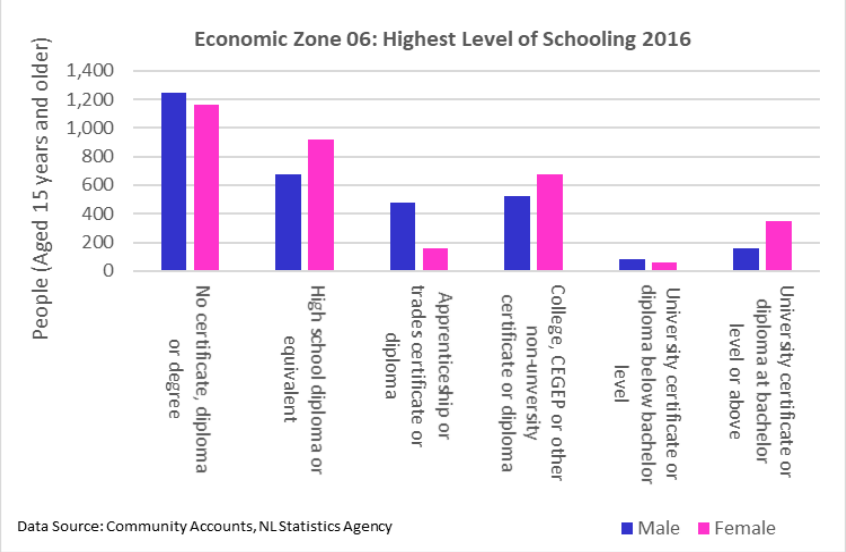
2.2.11 Education

Figure 53: The Northeast Northern Peninsula - Highest Level of Schooling 2011



In 2011, as shown in Figure 53, as their highest level of schooling in Economic Zone 06, there were 150 more males than females without a certificate, diploma, or degree and 190 more females than males with a high school diploma. Likewise, there were 235 more males with an apprenticeship or trades certificate or diploma than females and there were 210 more females with a college or other non-university certificate or diploma than. Lastly, 110 more females held a university certificate or diploma at the bachelor level or above than males in 2011 in the northeast Northern Peninsula.

Figure 54: The Northeast Northern Peninsula - Highest Level of Schooling 2016



In 2016, 80 more males did not have a certificate, diploma, or degree than females and 245 more females, than males, held a high school diploma as their highest level of schooling in Economic Zone 06 (see Figure 54). Additionally, 320 more males, than females, had an apprenticeship or trades certificate or diploma and 155 more females had a college or other non-university certificate or diploma than males in the northeast Northern Peninsula. Finally, 185 more females than males had a university certificate or diploma at the bachelor level or above in the northeast Northern Peninsula in 2016.

In 2016, as illustrated in Figure 55, there were 400 fewer people without a certificate, diploma, or degree than in 2011 and 270 fewer people who had a high school diploma as their highest level of education in Economic Zone 06. Likewise, there was 175 fewer people with an apprenticeship or trades certificate or diploma and 215 more people with a college or other non-university certificate or diploma in 2016 than there were in 2011 in the region. Lastly, there were 25 fewer people with a university certificate or diploma at the bachelor level or above in 2016 than there were in 2011 in the northeast Northern Peninsula.

Figure 55: The Northeast Northern Peninsula - Highest Level of Schooling by Year

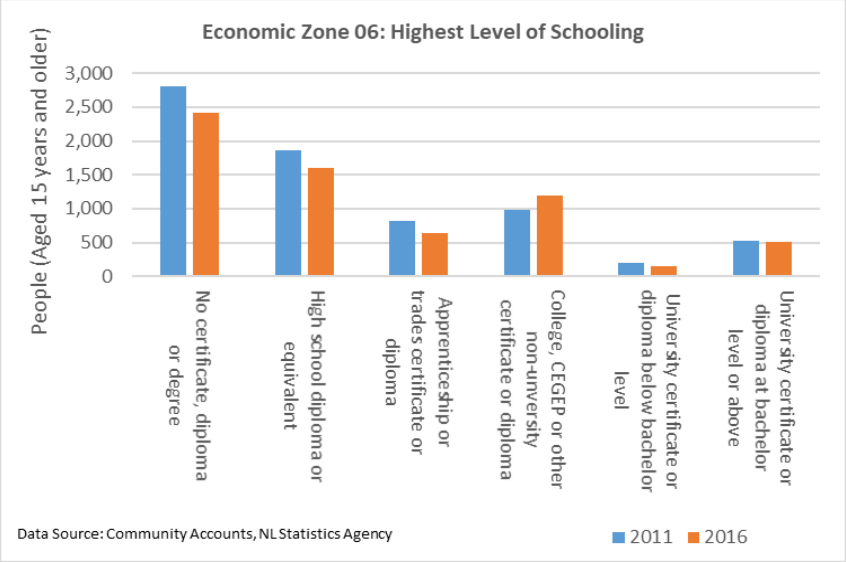
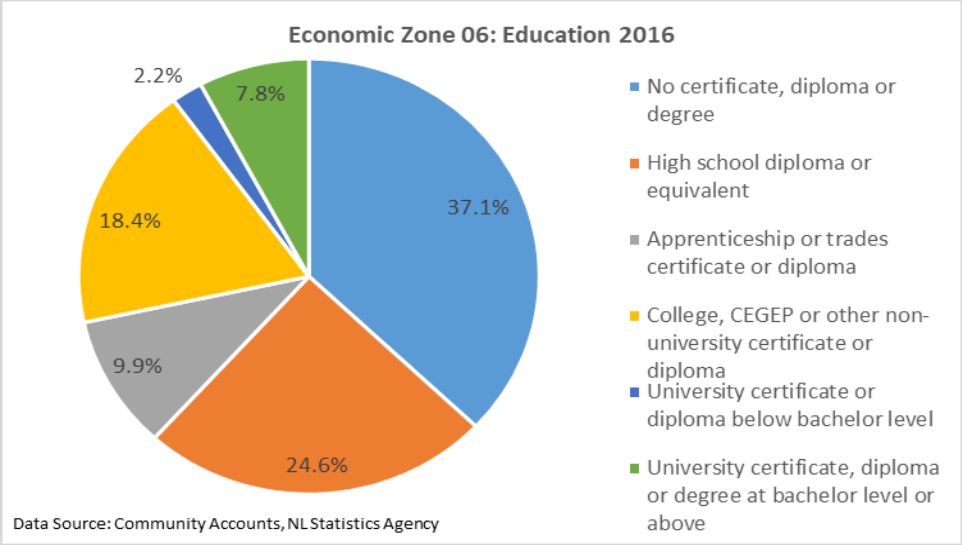


Figure 56 indicates that, in 2016, 37.1% of the population of Economic Zone 06 held no certificate, diploma or degree, which was 13.7 percentage points higher than the provincial average. Likewise, 24.6% of the population of Economic Zone 06 held a high school diploma as their highest level of education (which was 0.4 percentage points less than the provincial average); 18.4% of the population of Economic Zone 06, aged 15 years and older, held a college or other non-university certificate or diploma (which was 4.7 percentage points less than the provincial average); and only 7.8% of the population of Economic Zone 06, aged 15 years and older, held a university certificate, diploma or degree at the bachelor level or above (which was 7 percentage points less than the provincial average). Evidently, the northeast Northern

Peninsula has a less educated population than the province as the proportion of the population with an education is below the provincial average for all levels of education and the proportion of the population without a high school diploma is higher than that of Newfoundland and Labrador.

Figure 56: The Northeast Northern Peninsula - Population Shares by Education



2.2.12 Summary

The northeast Northern Peninsula experienced a large population decline between 1996 and 2016 when it lost 33.7% of its population. As well, Economic Zone 06 experienced out-migration which allowed it to experience a greater degree of population loss in 2015 than Economic Zone 07. This caused Economic Zone 06 to go from having a greater population than Economic Zone 07 in 1996, to having a smaller population in 2016. Likewise, its demographics were also worse than that of Economic Zone 07 as well; in 2016, the northeast Northern Peninsula had a smaller working age population share, a larger elderly population share and a higher age dependency ratio than the western Northern Peninsula.

While Economic Zone 06's demographics and population growth trends were inferior to that of Economic Zone 07, it did boast some impressive income and labour force statistics relative to that of the western Northern Peninsula; Economic Zone 06, relative to Economic Zone 07, has a lower unemployment rate; a higher employment rate; a higher participation rate; a higher median income; a higher level of real disposable income per capita; a lower prevalence of low income; a lower reliance on employment insurance, the Canada Pension Plan, income support assistance and transfer payments in general; and a higher self-reliance ratio. The fact that Economic Zone 06 has better economic indicators of well-being than Economic Zone 07, despite its inferior demographics, can be mediated by the northeast Northern Peninsula's levels of education: Economic Zone 06 has a lower population share of individuals with no certificate,

diploma and degree and a lower population share of individual with a high school diploma as their highest level of education than Economic Zone 07, but it also has a higher population share of individuals with an apprenticeships and trades certificate or degree, a college or other non-university certificate or degree, a university certificate, a diploma or degree at the bachelor level or above and individuals with postsecondary schooling in general. This shows that Economic Zone 06's superior education levels push it ahead of Economic Zone 07 on several key economic indicators of well-being, despite its inferior demographics.

Evidently, the northeast Northern Peninsula has larger amounts of population loss, higher amounts of out-migration, and worse demographics than the western Northern Peninsula. But, Economic Zone 06 also has a more favourable job market, a higher median income, a higher standard of living, a greater ability to fund itself through market sources, a higher level of education and a smaller prevalence of low income than Economic Zone 07. It should also be noted that the northeast Northern Peninsula's favourable economic indicators of well-being only hold relative to Economic Zone 07 and Deer Lake-Cormack Area. When compared with the provincial average, Economic Zone 06 performs quite poorly as it has a higher unemployment rate, a lower employment rate, a lower median income, a lower level of real disposable income per capita, and a much higher reliance on transfer payments, especially employment insurance, than Newfoundland and Labrador. Not surprisingly, the northeast Northern Peninsula has a much higher elderly population share, a higher age dependency ratio and a lower working age population share than Newfoundland and Labrador. Evidently, the advantages that the northeast Northern Peninsula has over the western Northern Peninsula do not hold when compared with Newfoundland and Labrador, and its shortcomings when compared with the western Northern Peninsula look even worse relative to the province.

2.3 Economic Zone 07: Western Northern Peninsula

Geographical Boundaries: extends from Rocky Harbour north to Saint Barbe. Economic Zone 07 is comprised of the Bonne Bay Area (except Wiltondale), the Daniel's Harbour Area, the Hawke's Bay-Port au Choix Area, and the southern half of the Strait of Belle Isle.

Largest Communities (Population 2016): Rocky Harbour (945), Port au Choix (790), Port Saunders (675)

2.3.1 Population

The population of Economic Zone 07, as shown in Figure 57, decreased from 11,165 people in 1996 to just 7,865 individuals in 2016. This represents a decrease in its population of 3,300 people. Also, from Figure 58, one observes that between 1996 and 2016, the population of males in Economic Zone 07 decreased from 5,680 to 3,840, which is an overall decline in the male population of 1,840 individuals. Likewise, the population of females declined from 5,485 to 4,035, representing a net decrease in the female population of 1,450 individuals.

Figure 57: The Western Northern Peninsula - Population

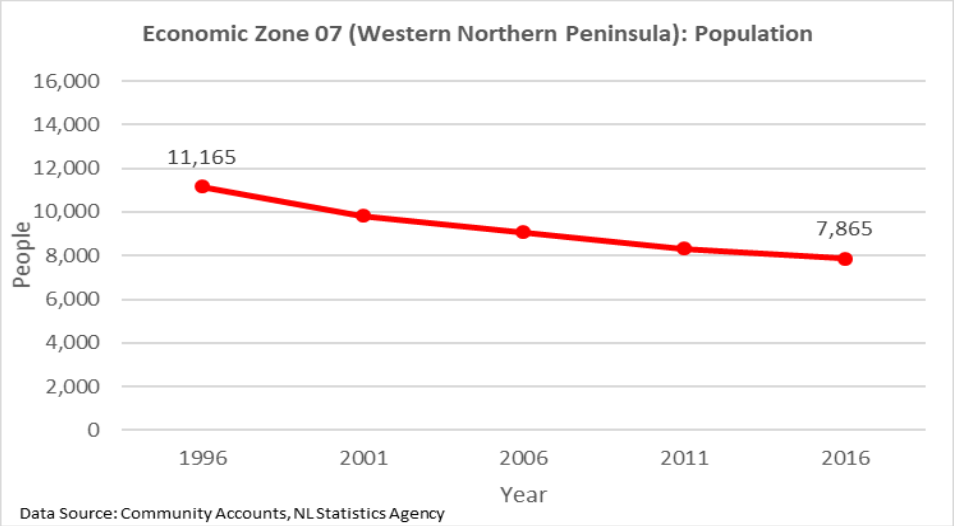
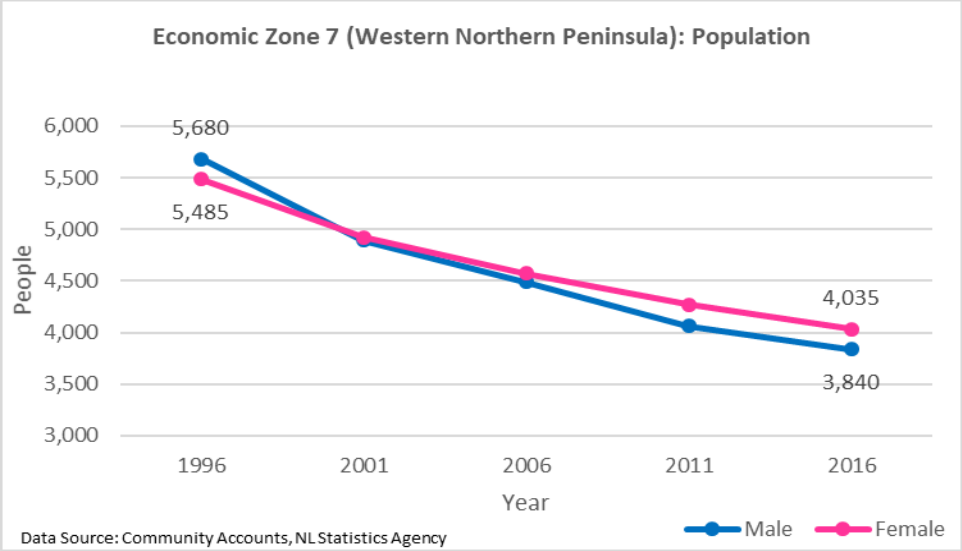


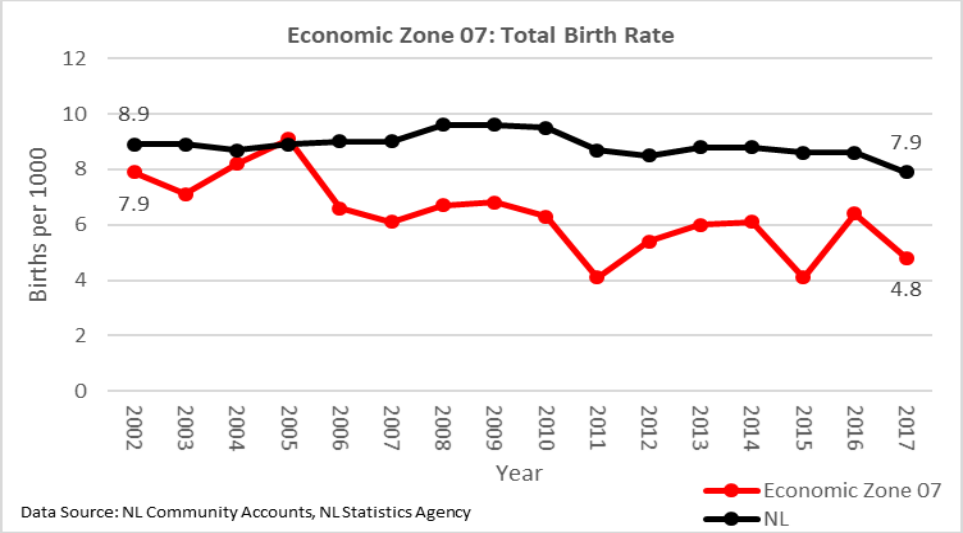
Figure 58: The Western Northern Peninsula – Population by Gender



2.3.2 Births and Deaths

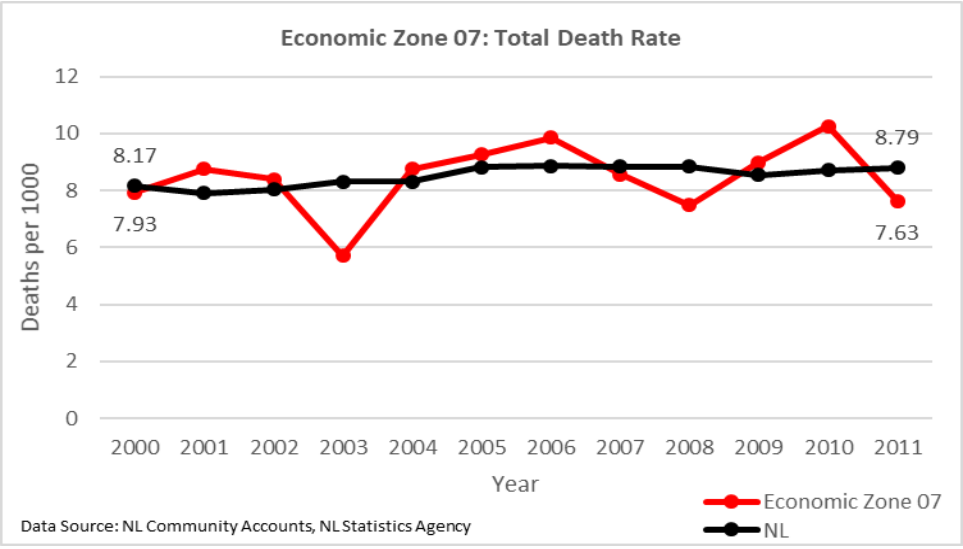
Figure 59 shows that, in 2002, the total birth rate in the province equaled 8.9 births per 1,000. This fell to 7.9 births per 1,000 by 2017. The total birth rate in Economic Zone 07 in 2002 equaled 7.9 births per 1,000, but it fell to 4.8 births per 1,000 by 2017, representing a drop of 3.1 births per 1,000. Though the total birth rates of Newfoundland and Labrador and Economic Zone 07 were separated by only 1 birth per 1,000 in 2002 (the province had the higher total birth rate), the two rates were separated by 3.1 births per 1,000 in 2017, with Newfoundland and Labrador possessing the higher total birth rate. This indicates that while both rates fell over the fifteen-year period, it was the total birth rate in the western Northern Peninsula that fell much faster between 2002 and 2017.

Figure 59: The Western Northern Peninsula - Total Birth Rate



In 2000, the total death rate equaled 8.17 deaths per 1,000 within the province and 7.93 deaths per 1,000 in Economic Zone 07 (see Figure 60). In 2011, the total death rate equaled 8.79 deaths per 1,000 for the province and 7.63 deaths per 1,000 in Economic Zone 07. While this may lead one to believe that the death rate in Newfoundland and Labrador increased and that of Economic Zone 07 fell, this simplistic linear view does not show the whole picture. The total death rate in the western Northern Peninsula was higher than the death rate of the province in 7 of the 11 years from 2001 to 2011. Moreover, Economic Zone 07 has a much smaller population than that of the province and an outlier year is often possible, which appears to be what 2011 (7.63 deaths per 1,000 people) may be. Ignoring 2011, it appears that the death rate of Economic Zone 07 was on an upward trajectory.

Figure 60: The Western Northern Peninsula - Total Death Rate



2.3.3 Population by Age Group

As illustrated in Figures 61, 62 and 63, with the passage of time, the population pyramids for the Economic Zone 07 became increasingly inverted. Specifically, in 1996, the largest age cohort was the 35-39-year-old age group (975 people). By 2006, the 45-49-year-old age group was the largest with 855 people and in 2016, the largest age cohort was the 55-59-year-old age group (850 people). In other words, the population of Economic Zone 07 has changed from being concentrated in the middle-aged and young cohorts to being one that is dominated primarily by the cohorts of individuals aged forty years and over.

Figure 61: The Western Northern Peninsula - Population by Age Group 1996

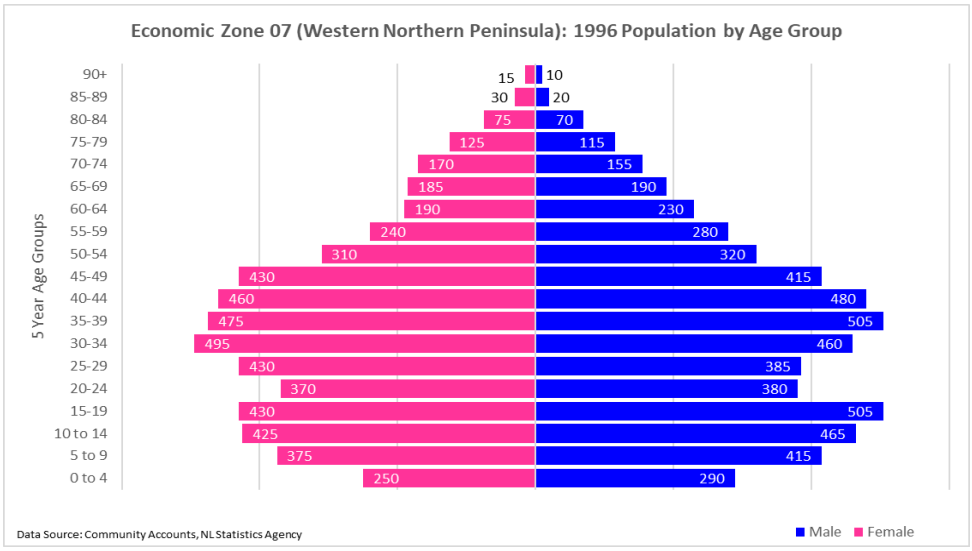


Figure 62: The Western Northern Peninsula - Population by Age Group 2006

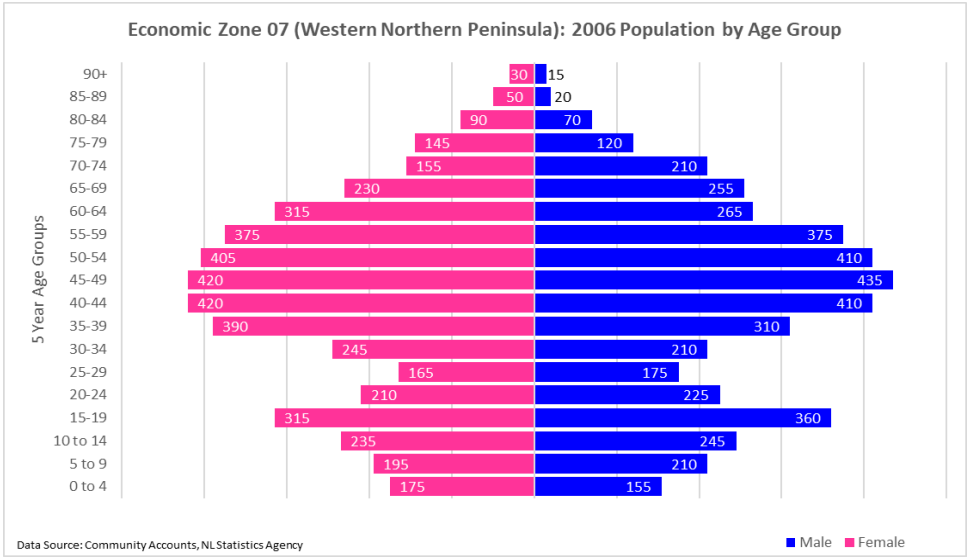
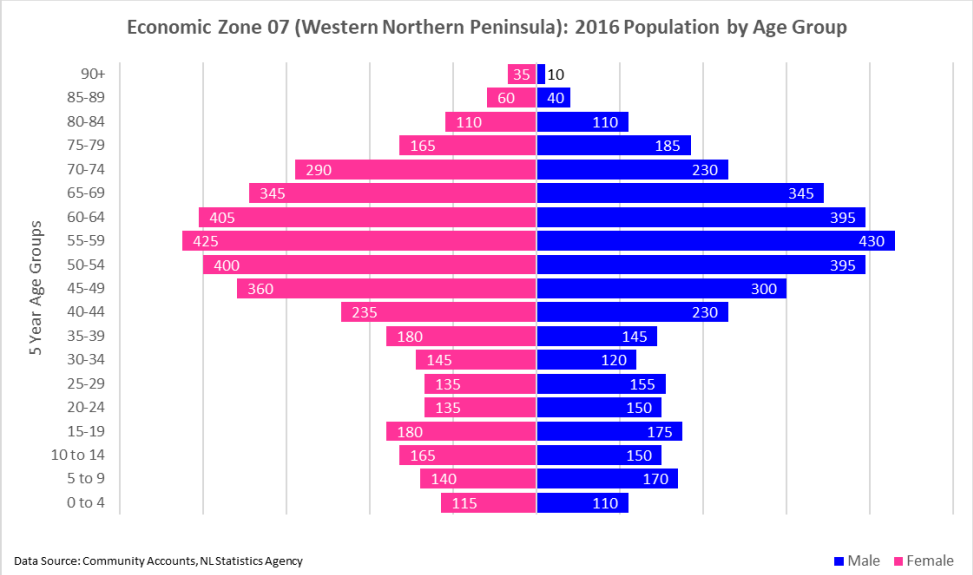


Figure 63: The Western Northern Peninsula - Population by Age Group 2016



2.3.4 Population Change

Figure 64: The Western Northern Peninsula - Population Change

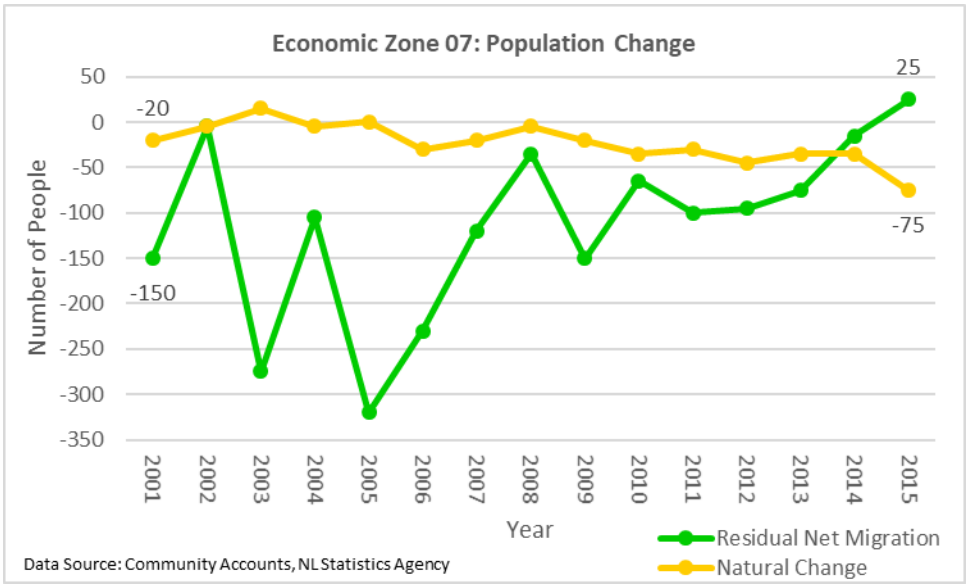
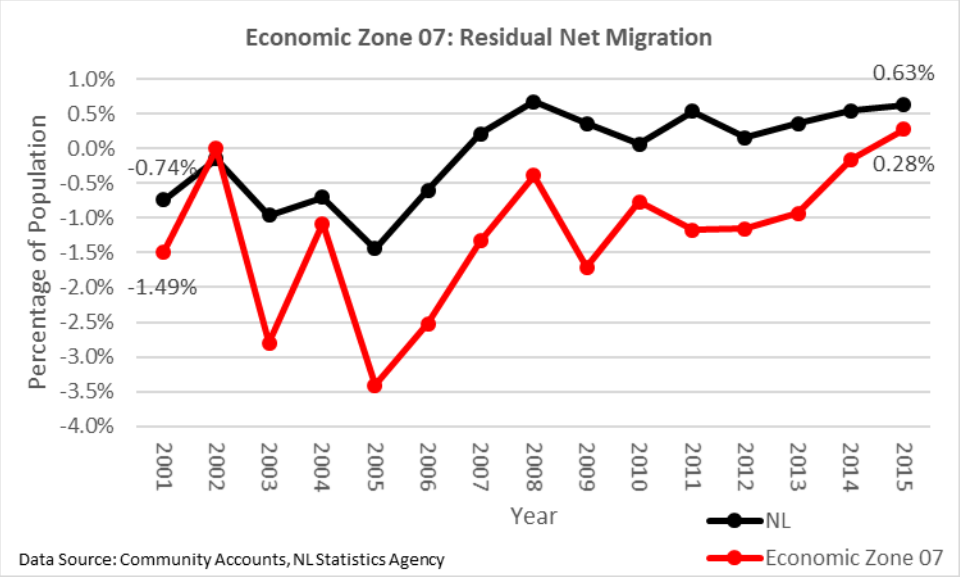


Figure 64 indicates that, in 2001, the natural population change of Economic Zone 07 equaled minus 20, which dropped to minus 75 in 2015, representing a deterioration the order of minus 55. In order words, in Economic Zone 07, there were 20 more deaths than births in 2001 and there were 75 more deaths than births in 2015. In the western Northern Peninsula, the residual net migration equaled minus 150 in 2001 and equaled positive 25 in 2015. The residual net migration in the western Northern Peninsula improved substantially between 2005 and 2015, but this improvement was not enough to outweigh the negative natural change rate in 2015.

In 2001, as demonstrated in Figure 65, the residual net migration, expressed as a percentage of the population, equaled -0.74% of the population in the province and -1.49% of the population in Economic Zone 07. Similarly, in 2015, the residual net migration equaled 0.63% of the population in Newfoundland and Labrador and 0.28% of the population in the western Northern Peninsula. While the residual net migration of Economic Zone 07 improved over that fourteen-year period and turned positive in 2015, the question remains as to whether it can remain positive. As well, it is interesting to consider whether measures can be introduced that may improve the migration figures to lead to population maintenance, or even growth. As of 2015, the negative natural change effect still outweighs the positive net migration effect. This leads to net population decline for the western Northern Peninsula.

Figure 65: The Western Northern Peninsula - Residual Net Migration



2.3.5 Population Characteristics

In the western Northern Peninsula, Figure 66 shows that there have been substantial changes to the characteristics of its population. The percentage of working age people (those aged 18 to 64 years) in the population dropped from 64.5% of the population in 1996, to 62% of the population in 2016. In addition, the elderly share of the population (those aged 65 years and over) rose from 10.4% of the population in 1996 to 24.5% of the population in 2016. Finally, the age dependency ratio in Economic Zone 07 increased from 14.9% in 1996 to 37.8% in 2016.

Figure 67 indicates that the working age population share, in Economic Zone 07, dropped from 64.5% of the population in 1996 to 62% of the population in 2016, representing a net decline over that twenty-year period of 2.5 percentage points. In 1996, the working age population share of the western Northern Peninsula was 0.1 percentage points higher than the provincial average. Furthermore, the working age population share of the western Northern Peninsula

was 1.1 percentage points lower than the working age population share of the province in 2016. From 1996 to 2006, the working age population shares of both Newfoundland and Labrador and the western Northern Peninsula followed similar paths as both were showing signs of growth but declined from 2006 to 2016. Interestingly, the working age population share of the western Northern Peninsula declined faster than that of Newfoundland and Labrador.

Figure 66: The Western Northern Peninsula - Population Characteristics

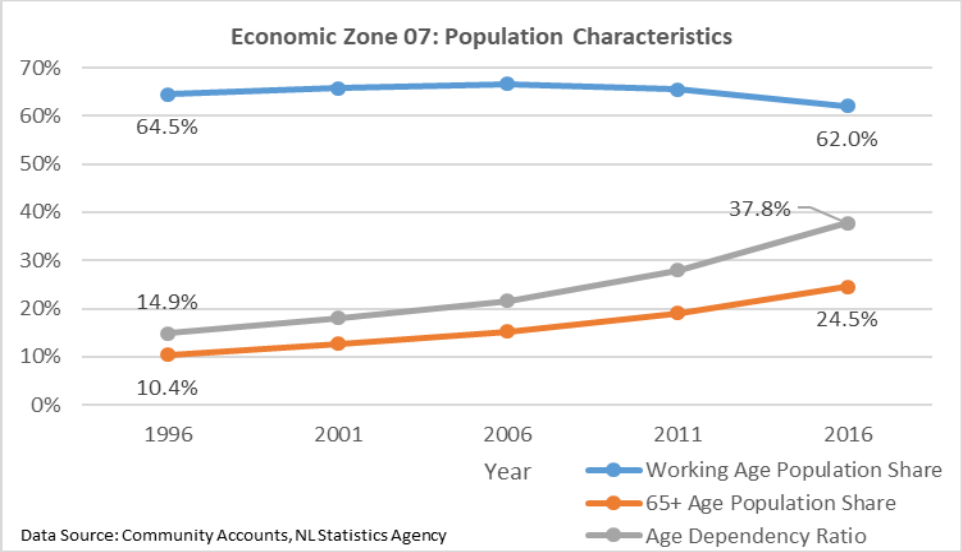
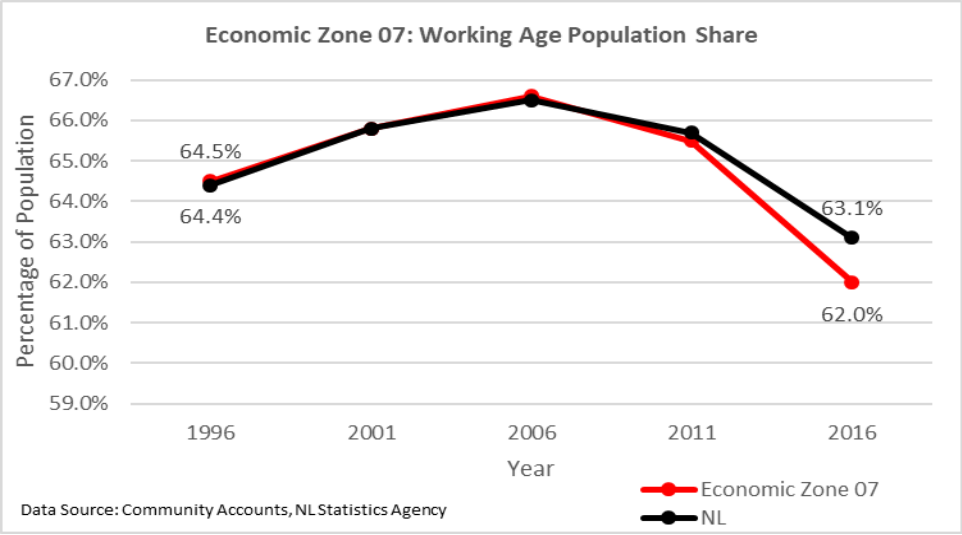


Figure 67: The Western Northern Peninsula - Working Age Population Share



In 1996, the elderly population share equaled 10.8% of the population in Newfoundland and Labrador and 10.4% of the population in Economic Zone 07 (see Figure 68). By 2016, the elderly population share equaled 19.4% in Newfoundland and Labrador and 24.5% in the western Northern Peninsula. Over that twenty-year period, the population share of individuals aged 65

years and over increased by 8.6 percentage points in Newfoundland and Labrador and 14.1 percentage points in the western Northern Peninsula. In 1996, the elderly population share was 0.4 percentage points higher for Newfoundland and Labrador than it was for Economic Zone 07. However, by 2016, the elderly population share was 5.1 percentage points higher in the western Northern Peninsula than it was in the province. In other words, the population share of individuals aged 65 years or over started rising faster in the western Northern Peninsula than it did in the province. The gap between the two elderly population shares widened, as the western Northern Peninsula had an increasingly larger elderly population share when compared with the province.

Figure 68: The Western Northern Peninsula - Elderly Population Share

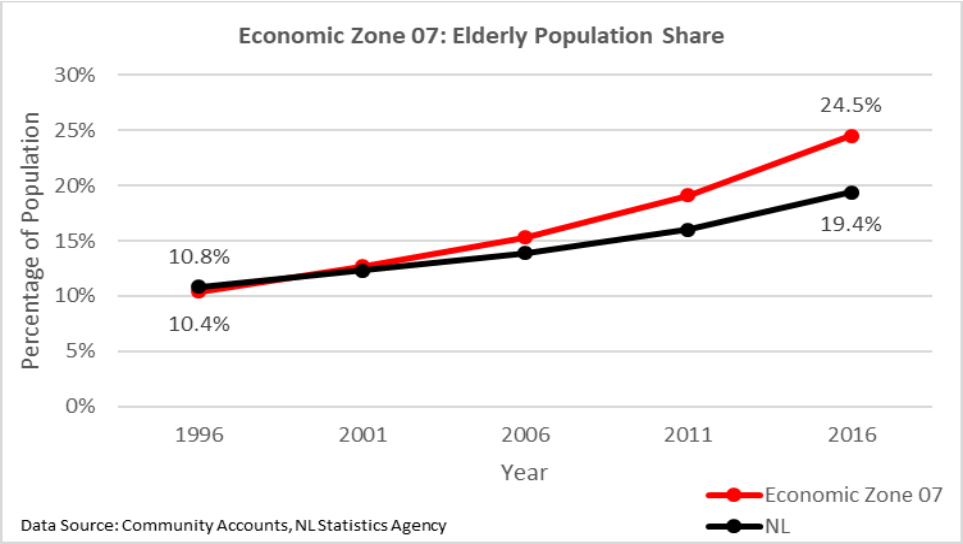


Figure 69 shows that in 1996 the age dependency ratio equaled 15.6% in Newfoundland and Labrador and 14.9% in Economic Zone 07. In 2016, the age dependency ratio rose to 29.3% in the province and 37.8% in Economic Zone 07. Between 1996 and 2016, the age dependency ratio rose by 13.7 percentage points in Newfoundland and Labrador and 22.9 percentage points in the western Northern Peninsula. In 1996, Newfoundland and Labrador's age dependency ratio was 0.7 percentage points higher than that of Economic Zone 07. But, in 2016, the age dependency ratio of Economic Zone 06 was 8.5 percentage points higher than that of the province.

The median age in 1996, as illustrated in Figure 70, equaled 38 years in Newfoundland and Labrador and 39 years in Economic Zone 07. By 2016, the median age equaled 46 years for the province and 53 years for the western Northern Peninsula. Between 1996 and 2016, the median age rose by 8 years in Newfoundland and Labrador and 14 years in the western Northern Peninsula. Although the median ages of both Economic Zone 07 and Newfoundland

and Labrador rose between 1996 and 2016, the median age of the western Northern Peninsula increased faster than that of Newfoundland and Labrador.

Figure 69: The Western Northern Peninsula - Age Dependency Ratio

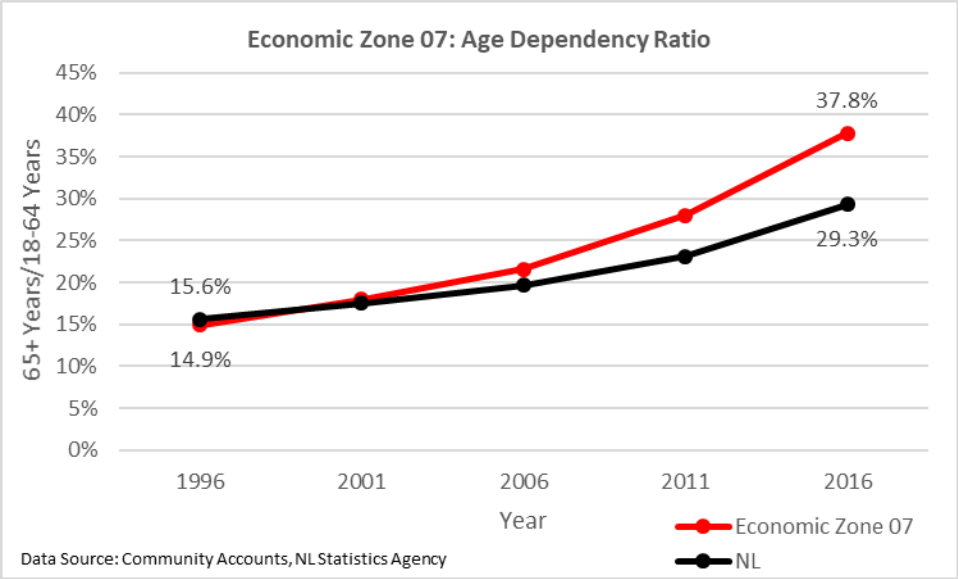
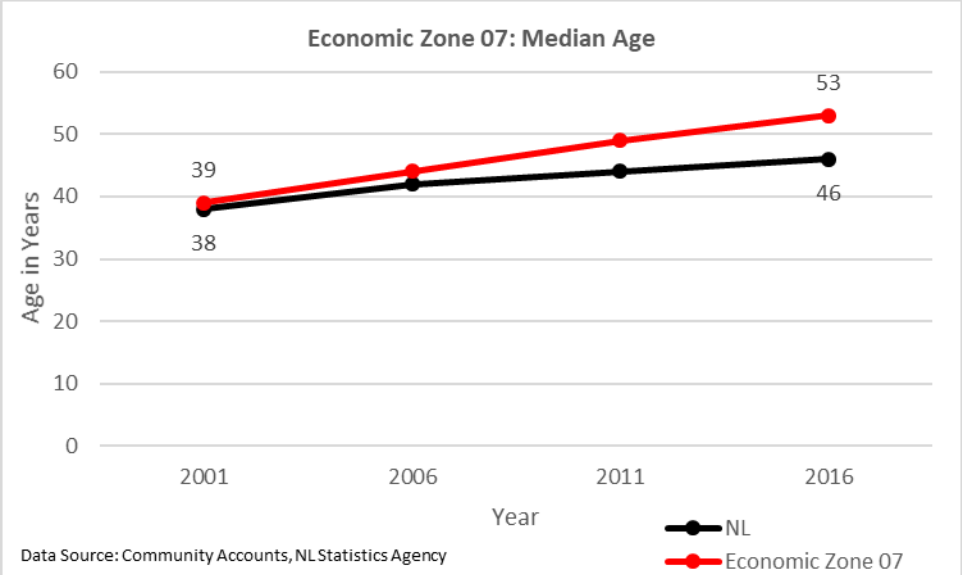


Figure 70: The Western Northern Peninsula - Median Age



2.3.6 Labour Force

In 2011, the unemployment rate in Economic Zone 07, which equaled 37.3% of its labour force (see Figure 71), was 13.4 percentage points higher than the unemployment rate in Newfoundland and Labrador. In 2016, the unemployment rate in the western Northern Peninsula, at 37.6% of its labour force, was 11.9 percentage points higher than the provincial

unemployment rate. Between 2011 and 2016, the unemployment rate in Economic Zone 07 increased by 0.3 percentage points over that period.

Figure 71: The Western Northern Peninsula - Unemployment Rate

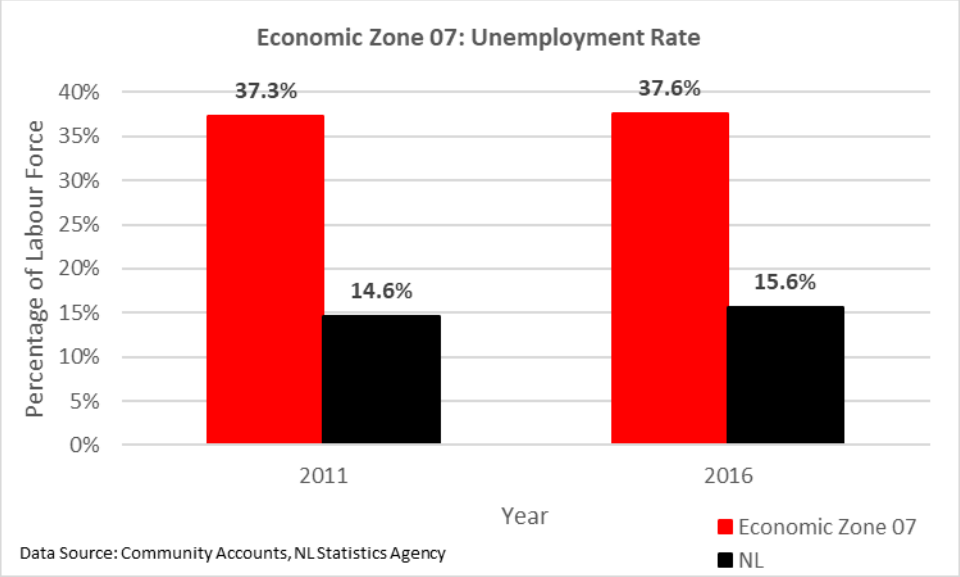


Figure 72: The Western Northern Peninsula - Employment Rate

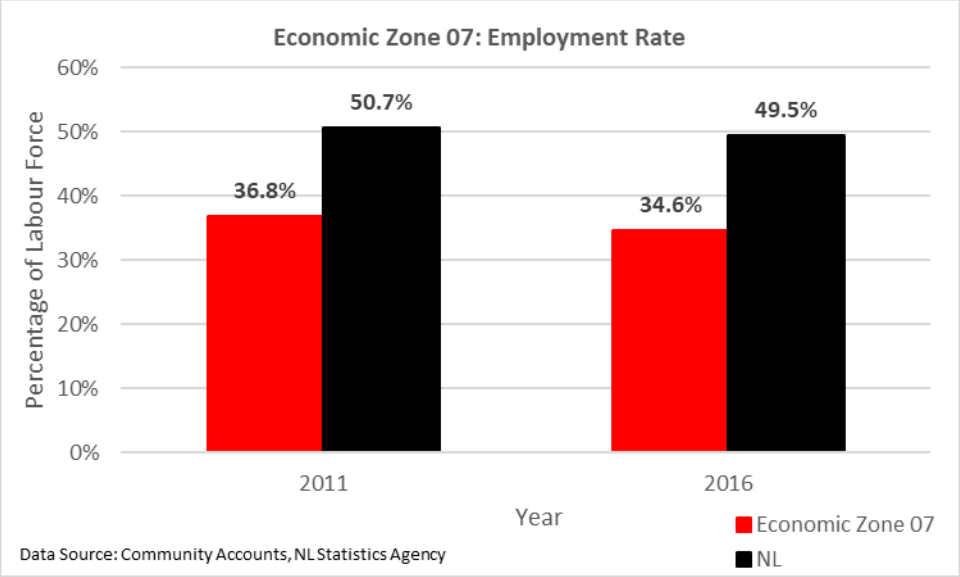
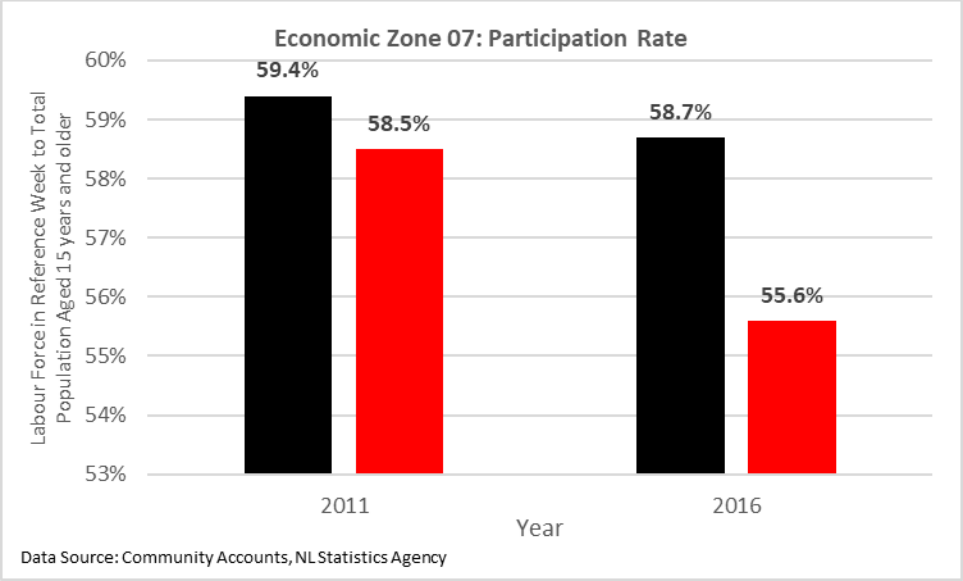


Figure 72 shows that the employment rate of the western Northern Peninsula, which equaled 36.8% of its population in 2011, was 13.9 percentage points lower than the employment rate of Newfoundland and Labrador. In 2016, Economic Zone 07's employment rate, equaled 34.6% of its population and was 14.9 percentage points lower than the provincial employment rate. From 2011 to 2016, the employment rate in the western Northern Peninsula decreased by 2.2 percentage points.

Figure 73: The Western Northern Peninsula - Participation Rate



As reflected in Figure 73, the participation rate, in 2011, for Economic Zone 07 equaled 58.5% of its population aged 15 years and older, which was 0.9 percentage points lower than the provincial average. In 2016, the participation rate in Economic Zone 07 equaled 55.6% of its population aged 15 years and older, which was 3.1 percentage points lower than the participation rate of Newfoundland and Labrador. Between 2011 and 2016, the participation rate of the western Northern Peninsula fell by 2.9 percentage points and was lower than the provincial average in both years.

2.3.7 Income

Figure 74: The Western Northern Peninsula - Median Income

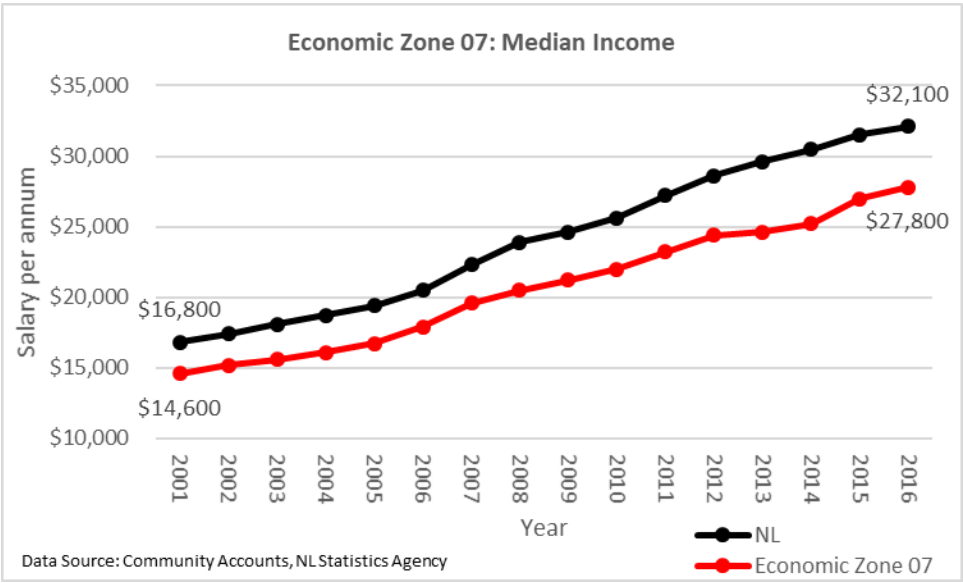
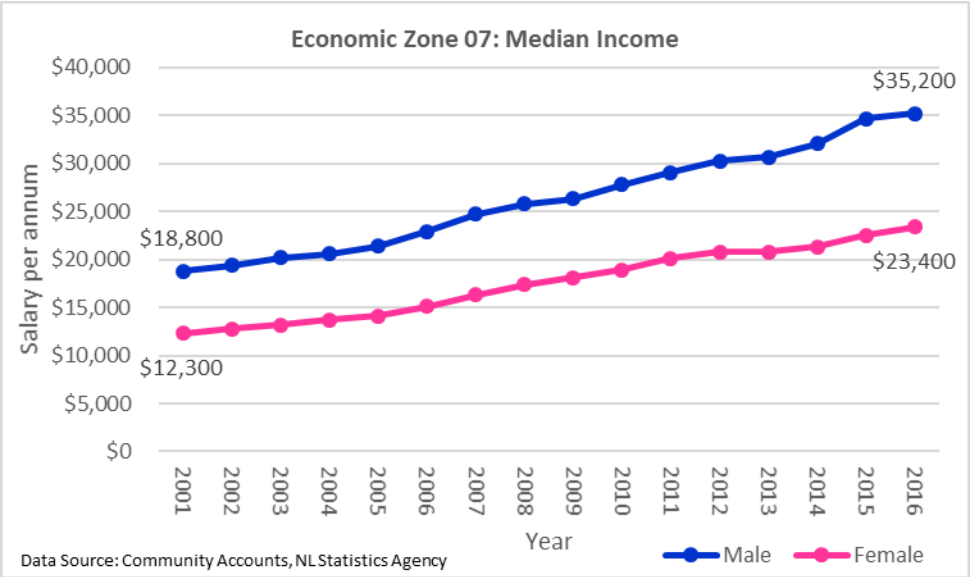


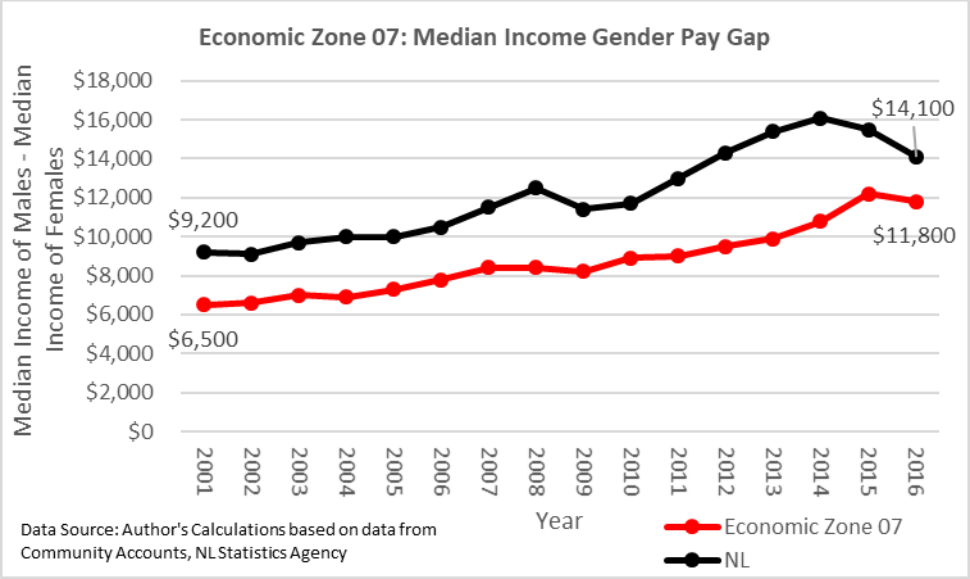
Figure 75: The Western Northern Peninsula - Median Income by Gender



According to Figure 74, the median income in 2001 was $16,800 for Newfoundland and Labrador and $14,600 for Economic Zone 07. In 2016, the median income equaled $32,100 in the province and $27,800 in the western Northern Peninsula. Over that fifteen-year period, the median income in Newfoundland and Labrador rose by $15,300, while the median income in the western Northern Peninsula rose by $13,200. In 2001, the median income in Newfoundland and Labrador was $2,200 higher than that of Economic Zone 07. In 2016, the median income in Newfoundland and Labrador was $4,300 higher than that of the western Northern Peninsula. The median income in the western Northern Peninsula was lower than the median income in the province throughout the time from 2001 to 2015 and the gap between the two median incomes widened as time passed.

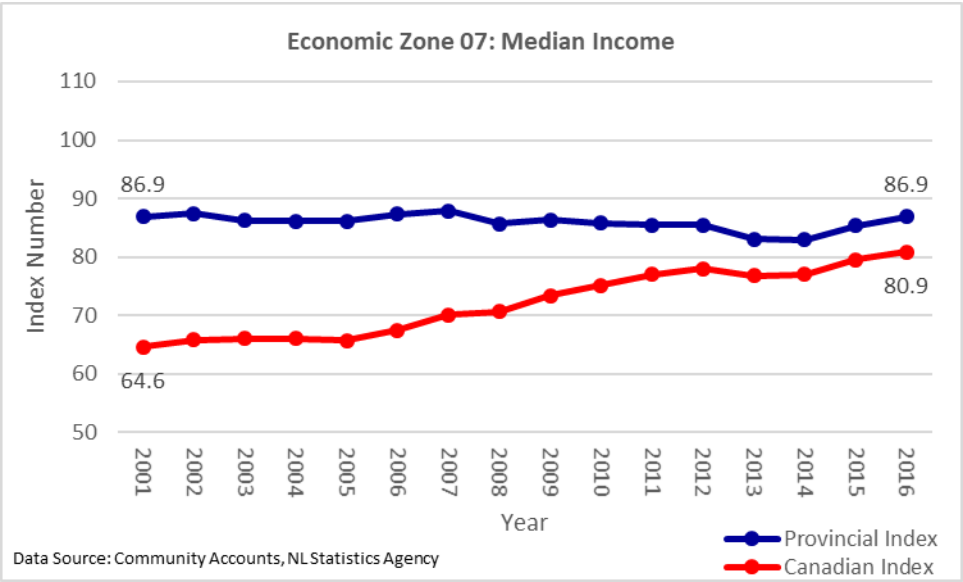
In 2001, the median income of males in Economic Zone 07 was recorded as $18,800 (see Figure 75), while that for females was reported as $12,300. In 2016, the median income in the western Northern Peninsula amounted to $35,200 for males and $23,400 for females. Between 2001 and 2016, the median income of males rose by $16,400 and that of females increased by $11,100. In 2001, the median income of males in the western Northern Peninsula was $6,500 higher than that of females. Likewise, in 2016, the median income of males was $11,800 higher than the median income of their female counterparts. From 2001 to 2016, the median of income of males in Economic Zone 07 was higher than that of females throughout and that gap widened during that period. However, as shown in Figure 76, the gender pay gap in the western Northern Peninsula remained lower than the median income gender pay gap in the province. In 2001, Newfoundland and Labrador's median income gender pay gap was $2,700 higher than that of Economic Zone 07. In 2016, the median income gender pay gap of the province was $2,300 than that of the western Northern Peninsula.

Figure 76: The Western Northern Peninsula - Median Income Gender Pay Gap



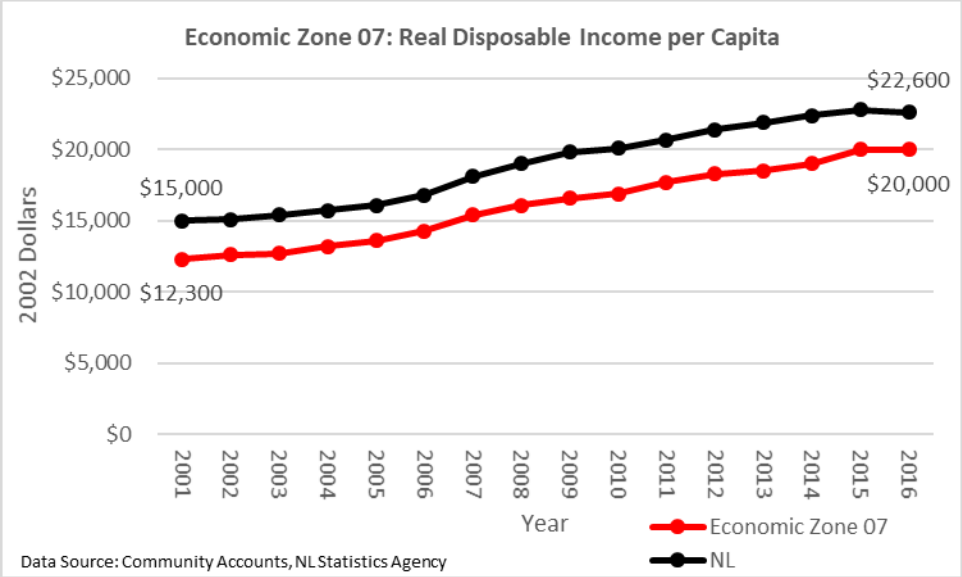
From Figure 77 the median income of Economic Zone 07, in 2001, was 86.9% of the median income of Newfoundland and Labrador or 64.6% of the median income of Canada. In 2016, the median income of the western Northern Peninsula was recorded as 85.9% of the provincial median income or 80.9% of the Canadian median income. Between 2001 and 2016, the relative median income of the western Northern Peninsula, in terms of the median income of Newfoundland and Labrador, increased slightly over that period. As well, the relative median income of the western Northern Peninsula, in terms of the median income of Canada, increased considerably over that period.

Figure 77: The Western Northern Peninsula - Median Income Index



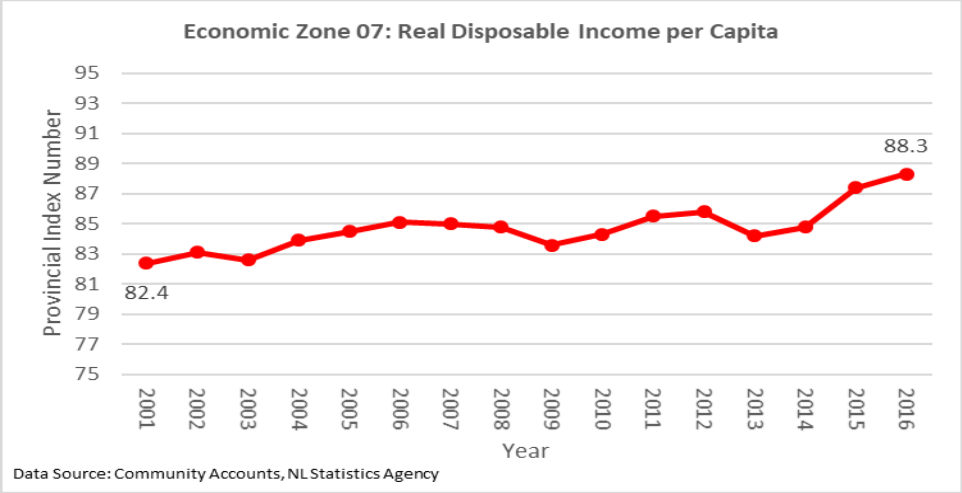
The real disposable income per capita (in 2002 dollars) in Economic Zone 07 equaled $12,300 in 2001 and increased to $20,000 in 2016 (see Figure 78). This represents a $7,700 increase over that fifteen-year period. Also, real disposable income per capita Newfoundland and Labrador amounted to $15,000 in 2001 and $22,600 in 2016; representing a $7,600 increase in the province between 2001 and 2016. In 2001, the real disposable income per capita was $2,700 higher for the province than it was for Economic Zone 07. In addition, in 2016, real disposable income per capita was $2,600 higher in the province than it was in the western Northern Peninsula. From 2001 to 2016, the gap between the real disposable incomes per capita of western Northern Peninsula and that of the province increased by only $1,000. Throughout the period between 2001 and 2016, the real disposable income per capita of the province remained higher than that of the western Northern Peninsula and the gap remained stable.

Figure 78: The Western Northern Peninsula - Real Disposable Income per Capita



In fact, as indicated in Figure 79, real disposable income per capita in the western Northern Peninsula equaled 82.4% of real disposable income per capita in Newfoundland and Labrador in 2001 and amounted to 88.3% of the provincial real disposable income per capita in 2016. Therefore, relative real disposable income per capita in Economic Zone 07, in terms of Newfoundland and Labrador's real disposable income per capita, increased between 2001 and 2016.

Figure 79: The Western Northern Peninsula - Real Disposable Income per Capita



2.3.8 Prevalence of Low Income

Figure 80: The Western Northern Peninsula - Low-income prevalence

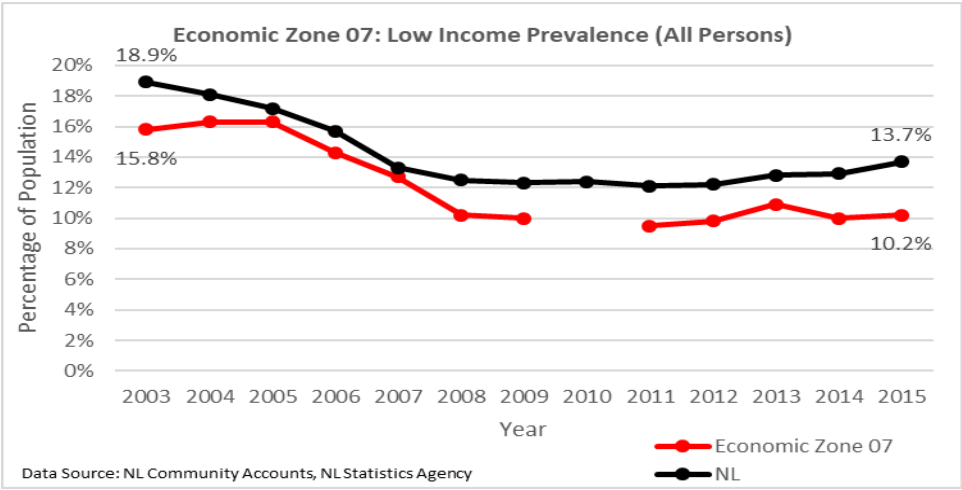
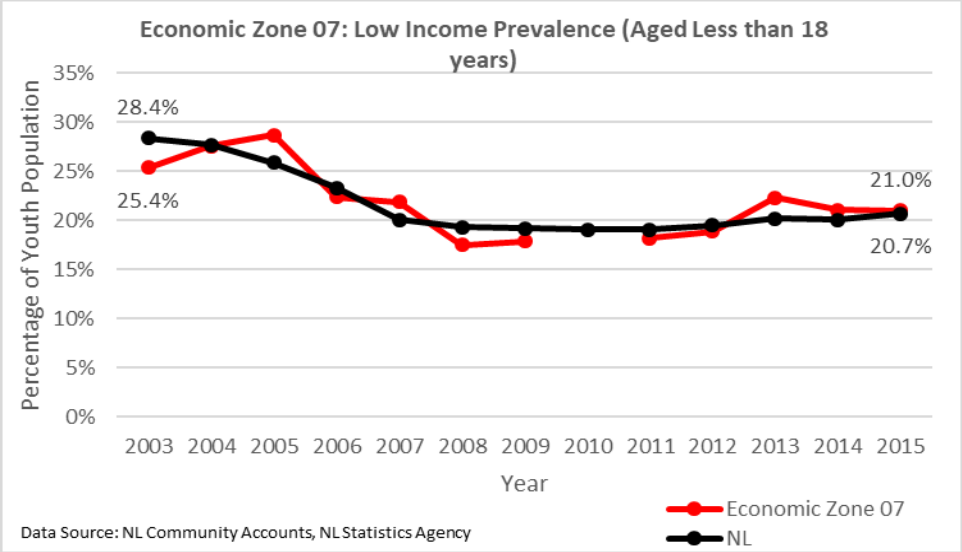


Figure 80 profiles that, in 2003, 18.9% of the population of Newfoundland and Labrador and 15.8% of the population of Economic Zone 07 were classified as living in low income. In 2015, the prevalence of low income fell to 13.7% of the population in the province and to 10.2% of the population in Economic Zone 07. This represents a net decrease in the prevalence of low income of 5.2 percentage points in the province and 5.6 percentage points in the western Northern Peninsula between 2003 and 2015. Throughout that period, the prevalence of low income was higher in the province than it was in Economic Zone 07. In 2003, the prevalence of low income in Economic Zone 07 was 3.1 percentage points lower than that of Newfoundland and Labrador and it was 3.5 percentage points lower than the provincial prevalence of low income in 2015.

In 2003, as presented in Figure 81, the prevalence of low income for persons aged less than 18 years equaled 28.4% of the youth population in Newfoundland and Labrador and 25.4% of the youth population in Economic Zone 07. In 2015, the youth prevalence of low income equaled 21% of the youth population in Economic Zone 07 and 20.7% of the youth population in the province. Over that fifteen-year period, the prevalence of low income for persons aged less than 18 years fell by 7.7 percentage points in Newfoundland and Labrador and by 4.4 percentage points in Economic Zone 07. In 2003, the prevalence of low income among persons aged less than 18 years was 3 percentage points higher in Newfoundland and Labrador than in the western Northern Peninsula. However, in 2015, the youth prevalence of low income in Economic Zone 07 was only 0.3 percentage points higher than that of Newfoundland and Labrador.

Figure 81: The Western Northern Peninsula - Youth Low-income prevalence



As indicated in Figure 82, in 2003, the prevalence of low income for persons aged 18 to 64 years equaled 7.8% of the working age population in Newfoundland and Labrador and 14.9% of the working age population in Economic Zone 07. Twelve years later, the working age prevalence of low income equaled 13.7% of the working age population in the province and 10.1% of the working age population in the western Northern Peninsula. Between 2003 and 2015, the working age prevalence of low income fell by 4.1 percentage points in Newfoundland and Labrador and by 4.8 percentage points in the western Northern Peninsula. In 2003, the prevalence of low income for persons aged 18 to 64 years in Newfoundland and Labrador was 2.9 percentage points higher than that of Economic Zone 07. In 2015, the working age prevalence of low income in Newfoundland and Labrador was 3.6 percentage points higher than that of Economic Zone 07. Moreover, the province held a higher working age prevalence of low income than Economic Zone 07 throughout that twelve-year period. Between 2013 and

2015, the working age prevalence of low income of the province rose by 0.7 percentage points while that of Economic Zone 07 fell by 1 percentage point.

Figure 82: The Western Northern Peninsula - Working Age Low-income prevalence

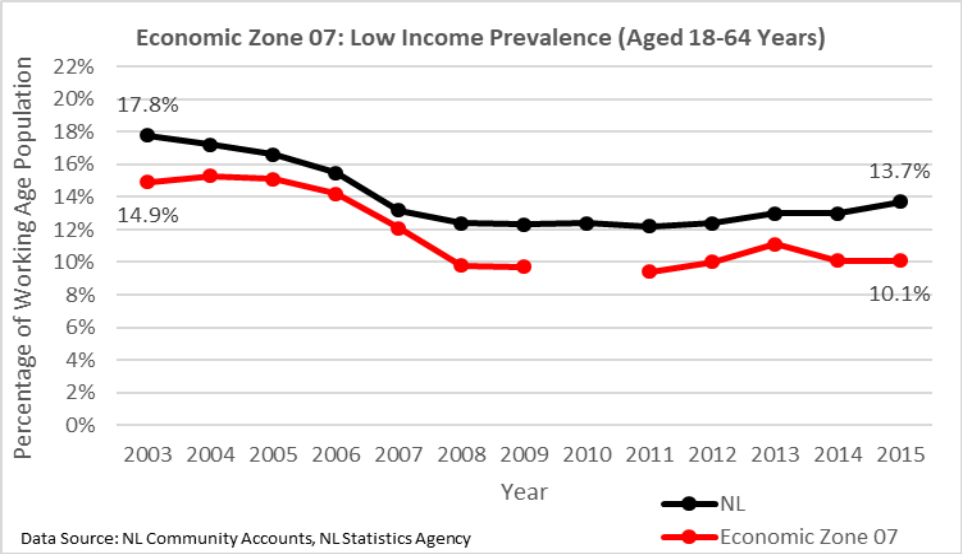


Figure 83 shows that in 2003 the prevalence of low income for persons aged 65 years and over equaled 9.1% in the province and 6% of the elderly population in Economic Zone 07. In 2015, the prevalence of low income among elderly people equaled 7.3% in the province and 4% of the elderly population in the western Northern Peninsula. In 2003, the elderly prevalence of low income in Newfoundland and Labrador was 3.1 percentage points higher than that of Economic Zone 07. In 2015, the prevalence of low income in Newfoundland and Labrador was 3.3 percentage points higher than that of the western Northern Peninsula. While the prevalence of low income among elderly individuals showed a net decline over that twelve-year period in both Economic Zone 07 and Newfoundland and Labrador, the rates have been rising in both regions during the most recent years of the data set. In Newfoundland and Labrador, the prevalence of low income among elderly people rose from 3.5% of the population in 2012 to 7.3% in 2015, while the elderly prevalence of low income in the western Northern Peninsula rose from 2.3% of the population in 2013 to 4.0% in 2015. From 2013 to 2015, the prevalence of low income among persons aged 65 years and over rose by 2.8 percentage points in Newfoundland and Labrador and by 1.7 percentage points in Economic Zone 07.

As presented in Figure 84, in 2003, the prevalence of low income in Economic Zone 07 equaled 17.6% for females and 14% for males. In 2015, the prevalence of low income in the western Northern Peninsula fell to 12.2% for females and 8.2% for males. Between 2003 and 2015, the prevalence of low income for males fell by 5.8 percentage points while that of females fell by 5.4 percentage points. The prevalence of low income among females in the western Northern Peninsula was 3.6 percentage points higher than that of males in 2003 and was 1.8 percentage

points higher than that of males in 2011. However, after 2011, the inequality between the male and female prevalence of low income in Economic Zone 07 worsened and by 2015, the female prevalence of low income was 4 percentage points higher than that of males. Overall, the difference between the male and female prevalence of low income in the western Northern Peninsula narrowed between 2003 and 2011, but then the difference started growing and exacerbated the higher prevalence of low income experienced by women, relative to men, to the point where the gap between the prevalence of low income of each gender was larger in 2015 than it was twelve years earlier.

Figure 83: The Western Northern Peninsula - Elderly Low-income prevalence

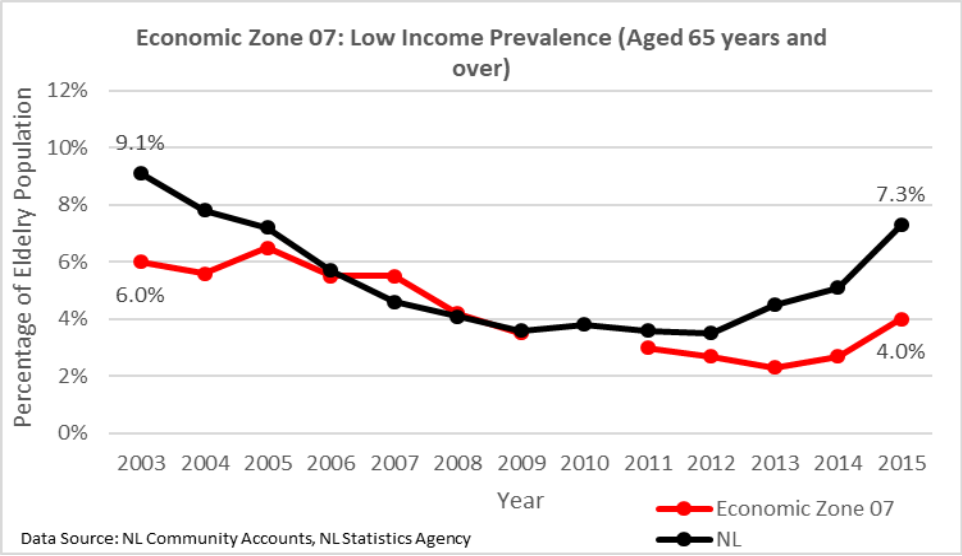
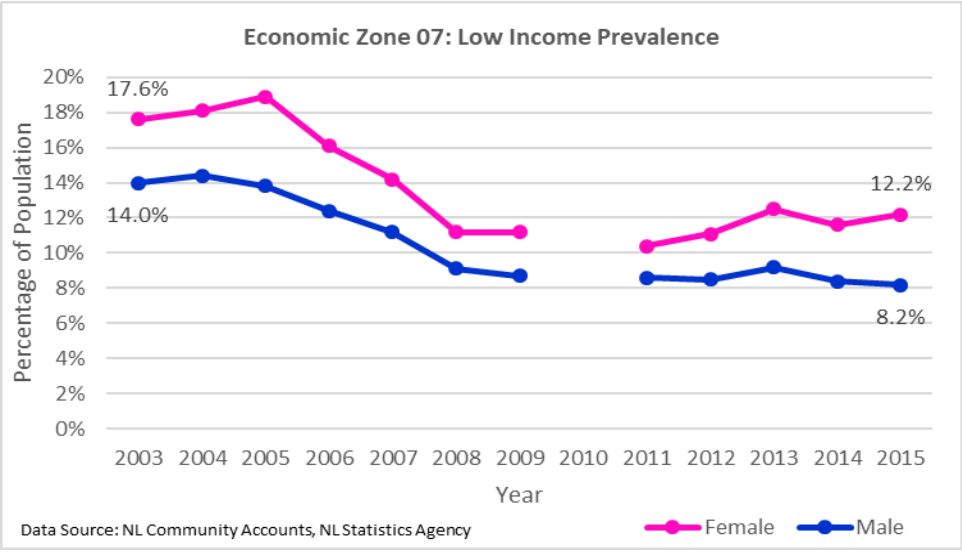
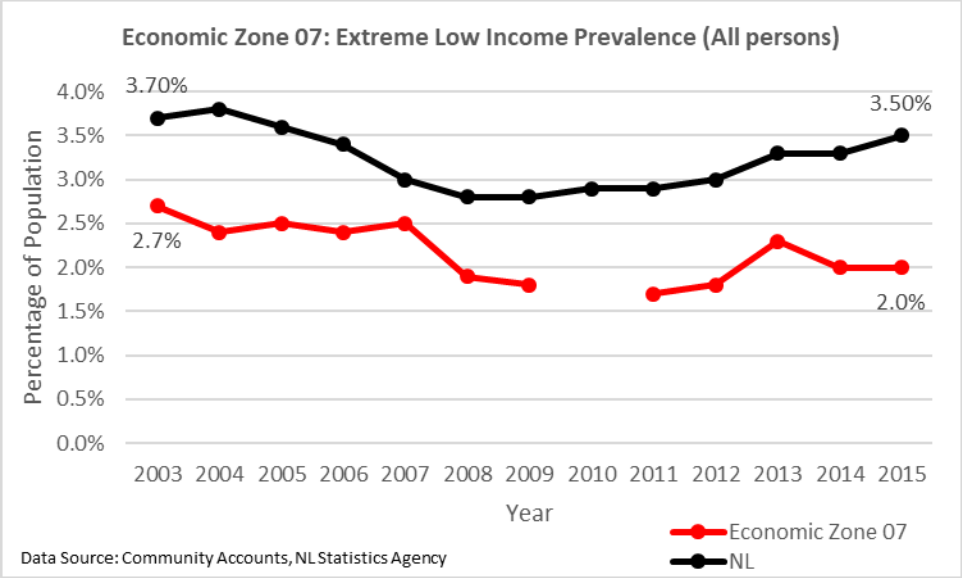


Figure 84: The Western Northern Peninsula - Low-income prevalence by Gender



In 2003, the prevalence of extreme low income equaled 3.7% of the population in Newfoundland and Labrador and 2.7% of the population in Economic Zone 07 (see Figure 85). In 2015, the prevalence of extreme low income equaled 3.5% of the population in the province and 2% of the population in the western Northern Peninsula. Over that twelve-year span, the prevalence of extreme low income fell by 0.2 percentage points in Newfoundland and Labrador and 0.7 percentage points in the western Northern Peninsula. In 2003, the prevalence of extreme low income in Newfoundland and Labrador was 1 percentage point higher than that of Economic Zone 07. In 2015, the prevalence of extreme low income was 1.5 percentage points higher in the province than it was in the western Northern Peninsula. Likewise, the gap rose especially in part due to the period between 2013 and 2015 where the prevalence of extreme low income in Newfoundland and Labrador rose by 0.2 percentage points while that of Economic Zone 07 fell by 0.3 percentage points. Between 2003 and 2015, the prevalence of extreme low income in the western Northern Peninsula was persistently less than that of the province.

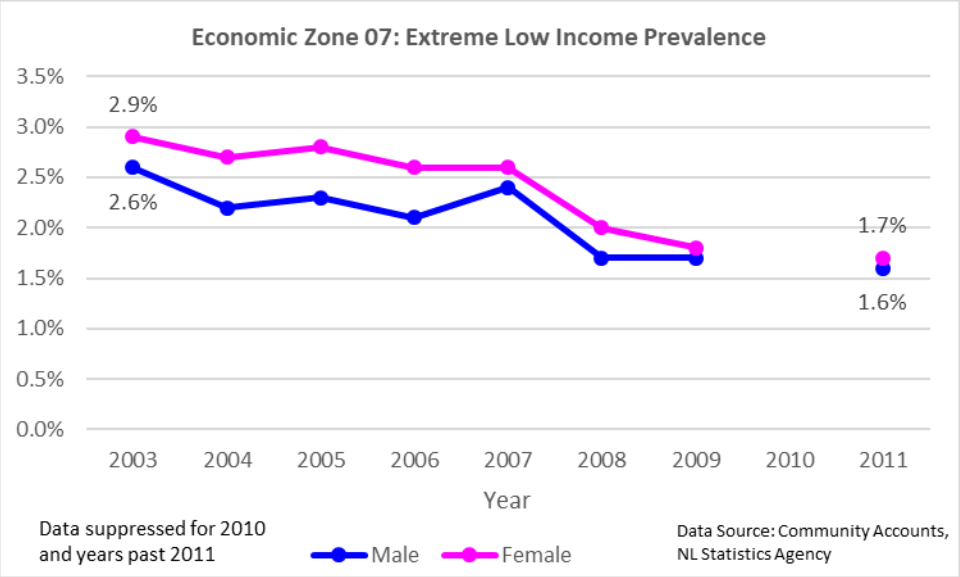
Figure 85: The Western Northern Peninsula - Extreme Low-income prevalence



In 2003, from Figure 86, the prevalence of extreme low income of males equaled 2.6% in Economic Zone 07, while that of females equaled 2.9%. In 2015, the prevalence of extreme low income in the western Northern Peninsula equaled 1.7% for females and 1.6% for males. During that period, the prevalence of extreme low income fell by 1.2 percentage points for females and 1 percentage point for males in the region. In 2003, the prevalence of extreme low income of males was 0.3 percentage points higher than that of females in Economic Zone 07. In 2015, the prevalence of extreme low income of females in the western Northern Peninsula was only 0.1 percentage points higher than that of males. Between 2003 and 2011, the prevalence of extreme low income in Economic Zone 07 fell by 1.2 percentage points for females and 1

percentage point for males. Overall, in the western Northern Peninsula, there was a small difference between the prevalence of extreme low income of both genders, but that difference decreased between 2003 and 2011.

Figure 86: The Western Northern Peninsula - Extreme Low-income prevalence by Gender



2.3.9 Transfer Payments

Figure 87 shows that, in 2001, employment insurance's share of total income equaled 7.9% of total income in the province and 22.1% of total income in Economic Zone 07. Fifteen years later, the share of total income accounted for by employment insurance equaled 16.1% in the western Northern Peninsula and 5.4% in Newfoundland and Labrador. Furthermore, between 2001 and 2016, employment insurance's share of total income fell by 6 percentage points in the western Northern Peninsula and 2.5 percentage points in Newfoundland and Labrador. In 2001, the share of total income accounted for by employment insurance was 14.2 percentage points higher in Economic Zone 07 than it was in Newfoundland and Labrador. Likewise, in 2016, employment insurance's share of total income in the western Northern Peninsula was 10.7 percentage points higher than that of the province. Between 2001 and 2016, the western Northern Peninsula's share of total income accounted for by employment insurance was significantly larger than that of the province. Although employment insurance's share of total income was falling in both regions, employment insurance's share of total income in Economic Zone 07 fell at a faster pace than that of the province.

In 2001, Figure 88 indicates that employment insurance's share of total income in the western Northern Peninsula equaled 24.2% of total income among males and 18.8% among females. In 2016, the share of total income accounted for by employment insurance equaled 16.4% among males and 15.7% among females. Likewise, employment insurance's share of total income for

males in the western Northern Peninsula fell by 7.8 percentage points between 2001 and 2016, while that share for females fell by 3.1 percentage points over that same period. In 2001, employment insurance's share of total income was 5.4 percentage points higher for males than females in Economic Zone 07. But, in 2016, it was only 0.7 percentage points higher for males than females in the region. Evidently, employment insurance's share of total income for both males and females in Economic Zone 07 was in decline between 2001 and 2016.

Figure 87: The Western Northern Peninsula - Employment Insurance's Contribution of Total Income

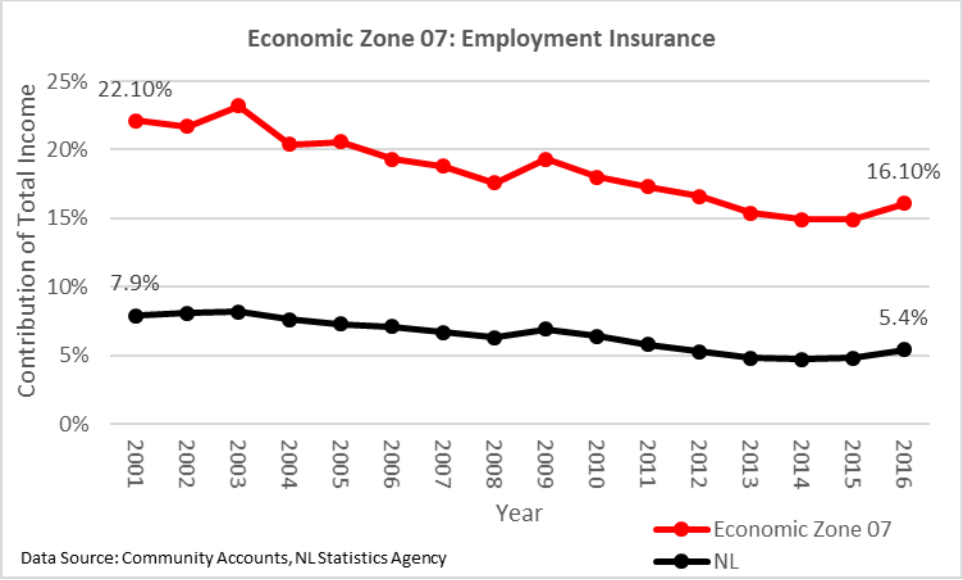
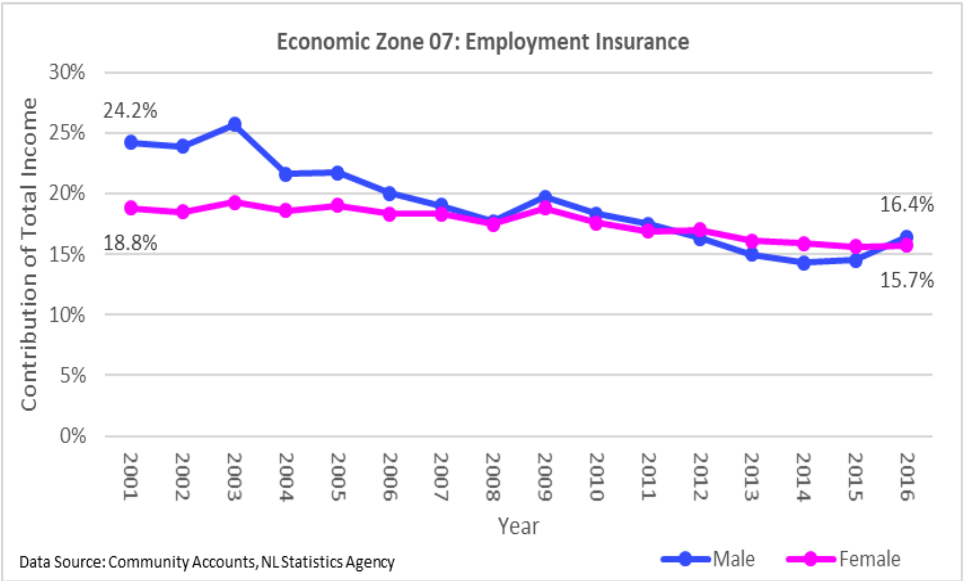


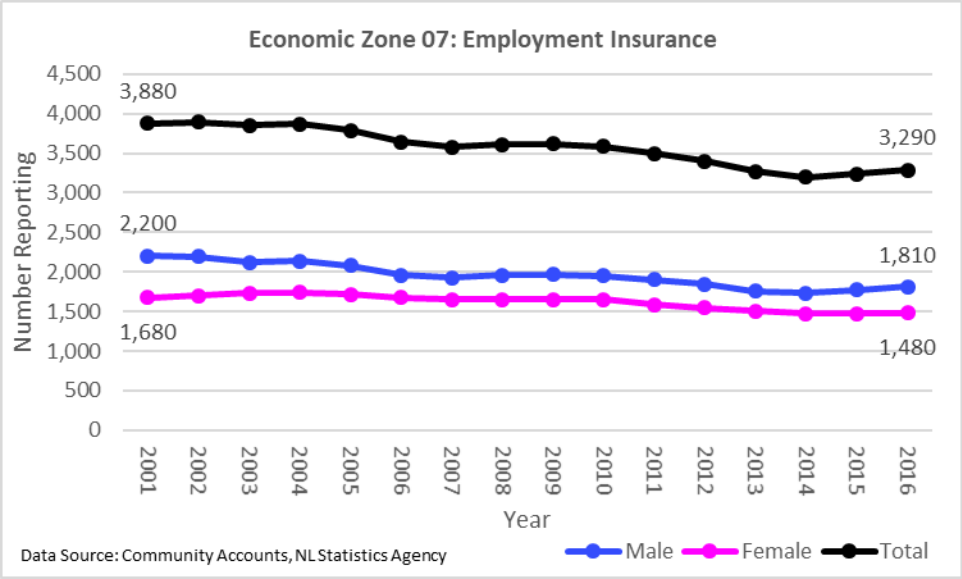
Figure 88: The Western Northern Peninsula - Employment Insurance's Contribution of Total Income by Gender



In 2001, there were 3,880 individuals who received employment insurance, but in 2016, that figure fell to 3,290 individuals: representing a net decrease of 590 individuals (see Figure 89).

The number of males receiving employment insurance in Economic Zone 07 fell from 2,200 individuals in 2001 to 1,810 individuals in 2016 and the number of females receiving declined from 1,680 individuals in 2001 to 1,480 individuals in 2016. Overall, between 2001 and 2016, there was a drop in the number of individuals receiving employment insurance by 390 males and 200 females. In 2001, 520 more men received employment insurance than females. But, in 2016, there were 330 additional men receiving employment insurance relative to their female counterparts. Clearly, the number of individuals receiving employment insurance has fallen for both genders and the gap between genders has narrowed between 2001 and 2015.

Figure 89: The Western Northern Peninsula - Number Receiving Employment Insurance



In 2001, Figure 90 reflects that the Canada Pension Plan's share of total income was the same in both Economic Zone 07 and Newfoundland and Labrador at 4.1% of total income. However, by 2016, the Canada Pension Plan's share of total income equaled 5.4% in the western Northern Peninsula and 4.7% in Newfoundland and Labrador. The Canada Pension Plan's share of total income increased by 0.6 percentage points in the province and 1.3 percentage points in the western Northern Peninsula between 2001 and 2016.

Figure 91 shows that in 2001 the share of total income accounted for by the Canada Pension Plan equaled 4.2% for males and 4% for females in the western Northern Peninsula. By 2016, the share of total income accounted for by the Canada Pension Plan amounted to 6% of total income for females and 5% of total income for males in the region. Between 2001 and 2016, the Canada Pension Plan's share of total income increased by 0.8 percentage points for males and 2 percentage points for females in the western Northern Peninsula. In 2001, the Canada Pension Plan's share of total income was 0.2 percentage points higher for males than females in the western Northern Peninsula. However, in 2016, the Canada Pension Plan's share of total

income among females in the region was 1 percentage point higher than that of males. Clearly, the Canada Pension Plan's share of total income increased among both genders, but it increased faster for females than it did for males.

Figure 90: The Western Northern Peninsula - Canada Pension Plan's Contribution of Total Income

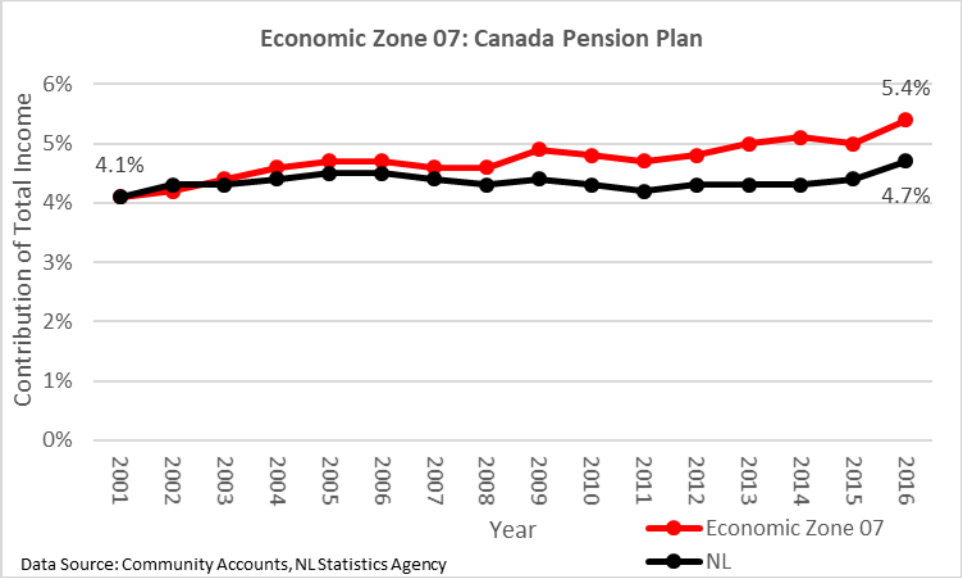
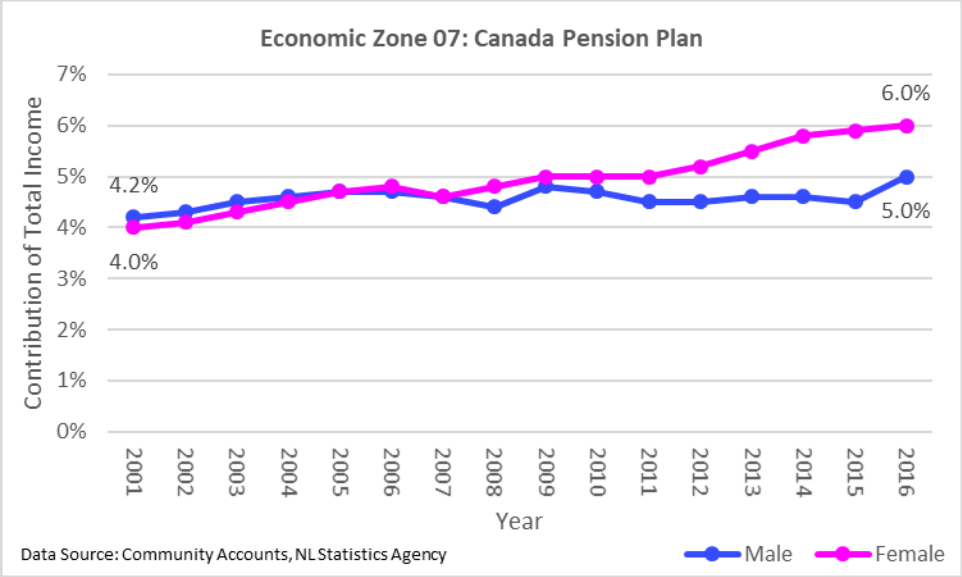


Figure 91: The Western Northern Peninsula - Canada Pension Plan's Contribution of Total Income by Gender



The number receiving the Canada Pension Plan increased from 1,660 individuals in 2001 to 2,790 individuals in 2016 (see Figure 92). This represents a 1,130 person increase in the number of people receiving the Canada Pension Plan between 2001 and 2016. In 2001, 870 males and 790 females received the Canada Pension Plan, while in 2016, there were 1,440 females and 1,350 males receiving. Furthermore, over that time, the number of individuals receiving the

Canada Pension Plan increased by 650 females and 480 males between 2001 and 2016 in Economic Zone 07. In 2001, there were 80 additional males receiving the Canada Pension Plan relative to the numbers for their female counterparts. However, by 2016, there were 90 more females than males receiving the Canada Pension Plan in the western Northern Peninsula. The number of persons receiving the Canada Pension Plan increased among both genders, but the number of females receiving increased faster than the number of males.

Figure 92: The Western Northern Peninsula - Number Receiving the Canada Pension Plan

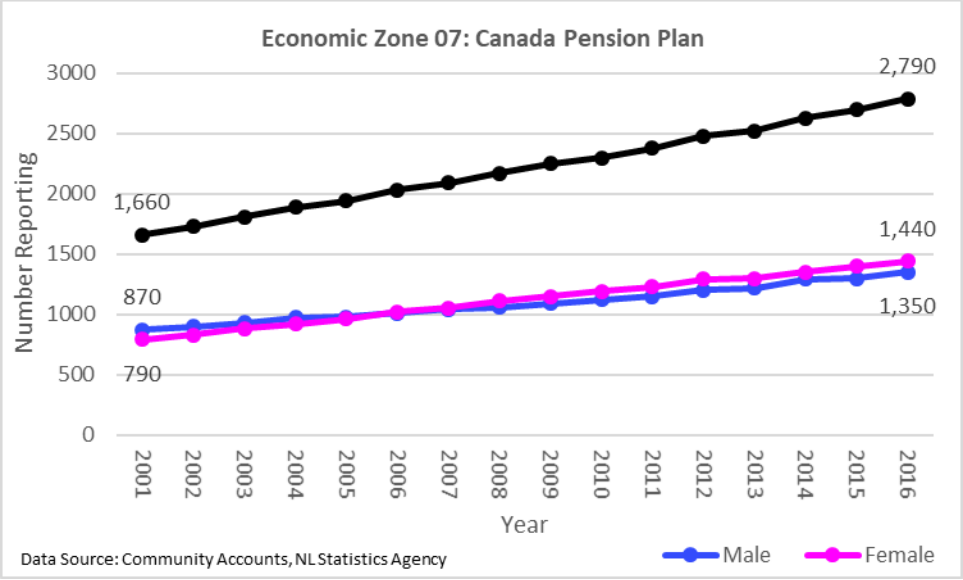
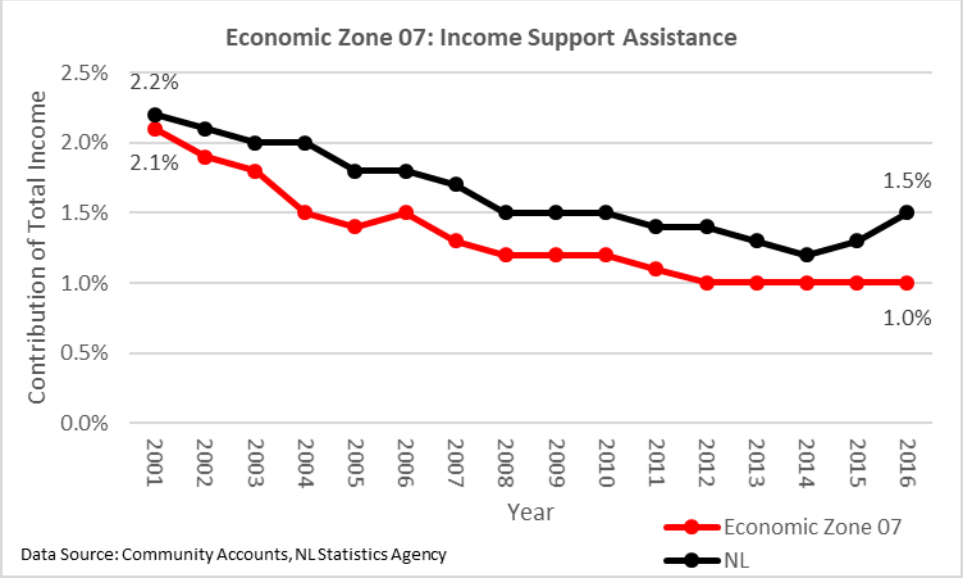


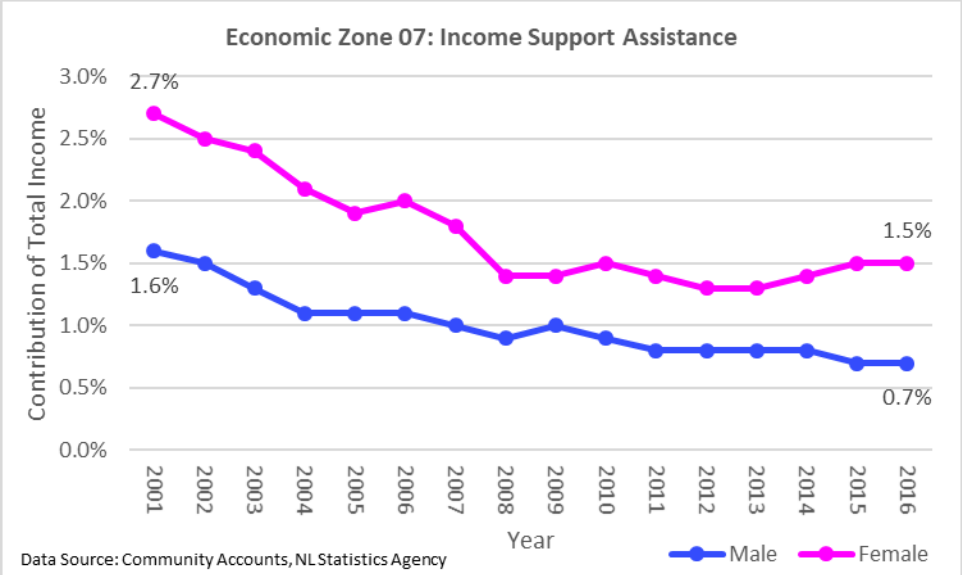
Figure 93: The Western Northern Peninsula - Income Support Assistance's Contribution of Total Income



In Economic Zone 07, Figure 93 illustrates that the share of total income accounted for by income support assistance equaled 2.2% in Newfoundland and Labrador and 2.1% in Economic

Zone 07. In 2016, income support assistance's share of total income equaled 1.5% in the province and 1% in the western Northern Peninsula. Over that fifteen-year period, income support assistance's share of total income fell by 0.7 percentage points in Newfoundland and Labrador and 1.1 percentage points in the western Northern Peninsula. In 2001, there was only a 0.1 percentage point difference between the province and Economic Zone 07, with the province holding a higher share of total income accounted for by income support assistance. However, in 2016, the province's share of total income accounted for by income support assistance was only 0.5 percentage points higher than that of the western Northern Peninsula. Whereas income support assistance's share of total income fell in both the province and Economic Zone 07 between 2001 and 2016, income support assistance's share of total income in the western Northern Peninsula declined faster than that of Newfoundland and Labrador.

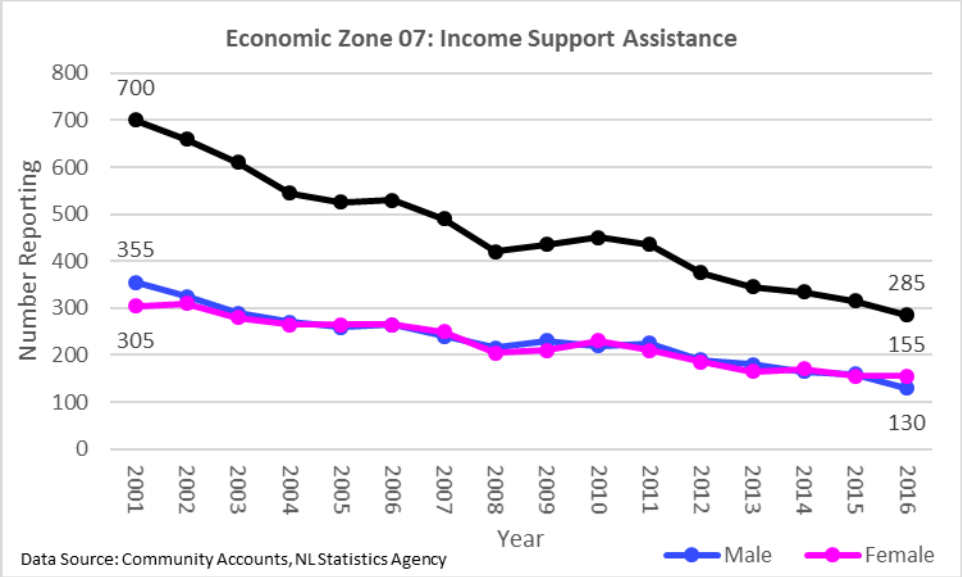
Figure 94: The Western Northern Peninsula - Income Support Assistance's Contribution of Total Income by Gender



From Figure 94, income support assistance's share of total income in Economic Zone 07 equaled 2.7% for females and 1.6% for males in 2001. In 2016, income support assistance's contribution of total income fell to 1.5% for females and 0.7% for males. Between 2001 and 2016, income support assistance's share of total income fell by 1.2 percentage points among females and 0.9 percentage points among males in the western Northern Peninsula. In 2001, females had a larger share of their total income accounted for by income support assistance than their male counterparts by 1.1 percentage points. In 2016, income support assistance's share of total income was 0.8 percentage points higher for females than males in Economic Zone 07, which meant that the gap between the two genders, in terms of the share of their total incomes accruing from income support assistance, was narrower in 2016 than what it was in 2001.

Figure 95 displays that in 2001 the number of people receiving income support assistance in the western Northern Peninsula amounted to 700 individuals. In 2016, that number fell to just 285 individuals, which meant that 415 fewer individuals received income support assistance in 2016 than in 2001. In 2001, the number of people receiving income support assistance in the western Northern Peninsula equaled 355 males and 305 females. By 2016, there were 155 females receiving and 130 males receiving income support assistance in the region, as there were 225 fewer males and 150 fewer females receiving income support assistance in 2016 than in 2001. In 2001, there were 50 more males receiving income support assistance than females; but by 2016, there were 25 additional females receiving relative to men. Despite noticeable differences between the two genders in the years 2001 and 2016, the number of men and women receiving income support assistance in Economic Zone 07 were similar from 2001 to 2016.

Figure 95: The Western Northern Peninsula - Number Receiving Income Support Assistance



In 2001, total transfer payments accounted for 40.3% of total income in Economic Zone 07, which was 17.8 percentage points larger than the provincial average (see Figure 96). In 2016, transfer payments accounted for 34.6% of total income in the western Northern Peninsula, which was 15.2 percentage points higher than that of the province. Between 2001 and 2016, transfer payments' share of total income fell by 5.7 percentage points in the western Northern Peninsula, yet it remained higher than the provincial average throughout that period.

In 2001, Figure 97 shows that the share of total income accounted for by total transfer payments equaled 37.3% for males and 44.8% for females in the western Northern Peninsula. In 2016, transfer payments share of total income in Economic Zone 07 equaled 40.7% of total income for females and 30.5% of total income for males. Between 2001 and 2016, the share of

total income accounted for by transfer payments decreased by 4.1 percentage points for females and 6.8 percentage points for males. In 2001, transfer payments' share of total income was 7.5 percentage points higher for females than it was for the opposite gender in Economic Zone 07. In 2016, transfer payments' share of total income was 10.2 percentage points higher for females than males in the western Northern Peninsula. The share declined for both genders in Economic Zone 07, but that share was declining faster for males than it was for females.

Figure 96: The Western Northern Peninsula - Transfer Payments' Contribution of Total Income

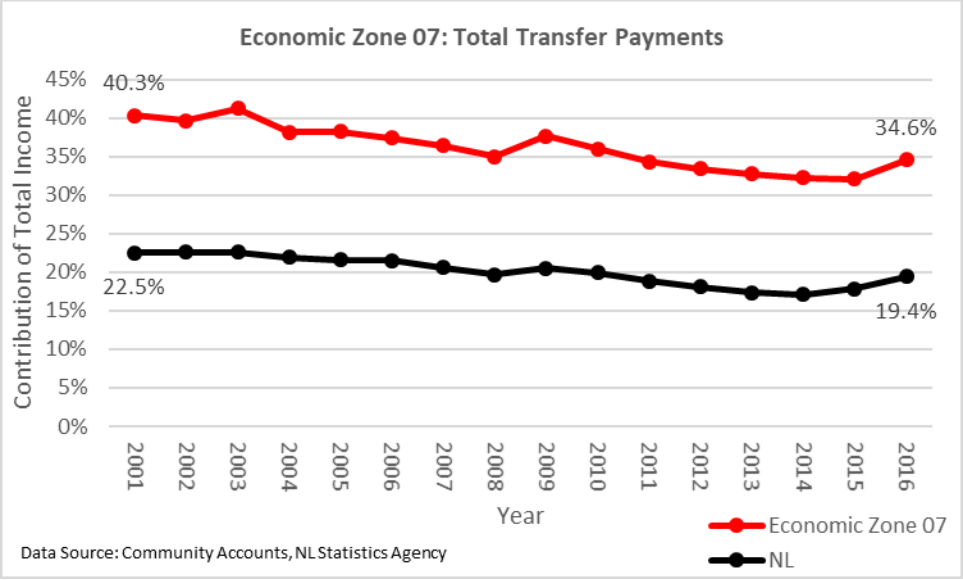


Figure 97: The Western Northern Peninsula - Transfer Payments' Contribution of Total Income by Gender

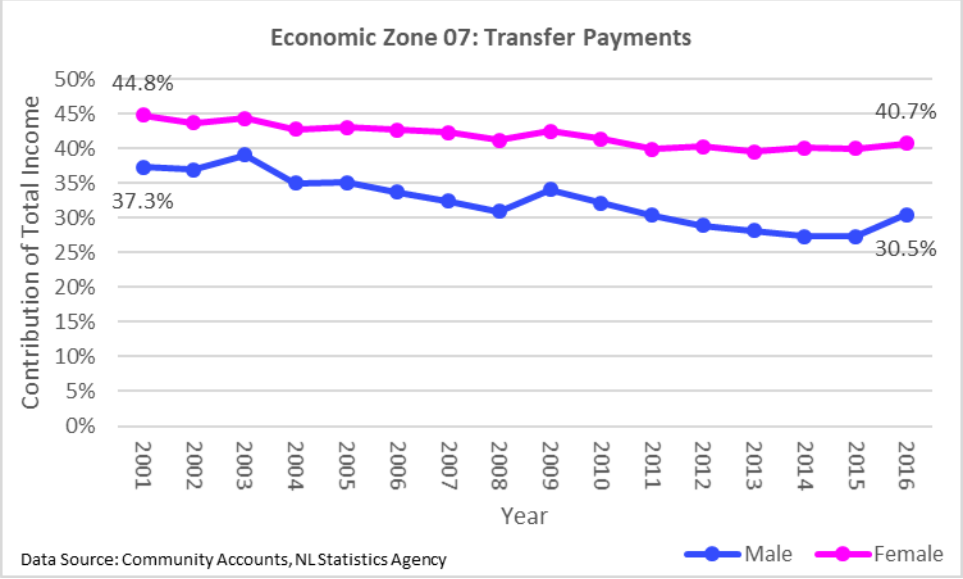
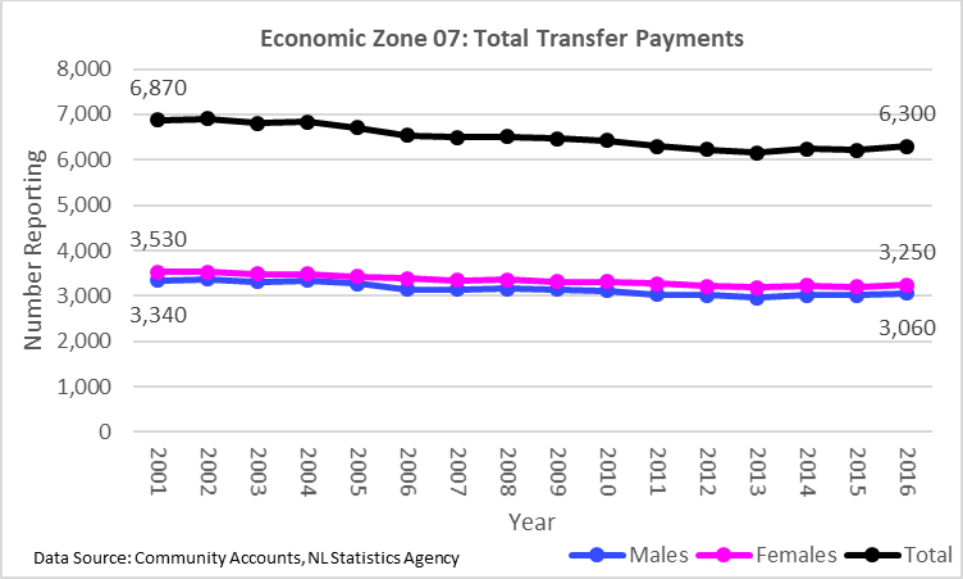


Figure 98: The Western Northern Peninsula - Number Receiving Transfer Payments



The number receiving transfer payments in the western Northern Peninsula, as displayed in Figure 98, amounted to 6,870 individuals in 2001, but it fell to 6,300 individuals in 2016. In 2001, there were 190 more females receiving transfer payments than males in the western Northern Peninsula and, in 2016, there were once again 190 more females receiving transfer payments than males in the region. Likewise, the number of individuals receiving transfer payments decreased by 280 females and 280 males between 2001 and 2016.

Figure 99: The Western Northern Peninsula - Transfer Incomes per Capita Index

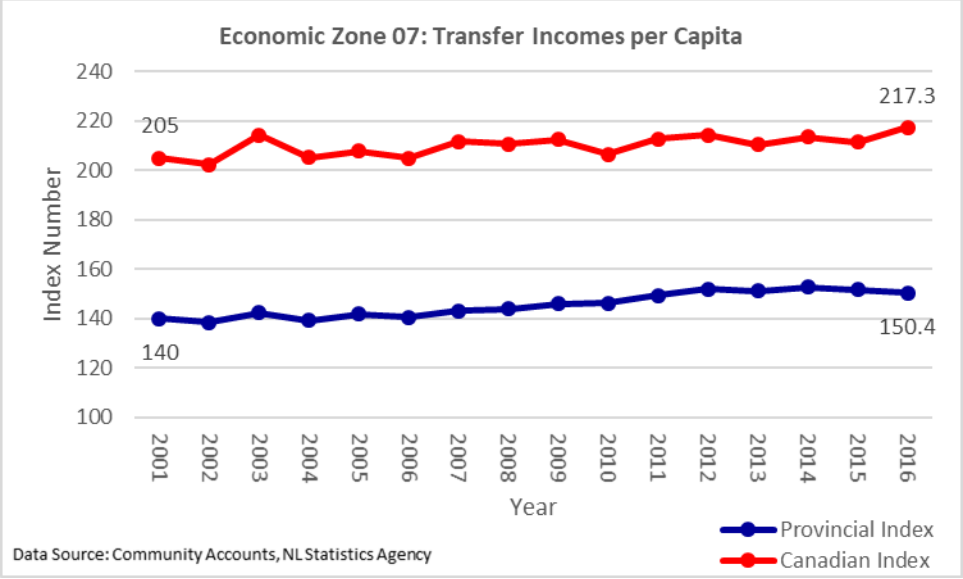
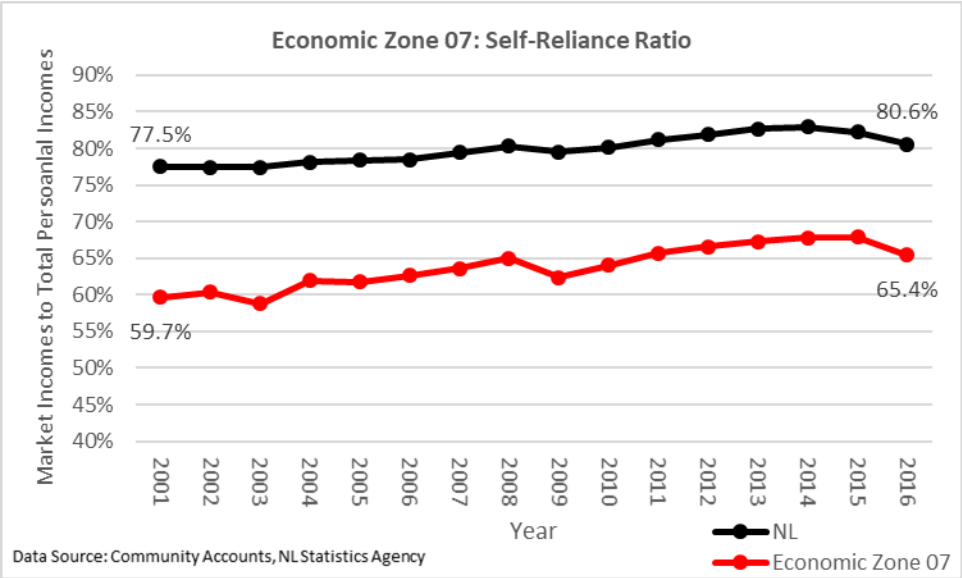


Figure 99 indicates that, in 2001, transfer incomes per capita in Economic Zone 07 equaled 140% of transfer incomes per capita in Newfoundland and Labrador or 205% of transfer

incomes per capita in Canada. In 2016, transfer incomes per capita in the western Northern Peninsula equaled 150.4% of the provincial average and 217.3% of the Canadian average. Between 2001 and 2016, both the Canadian and provincial indexes of transfer incomes per capita in Economic Zone 07 increased as the western Northern Peninsula was relatively more reliant on transfer payments in 2016 than it was in 2001, relative to Canada and Newfoundland and Labrador. To add, transfer incomes per capita in Economic Zone 07 were significantly higher than the provincial and Canadian averages from 2001 to 2016. In fact, the western Northern Peninsula's levels of transfer incomes per capita were more than double that of Canada from 2001 to 2016.

Figure 100: The Western Northern Peninsula - Self-Reliance Ratio

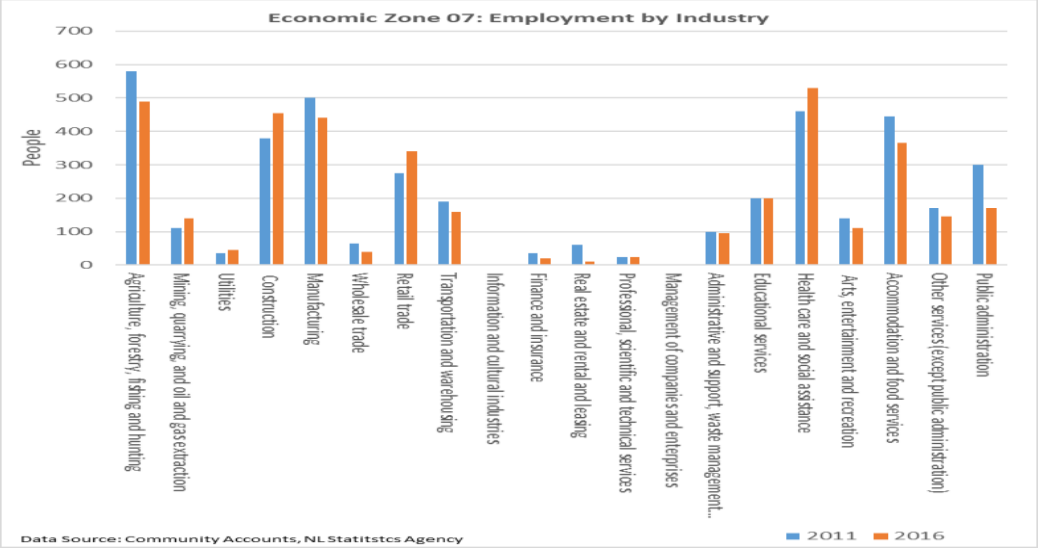


In 2001, 59.7% of incomes flowing into Economic Zone 07, as demonstrated in Figure 100, came from market sources, which meant that 40.3% of all money flowing into the region came from government transfers. In 2001, the western Northern Peninsula's self-reliance ratio was 17.8 percentage points less than that of Newfoundland and Labrador. In 2016, 65.4% of all incomes flowing into the western Northern Peninsula originated from market sources, which meant that 34.6% of all income flowing into the region came from government transfer payments. In 2016, Economic Zone 07's self-reliance ratio was 15.2 percentage points lower than the provincial average. Between 2001 and 2016, the western Northern Peninsula's self-reliance ratio increased by 5.7 percentage points over that period. Evidently, the western Northern Peninsula was less reliant on transfer payments and was less reliant on government transfers in 2016 than it was in 2001, but the self-reliance ratio was lower than the self-reliance ratio of Newfoundland and Labrador from 2001 to 2016.

2.3.10 Employment Classification

As presented in Figure 101, in 2011, the largest employer in Economic Zone 07 was the agriculture, forestry, fishing and hunting industry, which employed 580 individuals. The next closest industry was manufacturing, which employed 500 individuals in 2011. In 2016, the industry with the highest level of employment in the western Northern Peninsula was health care and social assistance, with 530 workers. The second leading industry in 2016 was agriculture, forestry, fishing, and hunting, with 490 workers.

Figure 101: The Western Northern Peninsula - Employment by Industry



In 2011, the largest employer of men in Economic Zone 07 was the agriculture, forestry, fishing, and hunting industry, with 430 male workers (see Figure 102). The next closest industry was construction, with 360 employed men. For females on the western Northern Peninsula, the highest level of employment was found in the health care and social assistance industry, with 380 female workers in 2011. The next closest industry was accommodation and food services. In 2016, the leading industry in terms of male employment was construction, with 430 employed men in the western Northern Peninsula. The next closest industry was agriculture, forestry, fishing, and hunting, with 385 employed males. The industry with the highest level of female employment was health care and social assistance, with 465 employed women. The next closest industry, accommodation and food services employed 285 women.

From Figures 103 to 105, in Economic Zone 07, the occupation with the highest level of male employment in 2011 was trades, transport and equipment operators and related occupations, with 420 male workers. The next closest occupation was natural resources, agriculture, and related production occupations, with 275 men in employment. For females in 2011, occupations in education, law and social, community and government services held the lead with 325 female workers. Meanwhile, sales and service occupations was the next closest

industry with 270 female workers. In 2016, the occupation category with the highest level of male employment was trades, transport and equipment operators and related occupations, with 440 male workers. The next closest occupation category, natural resources, agriculture, and related production occupations held 300 men in employment. For women in the western Northern Peninsula, the leading employer in 2016 was occupations in education, law and social, community and government services, with 350 women working. Sales and service occupations was in second place with 310 female workers.

Figure 102: The Western Northern Peninsula - Employment by Industry 2011

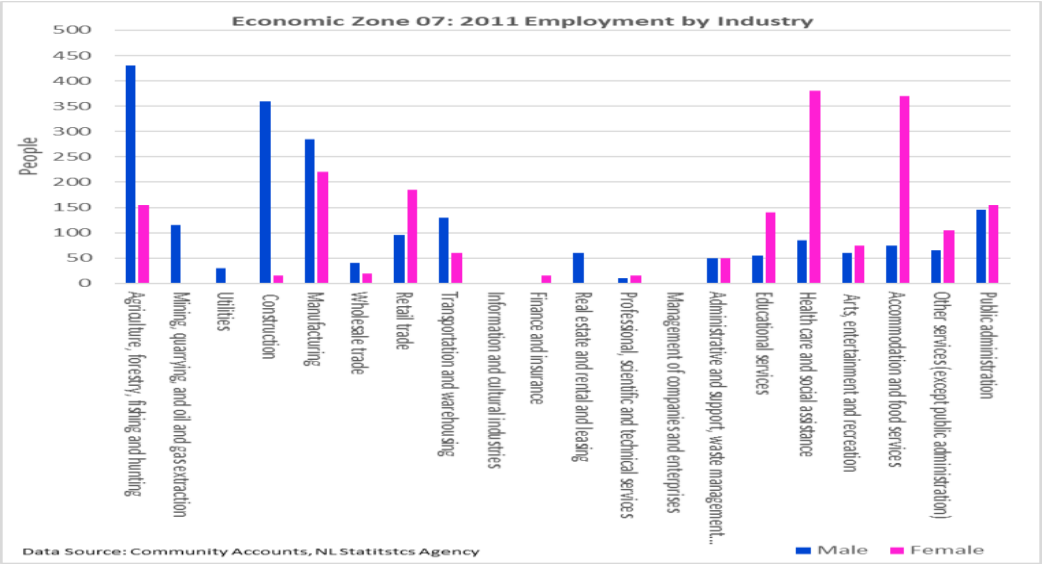


Figure 103: The Western Northern Peninsula - Employment by Industry 2016

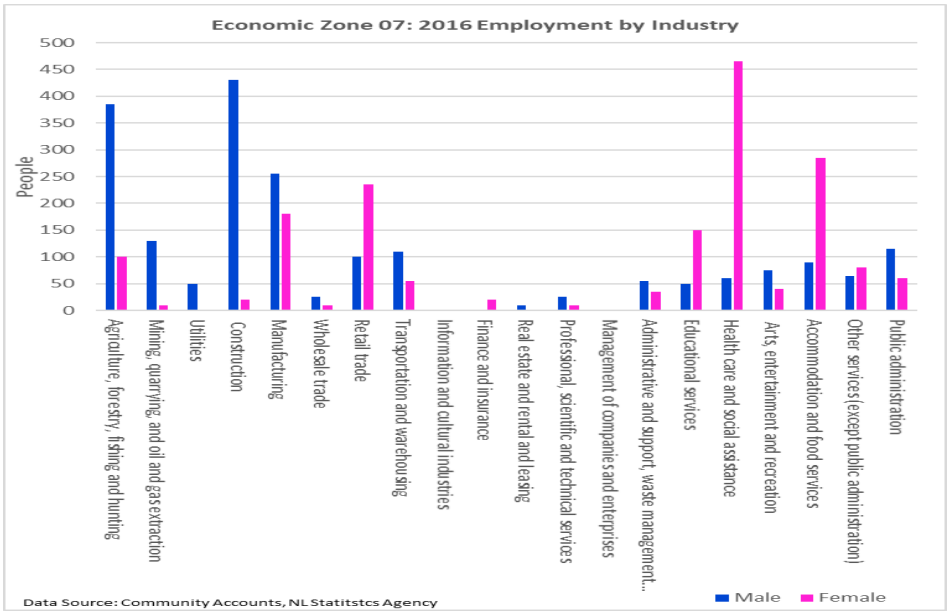


Figure 104: The Western Northern Peninsula - Employment by Occupation 2011

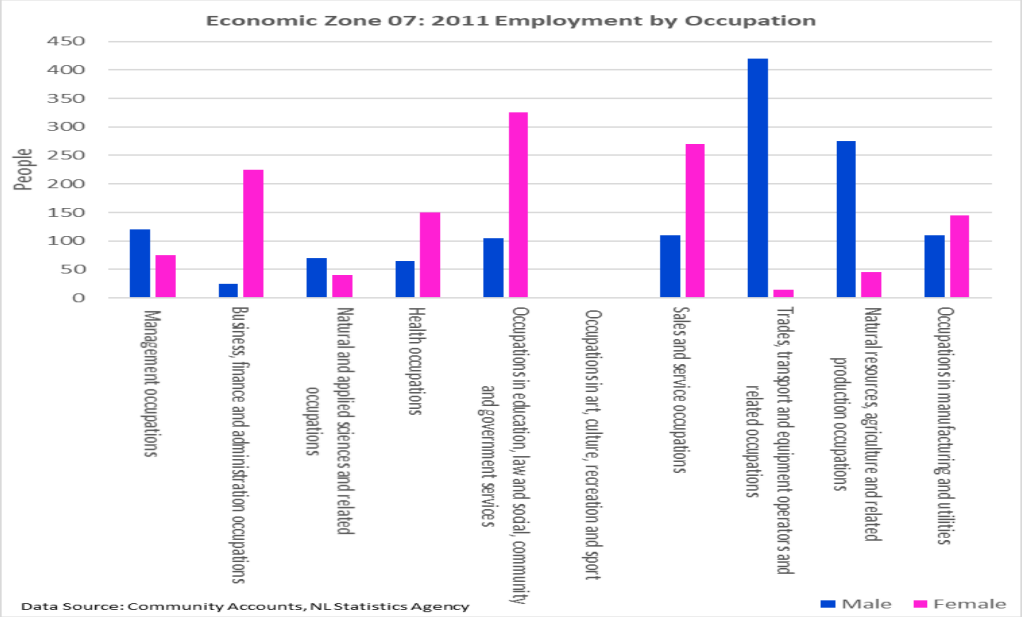
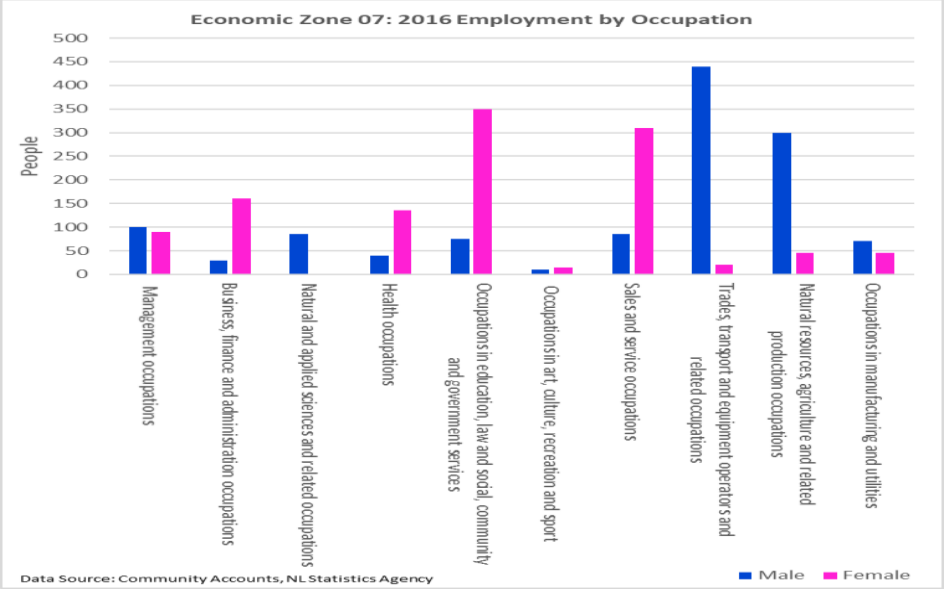


Figure 105: The Western Northern Peninsula - Employment by Occupation 2016



2.3.11 Education

Figure 106 illustrates that in 2011, there were 65 more females without a certificate, diploma, or degree than males and 125 more females with a high school diploma as their highest level of education than males in Economic Zone 07. Likewise, there were 325 more males with an apprenticeship or trades certificate or diploma than females and 70 more females with a college or other non-university certificate or diploma than males in the western Northern

Peninsula in 2011. Finally, there were 105 more females with a university certificate or diploma at the bachelor level or above than males in the western Northern Peninsula in 2011.

Figure 106: The Western Northern Peninsula - Highest Level of Schooling 2011

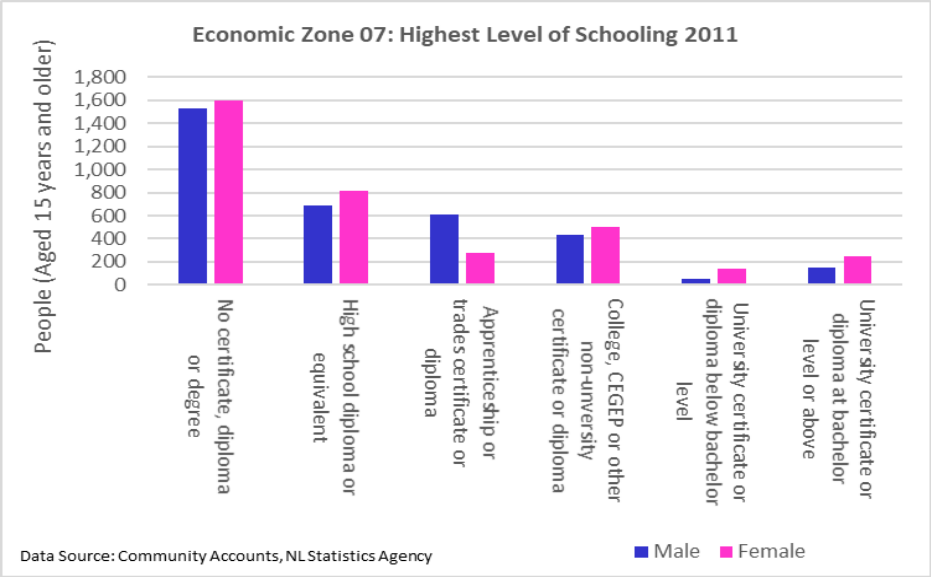
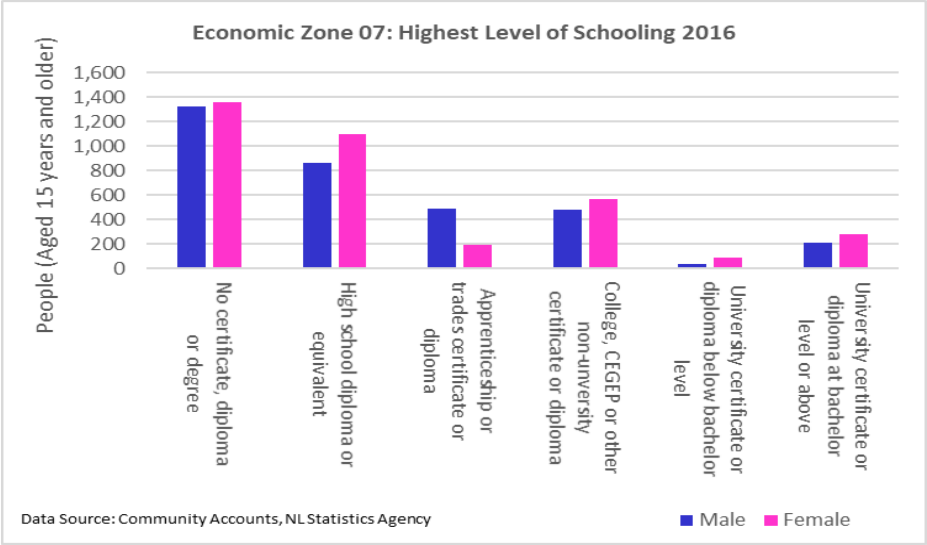


Figure 107: The Western Northern Peninsula - Highest Level of Schooling 2016



In 2016, 35 more females held no certificate, diploma, or degree than males and 235 more females held a high school diploma as their highest level of schooling than males in Economic Zone 07 (see Figure 107). Additionally, 300 more males had an apprenticeship or trades certificate or diploma than females and 90 more females had a college or other non-university certificate or diploma in the western Northern Peninsula in 2016. To add, 70 more females had a university certificate or diploma at the bachelor level or above than males in the region in 2016.

In 2016, Figure 108 shows that there were 435 fewer people without a certificate, diploma, or degree and 460 more people, aged 15 years and older, who had a high school diploma as their highest level of education in Economic Zone 07. Likewise, in 2016, there were 200 fewer people with an apprenticeship or other trades certificate or diploma and 105 more people with a college or other non-university certificate or diploma than in 2011 in the western Northern Peninsula. Finally, there were 90 more people in 2016 with a university certificate or diploma at the bachelor level or above in the western Northern Peninsula than there were in 2011.

Figure 109 indicates that in 2016, 38.5% of the population of Economic Zone 07 aged 15 years and older did not hold a high school diploma, which was 15.1 percentage points higher than that of Newfoundland and Labrador. Likewise, 15% of the population of the western Northern Peninsula aged 15 years and older held a college or other non-university certificate or diploma, which was 8.1 percentage points less than that of Newfoundland and Labrador, and only 7% of the population of Economic Zone 07, aged 15 years and older, held a university certificate, diploma or degree at the bachelor level or above, which was 7.8 percentage points less than the provincial average. Compared with the province, the western Northern Peninsula has a much larger share of its population that did not finish high school and a smaller share of its population that holds college degrees and university degrees at, at least, the bachelor level. All signs point to the conclusion that the western Northern Peninsula has a less educated population than Newfoundland and Labrador as a whole.

Figure 108: The Western Northern Peninsula - Highest Level of Schooling by Year

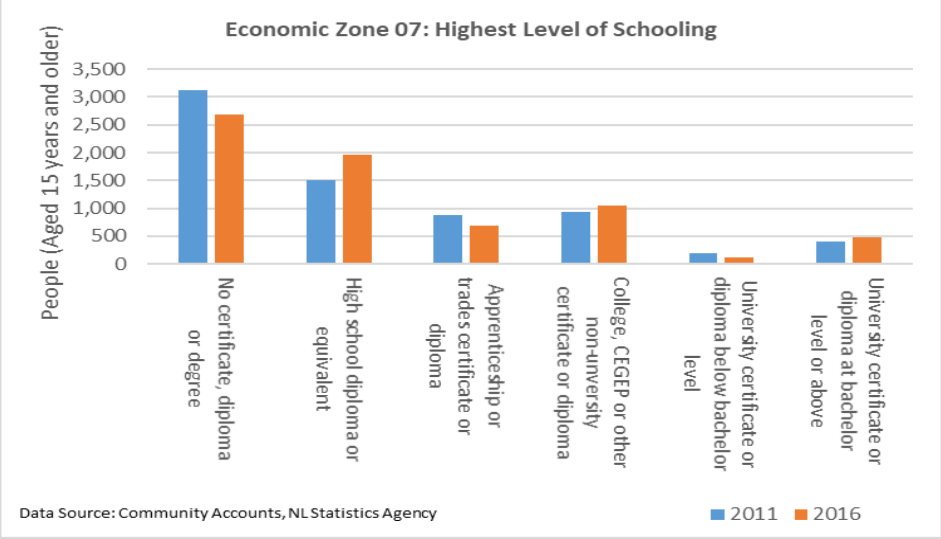
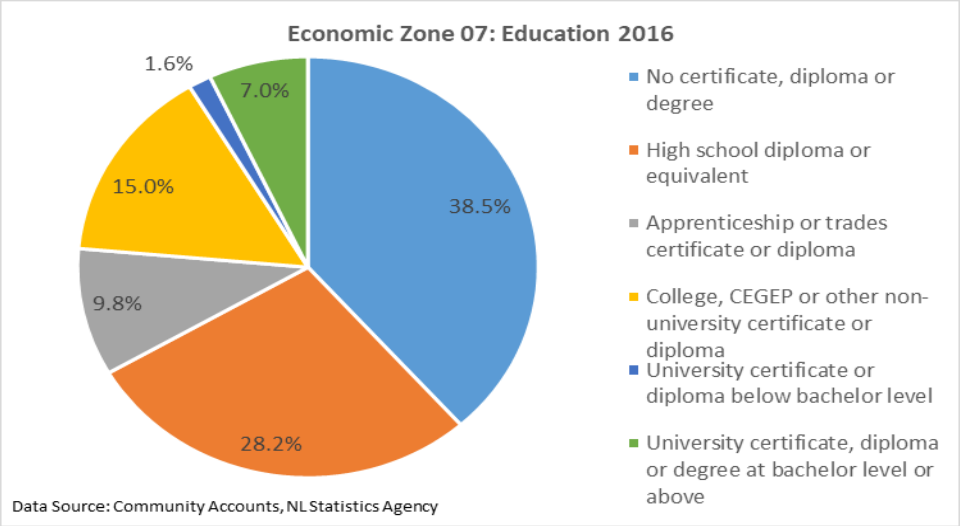


Figure 109:Tthe Western Northern Peninsula - Population Shares by Education



2.3.12 Summary

Economic Zone 07 had a larger population than Economic Zone 06 in 2016, due in large part to the fact that Economic Zone 07 experienced less out-migration than Economic Zone 06 between 1996 and 2016. Nonetheless, the western Northern Peninsula still experienced large amounts of population decline as it lost 29.6% of its population between 1996 and 2016. Even though the western Northern Peninsula had a lower natural change than the northeast Northern Peninsula in 2015, Economic Zone 07 experienced net in-migration in 2015 after years of net out-migration, while Economic Zone 06 continued to experience net-outmigration in 2015. As well, the western Northern Peninsula had a higher working age population share, a lower age dependency ratio and a lower elderly population share than the northeast Northern Peninsula in 2016.

Economic Zone 07 has better demographics and less population decline than Economic Zone 06, which would point to the conclusion that the western Northern Peninsula has a brighter future than the northeast Northern Peninsula. However, economic indicators of well-being would tell a different story: relative to Economic Zone 06, the western Northern Peninsula has a higher unemployment rate, a lower employment rate, a lower median income, a lower level of real disposable income per capita, a higher prevalence of low income, and a lower self-reliance ratio. Additionally, Economic Zone 07 was more reliant on employment insurance, the Canada Pension Plan, income support assistance and transfer payments in general than Economic Zone 06 in 2016.

Indeed, while Economic Zone 07 possessed slightly more favourable demographics and fewer amounts of population decline than Economic Zone 06, all other economic indicators of well-being indicate that the northeast Northern Peninsula has a slightly stronger foundation than

the western Northern Peninsula to move into the future with. The mediating factor between the western Northern Peninsula's inferior income and labour force statistics relative to Economic Zone 06, despite its superior demographics, are its inferior education levels: when compared with the northeast Northern Peninsula in 2016, the western Northern Peninsula had a higher percentage of its population with no certificate, diploma or degree or a high school diploma as their highest level of education and it had a lower percentage of its population with a college degree, an apprenticeship or trades certificate, a university degree at the bachelor level or higher or postsecondary schooling in general.

To exacerbate matters, the western Northern Peninsula, compared with Newfoundland and Labrador, has a lower total birth rate, a lower residual net migration when expressed as a percentage of the population, a lower working age population share, a higher elderly population share, a higher age dependency ratio, a higher unemployment rate, a lower employment rate, a lower median income, a lower level of real disposable income per capita, a higher reliance on transfer payments, a higher reliance on employment insurance, a higher reliance on the Canada Pension Plan, and a lower self-reliance ratio. Evidently, when compared with Economic Zone 06, the western Northern Peninsula's prognosis looks poor. However, when compared with Newfoundland and Labrador, Economic Zone 07's prognosis looks abysmal. Although the western Northern Peninsula's demographics look decent relative to Economic Zone 06, it looks bad relative to Newfoundland and Labrador. Moreover, the labour force and income statistics of the western Northern Peninsula seem poor relative to Economic Zone 06 and look even worse when compared with Newfoundland and Labrador.

3.0 Demographic and Economic Characteristics of Local Areas

Map 3 Local Areas

Image Source: based on Data Visualization and Mapping Suite from the Community Accounts, Newfoundland and Labrador Statistics Agency website with colour editing by the authors.

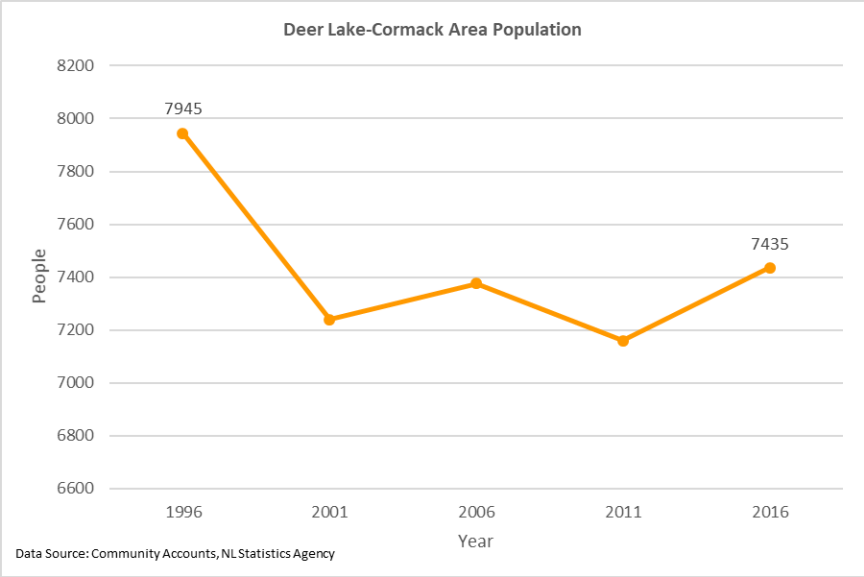
3.1 Deer Lake-Cormack Area (Local Area 38)

Geographical Boundaries: Includes Cormack, Deer Lake, Georges Cove, Hampden, Howley, Jack Ladder, Pynn's Brook, Reidville, St. Judes and The Beaches.

Largest Communities (Population 2016): Deer Lake (5,250), Cormack (600), Hampden (560).

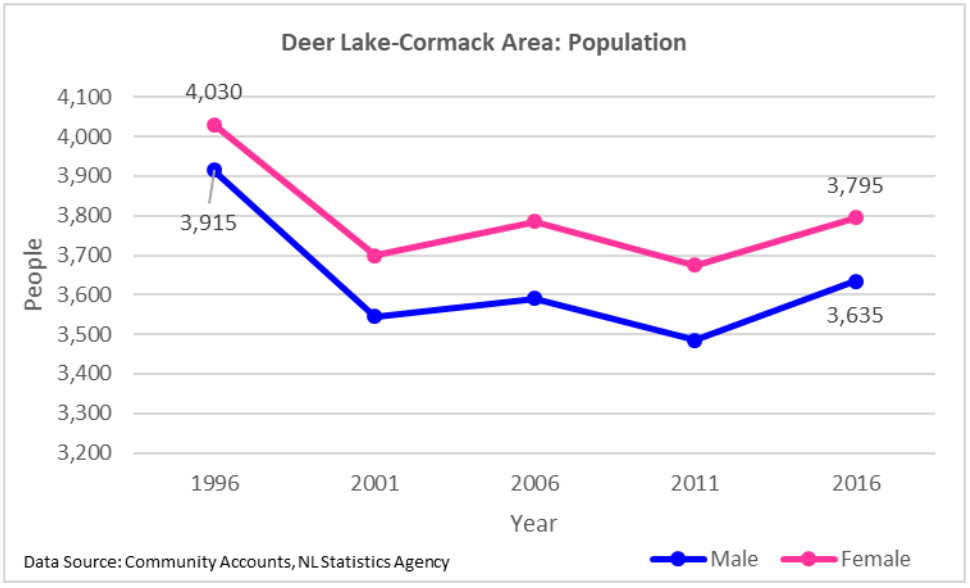
3.1.1 Population

Figure 110: The Deer Lake-Cormack Area: Population



The population of the Deer Lake-Cormack Area, as shown in Figure 110, decreased from 7,945 individuals in 1996 to 7,435 individuals in 2016, a decline of 510 people. Interestingly, between 2011 and 2016, the population increased from 7,160 individuals to 7,435, a net increase of 275 individuals. Even though the population of the Deer Lake-Cormack Area declined between 1996 and 2016, it is positive that the population did increase between 2011 and 2016.

Figure 111: The Deer Lake-Cormack Area - Population by Age Group

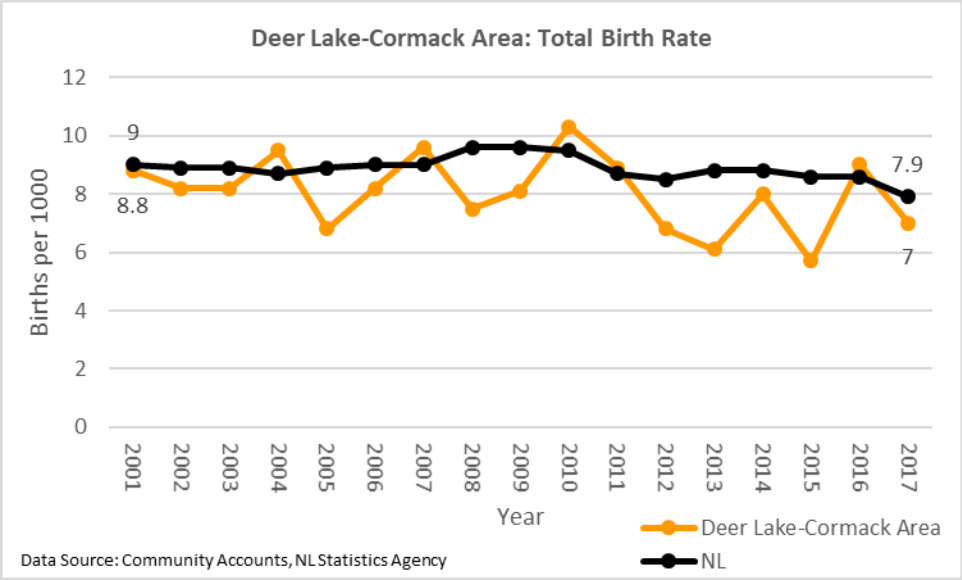


From Figure 111, note that the female population of the Deer Lake-Cormack Area decreased from 4,030 individuals in 1996 to 3,795 individuals in 2016, a net decline of 235 females. As

well, the male population decreased from 3,915 individuals in 1996 to 3,635 individuals in 2016, a net decline of 280 males. In addition, in 1996 and 2016, the population of females in the Deer Lake-Cormack Area was, respectively, 115 and 160 larger than that of males.

3.1.2 Births

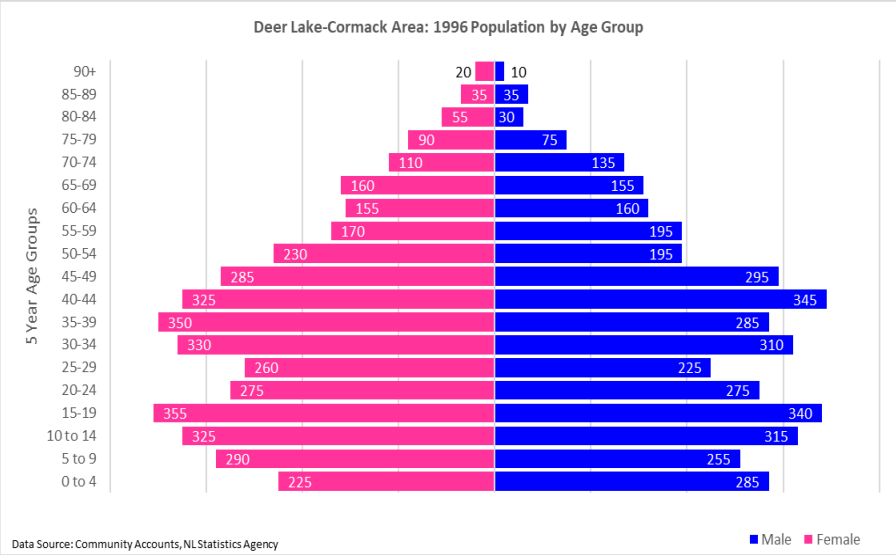
Figure 112: The Deer Lake-Cormack Area - Total Birth Rate



In 2001, the total birth rate equaled 8.8 births per 1,000 in the Deer Lake-Cormack Area and 9 births per 1,000 in Newfoundland and Labrador (see Figure 112). By 2017, the total birth rate was 7.9 births per 1,000 in the province and 7 births per 1,000 in Deer Lake-Cormack Area. While the pattern between the birth rates of the province and the Deer Lake-Cormack Area seem to be fairly erratic between 2001 and 2011, from 2012 to 2017, the total birth rate in the Deer Lake-Cormack Area was lower than that of Newfoundland and Labrador in five of the six years. Unfortunately, the data for total death rates for the Deer Lake-Cormack Area has been suppressed by Community Accounts.

3.1.3 Population by Age Group

Figure 113: The Deer Lake-Cormack Area - Population by Age Group 1996



From Figures 113 to 115, the population pyramid of the Deer Lake-Cormack Area has become more inverted from 1996 to 2016. The largest age cohort in the Deer Lake-Cormack Area was the 15-19-years-old age cohort in 1996, with 690 people. This was followed by the 50-54-years-old age cohort in 2006, with 650 individuals and by the 60-64-years-old cohort in 2016, with 715 individuals. The Deer Lake-Cormack Area has moved from a relatively young population in 1996 to a population with most people are concentrated in the older age groups.

Figure 114: The Deer Lake-Cormack Area - Population by Age Group 2006

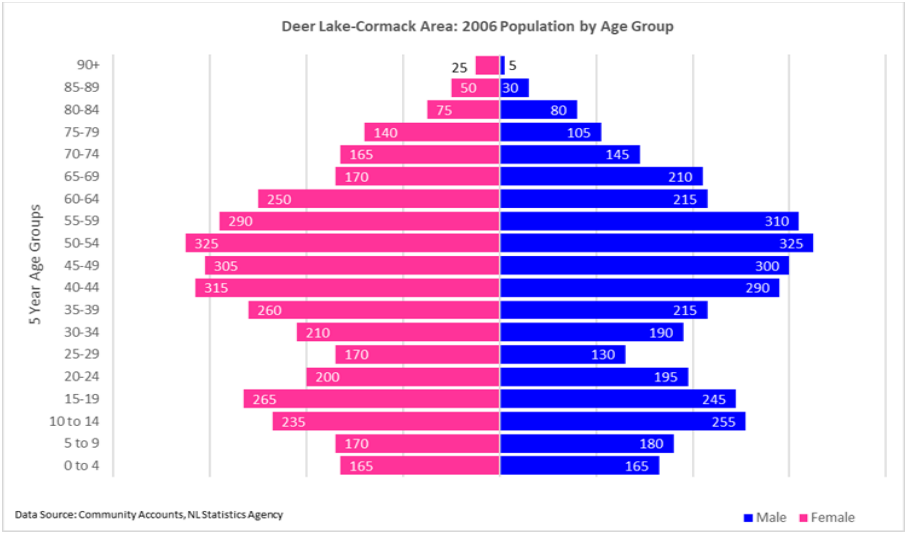
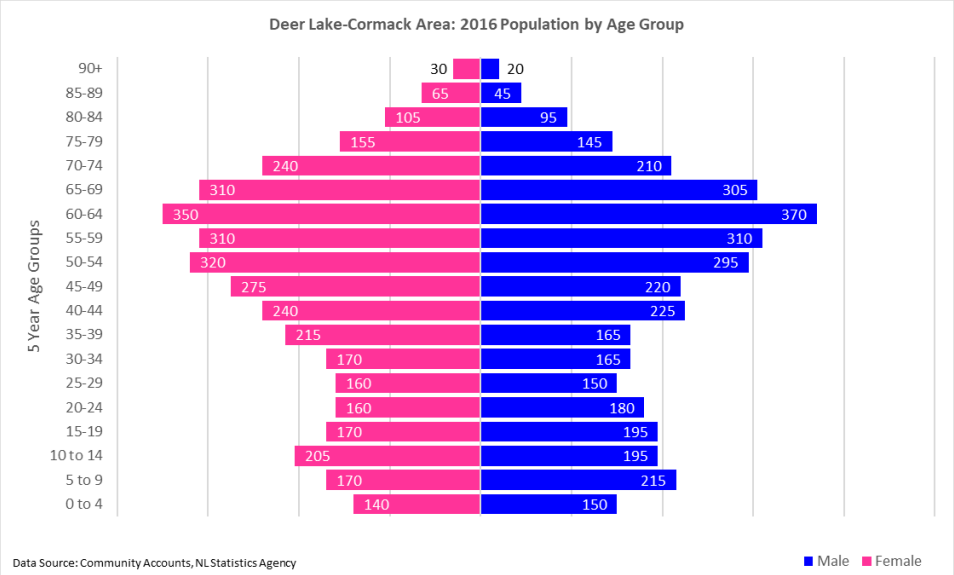
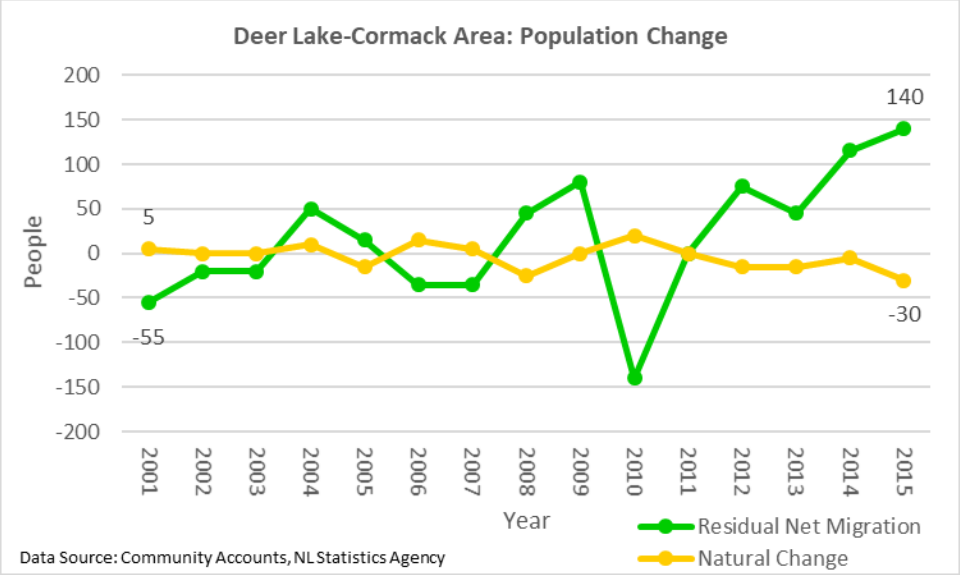


Figure 115: The Deer Lake-Cormack Area - Population by Age Group 2016



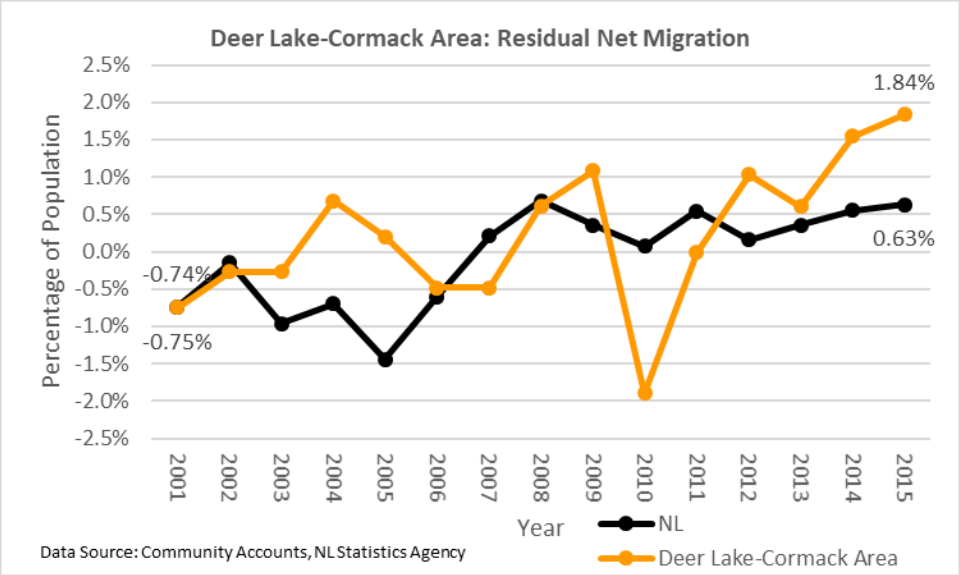
3.1.4 Population Change

Figure 116: The Deer Lake-Cormack Area - Population Change



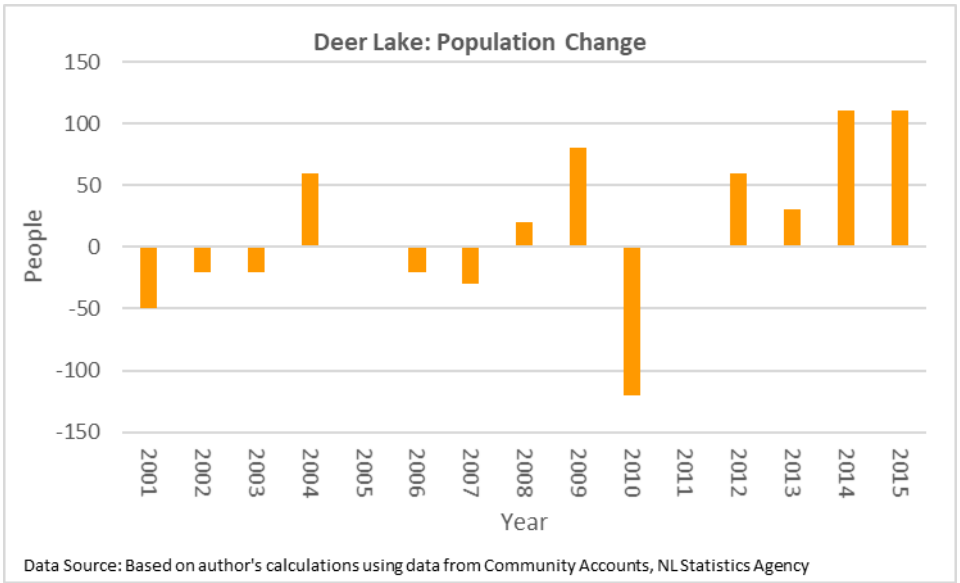
In 2001, as illustrated in Figure 116, residual net migration in the Deer Lake-Cormack Area equaled -55. As well, the natural change in the region equaled 5 in 2001. In 2015, the residual net migration jumped up to 140, while the natural change decreased to -30. The main driver of the population growth in the Deer Lake-Cormack Area between 2011 and 2015 was the vast improvement in its net migration figures since 2010 (where the residual net migration equaled -140 before switching to positive 140 in 2015). In recent years, the positive net migration effect has outweighed its negative natural change effect, resulting in population growth in the region.

Figure 117: The Deer Lake-Cormack Area - Residual Net Migration



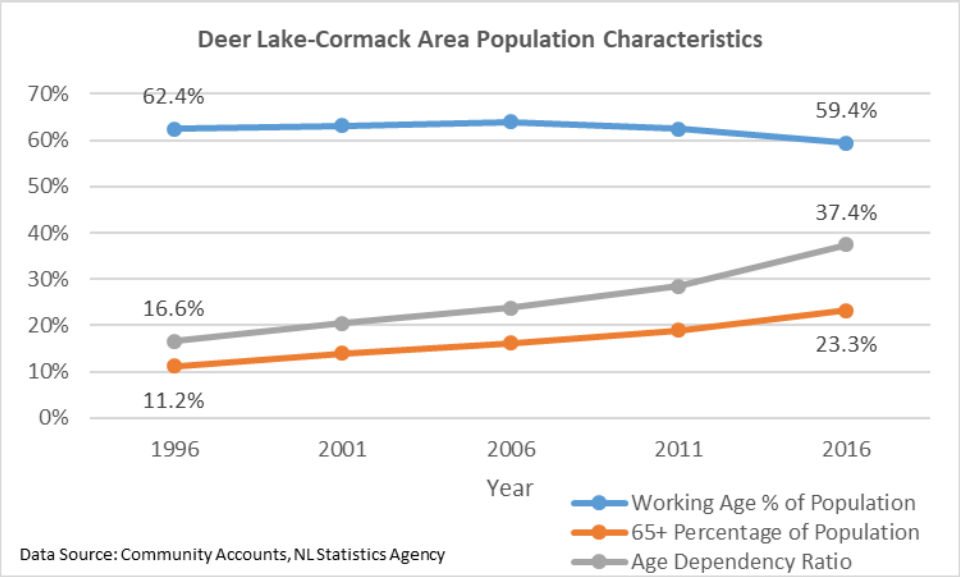
The residual net migration of the Deer Lake-Cormack Area, at -0.75% of the population, was 0.1 percentage points lower than the provincial average in 2001 (see Figure 117). Between 2001 and 2015, the residual net migration of the Deer Lake-Cormack Area rose from -0.75% of the population in 2001 to 1.84% of the population in 2015, where it was 1.21 percentage points higher than that of Newfoundland and Labrador. In 2010, the residual net migration of the Deer Lake-Cormack Area sat at -1.9% of its population before it rose 3.74 percentage points from 2010 to 2015.

Figure 118: The Deer Lake-Cormack Area: Population Change



3.1.5 Population Characteristics

Figure 119:The Deer Lake-Cormack Area - Population Characteristics



From Figure 119, the working age population share fell from 62.4% of the population in 1996 to 59.4% in 2016. This represents a net decline of 3 percentage points over that twenty-year period. Likewise, the elderly share of the population in the Deer Lake-Cormack Area rose from 11.2% of the population in 1996 to 23.3% in 2016, which equaled an increase of 12.1 percentage points. Finally, the age dependency ratio rose from 16.6% in 1996 to 37.4% in 2016, representing a 20.8 percentage point increase over that period.

As illustrated in Figure 120, the working age population share fell in Newfoundland and Labrador from 64.4% in 1996 to 63.1% in 2016. As well, the working age population share of the Deer Lake-Cormack Area fell by 3 percentage points over the same period. The working age population share of the Deer Lake-Cormack Area fell at a faster rate and was lower than that of Newfoundland and Labrador throughout the period from 1996 to 2016.

Additionally, Figure 121 indicates that the elderly population share in the Deer Lake-Cormack Area increased from 11.2% of the population in 1996 to 23.3% of the population in 2016. In 1996, the elderly age population share of the Deer Lake-Cormack Area was higher than that of Newfoundland and Labrador by 0.4 percentage points. By 2016, the Deer Lake-Cormack Area's elderly population share was 3.9 percentage points higher than that of the province. Therefore, the elderly population share of the Deer Lake-Cormack Area was higher than the provincial average from 1996 to 2016.

Figure 120: The Deer Lake-Cormack Area - Working Age Population Share

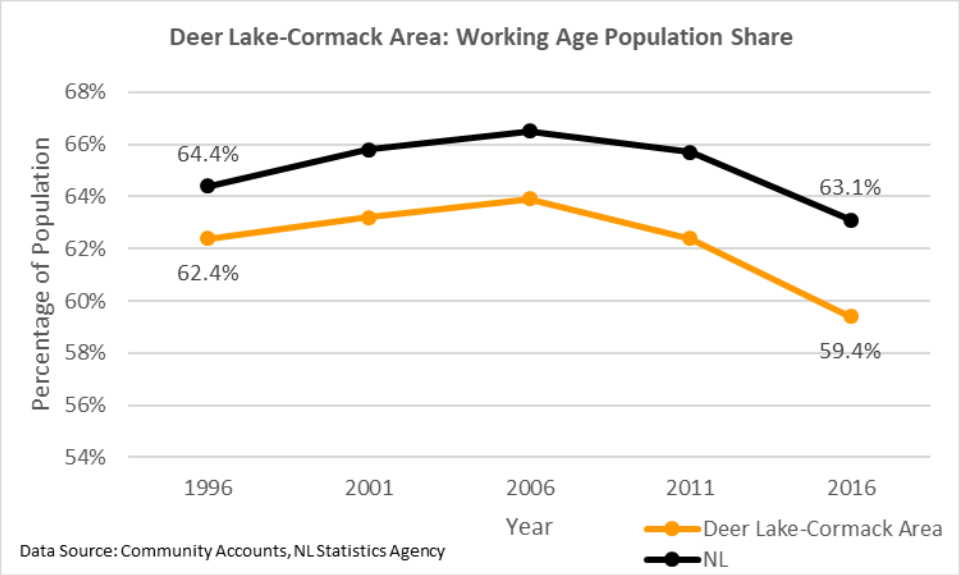
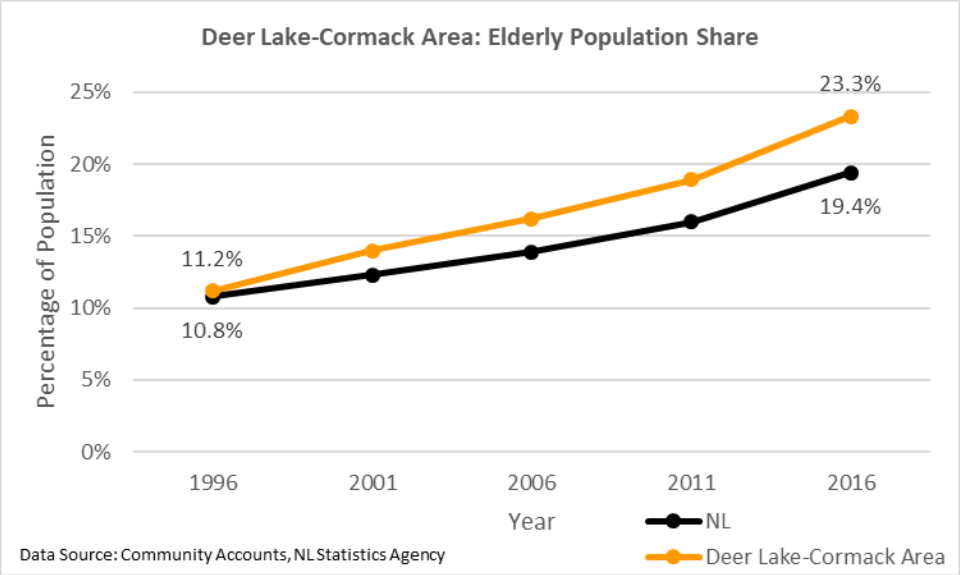
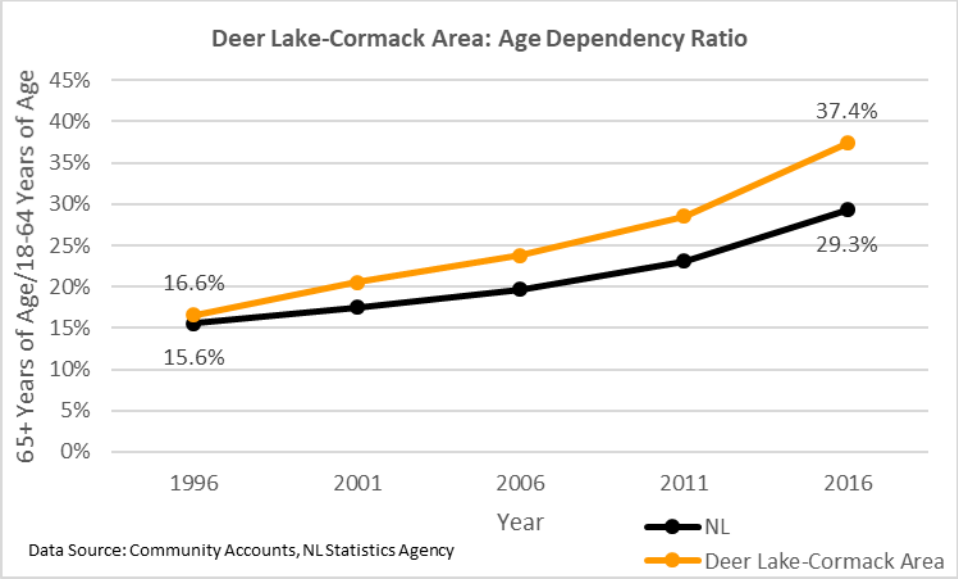


Figure 121: The Deer Lake-Cormack Area - Elderly Population Share



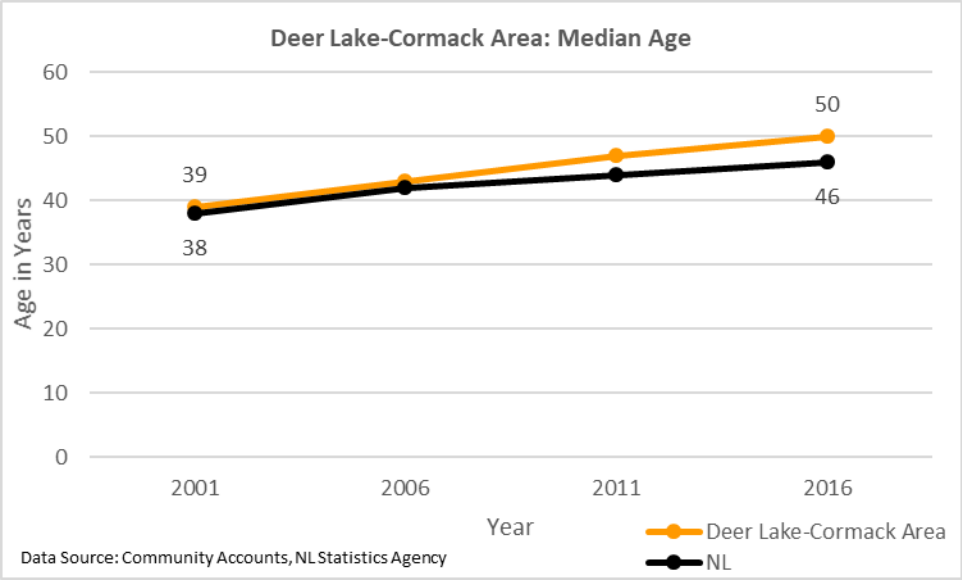
As shown in Figure 122, the age dependency ratio of Newfoundland and Labrador fell from 15.6% in 1996 to 29.3% in 2016. Meanwhile, the age dependency ratio of the Deer Lake-Cormack Area increased by 20.8 percentage points over that same period. While the age dependency ratio of these two areas were similar in 1996, that gap was wider in 2016 as the Deer Lake-Cormack Area's age dependency ratio was 8.1 percentage points higher than that of the province. The age dependency ratios of both the province and the Deer Lake-Cormack Area rose between 1996 and 2016, but the age dependency ratio of the Deer Lake-Cormack Area rose at a faster pace than that of the province.

Figure 122: The Deer Lake-Cormack Area - Age Dependency Ratio



From Figure 123, the median ages of Deer Lake-Cormack Area (39 years) and Newfoundland and Labrador (38 years) were similar in 2001. However, by 2016, a noticeable gap emerged where the median age of the Deer Lake-Cormack Area, equaling 50 years, was four years older than that of Newfoundland and Labrador. Between 1996 and 2016, the median age increased by 11 years in the Deer Lake-Cormack Area, but increased by only 8 years in the province.

Figure 123: The Deer Lake-Cormack Area - Median Age



3.1.6 Labour Force

In 2011, the unemployment rate in the Deer Lake-Cormack Area equaled 23%, 8.4 percentage points higher than the unemployment rate in Newfoundland and Labrador (see Figure 124). The

unemployment rate of the Deer Lake-Cormack Area in 2016, equaling 21.8% of the labour force, was 6.2 percentage points higher than the provincial unemployment rate. Between 2011 and 2016, the unemployment rate in the Deer Lake-Cormack Area decreased by 1.2 percentage points over that period.

Figure 124: The Deer Lake-Cormack Area - Unemployment Rate

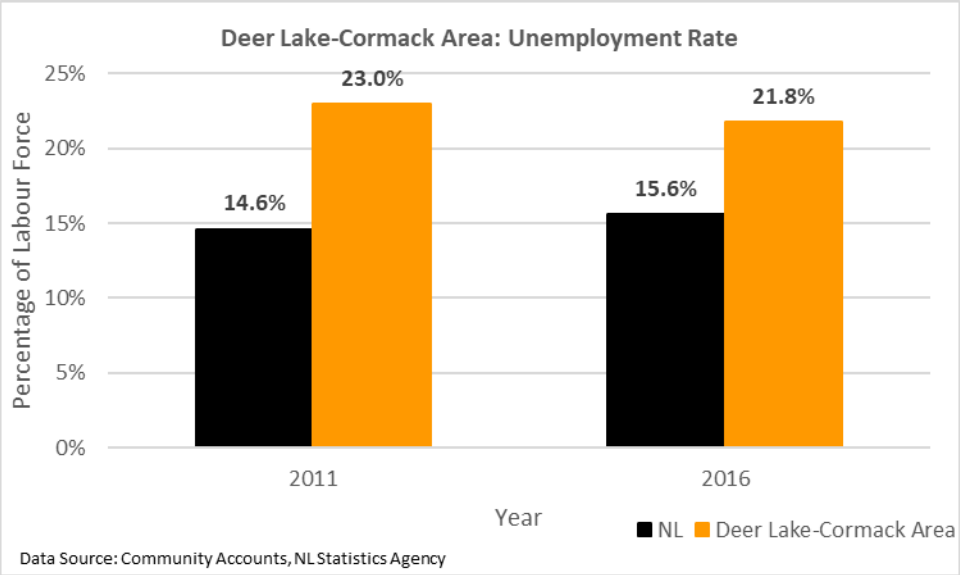
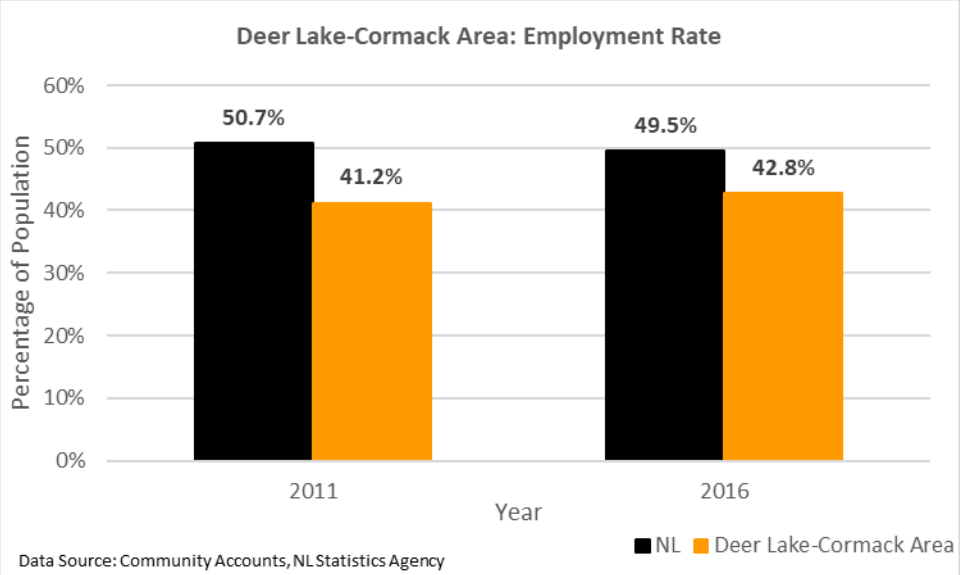
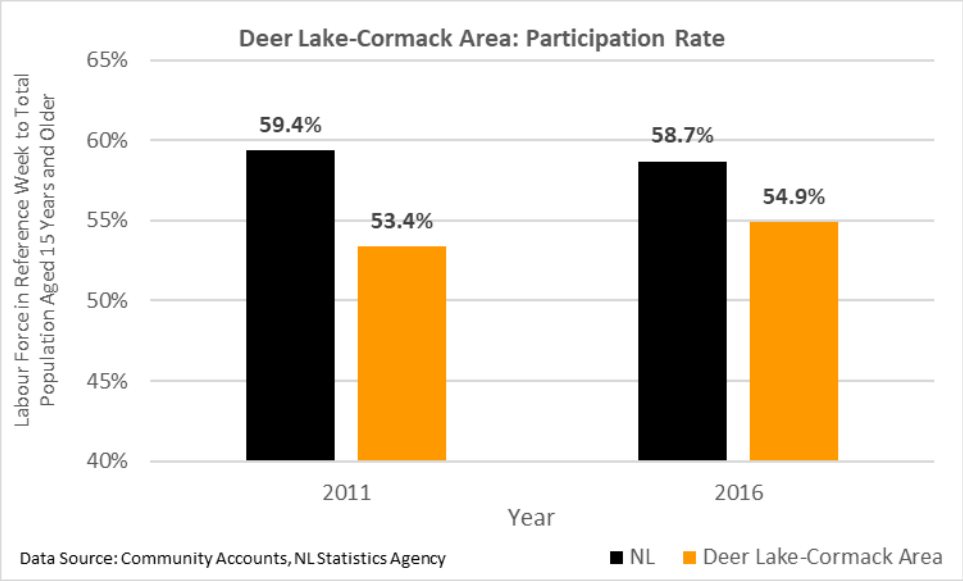


Figure 125: The Deer Lake-Cormack Area - Employment Rate



In 2011, as illustrated in Figure 125, the employment rate in the Deer Lake-Cormack Area, amounting to 41.2% of the population, was 9.5 percentage points lower than the employment rate of Newfoundland and Labrador. In 2016, the local area's employment rate, at 42.8% of its population, was 6.7 percentage points lower than the provincial employment rate.

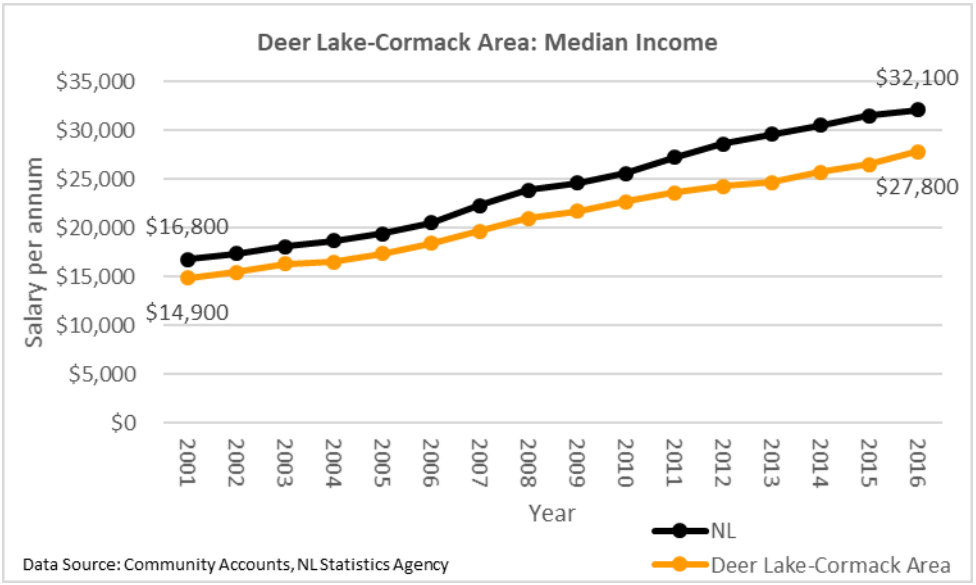
Figure 126: The Deer Lake-Cormack Area - Participation Rate



In 2011, Figure 126 reflected that the Deer Lake-Cormack Area's participation rate equaled 53.4%, which was 6 percentage points lower than the provincial average. In 2016, the Deer Lake-Cormack Area's participation rate equaled 54.9%, which was 3.8 percentage points lower than that of province. Between 2011 and 2016, the participation rate in the Deer Lake-Cormack Area increased by 1.5 percentage points. This was lower than the provincial average in both years.

3.1.7 Income

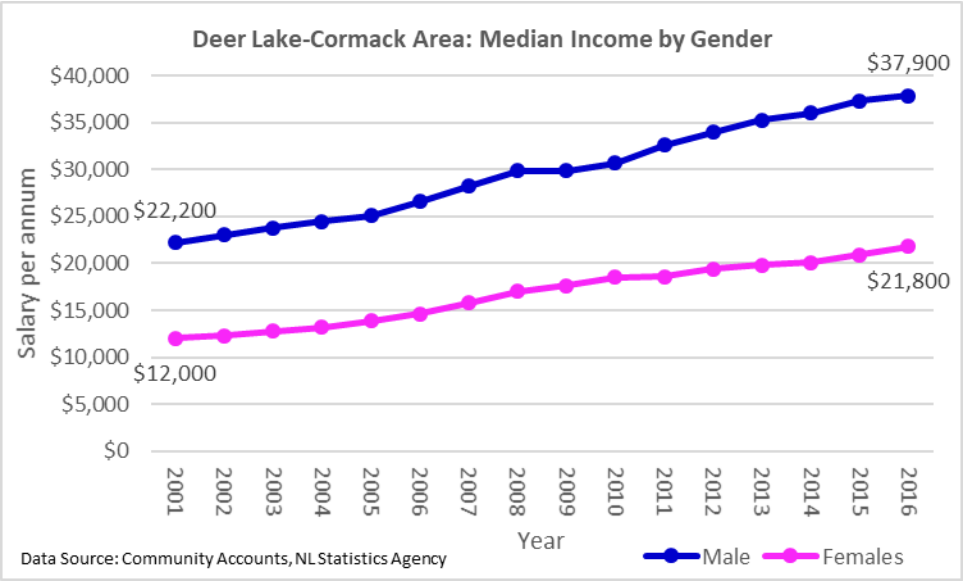
Figure 127: The Deer Lake-Cormack Area - Median Income



From Figure 127 for 2001, the median income equaled $16,800 in Newfoundland and Labrador and $14,900 in the Deer Lake-Cormack Area. Between 2001 and 2016, the median income increased by $15,300 in Newfoundland and Labrador and by $12,900 in the Deer Lake-Cormack Area. In 2016, the median income equaled $27,800 in Deer Lake-Cormack Area and $32,100 in Newfoundland and Labrador as a whole. Throughout the period from 2001 to 2016, the provincial median income was higher than the median income of the Deer Lake-Cormack Area and the gap between the two median incomes.

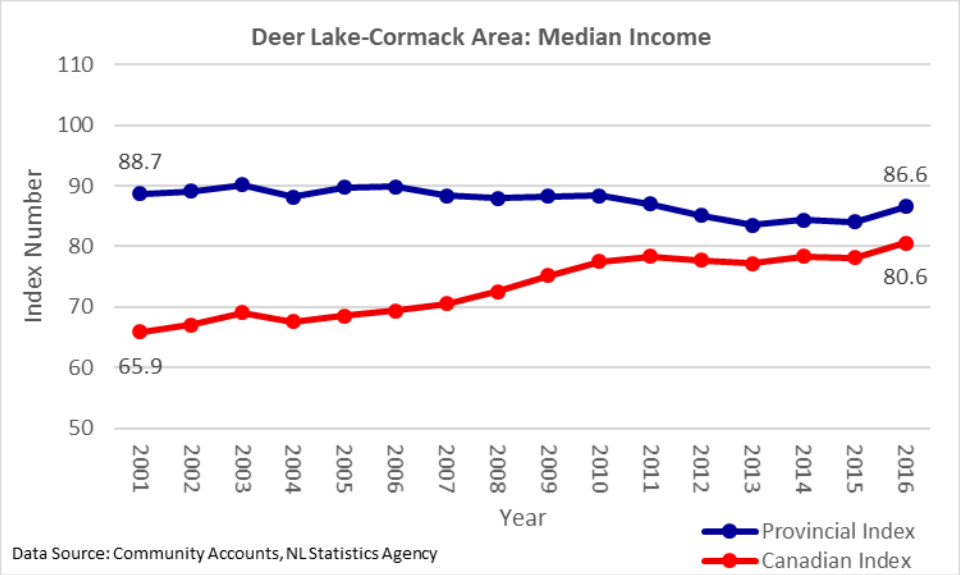
In 2001, as displayed in Figure 128, the median income in the Deer Lake-Cormack Area amounted to $22,200 for males and $12,000 for females. By 2016, the median income equaled $37,900 for males and $21,800 for females in in the Deer Lake-Cormack Area. From 2001 to 2016, the median income of males was constantly higher than that of females. Furthermore, the median income gender pay gap increased during that period, as the median income of males increased faster than that of females from 2001 to 2016. Additionally, the median income gender pay gap in Deer Lake-Cormack Area was higher than that of the province in fifteen of the sixteen years from 2001 to 2016. The Deer Lake-Cormack Area's median income gender pay gap was $1,000 higher than that of the province in 2001 and was $2,000 higher than the provincial median income gender pay gap in 2016. This illustrates that the median income gender pay gap was increasing faster in the Deer Lake-Cormack Area between 2001 and 2016 than it was within the province. In fact, between 2014 and 2016, the median income gender pay gap of the Deer Lake-Cormack Area increased by $200, while the median income gender pay gap of Newfoundland and Labrador decreased by $2,000 in that same period

Figure 128: The Deer Lake-Cormack Area - Median Income by Gender



In 2001, the provincial index for the median income of the Deer Lake-Cormack Area equaled 88.7 (see Figure 129), implying a median income that was 88.7% of that within the province. By 2016, the median income in the Deer Lake-Cormack Area equaled 86.6% of that in Newfoundland and Labrador. For 2001, the Canadian index was 65.9 or the median income in the Deer Lake-Cormack Area was 65.9% of that in Canada, but by 2016.the Canadian index was 80.6. Hence, while the Deer Lake-Cormack Area's median income deteriorated in relative to the provincial median income, it improved its standing relative to the median income of Canada.

Figure 129: The Deer Lake-Cormack Area - Median Income Index



As shown in Figure 130, the gender pay gap in the Deer Lake-Cormack Area ($10,200) was higher than that which existed within the province in 2001 ($9,200) and the gap grew by 2016 (to $16,100 for the Deer Lake-Cormack Area and $14,100 for the province).

In 2001, real disposable income per capita, in 2002 dollars, as illustrated in Figure 131, equaled $15,000 in Newfoundland and Labrador and $12,800 in the Deer Lake-Cormack Area. In 2016, real disposable income per capita amounted to $22,600 in the province and $19,800 in the Deer Lake-Cormack Area. Real disposable income per capita rose in both locales between 2001 and 2016, but real disposable income per capita was consistently higher for the province than it was in the Deer Lake-Cormack Area.

To put it more succinctly, the provincial index in 2001 showed that the Deer Lake-Cormack Area's disposable income per capita in real terms amounted to 85.4% of real disposable income per capita in Newfoundland and Labrador (see Figure 132) and by 2016, it equaled 87.7% of the provincial average. Therefore, the movement of the provincial index over the years reveals that the Deer Lake-Cormack Area's levels of real disposable income per capita improved relative to the provincial average between 2001 and 2016.

Figure 130: The Deer Lake-Cormack Area - Median Income Gender Pay Gap

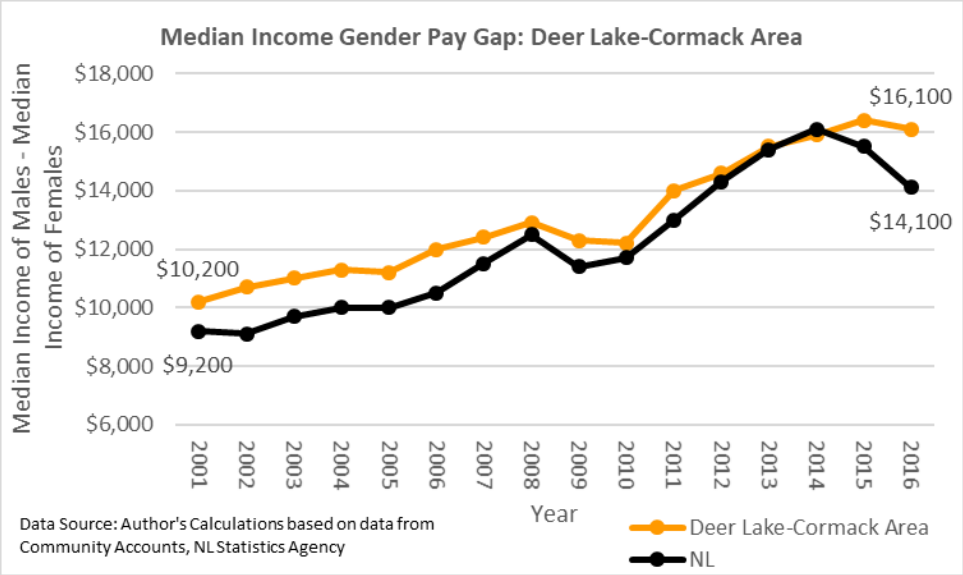


Figure 131: The Deer Lake-Cormack Area - Real Disposable Income per capita

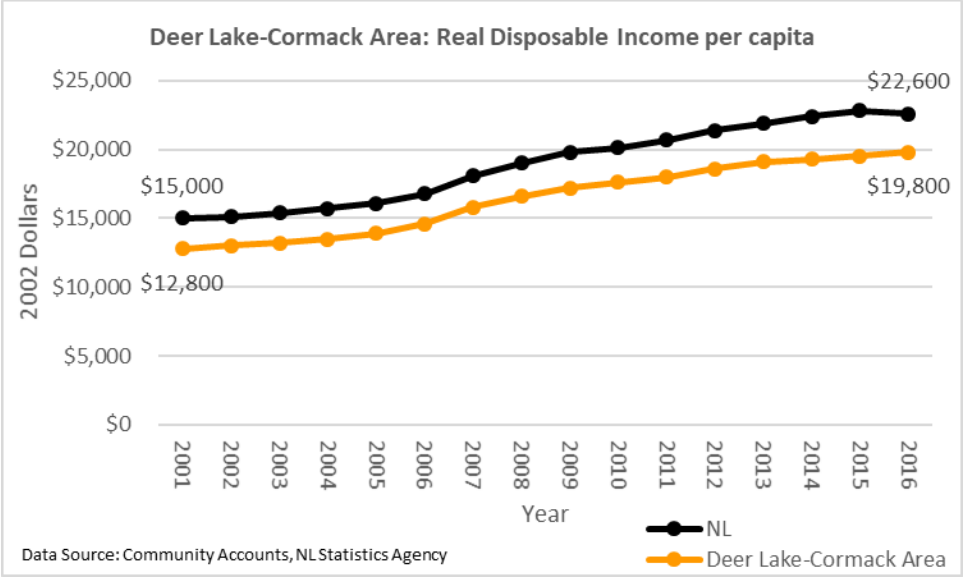
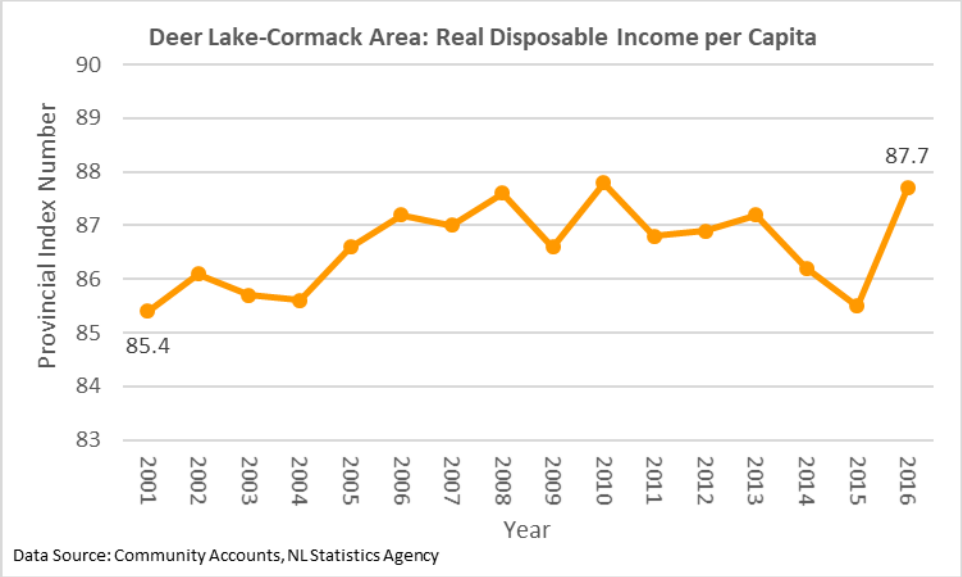


Figure 132: The Deer Lake-Cormack Area - Real Disposable Income Per Capita Index



3.1.8 Prevalence of Low Income

The prevalence of low income in 2003 equaled 18.9% of the population in Newfoundland and Labrador and 19.4% of the population in the Deer Lake-Cormack Area (see Figure 133). In 2015, the prevalence of low income equaled 14.2% in the Deer Lake-Cormack Area and 13.7% in Newfoundland and Labrador. Likewise, the prevalence of low income for all persons fell by 5.2 percentage points in both the Deer Lake-Cormack Area and the province.

As presented in Figure 134, in the Deer Lake Cormack Area, the youth prevalence of low income fell from 29.7% of the youth population in 2003 to 24.1% in 2015. This represents a decline of 5.6 percentage points over that period. In addition, the youth prevalence of low income in Newfoundland and Labrador fell from 28.4% of the youth population in 2003 to 20.7% in 2015. This represents a decline of 7.7 percentage points over that period. In 2003, the youth prevalence of low income was 1.3 percentage points higher in the Deer Lake-Cormack Area than in the province. Additionally, the youth prevalence of low income was similar between the two regions from 2003 to 2012. However, between 2012 and 2015, the youth prevalence of low income rose by 3.9 percentage points in the Deer Lake-Cormack Area and 1.2 percentage points in Newfoundland and Labrador.

The prevalence of low income for working age persons, aged 18 to 64 years in the Deer Lake-Cormack Area, as shown in Figure 135, fell from 19.4% of the working age population in 2003 to 14.6% in 2015. This represents a decline of 4.8 percentage points between 2003 and 2015 in the Deer Lake-Cormack Area, while the provincial working age prevalence of low income fell by 4.1 percentage points. For the most part, the working age prevalence of low income in Newfoundland and Labrador was very similar with that of the Deer Lake-Cormack Area, but the

working age prevalence of low income was higher in the Deer Lake-Cormack Area in eleven of the thirteen years between 2003 and 2015 (data in 2010 was suppressed for Local Areas).

Figure 133: The Deer Lake-Cormack Area - Low-income prevalence

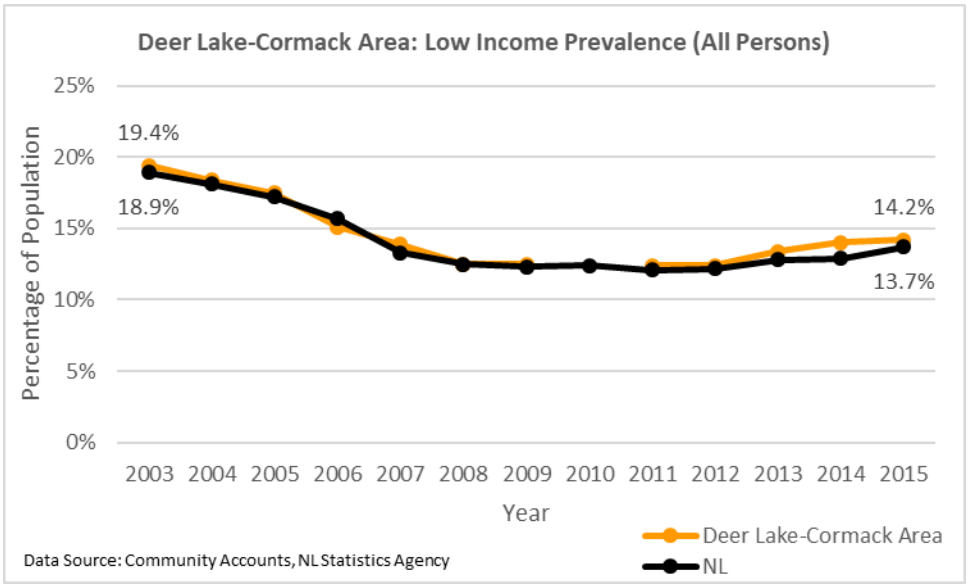


Figure 134: The Deer Lake-Cormack Area - Youth Low-income prevalence

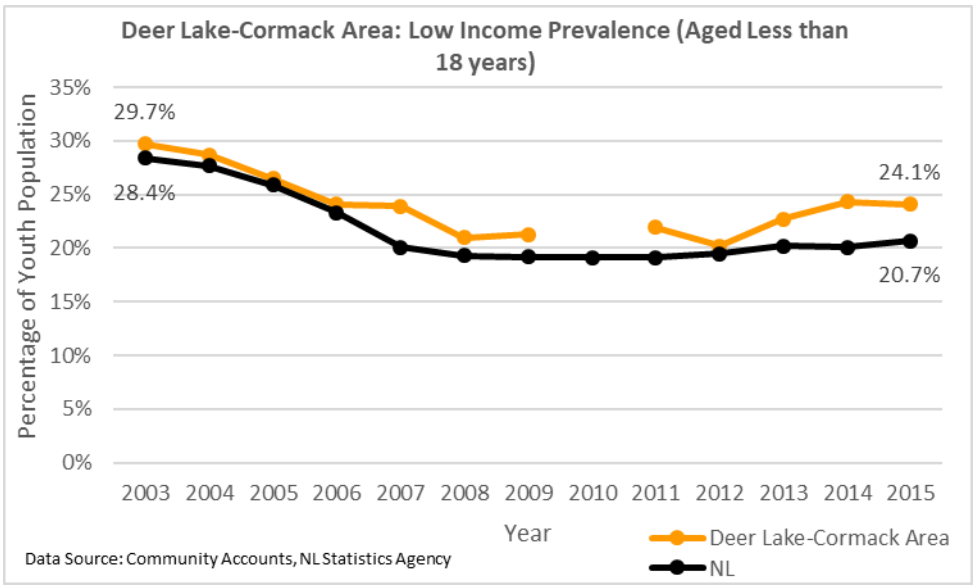
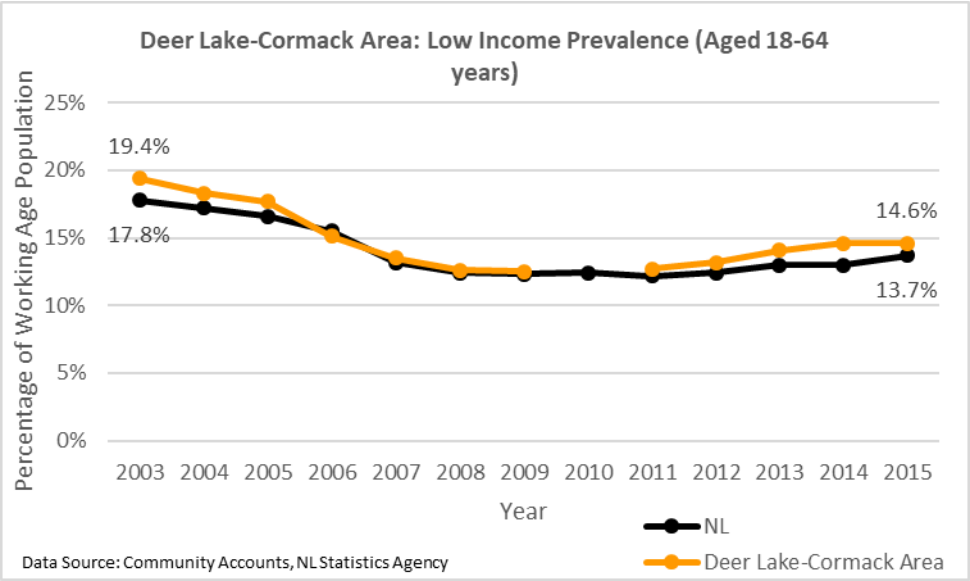


Figure 135: The Deer Lake-Cormack Area - Working Age Low-income prevalence



From Figure 136, in 2015, the elderly prevalence of low income rose from 4.7% in 2003 to 5%. Similarly, the elderly prevalence of low income in Newfoundland and Labrador fell from 9.1% of the elderly population in 2003 to 7.3% in 2015. The elderly prevalence of low income in the Deer Lake-Cormack Area was higher than that of Newfoundland and Labrador by 4.4 percentage points in 2003 and 2.3 percentage points in 2015. Moreover, the elderly prevalence of low income in the Deer Lake-Cormack Area was less than that of the province throughout the period from 2003 to 2015.

Figure 136: The Deer Lake-Cormack Area - Elderly Low-income prevalence

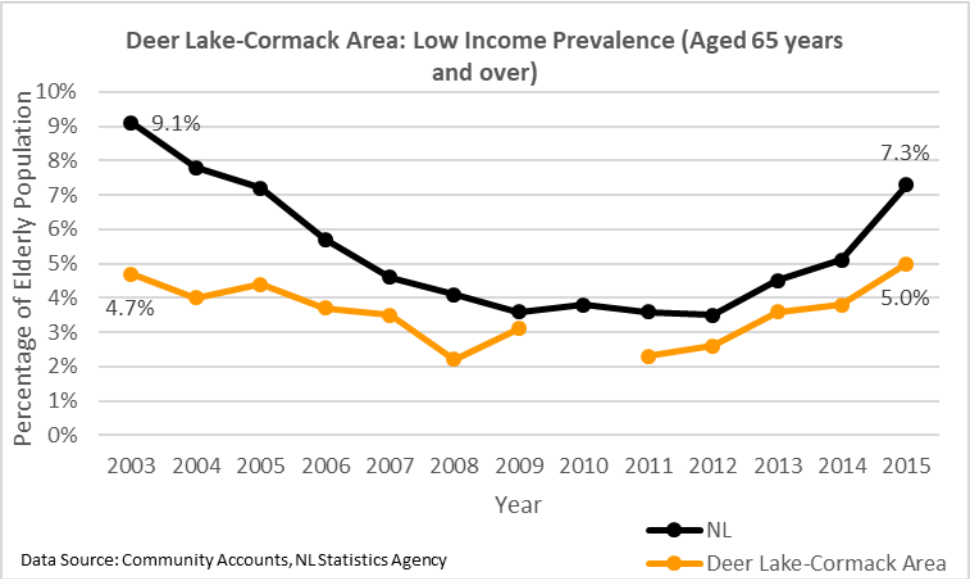
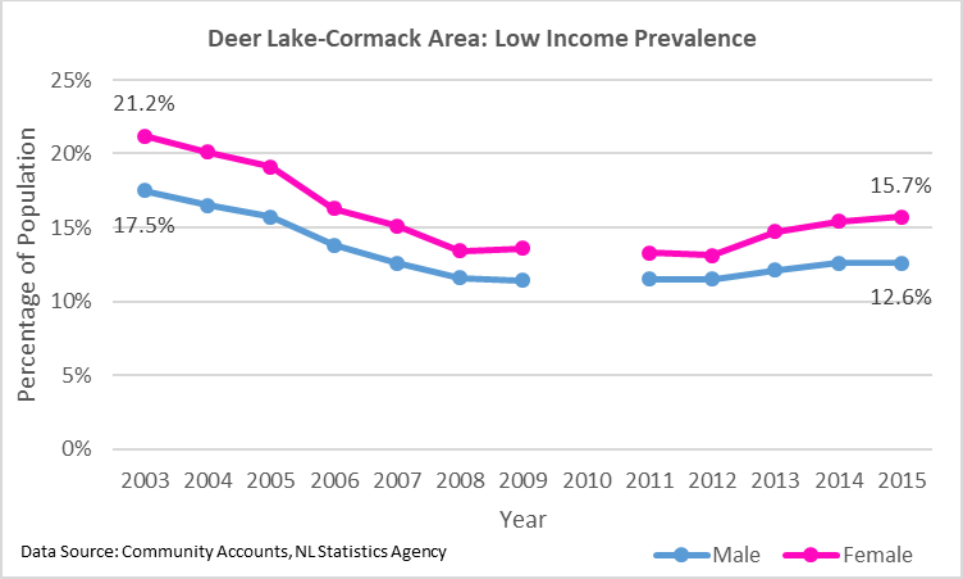
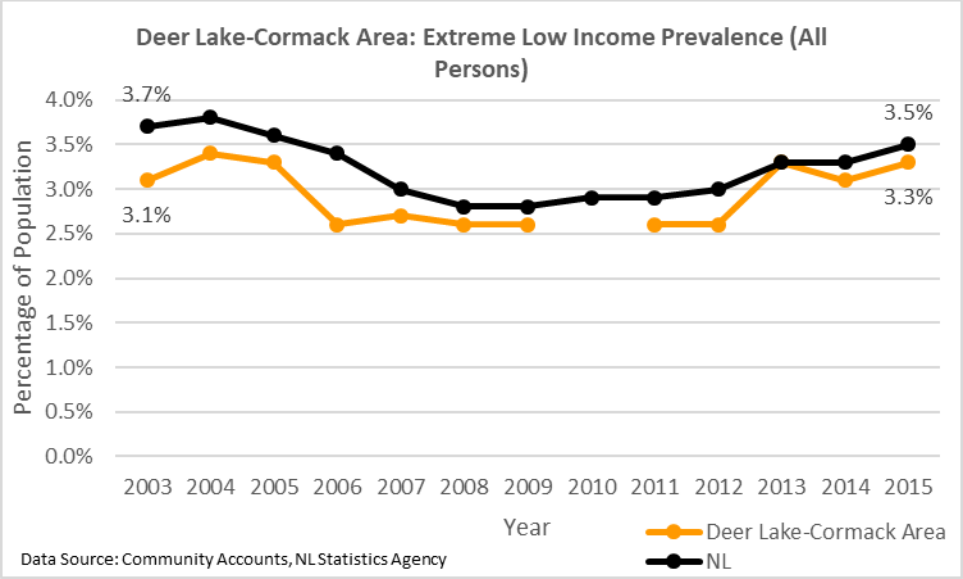


Figure 137: The Deer Lake-Cormack Area: Low-income prevalence by Gender



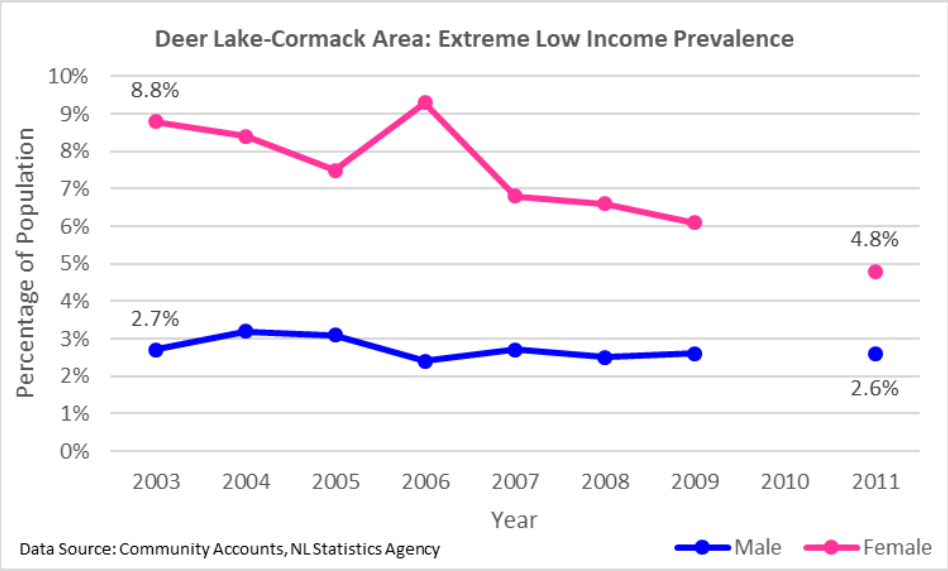
In the Deer Lake-Cormack Area, see Figure 137, the prevalence of low income equaled 17.5% for males and 21.2% for females in 2003. The prevalence of low income was 3.7 percentage points higher for females than males in 2003 and in 2015, the prevalence of low income equaled 15.7% for females and 12.6% for males in the Deer Lake-Cormack Area. From 2003 to 2015, the prevalence of low income of females in the region was higher than that of males throughout and the gap closed slightly over that period of time as the prevalence of low income of females in the Deer Lake-Cormack Area fell slightly.

Figure 138: The Deer Lake-Cormack Area - Extreme Low-income prevalence



As reflected in Figure 139, in 2003, the prevalence of extreme low income equaled 3.7% of the population in Newfoundland and Labrador and 3.1% of the population in the Deer Lake-Cormack Area. Between 2003 and 2015, the prevalence of extreme low income rose by 0.2 percentage points in both the Deer Lake-Cormack Area and Newfoundland and Labrador. In 2003, 3.5% of the population of Newfoundland and Labrador and 3.3% of the population of the Deer Lake-Cormack Area resided in extreme low income. Throughout the period between 2003 and 2015, prevalence of extreme low income was lower in the Deer Lake-Cormack Area than it was in Newfoundland and Labrador.

Figure 139: The Deer Lake-Cormack Area - Extreme Low-income prevalence by Gender



In 2003, the prevalence of extreme low income in the Deer Lake-Cormack Area equaled 8.8% for females and 2.7% for males (see Figure 139). This means that the prevalence of extreme low income was 6.1 percentage points higher among females than males in the region. In 2015, the prevalence of extreme low income fell by 4 percentage points for females and 0.1 percentage points for males. In 2015, 4.8% of females and 2.6% of males resided in extreme low income in the Deer Lake-Cormack Area. From 2003 to 2015, the prevalence of extreme low income was persistently higher among females than males in the Deer Lake-Cormack Area.

3.1.9 Transfer Payments

In the Deer Lake-Cormack Area, as indicated in Figure 140, the contribution of total income accounted for by employment insurance equaled 9.7% in 2001 and 7.2% in 2016. Over the period, the contribution of total income that employment insurance was responsible for fell by 2.5 percentage points in the Deer Lake-Cormack Area, but it remained higher than that for Newfoundland and Labrador. The share of total income accounted for by employment insurance fell slightly faster in the Deer Lake-Cormack Area than it did for the province.

Figure 140: The Deer Lake-Cormack Area - Employment Insurance's Contribution of Total Income

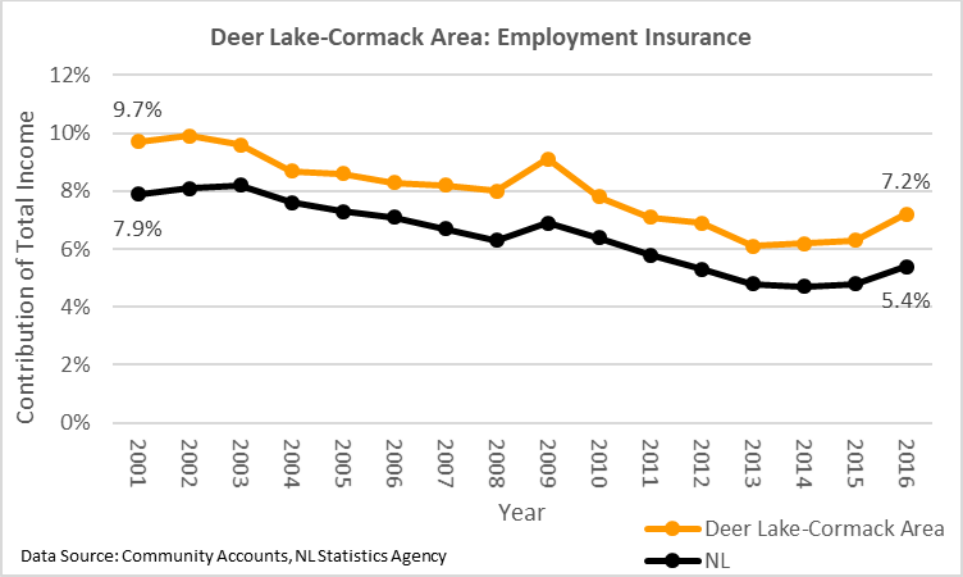
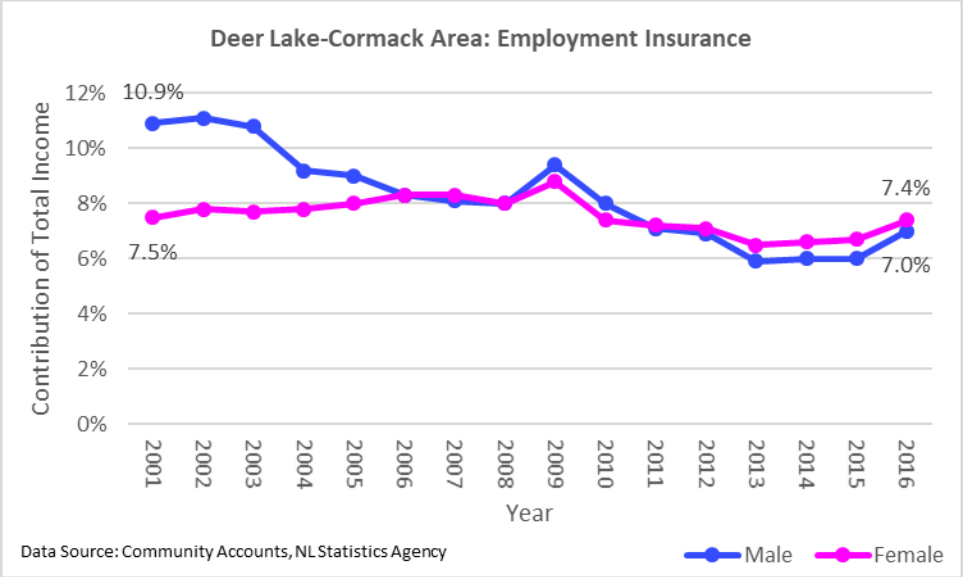


Figure 141: The Deer Lake-Cormack Area - Employment Insurance's Contribution of Total Income by Gender

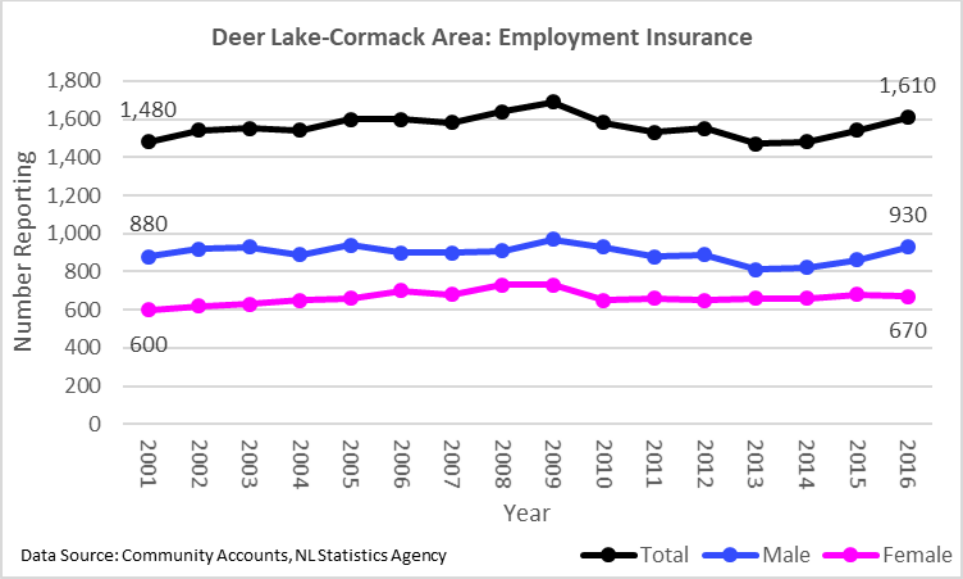


From Figure 141, in 2001, employment insurance's contribution of total income equaled 10.9% for males and 7.5% for females in the Deer Lake-Cormack Area (see Figure 141). Likewise, employment insurance's share of total income fell to 7% for males and 7.4% for females in 2016. From 2001 to 2016, the share of total income accounted for by employment insurance fell by 3.9 percentage points among males and 0.1 percentage points among females in the Deer Lake-Cormack Area. From 2001 to 2005, males held a considerably larger share of their total income in terms of employment insurance, but it was the female gender who relied slightly more heavily on employment insurance from 2012 to 2015. Between 2001 and 2016, as

men became less reliant on employment insurance in the Deer Lake-Cormack Area, women maintained the status quo for the most part.

In the Deer Lake-Cormack Area, as shown in Figure 142, the number of people receiving employment insurance increased from 1,480 individuals in 2001 to 1,610 individuals in 2016. The number of males receiving employment insurance in the Deer Lake-Cormack Area rose by 50 individuals, from 880 individuals in 2001 to 930 individuals in 2016. The number of females receiving increased by 70 individuals, from 600 individuals in 2001 to 670 individuals in 2016. Clearly, there have persistently been more males receiving employment insurance than females from 2001 to 2016 in the Deer Lake-Cormack Area and the difference between the two genders has remained steady throughout.

Figure 142: The Deer Lake-Cormack Area - Number Receiving Employment Insurance



From Figure 143, in the Deer Lake-Cormack Area, the Canada Pension Plan's contribution of total income remained steady from 2001 to 2016, only rising by 0.1 percentage points. Meanwhile, the province's share of total income accounted for by the Canada Pension Plan rose by 0.6 percentage points over that same period. Between 2001 and 2016, the Canada Pension Plan's share of total income in the Deer Lake-Cormack Area was higher than that of the province throughout, but the gap between the two shares dropped slightly (from a 1.9 percentage points difference in 2001 to a 1.4 percentage points difference in 2016).

In 2001, the Canada Pension Plan's share of total income equaled 6.3% for males and 5.3% for females in the Deer Lake-Cormack Area (see Figure 144). In 2016, women's share of total income accounted for by the Canada Pension Plan in the Deer Lake-Cormack Area rose to 6.9%, while that of males fell to 5.6% of total income. From 2001 to 2010, men held a higher share of income accounted for by the Canada Pension Plan than their female counterparts in the Deer

Lake-Cormack Area. However, from 2011 to 2016, women relied more heavily on the Canada Pension Plan than males in the region. This was because as the Canada Pension Plan's share of total income fell from 2001 to 2016 among males in Deer Lake-Cormack Area, it actually increased for women over that same period of time as women eventually replaced men as the gender more reliant on the Canada Pension Plan for income.

Figure 143: The Deer Lake-Cormack Area - Canada Pension Plan's Contribution of Total Income

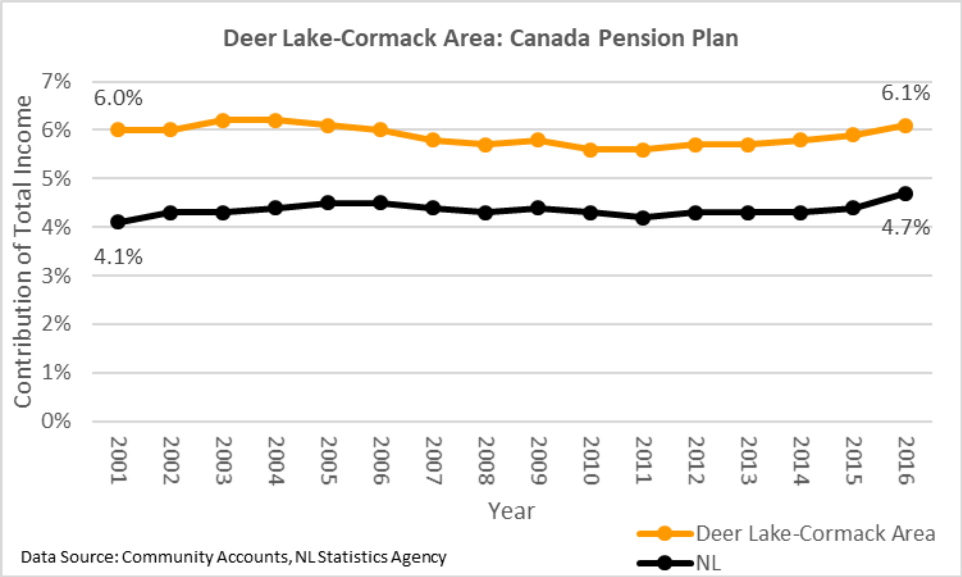


Figure 144: The Deer Lake-Cormack Area - Canada Pension Plan's Contribution of Total Income by Gender

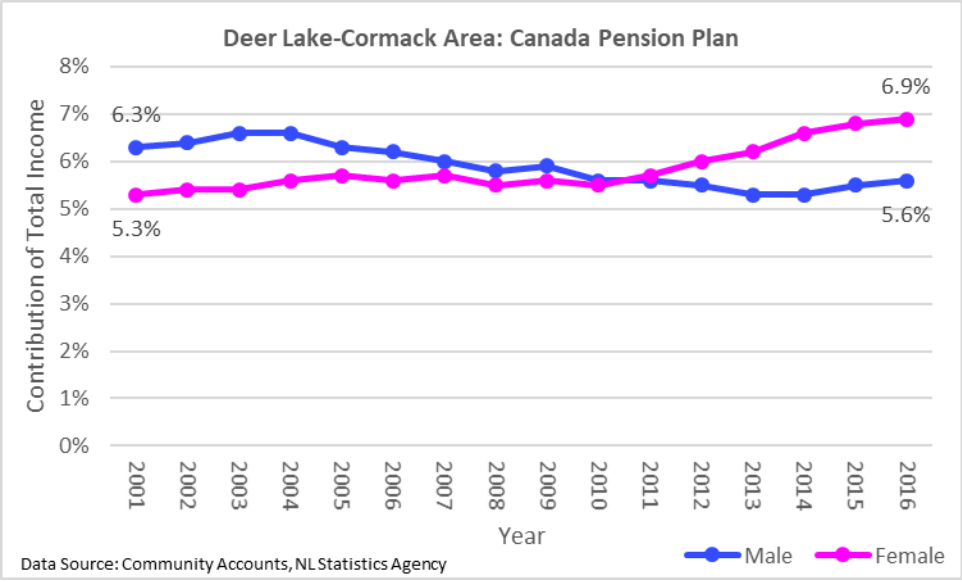
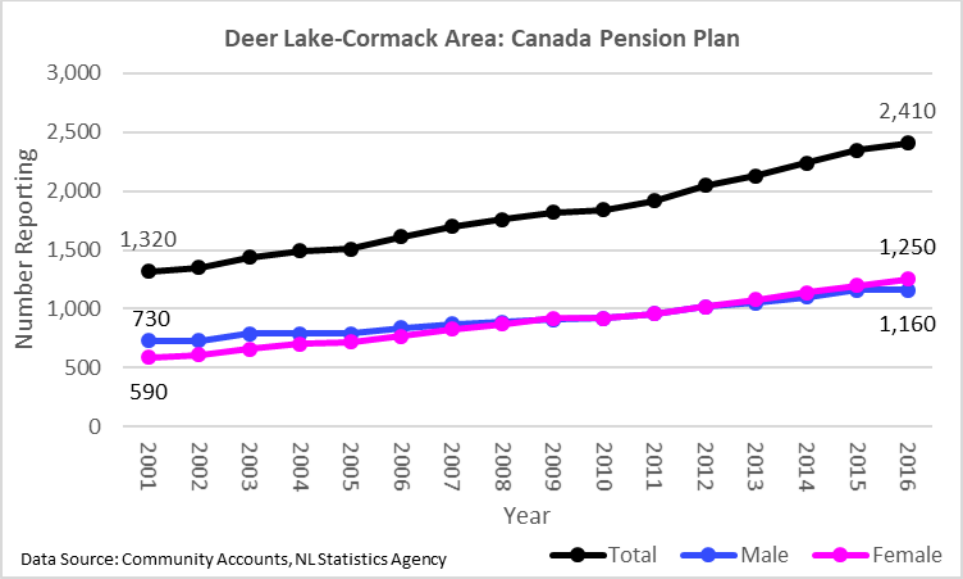


Figure 145: The Deer Lake-Cormack Area - Number Receiving the Canada Pension Plan



As shown in Figure 145, in the Deer Lake-Cormack Area, the number receiving the Canada Pension Plan rose from 1,320 individuals in 2001 to 2,410 individuals in 2016. The number of men receiving the Canada Pension Plan in the Deer Lake-Cormack Area rose from 730 individuals in 2001 to 1,160 individuals in 2016. Meanwhile, the number of females receiving the Canada Pension Plan in Deer Lake-Cormack Area rose from 590 individuals in 2001 to 1,250 individuals in 2016. Furthermore, there were 140 more males receiving the Canada Pension Plan than females in the region in 2001. But, by 2016, there were 90 more females receiving than males.

Income support assistance's share of total income, as illustrated in Figure 146, equaled 3% in Deer Lake-Cormack Area and 2.2% in Newfoundland and Labrador. In 2016, the contribution of total income accruing from income support assistance equaled 1.9% in Deer Lake-Cormack Area and 1.5% in Newfoundland and Labrador. Income support assistance's share of total income in Deer Lake-Cormack Area was higher than the provincial average by 0.8 percentage points in 2001 and 0.4 percentage point in 2016. Between 2001 and 2016, income support assistance's share of total income fell by 1.1 percentage points in Deer Lake-Cormack Area, while that of Newfoundland and Labrador fell by 0.7 percentage points over that same period.

In 2001, income support assistance's share of total income equaled 5.3% for females and 1.6% for males in the Deer Lake-Cormack Area (see Figure 147). The share for females was 3.7 percentage points higher than that of males. In 2016, income support assistance's share of total income equaled 3% for females and 1.3% for males in the region, or income support assistance's share of total income was 1.7 percentage points higher among women than men in 2016. From 2001 to 2016, income support assistance's share of total income fell by 2.3

percentage points among females and 0.3 percentage points among men. Throughout that same period income support assistance accounted for a larger share for females than it did for males, but the gap closed.

Figure 146: The Deer Lake-Cormack Area - Income Support Assistance's Contribution of Total Income

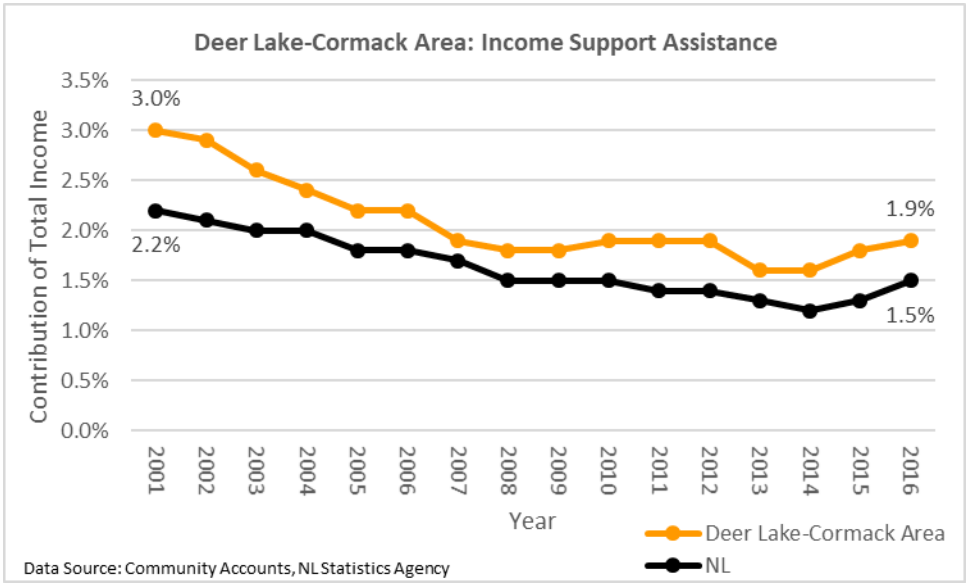


Figure 147: The Deer Lake-Cormack Area - Income Support Assistance's Contribution of Total Income by Gender

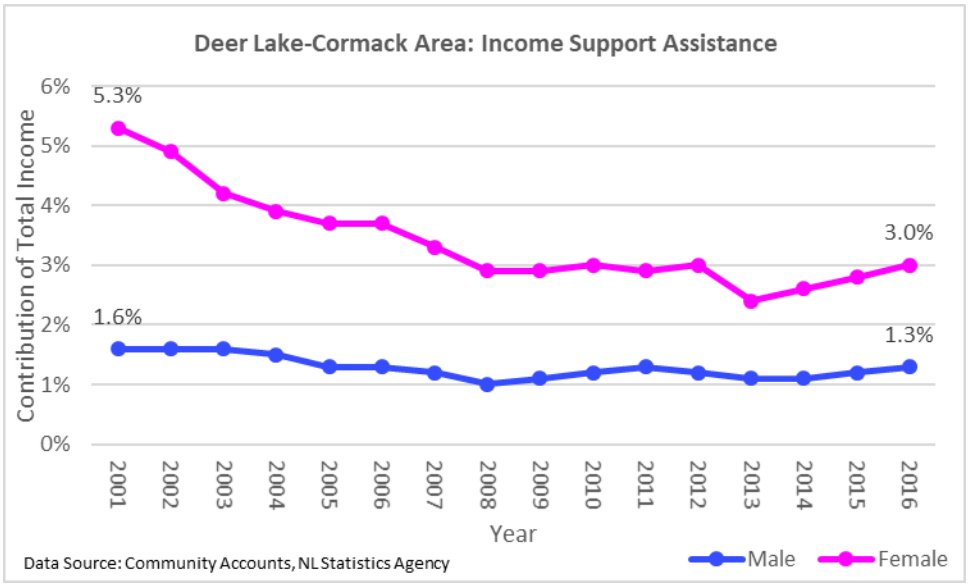
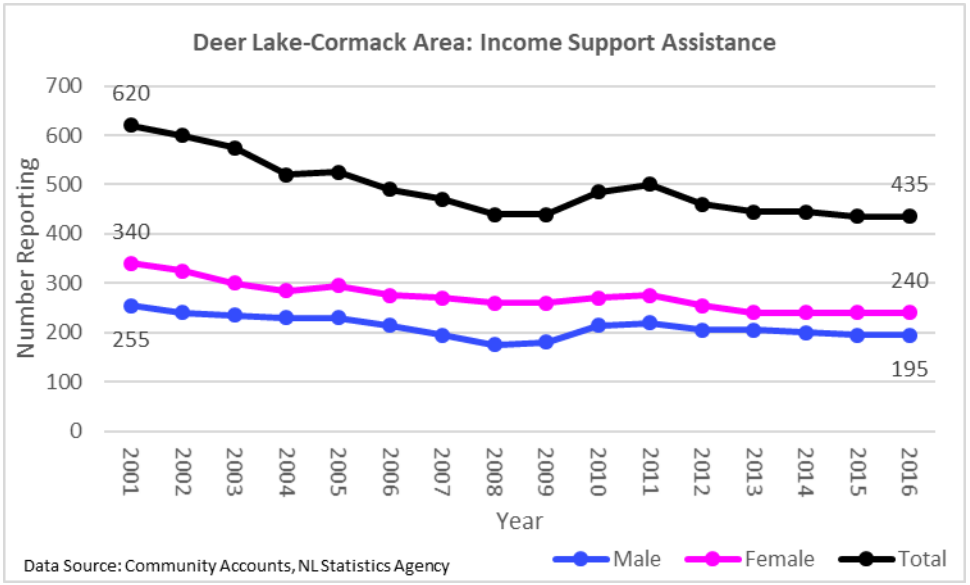
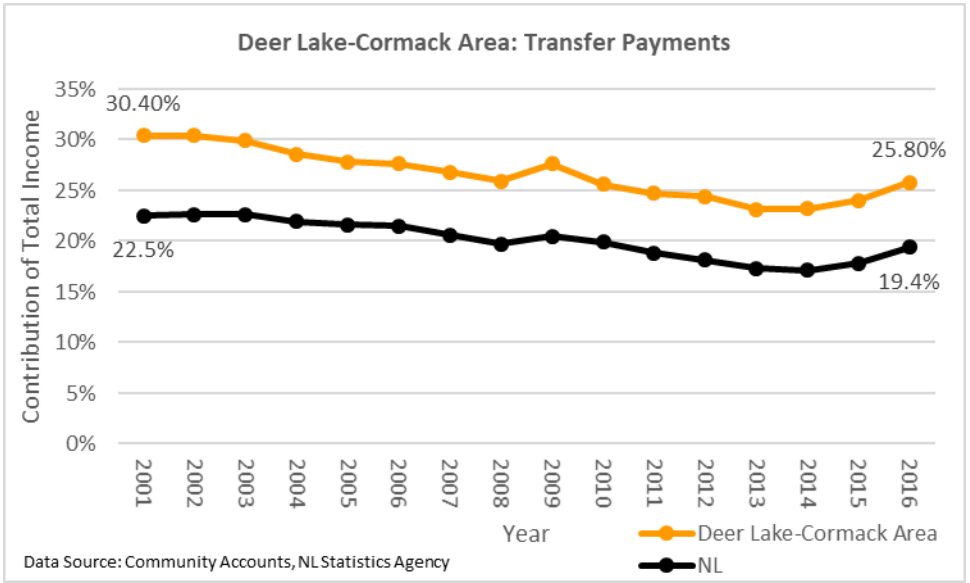


Figure 148: The Deer Lake-Cormack Area - Number Reporting for Income Support Assistance



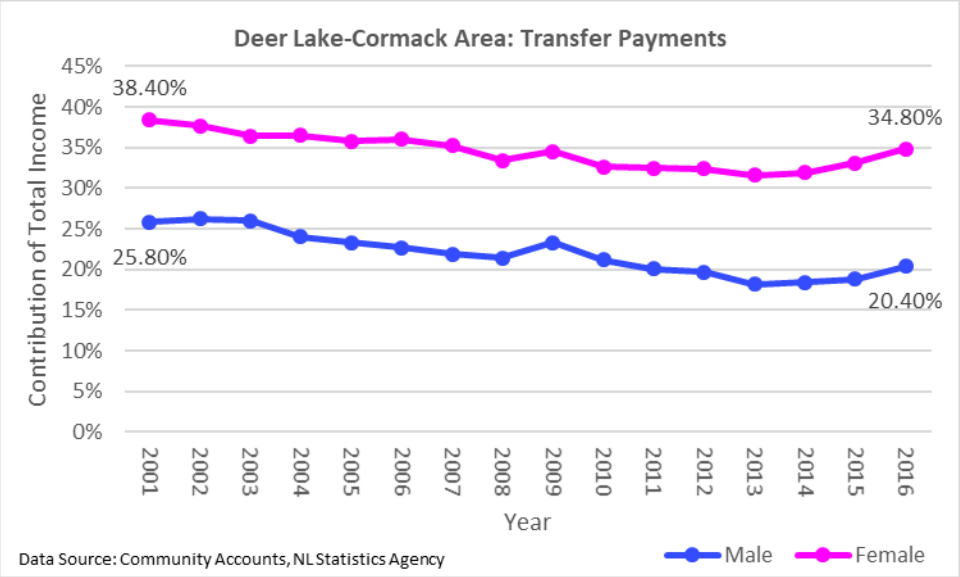
From Figure 149, the number of individuals receiving income support assistance in the Deer Lake-Cormack Area fell from 620 individuals in 2001 to 435 individuals in 2016. The number of females receiving income support assistance in in the Deer Lake-Cormack Area fell from 340 individuals in 2001 to 240 individuals in 2016. The number of men receiving income support assistance fell from 255 individuals in 2001 to 195 individuals in 2016. From 2001 to 2016, females received income support assistance in higher numbers than males did in the region, but the gap between the two genders closed.

Figure 149: The Deer Lake-Cormack Area - Transfer Payments' Contribution of Total Income



In 2001, as indicated in Figure 150, the share of total income accounted for by transfer payments amounted to 22.5% in Newfoundland and Labrador and 30.4% in Deer Lake-Cormack Area. Similarly, in 2016, transfer payments share of total income equaled 25.8% in Deer Lake-Cormack Area and 19.4% in the province. From 2001 to 2016, transfer payments' share of total income in Deer Lake-Cormack Area was higher than that of the province throughout. But over that same period, transfer payments' share of total income fell by 4.6 percentage points in Deer Lake-Cormack Area and the gap with the province closed.

Figure 150: The Deer Lake-Cormack Area - Transfer Payments' Contribution of Total Income by Gender



In 2001, transfer payments' share of total income equaled 38.4% for females and 25.8% for males in Deer Lake-Cormack Area (see Figure 151). In 2016, transfer payments' share of total income fell to 34.8% for females and for 20.4% for males in Local Area 38. From 2001 to 2016, females had a higher share of total income accounted for by transfer payments than males in the region throughout that period. While both genders experienced a decline in the amount of their total income taken up by transfer payments, that share for males dropped faster than it did for females.

In 2001, there were 2,380 females and 2,030 males receiving transfer payments in Deer Lake-Cormack Area; females exceeded males by 350 individuals. In 2016, there were 2,750 females and 2,400 men receiving transfer payments in Local Area 38, or 350 more women receiving transfer payments than males. Similarly, there were 740 more people receiving transfer payments in 2016 than there were in 2001 in Deer Lake-Cormack Area.

Figure 151: The Deer Lake-Cormack Area - Number Reporting for Transfer Payments

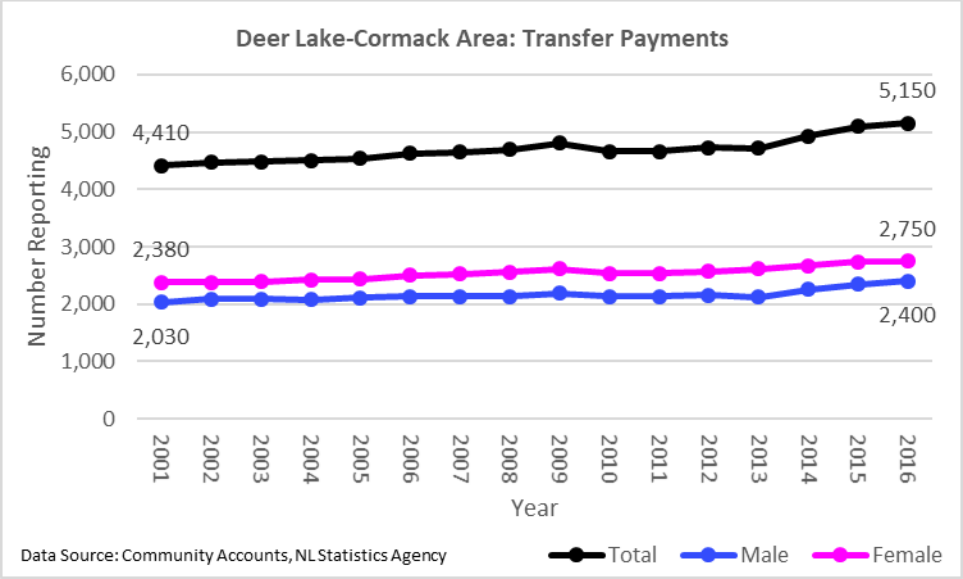
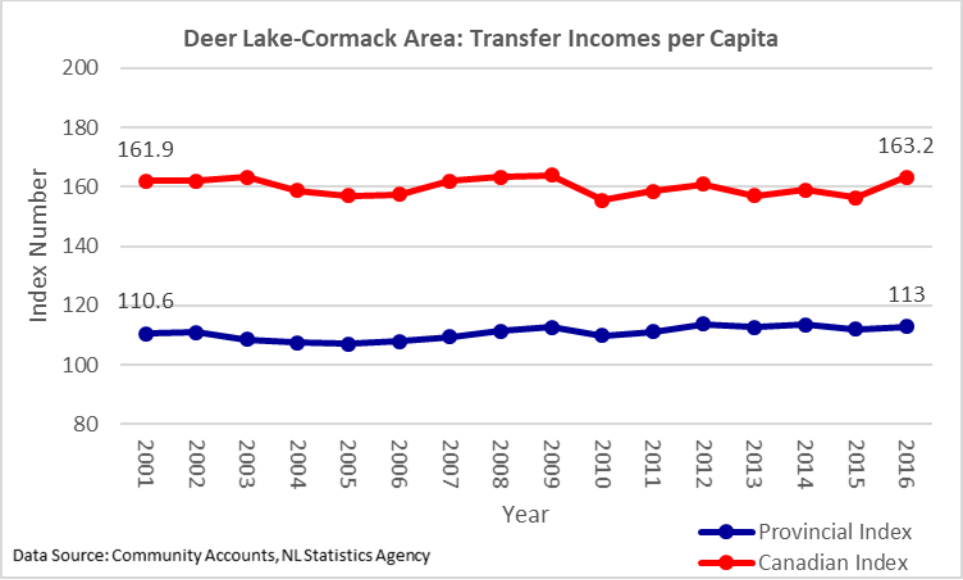


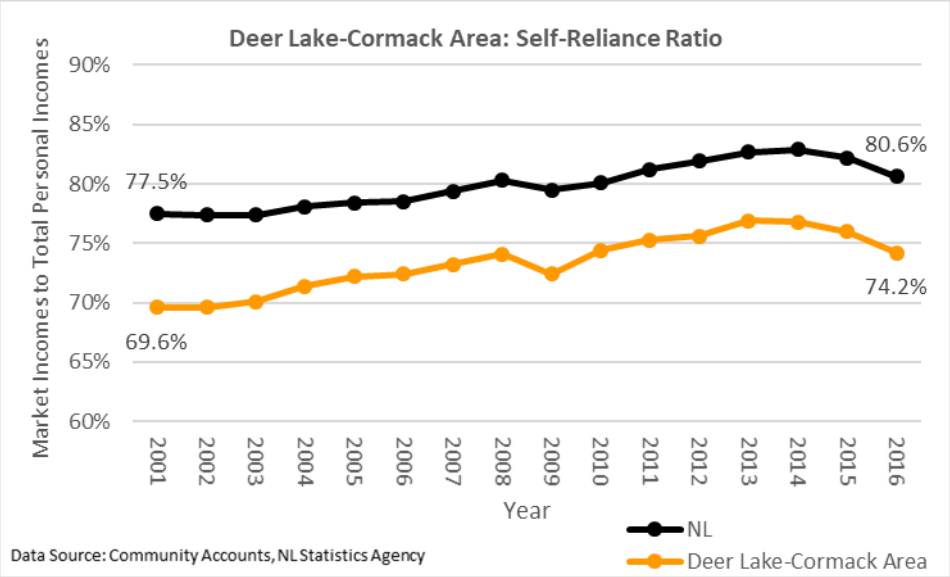
Figure 152: The Deer Lake-Cormack Area - Transfer Incomes per Capita Index



As shown in Figure 152, the provincial index revealed that the Deer Lake-Cormack Area's transfer incomes per capita amounted to 110.6% of the provincial average in 2001 and 113% of the provincial average in 2016. This shows that the Deer Lake-Cormack Area's reliance on transfer payments was greater than that of the province throughout the period. Transfer incomes per capita in the Deer Lake-Cormack Area equaled 161.9% of the Canadian average in 2001 and 163.2% of the Canadian average in 2016. Finally, both the provincial index and Canadian index for the Deer Lake-Cormack Area in terms of transfer incomes per capita increased between 2001 and 2016.

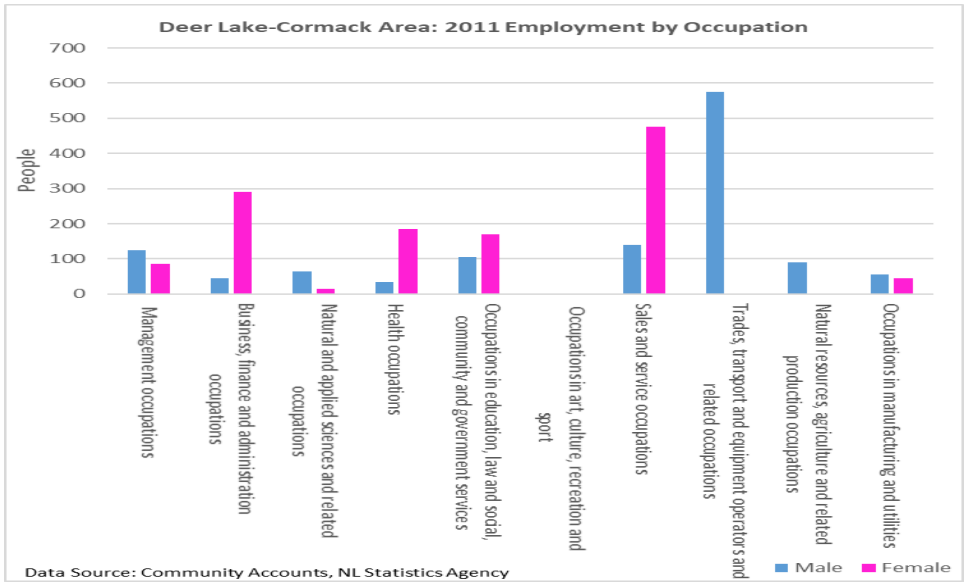
From Figure 153, in 2001, 69.6% of all income flowing to the Deer Lake-Cormack Area came from market sources; 30.4% of all incomes flowing into the region came from government transfers. In 2016, 74.2% of all income flowing into the Deer Lake-Cormack Area originated from market sources. The self-reliance ratio of the Deer Lake-Cormack Area was 7.9 percentage points higher than that of Newfoundland and Labrador in 2001 and was 6.4 percentage points higher than the provincial average in 2016. Between 2001 and 2016, the self-reliance ratio of the Deer Lake-Cormack Area increased by 4.6 percentage points.

Figure 153: The Deer Lake-Cormack Area - Self-Reliance Ratio



3.1.10 Employment Classification

Figure 154: The Deer Lake-Cormack Area - Employment by Occupation



As shown in Figure 154, in 2011, the largest employer of males in the Deer Lake-Cormack Area was trades, transport and equipment operators and related occupations, with 575 men employed. This was followed in size by sales and service occupations, with 140 men employed. Similarly, the largest employer of females in the region in 2011 was sales and service occupations, with 475 female workers. The next closest occupation category was business, finance, and administration occupations. In 2016, the largest employers of males in the Deer Lake-Cormack Area were in the trades, transport and equipment operators and related occupations, with 545 male workers. The next closest category was sales and service occupations. Likewise, with 505 women working for that occupation category, sales and service occupations led the way in terms of female employment in the Deer Lake-Cormack Area as business, finance and administration occupations served as a distant second with 260 fewer female workers than the leading category.

Figure 156 indicates that, in terms of 2011 industries, construction had the largest male employment in the Deer Lake-Cormack Area, with 370 male workers as agriculture, forestry, fishing and hunting occupations was second with 140 male workers. The leading industry for female employment in the Deer Lake-Cormack Area was health care and social assistance, with 375 women working in that industry. The next closest industry in the region in 2011 was retail trade with 250 female workers.

Figure 155: The Deer Lake - Cormack Area - Employment by Occupation 2016

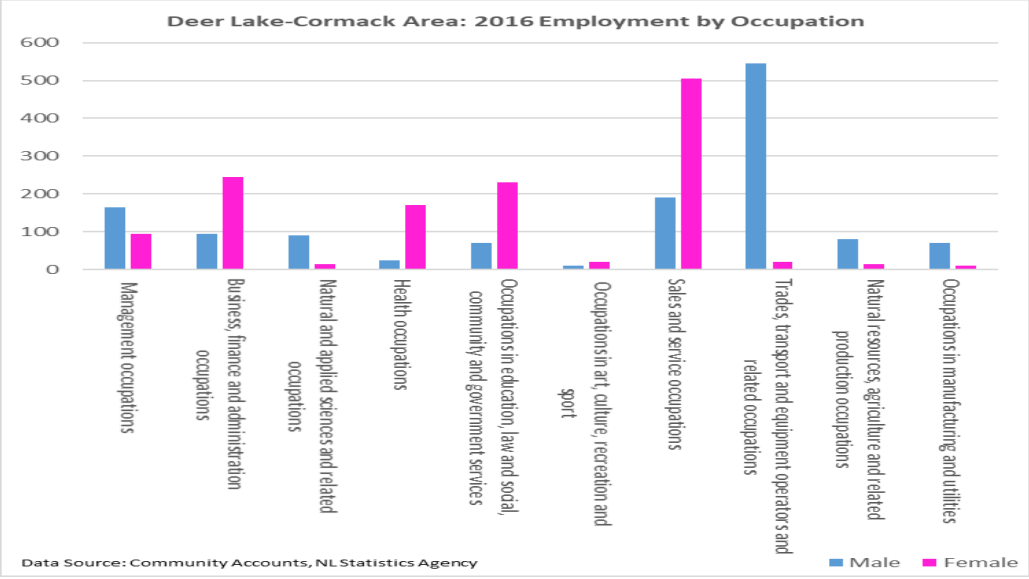


Figure 156: The Deer Lake-Cormack Area - 2011 Employment by Industry

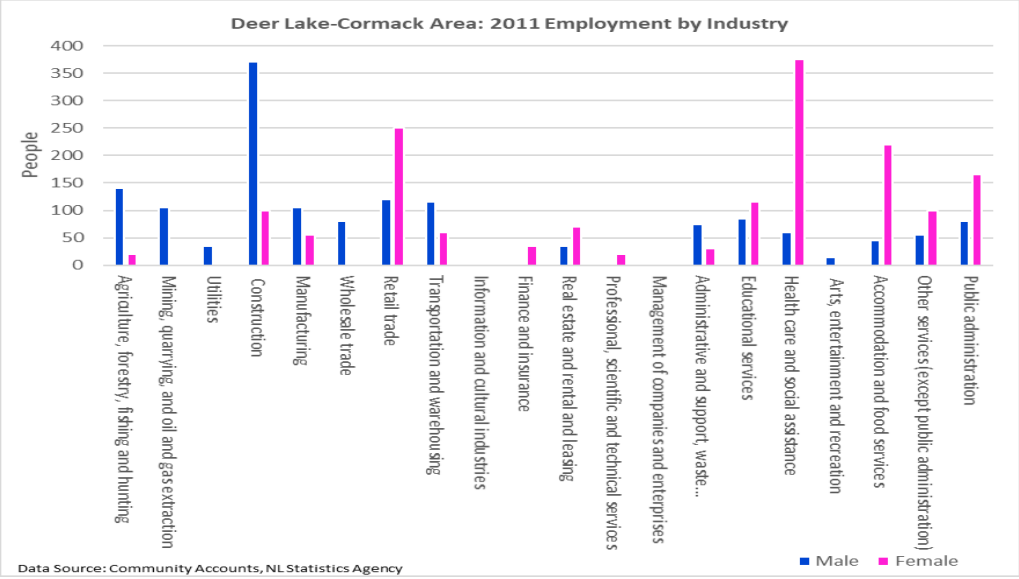
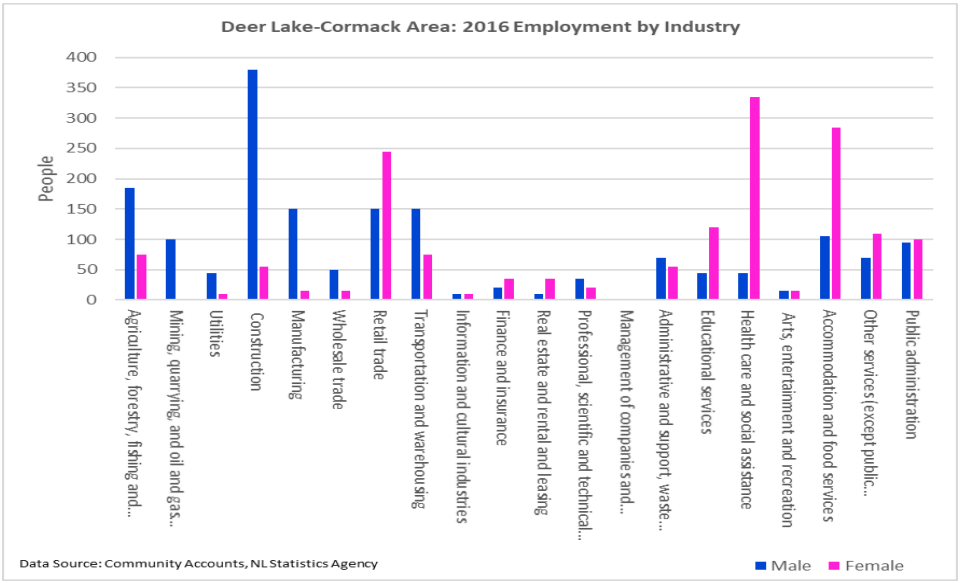


Figure 157: The Deer Lake-Cormack Area - 2016 Employment by Industry

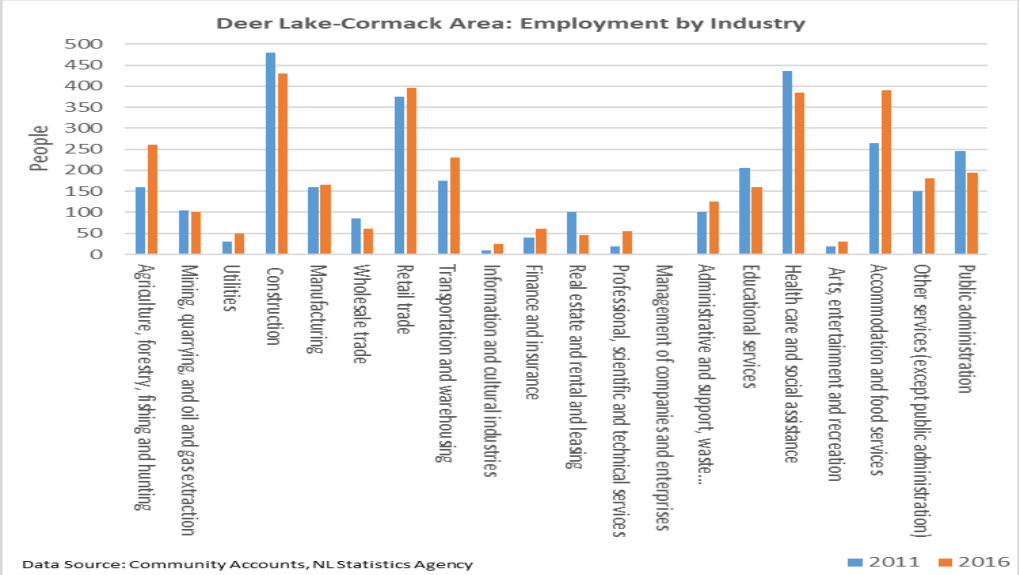


The Deer Lake-Cormack Area's leading industry for male employment in 2016 was construction, with 380 male workers (see Figure 157). The next closest industry, agriculture, forestry, fishing, and hunting employed 230 fewer men than construction. The leading industry for female employment in the Deer Lake-Cormack Area was health care and social assistance, with 335 female workers, Accommodation and food services came in second place with 285 female workers.

As represented in Figure 158, construction, the leading employer of individuals in the Deer Lake-Cormack Area in both 2011 and 2016, lost 50 workers between 2011 and 2016. The next

largest industry in terms of employment was health care and social assistance in 2011, with 435 workers, while retail trade took third place in 2016, with 395 workers. Between 2011 and 2016, accommodation and food services experienced an increase of 125 individuals, while agriculture, forestry, fishing, and hunting increased its employment by 100 individuals over that period. The real estate industry had 55 fewer workers in 2016 than in 2011, while public administration and construction lost 50 workers between 2016 and 2011 in the region.

Figure 158: The Deer Lake-Cormack Area - Employment by Industry



3.1.11 Education

From Figure 159, in the Deer Lake-Cormack Area, there were 75 more males, than females, with no certificate, diploma or degree in 2011 and there were 355 more females with a high school diploma than males. However, 415 more males, than females, received an apprenticeship or trades certificate or diploma in the Deer Lake-Cormack Area, but 165 more females than males held a college or another non-university certificate or diploma in 2011. Finally, there were 50 more males with a university certificate or diploma at the bachelor level or above in the Deer Lake-Cormack Area in 2011 than females in the region.

In 2016, according to Figure 160, there were 195 more females with no certificate, diploma, or degree and 235 more females with a high school diploma than males in the Deer Lake-Cormack Area. There were 410 more males than females with an apprenticeship or trades certificate or diploma and there were 110 more females with a college or other non-university certificate or diploma than males. Finally, there were 25 more males than females with a university certificate or diploma at the bachelor level or higher in 2016 in the Deer Lake-Cormack Area.

As shown in Figure 161, in 2016, there were 149 fewer people with a high school diploma as their highest level of education and 40 fewer people with a high school diploma than there

were in 2011 in the Deer Lake-Cormack Area (see Figure 161). As well, there were 160 fewer people with an apprenticeship or trades certificate or diploma in 2016 in the Deer Lake-Cormack Area than there were in 2011. By 2016, there were 435 more people in the region with a college or other non-university certificate or degree than there were in 2011 and there were 25 more people in 2016 with a university certificate or diploma at the bachelor level or above than there were in 2011.

Figure 159: The Deer Lake-Cormack Area - Highest Level of Schooling 2011

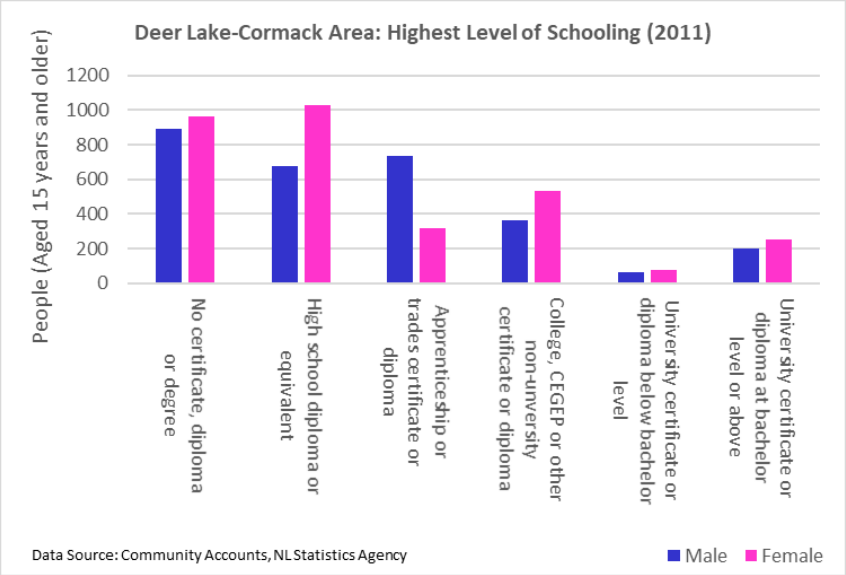


Figure 160: The Deer Lake-Cormack Area - Highest Level of Schooling 2016

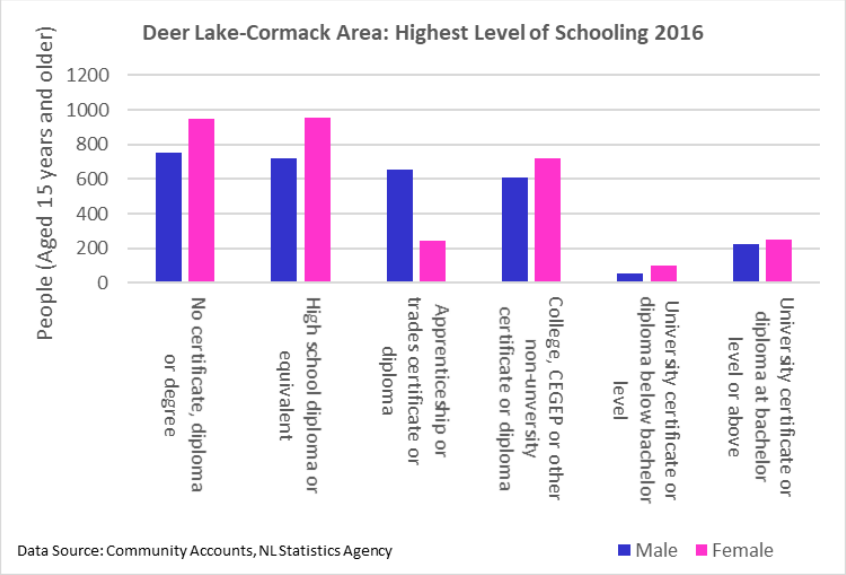


Figure 161: The Deer Lake-Cormack Area - Highest Level of Schooling

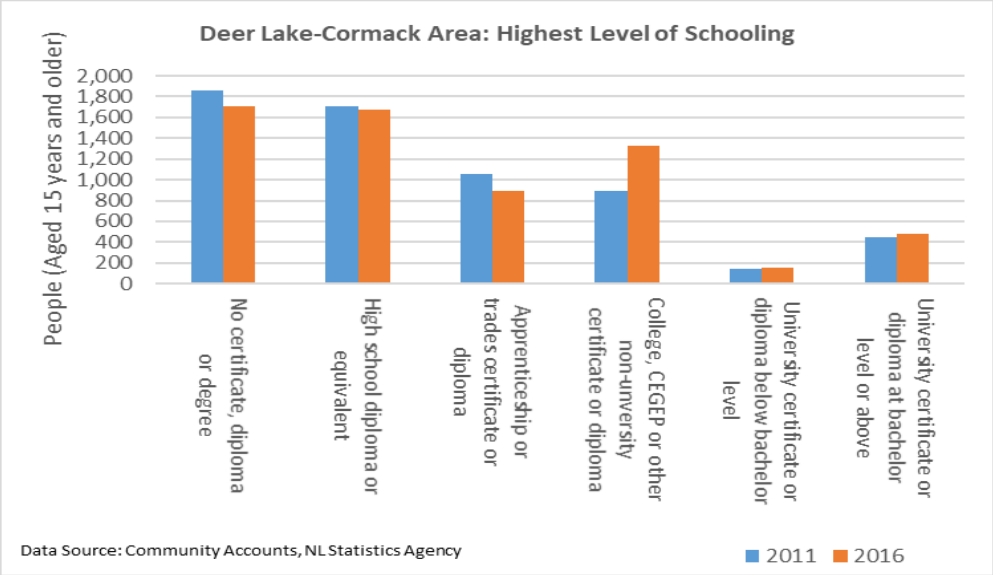
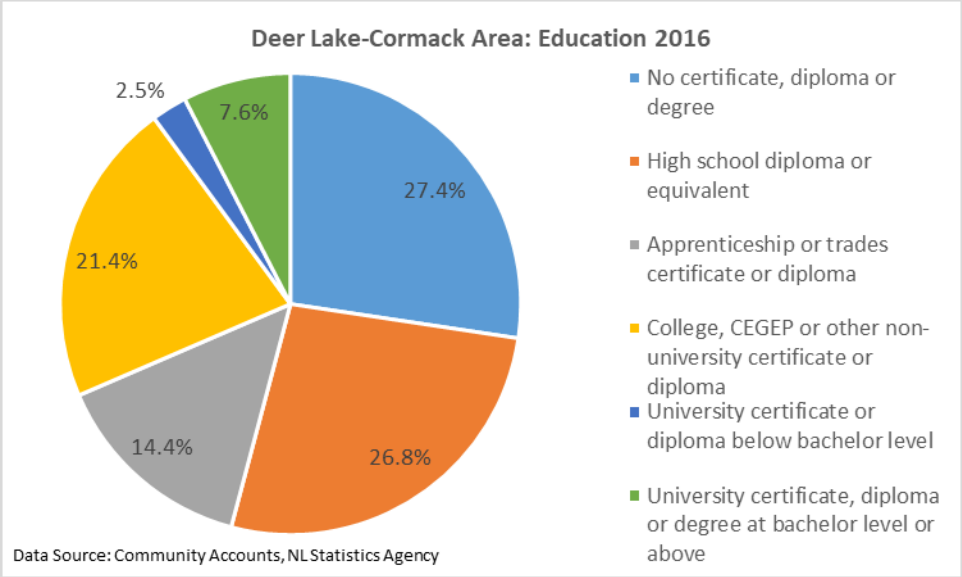


Figure 162: The Deer Lake-Cormack Area - Population Shares by Education



Of the population of the Deer Lake-Cormack Area aged 15 years and older in 2016, Figure 162 indicates that 27.4% held no certificate, diploma, or degree and 26.8% held a high school diploma as their highest level of education. The share of the population holding no certificate in the Deer Lake-Cormack Area was 4 percentage points higher than the provincial average, while the share of the population holding a high school diploma as their highest level of education was 1.8 percentage points higher than the provincial average in 2016. Meanwhile, in 2016, 21.4% of the population of the Deer Lake-Cormack Area aged 15 years and older had a college or other non-university certificate or diploma (which was 1.7 percentage points less than that

of Newfoundland and Labrador), while 7.6% of the population of the Deer Lake-Cormack Area aged 15 years and older had a university certificate, diploma or degree at the bachelor level or above (which was 7.2 percentage points less than the provincial average). In addition, 14.4% of the population of the Deer Lake-Cormack Area aged 15 years and older held an apprenticeship or trades certificate or degree in 2016, which was 3.1 percentage points higher than that of Newfoundland and Labrador. The Deer Lake-Cormack Area is less educated than Newfoundland and Labrador as a whole and has proportionately fewer people holding college and bachelor's degrees and proportionately more people holding apprenticeships and trade certificates and diplomas than Newfoundland and Labrador.

3.1.12 Summary

Between 1996 and 2016, the Deer Lake-Cormack Area, like other local areas in the Northern Peninsula region, has seen its population age. But, unlike many other local areas in the Northern Peninsula region, there have been significant amounts of in-migration and positive population growth in recent years. Relative to other local areas in the Northern Peninsula region, the Deer-Lake-Cormack Area has an average working age population share (the fourth highest of the eight Local Areas), but its age dependency ratio was the third lowest and its elderly population share was the second lowest of all the local areas in the Northern Peninsula region. In fact, of those eight Local Areas, the Deer Lake-Cormack Area had the lowest median age. Its labour force has also shown some bright spots: of the eight local areas in the Northern Peninsula region, the Deer Lake-Cormack Area had the highest employment rate and the lowest unemployment rate in 2016. Although the Deer Lake-Cormack Area's population characteristics look favourable relative to other parts of the Northern Peninsula region, they look less favourable in comparison with the provincial averages.

As well, the Deer Lake-Cormack Area's prevalence of low income was the highest in the Northern Peninsula region in 2015. While the Deer Lake-Cormack Area's median income and real disposable income per capita both finished fourth highest in the Northern Peninsula region in 2016, its median income gender pay gap was the second largest of all eight local areas. Nonetheless, the Deer Lake-Cormack Area's median income, while modest in comparison with the other local areas in the Northern Peninsula region, amounted to only 80.6% of the median income of Canada in 2016.

Additionally, the Deer Lake-Cormack Area's relationship with transfer payments reveals a strange relationship: of all local areas in the Northern Peninsula region in 2016, the Deer Lake-Cormack Area was the least reliant on employment insurance; the most reliant on income support assistance; and the third most reliant on the Canada Pension Plan, but was the second least reliant on transfer payments overall. Moreover, the Deer Lake-Cormack Area had the second highest self-reliance ratio of all local areas in the Northern Peninsula region in 2016. Yet,

employment insurance, income support assistance, the Canada Pension Plan and transfer payments in total all made up a larger share of the total income of the Deer Lake-Cormack Area than the provincial average in 2016. In fact, transfer incomes per capita in the Deer Lake-Cormack Area in 2016 amounted to 163.2% of the Canadian average.

The Deer Lake-Cormack Area also possesses some favourable education levels for the standards of the Northern Peninsula region: of the eight local areas in the region, the Deer Lake-Cormack Area has the highest population share of individuals with an apprenticeship or trades certificate or diploma; the third highest population share of individuals with a university certificate, diploma or degree at the bachelor level or above; the second highest population share of individuals with a college or other non-university certificate or diploma; the highest population share of individuals with postsecondary schooling; and the lowest population share of individuals with no certificate, diploma or degree.

In sum, the Deer Lake-Cormack Area is a region (when compared with other local areas in the Northern Peninsula region) that has a relatively high birth rate; high levels of in-migration and population growth; appealing population characteristics; the lowest reliance on employment insurance and the lowest reliance on total transfer incomes of those eight local areas; high levels of education; and the best labour force statistics in the region. However, the Deer Lake-Cormack Area still has a large gender pay gap and, like all other local areas in the Northern Peninsula region, its statistics look much worse when compared with that of Canada and Newfoundland and Labrador. Even its advantages look like disadvantages when compared with the province: the Deer Lake-Cormack Area has a lower working age population share, a higher elderly population share, a higher age dependency ratio, a lower median income, a higher reliance on transfer payments and a lower self-reliance ratio than Newfoundland and Labrador as a whole.

3.2 Bonne Bay Area (Local Area 70)

Geographical Boundaries: Includes Glenburnie-Birchy Head-Shoal Brook, Norris Point, Rocky Harbour, Sally's Cove, Trout River, Wiltondale-Bonne Bay Big Pond and Woody Point.

Largest Communities (Population 2016): Rocky Harbour (945), Norris Point (670), Trout River (550).

3.2.1 Population

The Bonne Bay Area had the fourth highest population of the eight Local Areas in the Northern Peninsula region in 2016. From Figure 163, between 1996 and 2016, the population of the Bonne Bay Area fell by 16%, from 3,425 individuals in 1996 to 2,880 individuals in 2016. Like the population of other regions in the Northern Peninsula region, the population in the Bonne Bay Area fell in every census period between 1996 and 2016. In 1996, as shown in Figure 164, the

population of males in the region equaled 1,730, while the population of females equaled 1,700. By 2016, the population fell to 1,500 females and 1,375 males in the Bonne Bay Area.

Figure 163: The Bonne Bay Area - Population

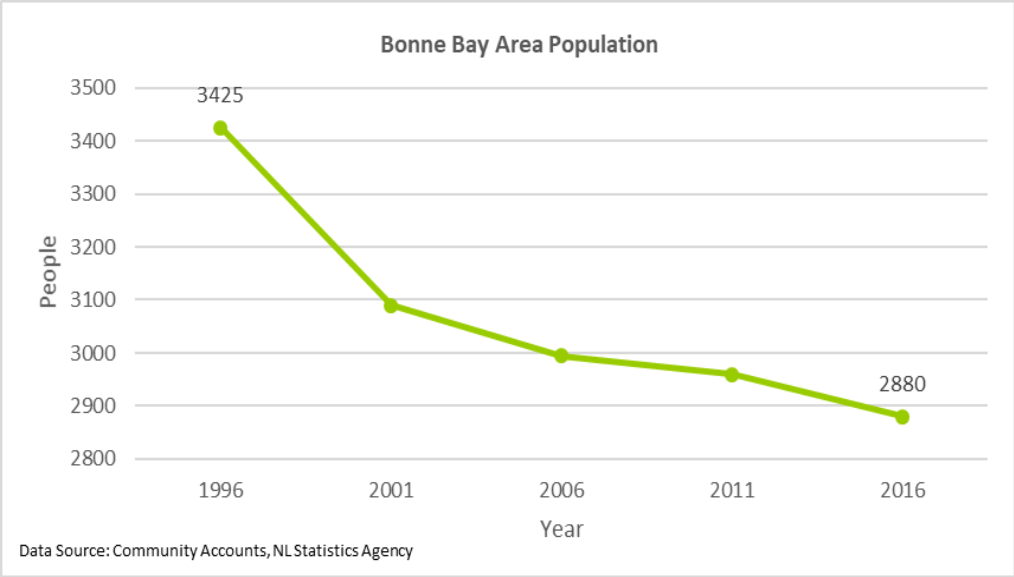
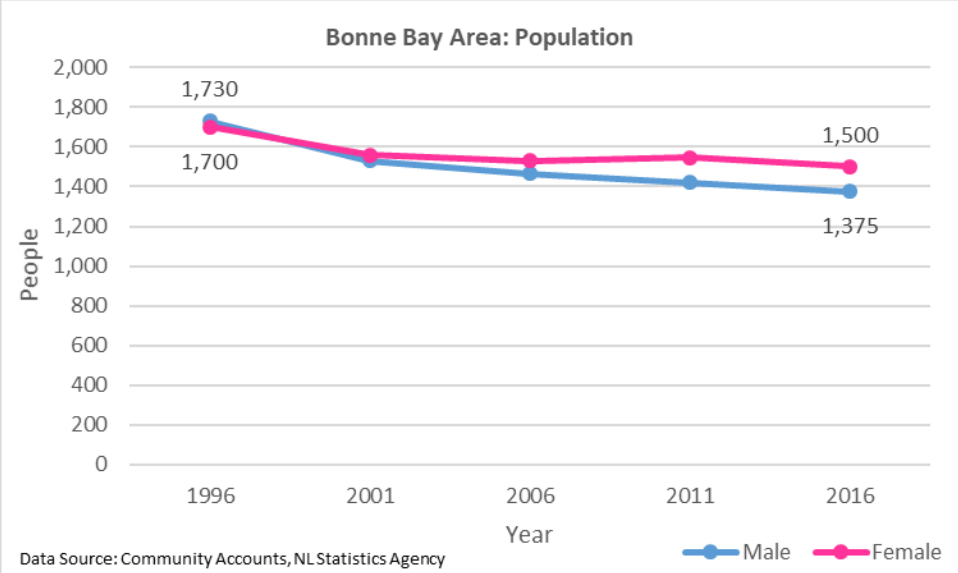


Figure 164: The Bonne Bay Area - Population by Gender

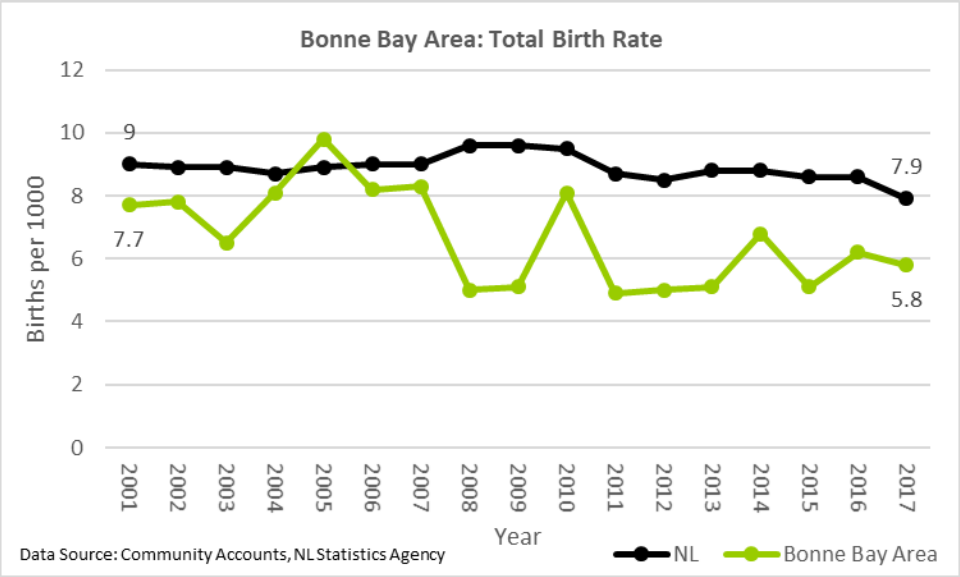


3.2.2 Births

The birth rate in the Bonne Bay Area fell by 1.9 births per 1,000 between 2001 and 2017 and, as illustrated in Figure 165, the birth rate has been below the provincial average since 2006. In 2001, the total birth rate in the Bonne Bay Area was only 1.3 births per 1,000 below that of the province, but the gap increased to 2.1 births per 1,000 below the total birth rate of Newfoundland and Labrador in 2017. Between 2001 and 2017, the total birth rate in the Bonne

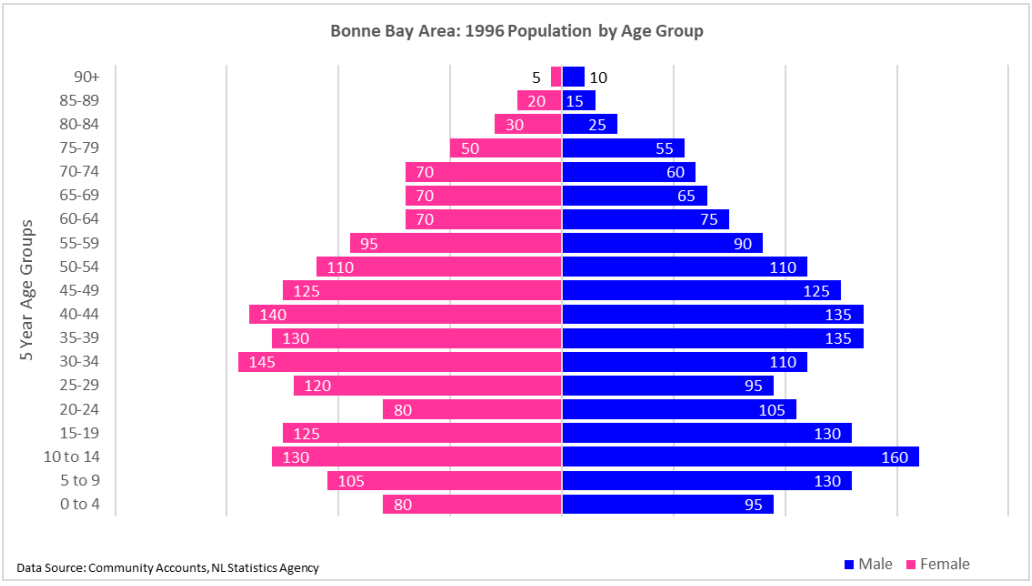
Bay Area decreased by 1.9 births per 1,000 over that period. Unfortunately, data on the total death rate is unavailable for Local Areas.

Figure 165: The Bonne Bay Area - Total Birth Rate



3.2.3 Population by Age Group

Figure 166: The Bonne Bay Area - Population by Age Group 1996



In 1996, as reflected in Figures 166 to 168, the most populated age cohort in the Bonne Bay Area was the 40-to-44-year-old age group (275 people). By 2006, the most populated age cohort in the Bonne Bay Area changed to the 50-to-54-year-old age group (260 people). By 2016, the most populated age cohort in the Bonne Bay Area was the 65-to-69-year-old age

cohort (290 people). Obviously, the population structure of the Bonne Bay Area, like all other local areas in the region, has shifted increasingly toward the older age groups.

Figure 167: The Bonne Bay Area - Population by Age Group 2006

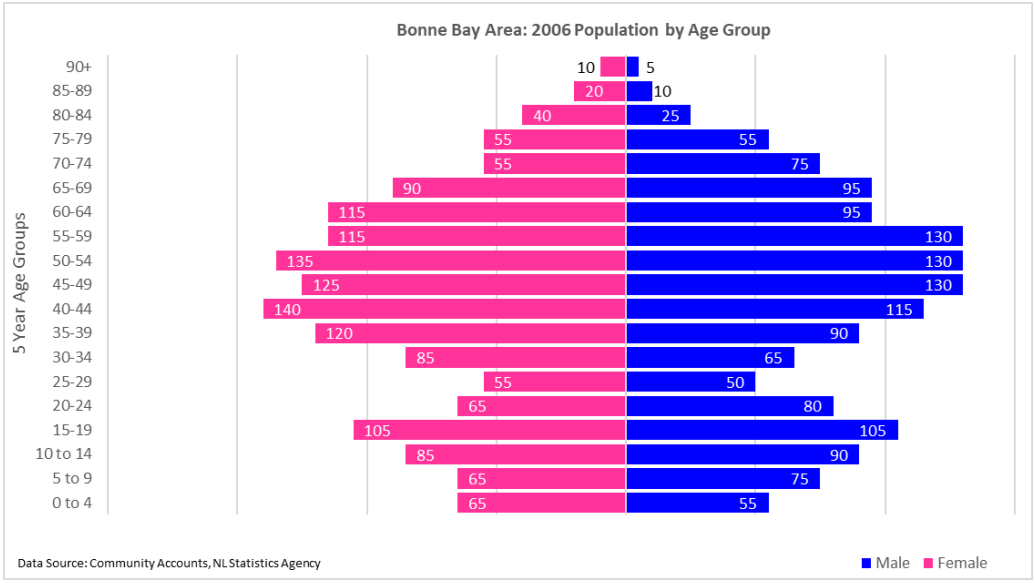
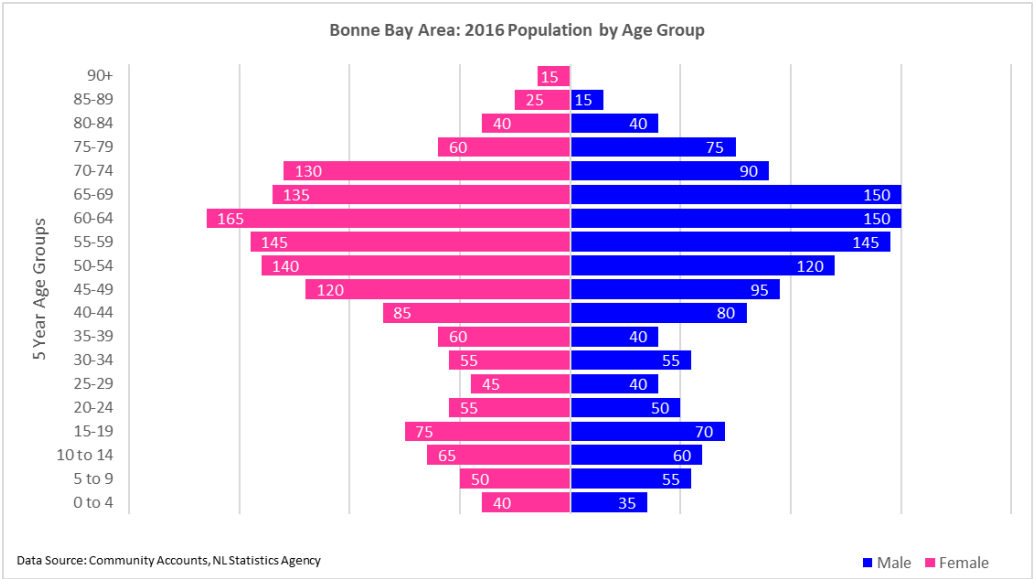


Figure 168: The Bonne Bay Area - Population by Age Group 2016



3.2.4 Population Change

From Figure 169, in 2001, residual net migration and natural change both sat at -10 in the Bonne Bay Area. Likewise, in 2015, the residual net migration and natural change in the Bonne Bay Area both equaled -15. Unlike the Deer Lake-Cormack Area, the residual net migration in the Bonne Bay Area deteriorated by 5 between 2001 and 2015. However, the residual net migration rose from -35 in 2011 to -15 in 2015; but it had not improved enough to reach

positive numbers. Nonetheless, in the Bonne Bay Area, there was population decline in 14 of the 15 years from 2001 to 2015.

Figure 169: The Bonne Bay Area - Population Change

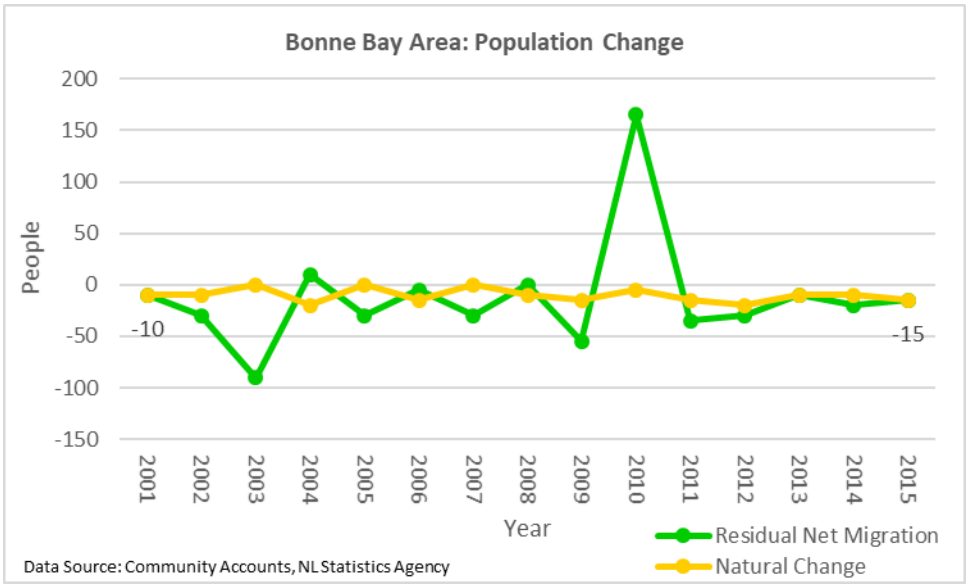
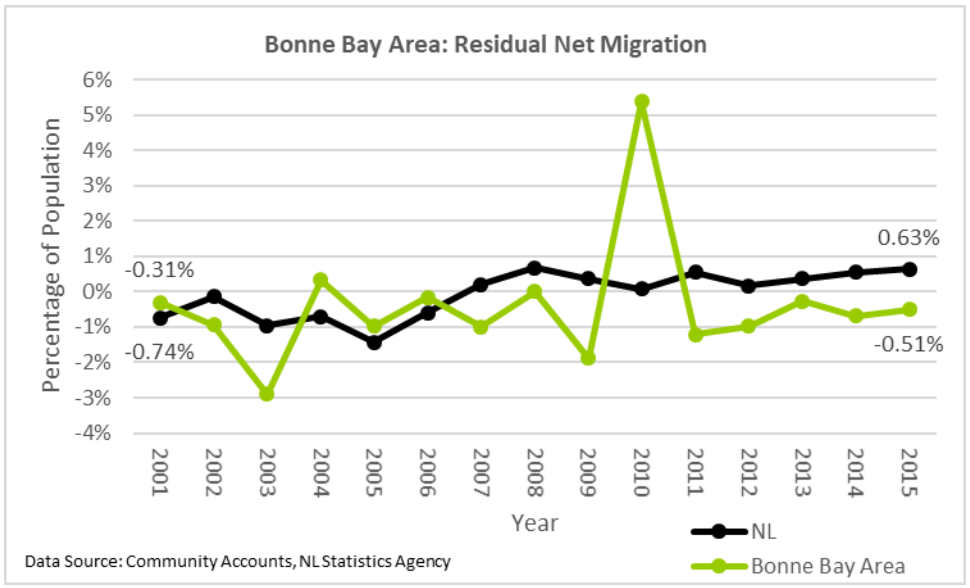
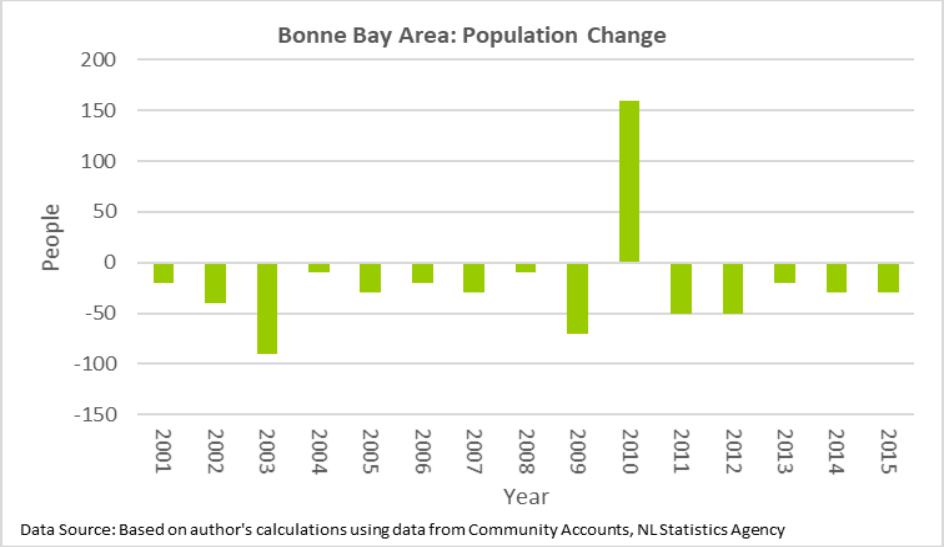


Figure 170: The Bonne Bay Area - Residual Net Migration



In 2001, as indicated in Figure 170, the residual net migration in the Bonne Bay Area, equaling -0.31% of the population, was 0.43% higher than that of Newfoundland and Labrador. Additionally, the residual net migration in the Bonne Bay Area decreased by 0.2 percentage points between 2001 and 2015. In 2015, it was 1.14 percentage points lower than the provincial average. In fact, the residual net migration of the Bonne Bay Area was lower than that of Newfoundland and Labrador from 2011 to 2015 and was negative throughout that period.

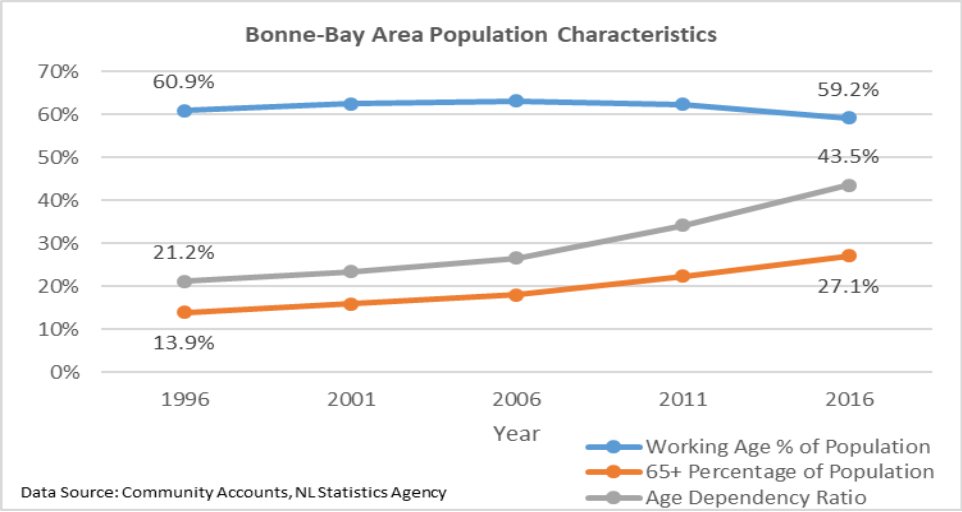
Figure 171: The Bonne Bay Area - Population Change



3.2.5 Population Characteristics

In the Bonne Bay Area, the working age population share fell from 60.9% of the population in 1996 to 59.2% in 2016, which is a decline of 1.7 percentage points (see Figure 172). The elderly population share rose from 13.9% in 1996 to 27.1% in 2016, a net increase of 13.2 percentage points over that period. Finally, the age dependency ratio rose from 21.2% in 1996 to 43.5% in 2016, which is an overall increase of 22.3 percentage points over that twenty-year span.

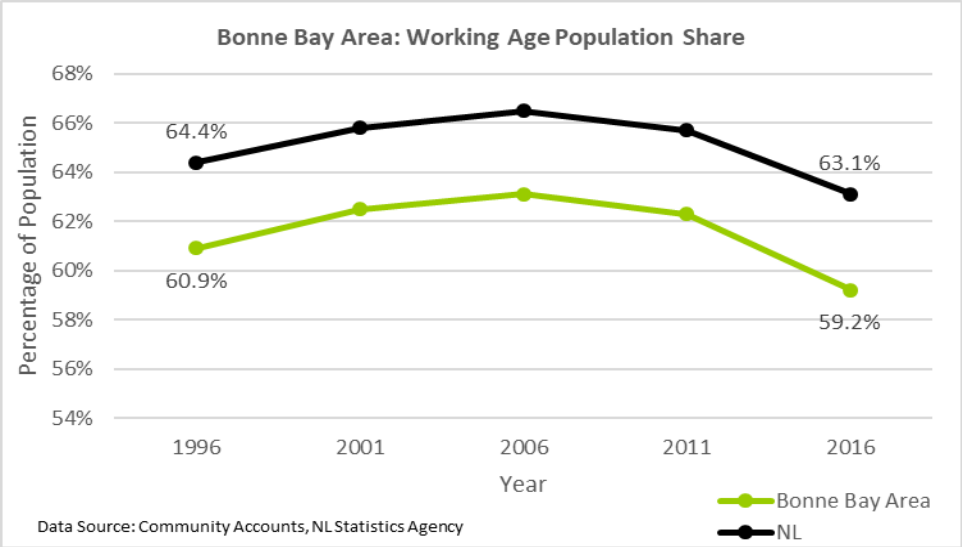
Figure 172: The Bonne Bay Area - Population Characteristics



Similarly, as shown in Figure 173, the working age population share in the Bonne Bay Area has been below that of the province throughout the time period between 1996 and 2016; in 1996, the working age population share of the Bonne Bay Area was 3.5 percentage points lower than

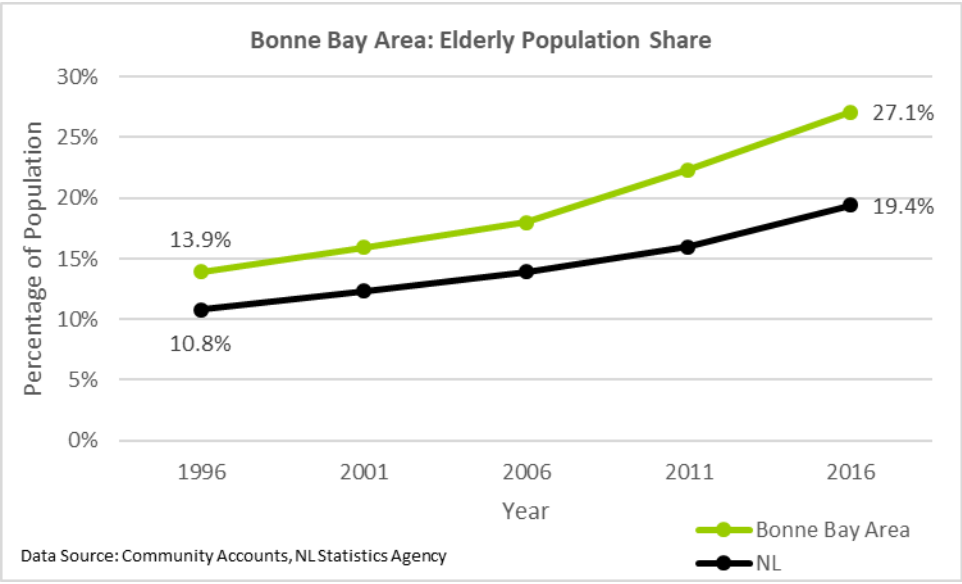
that of Newfoundland and Labrador and in 2016, it was 2.9 percentage points lower than that of the province.

Figure 173: The Bonne Bay Area - Working Age Population Share



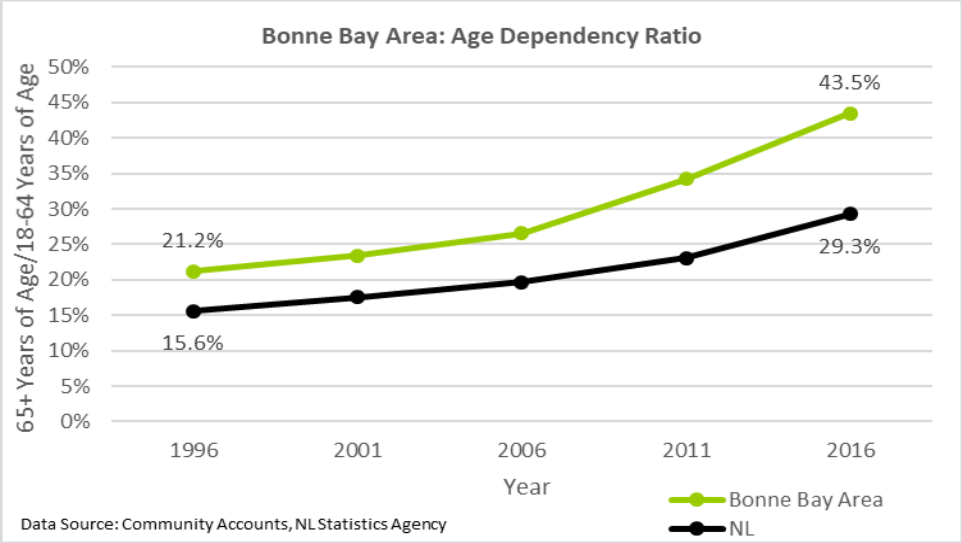
Likewise, from Figure 174, the elderly population share was 3.1 percentage points higher in the Bonne Bay Area than it was in Newfoundland and Labrador in 2001. In 2016, the elderly population share in the Bonne Bay Area was 7.7 percentage points higher than that of the province. The elderly population share in the Bonne Bay Area has been higher than that of the province throughout the twenty-year period between 1996 and 2016 and the gap between the two elderly population shares has widened as the population of the Bonne Bay Area has become increasingly grayer.

Figure 174: The Bonne Bay Area - Elderly Population Share



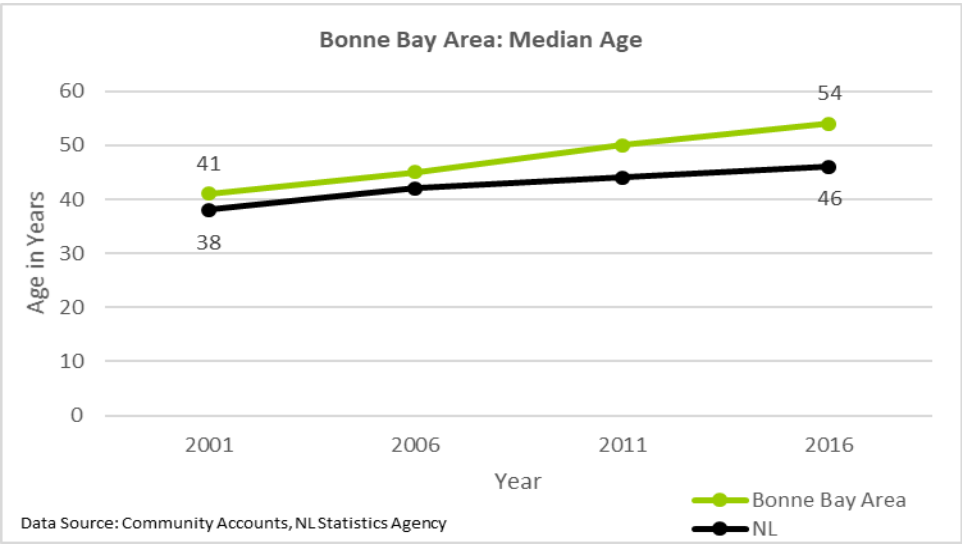
In 1996, the age dependency ratio of the Bonne Bay Area was 5.6 percentage points higher than that of the province (see Figure 175). In 2016, the age dependency ratio of the Bonne Bay Area was 14.2 percentage points higher than that of the province. The age dependency ratio of Bonne Bay Area rose much faster than that of the province and the gap has widened.

Figure 175: The Bonne Bay Area - Age Dependency Ratio



The median age in the Bonne Bay Area, as displayed in Figure 176, was 3 years higher than that of the province in 1996. In 2016, the median age in the Bonne Bay Area was 8 years higher than that of Newfoundland and Labrador. Between 1996 and 2016, the median age in the Bonne Bay Area increased by 13 years over that period. The median age in Bonne Bay Area, which rose from 41 years of age in 2001 to 54 years of age in 2016, increased much faster than that of the province and the gap between the two has widened over that period.

Figure 176: The Bonne Bay Area - Median Age



3.2.6 Labour Force

In 2011, Figure 177 shows that the unemployment rate of the Bonne Bay Area, equaling 34.5% of its labour force, was 19.9 percentage points higher than the unemployment rate of Newfoundland and Labrador. In 2016, the unemployment rate of the Bonne Bay Area, at 37.9% of its labour force, was 22.3 percentage points higher than the provincial unemployment rate. Between 2011 and 2016, the unemployment rate of Bonne Bay Area increased by 3.4 percentage points over that period.

Figure 177: The Bonne Bay Area - Unemployment Rate

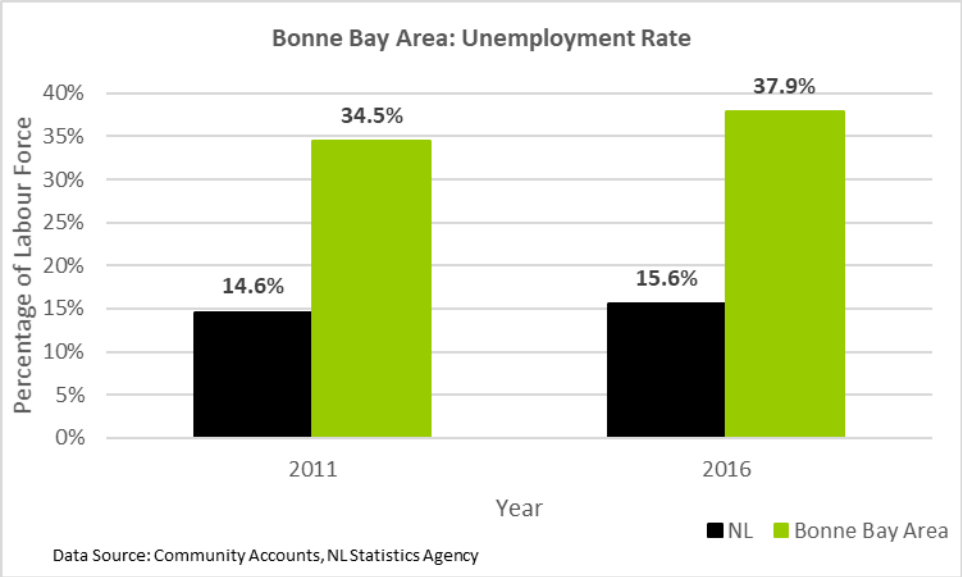


Figure 178 indicates that in 2011, the employment rate in the Bonne Bay Area amounted to 29.9% of its population, which was 20.8 percentage points lower than the employment rate of Newfoundland and Labrador. In 2016, the employment rate of the Bonne Bay Area, at 30.2% of its population, was 19.3 percentage points less than the provincial employment rate. Between 2011 and 2016, the employment rate in the Bonne Bay Area increased by 0.3 percentage points over that period.

In 2011, the participation rate in the Bonne Bay Area equaled 45.9% of its population aged 65 years and older, which was 13.5 percentage points less than the provincial participation rate (see Figure 179). In 2016, the participation rate in the Bonne Bay Area equaled 48.2% of its population aged 15 years and older, which was 10.5 percentage points less than that of Newfoundland and Labrador. Between 2011 and 2016, the participation rate in the Bonne Bay Area increased by 2.3 percentage points.

Figure 178: The Bonne Bay Area - Employment Rate

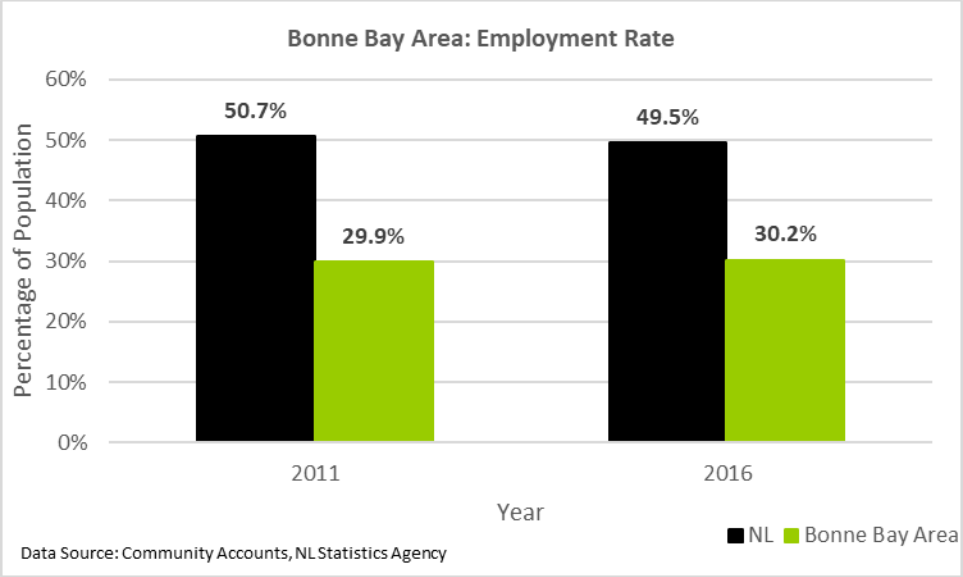
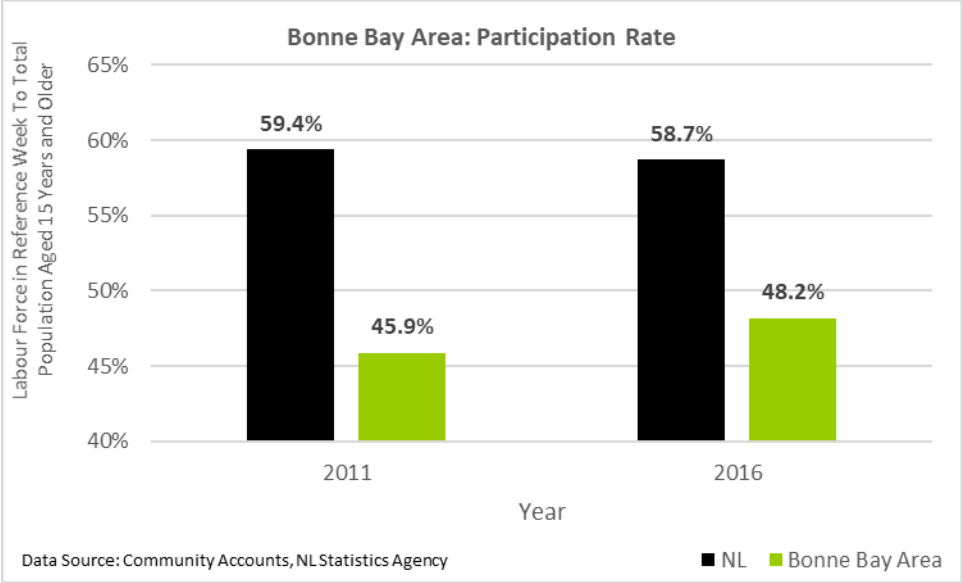


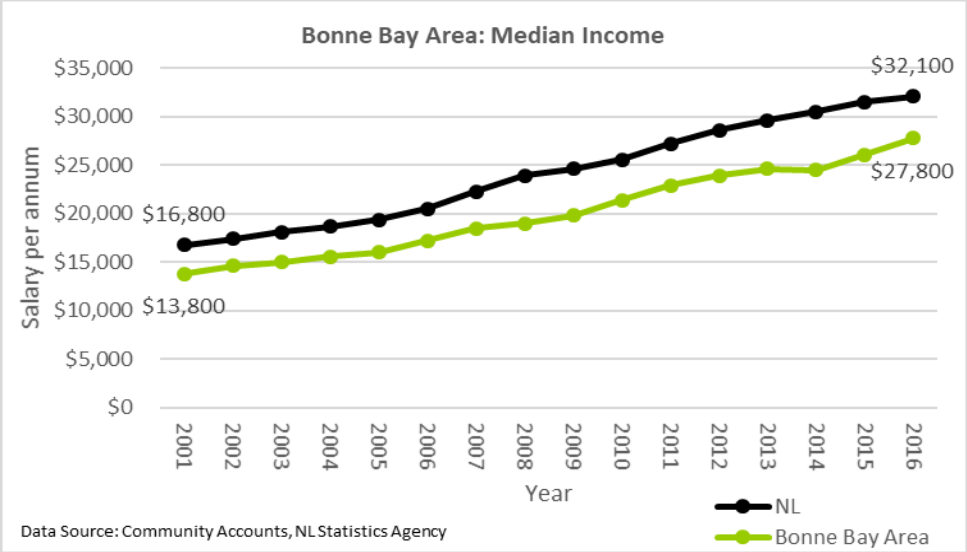
Figure 179: The Bonne Bay Area - Participation Rate



3.2.7 Income

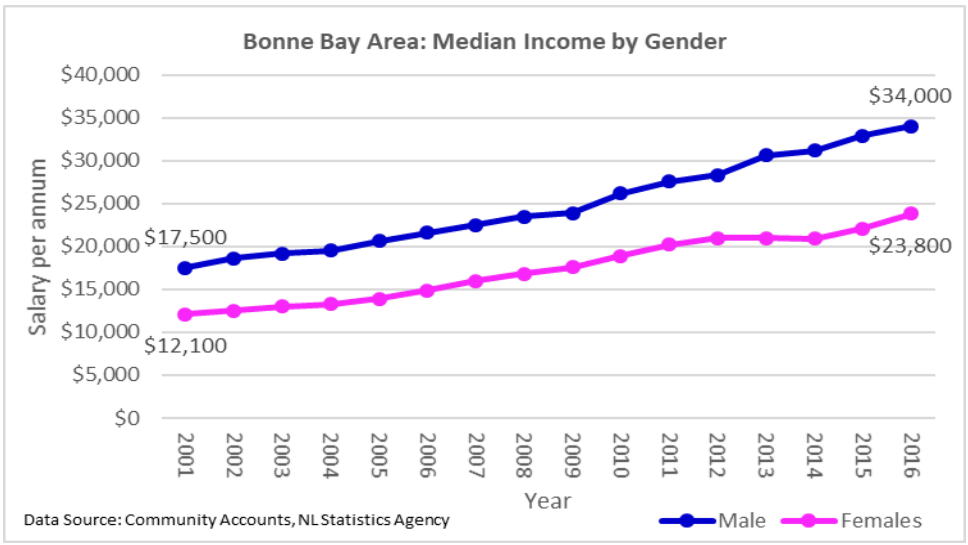
In 2001, as shown in Figure 180, the median income of the Bonne Bay Area, at $13,800, was $3,000 less than the median income of Newfoundland and Labrador. Likewise, the median income of the Bonne Bay Area equaled $27,800, in 2016, but was still $4,300 lower than the provincial median income. Between 2001 and 2016, the Bonne Bay Area's median income increased by $14,000, but it was lower than the median income of Newfoundland and Labrador throughout that period.

Figure 180: The Bonne Bay Area - Median Income



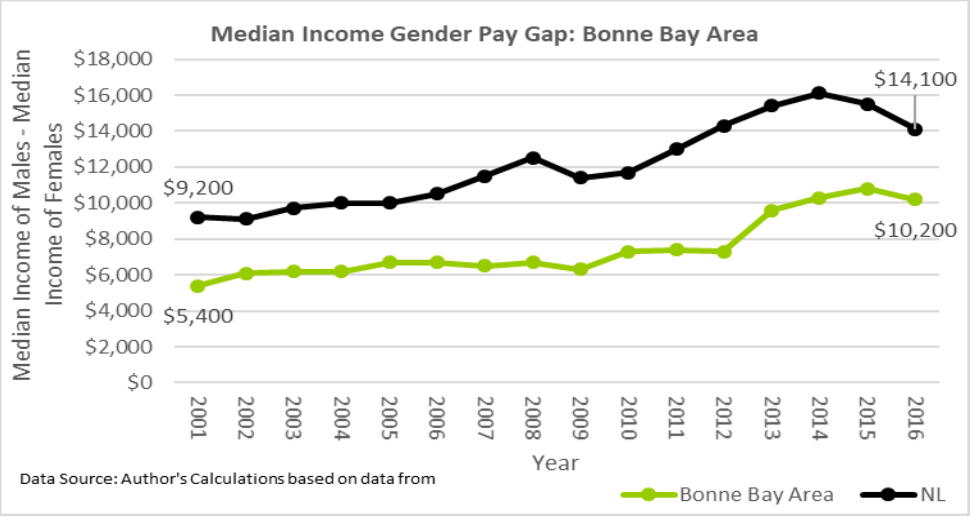
For males, the median income in the Bonne Bay Area equaled $17,500 in 2016, while it equaled $12,100 for females (see Figure 181). The median income of males was $5,400 higher than that of females in 2001.

Figure 181: The Bonne Bay Area - Median Income by Gender



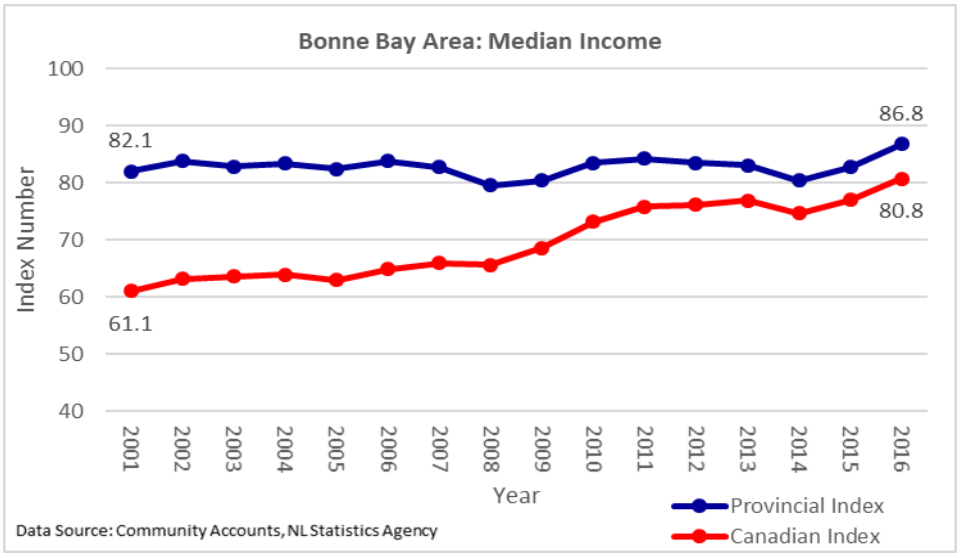
From Figure 182, in 2016, the median income of males, at $34,000, was $10,200 higher than that of females. The median income gender pay gap increased by $4,800 in the Bonne Bay Area between 2001 and 2016. However, between 2001 and 2016, the median income gender pay gap in the Bonne Bay Area was lower than that found provincewide. The median income gender pay gap in the Bonne Bay Area was $3,800 less than that of the province in 2001 and $3,900 less than the median income gender pay gap of Newfoundland and Labrador in 2016.

Figure 182: The Bonne Bay Area - Median Income Gender Pay Gap



As reflected in Figure 183, in 2001, the median income of the Bonne Bay Area equaled 82.1% of the provincial median income and 61.1% of the Canadian median income. In 2016, the median income in the Bonne Bay Area equaled 86.8% of the provincial median income and 80.8% of the Canadian median income. Evidently, the median income in the Bonne Bay Area improved relative to the Canadian and provincial median incomes, but it remained significantly lower than the median incomes of both Canada and Newfoundland and Labrador.

Figure 183: The Bonne Bay Area - Median Income Index



Real disposable income per capita equaled $12,000 (in 2002 dollars) in the Bonne Bay Area in 2001, was $3,000 less than the provincial average (see Figure 184). In 2016, the Bonne Bay Area's real disposable income per capita increased to $19,700 and was $2,900 less than that of Newfoundland and Labrador. Between 2001 and 2016, Bonne Bay Area's real disposable

income per capita was consistently less than the provincial average, yet it increased by $7,700 over that period.

Figure 184: The Bonne Bay Area - Real Disposable Income per Capita

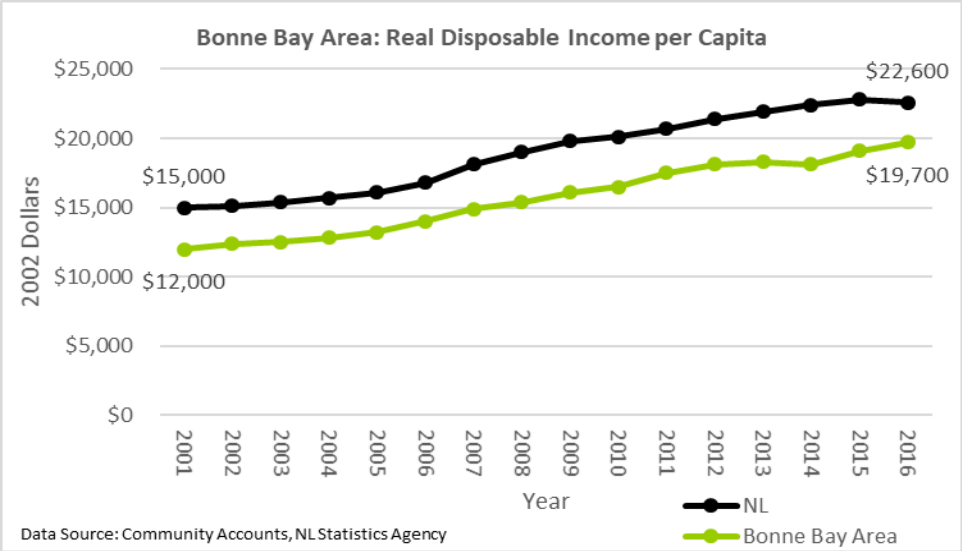
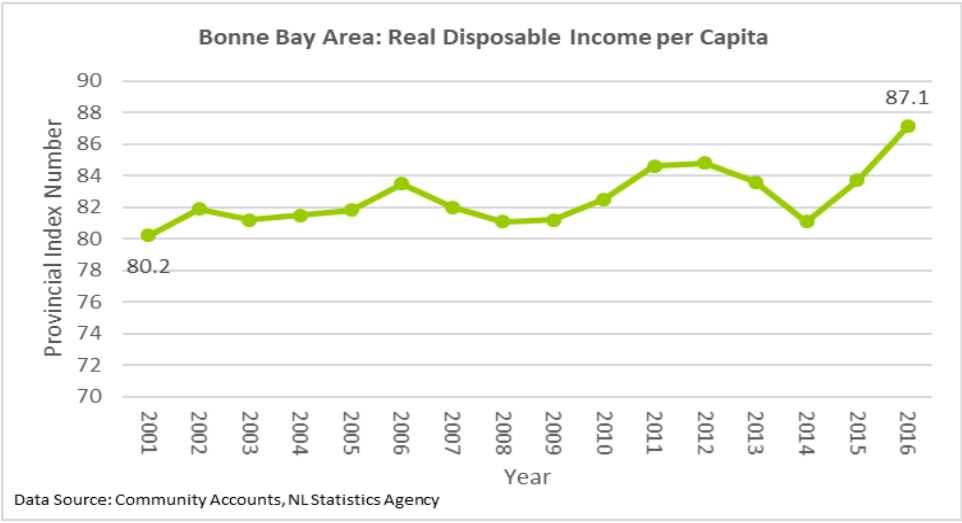


Figure 185 indicates that real disposable income per capita in the Bonne Bay Area equaled 80.2% of the provincial average in 2001 and 87.1% of the provincial level of real disposable income per capita in 2016. In fact, the provincial index of real disposable income per capita in the Bonne Bay Area increased from 81.1 in 2014 to 87.1 in 2016, which represents a substantial increase in just a short period of time. Real disposable income per capita in Bonne Bay Area ameliorated its standing relative to the province between 2001 and 2016, but it remained lower than the provincial average throughout that period.

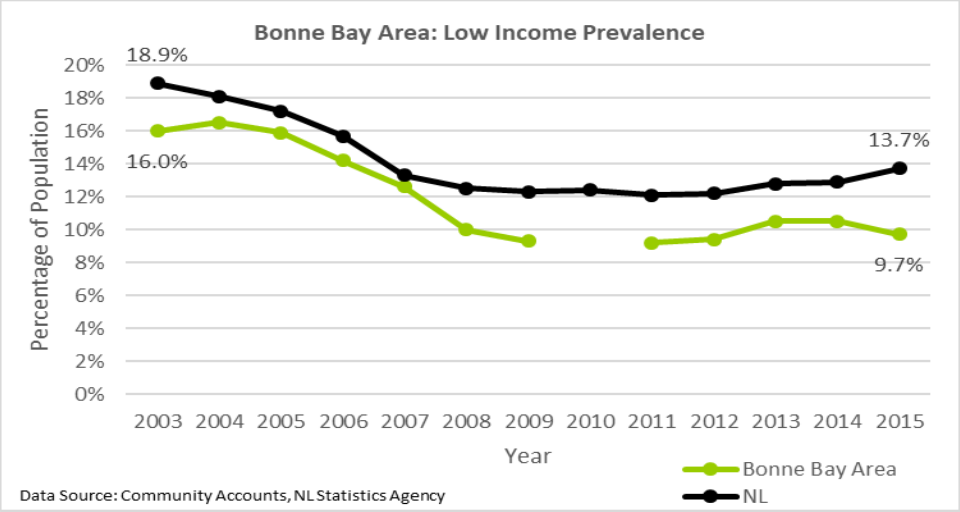
Figure 185: The Bonne Bay Area - Real Disposable Income per Capita



3.2.8 Prevalence of Low Income

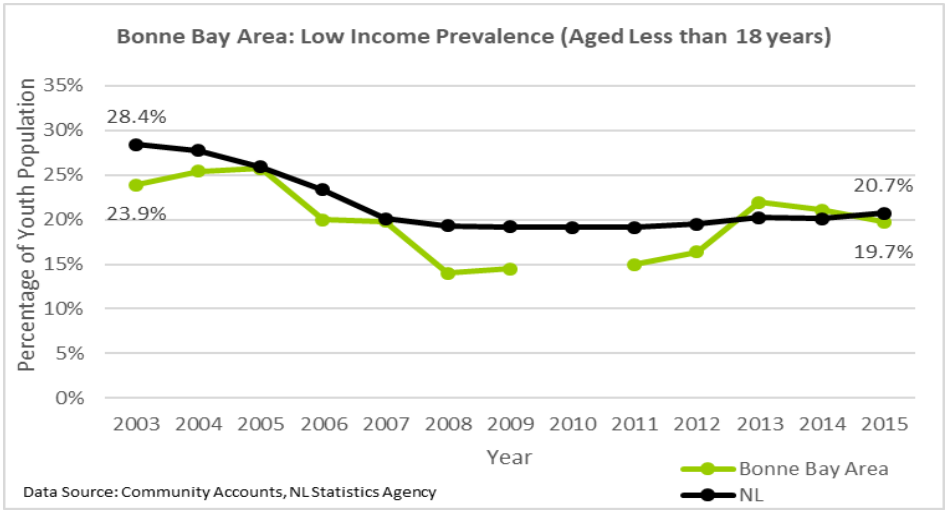
In 2003, Figure 186 shows that the prevalence of low income in the Bonne Bay Area equaled 16% of its population. In 2015, the Bonne Bay Area's prevalence of low income fell to 9.7%. Over that twelve-year period, the prevalence of low income in the Bonne Bay Area fell by 6.3 percentage points, which meant it declined faster than the provincial prevalence of low income did over that period.

Figure 186: The Bonne Bay Area - Low-income prevalence



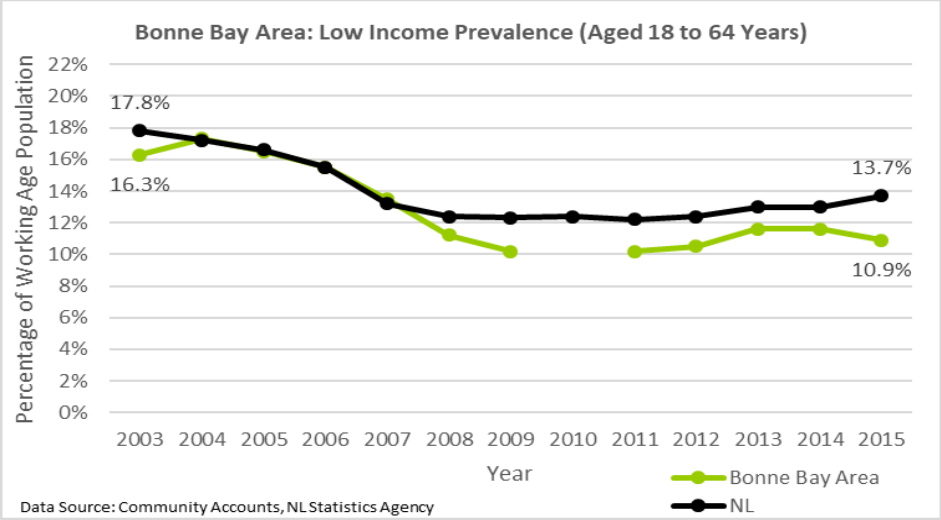
The youth prevalence of low income in the Bonne Bay Area, as indicated in Figure 187, fell from 23.9% of the youth population in 2003 to 19.7% of the youth population in 2015. In 2003, the youth prevalence of low income was 4.5 percentage points lower in the Bonne Bay Area than it was in the province. But, in 2015, the youth prevalence of low income in the Bonne Bay Area was only 1 percentage point lower than that of Newfoundland and Labrador.

Figure 187: The Bonne Bay Area - Youth Low-income prevalence



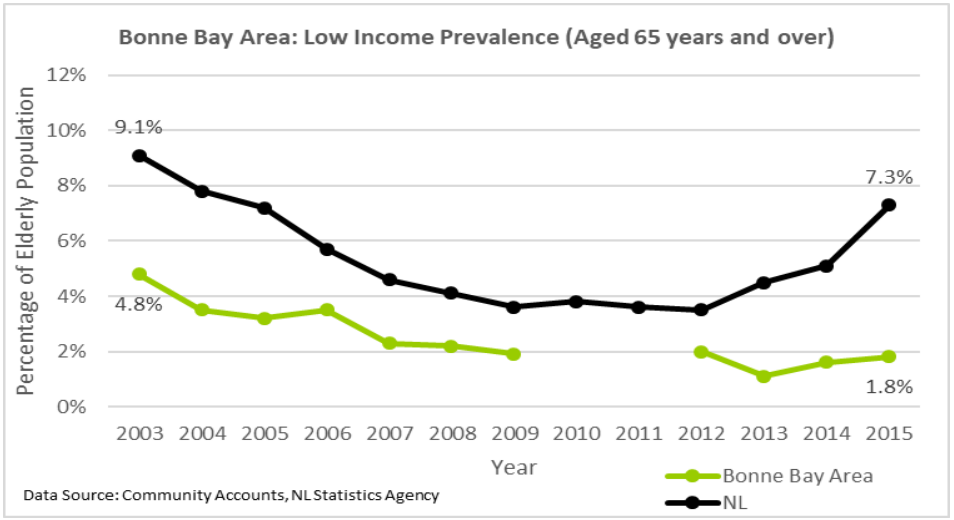
From Figure 188, in 2003, the working age prevalence of low income in the Bonne Bay Area equaled 16.3% of the working age. Similarly, the working age prevalence of low income equaled 10.9% in the Bonne Bay Area in 2015. For working age individuals, the prevalence of low income in the Bonne Bay Area has been lower than that of the province from 2008 to 2015.

Figure 188: The Bonne Bay Area - Working Age Low-income prevalence



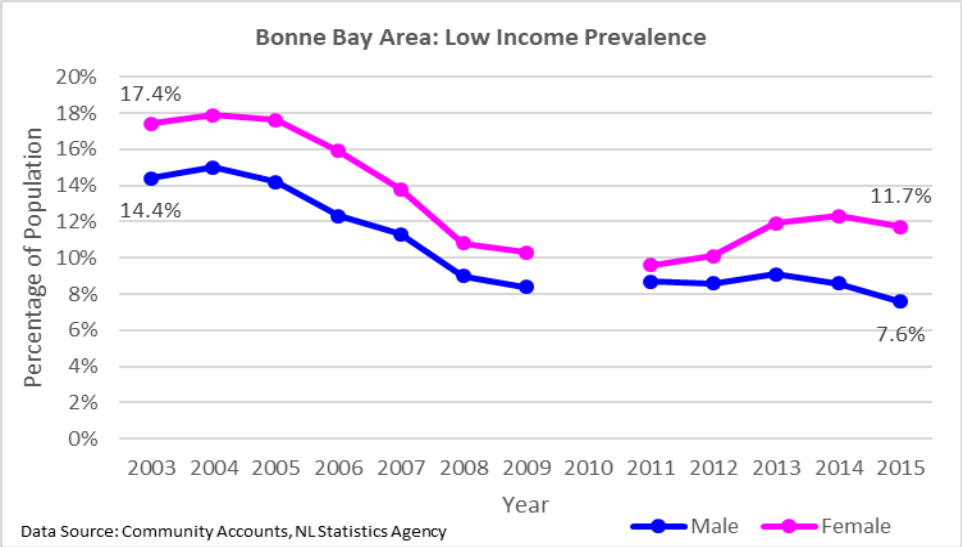
In 2003, the elderly prevalence of low income equaled 4.8% of the elderly population in the Bonne Bay Area (see Figure 189). By 2015, the elderly prevalence of low income in the Bonne Bay Area fell to 1.8% of the elderly population. While the elderly prevalence of low income rose between 2013 and 2015 in the province, it dropped slightly in the Bonne Bay Area. Between 2003 and 2015, the elderly prevalence of low income in Bonne Bay Area fell by 3 percentage.

Figure 189: The Bonne Bay Area - Elderly Low-income prevalence



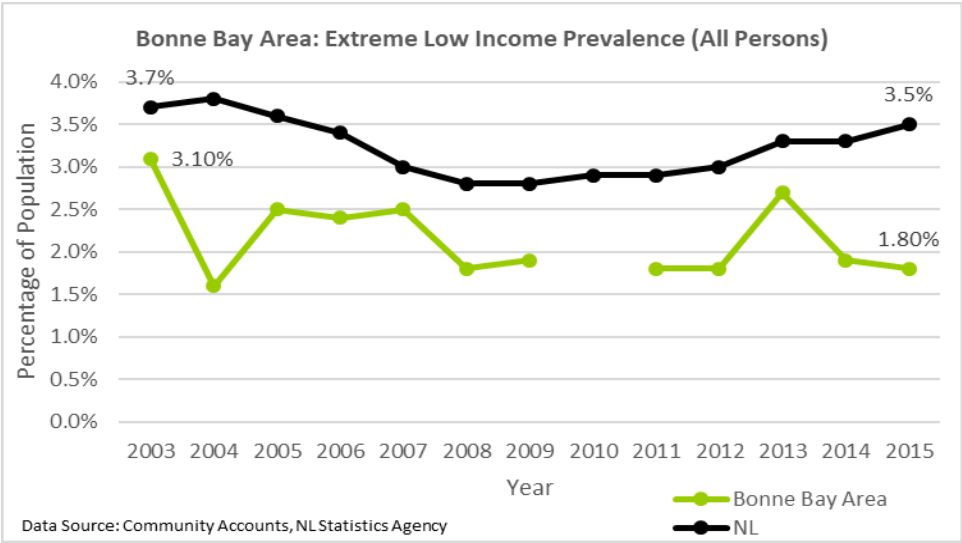
As shown in Figure 190, in the Bonne Bay Area, the prevalence of low income equaled 17.4% for females and 14.4% for males in 2003. In 2015, this fell to 11.7% for females and 7.6% for males. In 2011, the prevalence of low income for men and women were quite similar at 8.7% for males and 9.6% for females. But, between 2011 and 2015, the prevalence of low income rose by 2.1 percentage points for females and dropped by 1.1 percentage points for males.

Figure 190: The Bonne Bay Area - Low-income prevalence by Gender



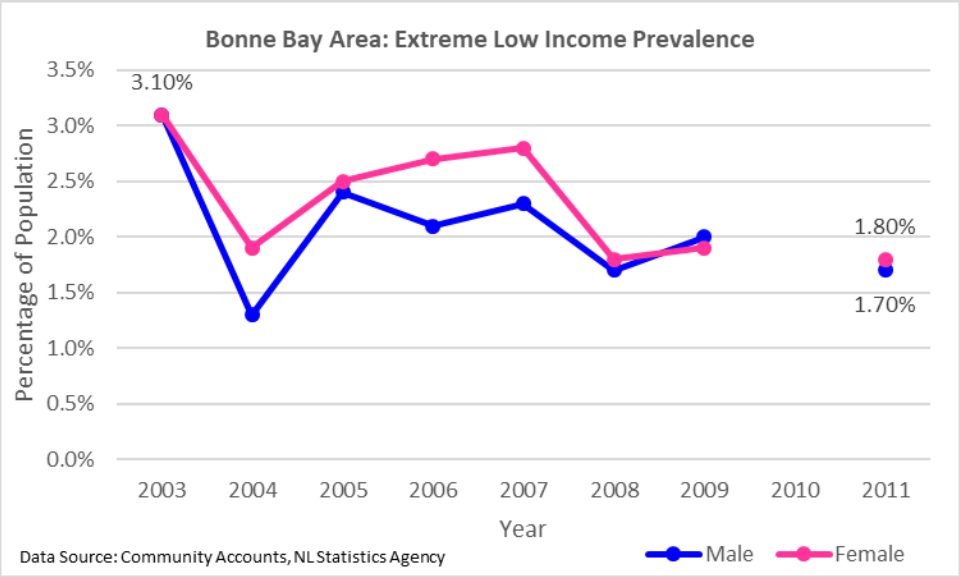
In 2003, the prevalence of extreme low income in the Bonne Bay Area, as indicated in Figure 191, equaled 3.1%. In 2015, 1.8% of the Bonne Bay Area's population resided in extreme low income. Throughout the twelve-year period between 2003 and 2015, the prevalence of extreme low income in Bonne Bay Area was considerably less than that of the province and fell by 1.3 percentage points over that period.

Figure 191: The Bonne Bay Area - Extreme Low-income prevalence



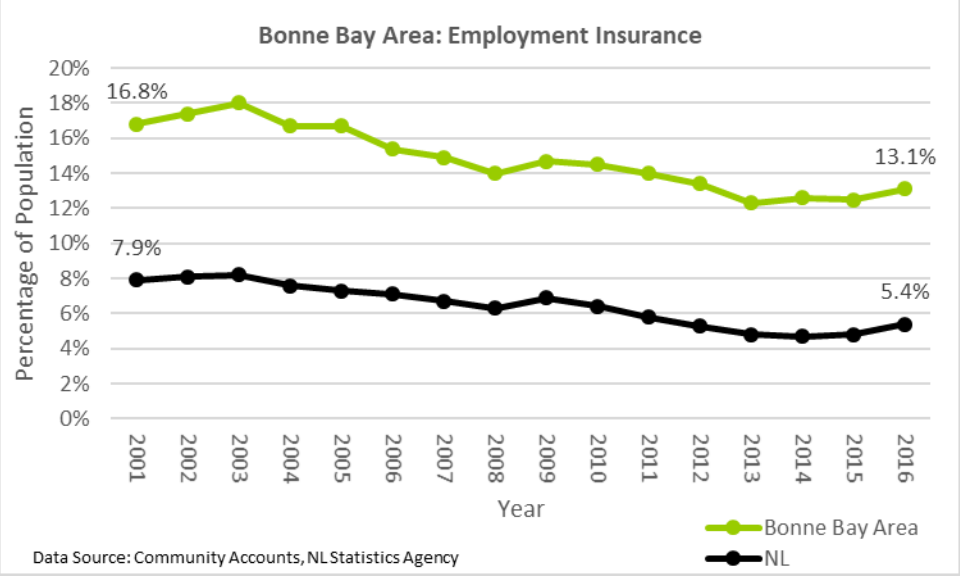
From Figure 192, the prevalence of extreme low income in the Bonne Bay Area equaled 3.1% for both genders in 2003. In 2015, the prevalence of extreme low income equaled 1.8% for females and 1.7% for females in the Bonne Bay Area. The prevalence of extreme low income of females was higher than that of males, the prevalence of extreme low income for both genders were similar from 2008 to 2011.

Figure 192: The Bonne Bay Area - Extreme Low-income prevalence by Gender



3.2.9 Transfer Payments

Figure 193: The Bonne Bay Area - Employment Insurance's Contribution of Total Income

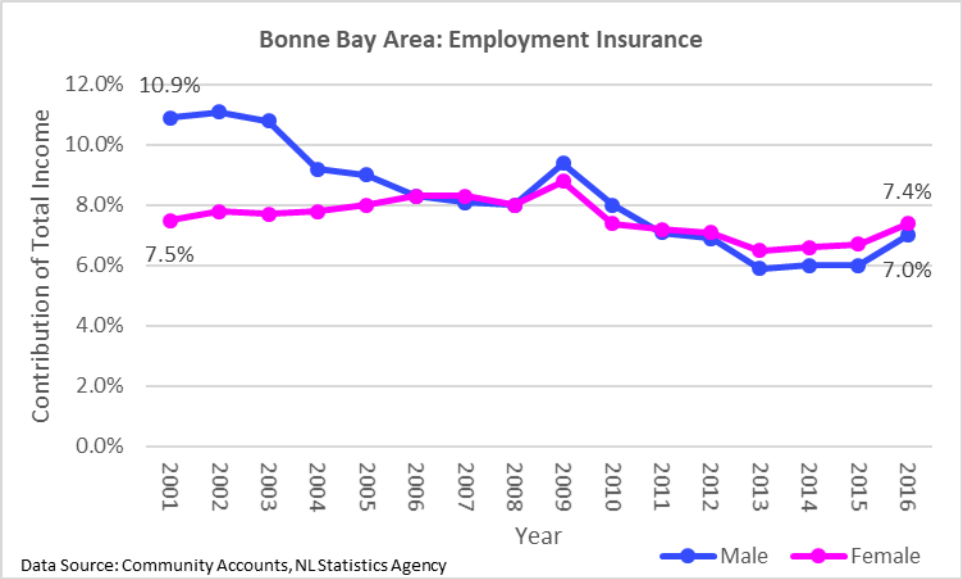


In 2001, as indicated in Figure 193, employment insurance's share of total income was 16.8% in the Bonne Bay Area, which was 8.9 percentage points higher than the provincial average. In

2016, employment insurance's share 13.1% in the Bonne Bay Area, which was 7.7 percentage points higher than that of Newfoundland and Labrador. Overall, employment insurance's share of total income in the Bonne Bay Area fell, as it did in Newfoundland and Labrador.

From Figure 194, in 2001, employment insurance's share of total income equaled 10.9% for males and 7.5% for females in the Bonne Bay Area. In 2016, employment insurance's share of total income in the Bonne Bay Area equaled 7.4% for females and 7% for males. While employment's share of total income dropped 0.1 percentage points among females in the Bonne Bay Area between 2001 and 2016, that share for males fell by 3.9 percentage points.

Figure 194: The Bonne Bay Area - Employment Insurance's Contribution of Total Income by Gender



From 2001 to 2016, the number of males receiving employment insurance fell from 570 individuals in 2001 to 540 individuals in 2016, while the number of females receiving employment insurance increased from 410 individuals in 2001 to 450 individuals in 2016 (see Figure 195). In 2001, there were 160 more males receiving employment insurance than females in the region, but there were only 90 more males receiving employment insurance in 2016. The gap between males and females in terms of the number of individuals receiving employment insurance in the Bonne Bay Area closed between 2001 and 2016.

In 2001, as shown in Figure 196, the Canada Pension Plan's contribution of total income equaled 4.9% in the Bonne Bay Area and stood was 0.8 percentage points higher than the provincial average. By 2016, the Canada Pension Plan's share of total income in the Bonne Bay Area increased by 1.6 percentage points and equaled 6.5% of total income, which was 1.8 percentage points higher than the provincial average. Between 2001 and 2016, the Canada Pension Plan's share of total income rose in both the Bonne Bay Area and Newfoundland and Labrador, but that share in the Bonne Bay Area rose faster than the provincial average.

Figure 195: The Bonne Bay Area - Number Receiving Employment Insurance

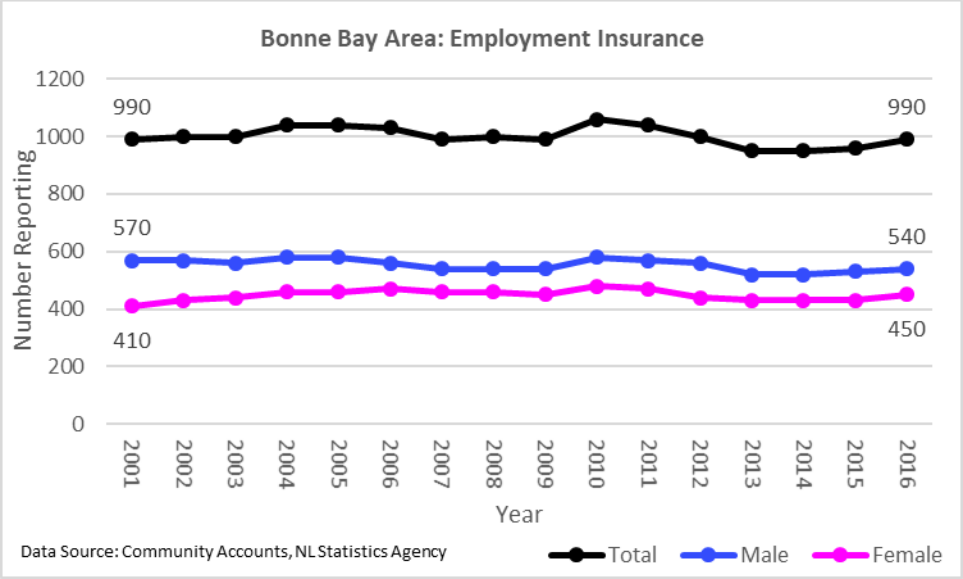
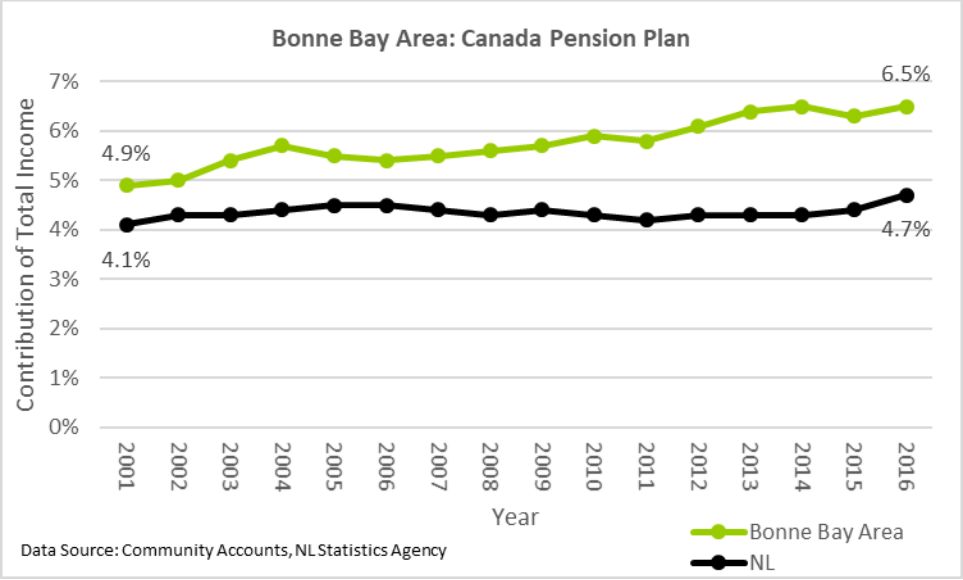
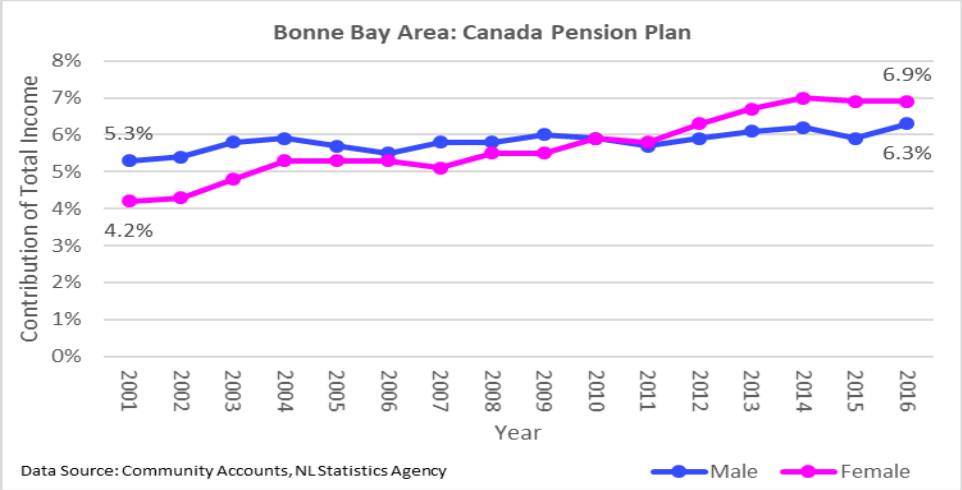


Figure 196: The Bonne Bay Area - Canada Pension Plan's Contribution of Total Income



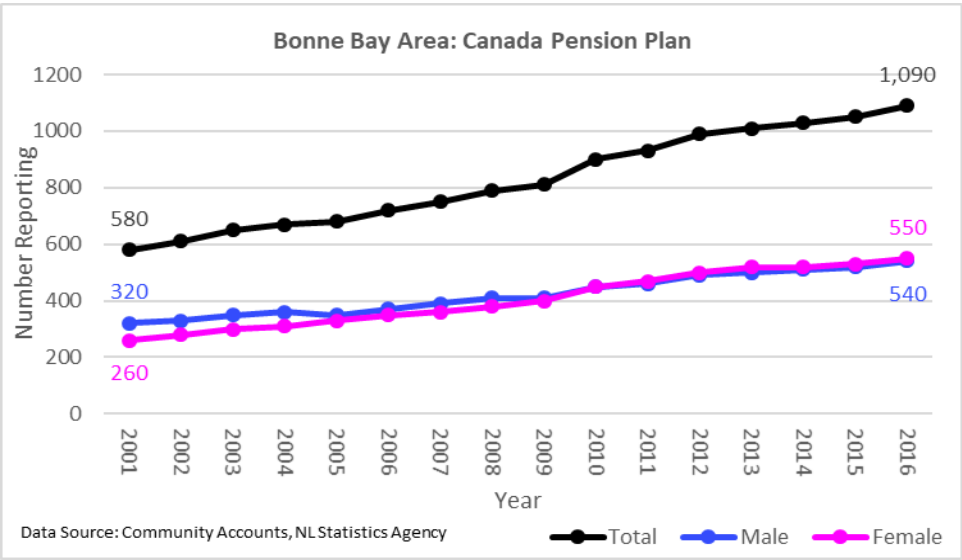
In 2001, the Canada Pension Plan's share of total income, as illustrated in Figure 197, equaled 5.3% for males and 4.2% for females in the Bonne Bay Area. In 2016, the Canada Pension Plan's share of total income in the Bonne Bay Area equaled 6.9% for females and 6.3% for males. From 2001 to 2016, while the Canada Pension Plan's share of total income rose by 1 percentage point for males in Bonne Bay Area, it increased by 2.7 percentage points among females.

Figure 197: The Bonne Bay Area - Canada Pension Plan's Contribution of Total Income by Gender



In Bonne Bay Area, the total number of people receiving the Canada Pension Plan rose by 510 individuals from 2001 to 2016 (see Figure 198). Both genders saw an increase in the number receiving the Canada Pension Plan from 2001 to 2016: the number of women receiving rose by 290 individuals, while the number of men increased by 220 individuals. In 2001, there were 60 more men receiving the Canada Pension Plan than women in the Bonne Bay Area. Both genders were similar in 2016.

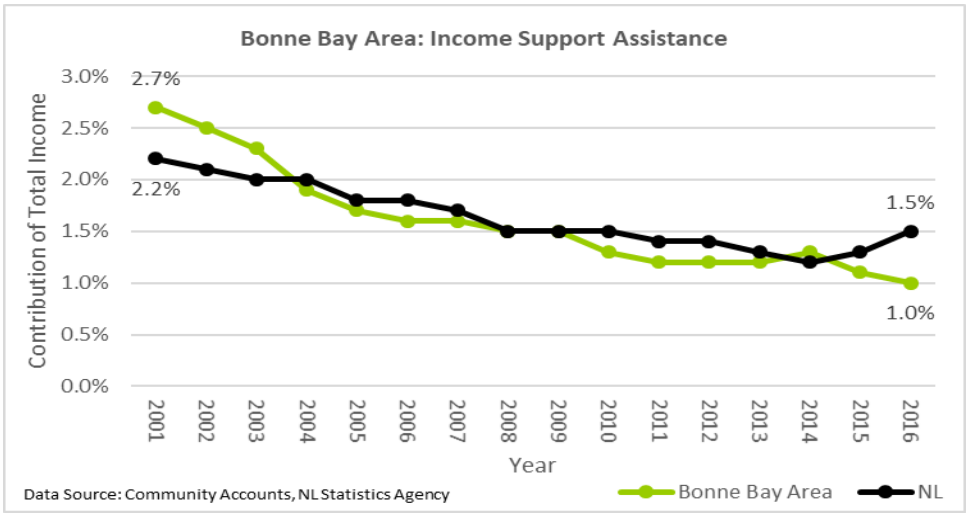
Figure 198: The Bonne Bay Area - Number Reporting for the Canada Pension Plan



In 2001, as shown in Table 199, income support assistance's share of total income equaled 2.7% in the Bonne Bay Area and was 0.5 percentage points higher than that of the province. However, in 2016, income support assistance's share of total income in the Bonne Bay Area was 0.5 percentage points lower than the provincial average, equaling 1% of total income. Over the

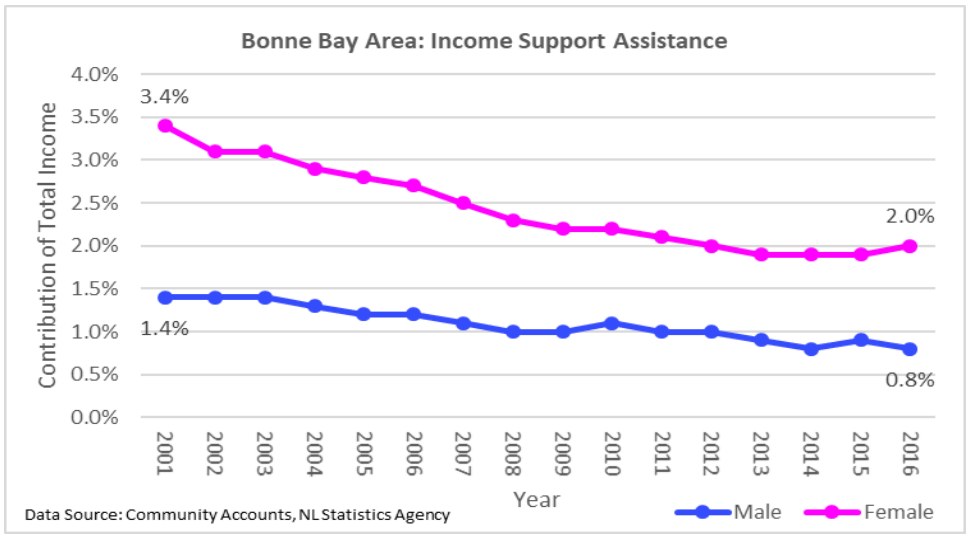
fifteen-year period between 2001 and 2015, income support assistance's share of total income fell by 1.7 percentage points in the Bonne Bay Area.

Figure 199: The Bonne Bay Area - Income Support Assistance's Contribution of Total Income



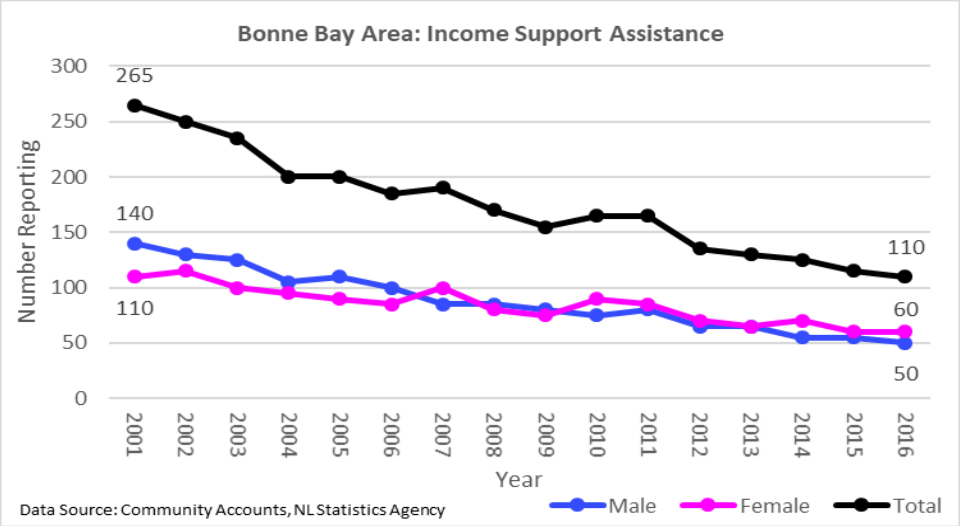
Income support assistance's share of total income in 2001 equaled 3.4% for females and 1.4% for males in the Bonne Bay Area (see Figure 200). In 2016, income support assistance's share of total income equaled 2% for females and 0.8% for males in the Bonne Bay Area: income support assistance's share of total income was 1.2 percentage points higher for females than males in the region. Between 2001 and 2016, income support assistance's share of total income fell by 1.2 percentage points for females and 0.6 percentage points for males in the Bonne Bay Area. While income support assistance's share of total income fell for both genders between 2001 and 2016, there remains a sizeable gap between the two genders.

Figure 200: The Bonne Bay Area - Income Support Assistance's Contribution of Total Income by Gender



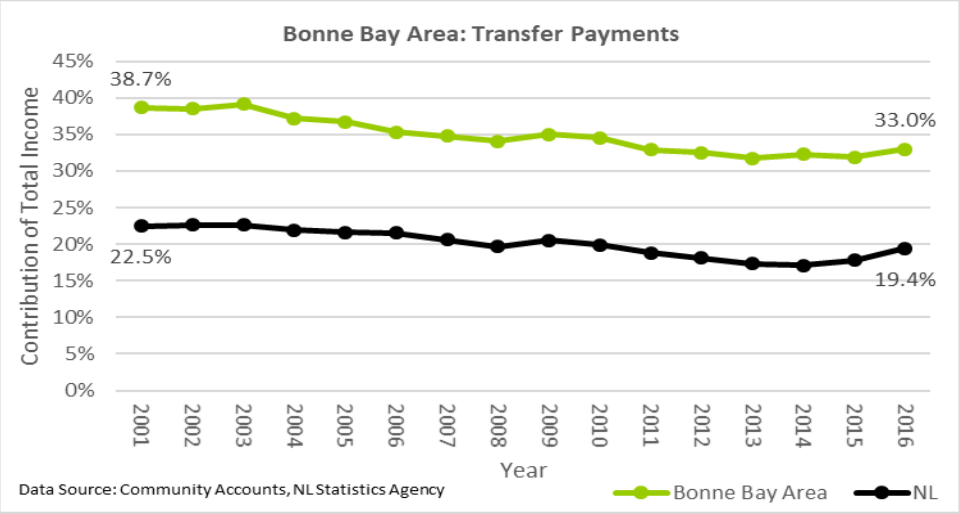
Between 2001 and 2016, the number of people receiving income support assistance in the Bonne Bay Area, as shown in Figure 201, fell by 155 individuals, from 265 individuals in 2001 to 110 individuals in 2016. In 2001, 140 men and 110 women received income support assistance. In 2016, there were 60 females and 50 men receiving income support assistance in the region.

Figure 201: The Bonne Bay Area - Number Reporting for Income Support Assistance



From Figure 202, the Bonne Bay Area's transfer payments' share of total income decreased from 38.7% in 2001 to 33% in 2016, which were 16.2 and 13.6 percentage points higher than that of Newfoundland and Labrador in 2001 and 2016, respectively. Transfer payments' share of total income was significantly higher in the Bonne Bay Area than it was in Newfoundland and Labrador throughout the time span between 2001 and 2016.

Figure 202: The Bonne Bay Area - Transfer Payments' Contribution of Total Income



Transfer payments' share of total income equaled 43.3% for females and 35.6% for males in the Bonne Bay Area in 2001 (see Figure 203). In 2016, transfer payments' share equaled 38.1% for females and 29.4% for males. Between 2001 and 2016, transfer payments' share fell by 5.2 percentage points for women and 6.2 percentage points for men in the Bonne Bay Area.

Figure 203: The Bonne Bay Area - Transfer Payments' Contribution of Total Income by Gender

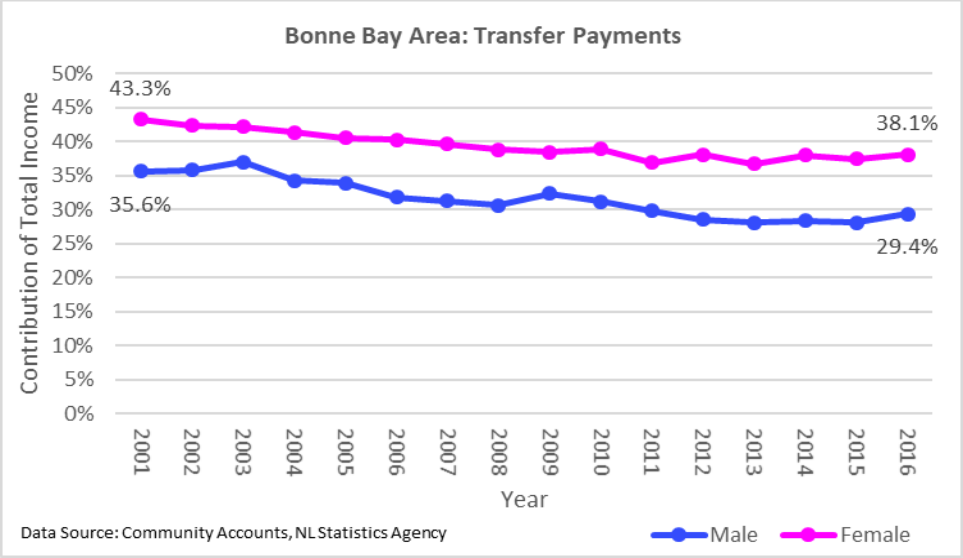
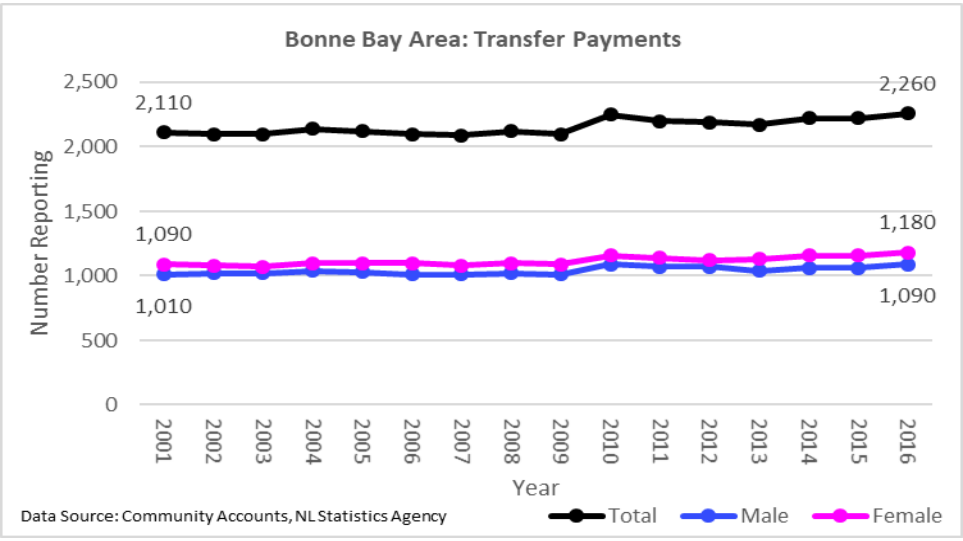


Figure 204 shows that in 2001, there were 1,090 females and 1,010 men receiving transfer payments in the Bonne Bay. In 2016, this increased to 1,180 women and 1,090 men. The gap between the two genders has remained steady throughout the fifteen-year period 2001 to 2016. Overall, 2,110 individuals received transfer payments in the Bonne Bay Area in 2001 and that number increased to 2,260 individuals by 2016.

Figure 204: The Bonne Bay Area - Number Reporting for Transfer Payments



In 2001, as illustrated in Figure 205, transfer incomes per capita in Bonne Bay Area equaled 191.9% of the Canadian level of transfer incomes per capita and 131% of the provincial level of transfer incomes per capita. In 2016, transfer incomes per capita in Bonne Bay Area amounted to 203.8% of transfer incomes per capita in Canada and 141.1% of transfer incomes per capita in Newfoundland and Labrador. Bonne Bay Area was substantially more reliant on transfer payments than either Canada or Newfoundland and Labrador between 2001 and 2016.

In 2001, 61.3% of all income flowing into the Bonne Bay Area came from market sources as 38.7% of the region's income originated from government transfers (see Figure 206). In 2016, 67% of all income flowing into the Bonne Bay Area originated from market sources.

Figure 205: The Bonne Bay Area - Transfer Income per Capita Index

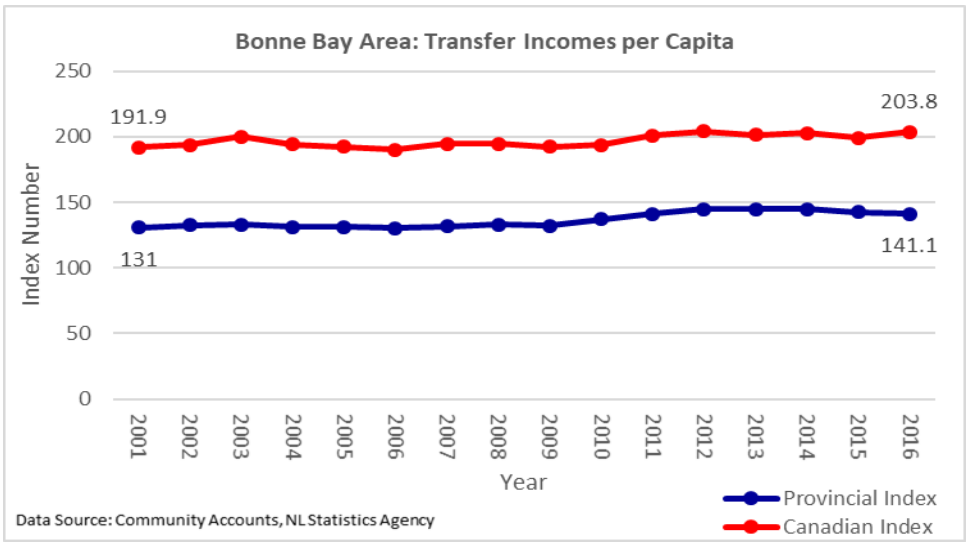
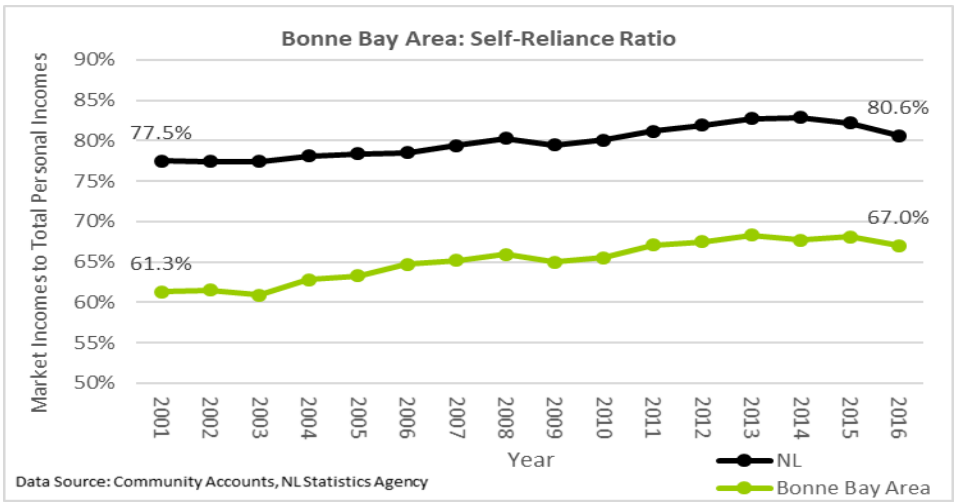


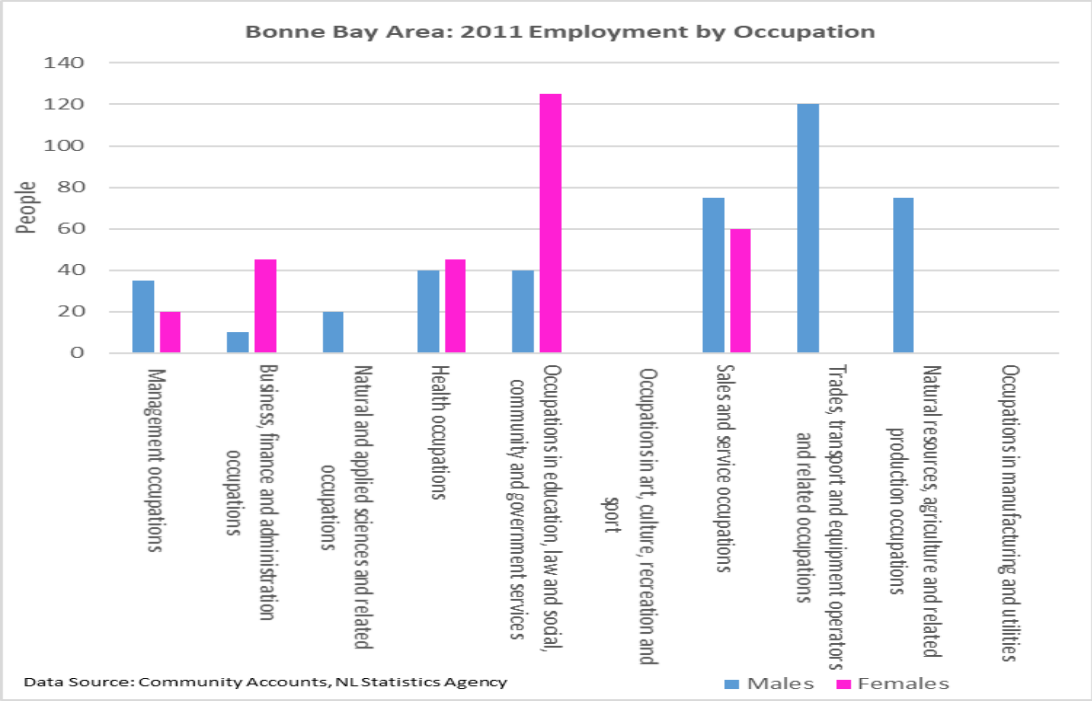
Figure 206: The Bonne Bay Area - Self-Reliance Ratio



3.2.10 Employment Classification

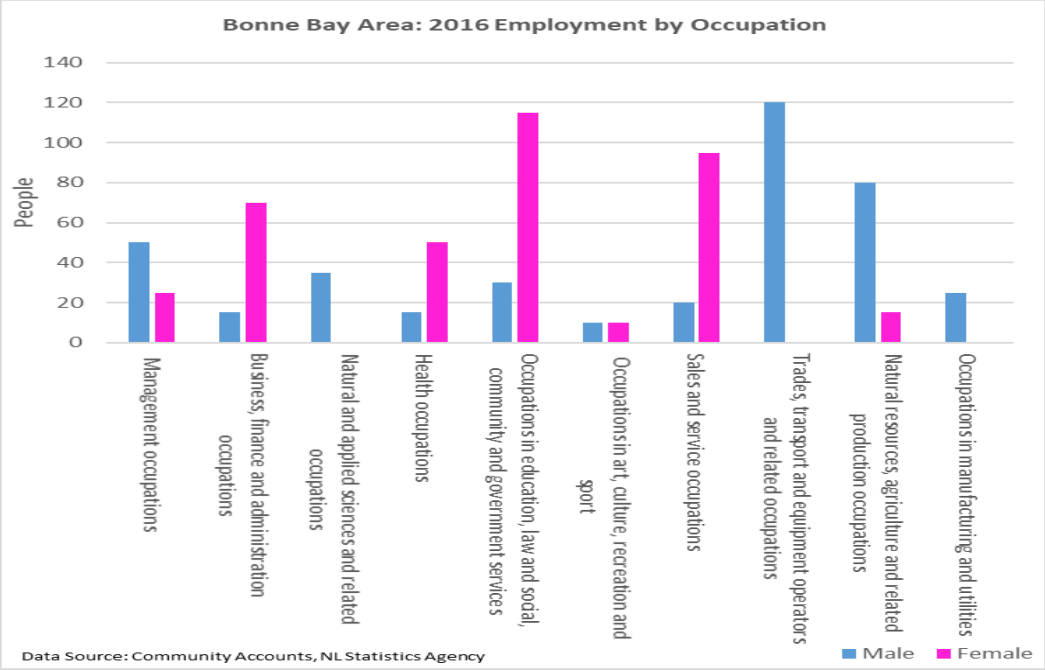
From Figure 207, in 2011, the leading employer of men in the Bonne Bay Area was trades, transport and equipment operators and related occupations with 120 male workers in that occupation category. The next closest categories were natural resources, agriculture and related production occupations and sales and service occupations. Similarly, the leading occupation category in terms of female employment in the Bonne Bay Area was occupations in education, law and social, community and government services, which had 125 female workers and sales and service occupations finished as a distant second with 65 fewer female workers.

Figure 207: The Bonne Bay Area - Employment by Occupation 2011



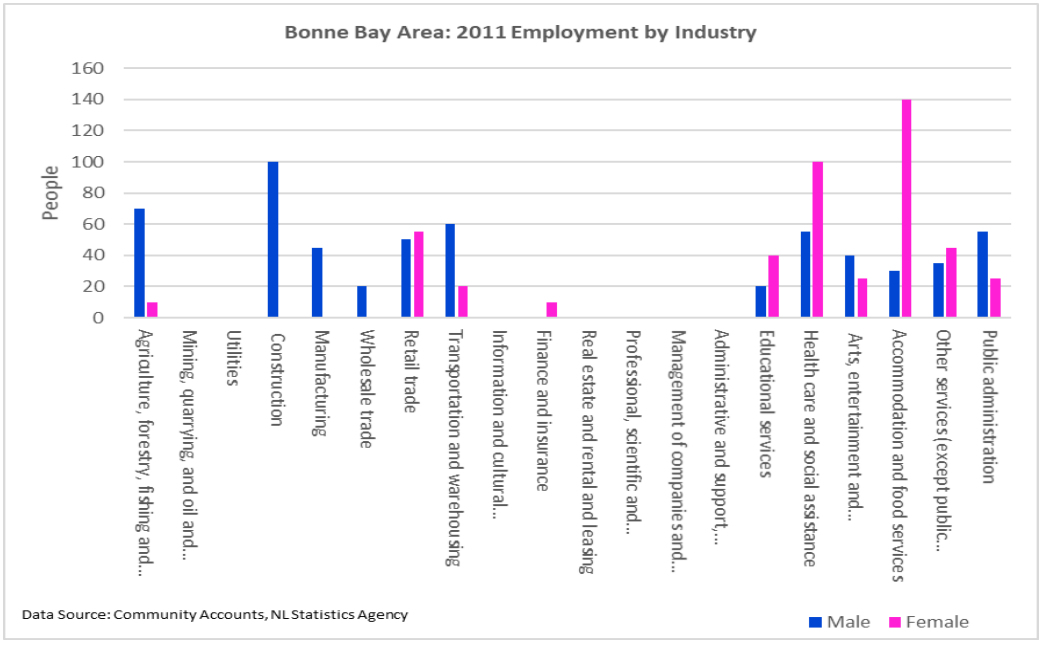
In 2016, the leading employer of men in the Bonne Bay Area was trades, transport and equipment operators and related occupations with 120 male workers (see Figure 208). In second place was natural resources, agriculture, and related production occupations with 40 fewer male workers. In terms of female employment, occupations in education, law and social, community and government services led the way with 115 women. In second place was sales and service occupations with 20 fewer female workers.

Figure 208: The Bonne Bay Area - Employment by Occupation 2016



As reflected in in Figure 209, the leading industry in terms of male employment in the Bonne Bay Area was construction with 100 male workers. The next closest industry, agriculture, forestry, fishing, and hunting held 30 fewer male workers. The leading industry in terms of female employment in Bonne Bay Area was accommodation and food services, with 140 female workers as health care and social assistance finished in second place with 40 fewer females.

Figure 209: The Bonne Bay Area - Employment by Industry 2011



In 2016, the industry that led the way in terms of male employment in Bonne Bay Area, as indicated in Figure 210, was construction, with 170 male workers. The next closest industry, agriculture, forestry, fishing, and hunting had 80 male workers. In terms of female employment, the leading industry in Bonne Bay Area was health care and social assistance, with 160 female workers. Second was accommodation and food services with 55 fewer female workers.

Figure 210: The Bonne Bay Area - Employment by Industry 2016

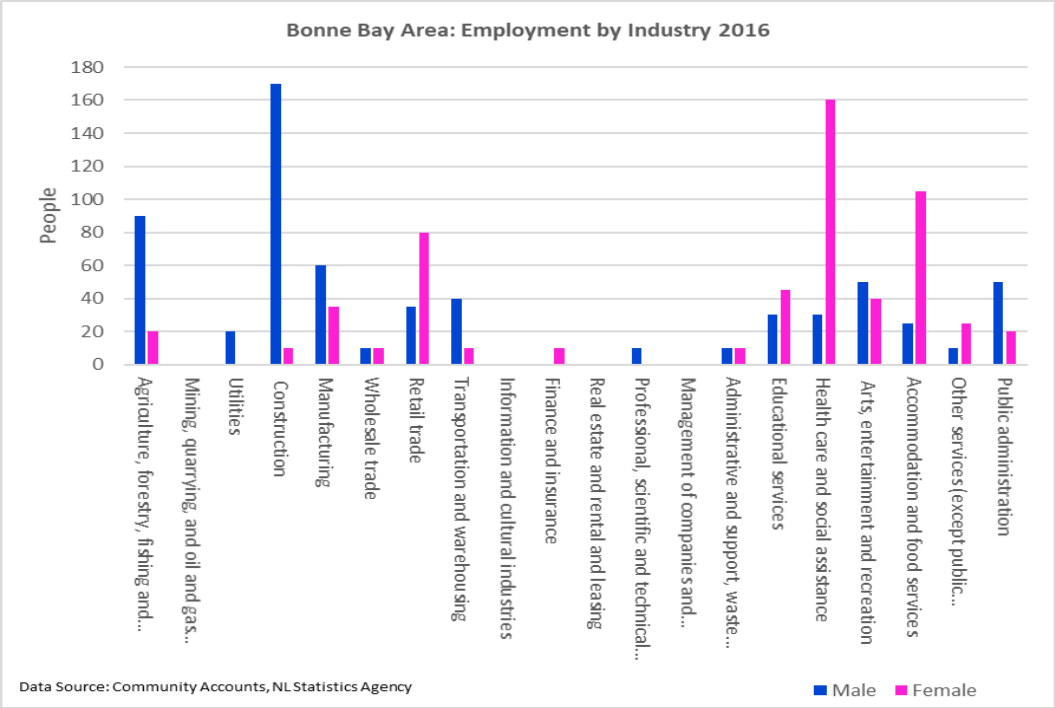
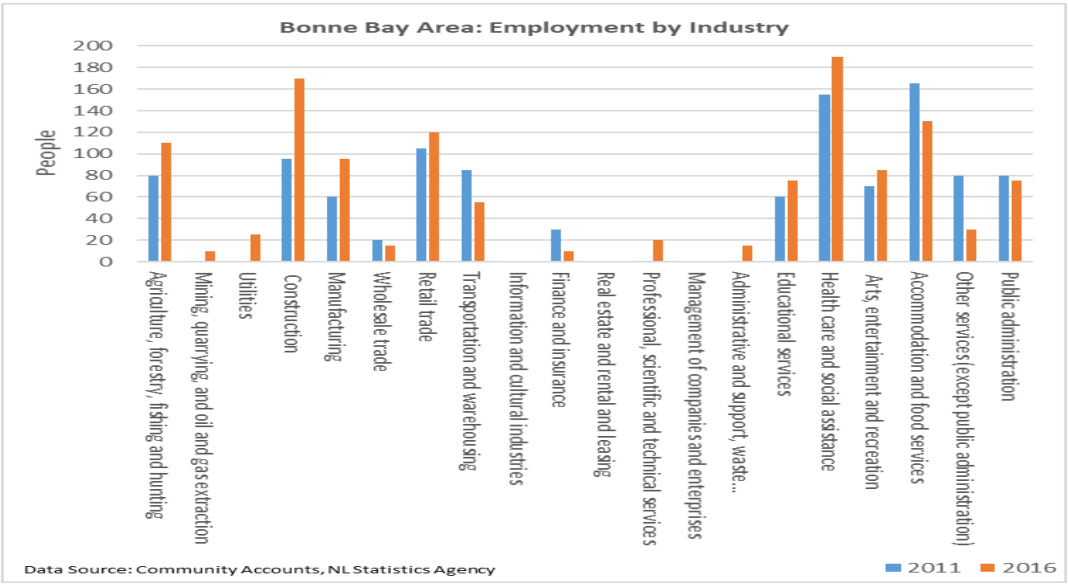


Figure 211: The Bonne Bay Area - Employment by Industry

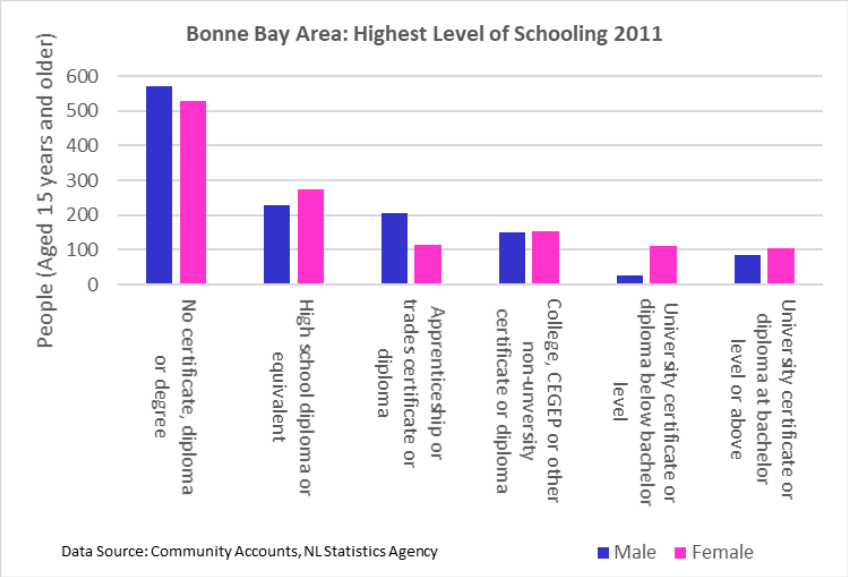


From Figure 211, in the Bonne Bay Area, accommodation and food services was the industry with the highest level of employment in 2011, with 165 individuals employed, while health care and social assistance held the highest level of employment in 2016, with 190 individuals employed. Construction experienced the largest boost in employment in Bonne Bay Area between 2011 and 2016, with an increase in employment of 75 more individuals over that period. Moreover, other sectors was the industry that experienced the largest decrease in employment in Bonne Bay Area between 2011 and 2016 with 50 fewer workers in that industry in 2016 than there were in 2011.

3.2.11 Education

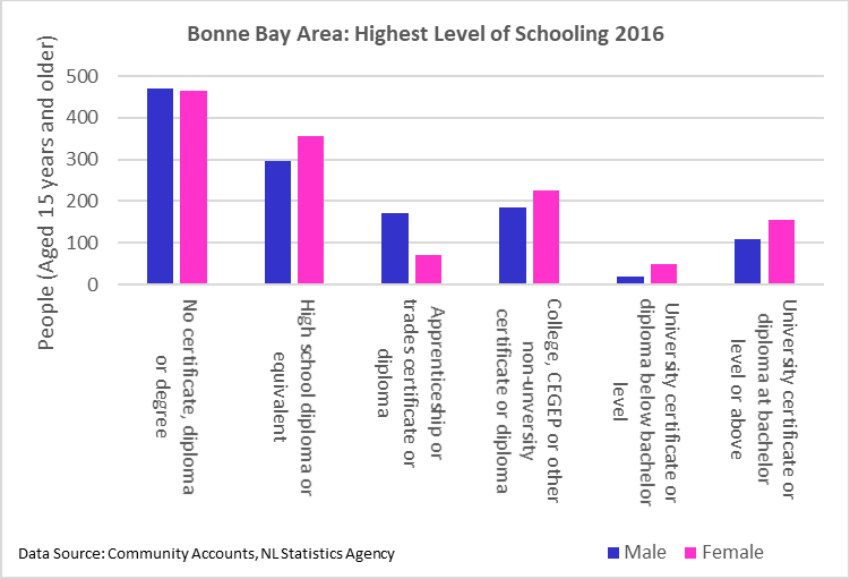
In 2011, there were 40 more males, than females, with no certificate, diploma, or degree and 45 more females held a high school diploma than males in the Bonne Bay Area (see Figure 212). Likewise, 90 more males than females in 2011 in the Bonne Bay Area held an apprenticeship or trades certificate or diploma and 5 more females held a college or other non-university certificate or diploma. Finally, there were 20 more females, than males, in 2011 in the Bonne Bay Area with a university certificate or diploma at the bachelor level or above.

Figure 212: The Bonne Bay Area - Highest Level of Schooling 2011



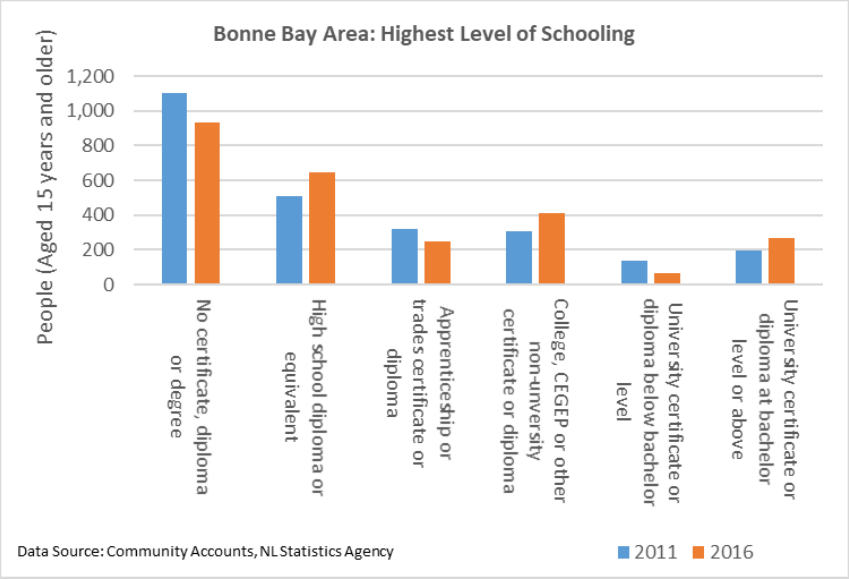
From Figure 213, in 2016, there were 5 more males with no certificate or diploma in the Bonne Bay Area than females and there were 60 more females than males in the area with a high school diploma as their highest level of education. There were 100 more males than females with an apprenticeship or trades certificate or diploma and 40 more females with a college or other non-university certificate or diploma in the Bonne Bay Area in 2016. Finally, 45 more females than males held a university certificate or diploma at the bachelor level or above in the area.

Figure 213: The Bonne Bay Area - Highest Level of Schooling 2016



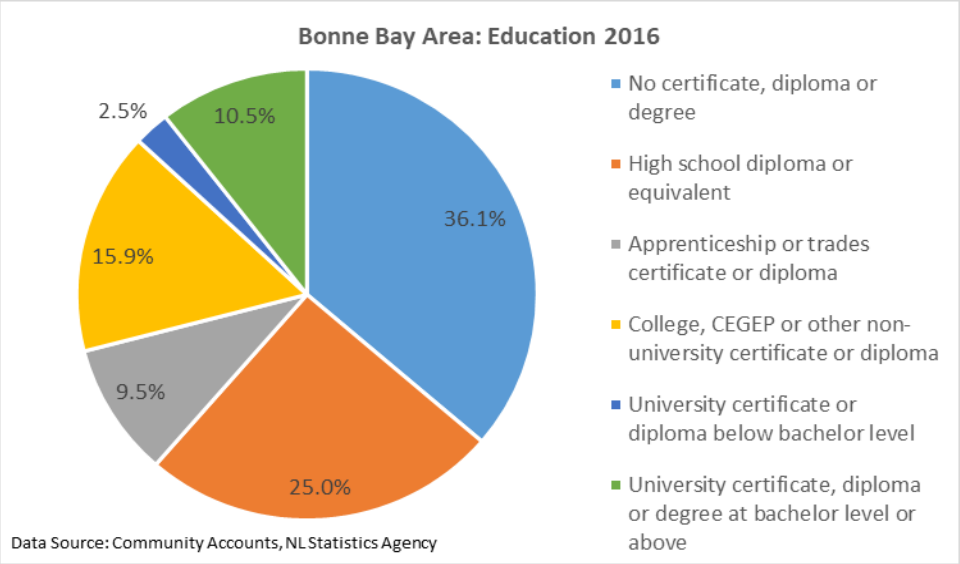
There were, according to Figure 214, 170 more people in 2011 with no certificate or diploma than there were in 2016 and there were 135 more people with a high school diploma as their highest of schooling in 2016 than there were in 2011 in the Bonne Bay Area. In addition, 75 fewer people held an apprenticeship or trades certificate or diploma in 2016 than in 2011 and 105 more people held a college or other non-university certificate or diploma in 2016 than in 2011 in the Bonne Bay Area. Finally, 75 more people had a university certificate or diploma at the bachelor level or above in 2016 than in 2011 in the Bonne Bay Area.

Figure 214: The Bonne Bay Area - Highest Level of Schooling



In 2016, as indicated in Figure 215, 36.1% of the population of the Bonne Bay Area aged 15 years and older held no certificate, diploma or degree (which was 12.7 percentage points higher than the provincial average) and 25% of the population of the Bonne Bay Area aged 15 years and older held a high school diploma as their highest level of education, which was equal to the provincial average. In 2016, 15.9% of the population of the Bonne Bay Area aged 15 years and older held a college or other non-university certificate or diploma (which was 7.2 percentage points less than the provincial average) and 10.5% of the population of the Bonne Bay Area aged 15 years and older held a university certificate, diploma or degree at the bachelor level or above (which was 4.3 percentage points less than the provincial average). Evidently, the population of the Bonne Bay Area has a significantly higher proportion of its population without high school diplomas and a considerably smaller share of its population holding college degrees and bachelor's degrees than Newfoundland and Labrador as a whole.

Figure 215: The Bonne Bay Area - Population Shares by Education



3.212 Summary

The Bonne Bay Area, like other Local Areas in the Northern Peninsula region, is characterized by population decline. Its population fell from 2011 to 2015 and its natural change and residual net migration were negative over most of that same period. Some important factors that stand out for Bonne Bay Area are that, of all the local areas in the Northern Peninsula region, it had the third highest median age, the fifth highest working age population share, the third lowest employment rate, only the fifth highest median income, the third lowest median income gender pay gap, and the fifth highest levels of real disposable income per capita. As well, the Bonne Bay Area had the fourth highest unemployment rate, the third lowest employment rate and the second lowest participation rate of all Local Areas in the Northern Peninsula region.

The Bonne Bay Area was the third least reliant Local Area on employment insurance in the Northern Peninsula region, but it was the second most reliant Local Area on the Canada Pension Plan in 2016. It also had the fourth highest self-reliance ratio of all Local Areas in the Northern Peninsula region. While its demographics are middling for the Northern Peninsula region, they are quite poor relative to Newfoundland and Labrador. While the Bonne Bay Area's income statistics and standard of living are below average in the Northern Peninsula region, they look especially poor relative to the averages of Newfoundland and Labrador. The Bonne Bay Area is less reliant on employment insurance than other Local Areas in the Northern Peninsula region and has a lower gender pay gap than that of Newfoundland and Labrador, but the negatives outweigh the positives as it can be characterized as a region with poor demographics, a low median income, a low standard of living, a poor job market, population decline, a high median age, and a high reliance on the Canada Pension Plan.

3.3 Daniel's Harbour Area (Local Area 75)

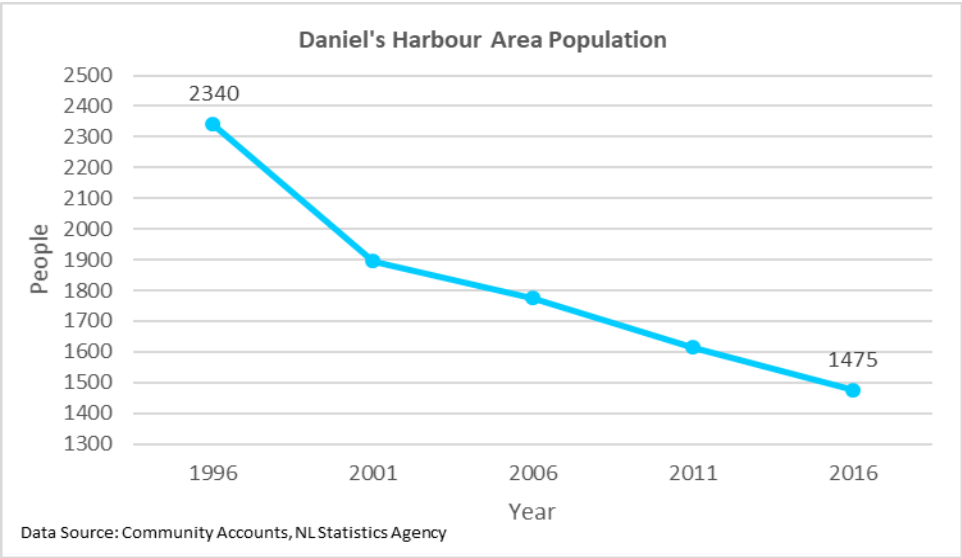
Geographical Boundaries: Includes Bellburns, Cow Head, Daniel's Harbour, Parson's Pond, Portland Creek, St. Paul's and Three Mile Rock

Largest Communities (Population 2016): Cow Head (430), Parson's Pond (420), Daniel's Harbour (255)

3.3.1 Population

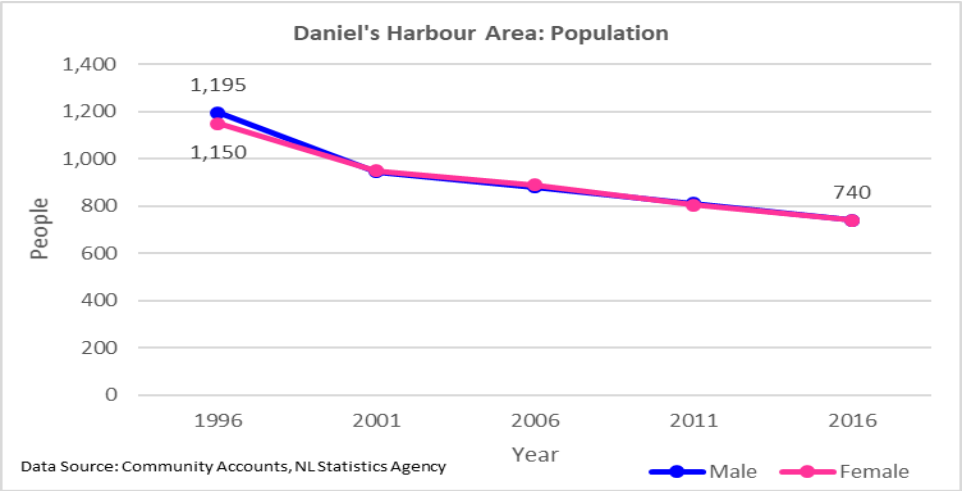
In the Daniel's Harbour Area, the population fell from 2,340 individuals in 1996 to just 1,475 in 2016, which represents a 37% drop in population over that twenty-year span (see Figure 216).

Figure 216: The Daniel's Harbour Area - Population



As well, as shown in Figure 217, there were 1,195 males and 1,150 females in the Daniel Harbour Area in 1996. By 2016, both genders saw their populations fall - 740 males and 740. The population of males fell by 38%, while females dropped by 36% between 1996 and 2016.

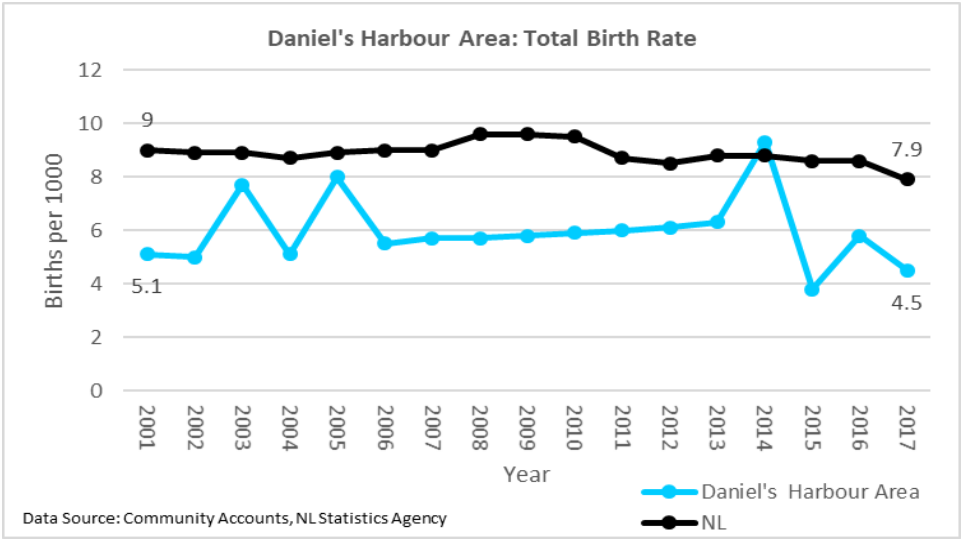
Figure 217: The Daniel's Harbour Area - Population by Gender



3.3.2 Births

In 2001, as shown in Figure 218, the birth rate in the Daniel's Harbour Area equaled 5.1 births per 1,000 and was 3.9 births per 1,000 below the provincial average. In 2017, the total birth rate equaled 4.5 births per 1,000 in the Daniel's Harbour Area which was 3.4 births per 1,000 below that of Newfoundland and Labrador. Between 2001 and 2014, the birth rate increased from 5.1 births per 1,000 to 9.3 births per 1,000. However, between 2014 and 2017, the total birth rate fell by 4.8 births per 1,000. In conclusion, the birth rate in the Daniel's Harbour Area was lower than the provincial average in all except one year between 2001 and 2017.

Figure 218: The Daniel's Harbour Area - Total Birth Rate



3.3.3 Population by Age Group

From Figures 219 to 221, in 1996, the largest age cohort (230) in the Daniel's Harbour Area was the 15-19-year-old age group. By 2006, the 55-to-59-year-old age cohort (170) was the most populated age group in the Daniel's Harbour Area and by 2016, the most populated age cohort in the region was the 60-to-64-year-old age group (165 individuals). The population structure of the Daniel's Harbour Area is aging faster than what it was twenty years.

Figure 219: The Daniel's Harbour Area - Population by Age Group 1996

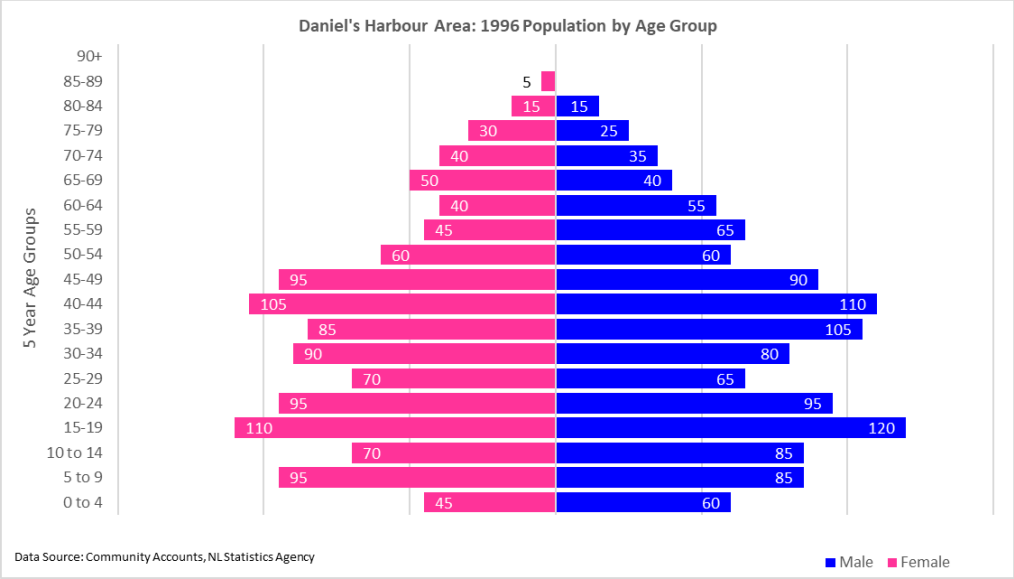


Figure 220: The Daniel's Harbour Area - Population by Age Group 2006

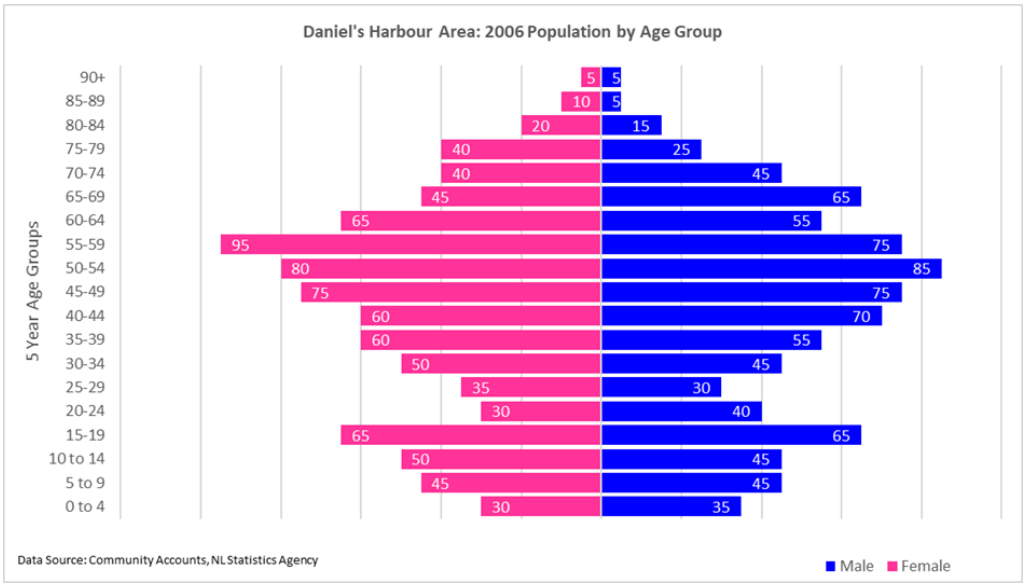
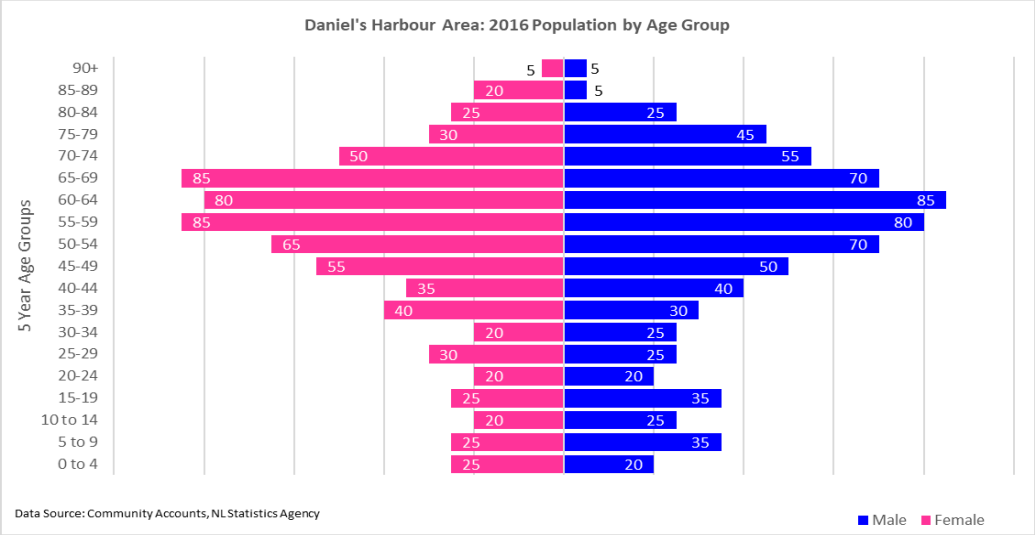


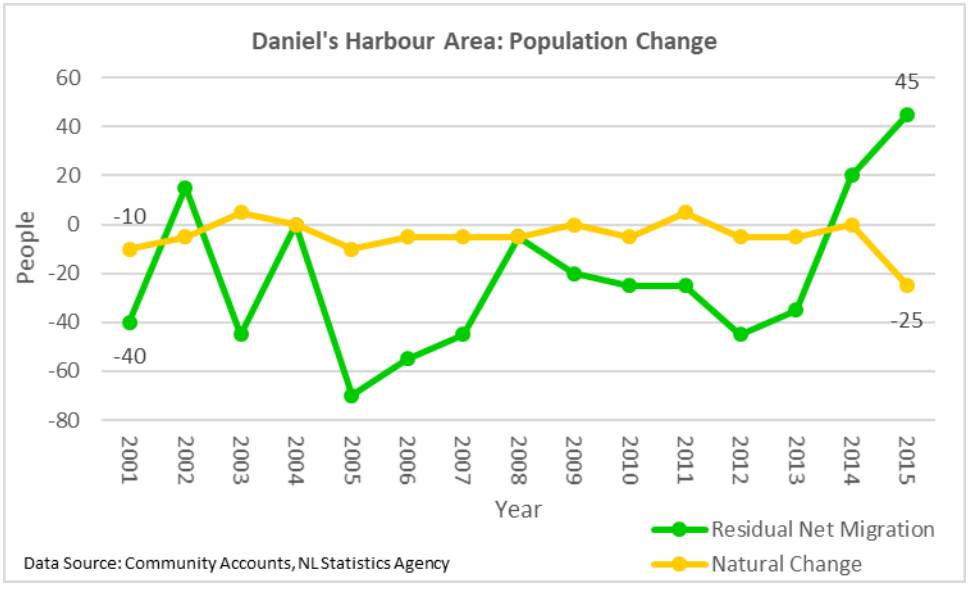
Figure 221: The Daniel's Harbour Area - Population by Age Group 2016



3.3.4 Population Change

From 2005 to 2013, as shown in Figure 222, there was population decline every year in the Daniel's Harbour Area as the net result of the natural change and the residual net migration of the region was negative in every year during that period. However, between 2013 and 2015, there was substantial improvement in the region's residual net migration and the positive residual net migration outweighed the negative natural change effect in both 2014 and 2015 to create population growth in the Daniel's Harbour Area. While there is some hope for the future in the Daniel's Harbour Area, indicated by the positive population growth occurring in both 2014 and 2015, the region's population still declined dramatically between 1996 and 2015.

Figure 222: The Daniel's Harbour Area - Population Change



The residual net migration in the Daniel's Harbour Area, at -2.02% of the population in 2001, was 1.28 percentage points lower than that of Newfoundland and Labrador (see Figures 223 and 224). Between 2001 and 2015, the Daniel's Harbour Area's residual net migration increased by 4.69 percentage points. In fact, the residual net migration of the Daniel's Harbour Area increased by 5.31 percentage points between 2012 and 2015. The residual net migration of the Daniel's Harbour Area was lower than that of Newfoundland and Labrador from 2005 to 2013, but it was higher than that of the province in 2014 and 2015. In fact, the residual net migration of the Daniel's Harbour Area was positive between 2007 and 2015.

Figure 223: The Daniel's Harbour Area - Residual Net Migration

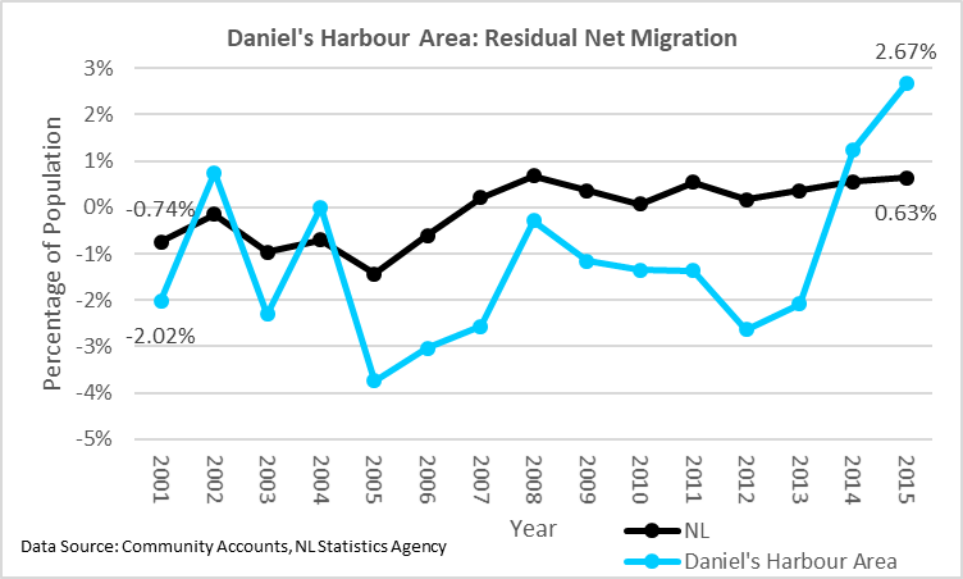
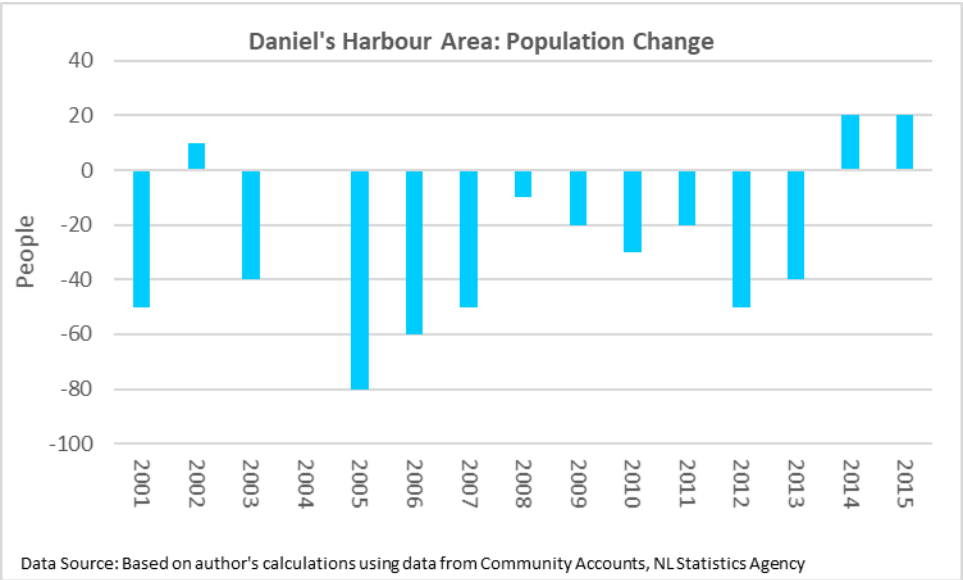


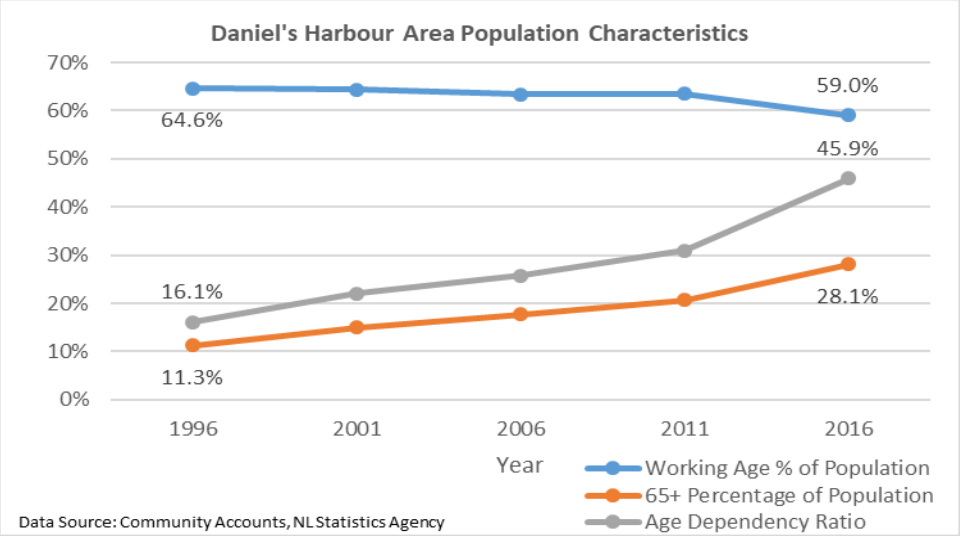
Figure 224: The Daniel's Harbour Area - Population Change



3.3.5 Population Characteristics

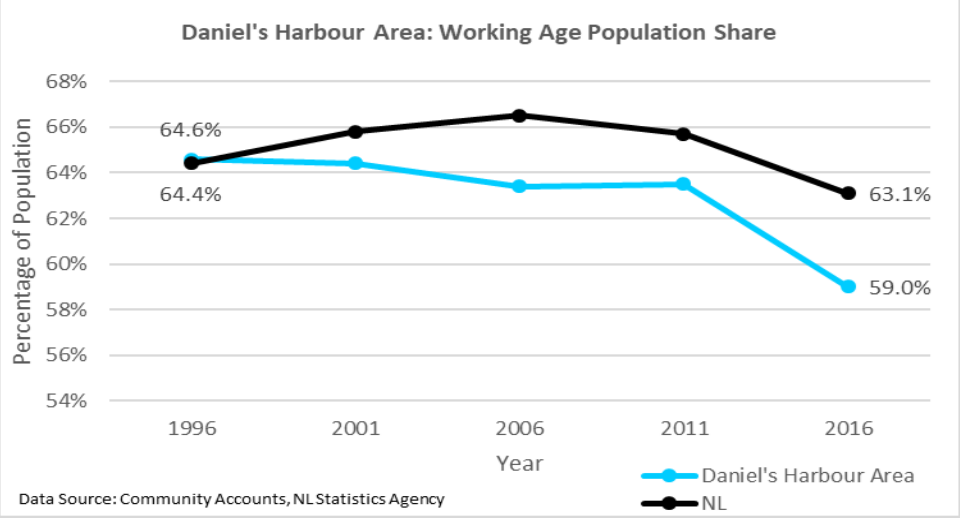
From Figure 225, in the Daniel's Harbour Area, the working age population share fell from 64.6% in 1996 to 59% in 2016. The population share of individuals aged 65 years and older rose from 11.3% in 1996 to 28.1% in 2016. Finally, the age dependency ratio in the Daniel's Harbour Area increased by 29.8 percentage points, from 16.1% in 1996 to 45.9% in 2016.

Figure 225: The Daniel's Harbour Area - Population Characteristics



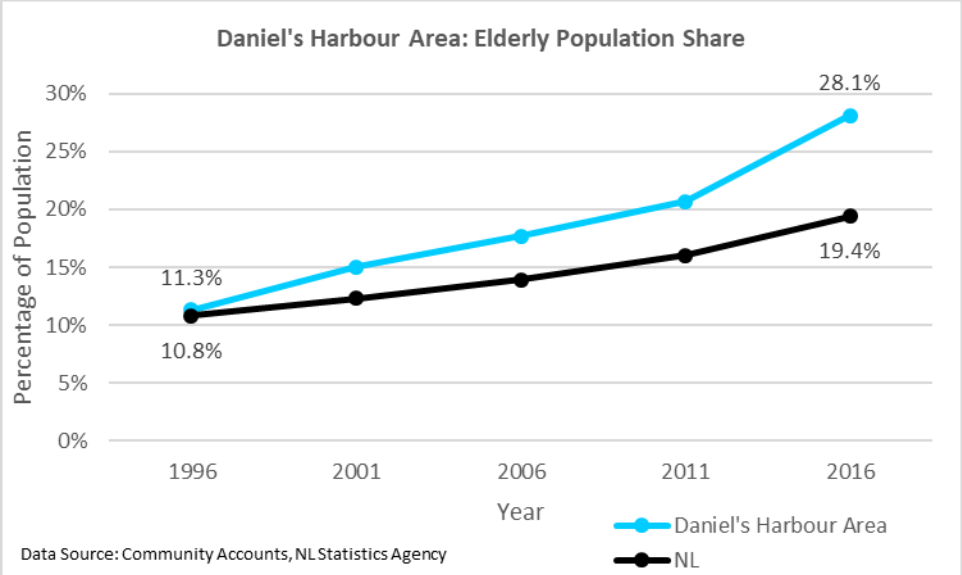
The working age population share in the Daniel's Harbour Area was 0.2 percentage points higher than the provincial average in 1996 (see Figure 226). However, between 1996 and 2016, the working age population share fell by 5.6 percentage points in the Daniel's Harbour Area and was 4.1 percentage points lower than the working age population share of Newfoundland and Labrador in 2016.

Figure 226: The Daniel's Harbour Area - Working Age Population Share



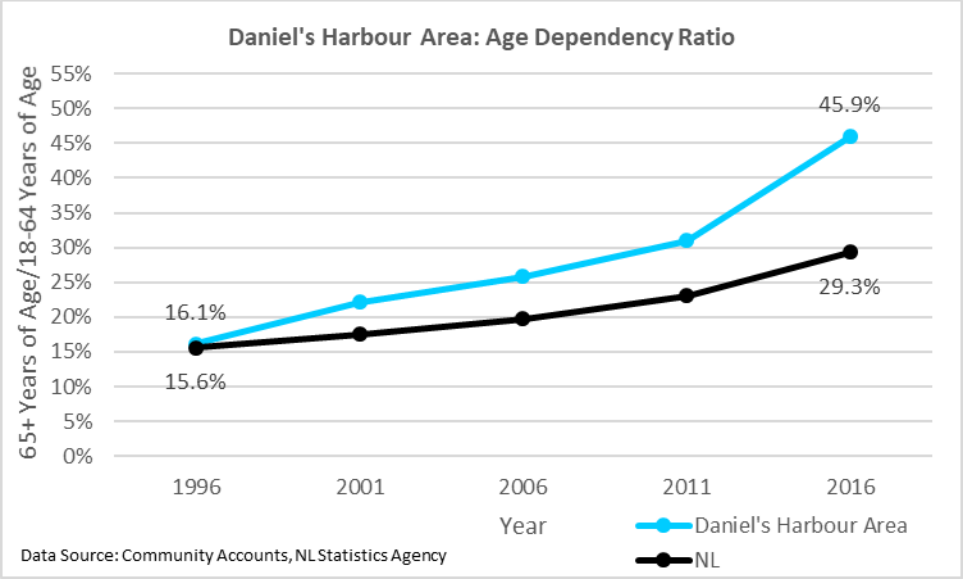
As shown in Figure 227, the elderly population share of the Daniel's Harbour Area was 0.5 percentage points higher than that of Newfoundland and Labrador in 1996. By 2016, the elderly population share of the Daniel's Harbour Area was 8.7 percentage points higher than the provincial average. Although the elderly population shares of both the province and the Daniel's Harbour Area rose between 1996 and 2016, the elderly population share of the Daniel's Harbour Area rose much faster than the provincial average over that period. In fact, the elderly population share of the Daniel's Harbour Area increased by 16.8 percentage points between 1996 and 2016. Despite the fact that the elderly population shares of the Daniel's Harbour Area and Newfoundland and Labrador were very similar in 1996, the two shares were vastly different in 2016 as the Daniel's Harbour Area's population was considerably more concentrated in the older age groups than that of the province.

Figure 227: The Daniel's Harbour Area - Elderly Population Share



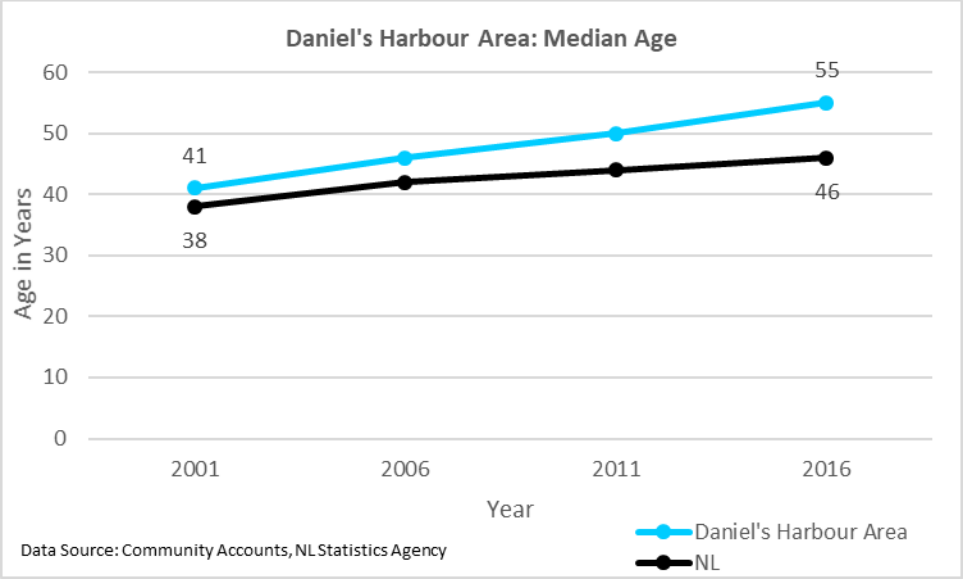
In 1996, as illustrated in Figure 228, the age dependency ratio of the Daniel's Harbour Area was only 0.5 percentage points higher than that of the province. By 2016, the age dependency ratio of the Daniel's Harbour Area was 16.6 percentage points higher than the provincial average. While both age dependency ratios increased between 1996 and 2016, the age dependency ratio of the Daniel's Harbour Area increased much faster. Specifically, the age dependency ratio of the Daniel's Harbour Area increased by 29.8 percentage points between 1996 and 2016. Even though the two ratios were similar in 1996, there was a significant difference between the age dependency ratios of Newfoundland and Labrador and the province in 2016.

Figure 228: The Daniel's Harbour Area - Age Dependency Ratio



In 2001, the median age of the Daniel's Harbour Area, at 41 years, was three years older than that of the province (see Figure 229). In 2016, the median age of the Daniel's Harbour Area, at 44 years, was nine years older than the provincial median age. Between 2001 and 2016, the median age in the Daniel's Harbour Area increased by 14 years over that period. The median age of both Newfoundland and Labrador and the Daniel's Harbour Area were increasing between 2001 and 2016, but the median age of the Daniel's Harbour Area increased at a faster pace than the median age of Newfoundland and Labrador.

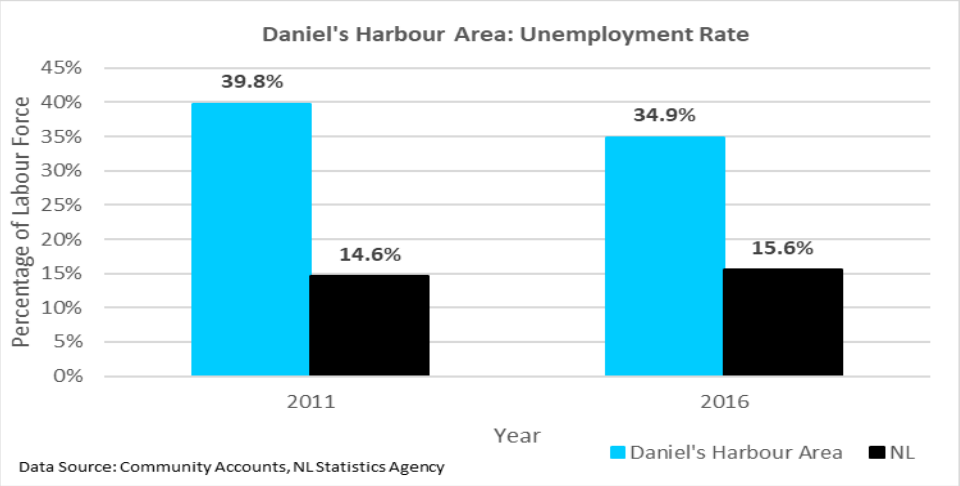
Figure 229: The Daniel's Harbour Area - Median Age



3.3.6 Labour Force

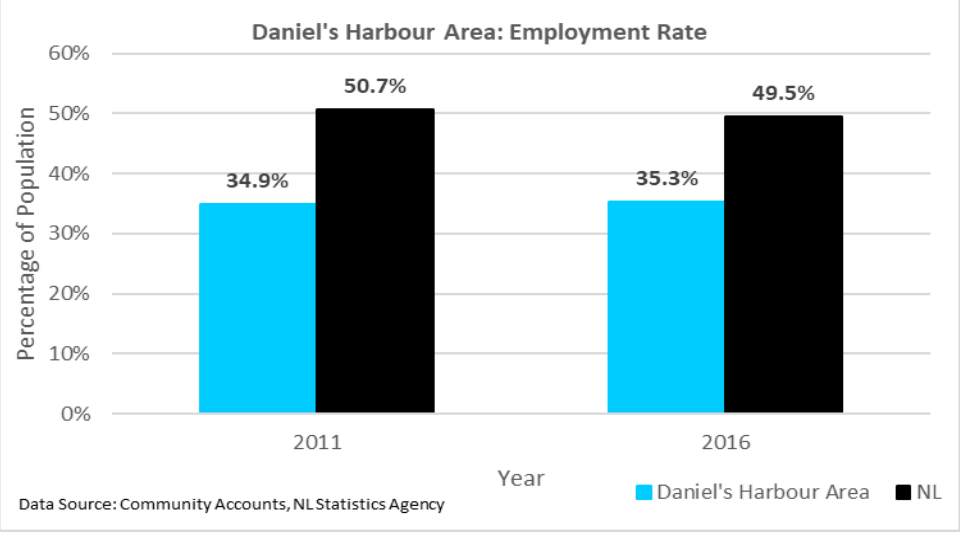
The unemployment rate in the Daniel's Harbour Area, as shown in Figure 230, equaled 39.8% in 2011 and was 25.2 percentage points higher than the provincial unemployment rate. In 2016, the unemployment rate of the Daniel's Harbour Area, at 34.9%, was 19.3 percentage points higher than the unemployment rate of Newfoundland and Labrador. Between 2011 and 2016, the unemployment rate in the Daniel's Harbour Area decreased by 4.9 percentage points.

Figure 230: The Daniel's Harbour Area - Unemployment Rate



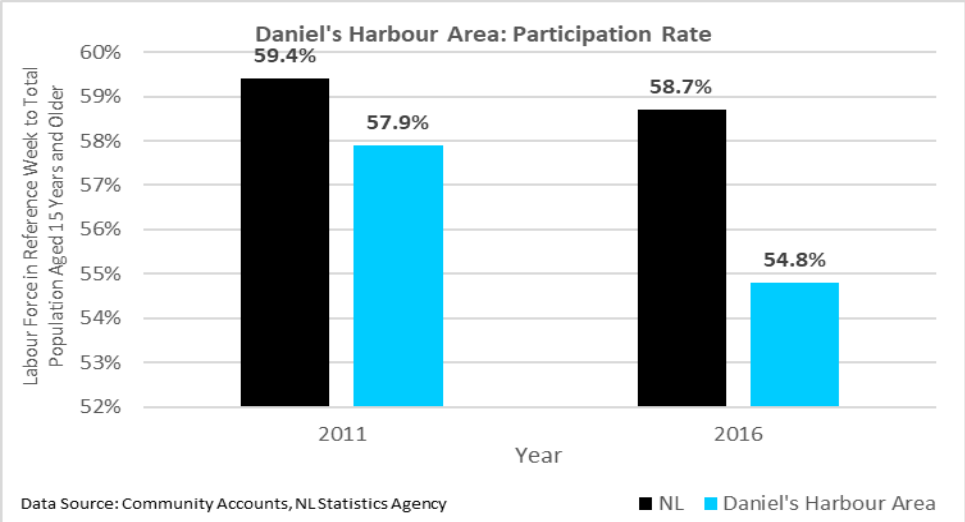
From Figure 231, in 2011, the employment rate in the Daniel's Harbour Area, at 34.9% of its population, was 15.8 percentage points less than the employment rate of Newfoundland and Labrador. In 2016, the Daniel's Harbour Area's employment rate amounted to 35.2%, which was 14.2 percentage points less than the employment rate of the province. The employment rate in the Daniel's Harbour Area increased by 0.4 percentage points between 1996 and 2016.

Figure 231: The Daniel's Harbour Area - Employment Rate



The participation rate in the Daniel's Harbour Area, as indicated in Figure 232, equaled 57.9% in 2011. In 2016, the participation rate in the Daniel's Harbour Area equaled 54.8%. Between 2011 and 2016, the participation rate in the Daniel's Harbour Area decreased by 3.1 percentage points over that period.

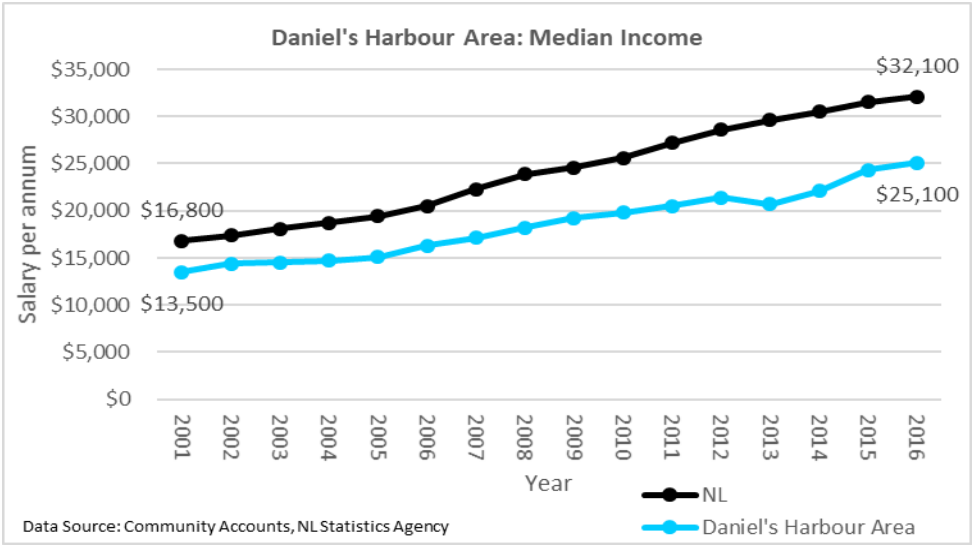
Figure 232: The Daniel's Harbour Area - Participation Rate



3.3.7 Income

In 2001, the Daniel Harbour Area's median income, sitting at $13,500, was $3,300 below the provincial median income (see Figure 233). By 2016, the median income in the Daniel's Harbour Area, at $25,100, increased by $11,600 and was then $7,000 below the provincial median income. The median income of the Daniel's Harbour Area was lower than that of Newfoundland and Labrador throughout the period from 2001 to 2016.

Figure 233: The Daniel's Harbour Area - Median Income



In 2001, the median income, as shown in Figure 334, equaled $16,600 for males and $11,500 for females in the Daniel's Harbour Area. By 2016, the median income of men rose to $34,500 and the median income of females equaled $21,500. Between 2001 and 2016, the median income in the Daniel's Harbour Area, as illustrated in Figure 235, increased by $17,900 among males and $10,000 among females. The median income gender pay gap of the Daniel's Harbour Area was $4,100 less than the median income gender pay gap of the province in 2001. But by 2016, the median income gender pay gap of the Daniel's Harbour Area was only $1,100.

Figure 234: The Daniel's Harbour Area - Median Income by Gender

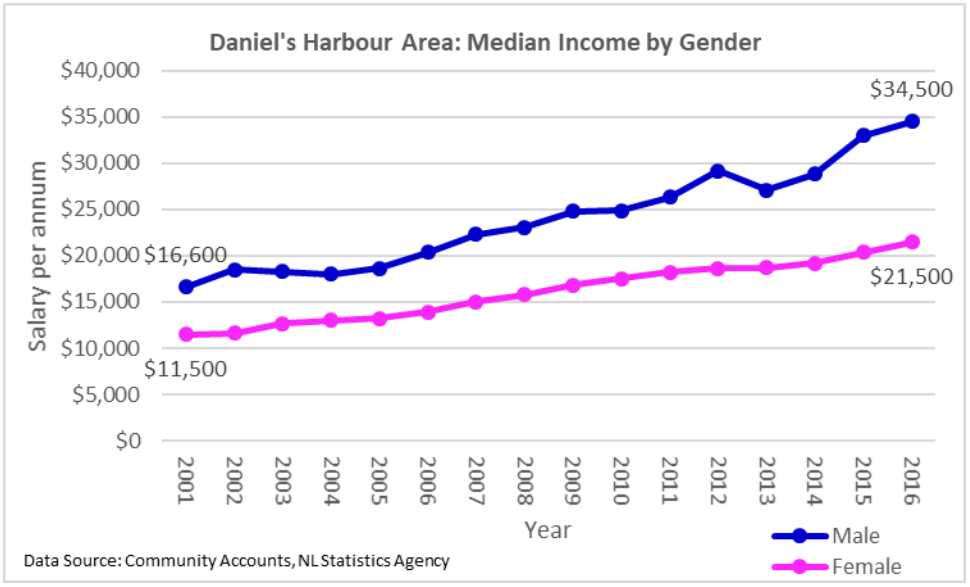
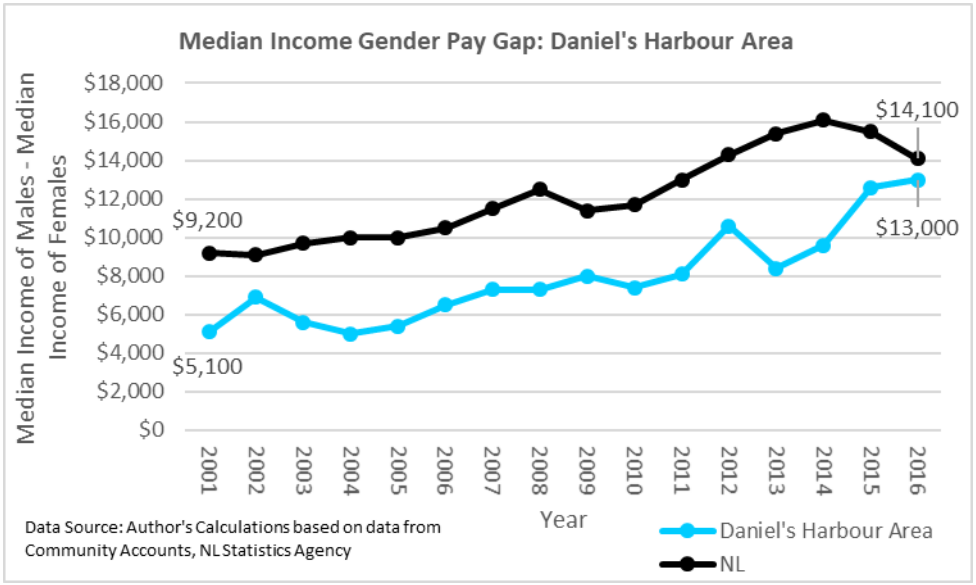
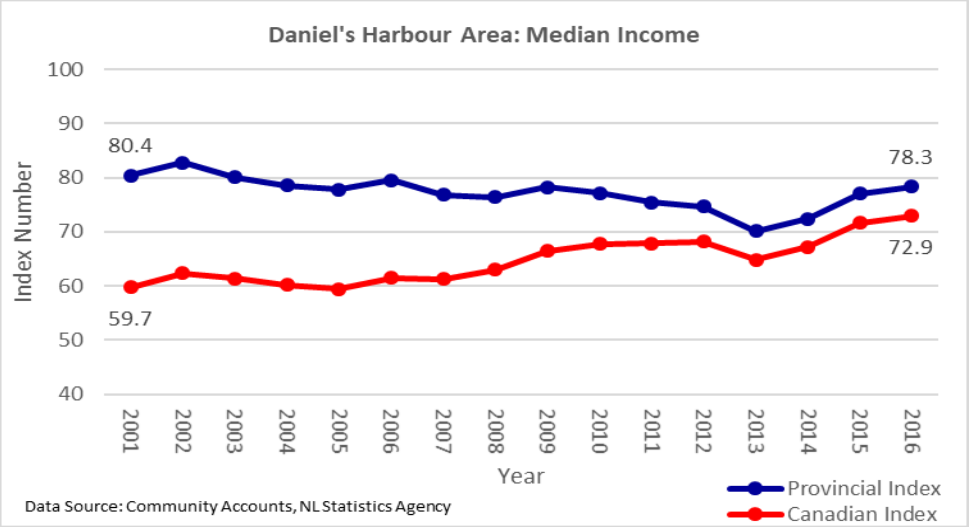


Figure 235: The Daniel's Harbour Area - Median Income Gender Pay Gap



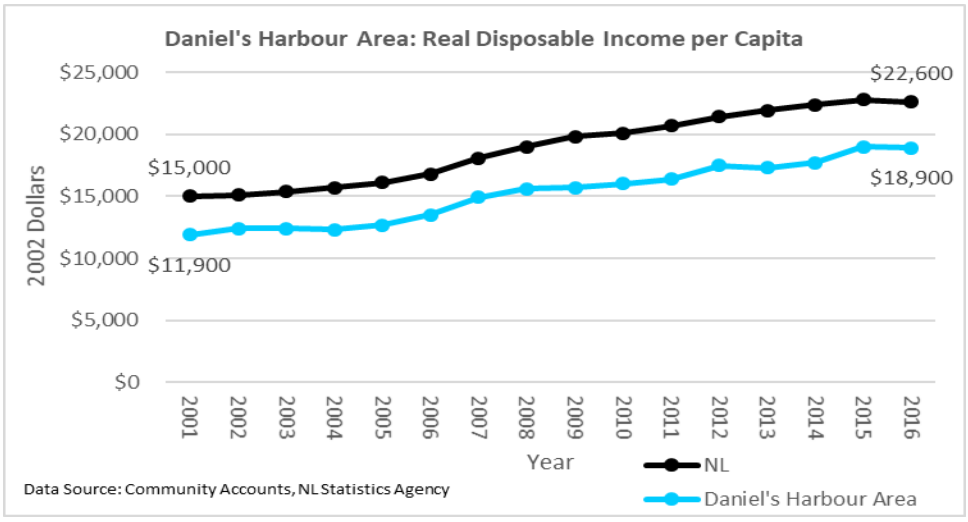
In 2001, as shown in Figure 236, the median income of the Daniel's Harbour Area was equivalent to 80.4% of Newfoundland and Labrador's median income and 59.7% of Canada's median income. In 2016, the Daniel's Harbour Area's median income amounted to 78.3% of the provincial median income or 72.9% of the Canadian median income. The median income in the Daniel's Harbour Area remained substantially lower than the provincial and Canadian median incomes from 2001 to 2016

Figure 236: The Daniel's Harbour Area - Median Income Index



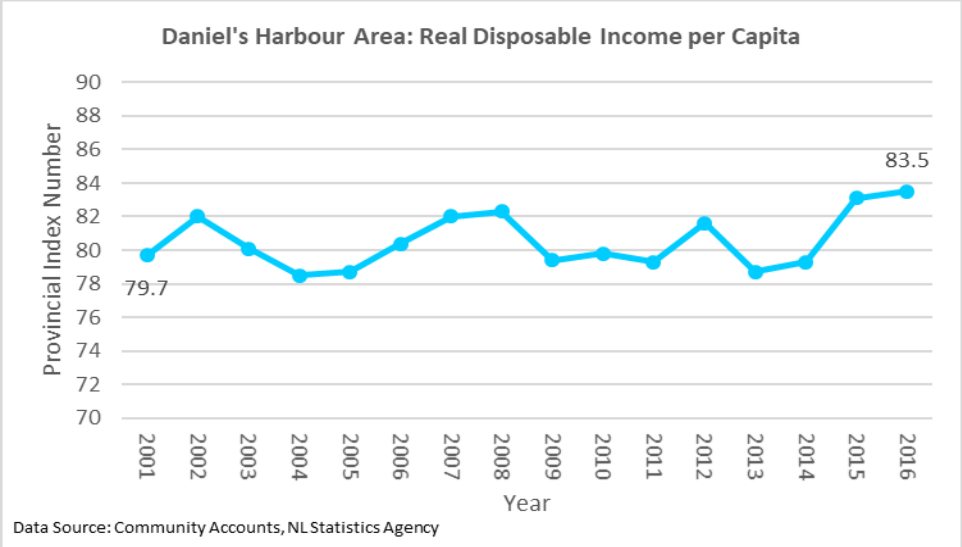
In 2001, real disposable income per capita equaled $11,900 in the Daniel's Harbour Area and was $3,100 below the provincial average (see Figure 237). Between 2001 and 2016, real disposable income per capita rose by $3,700 in the Daniel's Harbour Area. Furthermore, real disposable income per capita in the Daniel's Harbour Area amounted to $18,900 and was $3,700 below the 2016 provincial average.

Figure 237: The Daniel's Harbour Area - Real Disposable Income per Capita



In the Daniel's Harbour Area, real disposable income per capita, as indicated in Figure 238, equaled 79.7% of the provincial average in 2001 and 83.5% of the provincial average in 2016. Real disposable income per capita in the Daniel's Harbour Area was considerably less than that of the province from 2001 to 2016.

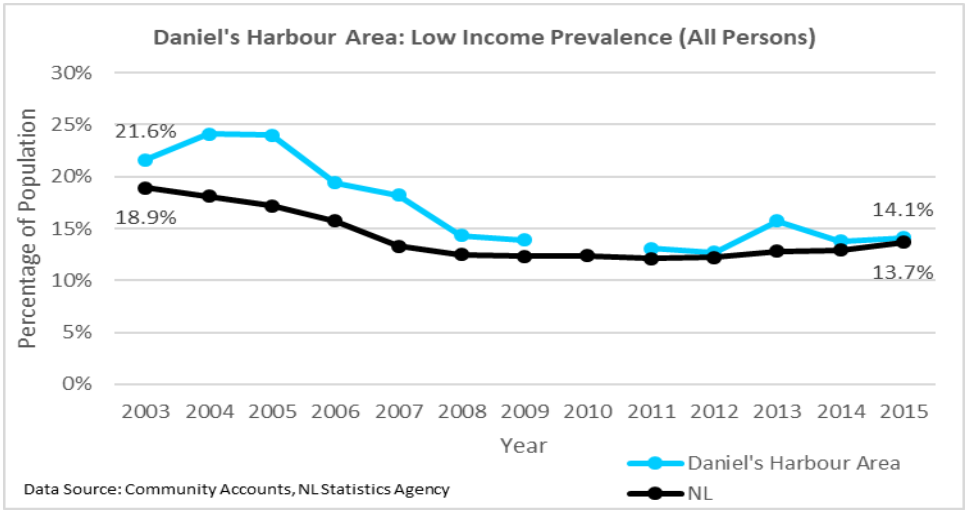
Figure 238: The Daniel's Harbour Area - Real Disposable Income Per Capita Provincial Index



3.3.8 Prevalence of Low Income

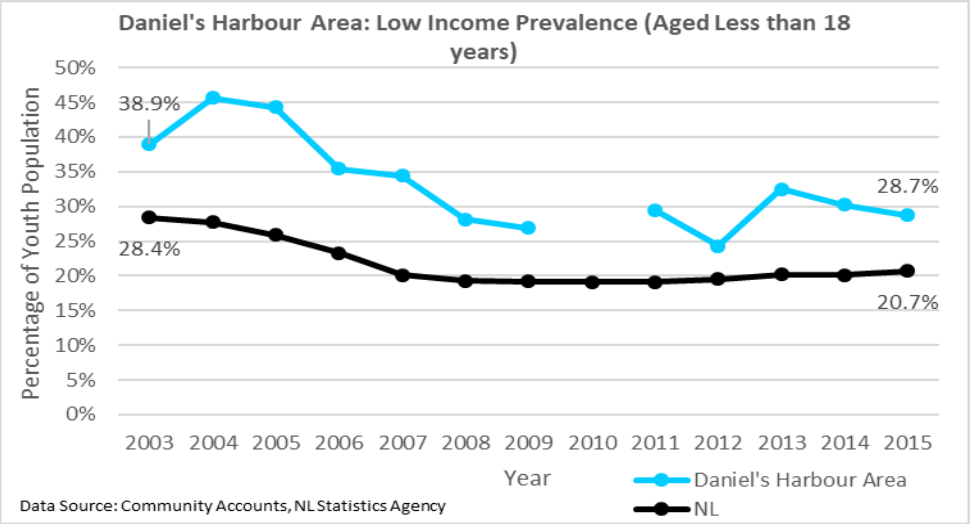
In 2003, 21.6% of the population of the Daniel's Harbour Area, as illustrated in Figure 239, had low income. In 2015, 14.1% of the population of the Daniel's Harbour Area were classified as living in low income. While the prevalence of low income in the Daniel's Harbour Area was greater than that of Newfoundland and Labrador from 2003 to 2015, the prevalence of low income in the Daniel's Harbour Area fell faster than the provincial average.

Figure 239: The Daniel's Harbour Area - Low-income prevalence



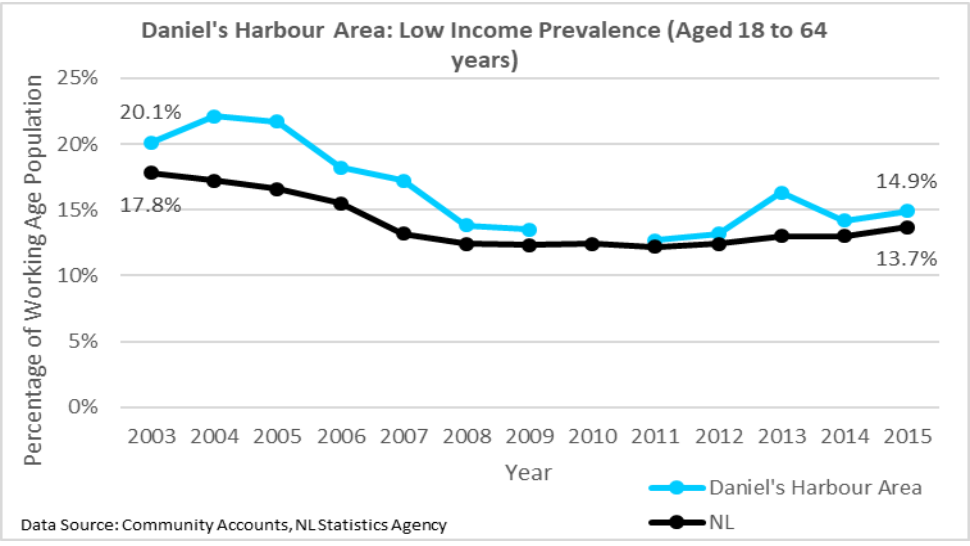
In 2003, 38.9% of the population less than 18 years in the Daniel's Harbour Area were living in low income, which was 10.5 percentage points higher than the provincial average (see Figure 240). In 2015, the youth prevalence of low income in the Daniel's Harbour Area was 28.7%, which was 10.2 percentage points lower than in 2003 and was 8 percentage points higher than that of the province in 2015.

Figure 240: The Daniel's Harbour Area - Youth Low-income prevalence



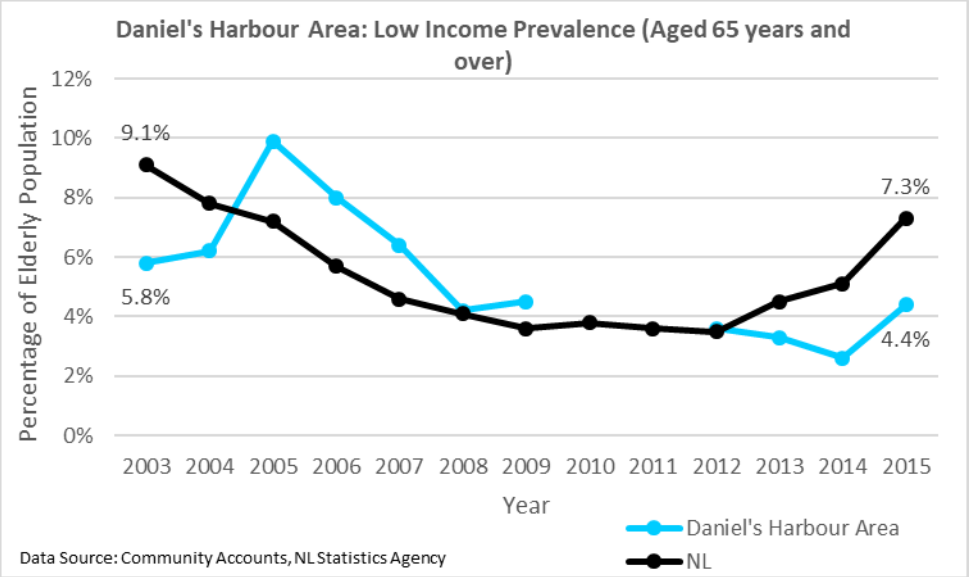
The working age prevalence of low income in the Daniel's Harbour Area, from Figure 241, equaled 20.1% in 2003, 2.3 percentage points higher than the provincial average. In 2015, the working age prevalence of low income equaled 14.9%, which was 1.2 percentage points higher than that of Newfoundland and Labrador. The working age prevalence of low income of the Daniel's Harbour Area was higher than that of the province between 2003 and 2015.

Figure 241: The Daniel's Harbour Area - Working Age Low-income prevalence



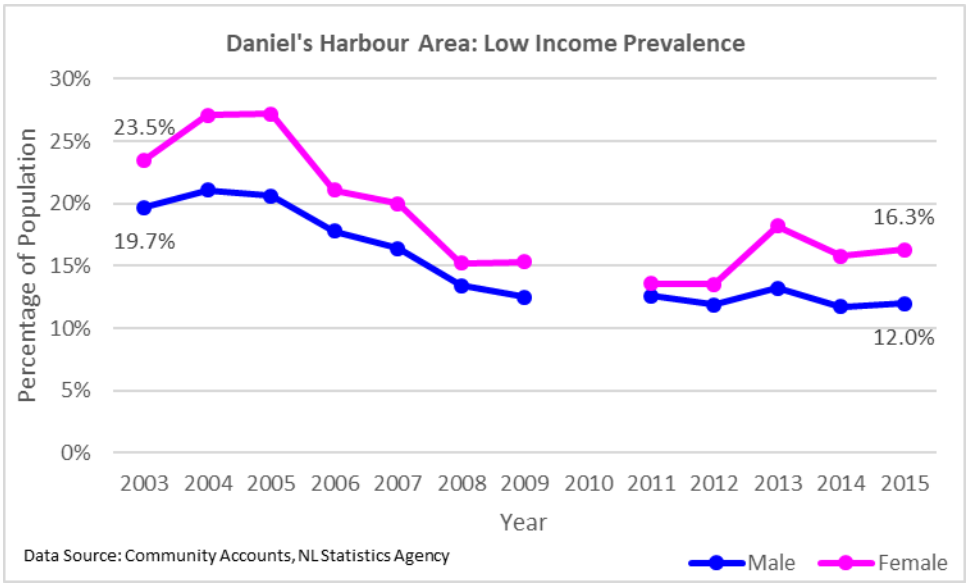
In the Daniel's Harbour Area, 5.8% of the population of individuals aged 65 years and older, as demonstrated in Figure 242, were classified as living in low income in 2003. In 2015, 4.4% of the elderly population of the Daniel's Harbour Area resided in low income.

Figure 242: The Daniel's Harbour Area - Elderly Low-income prevalence



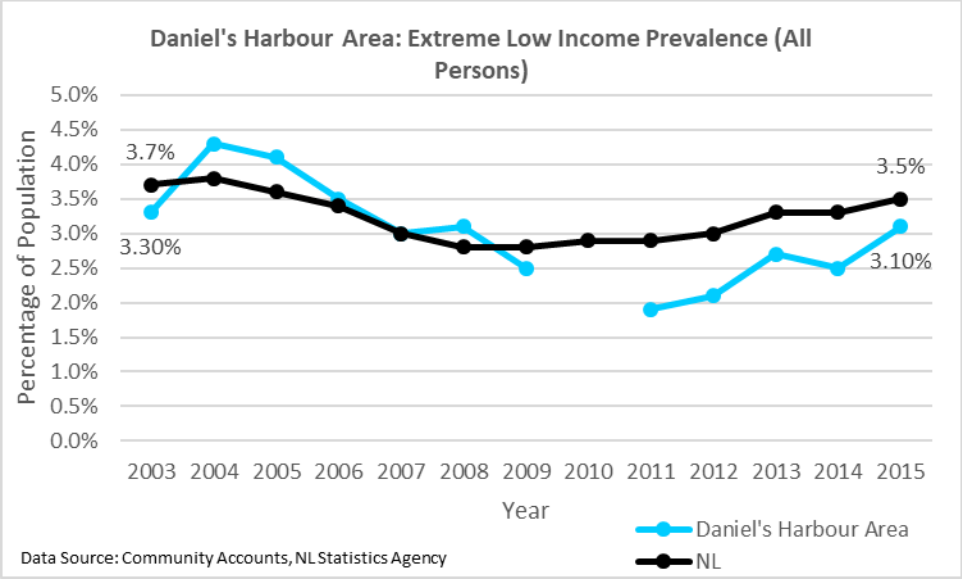
From Figure 243, in 2003, 23.5% of the population of females and 19.7% of the population of males resided in low income in the Daniel's Harbour Area. By 2015, the prevalence of low income of females equaled 16.3%, while that of males equaled 12% in the Daniel's Harbour Area.

Figure 243: The Daniel's Harbour Area - Low-income prevalence by Gender



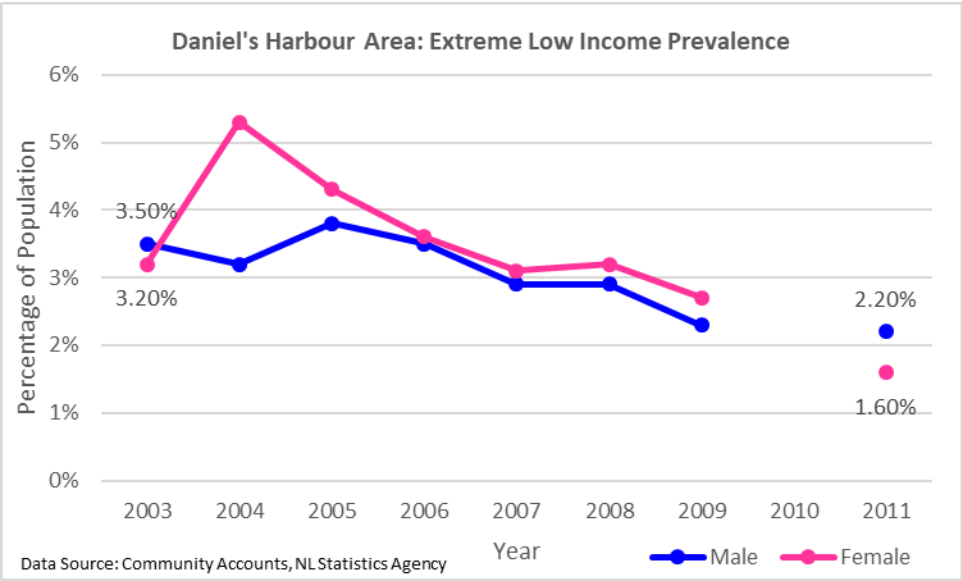
In 2003, the prevalence of extreme low income in the Daniel's Harbour Area equaled 3.3% of the population and was 0.4 percentage points below the provincial average (see Figure 244). The prevalence of extreme low income in the Daniel's Harbour Area equaled 3.1% of its population in 2015 and was 0.4 percentage points below the provincial average.

Figure 244: The Daniel's Harbour Area - Extreme Low-income prevalence



In 2003, the prevalence of extreme low income in the Daniel's Harbour Area, as indicated in Figure 245, equaled 3.5% for males and 3.2% for females. The prevalence of extreme low income in the Daniel's Harbour Area equaled 2.2% for males and 1.6% for females in 2011.

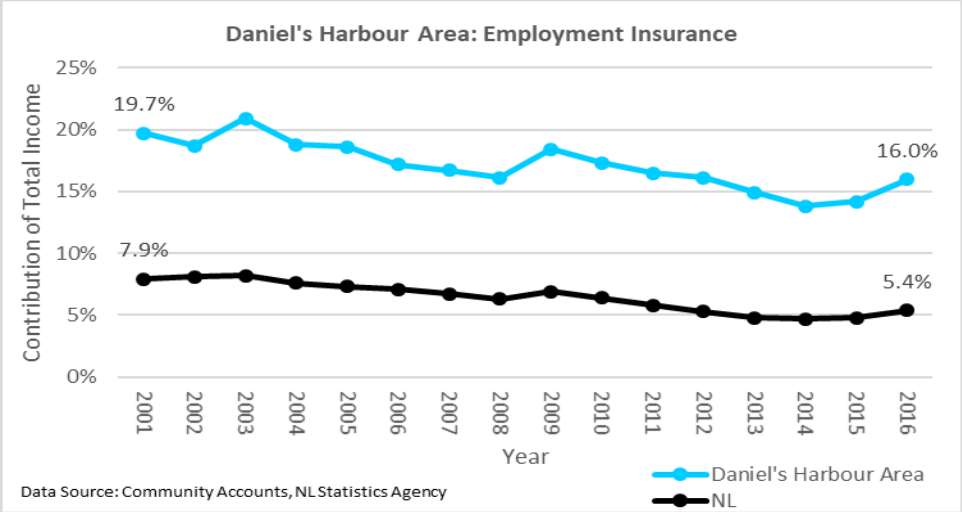
Figure 245: The Daniel's Harbour Area - Extreme Low-income prevalence by Gender



3.3.9 Transfer Payments

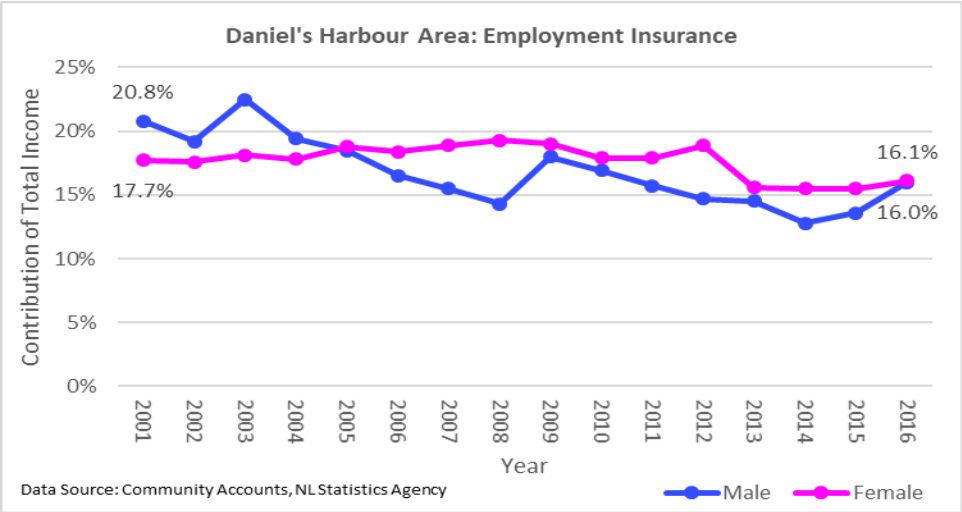
In 2001, employment insurance's share of total income, as shown in Figure 246, equaled 19.7% in the Daniel's Harbour Area, which was 11.8 percentage points higher than the provincial average. In 2016, the Daniel's Harbour Area's share of total income accounted for by employment insurance equaled 16% and was 10.6 percentage points higher than that of Newfoundland and Labrador.

Figure 246: The Daniel's Harbour Area - Employment Insurance's Contribution of Total Income



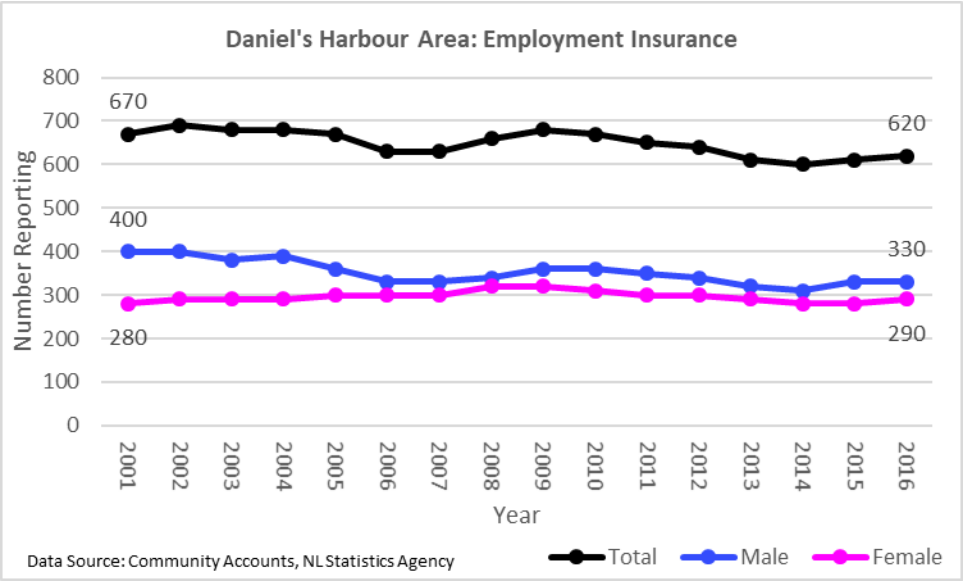
From Figure 247, in 2001, the share of total income accounted for by employment insurance equaled 20.8% for males and 17.7% for females in the Daniel's Harbour Area. From 2001 to 2004, males held a higher share of total income accruing from employment insurance in the region than females. But from 2005 to 2016, females were the ones holding a higher share of their total income accruing from employment insurance than their male counterparts.

Figure 247: The Daniel's Harbour Area - Employment Insurance's Contribution of Total Income by Gender



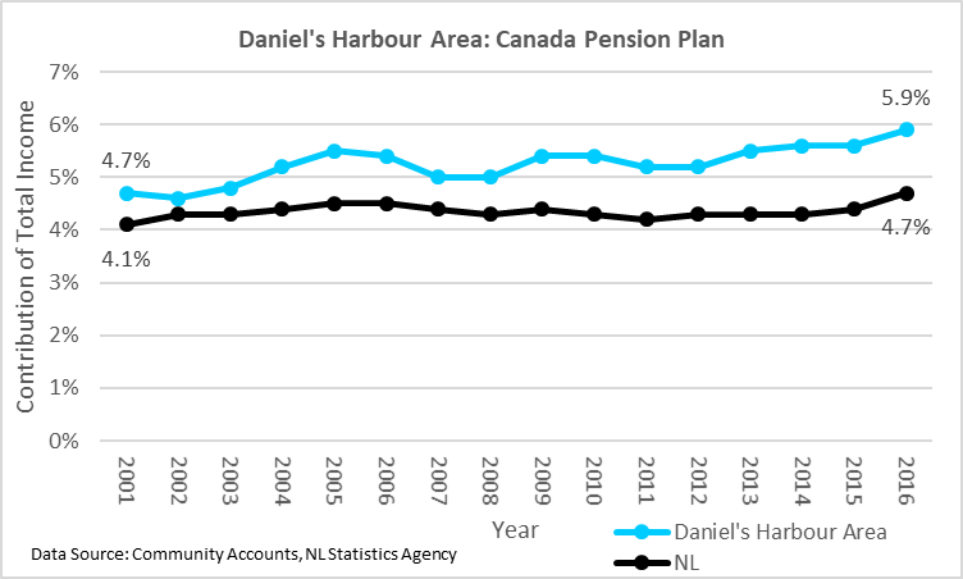
In the Daniel's Harbour Area, there were 400 males and 280 females receiving employment insurance in 2001 (see Figure 248). In 2016, there were 330 males and 290 females receiving employment insurance in the region.

Figure 248: The Daniel's Harbour Area - Number Reporting for Employment Insurance



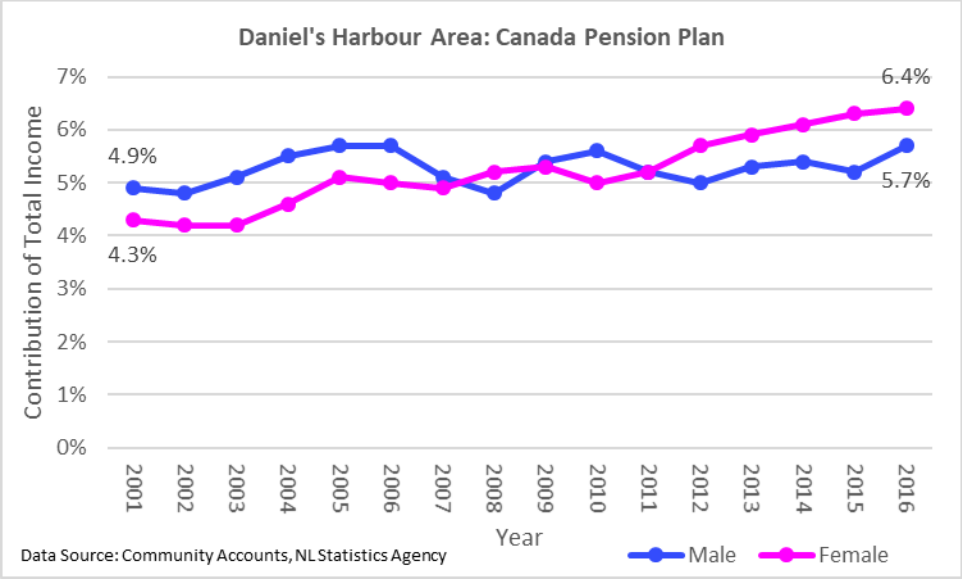
In 2001, the Canada Pension Plan's share of total income, as indicated in Figure 249, equaled 4.7% in the Daniel's Harbour Area and 4.1% in Newfoundland and Labrador. In 2016, the Canada Pension Plan accounted for 5.9% of total income in the Daniel's Harbour Area and 4.7% of total income in Newfoundland and Labrador.

Figure 249: The Daniel's Harbour Area - Canada Pension Plan's Contribution of Total Income



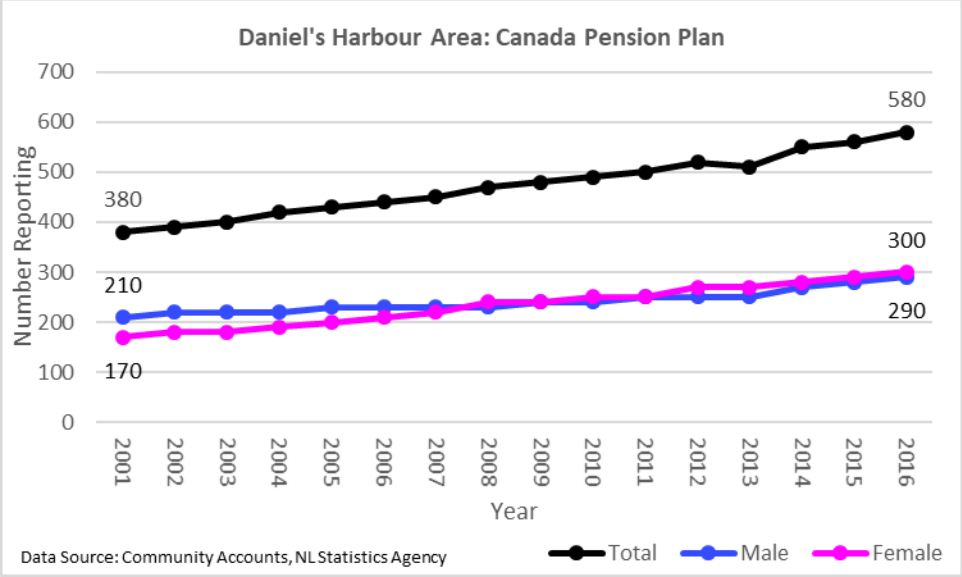
From Figure 250, in 2001, the Canada Pension Plan accounted for 4.9% of total income among males and 4.3% among females in the Daniel's Harbour Area with that share for males being 0.6 percentage points higher than that of females. In 2016, the Canada Pension Plan accounted for 6.4% of total income among females and 5.7% of total income among males.

Figure 250: The Daniel's Harbour Area - Canada Pension Plan's Contribution of Total Income



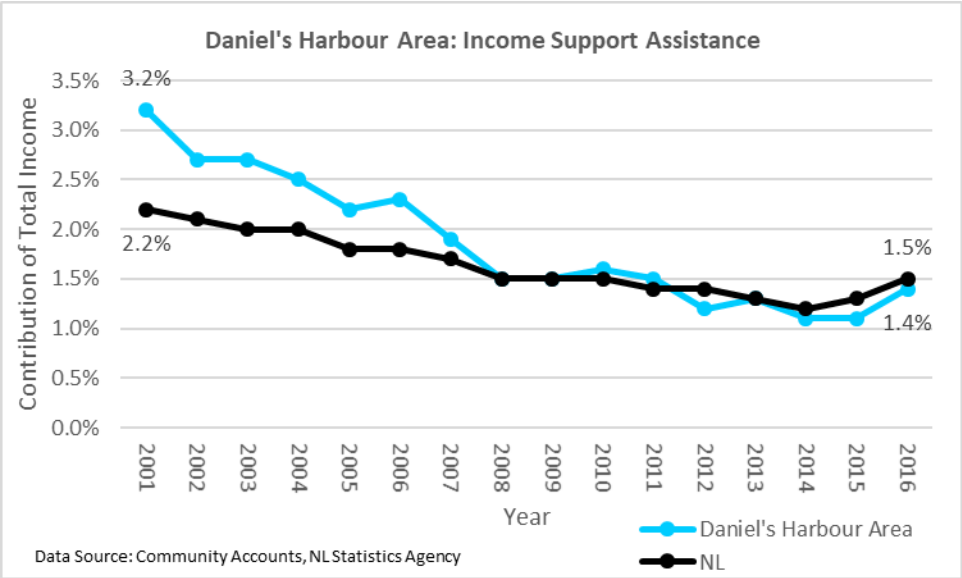
In 2001, there, according to Figure 251, were 210 males and 170 females receiving the Canada Pension Plan in the Daniel's Harbour Area. In 2016, there were 300 women and 290 men receiving the Canada Pension.

Figure 251: The Daniel's Harbour Area -Number Reporting for the Canada Pension Plan



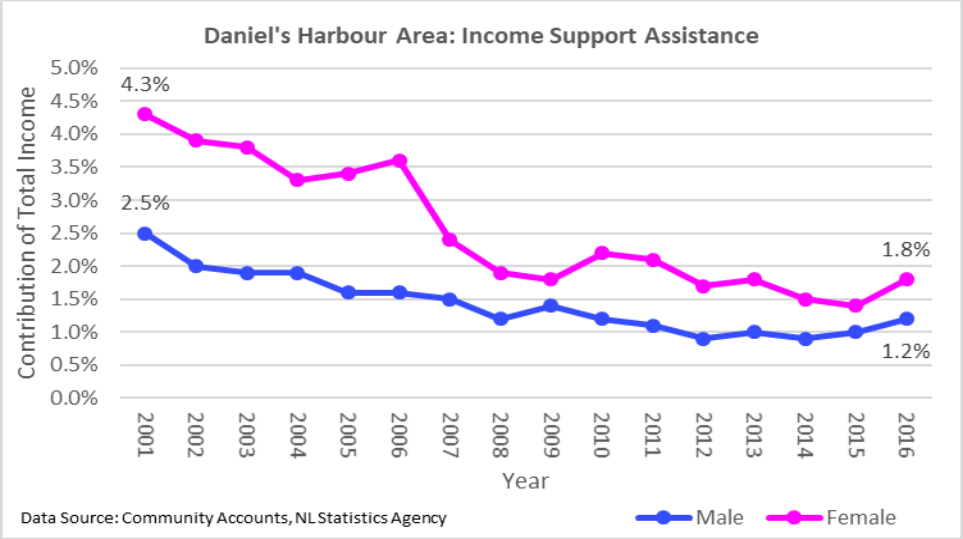
As shown in Figure 252, in 2001, income support assistance accounted for 3.2% of total income in the Daniel's Harbour Area, which was 1 percentage point above the provincial average. In 2016, income support assistance accounted for 1.4% of total income in the Daniel's Harbour Area, which was 0.1 percentage points below the provincial average. From 2001 to 2007, the share of total income accounted for by income support assistance was higher in the Daniel's Harbour Area than it was in the province. But, from 2014 to 2016, the province was slightly more reliant on income support assistance than the Daniel's Harbour Area. In total, income support assistance's share of total income in the Daniel's Harbour Area fell by 1.8 percentage points between 2001 and 2016.

Figure 252: The Daniel's Harbour Area - Income Support Assistance's Contribution of Total Income



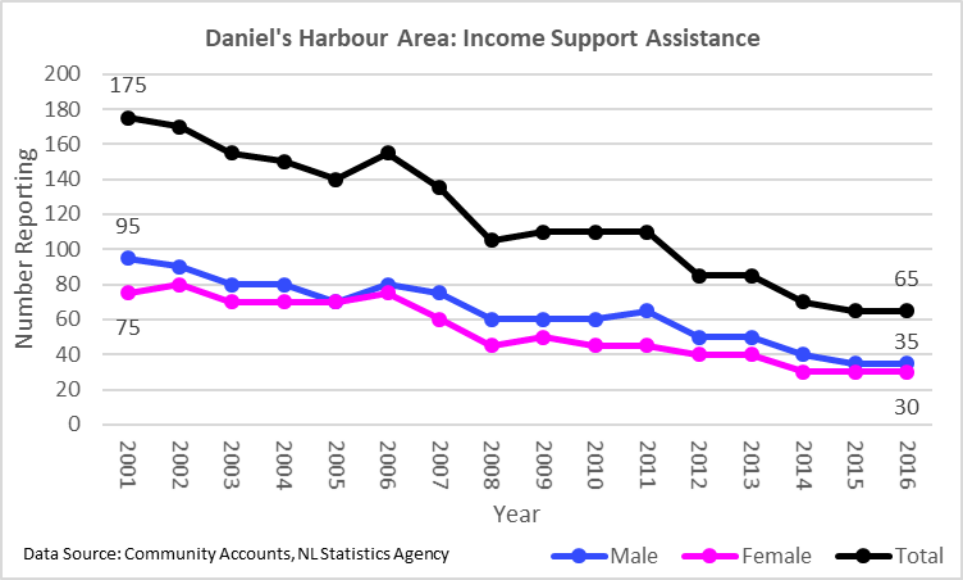
In 2001, income support assistance, as reflected in Figure 253, accounted for 4.3% of total income for females and 2.5% of total income for males in the Daniel's Harbour Area. In 2016, income support assistance accounted for 1.8% of total income for females and 1.2% of total income for males in the Daniel's Harbour Area; income support assistance's share of total income was 0.6 percentage points higher for females than males. In total, income support assistance's share of total income decreased by 2.5 percentage points for females and 1.3 percentage points for males in the region. Income support assistance's share of total income among females was higher than that of males between 2001 and 2016 in the Daniel's Harbour Area, but the gap between the shares of both genders closed significantly over that period.

Figure 253: The Daniel's Harbour Area - Income Support Assistance's Contribution of Total Income by Gender



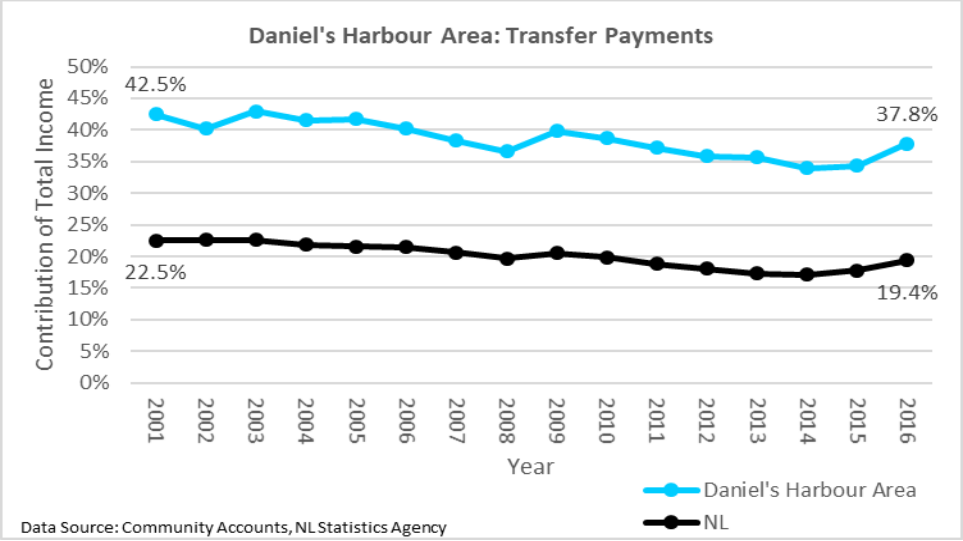
From Figure 254, in the Daniel's Harbour Area, there were 95 men and 75 women receiving income support assistance in 2001. In 2016, that number fell to only 35 men and 30 women in the Daniel's Harbour Area. Overall, the number of men receiving income support assistance fell by 60 individuals and the number of women reporting for income support assistance fell by 45 individuals in the Daniel's Harbour Area between 2001 and 2016.

Figure 254: The Daniel's Harbour Area - Number Reporting for Income Support Assistance



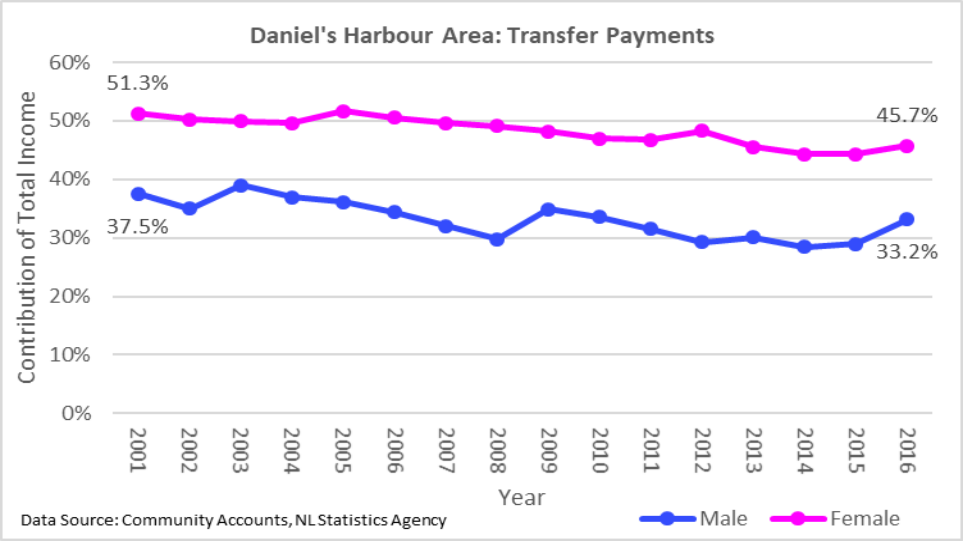
Total transfer payments, as shown in Figure 255, accounted for 42.5% of total income in the Daniel's Harbour Area and 22.5% in Newfoundland and Labrador in 2001. In 2016, transfer payments' share of total income equaled 37.8% in the Daniel's Harbour Area and 19.4% in Newfoundland and Labrador.

Figure 255: The Daniel's Harbour Area - Transfer Payments' Contribution of Total Income



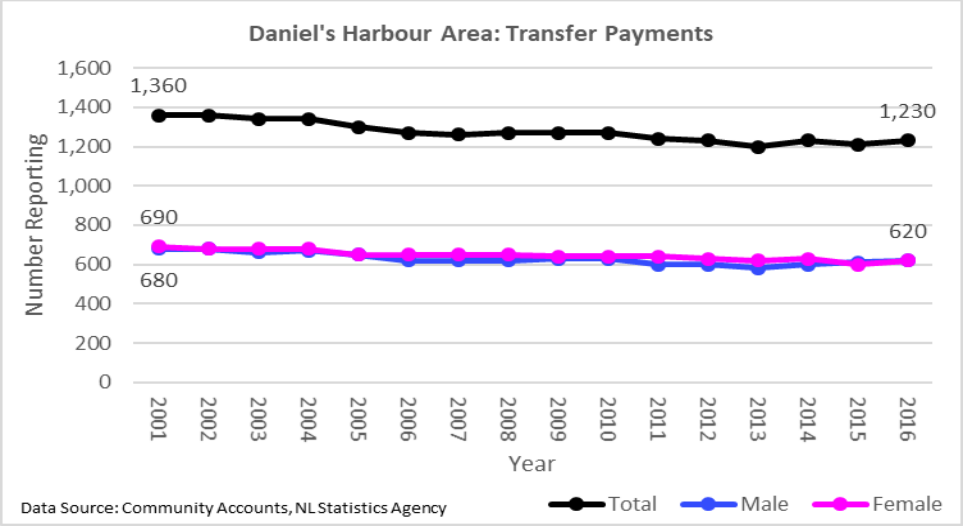
In the Daniel's Harbour Area, transfer payments' share of total income equaled 51.3% for females and 37.5% for males in 2001 (see Figure 256). In 2016, transfer payments' share of total income equaled 45.7% for females and 33.2% for males. From 2001 to 2016, transfer payment's share of total income among females was persistently higher than that of males in the Daniel's Harbour Area.

Figure 256: The Daniel's Harbour Area - Transfer Payments' Contribution of Total Income by Gender



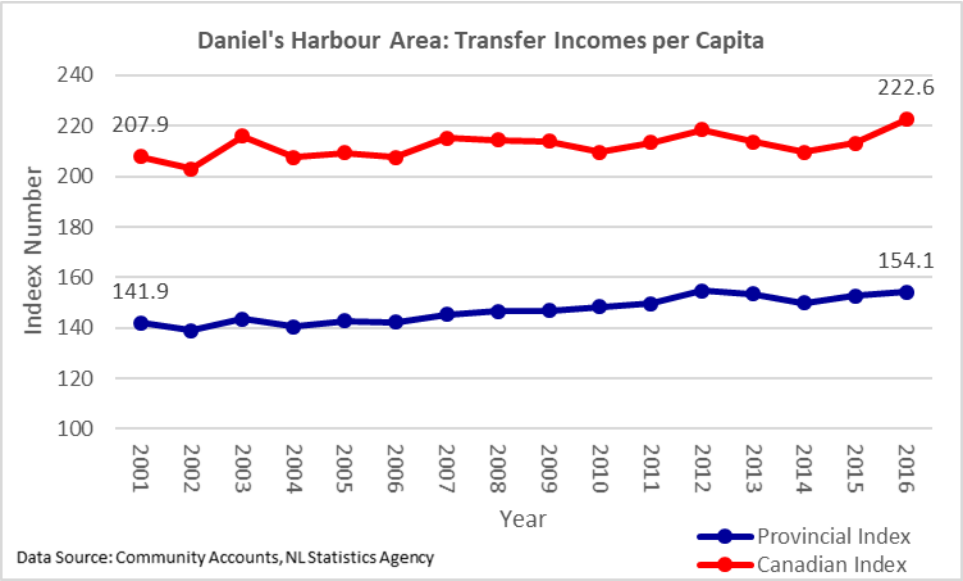
In 2001, as shown in Figure 257, there were 680 males and 690 females receiving transfer payments in the Daniel's Harbour Area. In 2016, the number of people receiving transfer payments dropped to 620 individuals for both males and females. The number of people receiving transfer payments in the Daniel's Harbour Area fell from 1,360 individuals in 2001 to 1,230 individuals in 2016.

Figure 257: The Daniel's Harbour Area - Number Reporting for Transfer Payments



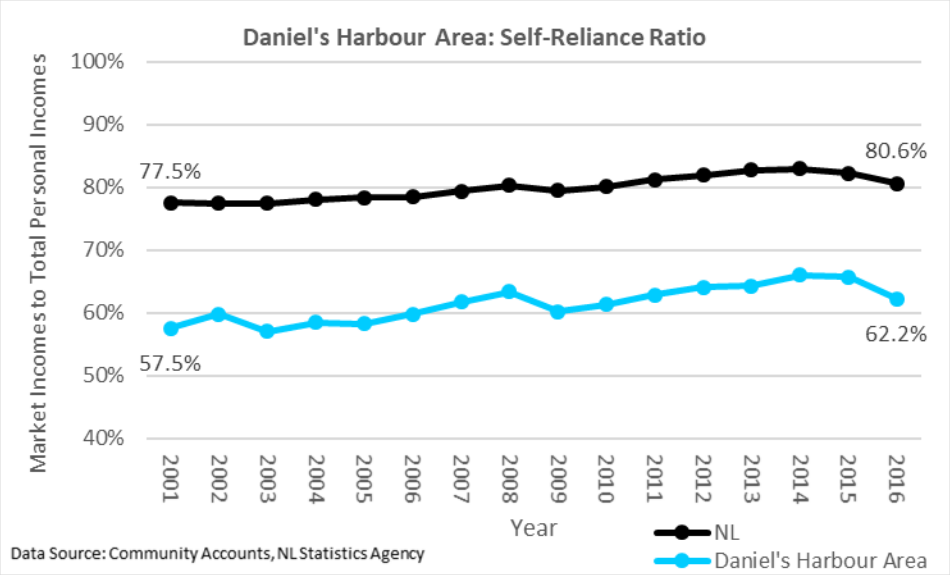
In 2001, transfer incomes per capita in the Daniel's Harbour Area were, as illustrated in Figure 258, equal to 141.9% of transfer incomes per capita in Newfoundland and Labrador or 207.9% of transfer incomes per capita in Canada. In 2016, transfer incomes per capita in the Daniel's Harbour Area amounted to 154.1% of the provincial level of transfer incomes per capita or 222.6% of the Canadian levels of transfer incomes per capita. In fact, the Daniel's Harbour Area was even more reliant on transfer payments in 2016 relative to Canada and the province than it was in 2001. The Daniel's Harbour Area was more reliant on transfer payments than both the province and Canada between 2001 and 2016. In fact, transfer incomes per capita in the Daniel's Harbour Area in 2016 were more than double the Canadian average.

Figure 258: The Daniel's Harbour Area - Transfer Incomes per Capita



From Figure 259, in 2001, of all income flowing into the Daniel's Harbour Area, only 57.5 cents of every dollar came from market sources. In 2016, 62.2% of all income flowing into the Daniel's Harbour Area originated from market sources. Between 2001 and 2016, the Daniel Harbour Area's self-reliance ratio increased by 4.7 percentage points over that period of time, which meant that the Daniel's Harbour Area was more reliant on market sources, rather than government transfers, for its income in 2016 than it was in 2001. However, the Daniel's Harbour Area's self-reliance ratio was lower than that of Newfoundland and Labrador from 2001 to 2016.

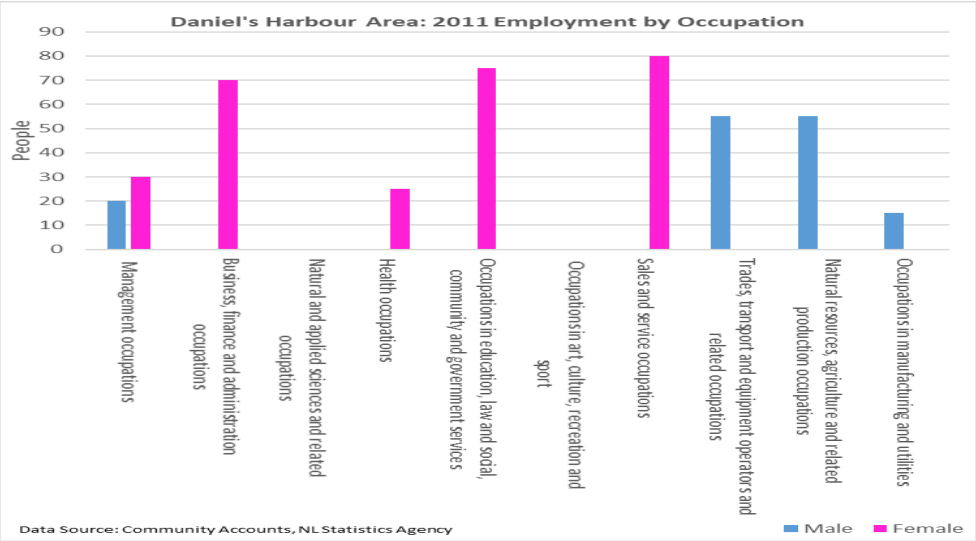
Figure 259: The Daniel's Harbour Area - Self-Reliance Ratio



3.3.10 Employment Classification

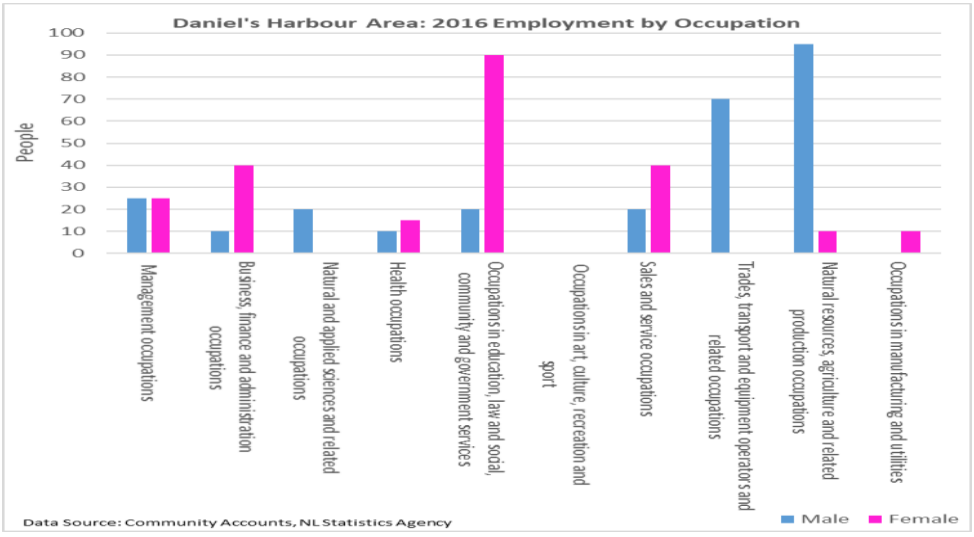
In 2011, as shown in Figure 260, the leading occupation in term of male employment tied between trades, transport and equipment operators and related occupations and natural resources, agriculture and related production occupations as both had 55 male workers each. The leader in terms of female employment was sales and service occupations with 80 workers. The second place occupation category was occupations in education, law and social, community and government services with 75 female workers.

Figure 260: The Daniel's Harbour Area - Employment by Occupation 2011



In 2016, natural resources, agriculture and related production occupations led the way in male employment in the Daniel's Harbour Area with 95 male workers (see Figure 261). The second-place category, trades, transport and equipment operators and related occupations has 25 fewer male workers than the leading occupation category. Additionally, in terms of female employment, occupations in education, law and social, community and government services led the way with 90 female workers while sales and service occupations and business, finance and administration occupations tied for second place with 40 female workers each.

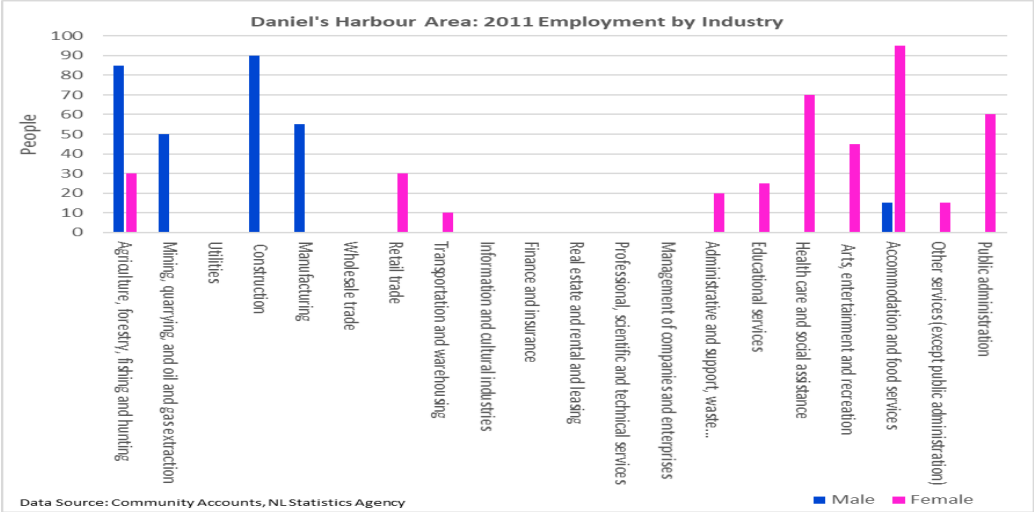
Figure 261:The Daniel's Harbour Area - Employment by Occupation 2016



In terms of industries, the leader in male employment in 2011, as illustrated in Figure 262, was construction with 90 male workers in the Daniel's Harbour Area. The second-place industry was agriculture, forestry, fishing and hunting with 85 male workers. The leading industry in terms of

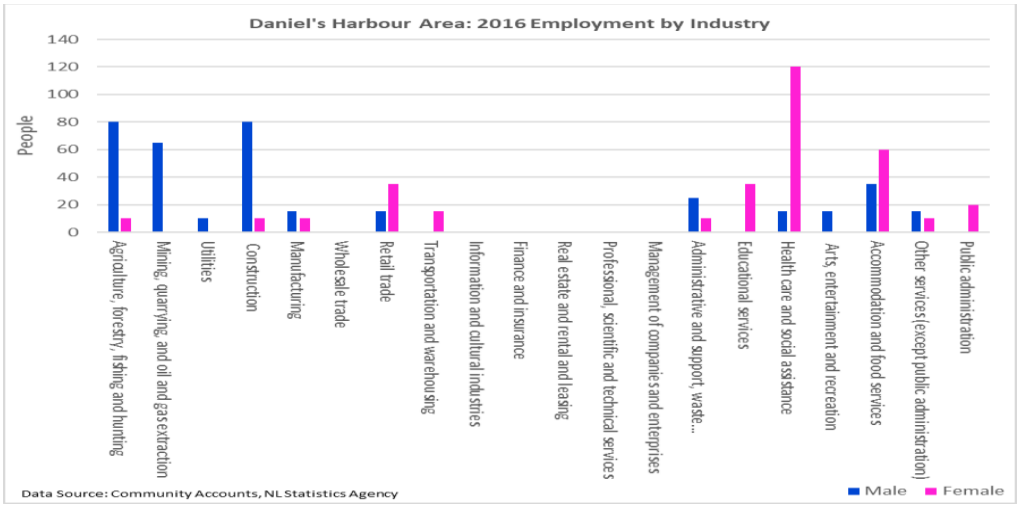
female employment was accommodation and food services with 95 female workers, while health care and social assistance finished in second place with 70 female workers.

Figure 262: The Daniel's Harbour Area - Employment by Industry 2011



From Figure 263, in 2016, the leading employers of men in the Daniel's Harbour Area were agriculture, forestry, fishing and hunting and construction with 80 individuals each. The next closest industry was mining, quarrying and oil and gas extraction with 65 individuals. In terms of female employment, the leading industry was health care and social assistance with 120 female workers. The next closest industry was accommodation and food services with 60 female workers and 60 fewer female workers than the leading category.

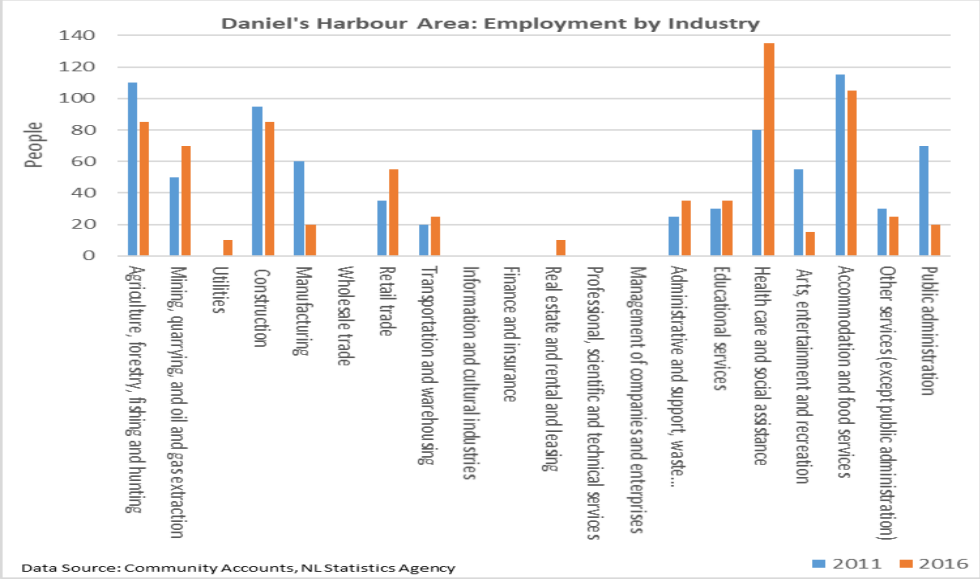
Figure 263: The Daniel's Harbour Area - Employment by Industry 2016



In Daniel's Harbour Area, the industry with the highest level of employment, as indicated in Figure 264, was accommodation and food services in 2011, with 115 workers, while health care and social assistance was the leader in 2016, with 135 workers. Between 2011 and 2016, health

care and social assistance experienced the highest increase in employment, with 55 more workers in 2016 than there were in 2011. Over that same period, public administration experienced the largest drop in employment with 50 fewer workers in 2016 than there were in 2011.

Figure 264: The Daniel's Harbour Area - Employment by Industry



3.3.11 Education

In 2011, there were 95 more females, than males, without a certificate or diploma and 35 more females, than males, had a high school diploma as their highest level of education in the Daniel's Harbour Area (see Figure 265). Likewise, 90 more males, than females, had an apprenticeship or trades certificate and 25 more males, than females, held a college or other non-university certificate or diploma in Local Area 75 in 2011. Finally, 20 more females, than males, had a university certificate or diploma at the bachelor level or above in the Daniel's Harbour Area in 2011.

As shown in Figure 266, 35 more females, than males, did not have a certificate or diploma and 15 more females than males had a high school diploma as their highest level of school in the Daniel's Harbour Area in 2016. To add, 60 more males, than females, had an apprenticeship or trades certificate or diploma and 20 more females, than males, had a college or other non-university certificate or diploma in the area. Finally, there were 20 more males, than female with a university certificate or diploma at the bachelor level or above in 2016.

Figure 265: The Daniel's Harbour Area - Highest Level of Schooling 2011

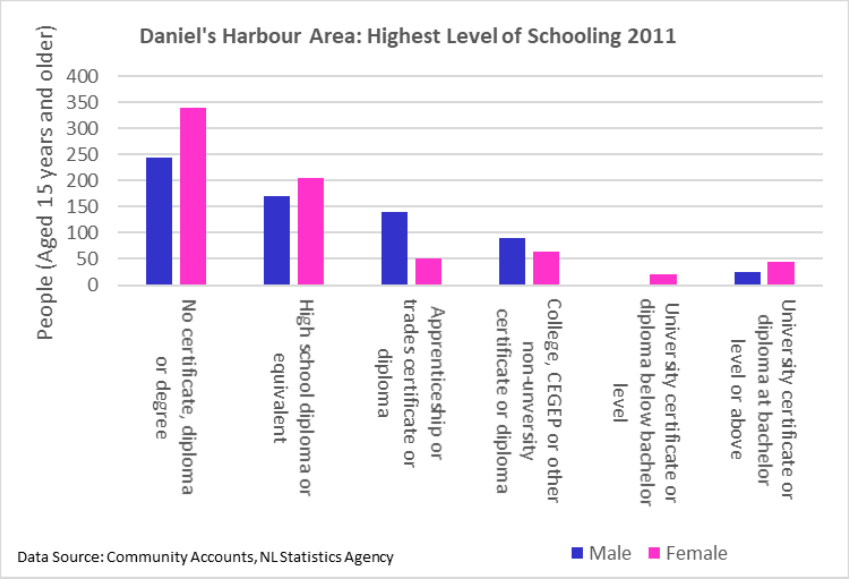
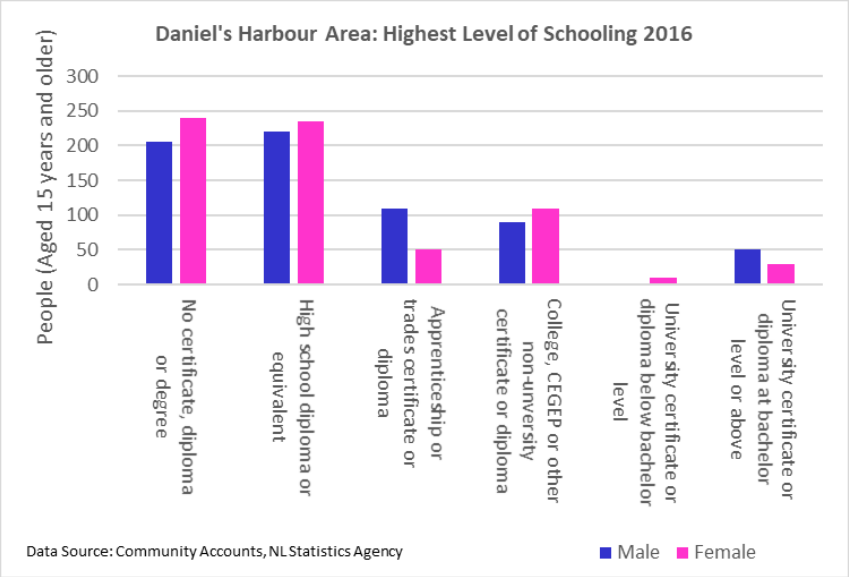


Figure 266: The Daniel's Harbour Area - Highest Level of Schooling 2016



In 2016, according to Figure 267, there were 140 fewer people without a certificate or diploma and there were 80 more people with a high school diploma as their highest level of education than in 2011 in the Daniel's Harbour Area, As well, there were 30 fewer people with an apprenticeship or trades certificate or diploma and there were 50 more people with a college or other non-university degree or diploma in 2016 than there were in 2011 in the Daniel's Harbour Area. Finally, there were 20 more people with a university certificate or diploma at the bachelor level or above in 2016 than there were in 2011 in the Daniel's Harbour Area.

Figure 267: The Daniel's Harbour Area - Highest Level of Schooling

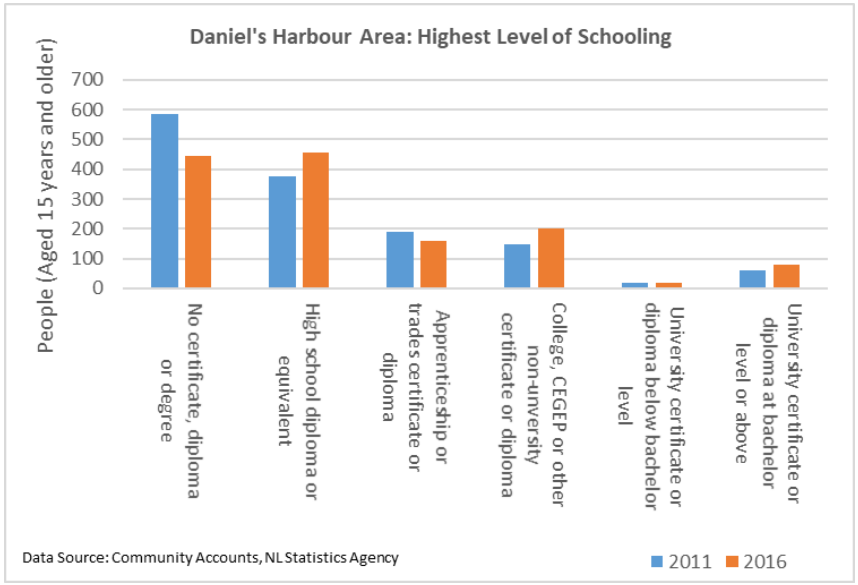
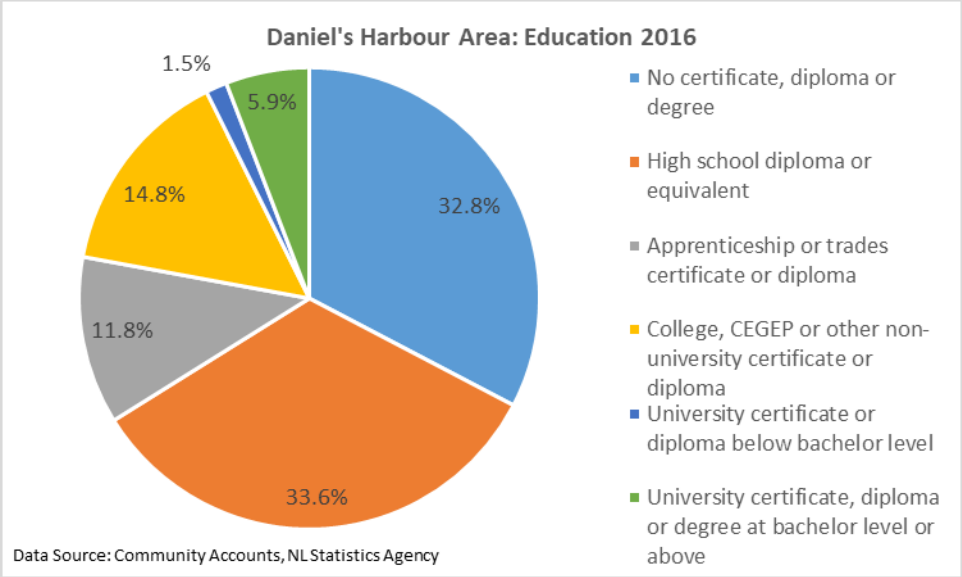


Figure 268: The Daniel's Harbour Area - Population Shares by Education



From Figure 268, in 2016, 32.8% of the population of the Daniel's Harbour Area aged 15 years and older held no certificate, diploma or degree (which was 9.4 percentage points higher than the provincial average) and 33.6% of the population aged 15 years and older held a high school diploma as their highest level of schooling (which was 8.6 percentage points higher than the provincial average). Similarly, in the Daniel's Harbour Area in 2016, 14.8% of the population aged 15 years and older held a college or other non-university certificate or diploma (which was 8.3 percentage points less than the provincial average) and only 5.9% of the population of the Daniel's Harbour Area aged 15 years and older held a university certificate, diploma or degree

at the bachelor level or above (which was 8.9 percentage points less than the provincial average). The Daniel's Harbour Area has a significantly higher percentage of its population either without a high school diploma or holding a high school diploma as their highest level of education and has a significantly lower share of its population with college and bachelor degrees than Newfoundland and Labrador as a whole. The main take away could be that the population of the Daniel's Harbour Area is considerably less educated than the population of the province as a whole

3.3.12 Summary

The Daniel's Harbour Area is the second least populated Local Area in the Northern Peninsula region. While deaths continue to outweigh births in the region as the natural change drops, there has been net in-migration into the region in recent years. In fact, the Daniel's Harbour Area experienced positive population growth in both 2014 and 2015, even though it tied for the second lowest natural change of all Local Areas in the Northern Peninsula region in 2015. However, the Daniel's Harbour Area still experienced large amounts of population decline as its population in 2016 was 37% lower than what it was in 1996.

When compared with other Local Areas in the Northern Peninsula region in 2016, the Daniel's Harbour Area had the third lowest working age population share, the second highest elderly population share, the second highest age dependency ratio, and the second highest median age. The Daniel's Harbour Area's demographics are poor, even for the standards of the Northern Peninsula region.

In terms of economic indicators of well-being, the Daniel's Harbour Area had the third lowest median income, the second lowest levels of real disposable income per capita and the fourth largest median income gender pay gap of all Local Areas in the Northern Peninsula region in 2016. Moreover, the Daniel's Harbour Area had the second highest prevalence of low income of all Local Areas in the Northern Peninsula region in 2015. In fact, the Daniel's Harbour Area and the Deer Lake-Cormack Area were the only Local Areas in the Northern Peninsula region with a prevalence of low income that was higher than the provincial average in 2015. The Daniel's Harbour Area, compared with other Local Areas in the Northern Peninsula region, is the second most reliant on transfer payments and has the second lowest self-reliance ratio. The Daniel's Harbour Area's education statistics paint a curious picture: of the eight Local Areas in the Northern Peninsula region in 2016, the Daniel's Harbour Area had the second highest percentage of its population with an apprenticeship or trades certificate or diploma; the third lowest population share of individuals with a college or other non-university certificate or diploma; the third lowest population share of individuals with no certificate, diploma or degree; and the fourth highest population share of individuals with a postsecondary education. While this may lead to the conclusion that the Daniel's Harbour Area's education levels are middling

for the standards of the Northern Peninsula region, it should be alarming that it has the highest population share of individuals with a high school diploma as their highest level of education: this means that the Daniel's Harbour Area has a higher percentage of its population that graduated high school and did not acquire a postsecondary education than any other Local Area in the Northern Peninsula region.

Even for the standards of the Northern Peninsula region, the Daniel's Harbour Area was highly reliant on government transfers, rather than market sources, for its income. In fact, transfer incomes per capita in the Daniel's Harbour Area equaled 222.6% of the Canadian levels in 2016; the Daniel's Harbour Area was over twice as reliant on government transfers for its income than the Canadian average. Even when compared with other parts of the Northern Peninsula region, the Daniel's Harbour Area is characterized by a low population, poor demographics, population decline, a low median income, a poor standard of living, a high reliance on transfer incomes, and a relatively low ability to provide income through market sources. The ability of the Daniel's Harbour Area to ameliorate its standing will depend on its ability to maintain its high levels of in-migration, sustain the population growth that has occurred in recent years and increase the number of individuals who attempt to acquire a postsecondary education once they graduate from high school.

3.4 The Hawke's Bay-Port au Choix Area (Local Area 74)

Geographical Boundaries: Includes Barr'd Harbour, Eddies Cove West, Hawke's Bay, Port Saunders, Port au Choix and River of Ponds

Largest Communities (Population 2016): Port au Choix (790), Port Saunders (675), Hawke's Bay (315)

3.4.1 Population

From Figures 269 and 270, in 1996, the population of the Hawke's Bay-Port au Choix Area equaled 2,940 people. By 2016, the population of the Hawke's Bay-Port au Choix Area equaled 2,035 individuals in 2016. Between 1996 and 2016, the Hawke's Bay-Port au Choix Area lost 30.8% of its population. In 2001, there were 1,490 males and 1,455 females in Hawke's Bay Area. In 2016, there were 1,035 females and 995 males in the Hawke's Bay-Port au Choix Area. Like other regions in the Northern Peninsula region, most of the population switched from males in 1996 to females in 2016.

Figure 269: the Hawke's Bay-Port au Choix Area - Population

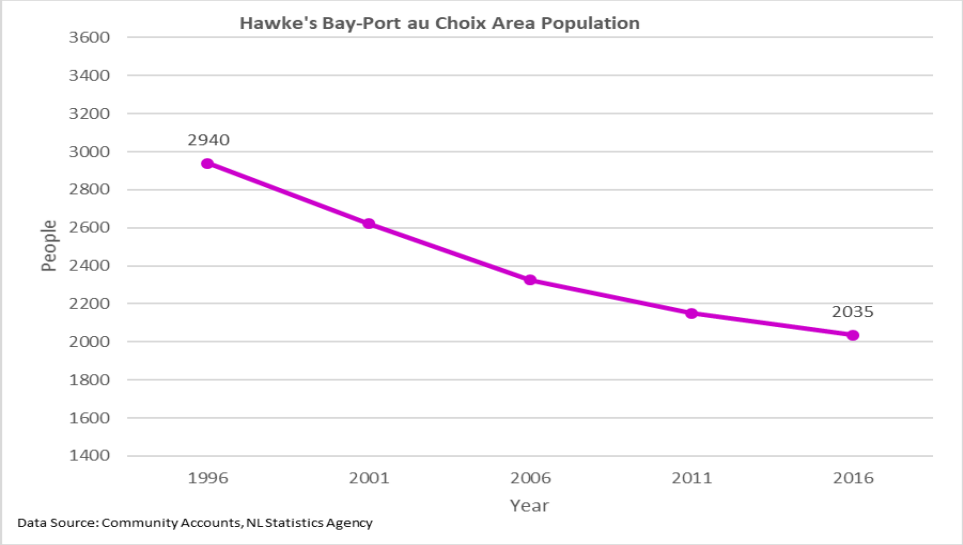
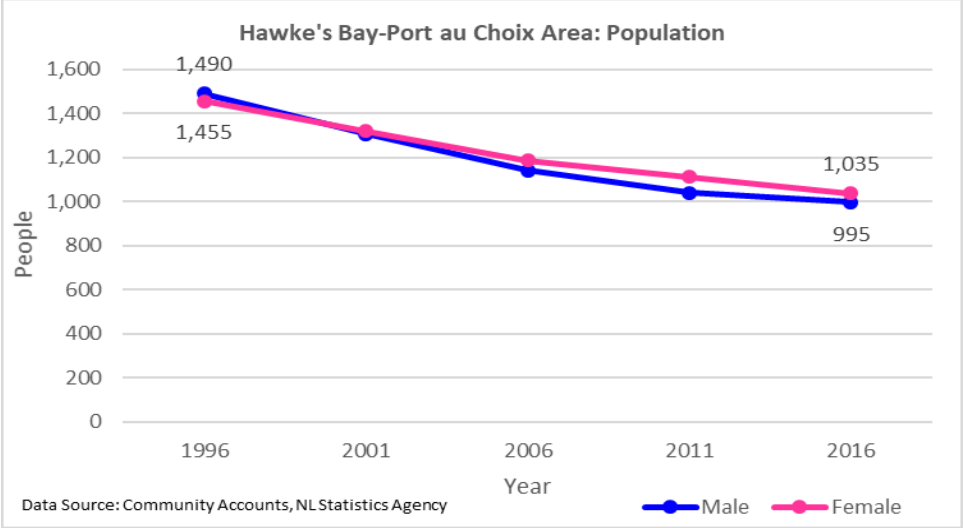


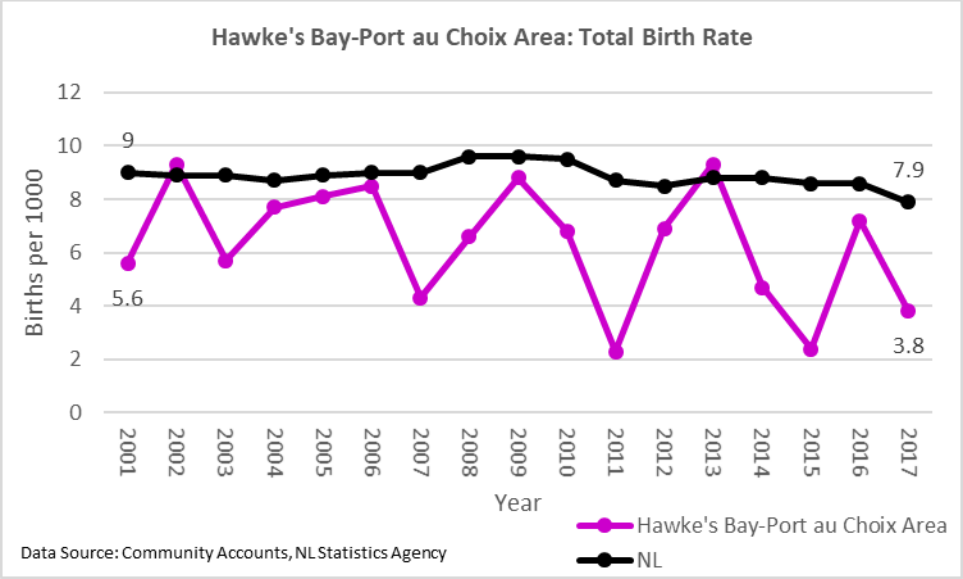
Figure 270: The Hawke's Bay-Port au Choix Area - Population by Gender



3.4.2 Births

Between 2001 and 2017, the total birth rate in the Hawke's Bay-Port au Choix Area was lower than the provincial average for all except for 2 years (see Figure 271). In 2001, the total birth rate in the Hawke's Bay-Port au Choix Area equaled 5.6 births per 1,000. In 2017, the total birth rate in the Hawke's Bay-Port au Choix Area, at 3.8 birth per 1000. While the total birth rate in the Hawke's Bay-Port au Choix Area was more erratic than the provincial average between 2001 and 2017, it dropped by 1.8 births per 1,000 over that period. The gap between the total birth rates of the Hawke's Bay-Port au Choix Area and Newfoundland and Labrador was wider in 2017 than it was in 2001 since the total birth rate in the Hawke's Bay-Port au Choix Area fell faster than the provincial average.

Figure 271: The Hawke's Bay-Port au Choix Area - Total Birth Rate



3.4.3 Population by Age Group

As shown in Figures 272 to 274, the demographics in the Hawke's Bay-Port au Choix Area changed from a youthful population to an unstable structure, with more people in the older age cohorts. In 1996, the most populated age cohorts in the Hawke's Bay-Port au Choix Area were the 30-34 and 35-39 age groups, with 285 individuals each. In 2006, the leading age cohort in the Hawke's Bay-Port au Choix Area was the 45-49-year-old age group, with 250 individuals and the new leading age group in the region was the 55-59-year-old cohort in 2016, with 240 individuals. Evidently, the population structure of the Hawke's Bay-Port au Choix Area must change soon, or it will not be able to support itself.

Figure 272: The Hawke's Bay-Port au Choix Area - Population by Age Group 1996

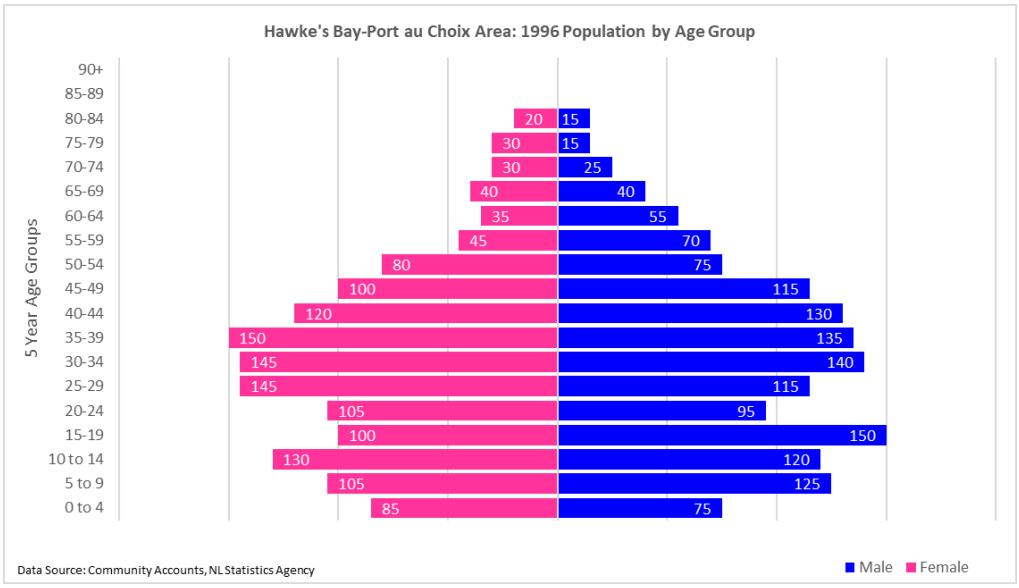


Figure 273: The Hawke's Bay-Port au Choix Area - Population by Age Group 2006

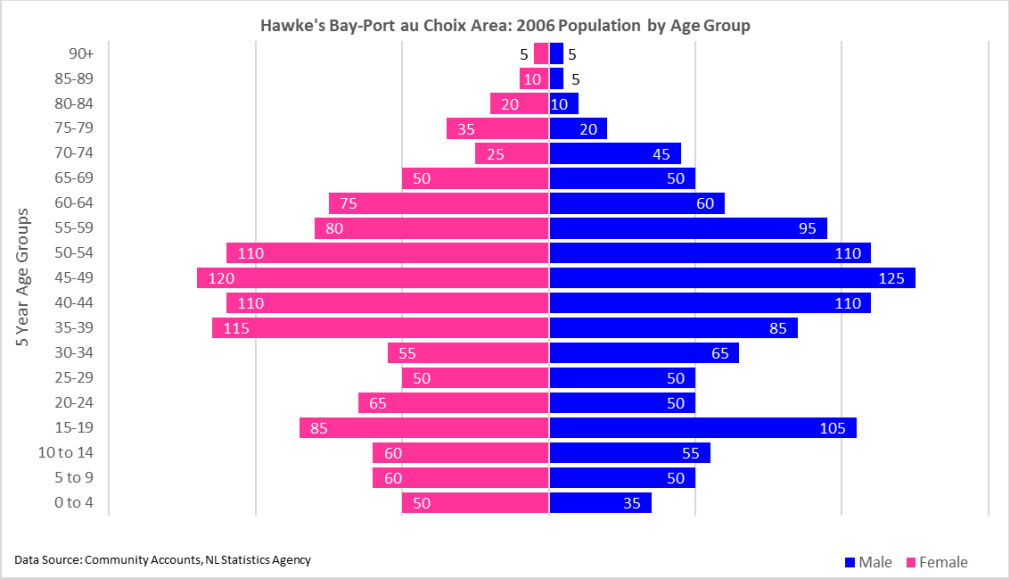
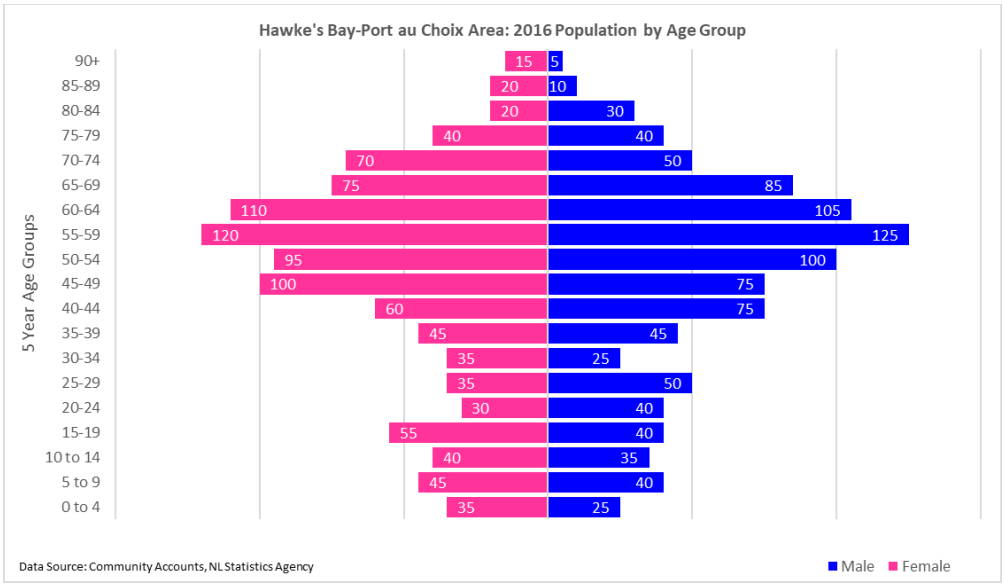


Figure 274: The Hawke's Bay-Port au Choix Area - Population by Age Group 2016



3.4.4 Population Change

As demonstrated in Figures 275 to 277, in the Hawke's Bay-Port au Choix Area, the natural change fell from -10 in 2001 to -25 in 2015, while the residual net migration increased from -30 in 2001 to 5 in 2015. Although the residual net migration fell from 10 in 2002 to -120 in 2006, it increased from -120 in 2006 to 5 in 2015, where it was positive for the first time since 2002. There has been negative population growth since 2003 in the Hawke's Bay-Port au Choix Area. Even though the residual net migration became positive in 2015, the natural change, which remained negative, outweighed the residual net migration resulting in the continued trend of

population decline in the region. In the Hawke's Bay-Port au Choix Area, the residual net migration expressed as a percentage of the population was lower than the provincial average from 2003 to 2015, but the gap closed over that period. In 2015, the residual net migration turned positive for the first time since 2002 in the Hawke's Bay-Port au Choix Area, equaling 0.28% of the Hawke's Bay-Port au Choix Area's population, while it remained 0.35 percentage points lower than the provincial average. Even though residual net migration improved in the Hawke's Bay-Port au Choix Area between 2001 and 2015, there continues to be population decline in the region since the negative natural change outweighs it.

Figure 275: The Hawke's Bay-Port au Choix Area - Population Change

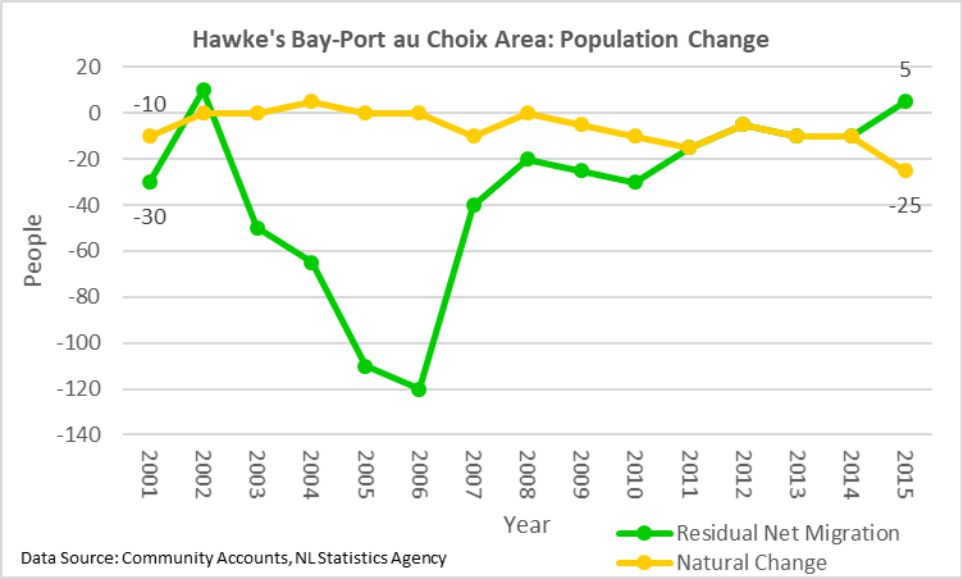


Figure 276: The Hawke's Bay-Port au Choix Area - Residual Net Migration

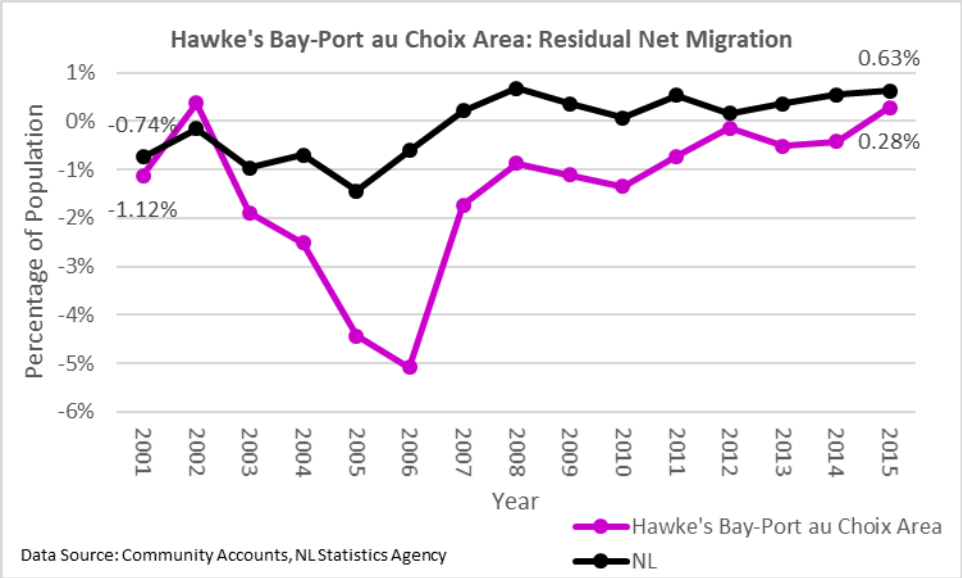
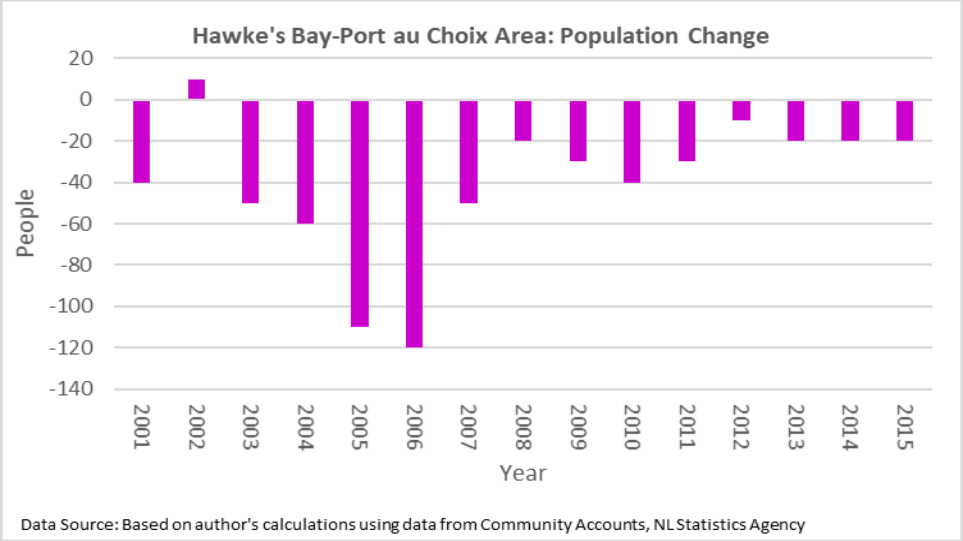


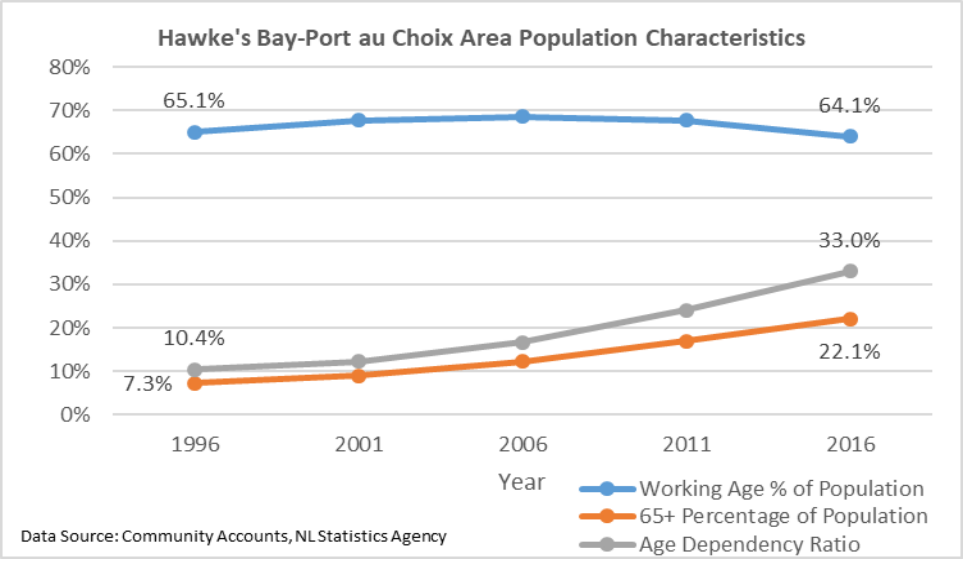
Figure 277: The Hawke's Bay-Port au Choix Area - Population Change



3.4.5 Population Characteristics

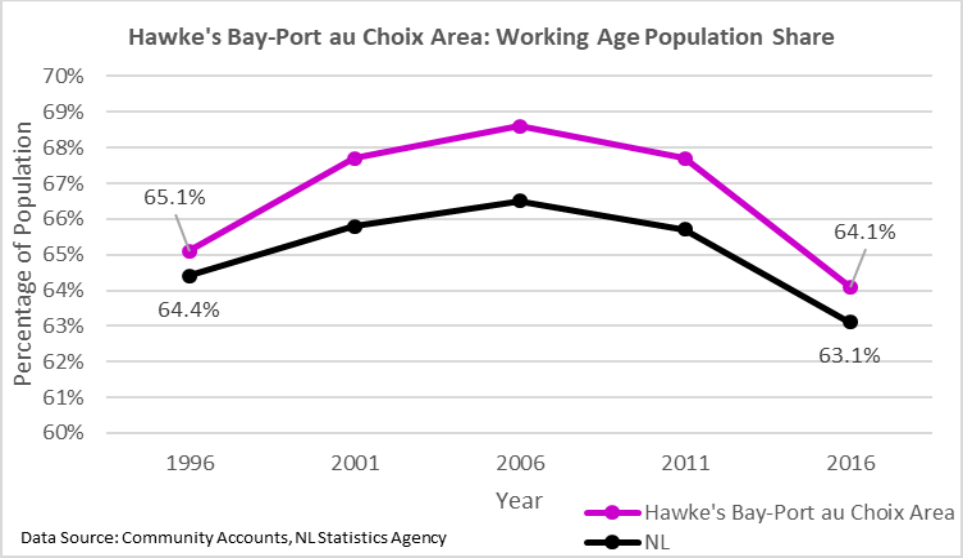
From Figure 278, in the Hawke's Bay-Port au Choix Area, the working age population share fell by 1 percentage point between 1996 and 2016: from 65.1% of the population in 1996 to 64.1% of the population in 2016. The elderly population share rose from 7.3% in 1996 to 22.1% in 2016. Finally, the age dependency ratio rose from 10.4% in 1996 to 33% in 2016.

Figure 278 The Hawke's Bay-Port au Choix Area - Population Characteristics



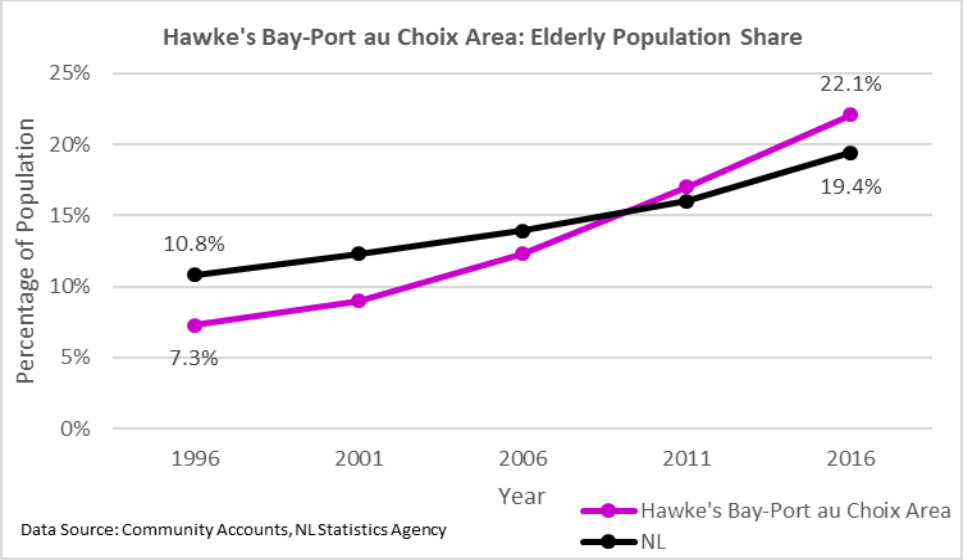
The working age population share of the Hawke's Bay-Port au Choix Area, as illustrated in Figure 279, followed the provincial pattern from 1996 to 2016, but it was persistently higher than the provincial average throughout that period and declining by 4.5 percentage points between 2006 and 2016.

Figure 279: The Hawke's Bay-Port au Choix Area - Working Age Population Share



From Figure 280, the elderly population share of the Hawke's Bay-Port au Choix Area in 1996 was 3.5 percentage points lower than the provincial average. From the 1996 census to the 2006 census, the elderly population share of the Hawke's Bay-Port au Choix Area remained below that of Newfoundland and Labrador. However, from the 2006 census to the 2016 census, the elderly population share of the Hawke's Bay-Port au Choix Area was higher than the province.

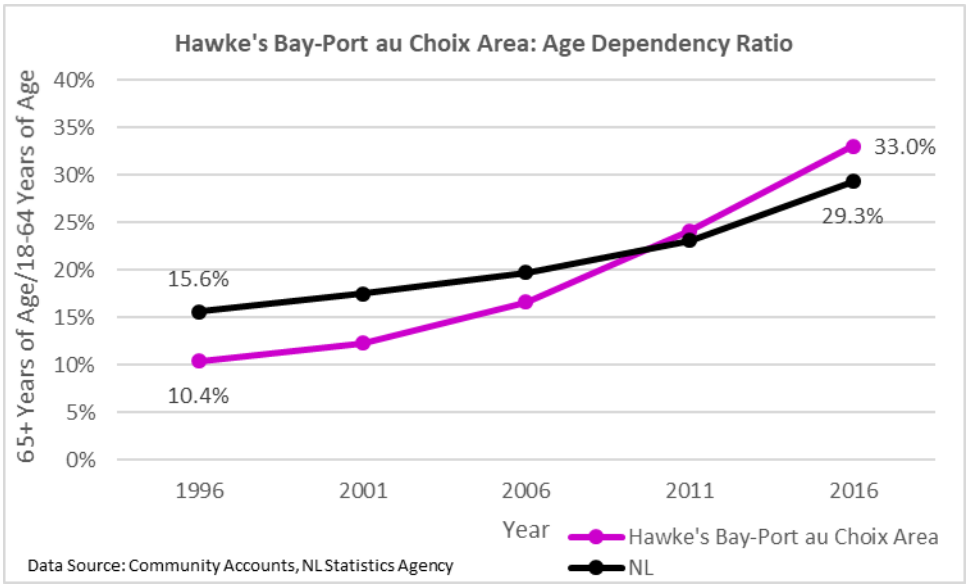
Figure 280: The Hawke's Bay-Port au Choix Area - Elderly Population Share



In 1996, the age dependency ratio of the Hawke's Bay-Port au Choix Area, equaling 10.4%, was 5.2 percentage points lower than the provincial average and would remain lower than the province from the 1996 census to the 2006 census (see Figure 281). From the 2011 to the 2016 census, the age dependency ratio of the Hawke's Bay-Port au Choix Area was higher than that

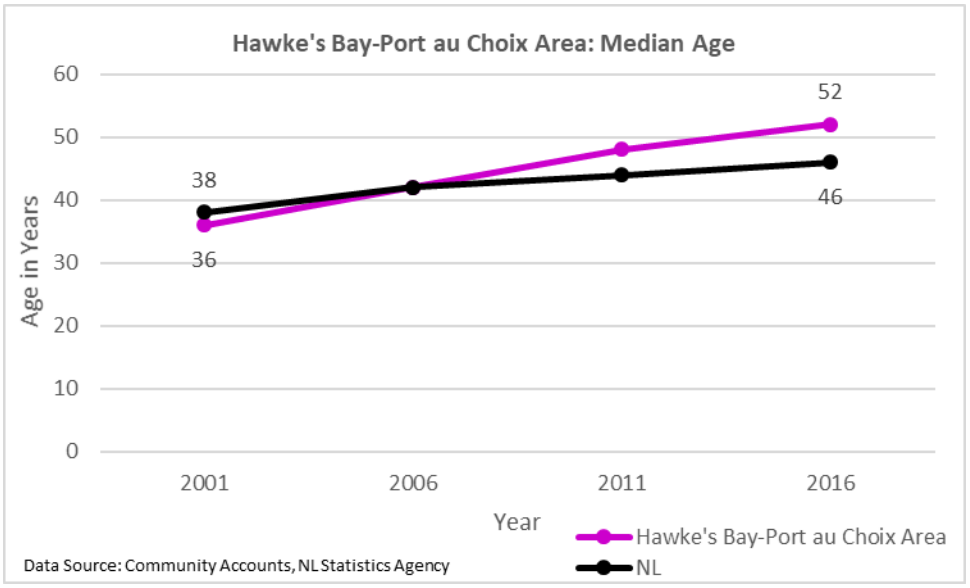
of Newfoundland and Labrador. In 2016, the age dependency ratio of the Hawke's Bay-Port au Choix Area, equaling 33%, was 3.7 percentage points higher than the provincial average.

Figure 281: The Hawke's Bay-Port au Choix Area - Age Dependency Ratio



The median age of the Hawke's Bay-Port au Choix Area, as indicated in Figure 282, equaled 36 years in 2001 and was two years lower than the provincial average. In 2016, the median age of the Hawke's Bay-Port au Choix Area equaled 52 years of age and was six years higher than that of Newfoundland and Labrador. While the median age of Newfoundland and Labrador increased by 8 years between 1996 and 2016, the median age of the Hawke's Bay-Port au Choix Area augmented by 16 years over that same period.

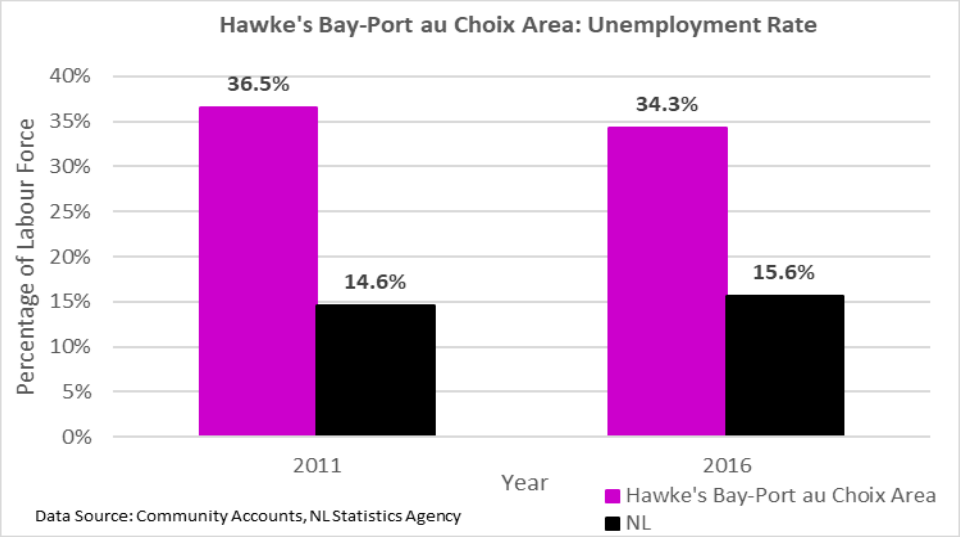
Figure 282: The Hawke's Bay-Port au Choix Area - Median Age



3.4.6 Labour Force

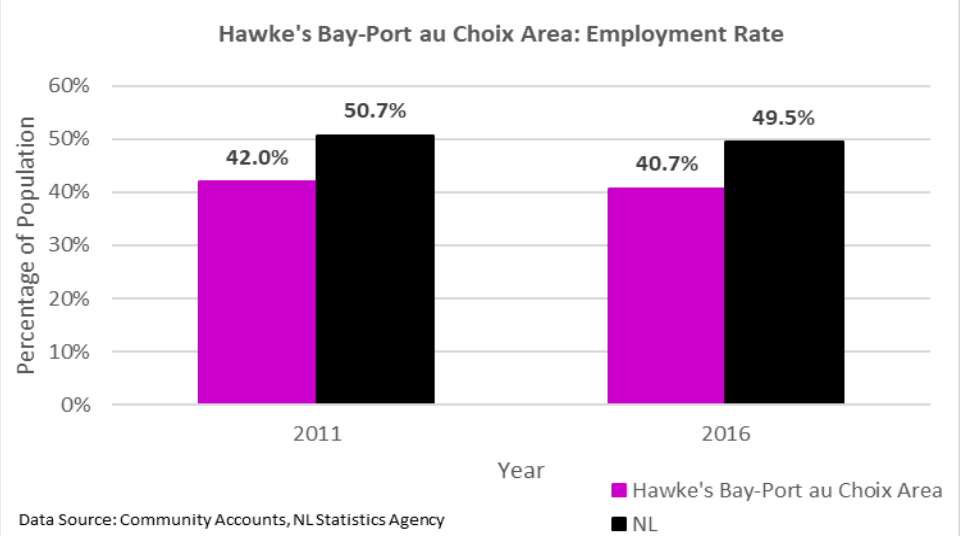
In 2011, the unemployment rate of the Hawke's Bay-Port au Choix Area, as shown in Figure 283, equaled 36.5% and was 21.9 percentage points higher than the unemployment rate of Newfoundland and Labrador. In 2016, the unemployment rate of the Hawke's Bay-Port au Choix Area, at 34.3%, was 18.7 percentage points higher than the provincial unemployment rate.

Figure 283: The Hawke's Bay-Port au Choix Area - Unemployment Rate



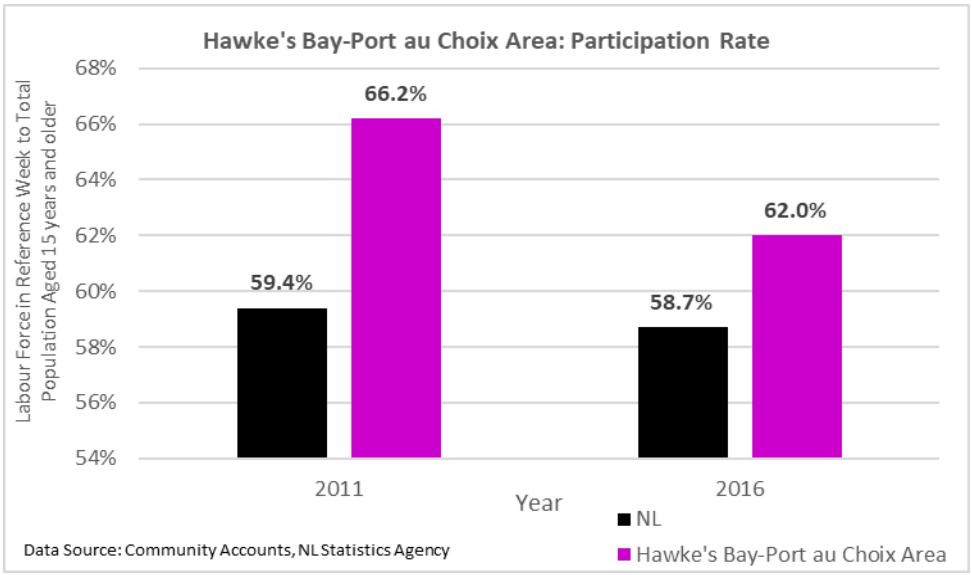
From Figure 284, the employment rate in the Hawke's Bay-Port au Choix Area equaled 42% and was 8.7 percentage points less than the provincial employment rate. In 2016, the employment rate of the Hawke's Bay-Port au Choix Area equaled 40.7% and was 8.8 percentage points less than the employment rate of Newfoundland and Labrador.

Figure 284: The Hawke's Bay-Port au Choix Area - Employment Rate



From 285, in 2011, the participation rate in the Hawke's Bay-Port au Choix Area was 66.2%, which was 6.8 percentage points higher than the participation rate of Newfoundland and Labrador. In 2016, the participation rate in the Hawke's Bay-Port au Choix Area equaled 62%, which was 3.3 percentage points higher than the provincial average.

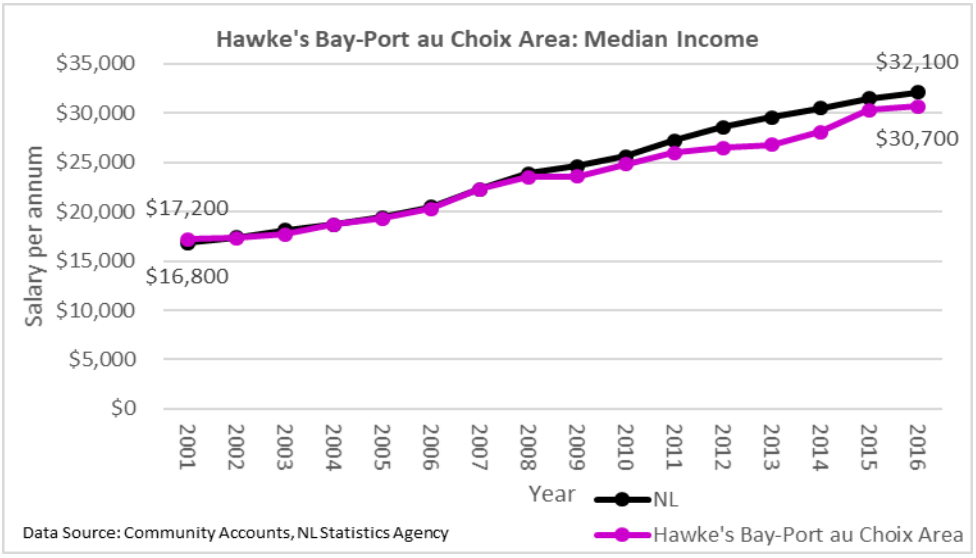
Figure 285: The Hawke's Bay-Port au Choix Area - Participation Rate



3.4.7 Income

In the Hawke's Bay-Port au Choix Area, the median income, as shown in Figure 286, was like the province 2001 to 2008. In 2016, the median income of Hawke' Bay-Port au Choix Area, standing at $30,700, was $1,400 less than the provincial average

Figure 286: The Hawke's Bay-Port au Choix Area - Median Income



From Figure 287 and 288, in the Hawke's Bay-Port au Choix Area, the median income equaled $22,100 for males and $13,800 for females in 2001. In 2016, the median income in the Hawke's Bay-Port au Choix Area rose to $37,100 for males and $25,500 for females. While the median income gender pay gap in the Hawke's Bay-Port au Choix Area increased between 2001 and 2016, the median income gender pay gap of Newfoundland and Labrador increased faster than that of the Hawke's Bay-Port au Choix Area. In fact, the median income gender pay gap in the Hawke's Bay-Port au Choix Area was less than that of the province from 2001 to 2016.

Figure 287: The Hawke's Bay-Port au Choix Area - Median Income by Gender

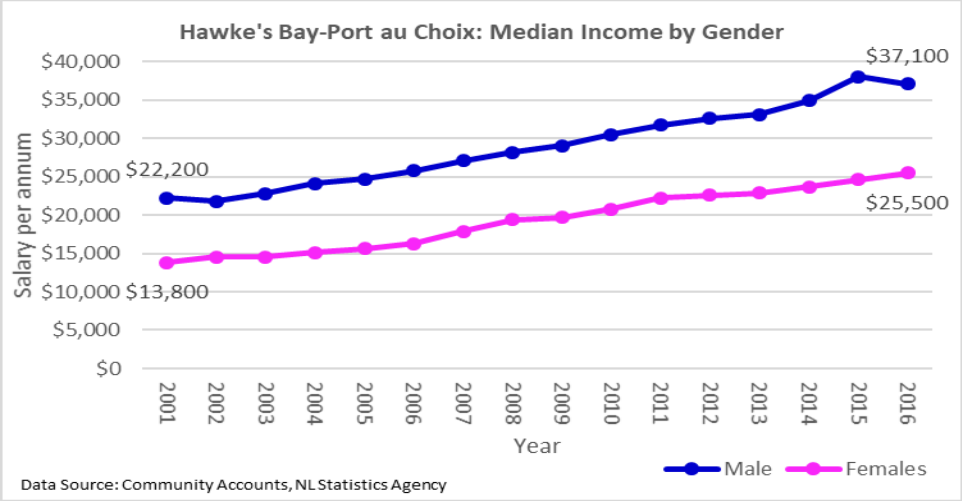
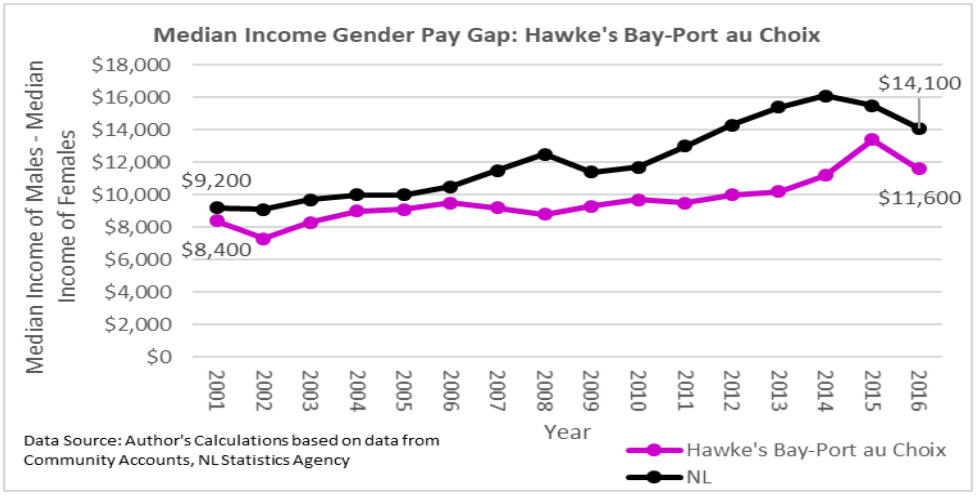


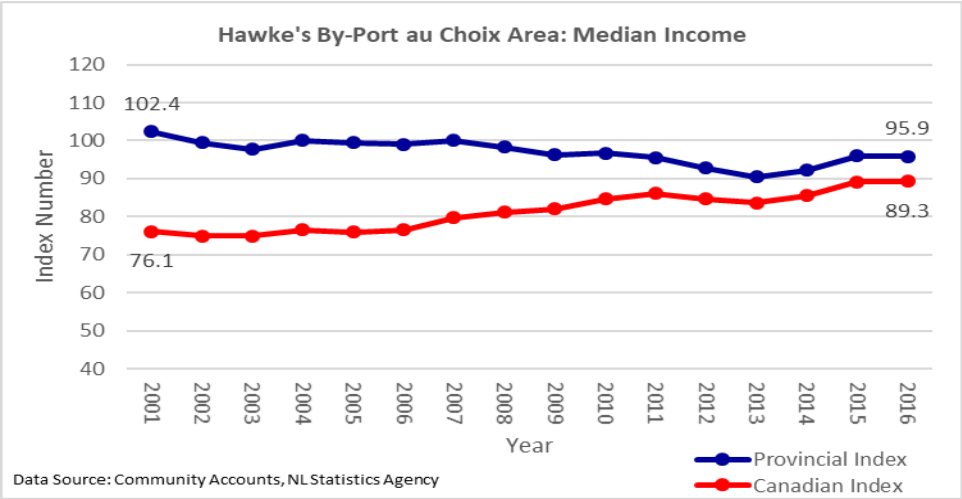
Figure 288: The Hawke's Bay-Port au Choix Area - Median Income Gender Pay Gap



In 2001, the median income of the Hawke's Bay-Port au Choix Area, as illustrated in Figure 289, equaled 102.4% of the median income of Newfoundland and Labrador or 76.1% of the median income of Canada. In 2016, the Hawke's Bay-Port au Choix Area's median income amounted to 95.9% of the provincial median income or 89.3% of the Canadian median income. In 2016, the median income of the Hawke's Bay-Port au Choix Area improved its standing relative to

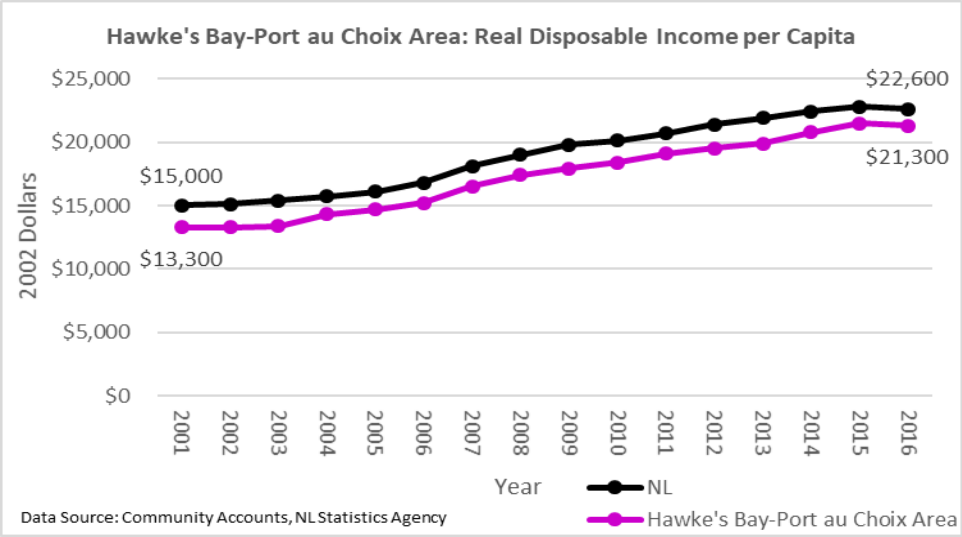
Canada, but lost ground relative to the province. While the median income of the Hawke's Bay-Port au Choix Area was higher than that of Newfoundland and Labrador in 2001, it was below the provincial median income in 2016.

Figure 289: The Hawke's Bay-Port au Choix Area - Median Income Index



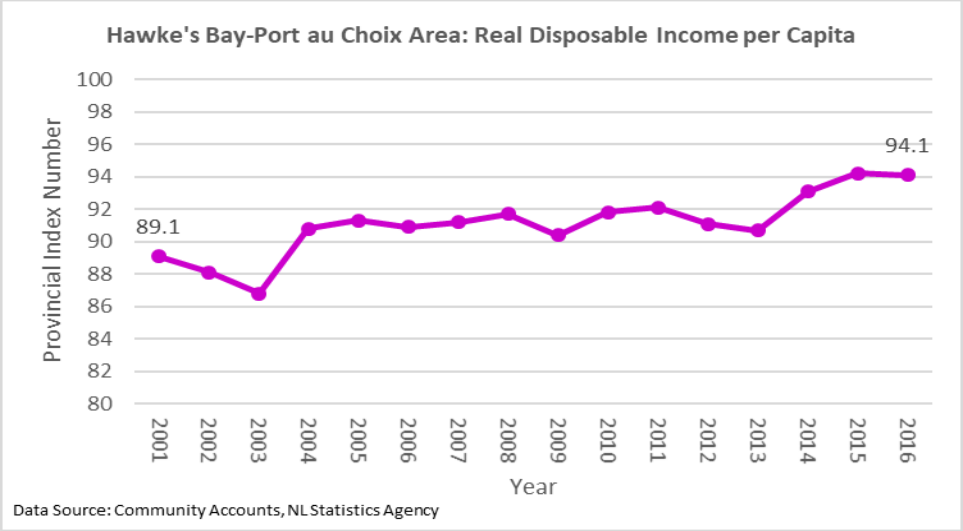
Real disposable income per capita, using 2002 dollars, as illustrated in Figure 290, equaled $15,000 in Newfoundland and Labrador and $13,300 in the Hawke's Bay-Port au Choix Area in 2001. In 2016, the Hawke's Bay-Port au Choix Area's real disposable income per capita amounted to $21,300 and was $1,300 less than the provincial average.

Figure 290: The Hawke's Bay-Port au Choix Area - Real Disposable Income per Capita



From Figure 291, real disposable income per capita in the Hawke's Bay-Port au Choix Area equaled 89.1% of Newfoundland and Labrador's real disposable income per capita in 2001 and equaled 94.1% of the province's levels of real disposable income per capita in 2016.

Figure 291: The Hawke's Bay-Port au Choix Area - Real Disposable Income Per Capita Index



3.4.8 Prevalence of Low Income

In 2003, 13.9% of the population of the Hawke's Bay-Port au Choix Area were classified as living in low income, which was 5 percentage points lower than the provincial average (see Figure 292). In 2015, the prevalence of low income in the region amounted to 9.8% of the population, which was 3.9 percentage points lower than that of Newfoundland and Labrador.

Figure 292: The Hawke's Bay-Port au Choix Area - Low-income Prevalence

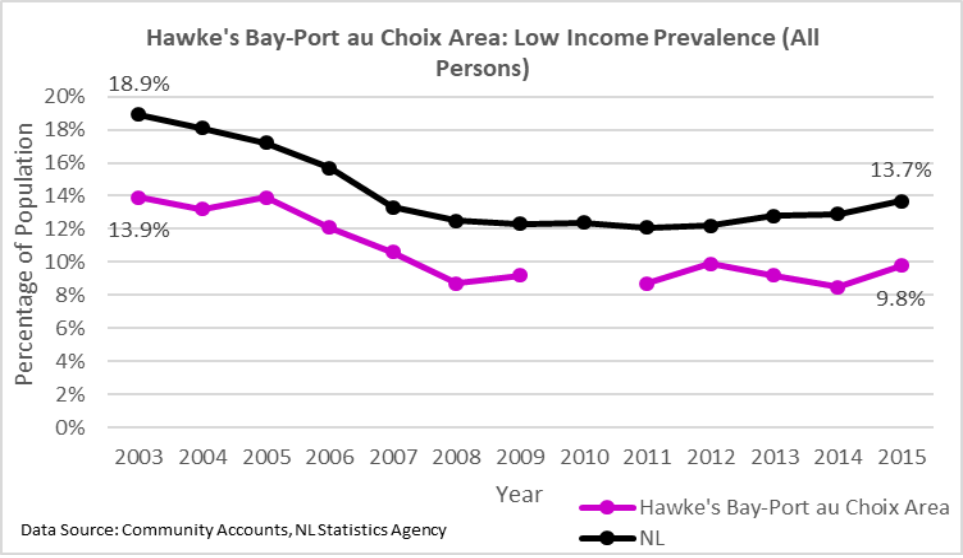
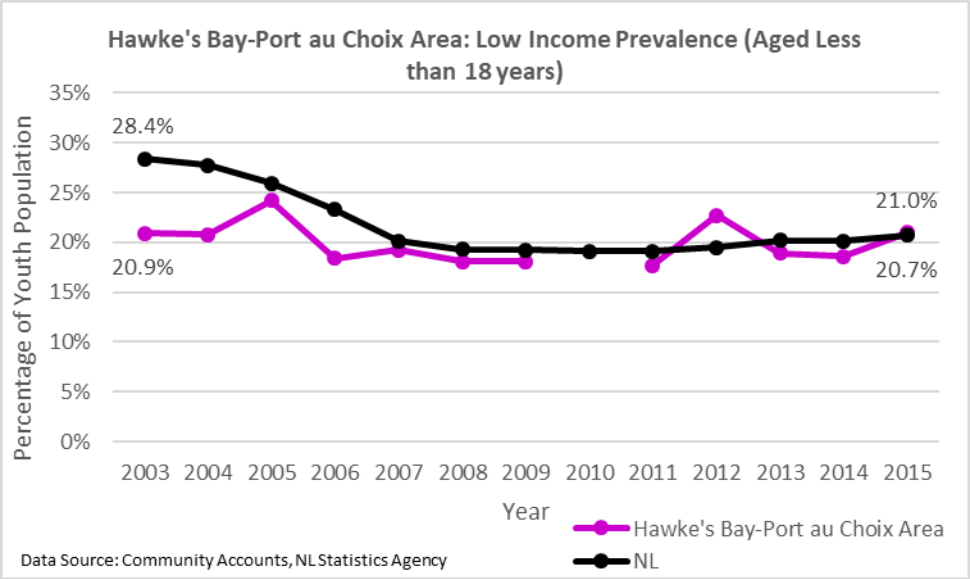


Figure 293 shows that in 2003, 20.9% of the population of individuals aged less than 18 years in the Hawke's Bay-Port au Choix Area were classified as living in low income, which was 7.5 percentage points less than the provincial average. In 2015, the youth prevalence of low

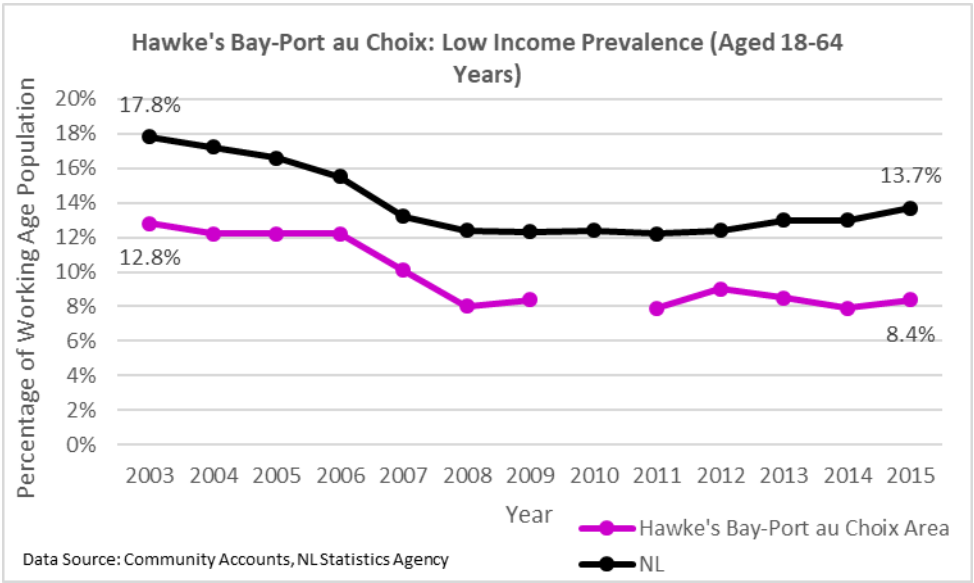
income in the Hawke's Bay-Port au Choix Area, which equaled 21% of its youth population, was 0.3 percentage points higher than the provincial average.

Figure 293: The Hawke's Bay-Port au Choix Area - Youth Low-income prevalence



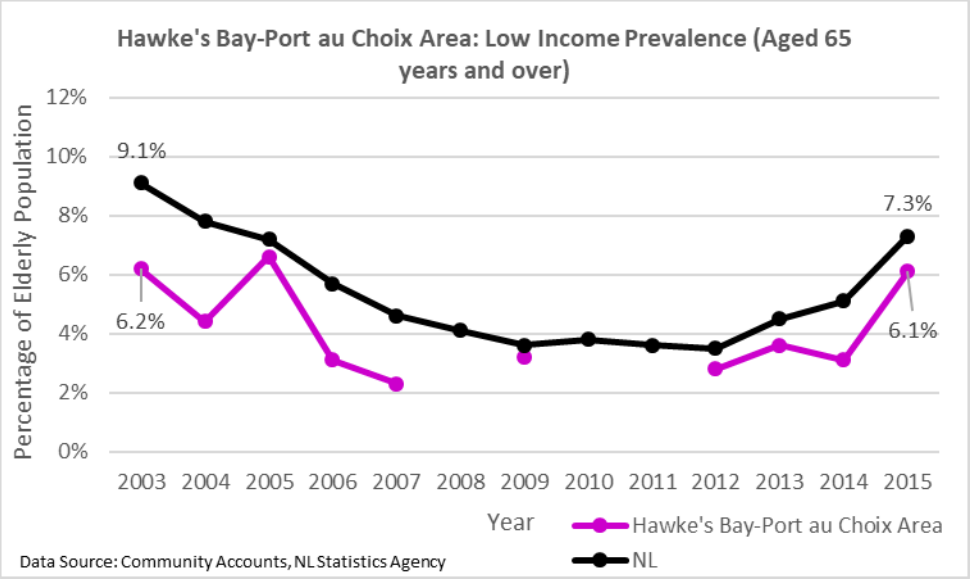
From Figure 294, 12.8% of the working age population in the Hawke's Bay-Port au Choix Area was classified as living in low income in 2003. In 2015, 8.4% of the working age population in the Hawke's Bay-Port au Choix Area resided in low income, which was 5.3 percentage points less than that of the province.

Figure 294: The Hawke's Bay-Port au Choix Area - Working Age Low-income Prevalence



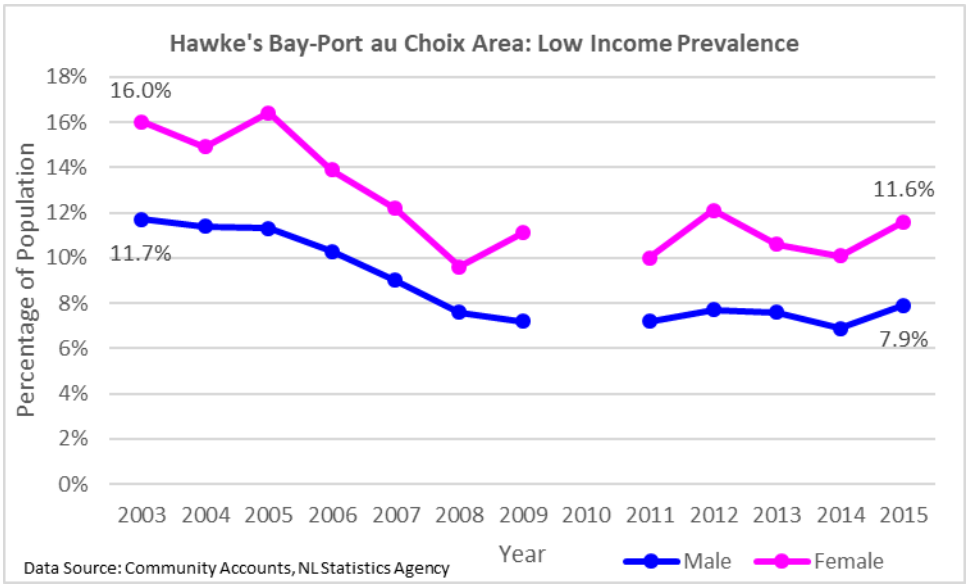
As shown in Figure 295, in the Hawke's Bay-Port au Choix Area, the elderly prevalence of low income equaled 6.2% in 2003, 2.9 percentage points less than the provincial average. In 2015, the elderly prevalence of low income in the Hawke's Bay-Port au Choix Area equaled 6.1% of its elderly population, 1.2 percentage points less than the provincial average.

Figure 295: The Hawke's Bay-Port au Choix Area - Elderly Low-income prevalence



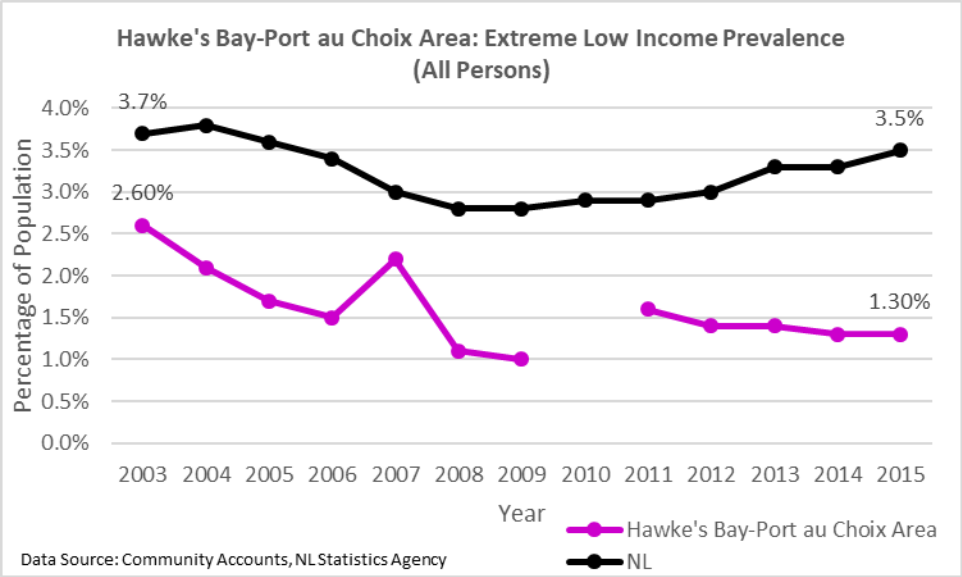
In 2003, the prevalence of low income, as illustrated in Figure 296, equaled 16% for females and 11.7% for males in the Hawke's Bay-Port au Choix Area. In 2015, the prevalence of low income in in the Hawke's Bay-Port au Choix Area equaled 11.6% for females and 7.9% for males.

Figure 296: The Hawke's Bay-Port au Choix Area - Low-income Prevalence by Gender



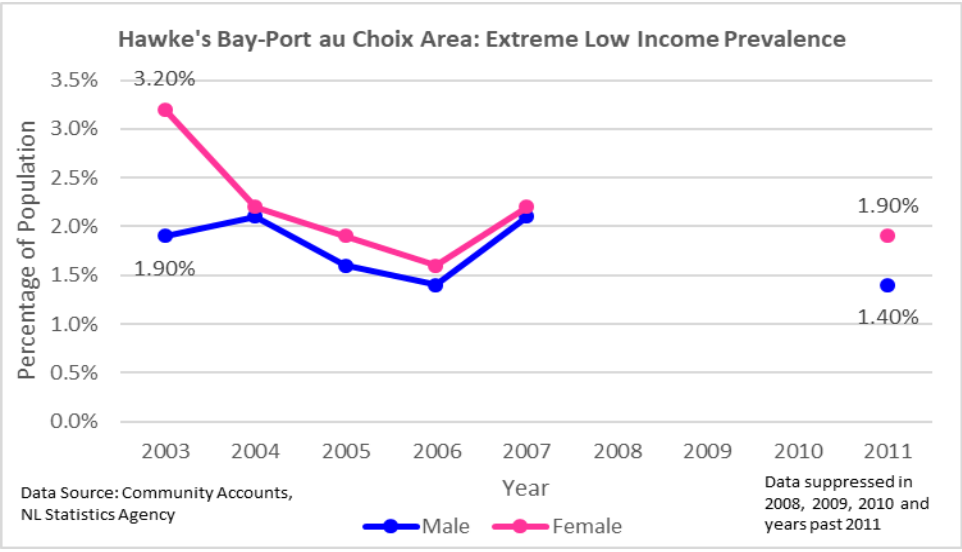
From Figure 297, in 2003, 2.6% of the population of the Hawke's Bay-Port au Choix Area resided in extreme low income in 2003, which was 1.1 percentage points lower than the provincial average. In 2015, 1.3% of the population of the Hawke's Bay-Port au Choix Area were classified as living in extreme low income in 2015, which was 2.2 percentage points lower than that of Newfoundland and Labrador.

Figure 297: The Hawke's Bay-Port au Choix Area - Extreme Low-income prevalence



In 2003, as illustrated in Figure 298, the prevalence of extreme low income in Hawke's Bay-Port au Choix equaled 3.2% for females and 1.9% for males. In 2011, the prevalence of extreme low income equaled 1.9% for females and 1.4% for males.

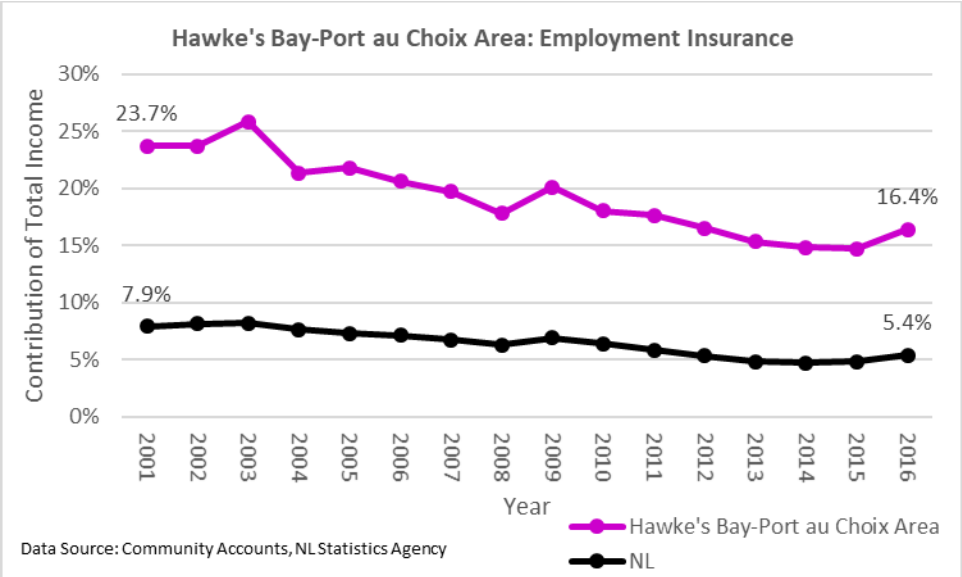
Figure 298: The Hawke's Bay-Port au Choix Area - Extreme Low-income prevalence by Gender



3.4.9 Transfer Payments

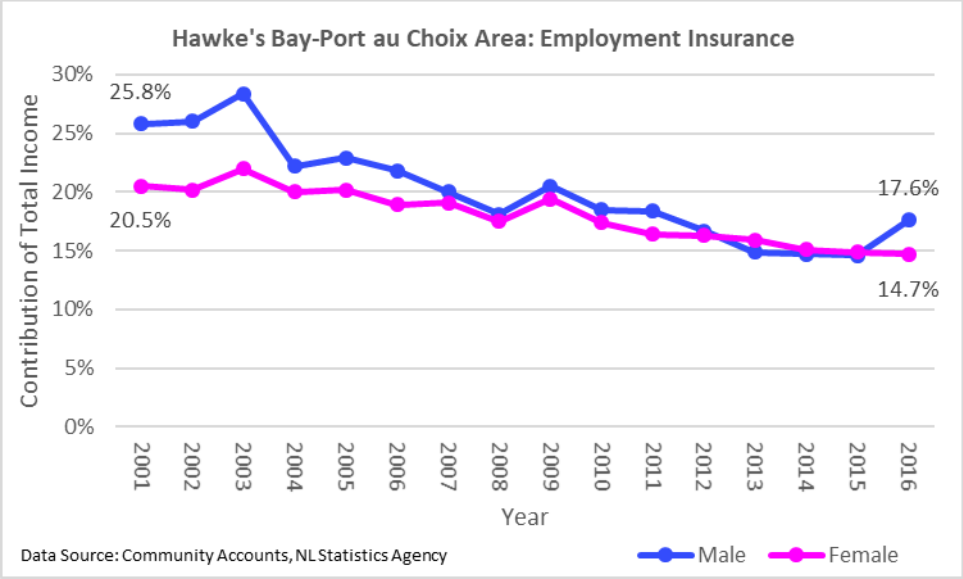
From Figure 299, employment insurance in the Hawke's Bay-Port au Choix Area accounted for 23.7% of total income in 2001, which was 15.8 percentage points higher than the provincial average. Between 2001 and 2016, employment insurance's share of total income fell by 7.3 percentage points in the Hawke's Bay-Port au Choix Area. Employment insurance account for 16.4% of total income in 2016 and was 11 percentage points higher than the provincial average. While employment insurance's share of total income in the Hawke's Bay-Port au Choix Area decreased between 2001 and 2016, it remained substantially higher than employment insurance's share of total income in Newfoundland and Labrador throughout that period.

Figure 299: The Hawke's Bay-Port au Choix Area - Employment Insurance's Contribution of Total Income



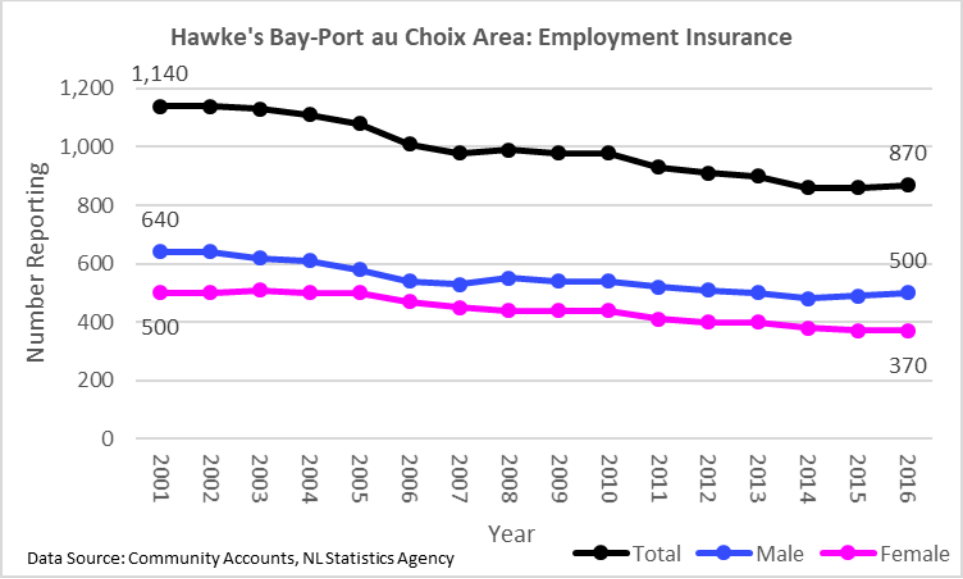
Employment insurance in the Hawke's Bay-Port au Choix Area, as shown in Figure 300, was responsible for 25.8% of total income for males and 20.5% for total income for females in 2001 as employment insurance's share of total income was 5.3 percentage points higher for males than females in the region. Between 2001 and 2016, employment insurance's share of total income fell by 8.2 percentage points for males and 5.8 percentage points for females in the Hawke's Bay-Port au Choix Area. In 2016, employment insurance accounted for 17.6% of total income for males and 14.7% of total income for females in the Hawke's Bay-Port au Choix Area, as employment insurance's share of total income was 2.9 percentage points higher for males than females. While men were more reliant on employment insurance in 2001, the two genders were quite similar in terms of their reliance on employment insurance from 2007 to 2015 with a small gap reopening in 2016 as men once again became the gender in the Hawke's Bay-Port au Choix Area with the larger share of their total income accounted for by employment insurance.

Figure 300: The Hawke's Bay-Port au Choix Area - Employment Insurance's Contribution of Total Income by Gender



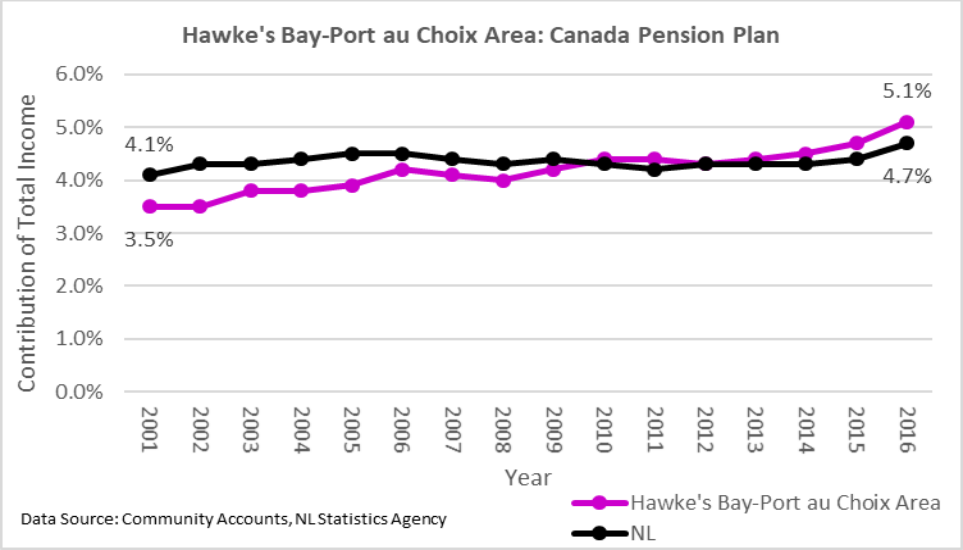
In 2001, as shown in Figure 301, there were 640 men and 500 women received employment insurance in the Hawke's Bay-Port au Choix Area. In 2016, 500 men and 370 women received employment insurance in the Hawke's Bay Area.

Figure 301: The Hawke's Bay-Port au Choix Area - Number Reporting for Employment Insurance



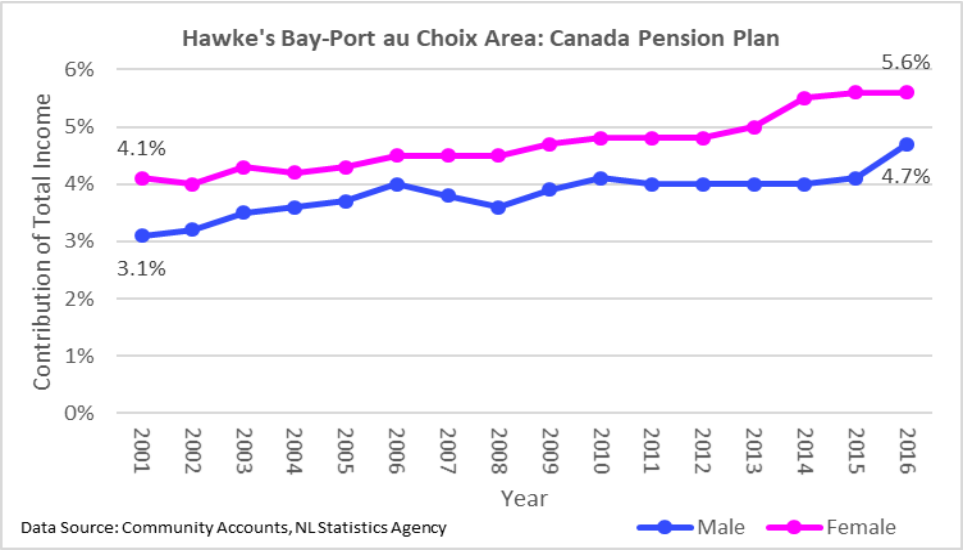
In 2001, the Canada Pension Plan accounted for 3.5% of total income in the Hawke's Bay-Port au Choix Area and was 0.6 percentage points below the provincial average (see Figure 302). In 2016, the Canada Pension Plan was responsible for 5.1% of total income in the Hawke's Bay-Port au Choix Area and was 0.4 percentage points higher than the provincial average.

Figure 302: The Hawke's Bay-Port au Choix Area - Canada Pension Plan's Contribution of Total Income



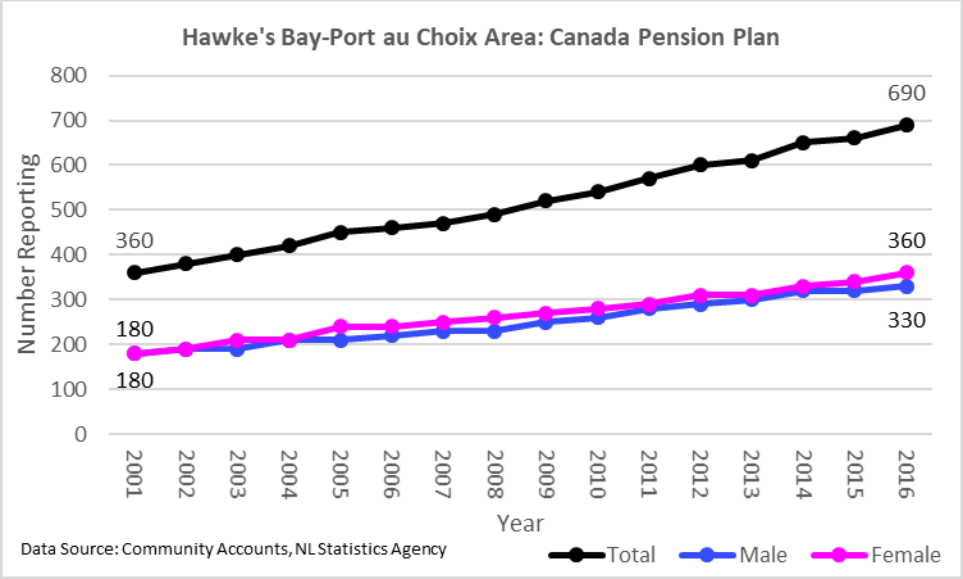
In the Hawke's Bay-Port au Choix Area, the Canada Pension Plan, as reflected in Figure 303, accounted for 4.1% of total income of females and 3.1% of total income of males in 2001. In 2016, the Canada Pension Plan was responsible for 5.6% of total income of females and 4.7% of total income of males.

Figure 303: The Hawke's Bay-Port au Choix Area - Canada Pension Plan's Contribution of Total Income by Gender



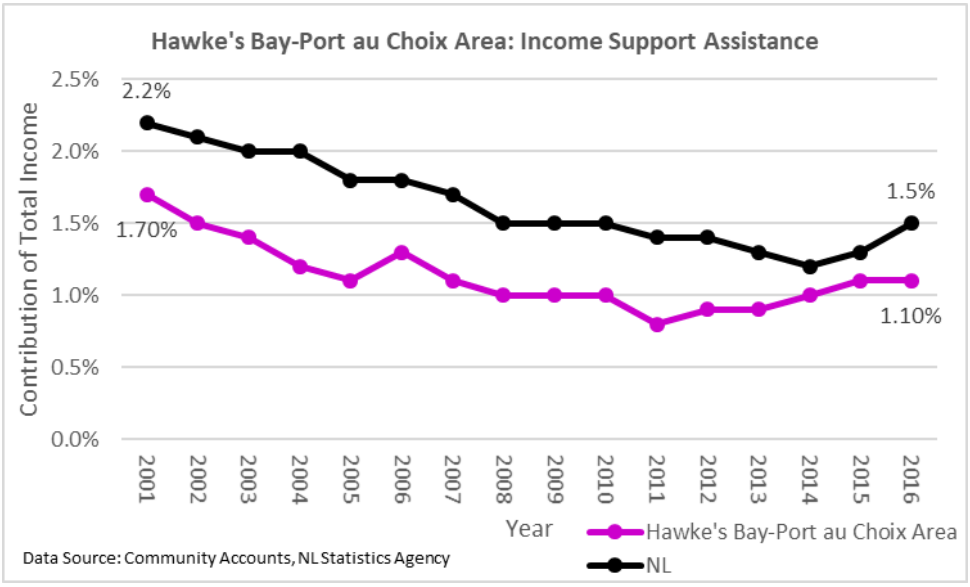
As indicated in Figure 304, in the Hawke's Bay-Port au Choix Area, there were 180 men and 180 women reporting for the Canada Pension Plan in 2001. In 2016, there were 360 women and 330 men reporting for the Canada Pension Plan in the Hawke's Bay-Port au Choix Area. The number of women and men reporting for the Canada Pension Plan was similar in all years from 2001 to 2016.

Figure 304: The Hawke's Bay-Port au Choix Area - Number Reporting for the Canada Pension Plan



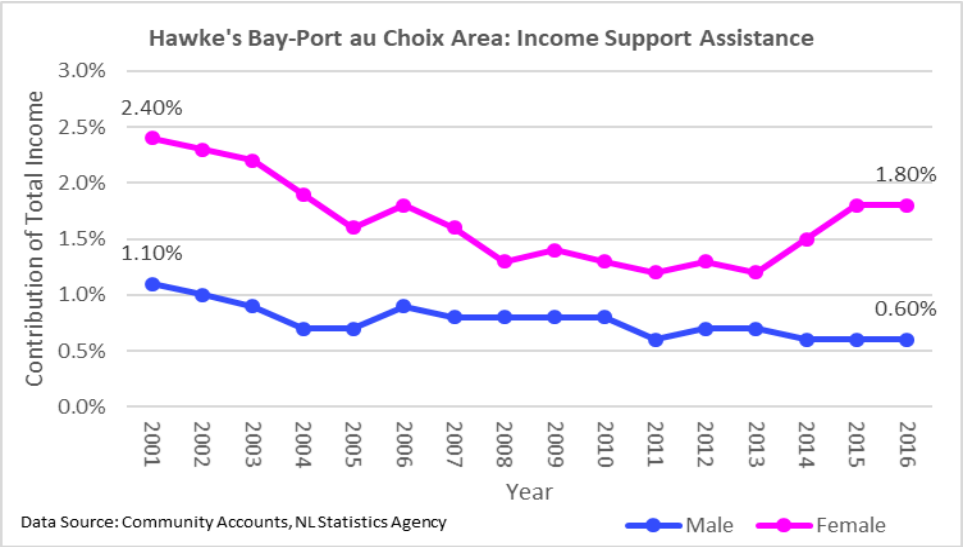
From 305, in 2001, income support assistance was responsible for 1.7% of total income in the Hawke's Bay-Port au Choix Area, which was 0.5 percentage points lower than the provincial average. In 2016, income support assistance accounted for 1.1% of total income in the Hawke's Bay-Port au Choix Area.

Figure 305: The Hawke's Bay-Port au Choix Area - Income Support Assistance's Contribution of Total Income



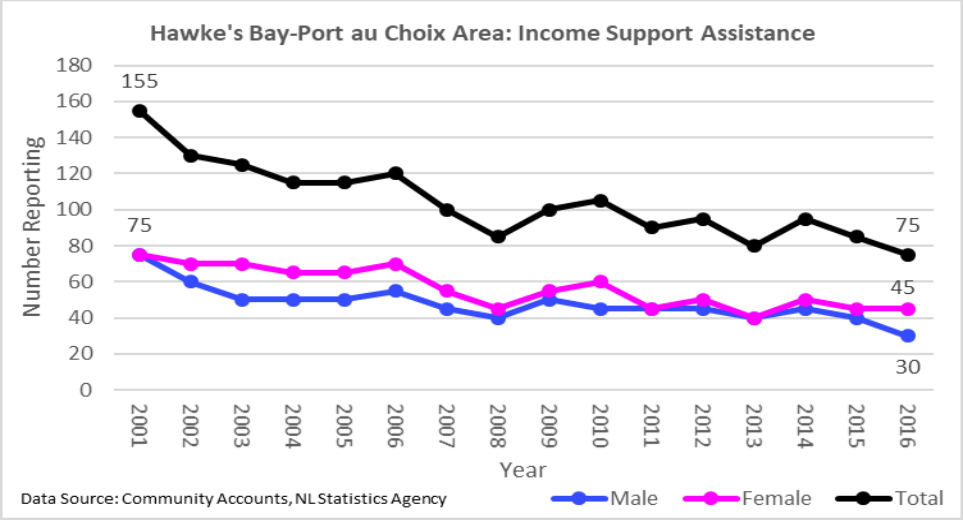
In the Hawke's Bay-Port au Choix Area, income support assistance accounted for 2.4% of total income for females and 1.1% of total income for males in 2001 (see Figure 306). In 2016, income support assistance was accountable for 1.8% of total income for females and 0.6% of total income for males in the region.

Figure 306: The Hawke's Bay-Port au Choix Area - Income Support Assistance's Contribution of Total Income by Gender



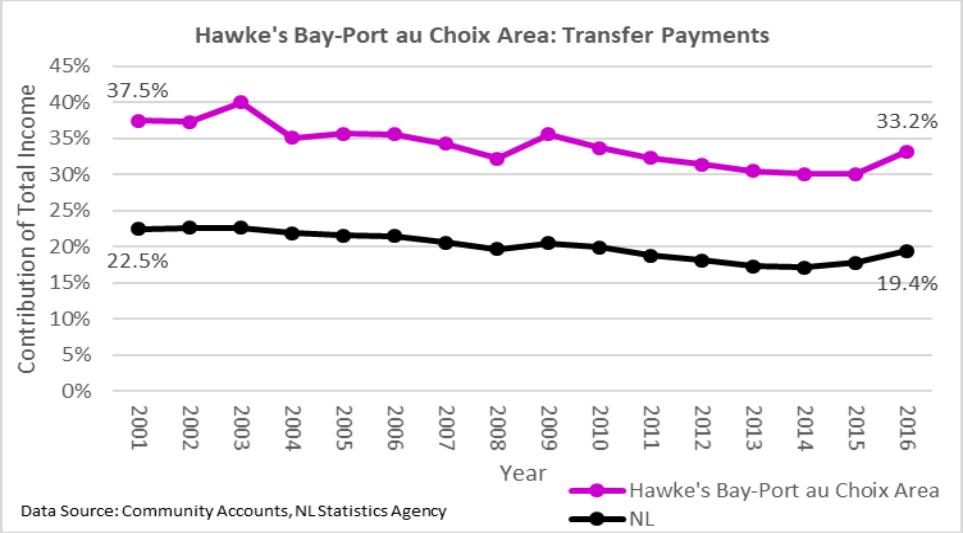
From Figure 307, in 2001, males and females received equal number for income support assistance in the Hawke's Bay-Port au Choix Area as both genders had 75 individuals each receiving income support assistance. In 2016, there were 45 women and 30 men receiving income support assistance. In all years from 2001 to 2016, females received income support assistance either in equal number or greater number than their male counterparts

Figure 307: The Hawke's Bay-Port au Choix Area - Number Reporting for Income Support Assistance



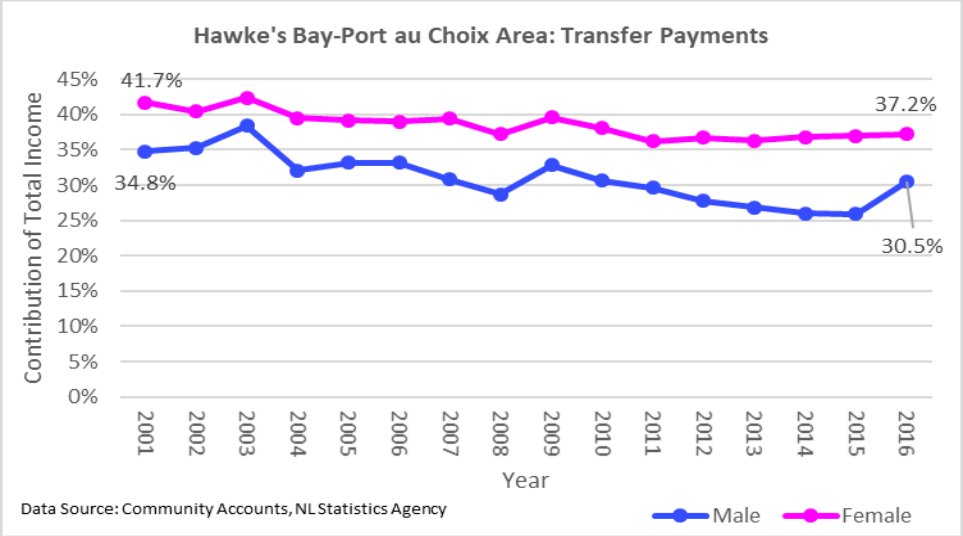
In the Hawke's Bay-Port au Choix Area, transfer payments in total, as shown in Figure 308, accounted for 37.5% of total income, which was 15 percentage points higher than the provincial average. In 2016, transfer payments accounted for 33.2% of total income in the Hawke's Bay-Port au Choix Area, which was 13.8 percentage points higher than that of Newfoundland and Labrador.

Figure 308: The Hawke's Bay-Port au Choix Area - Transfer Payments' Contribution of Total Income



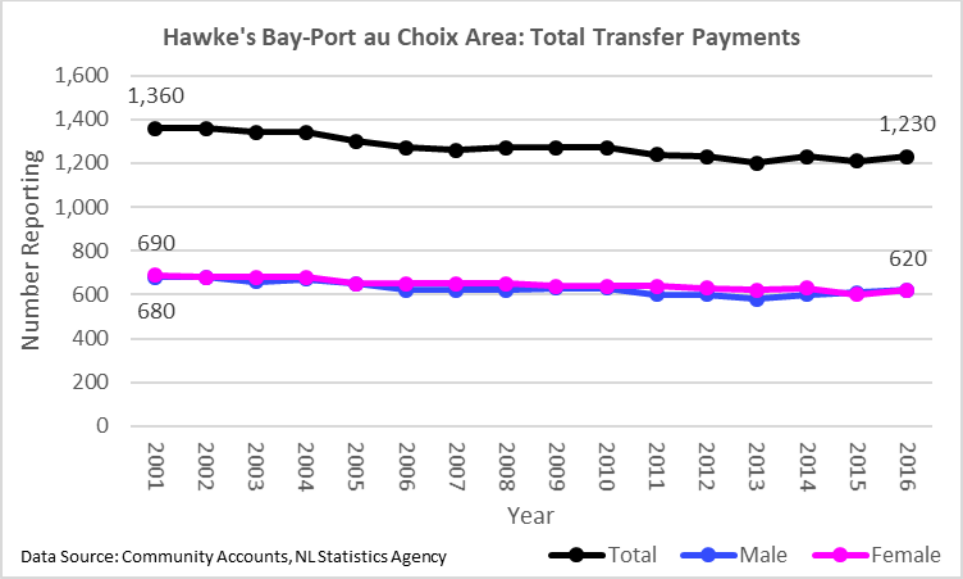
In 2001, as shown in Figure 309, transfer payments accounted for 41.7% of total income among females and 34.8% of total income among males. In 2016, transfer payments were responsible for 37.2% of total income for females and 30.5% of total income for males in the Hawke's Bay-Port au Choix Area.

Figure 309: The Hawke's Bay-Port au Choix Area - Transfer Payments' Contribution of Total Income by Gender



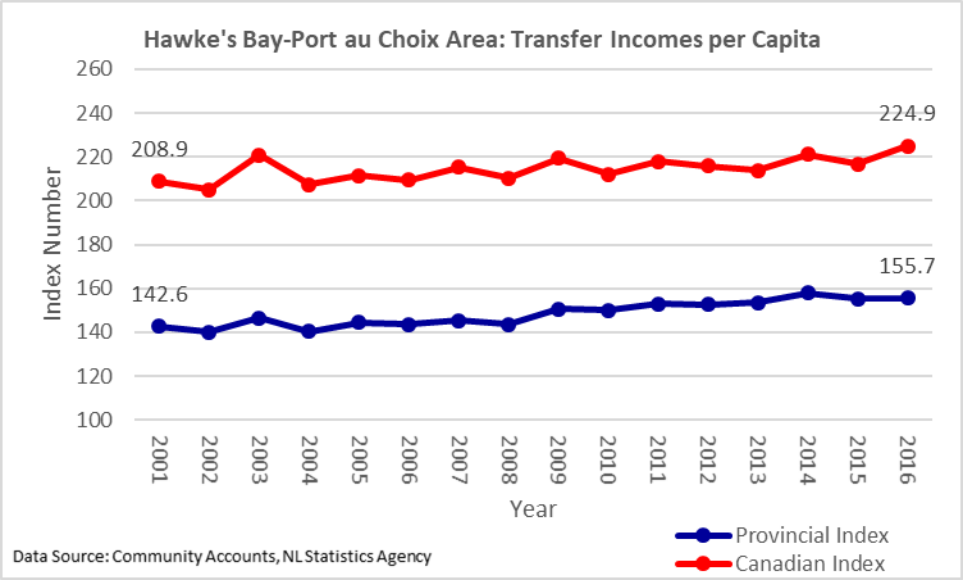
In 2001, there were 690 women and 680 men receiving transfer payments in the Hawke's Bay-Port au Choix Area (see Figure 310). By 2016, 620 men and 620 women received transfer payments. The number of people receiving transfer payments in the Hawke's Bay-Port au Choix Area decreased from 1,360 individuals in 2001 to 1,230 individuals in 2016.

Figure 310: The Hawke's Bay-Port au Choix Area - Number Reporting for Transfer Payments



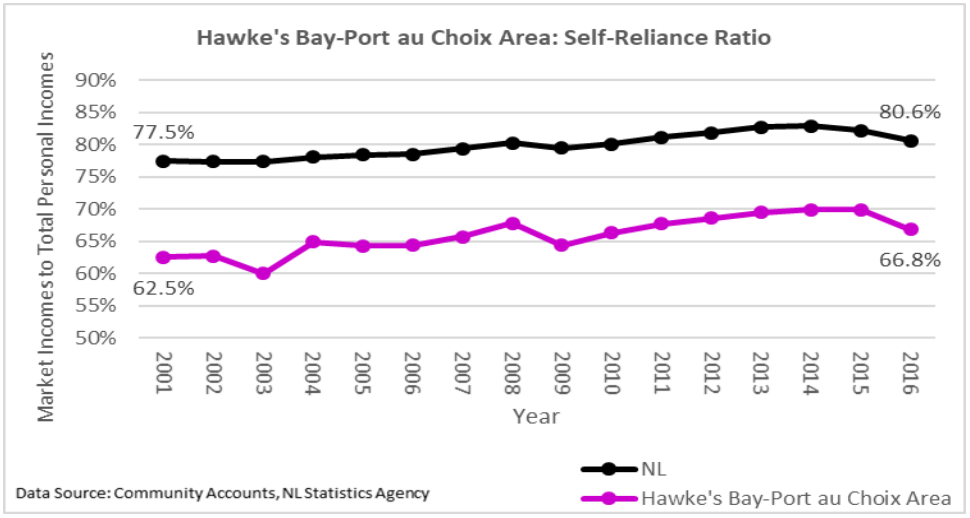
From Figure 311, in 2001, transfer incomes per capita in The Hawke's Bay-Port au Choix Area equaled 142.6% of transfer incomes per capita in Newfoundland and Labrador or 208.9% of transfer incomes per capita in Canada. In 2016, transfer incomes per capita in The Hawke's Bay-Port au Choix Area amounted to 155.7% of the provincial levels of transfer incomes per capita or 224.9% of the Canadian levels of transfer incomes per capita.

Figure 311: The Hawke's Bay-Port au Choix Area - Transfer Incomes per Capita Index



In 2001, as shown in Figure 312, 62.5 cents of every dollar flowing into the Hawke's Bay-Port au Choix Area originated from market sources. In 2016, 66.8% of all income flowing into the Hawke's Bay-Port au Choix Area originated from market sources.

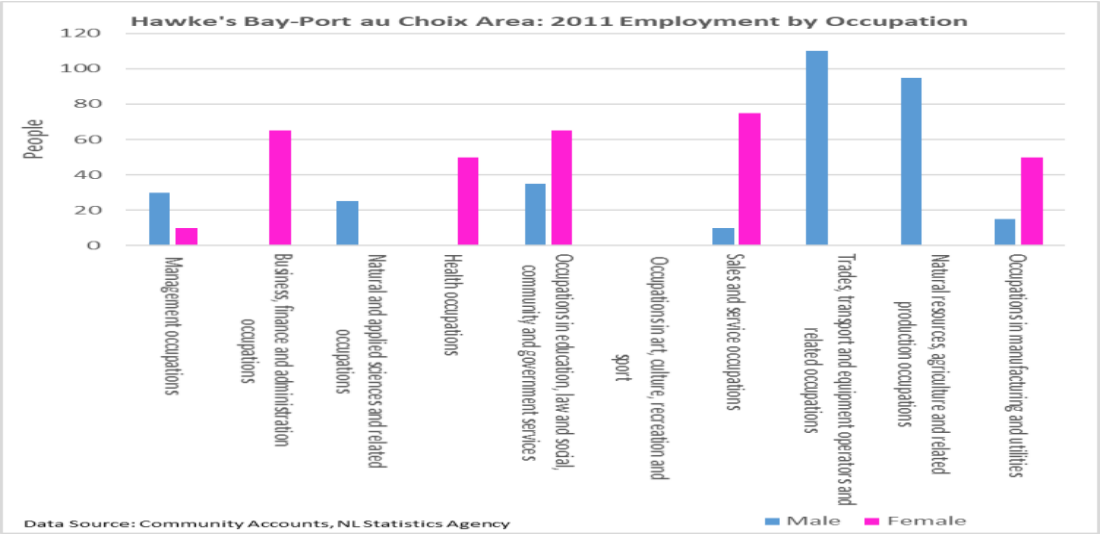
Figure 312: The Hawke's Bay-Port au Choix Area - Self-Reliance Ratio



3.4.10 Employment Classification

In 2011, shown in Figure 313, the leading occupation for male employment was trades, transport and equipment operators and related occupations, with 110 male workers. The next category, natural resources, agriculture, and related production occupations held 95 men in employment. The leading occupation category in terms of female employment in the Hawke's Bay-Port au Choix Area was sales and service occupations, with 75 female workers. The next closest categories, occupations in education, law and social, community and government services and business, finance and administration occupations had 65 female workers each.

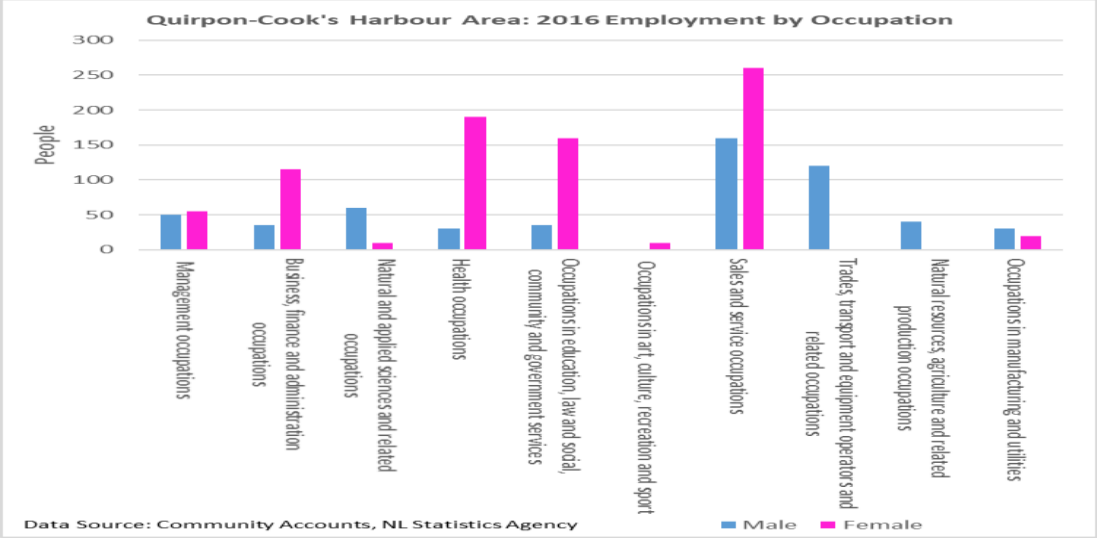
Figure 313: The Hawke's Bay-Port au Choix Area - Employment by Occupation 2011



From Figure 2016, in 2016, the leading occupation for male employment in the Hawke's Bay-Port au Choix Area was trades, transport and equipment operators and related occupations,

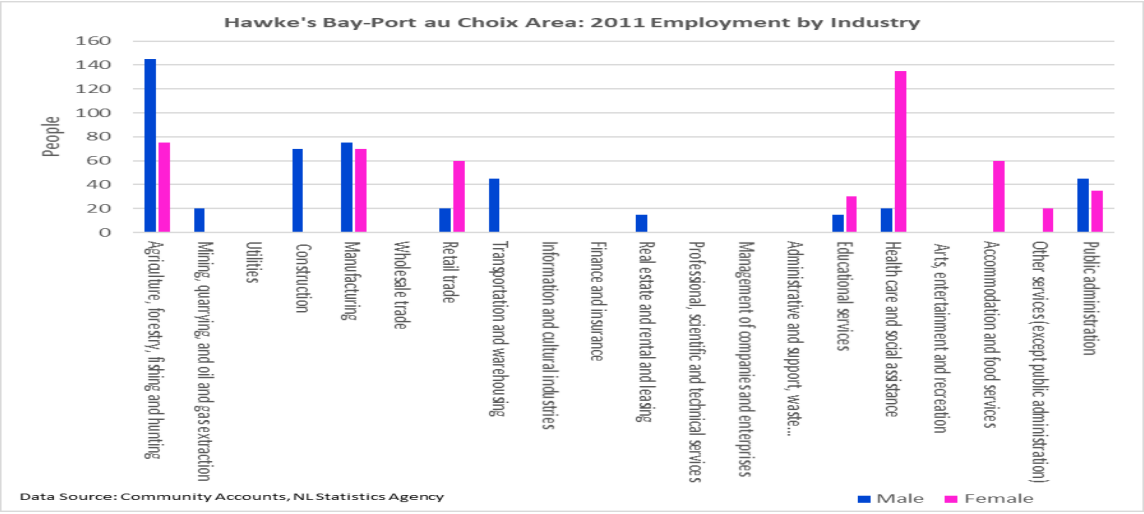
with 130 male workers. The next closest occupation, natural resources, agriculture, and related production had 60 male workers. Additionally, sales and service led the way in female employment in the Hawke's Bay-Port au Choix Area with 90 female workers and education, law and social, community and government services was the next largest with 80 female workers.

Figure 314: The Hawke's Bay-Port au Choix Area - Employment by Occupation 2016



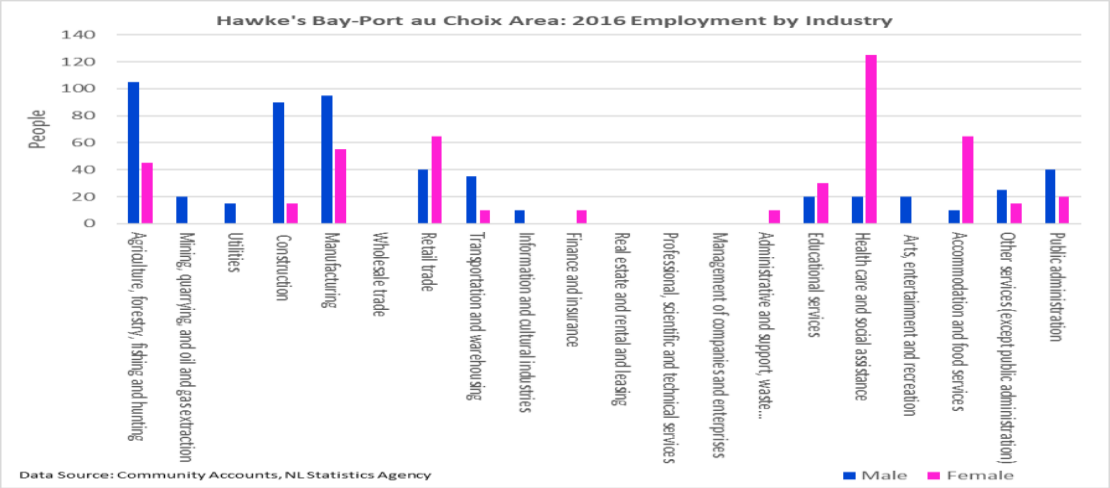
For industries, agriculture, forestry, fishing, and hunting was the leader in male employment in the Hawke's Bay-Port au Choix Area, with 145 male workers in 2011 (Figure 315). The second-place industry, manufacturing, had 75 male workers. For female employment in the Hawke's Bay-Port au Choix Area, health care and social assistance was the leader in the region with 135 female workers and 60 more female workers than the next closest industry, agriculture, forestry, fishing, and hunting.

Figure 315: The Hawke's Bay-Port au Choix Area - Employment by Industry 2011



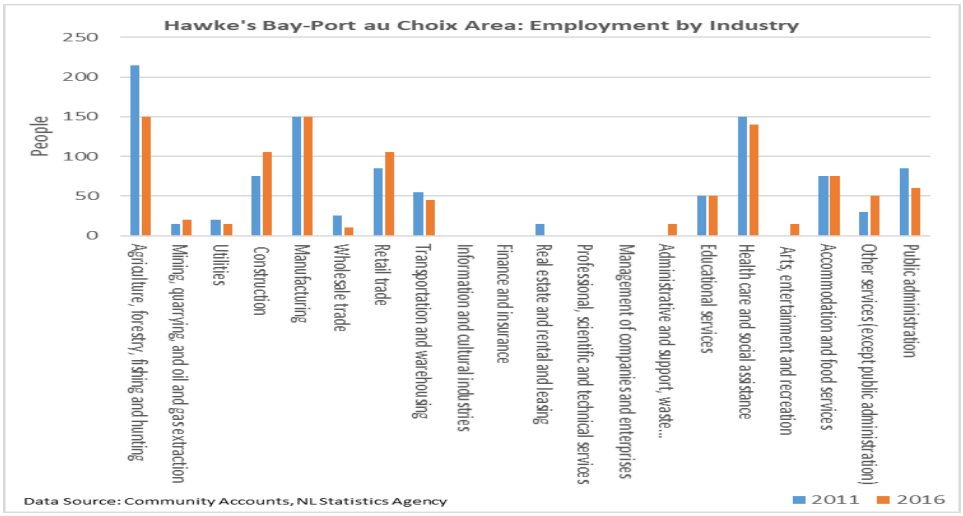
In 2016, as illustrated in Figure 316, male employment in the Hawke's Bay-Port au Choix Area was largest in agriculture, forestry, fishing, and hunting, with 105 male workers. The next closest, manufacturing, had 95 male workers. For female employment, health care and social assistance led the way in 2016 with 125 female workers. The second-place industry in the region, retail trade, had 65 female workers and 60 less than the leading industry.

Figure 316: The Hawke's Bay-Port au Choix Area - Employment by Industry 2016



Agriculture, forestry, fishing and hunting, in 2011, had the highest level of employment in the Hawke's Bay-Port au Choix Area, as indicated Figure 317, was with 215 workers, while agriculture, forestry, fishing and hunting and manufacturing were both tied for the lead in 2016 with 150 workers each. In the Hawke's Bay-Port au Choix Area construction had 30 more workers in 2016 than they had in 2011.

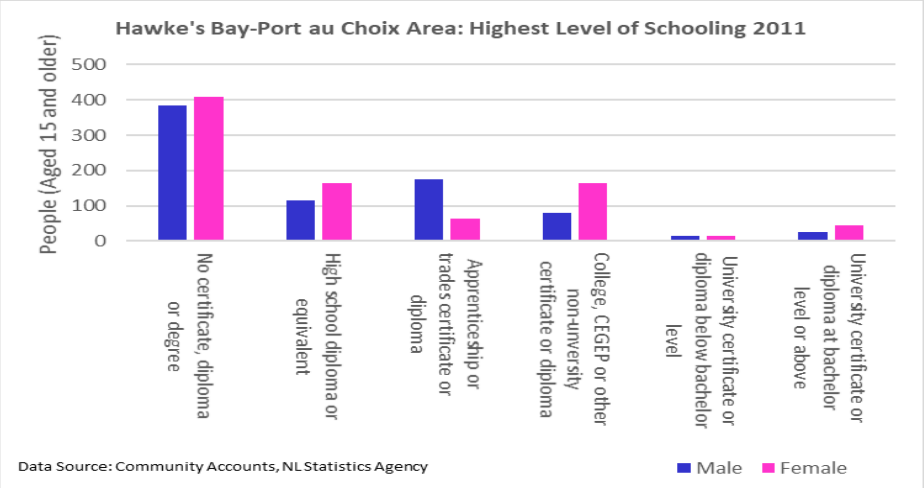
Figure 317: The Hawke's Bay-Port au Choix Area - Employment by Industry



3.3.11 Education

From Figure 318, 25 more females, than males, in 2011, were without a certificate or diploma and 50 more females, than males, with a high school diploma as their highest level of schooling in the Hawke's Bay-Port au Choix Area. There were 110 more males with an apprenticeship or trades certificate or diploma than females and 85 more females held a college or other non-university certificate or diploma than males in the region in 2011. Finally, 20 more females, than males, held a university certificate or diploma at the bachelor level or above in 2011.

Figure 318: The Hawke's Bay-Port au Choix Area - Highest Level of Schooling by Gender 2011



From Figure 319, in 2016, 10 more males did not have a certificate or diploma than females and 100 more females, than males, had a high school diploma as their highest level of schooling in the Hawke's Bay-Port au Choix Area. Furthermore, 110 more males had an apprenticeship or trades certificate or diploma than females and 45 more females had a college or other non-university certificate or diploma than males in the area in 2016. Finally, there were 5 more males, than females, with a university certificate or diploma at the bachelor level or above in the Hawke's Bay-Port au Choix Area in 2016.

In the Hawke's Bay-Port au Choix Area in 2016, there were 80 fewer people without a certificate or diploma and 135 more people with a high school diploma as their highest level of education than there were in 2011 (see Figure 320). In 2016, there were also 90 fewer people with an apprenticeship or trades certificate or diploma and 35 more people with a college or other non-university degree than there were in 2011 in the region. Finally, there were 20 more people in 2016 in the Hawke's Bay-Port au Choix Area with a university certificate at the bachelor level or above than there were in 2011.

Figure 319: The Hawke's Bay-Port au Choix Area - Highest Level of Schooling by Gender 2016

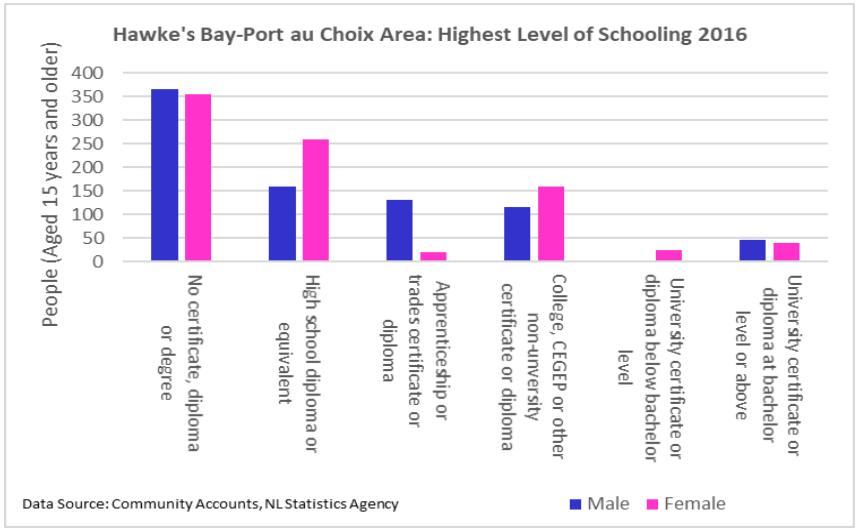
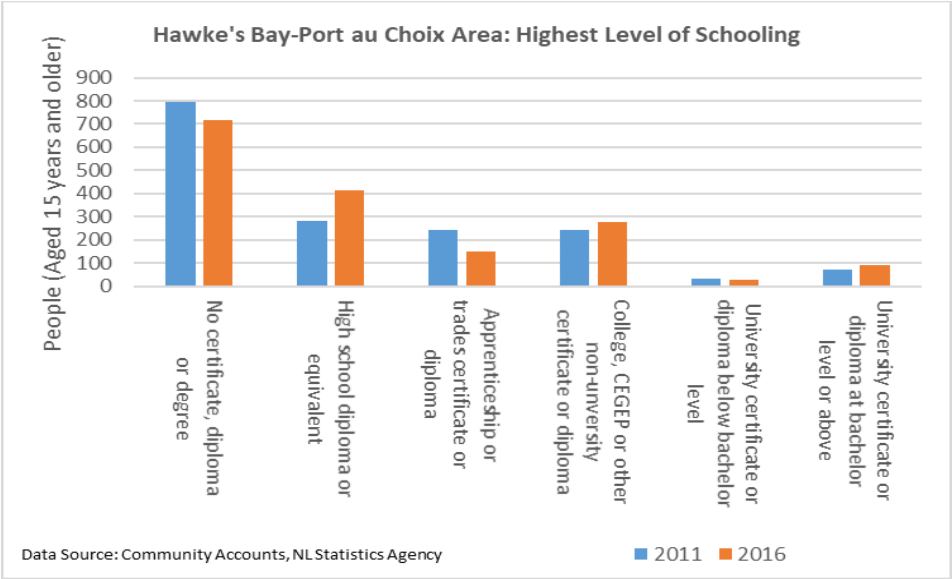


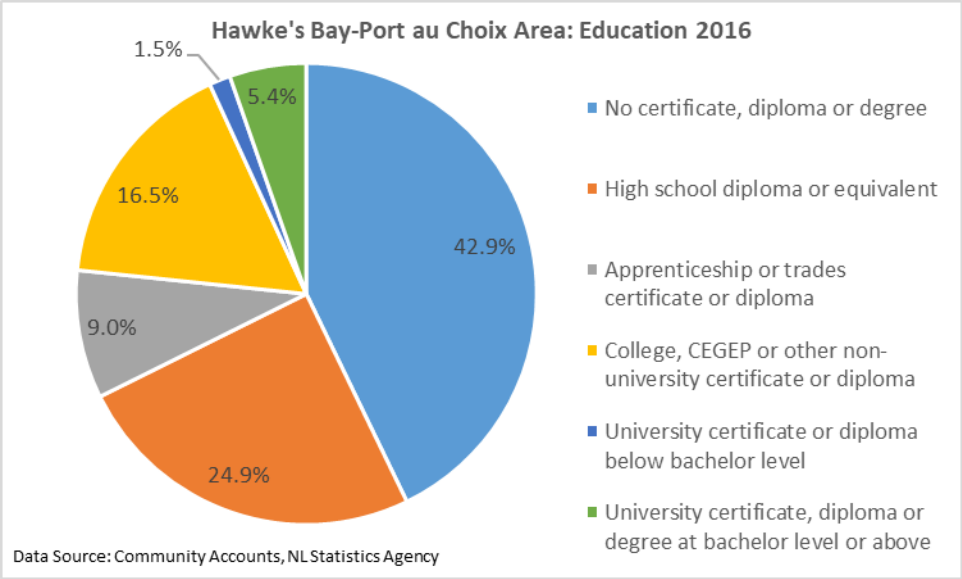
Figure 320: The Hawke's Bay-Port au Choix Area - Highest Level of Schooling



In 2016, as shown in Figure 321, 42.9% of the population of the Hawke's Bay-Port au Choix Area held no certificate, diploma, or degree (which was 19.5 percentage points higher than the provincial average). Likewise, 16.5% of the population of the Hawke's Bay-Port au Choix Area aged 15 years and older held a college or other non-university certificate or diploma (which was 6.6 percentage points less than the provincial average) and only 5.4% of the population of the Hawke's Bay-Port au Choix Area aged 15 years and older held a university certificate, diploma or degree at the bachelor level or above in 2016 (which was 9.5 percentage points less than the provincial average). The Hawke's Bay-Port au Choix Area had a significantly larger share of its population that did not complete high school and a considerably smaller share of its population with college and bachelor degrees than Newfoundland and Labrador as a whole. Therefore, all

signs points to the fact that the Hawke's Bay-Port au Choix Area's population is significantly less educated than that of Newfoundland and Labrador.

Figure 321: The Hawke's Bay-Port au Choix Area - Population Shares by Education



3.4.12 Summary

The Hawke's Bay-Port au Choix Area experienced population decline from 2003 to 2015 and lost 30.8% of its population between 1996 and 2016. However, there were many positives to look at in the region. A salient aspect of the Hawke's Bay-Port au Choix Area is that it has almost inarguably the most favourable demographics of all the Local Areas in the Northern Peninsula region. In fact, of all 8 Local Areas in the Northern Peninsula region in 2016, the Hawke's Bay-Port au Choix Area had the highest working age population share, the lowest elderly population share, the lowest age dependency ratio, and tied for the second lowest median age.

Additionally, the Hawke's Bay-Port au Choix Area has very favourable economic and labour force statistics: it had the third lowest unemployment rate, the third highest employment rate, the highest participation rate, the second highest median income, and the second highest levels of real disposable income per capita of the eight Local Areas in the Northern Peninsula region in 2016. In fact, the Hawke's Bay-Port au Choix Area was the only Local Area in the Northern Peninsula region with a higher working age population share than Newfoundland and Labrador in 2016 and was only one of two Local Areas in the Northern Peninsula region with a higher participation rate than Newfoundland and Labrador in 2016. As well, the Hawke's Bay-Port au Choix Area has a lower prevalence of low income and a lower median income gender pay gap than the province.

Due to its relatively low elderly population share for the Northern Peninsula region's standards, the Hawke's Bay-Port au Choix Area had the third lowest share of total income originating from the Canada Pension Plan of all Local Areas in the Northern Peninsula region in 2016. Nonetheless, it had the third highest share of total income accruing from the employment insurance of those eight Local Areas. Moreover, the Hawke's Bay-Port au Choix Area had the fourth largest share of total income coming from government transfer payments and had only the fifth highest self-reliance ratio of those eight Local Areas in 2016. Likewise, it had the highest Canadian index for transfer incomes per capita of the eight Local Areas in the Northern Peninsula region in 2016 as transfer incomes per capita in the Hawke's Bay-Port au Choix Area amounted to 224.9% of the Canadian average.

In summary, despite the fact that The Hawke's Bay-Port au Choix Area's demographics, labour force and income statistics perform quite poorly relative to Newfoundland and Labrador as a whole, it still has the most favourable demographics of all the Local Areas in the Northern Peninsula region along with complimentary labour force and income statistics, including a high median income and a high standard of living, relative to most other parts of the Northern Peninsula region. However, these relatively beneficial demographics have been inefficiently used as the Hawke's Bay-Port au Choix Area still has a low self-reliance ratio, a high reliance on employment insurance and an extremely high level of government transfer incomes per capita. This paradox can be explained by the fact that the Hawke's Bay-Port au Choix Area has the third lowest population share with postsecondary schooling and the third highest population share with no certificate, diploma or degree of the eight Local Areas in the Northern Peninsula region. Therefore, since it is found that the percentage of the population with postsecondary schooling has a strong positive correlation with the self-reliance ratio, and the percentage of the population with no certificate, diploma or degree has a strong negative correlation with the self-reliance ratio, this proves that education may be the mediating factor between, on one side, the Hawke's Bay-Port au Choix Area's relatively strong demographics, labour force and income statistics and, on the other side, its weak ability to provide income through market sources. Indeed, while the Hawke's Bay-Port au Choix Area's working age population share is the highest of the eight Local Areas in the Northern Peninsula region, it has a low level of education, even for the standards of the Northern Peninsula region, which leads to much of that working age population to perform below potential.

Indeed, the fact that the Hawke's Bay-Port au Choix Area has, relative to other parts of the Northern Peninsula region, a high median income and a high standard of living along with attractive demographics and a fairly robust job market has not translated into a higher self-reliance ratio than other regions in the Northern Peninsula region. he Hawke's Bay-Port au Choix Area remains as a region with untapped demographic potential.

3.5 The Strait of Belle Isle (Local Area 71)

Geographical Boundaries: Includes Castor River to Eddies Cove.

Largest Communities (Population 2016): Savage Cove-Sandy Cove-Shoal Cove East (405), Anchor Point (310), Flower's Cove (270)

3.5.1 Population

As shown in Figures 322 and 323, the population in the Strait of Belle Isle equaled 4,745 people in 1996 and 3,290 people in 2016. The Strait of Belle Isle's population fell by 30.7% between 1996 and 2016. In 1996, there were 2,430 males and 2,320 females in the Strait of Belle. In 2016, there were 1,675 females and 1,620 males in the Strait of Belle Isle.

Figure 322: The Strait of Belle Isle - Population

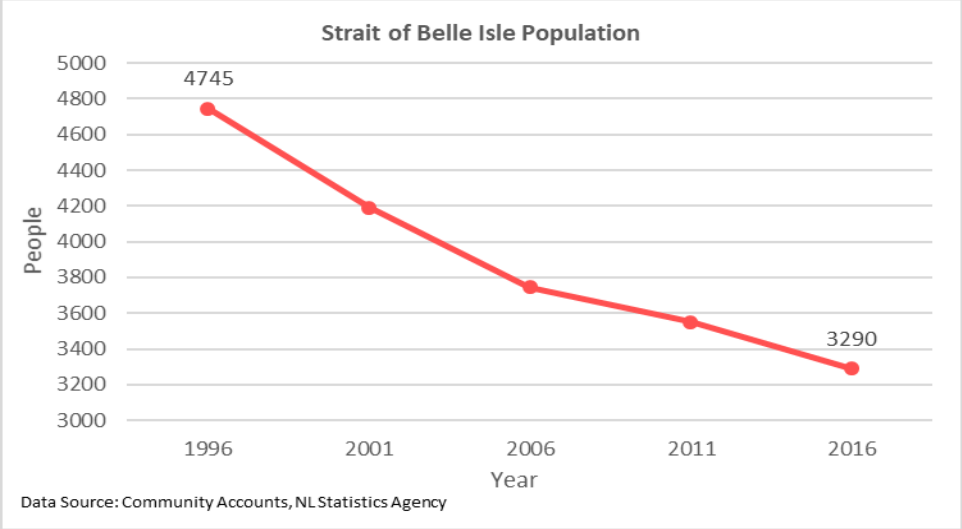
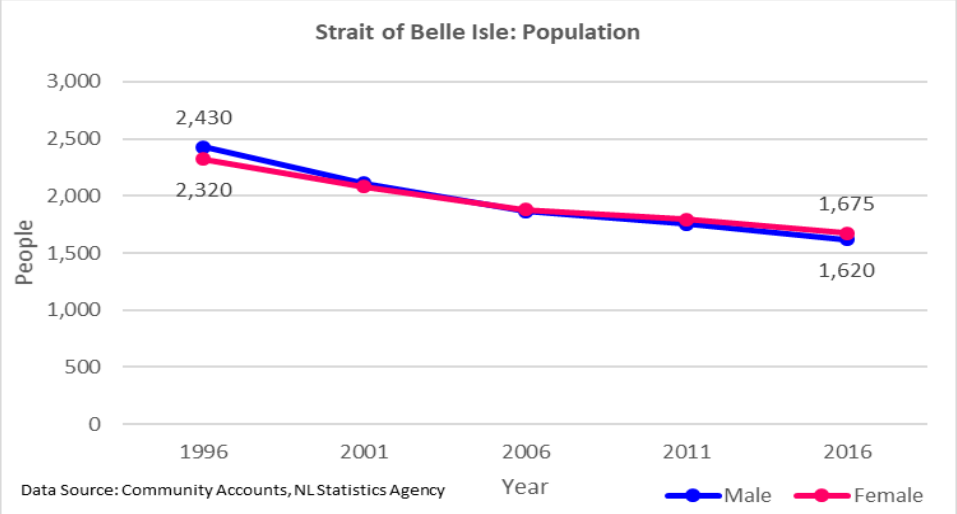


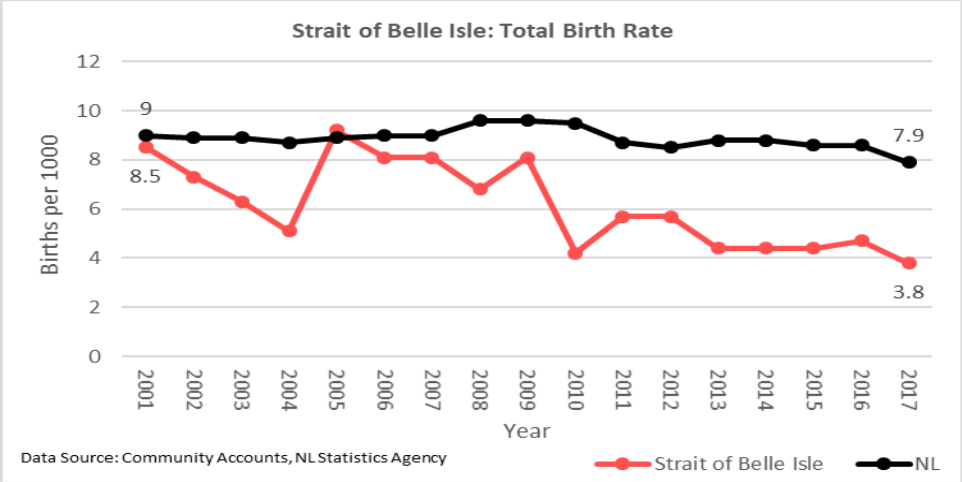
Figure 323: The Strait of Belle Isle - Population by Gender



3.5.2 Births

Figure 324 reflects that, in 2001, the total birth rate in the Strait of Belle Isle equaled 8.5 births per 1,000, which was 0.5 births per 1,000 below the provincial average. In 2017, the total birth rate in the Strait of Belle Isle amounted to 3.8 births per 1,000 and was 4.1 births per 1,000 below the provincial average. From 2001 to 2017, the total birth rate in the Strait of Belle Isle fell by 4.7 births per 1,000 over that period.

Figure 324: The Strait of Belle Isle - Total Birth Rate



3.5.3 Population by Age Group

From Figures 325 to 327, In 1996, the largest age cohort in the Strait of Belle Isle was the age group of 30-34 years old (460). The 35-39-year-old cohort (435) followed close behind. In 2006, the most populated age cohort became the 40-44-year-old age group (395), the 45-49-year-old cohort (365) finished second. By 2016, the Strait of Belle Isle's most populated age group was the 50-54-year-old cohort (365) and the 55-59-year-old cohort (3330) was the next closest.

Figure 325: The Strait of Belle Isle - Population by Age Group 1996

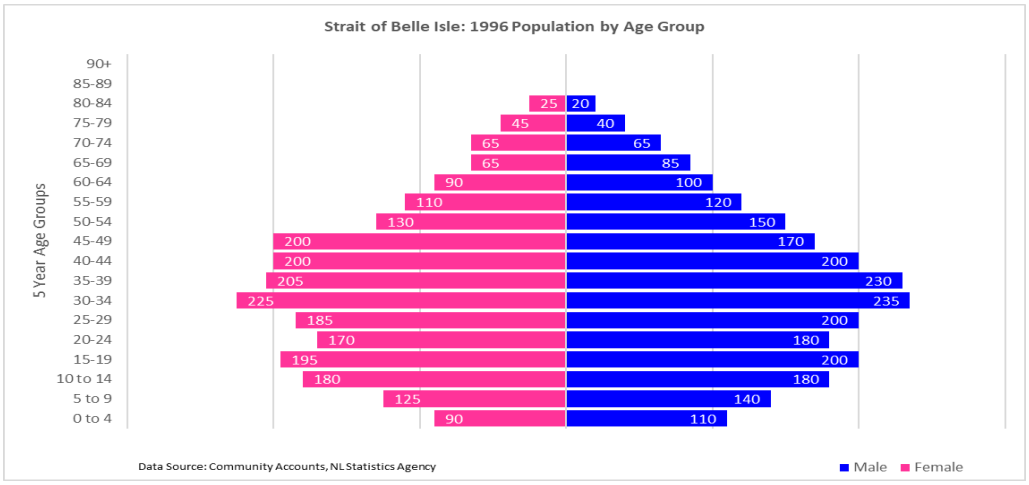


Figure 326: The Strait of Belle Isle - Population by Age Group 2006

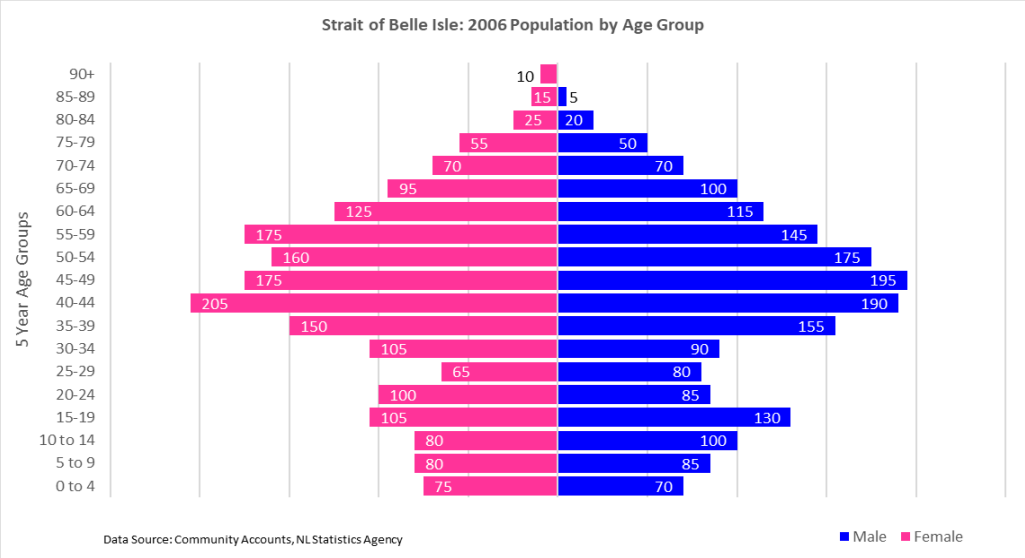
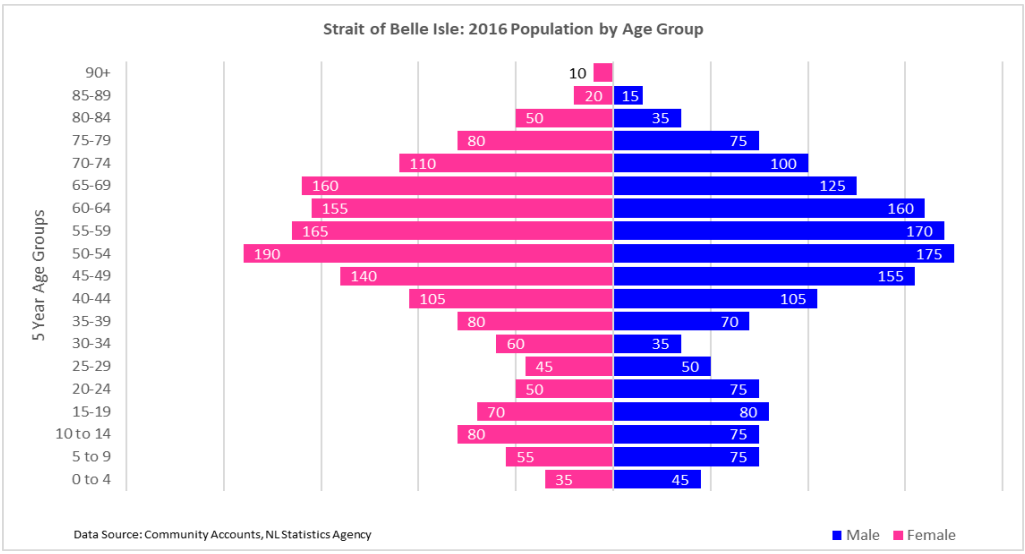


Figure 327: The Strait of Belle Isle - Population by Age Group 2016



3.5.4 Population Change

According to Figures 328 to 330, in 2001, the residual net migration in the Strait of Belle Isle equaled -135, while the natural change amounted to 5. In 2015, the residual net migration rose to 5 as the natural change fell to -25 in the Strait of Belle Isle. Between 2001 and 2015, the residual net migration increased by 140 and the natural change fell by 30 over that period. The last year that population growth occurred in the Strait of Belle Isle was 2002. The main reason that population decline has continued is that, while the residual net migration has lessened, the natural change has continually dropped and even outweighed the residual net migration in 2014 and 2015 (where the residual net migration in the region was positive). The residual net

migration in the Strait of Belle Isle was below the provincial average from 2003 to 2015, even though it improved dramatically over that period.

Figure 328: The Strait of Belle Isle - Population Change

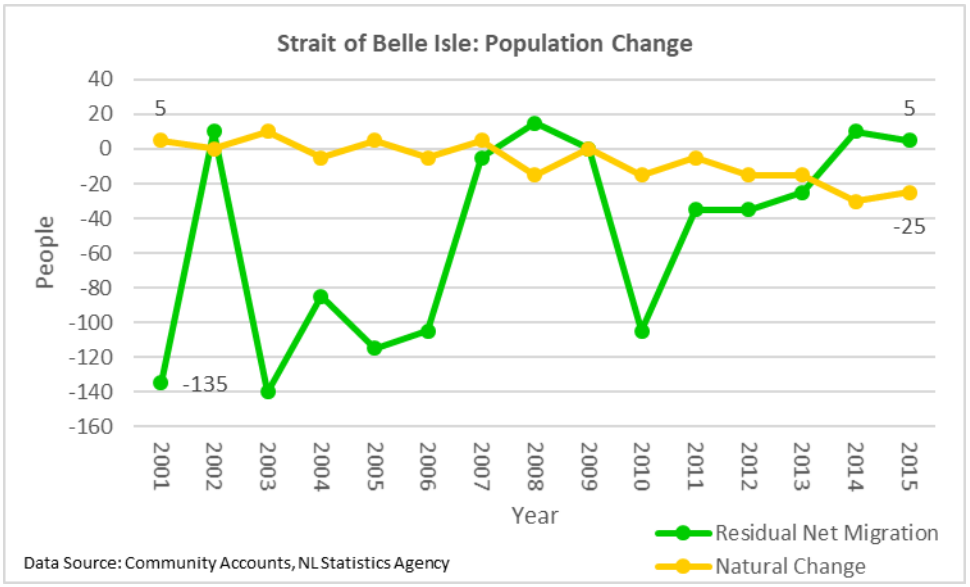


Figure 329: The Strait of Belle Isle - Population Change

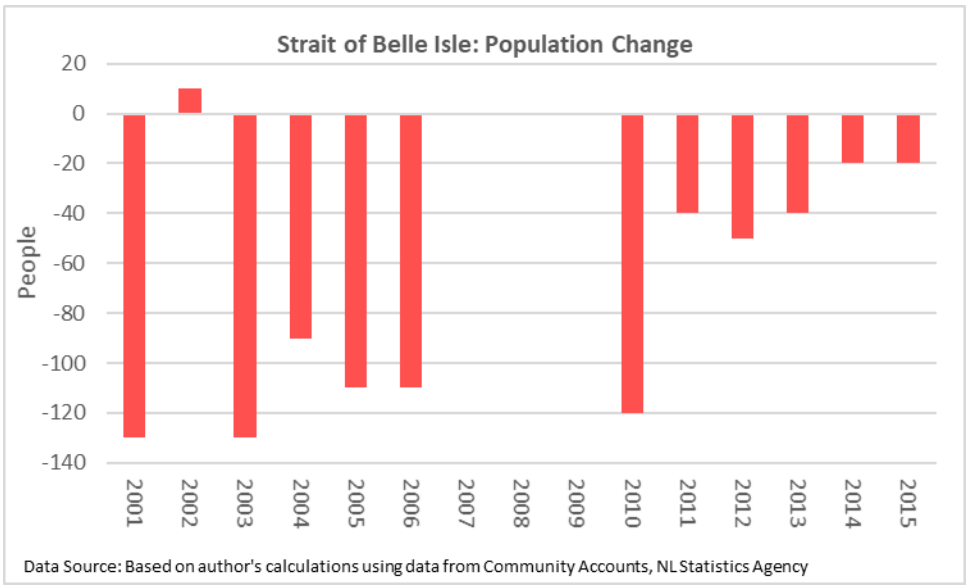
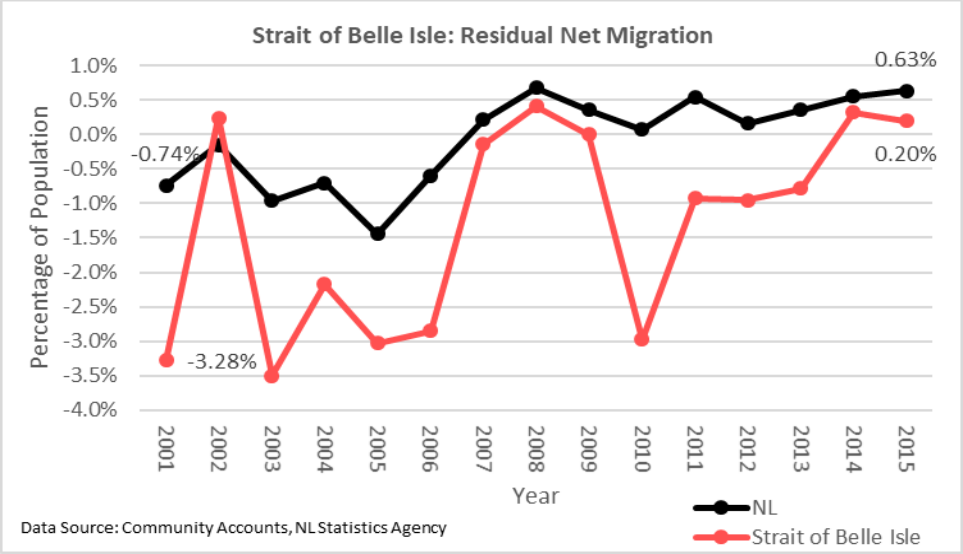


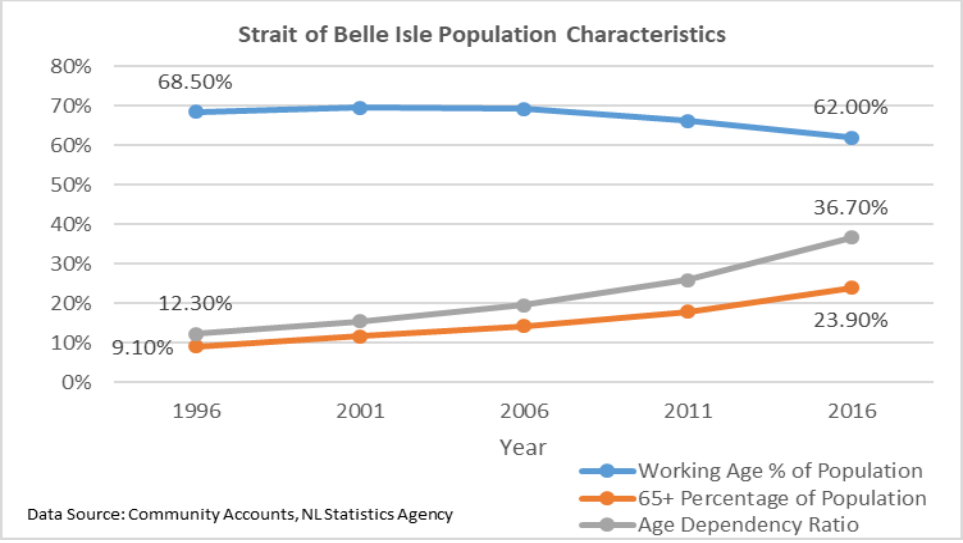
Figure 330: The Strait of Belle Isle - Residual Net Migration



3.5.5 Population Characteristics

As illustrated in Figure 331, in the Strait of Belle Isle, the working age population share fell from 68.5% in 1996 to 62% in 2016, which is a net decrease of 6.5 percentage points over that period. The elderly population share rose from 9.1% in 1996 to 23.9% in 2016. The age dependency ratio increased from 12.3% in 1996 to 36.7% in 2016.

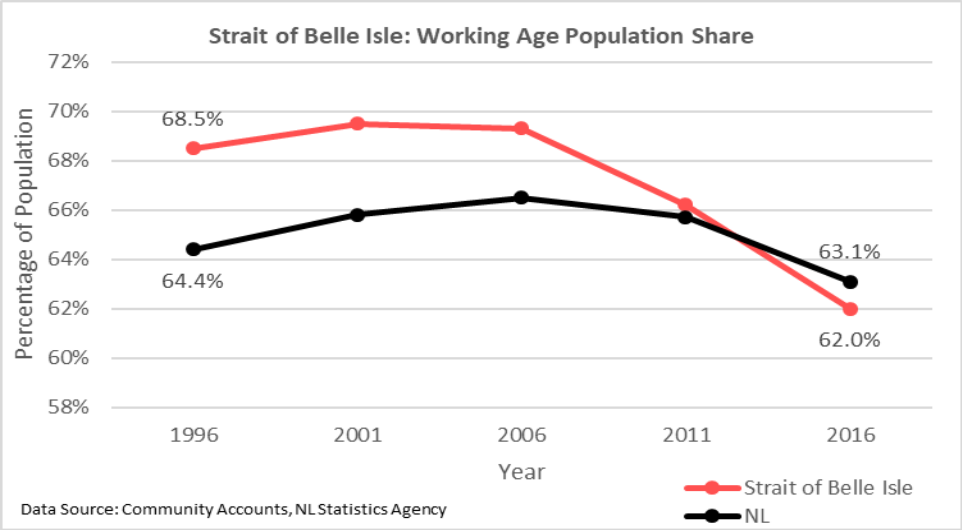
Figure 331: The Strait of Belle Isle - Population Characteristics



In the Strait of Belle Isle, the working age population share equaled 68.5% in 1996 and was 4.1 percentage points higher than the provincial average (see Figure 332). Like Hawke's Bay-Port au Choix Area, the working age population share in the Strait of Belle Isle was higher than the provincial average from 1996 to 2011. In 2016, the working age population share in the Strait of

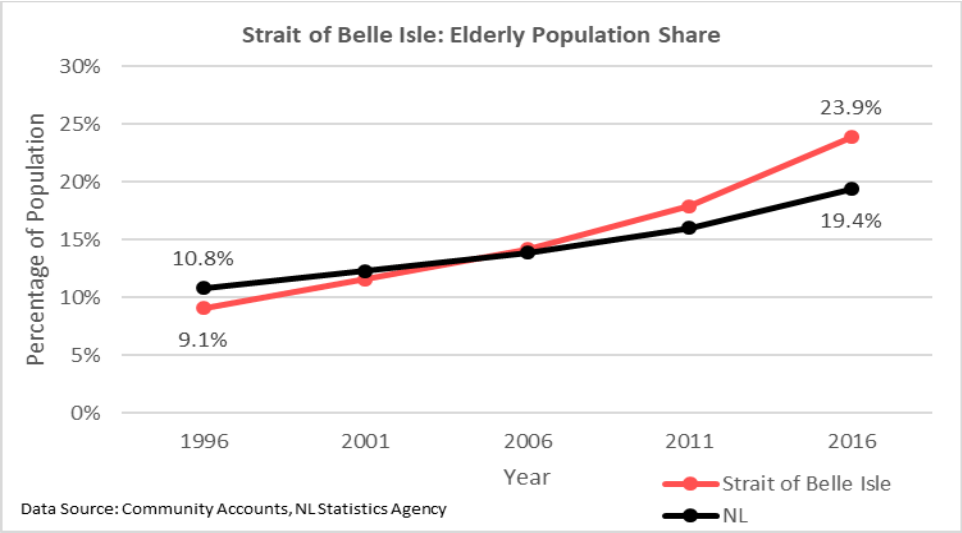
Belle Isle equaled 62%. From 1996 to 2016, the working age population share in the Strait of Belle Isle decreased by 6.5 percentage points.

Figure 332: The Strait of Belle Isle - Working Age Population Share



From Figure 333, the elderly population share in the Strait of Belle Isle, equaling 9.1%, was 1.7 percentage points below the provincial average in 1996. By 2016, 23.9% of the population in the Strait of Belle Isle was 65 years of age or older, which was 4.5 percentage points above the provincial average. Between 1996 and 2016, the elderly population share in the Strait of Belle Isle increased by 14.8 percentage points over that twenty-year period and was higher than the provincial average in the 2006, 2011 and 2016 censuses.

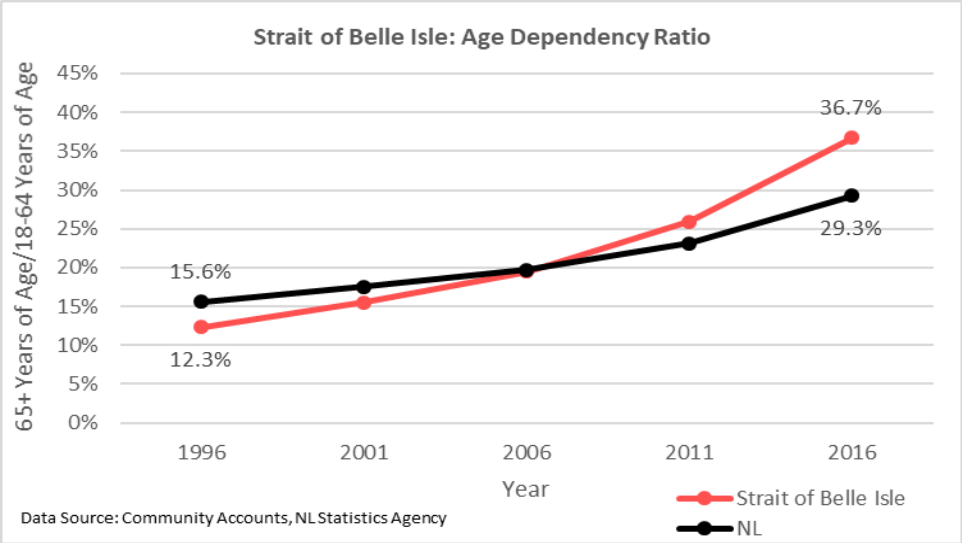
Figure 333: The Strait of Belle Isle - Elderly Population Share



The age dependency ratio in the Strait of Belle Isle, as indicated in Figure 334, equaled 12.3% in 1996 and sat 3.3 percentage points below the provincial average. By 2016, the age dependency

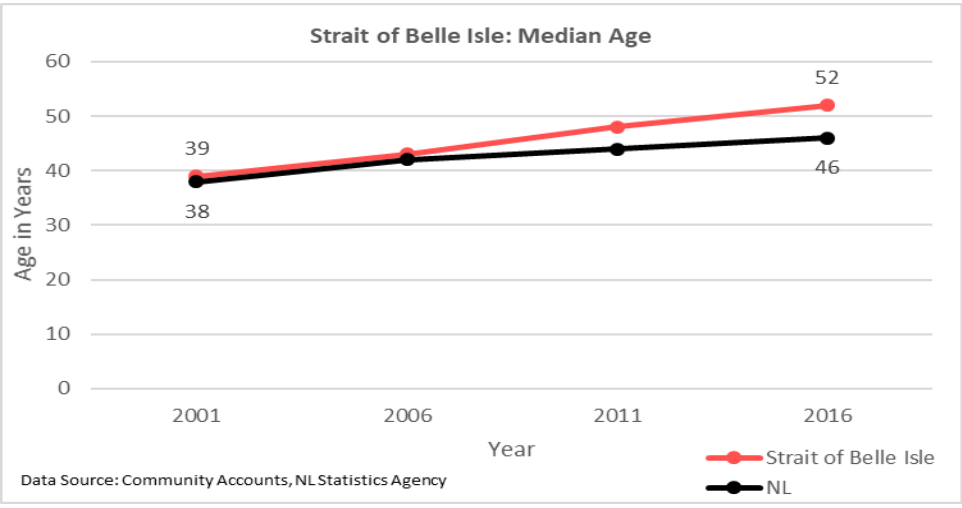
ratio in the Strait of Belle Isle equaled 36.7% in 2016 and was 7.4 percentage points above that of the province. From 1996 to 2016, the age dependency ratio in the Strait of Belle Isle rose by a 24.4 percentage points and was considerably higher than the provincial average in 2016, even though it was lower than the age dependency ratio of Newfoundland and Labrador in the census years of 1996, 2001 and 2006.

Figure 334: The Strait of Belle Isle - Age Dependency Ratio



From Figure 335, in 2001, the median age in the Strait of Belle Isle equaled 39 years and was one year higher than the provincial median age. In 2016, the median age in the Strait of Belle Isle rose to 52 years of age and was six years higher than that of Newfoundland and Labrador. From 2001 to 2016, the median age in the Strait of Belle Isle increased by 13 years and was higher than that of Newfoundland and Labrador throughout.

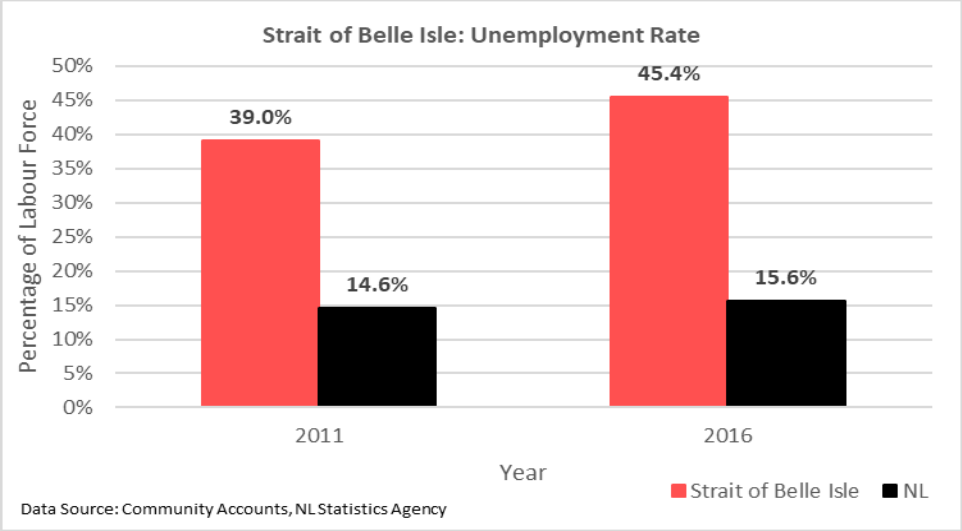
Figure 335: The Strait of Belle Isle - Median Age



3.5.6 Labour Force

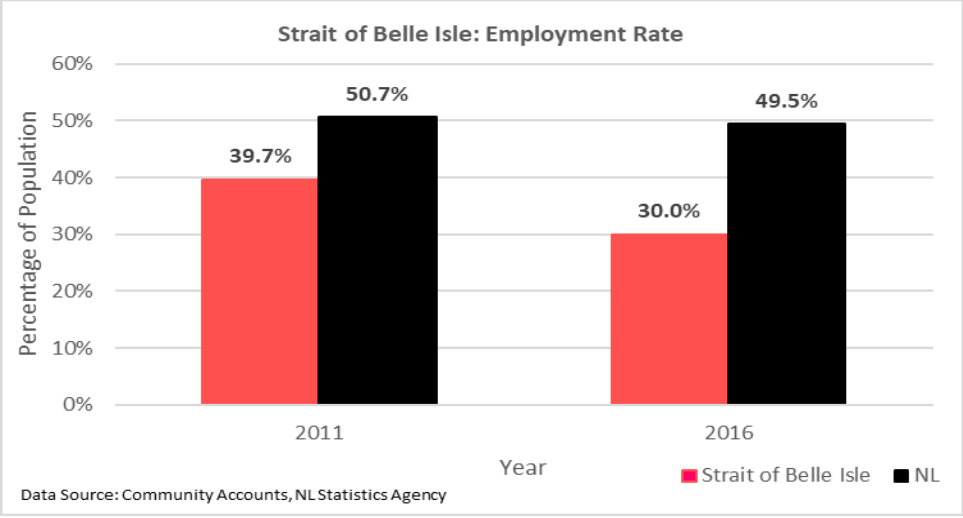
In 2011, from Figure 336, the unemployment rate in the Strait of Belle Isle was39%, was 24.4 percentage points higher than Newfoundland and Labrador. In 2016, the unemployment rate of the Strait of Belle Isle equaled 45.5% of its population and was 29.8 percentage points higher than the provincial unemployment rate

Figure 336: The Strait of Belle Isle - Unemployment Rate



As indicated in Figure 337, in 2011, the employment rate in the Strait of Belle Isle was 39.7%. In 2016, the employment rate in the Strait of Belle Isle, amounting to 30% of its population, was then 19.5 percentage points lower than the provincial employment rate.

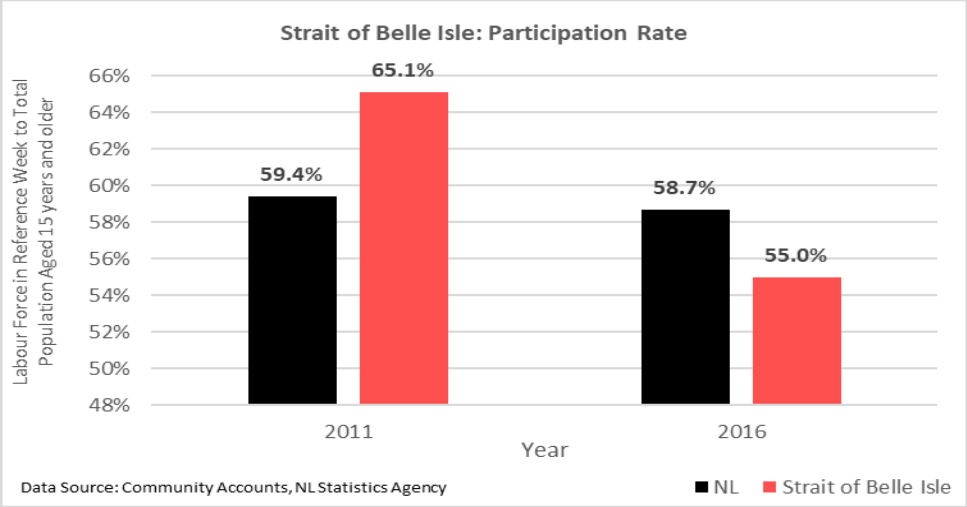
Figure 337: The Strait of Belle Isle - Employment Rate



In 2011, the participation rate in the Strait of Belle Isle, as presented in Figure 338, amounted to 65.1% of its population aged 15 years and older, which was 5.7 percentage points higher

than the participation rate of Newfoundland and Labrador. In 2016, the participation rate in the Strait of Belle Isle equaled 55%, which was 3.7 percentage points less than the provincial participation rate.

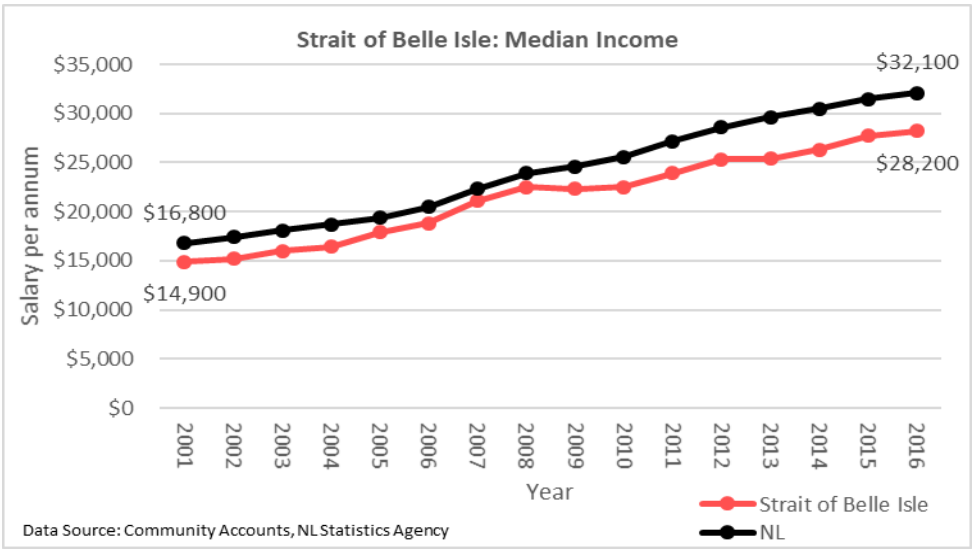
Figure 338: The Strait of Belle Isle - Participation Rate



3.5.7 Income

In the Strait of Belle Isle, the median income equaled $14,900 and was $1,900 less than the provincial median income (see Figure 339). In 2016, the median income in the Strait of Belle Isle equaled $28,200 and was $3,900 less than the median income of Newfoundland and Labrador. Between 2001 and 2016, the median income in the Strait of Belle Isle increased by $13,300.

Figure 339: The Strait of Belle Isle - Median Income



From Figures 340 and 341, the Strait of Belle Isle's median income equaled $19,300 for males and $12,300 for females in 2001. In 2016, the median income equaled $36,700 for males and

$23,000 for females in the region. The median income gender pay gap in the Strait of Belle Isle increased by $6,700 between 2001 and 2016. The median income gender pay gap in the Strait of Belle Isle was $2,200 lower than that of Newfoundland and Labrador in 2001 and $400 less in 2016.

Figure 340: The Strait of Belle Isle - Median Income by Gender

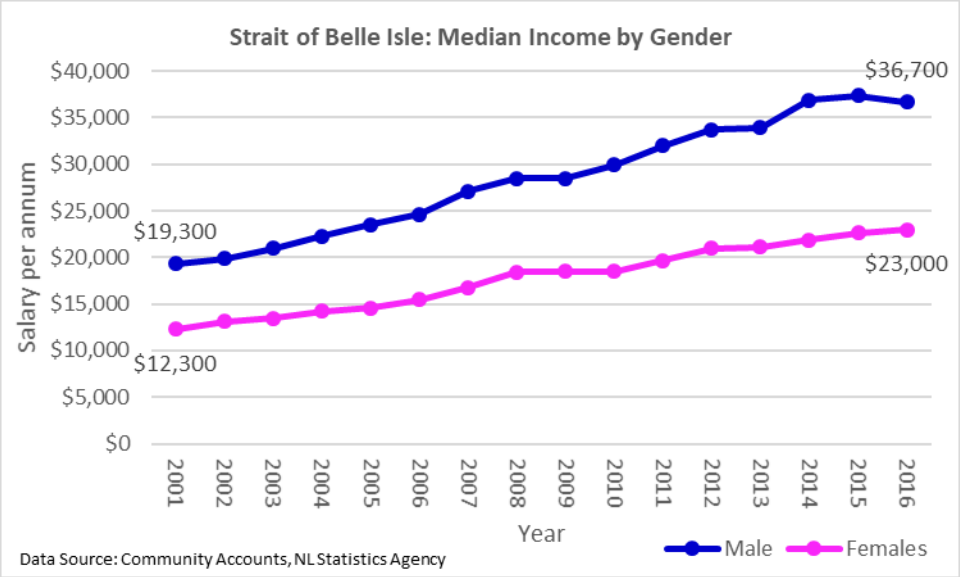
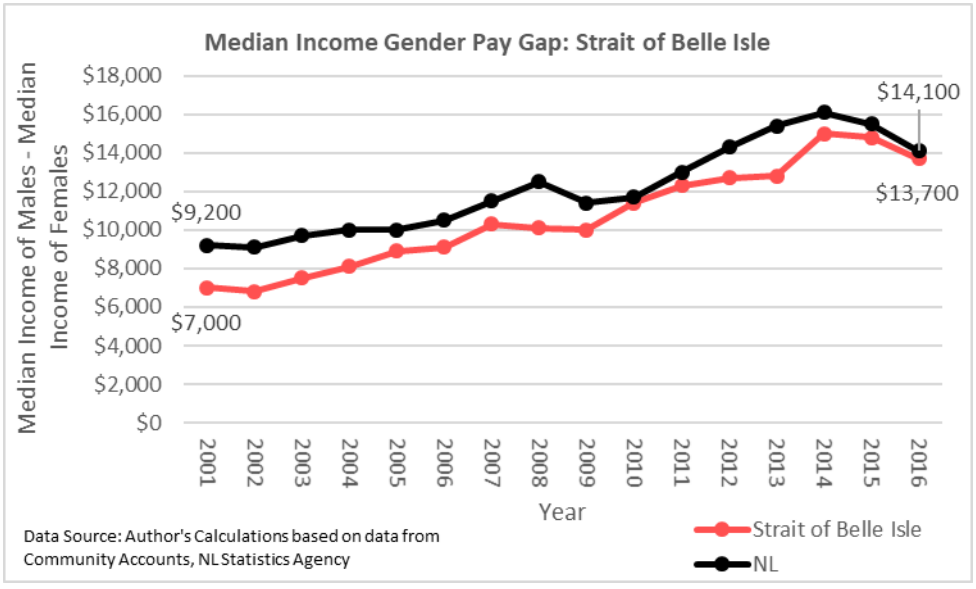


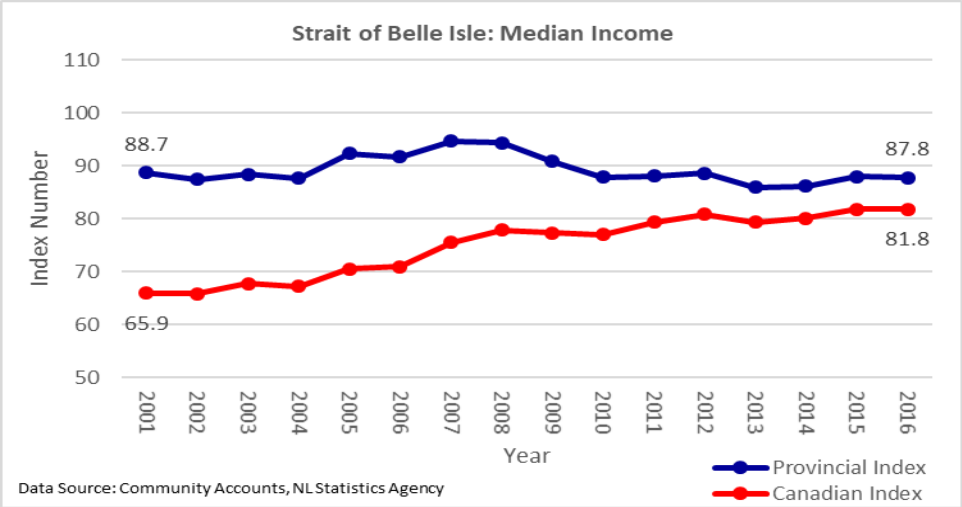
Figure 341: The Strait of Belle Isle - Median Income Gender Pay Gap



In 2001, as shown in Figure 342, the median income in the Strait of Belle Isle amounted to 88.7% of the median income of Newfoundland and Labrador or 65.9% of the median income of Canada. In 2016, the median income in the Strait of Belle Isle equaled 87.8% of the median income of Newfoundland and Labrador or 81.8% of the median income of Canada. Between

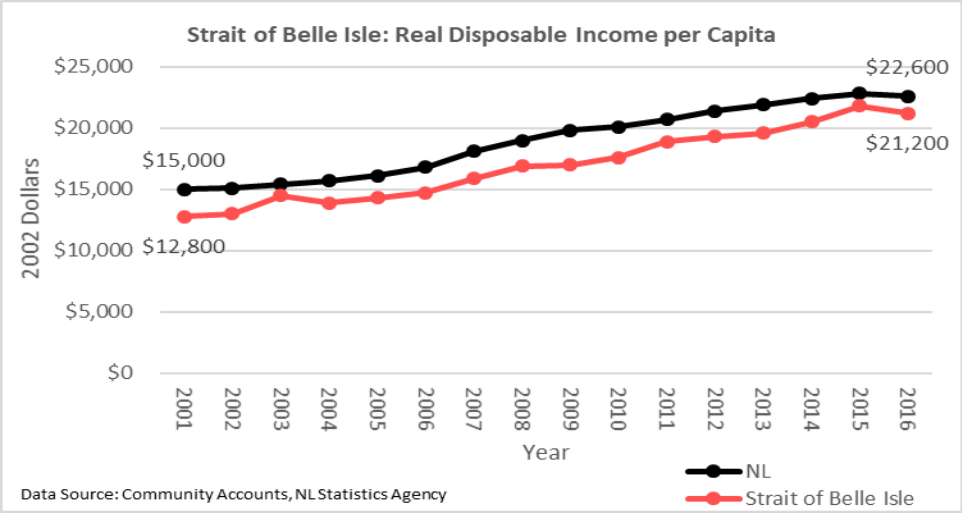
2001 and 2016, the median income in the Strait of Belle Isle improved substantially relative to the Canadian median income, but lost ground relative to the provincial median income.

Figure 342: The Strait of Belle Isle - Median Income Index



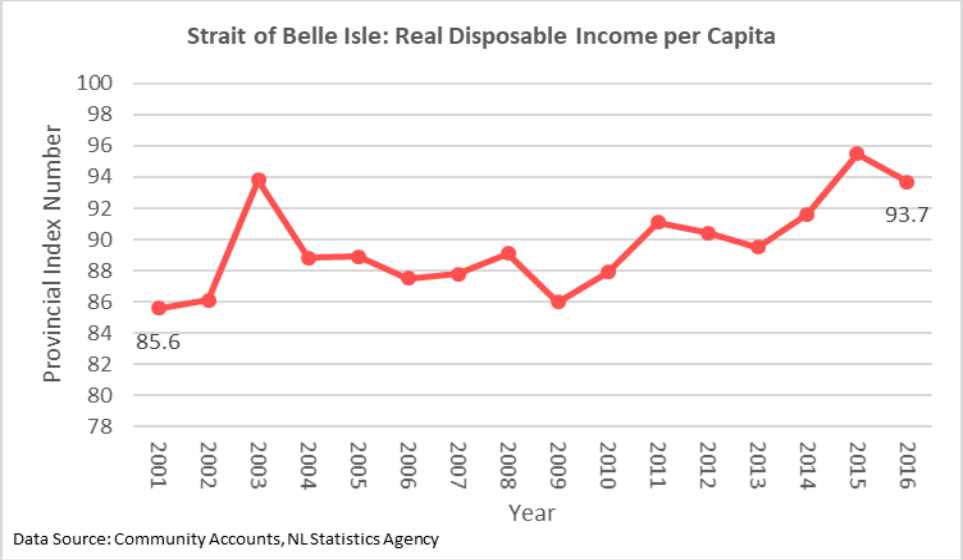
In the Strait of Belle Isle, real disposable income per capita amounted to $12,800, in 2002 dollars, and was $2,200 below the provincial average (see Figure 343). In 2016, the Strait of Belle Isle's real disposable income per capita equaled $21,200 and was $1,400 less than that of Newfoundland and Labrador. Between 2001 and 2016, real disposable income per capita in the Strait of Belle Isle experienced an $8,400 increase over that period.

Figure 343: The Strait of Belle Isle - Real Disposable Income per capita



Real disposable income per capita in the Strait of Belle Isle, as indicated in Figure 344, amounted to 85.6% of real disposable income per capita in Newfoundland and Labrador in 2001 and equaled 93.7% of the provincial average in 2016. Between 2001 and 2016, the provincial index of real disposable income per capita in the Strait of Belle Isle increased.

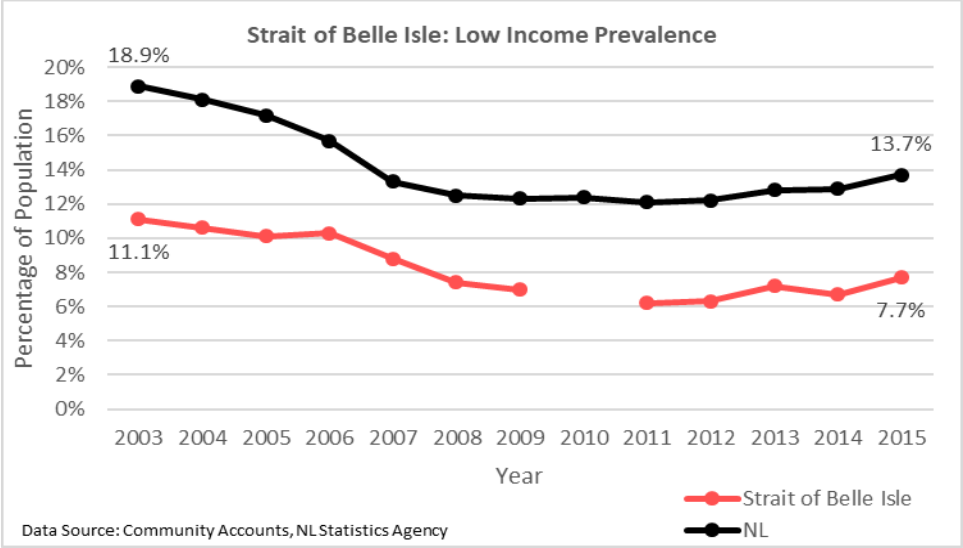
Figure 344: The Strait of Belle Isle - Real Disposable Income per Capita



3.5.8 Prevalence of Low Income

In the Strait of Belle Isle, 11.1% of the population were low income in 2003, which was 7.8 percentage points below the provincial average (see Figure 345). As well, in the Strait of Belle Isle, 7.7% of the population were classified as living in low income in 2015, which was 6 percentage points below that of Newfoundland and Labrador.

Figure 345: The Strait of Belle Isle - Low-income prevalence



From Figure 346, in the Strait of Belle Isle, 16% of the population of individuals aged less than 18 years were considered low income in 2003 and 14.6% of the population of individuals aged less than 18 years in the Strait of Belle Isle were low income in 2015. The Strait of Belle Isle's

youth prevalence of low income was 12.4 percentage points lower than the provincial average in 2003 and was 6.1 percentage points lower than the provincial average in.

Figure 346: The Strait of Belle Isle - Youth Low-income prevalence

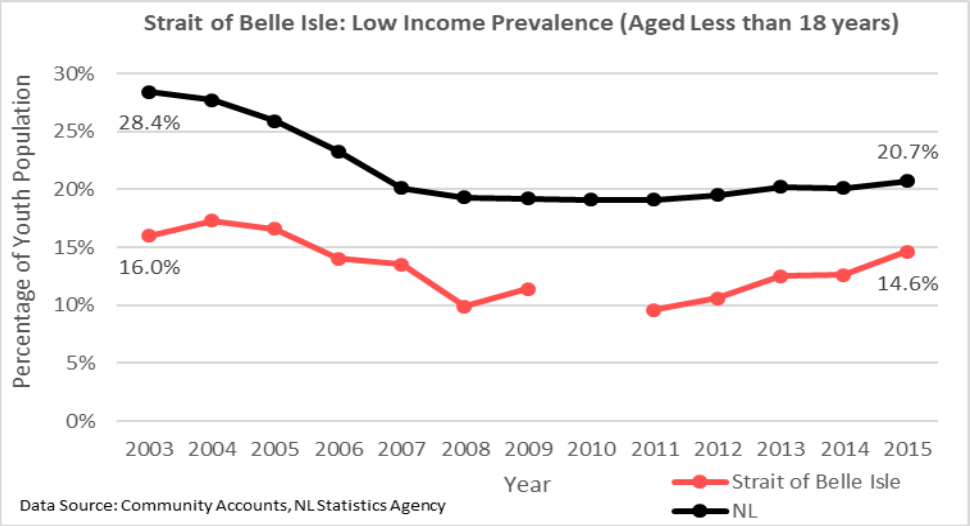
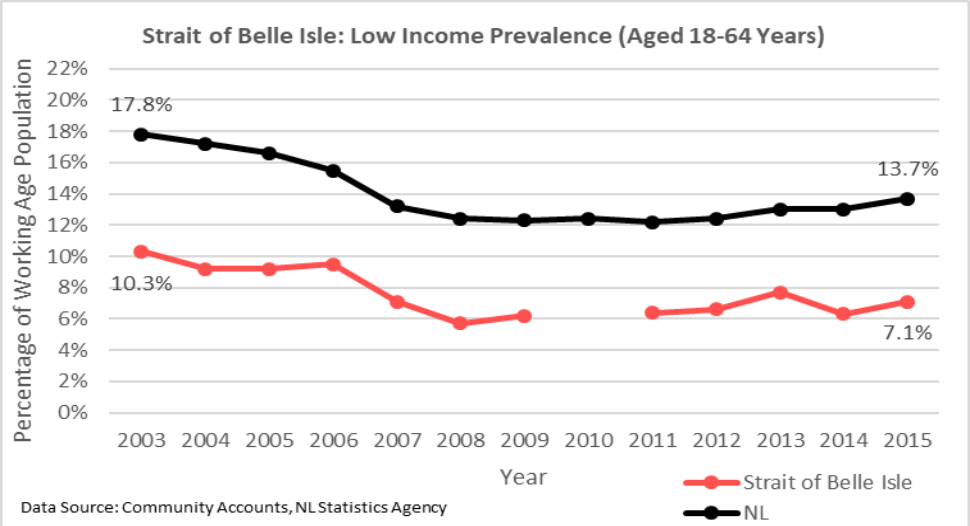


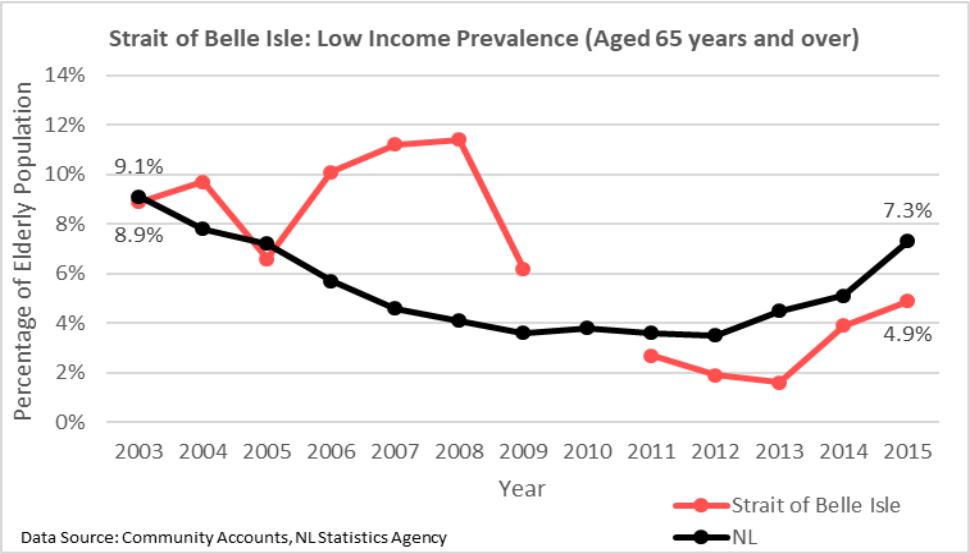
Figure 347 indicates that, in 2001, the working age prevalence of low income equaled 10.3% in the Strait of Belle Isle, which was 7.5 percentage points below the provincial average. In 2015, the Strait of Belle Isle's working age prevalence of low income equaled 7.1% and sat 6.6 percentage points below the provincial average

Figure 347: The Strait of Belle Isle - Working Age Low-income prevalence



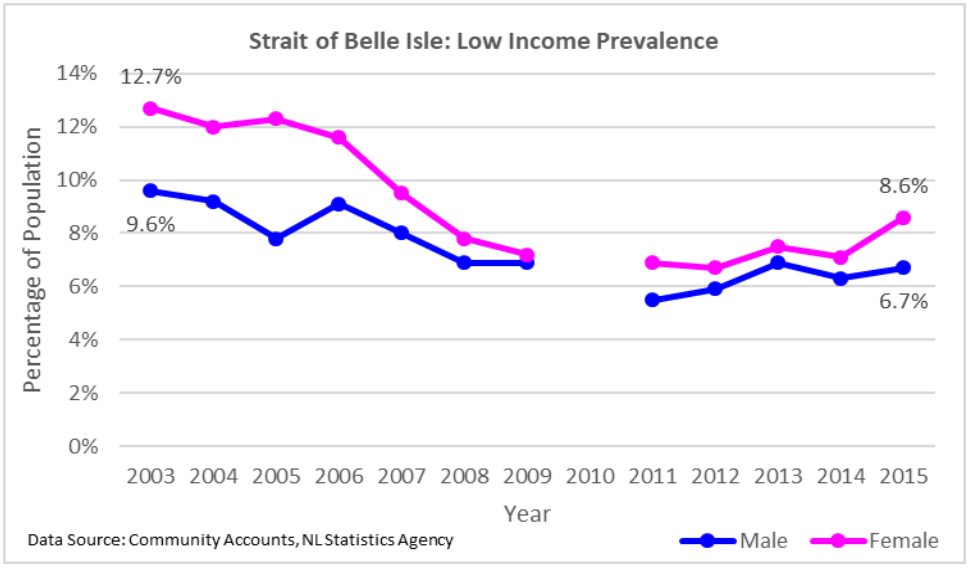
In 2003, 8.9% of the population of individuals aged 65 years and over in the Strait of Belle Isle, as shown in Figure 348, were low income, which was 0.2 percentage points lower than the provincial average. In 2015, the elderly prevalence of low income equaled 4.9% in the Strait of Belle Isle and was 2.4 percentage points lower than the provincial average.

Figure 348: The Strait of Belle Isle - Elderly Low-income prevalence



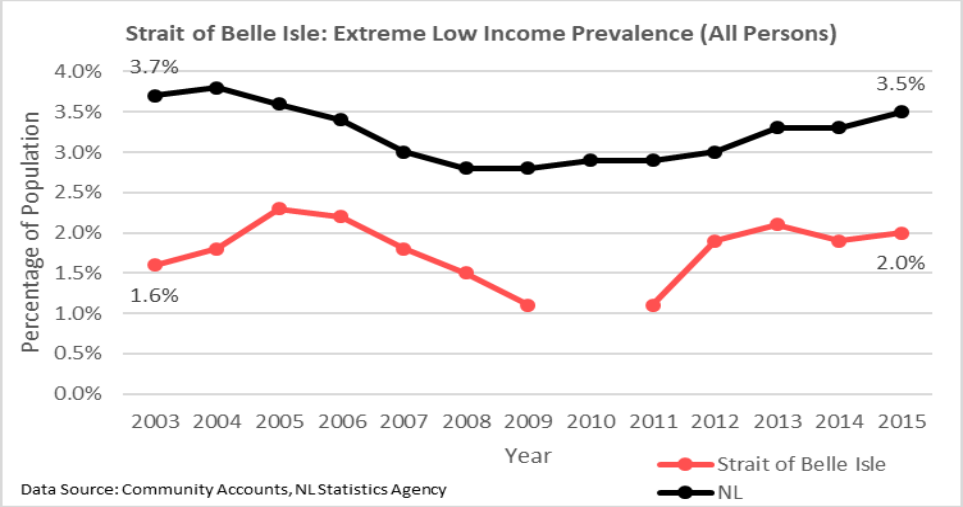
From Figure 349, in 2003, the prevalence of low income equaled 9.6% for males and 12.7% for females in the Strait of Belle Isle as the prevalence of low income of males was 3.1 percentage points lower than that of females. In 2015, the prevalence of low income in the Strait of Belle Isle equaled 6.7% for males and 8.6% for females as the prevalence of low income of females was 1.9 percentage points higher than that of males.

Figure 349: The Strait of Belle Isle - Low-income prevalence by Gender



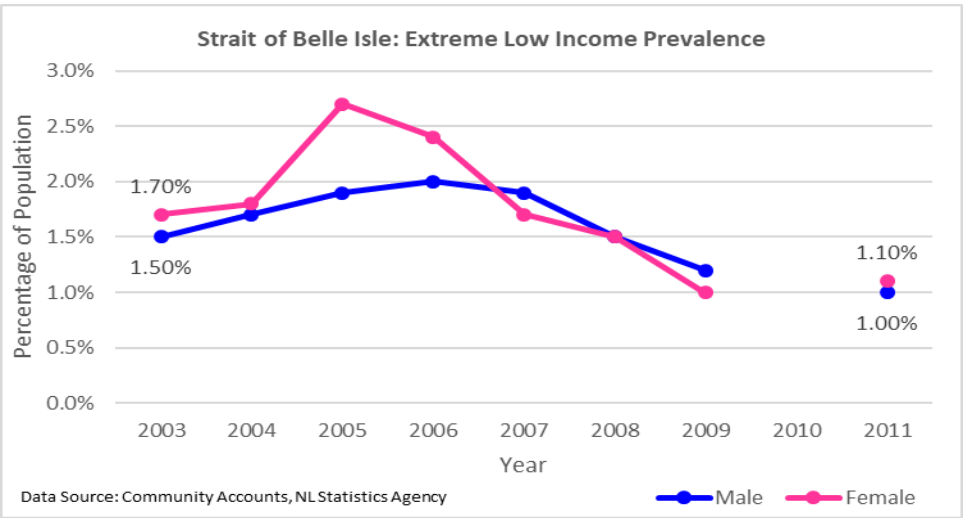
As illustrated in Figure 350, in 2003, 1.6% of the population of the Strait of Belle Isle resided in extreme low income, which was 2.1 percentage points less than the provincial average. In 2015, the Strait of Belle Isle's prevalence of extreme low income, equaling 2% of its population, was 1.5 percentage points below that of Newfoundland and Labrador.

Figure 350: The Strait of Belle Isle - Extreme Low-income prevalence



In 2003, the prevalence of extreme low income in the Strait of Belle Isle equaled 1.7% for females and 1.5% for males (see Figure 351). In 2011, the prevalence of extreme low income in the Strait of Belle Isle equaled 1.1% for females and 1% for males as the prevalence of extreme low income decreased by 0.6 percentage points for females and 0.5 percentage points for males between 2001 and 2015.

Figure 351: The Strait of Belle Isle - Extreme Low-income prevalence by Gender

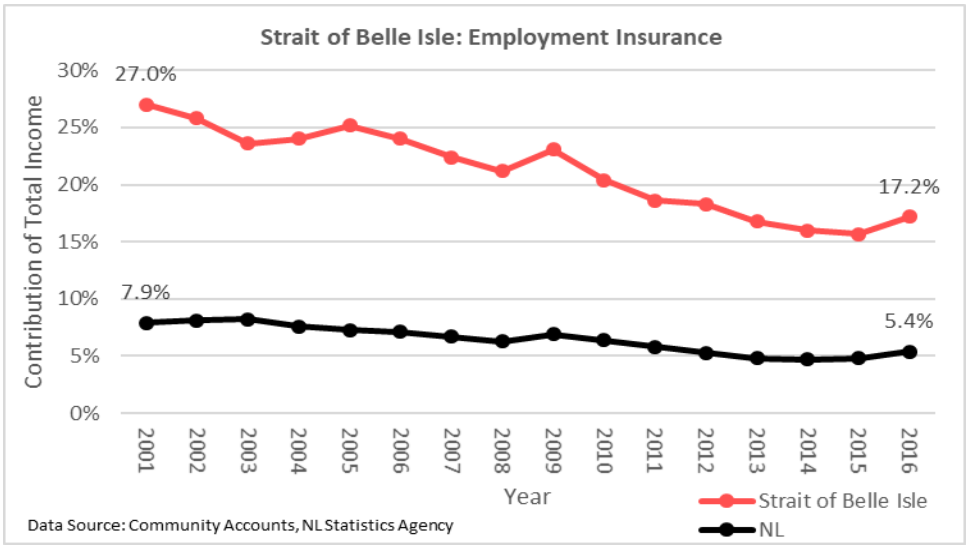


3.5.9 Transfer Payments

In 2001, as shown in Figure 352, employment insurance accounted for 27% of total income in the Strait of Belle Isle, which was 19.1 percentage points above that of the province. In 2016, employment insurance's contribution of total income in the Strait of Belle Isle amounted to 17.2% and was 11.8 percentage points above that of Newfoundland and Labrador. From 2001

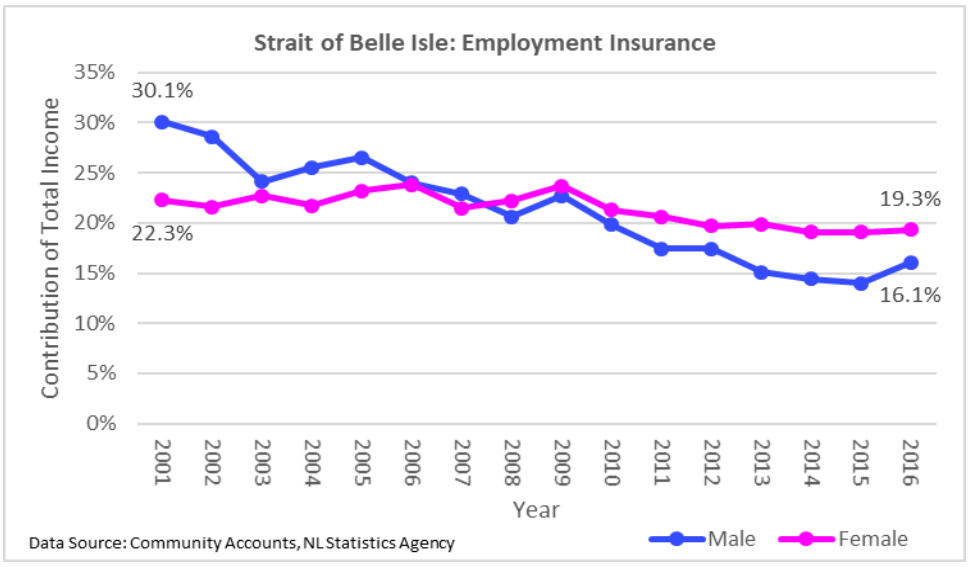
to 2016, employment insurance's share of total income in the Strait of Belle Isle experienced an overall decrease of 9.8 percentage points.

Figure 352: The Strait of Belle Isle: Employment Insurance's Contribution of Total Income



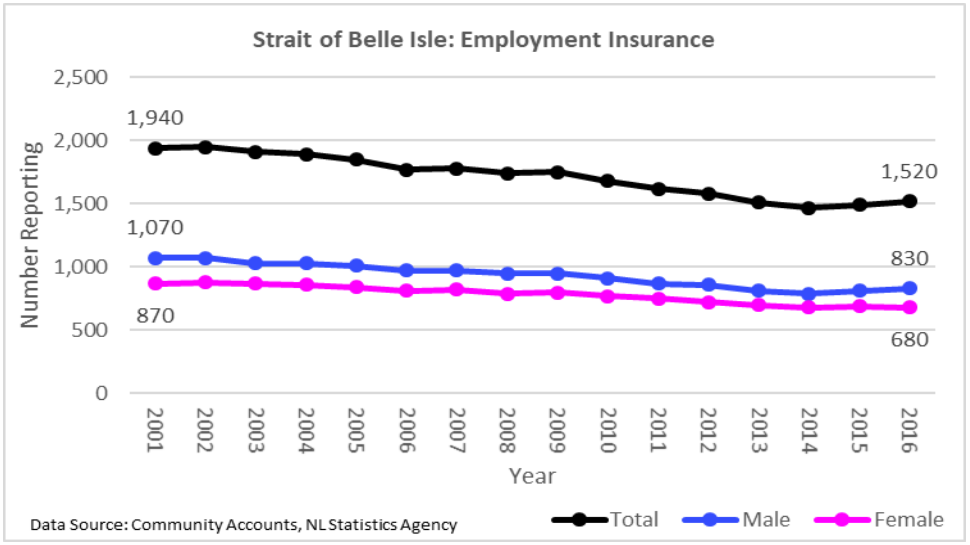
From Figure 353, in 2001, employment insurance accounted for 30.1% of total income of males and 22.3% of total income of females in the Strait of Belle. In 2016, employment insurance was responsible for 19.3% of total income of females and 16.1% of total income of males.

Figure 353: The Strait of Belle Isle - Employment Insurance's Contribution of Total Income by Gender



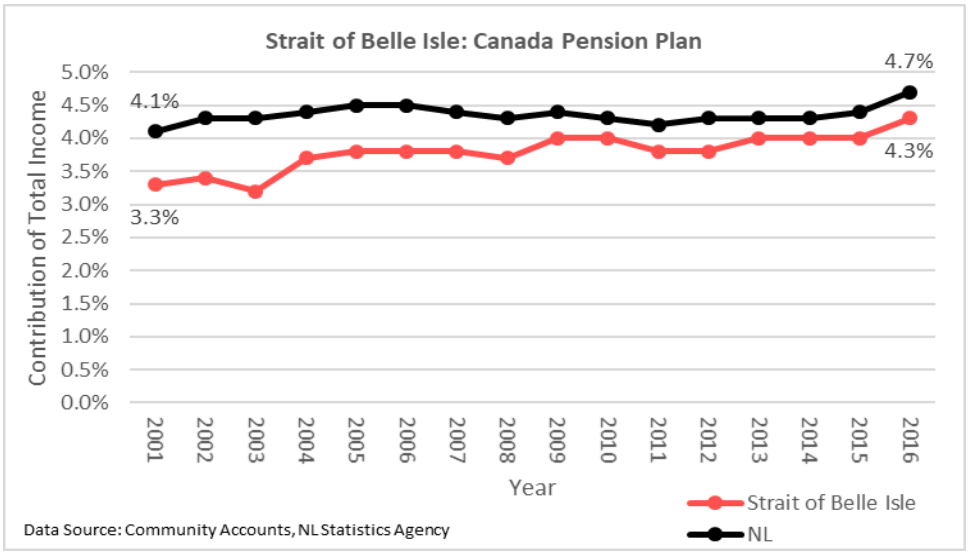
In 2001, as reflected in Figure 354, there were 1,070 males and 870 females receiving employment insurance in the Strait of Belle Isle. By 2016, the numbers fell to 830 males and 680 females. The number of people receiving employment insurance in the Strait of Belle Isle decreased by 240 males and 190 females between 2001 and 2016.

Figure 354: The Strait of Belle Isle - Number Reporting for Employment Insurance



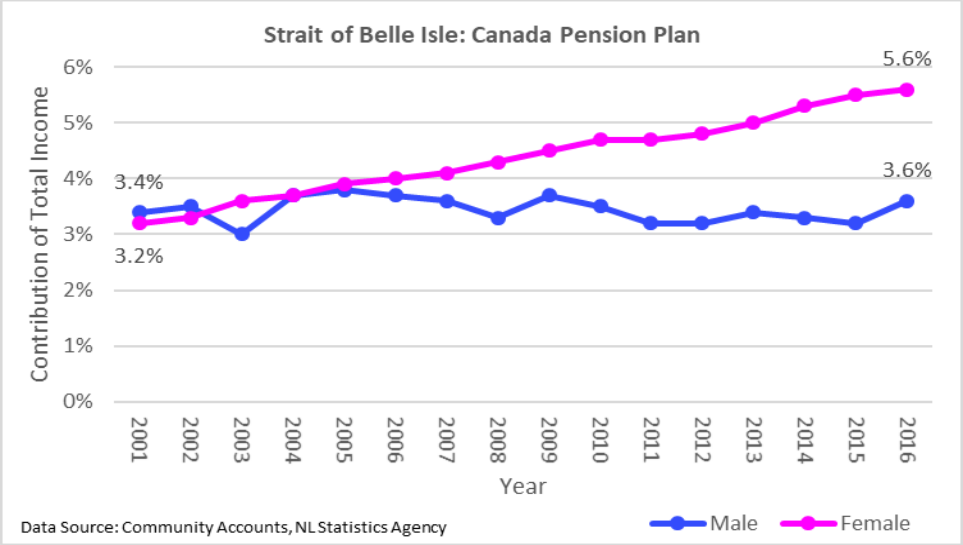
In 2001, the Canada Pension Plan accounted for 3.3% of total income in the Strait of Belle Isle, which was 0.8 percentage points less than the provincial average (see Figure 355). In 2016, the Canada Pension Plan was responsible for 4.3% of total income in the Strait of Belle Isle, which was 0.4 percentage points less than the Canada Pension Plan's share of total income in Newfoundland and Labrador.

Figure 355: The Strait of Belle Isle -Canada Pension Plan's Contribution of Total Income



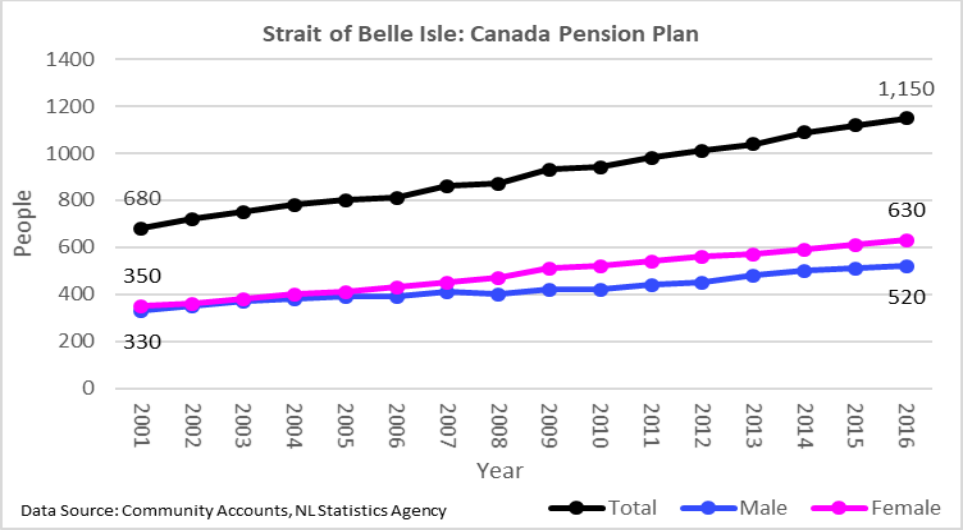
The Canada Pension Plan's share of total income in the Strait of Belle Isle in 2001, as shown in Figure 356, equaled 3.4% among males and 3.2% among females. But from 2005 to 2016, the Canada Pension Plan's share of total income was larger for females than for males in the Strait of Belle Isle. In 2016, the Canada Pension Plan was responsible for 5.6% of total income of females and 3.6% of total income of males in the Strait of Belle Isle.

Figure 356: The Strait of Belle Isle - Canada Pension Plan's Contribution of Total Income



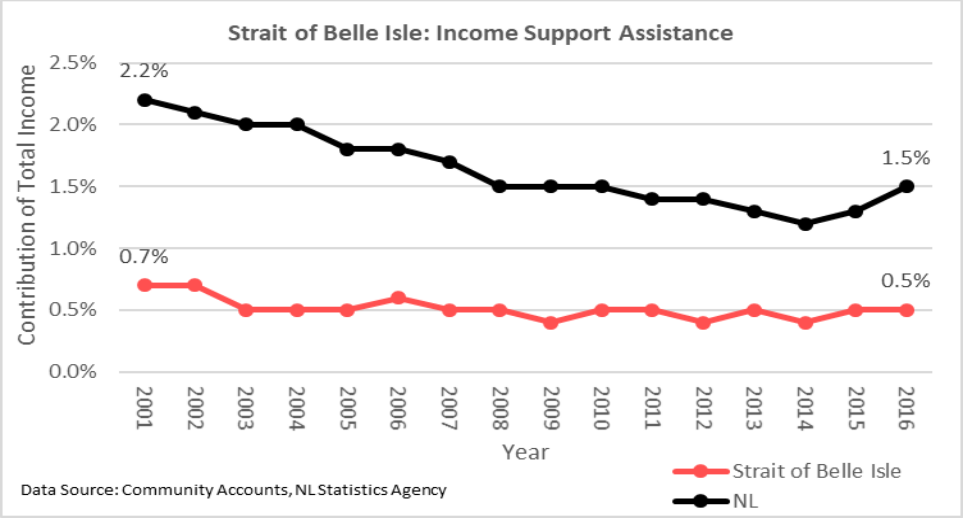
There were 350 females and 330 males receiving the Canada Pension Plan in the Strait of Belle Isle in 2001 (see Figure 357). In 2016, there were 630 females and 520 males receiving the Canada Pension Plan. In 2016, the number of people receiving the Canada Pension Plan in the Strait of Belle was larger than its 2001 level by 280 females and 190 males.

Figure 357: The Strait of Belle Isle - Number Reporting for the Canada Pension Plan



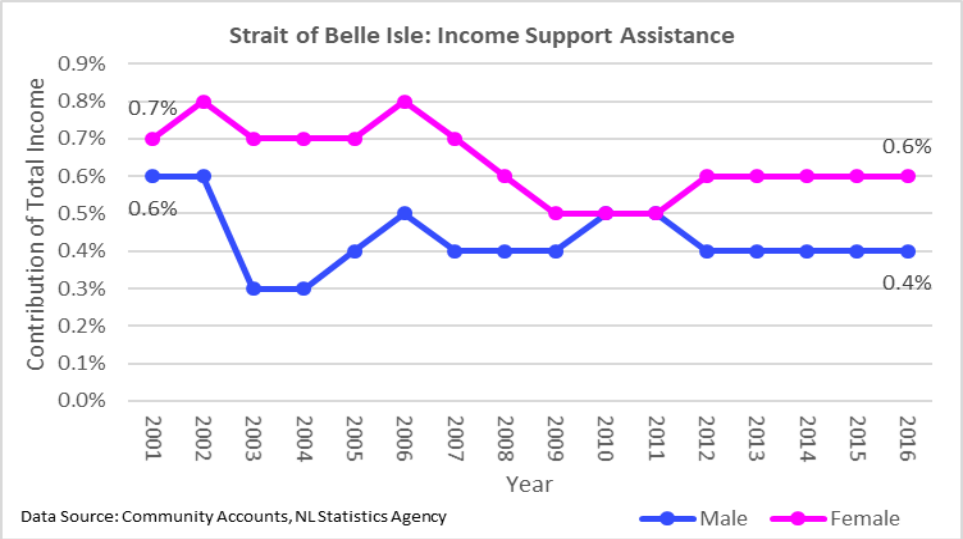
In the Strait of Belle Isle, income support assistance, as presented in Figure 358, accounted for 0.7% of total income in 2001, which was 1.5 percentage points below that of Newfoundland and Labrador. In 2016, income support assistance was responsible for 0.5% of total income in the Strait of Belle Isle which stood 1 percentage point below the provincial average. From 2001 to 2016, income support assistance's share of total income fell by 0.2 percentage points in the Strait of Belle Isle and was below the provincial average throughout that period.

Figure 358: The Strait of Belle Isle - Income Support Assistance's Contribution of Total Income



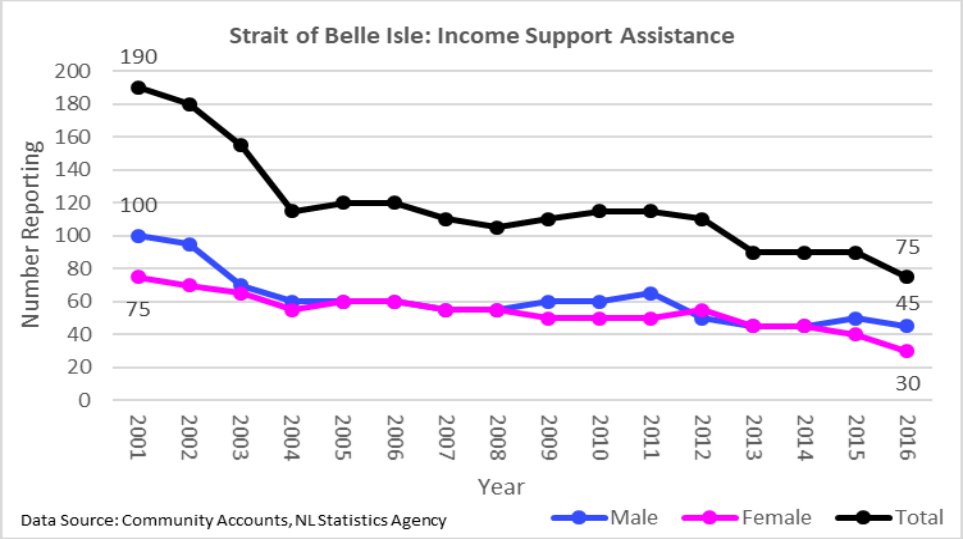
In 2001, shown in Figure 359, income support assistance was responsible for 0.7% of total income of females and 0.6% of total income of males in the Strait of Belle. In 2016, income support assistance accounted for 0.6% of total income of females and 0.4% of total income of males in the Strait of Belle.

Figure 359: The Strait of Belle Isle - Income Support Assistance's Contribution of Total Income by Gender



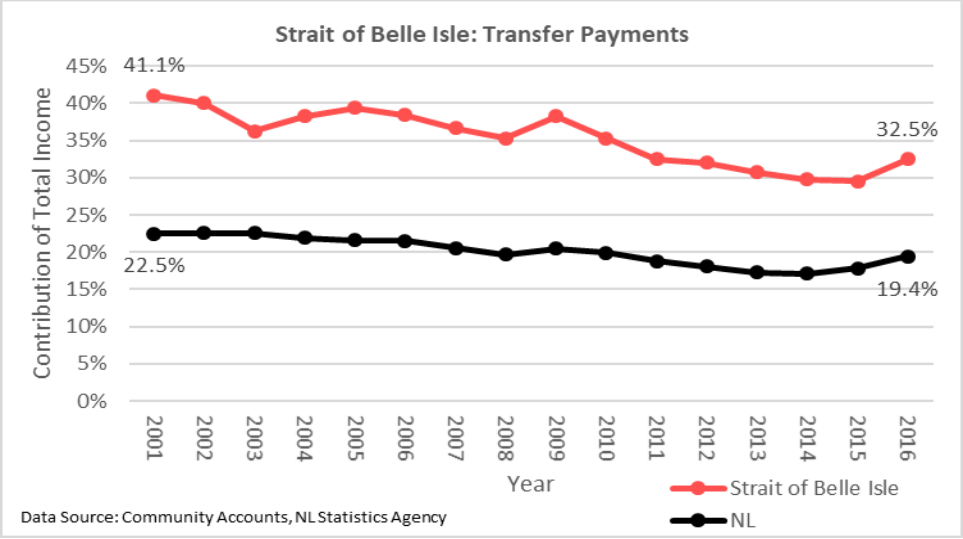
As indicated in Figure 360, in 2001, there were 100 men and 75 women receiving income support assistance in the Strait of Belle Isle. In 2016, there were 45 males and 30 females receiving income support assistance in the Strait of Belle Isle. Between 2001 and 2016, the number of people receiving income support assistance fell by 55 men and 45 women.

Figure 360: The Strait of Belle Isle - Number Reporting for Income Support Assistance



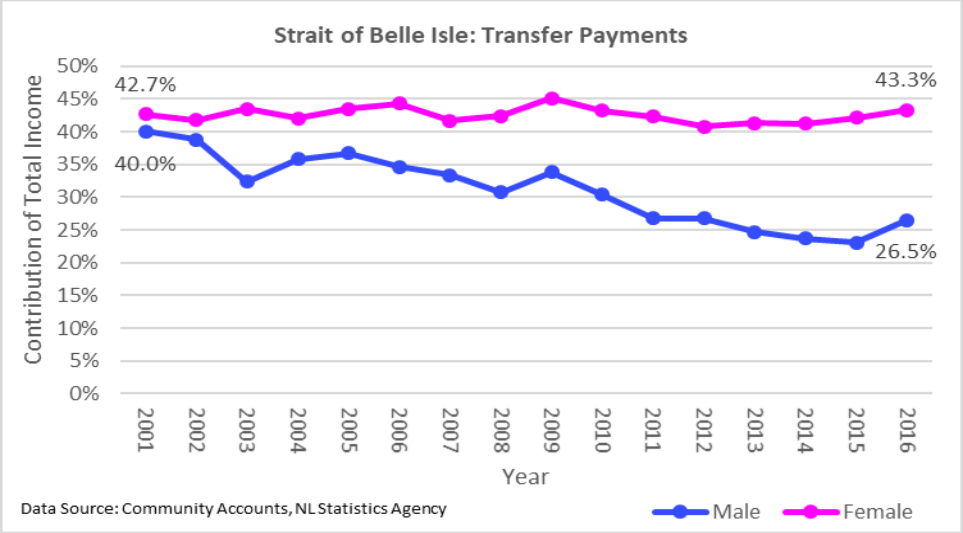
In 2001, transfer payments, as shown in Figure 361, were responsible for 41.1% of total income in the Strait of Belle Isle, which was 18.6 percentage points above the provincial average. In 2016, transfer payment accounted for 32.5% of total income in the Strait of Belle Isle, which was 13.1 percentage points higher than that of Newfoundland and Labrador.

Figure 361: The Strait of Belle Isle - Transfer Payments' Contribution of Total Income



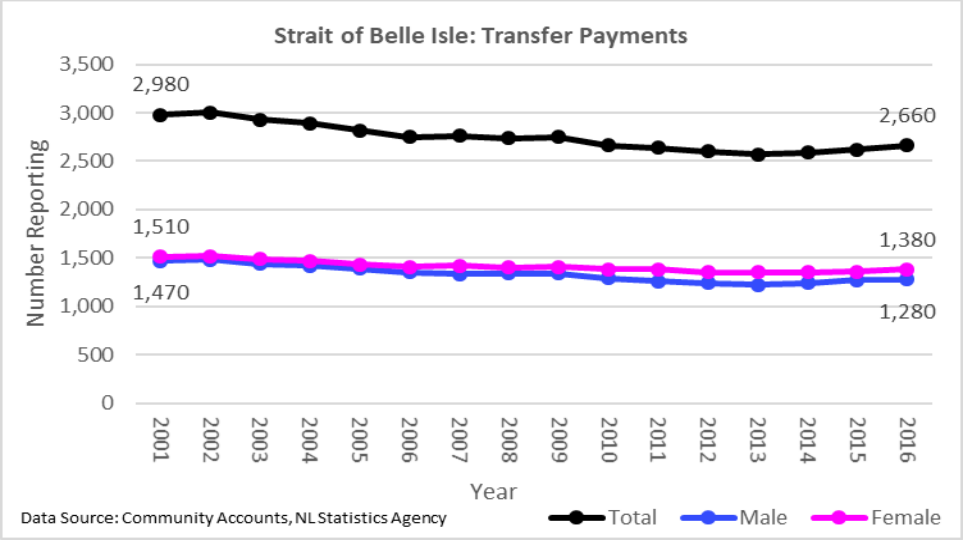
In the Strait of Belle Isle, transfer payments accounted for 40% of total income of males and 42.7% of total income (see Figure 362). In 2016, transfer payments were responsible for 43.3% of total income of females and 26.5% of total income of. Between 2001 and 2016, transfer payments' share of total income increased by 0.6 percentage points for females, but it decreased by 13.5 percentage points for males in the Strait of Belle Isle.

Figure 362: The Strait of Belle Isle - Transfer Payments' Contribution of Total Income by Gender



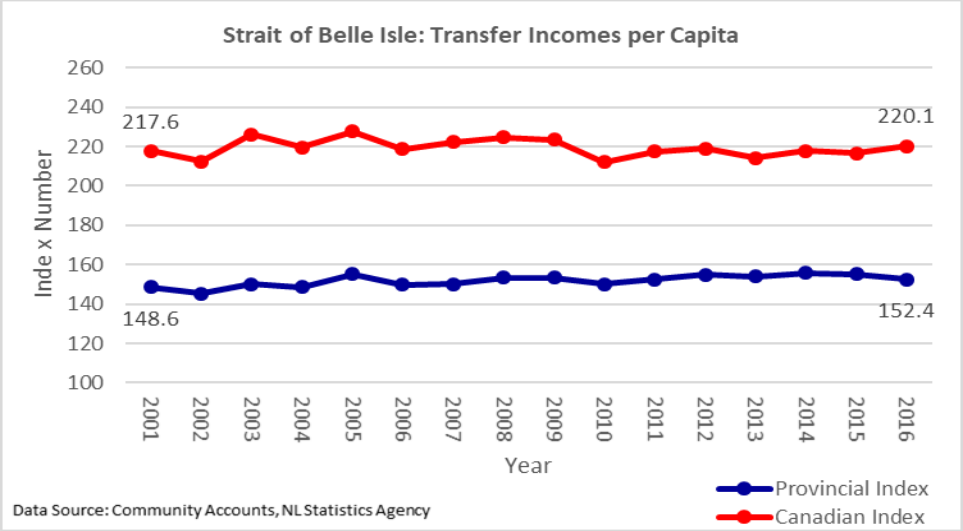
In 2001, see Figure 363, there were 1,510 females and 1,470 males receiving transfer payments in the Strait of Belle Isle. In 2016, there were 1,380 females and 1,280 males receiving transfer payments in the Strait of Belle Isle. In every year from 2001 to 2016, females received transfer payments in higher numbers than their male counterparts in the Strait of Belle Isle. Overall, the number of people receiving transfer payments in the Strait of Belle Isle declined from 2,980 individuals in 2001 to 2,660 individuals in 2016.

Figure 363: The Strait of Belle Isle - Transfer Payments' Contribution of Total Income



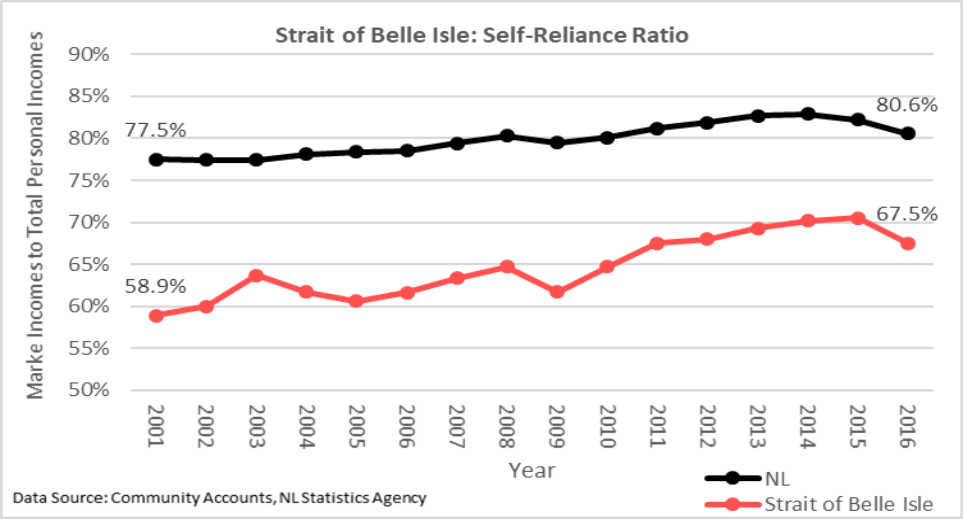
In 2001, transfer incomes per capita in the Strait of Belle Isle amounted to 217.6% of Canada's transfer incomes per capita or 148.6% of Newfoundland and Labrador's transfer incomes per capita (see Figure 364). In 2016, transfer incomes per capita in the Strait of Belle Isle equaled 152.4% of the provincial average or 220.1% of the Canadian average.

Figure 364: The Strait of Belle Isle: Transfer Incomes per Capita Index



From Figure 365, in 2001, 58.9 cents out of every dollar flowing into the Strait of Belle Isle originated from market sources. In 2016, 67.5% of the income flowing into the Strait of Belle Isle originated from market sources. Between 2001 and 2016, the self-reliance ratio of the Strait of Belle Isle increased by 8.6 percentage points over that period.

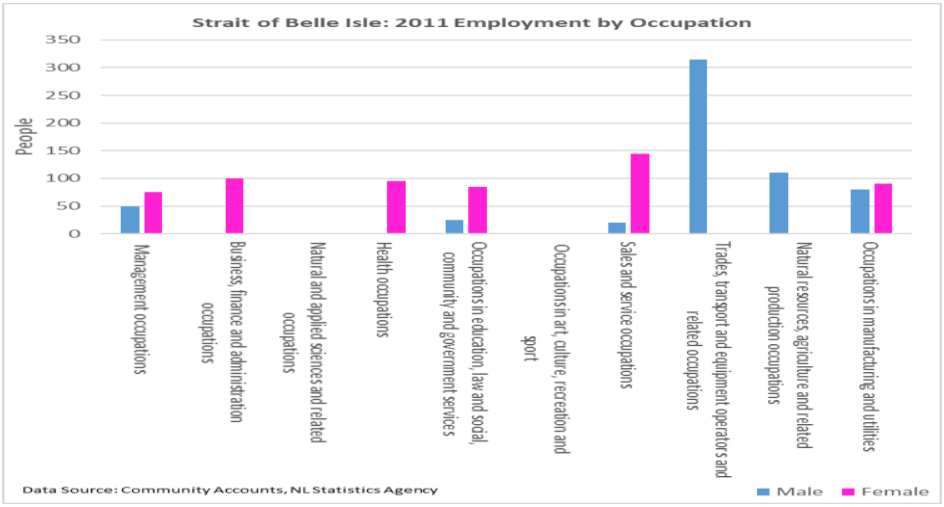
Figure 365: The Strait of Belle Isle - Self-Reliance Ratio



3.5.10 Employment Classification

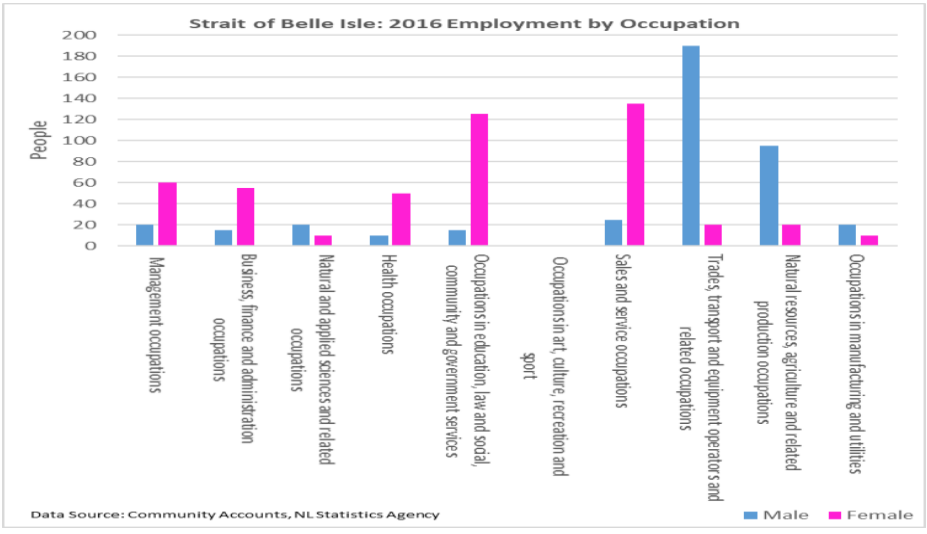
In the Strait of Belle Isle, as illustrated in Figure 366, the most male employment in 2011 was in trades, transport and equipment operators and related occupations, with 315 male workers. The second-place category, natural resources, agriculture, and related production occupations held 110 male workers. The most female employment in the Strait of Belle Isle, in 2011, was in sales and service occupations, had 145 fewer female workers.

Figure 366: The Strait of Belle Isle - Employment by Occupation 2011



From Figure 367, in 2016, most male employment in the Strait of Belle Isle was in trades, transport and equipment operators and related occupations, with 190 male workers and the next was natural resources, agriculture and related production occupations had 95 fewer male workers than the leading occupation category. Sales and service occupations was the leader in terms of female employment in the Strait of Belle Isle, with 135 female workers in 2016. The second-place occupation category, occupations in education, law and social, community and government services, had ten fewer female workers than sales and service occupations.

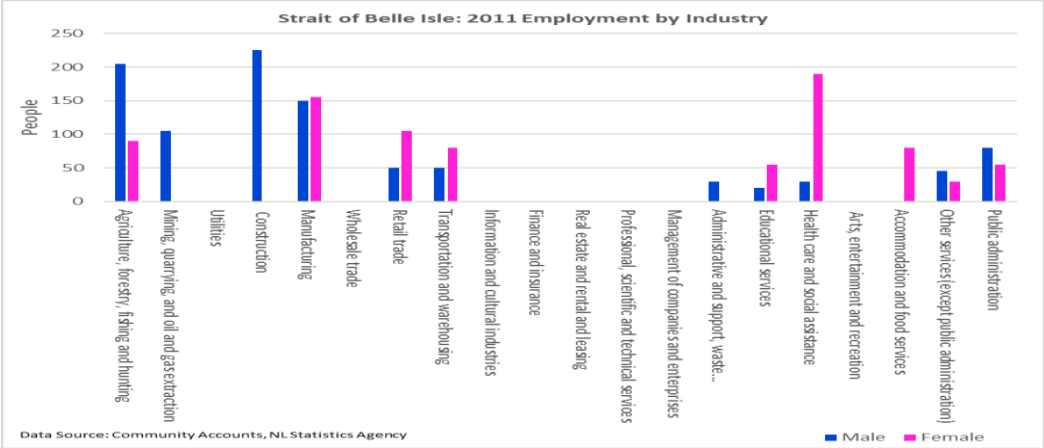
Figure 367: The Strait of Belle Isle - Employment by Occupation 2016



The leading industry in terms of male employment in the Strait of Belle Isle in 2011 was construction, with 225 male workers (see Figure 368). The next closest industry, agriculture, forestry, fishing, and hunting finished in second place in 2011 with 20 fewer male workers. When it comes to female employment, health care and social assistance led the way in the

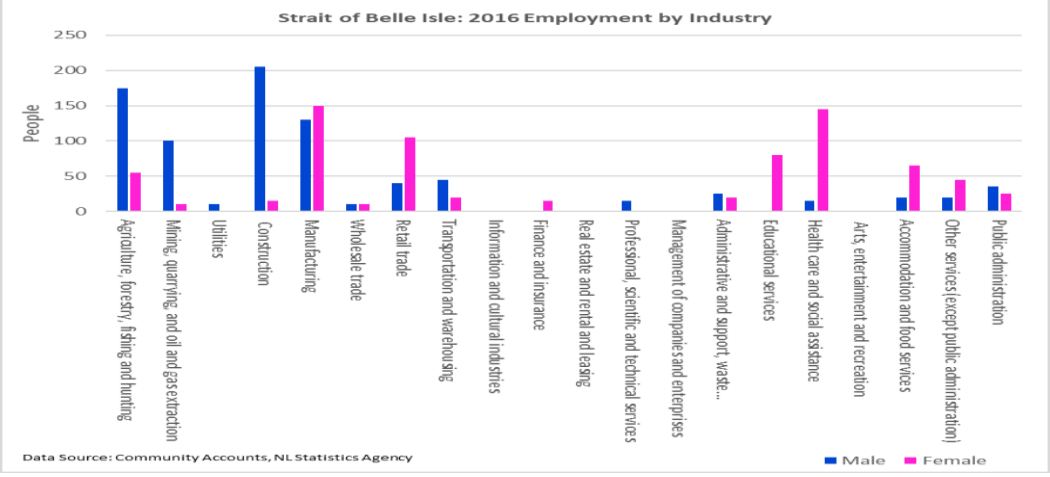
Strait of Belle Isle in 2011, with 190 female workers and it had 35 more female workers than the next closest industry, manufacturing.

Figure 368: The Strait of Belle Isle - Employment by Industry 2011



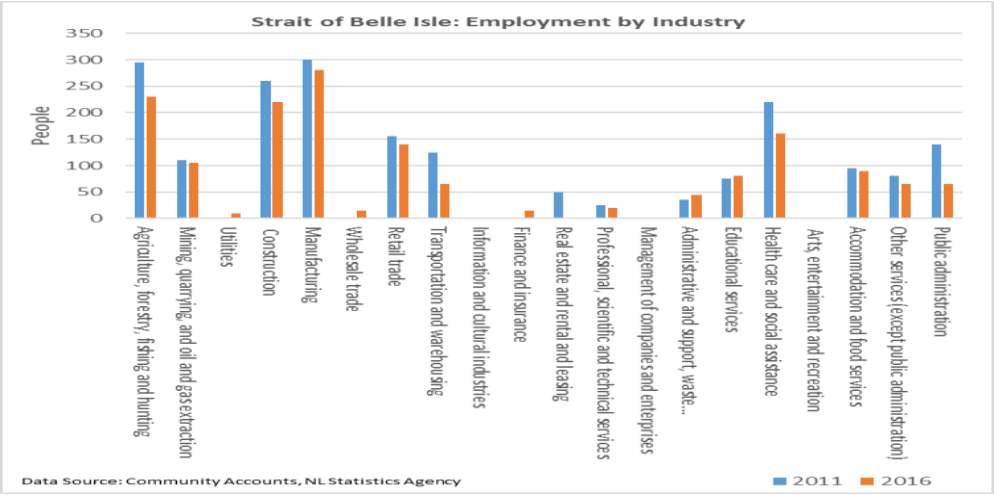
From Figure 369, in 2016, the Strait of Belle Isle's leading industry for male employment was construction, with 205 male workers and 30 more than agriculture, forestry, fishing and hunting which was the industry with the next highest level of male employment in the region. Manufacturing led the way in terms of female employment in the Strait of Belle Isle, with 150 female workers in 2016 as health care and social assistance finished as a close second with five fewer female workers than manufacturing.

Figure 369: The Strait of Belle Isle - Employment by Industry 2016



In the Strait of Belle Isle, as shown in Figure 370, manufacturing had the highest level of employment in both 2011 and 2016, employing 300 individuals in 2011 and 280 individuals in 2016. Between 2011 and 2016, administrative and support, waste management and remediation services experienced the largest increase in employment in the Strait of Belle Isle between 2011 and 2016 with 10 more workers in 2016 than it had in 2011

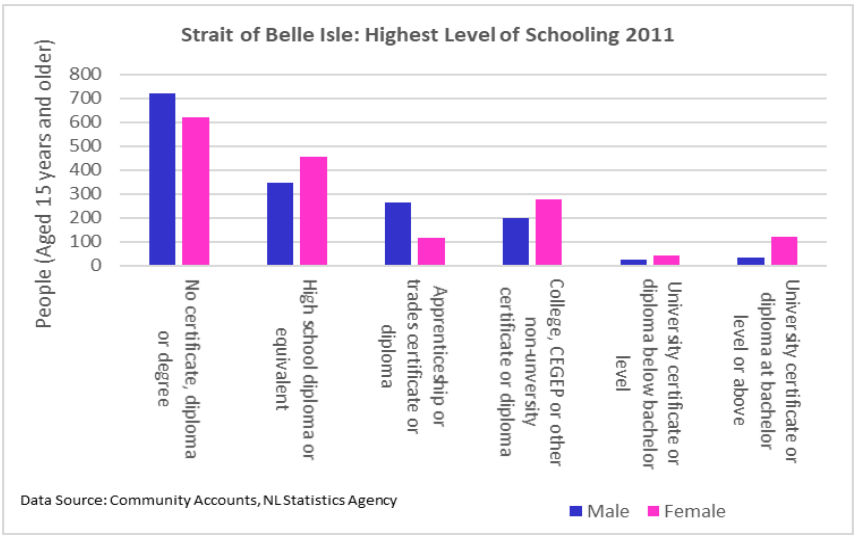
Figure 370: The Strait of Belle Isle - Employment by Industry



3.5.11 Education

In the Strait of Belle Isle in 2011, as shown in Figure 371, there were 100 more males, than females, without a certificate or diploma and 110 more females, than males, with a high school diploma as their highest level of schooling. Likewise, 150 more males held an apprenticeship or trades certificate than females and 75 more females held a college or other non-university certificate or diploma than males in the region. Additionally, 85 more females held a university certificate or diploma at the bachelor level or above than males in the Strait of Belle.

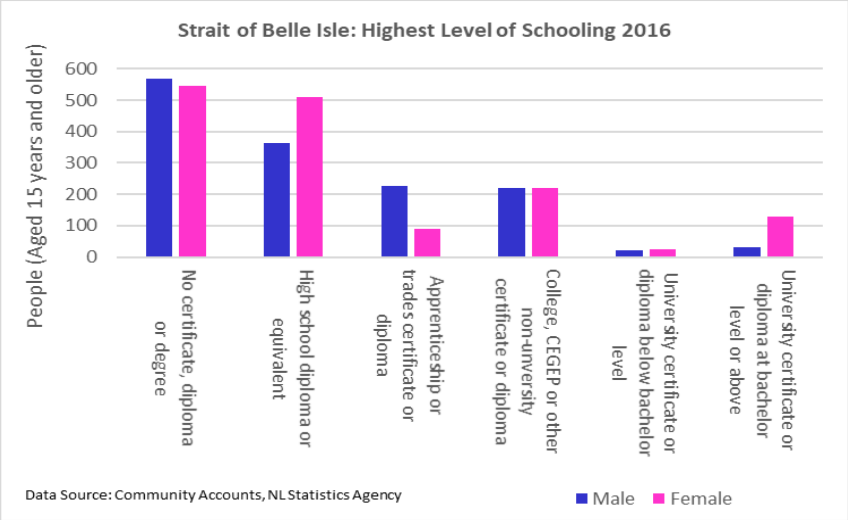
Figure 371: The Strait of Belle Isle - Highest Level of Schooling by Gender 2011



As indicated in Figure 372, In the Strait of Belle Isle in 2016, there were 25 more males, than females, without a certificate, diploma or degree and 145 more females, than males, with a high school diploma as their highest level of education. Additionally, in the Strait of Belle Isle, 35 more males held an apprenticeship or trades certificate or diploma than females and both

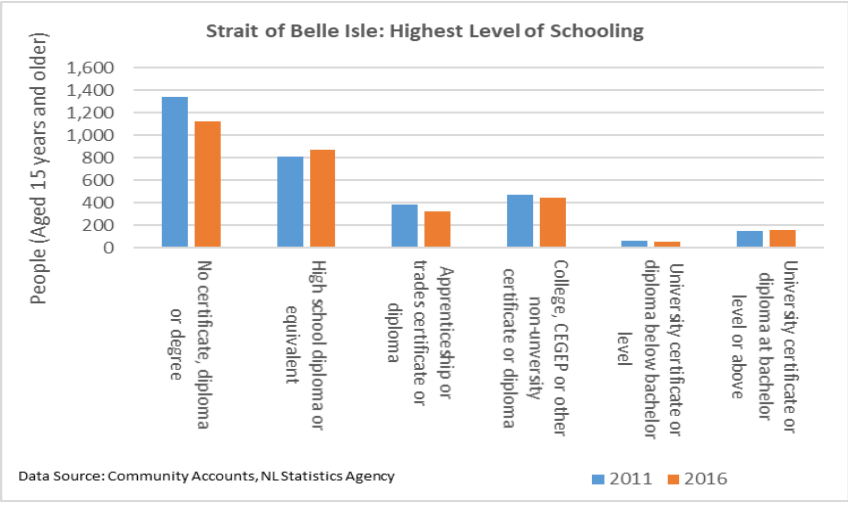
males and females held an equal number of college or other non-university certificates or diplomas with 220 individuals from each gender. However, 100 more females, than males, held a university certificate or diploma at the bachelor level or above in the region in 2016.

Figure 372: The Strait of Belle Isle - Highest Level of Schooling by Gender 2016



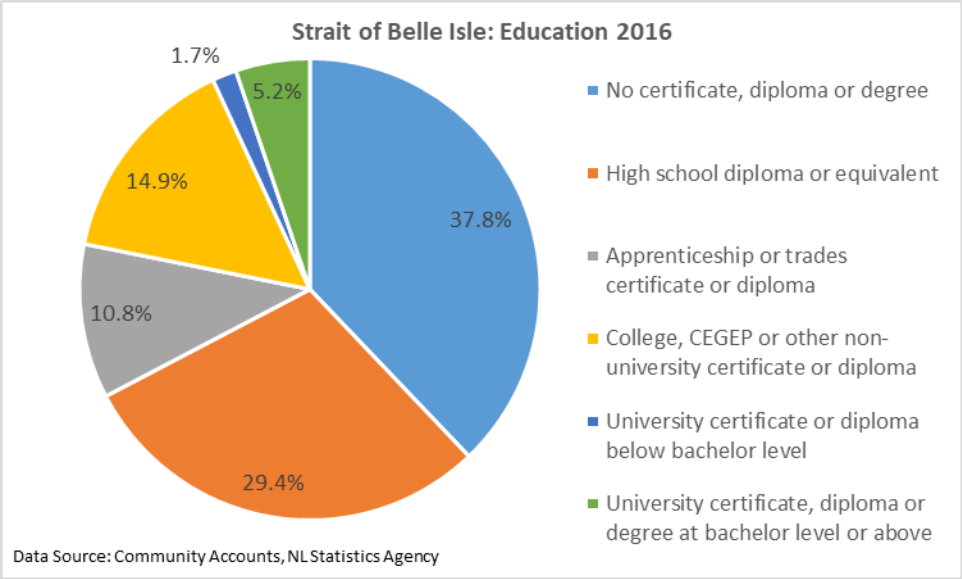
In 2016, there were 220 fewer people were without a trades certificate, diploma or degree and 65 more people had a high school diploma as their highest level of schooling than there were in 2011 in the Strait of Belle Isle (see Figure 373). Likewise, in the Strait of Belle Isle 60 fewer people had an apprenticeship or trades certificate or diploma and 30 fewer people had a college or other non-university degree than in 2011. Five more people had a university certificate or diploma at the bachelor level or above than there were in.

Figure 373: The Strait of Belle Isle - Highest Level of Schooling



From Figure 374, in 2016, of the population of the Strait of Belle Isle aged 15 years and older, 37.8% held no certificate, diploma or degree (which was 14.4 percentage points higher than the provincial average) and 29.4% had a high school diploma as their highest level of education (which was 4.4 percentage points higher than the provincial average). Likewise, 14.9% of the population of the Strait of Belle Isle aged 15 years and older had a college or other non-university certificate or diploma (which was 8.2 percentage points less than the provincial average) and only 5.2% of the population of the Strait of Belle Isle aged 15 years and older had a university certificate, diploma or degree at the bachelor level or above in 2016 (which was 9.6 percentage points less than the provincial average). The Strait of Belle Isle is a region with proportionately more people without a high school diploma or with a high school diploma as their highest level of education and has proportionately fewer people with bachelor degrees and college degrees than Newfoundland and Labrador. Evidently, the Strait of Belle Isle has a significantly less education population than Newfoundland and Labrador as a whole.

Figure 374: The Strait of Belle Isle - Population Shares by Education



3.5.12 Summary

The Strait of Belle Isle's population fell by 30.7% between 1996 and 2016, Nonetheless, the Strait of Belle Isle has some favourable demographics for the standards of the Northern Peninsula region as it has the second highest working age population share, the third lowest elderly population share, the second lowest age dependency ratio, and tied for the second lowest median age of all eight Local Areas in the Northern Peninsula region. Additionally, of those eight Local Areas, the Strait of Belle Isle has the third highest median income, the third highest level of real disposable income per capita, the third highest participation rate and ties for the lowest prevalence of low income.

However, there are some negatives to the Strait of Belle Isle as well: of the eight Local Areas in the Northern Peninsula region, it has the highest unemployment rate, the second lowest employment rate, and the third highest median income gender pay gap. Despite the fact that the Strait of Belle Isle has the lowest share of total income coming from both the Canada Pension Plan and income support assistance, it has the highest share of total income coming from employment insurance of the eight Local Areas in the Northern Peninsula region.

Moreover, while it had the third highest self-reliance ratio in the Northern Peninsula region, it also had the fourth highest Canadian index for transfer incomes per capita of the 8 Local Areas in the Northern Peninsula region as transfer incomes per capita in the Strait of Belle Isle amounted to 220.1% of the Canadian average. Evidently, while the Strait of Belle Isle has some admirable demographics and income statistics, for a geography in the Northern Peninsula region, it has poor labour force statistics, a relatively high gender pay gap, and a high reliance on employment insurance. For the Northern Peninsula region, the Strait of Belle Isle has underperformed given its relatively complimentary demographics and relatively high median income and standard of living.

Additionally, the Strait of Belle Isle has an average to below average level of education given the standards of the Northern Peninsula region: of the eight Local Areas in the Northern Peninsula region in 2016, the Strait of Belle Isle had the second lowest population share with a university certificate at the bachelor level or above; the fourth lowest population share with a college degree; the fourth lowest population share with a postsecondary education; and the fourth highest population share with no certificate, diploma or degree.

Nonetheless, for the standards of Newfoundland and Labrador, the Strait of Belle Isle has performed very poorly: despite the fact that the Strait of Belle Isle's gender pay gap and prevalence of low income are both less than the provincial average, its demographics are worse than that of the province; its unemployment rate its nearly triple the provincial average; its employment rate is nearly twenty percentage points lower than that of Newfoundland and Labrador; it is over three times as reliant on employment insurance than Newfoundland and Labrador; and transfer incomes per capita are over 1.5 times the provincial average.

3.6 The Quirpon-Cook's Harbour Area (Local Area 72)

Geographical Boundaries: Includes Cook's Harbour, Goose Cove East, Great Brehat, Hay Cove, L'Anse-aux-Meadows, Noddy Bay, North Boat Harbour, Quirpon, Raleigh, Ship Cove, St. Anthony, St. Anthony Bight, St. Anthony East, St. Carols, St. Lunaire-Griquet, Straitsview and Wild Bight.

Largest Communities (2016 Population): St. Anthony (2,255), St. Lunaire-Griquet (600), Raleigh (180).

3.6.1 Population

From Figures 375 and 376, the population in the Quirpon-Cook's Harbour Area decreased from 6,025 individuals in 1996 to 3,980 individuals in 2016 or the Quirpon-Cook's Harbour Area lost 33.9% of its population between 1996 and 2016. This is a net loss of 2,045 people over that twenty-year period. There were 3,065 females and 2,965 males in the Quirpon-Cook's Harbour Area. In 2016, there were 2,060 females and 1,290 males in the Quirpon-Cook's Harbour. Overall, the number of females fell by 1,005 individuals and the number of males fell by 1,045 individuals between 1996 and 2016

Figure 375: The Quirpon-Cook's Harbour Area - Population

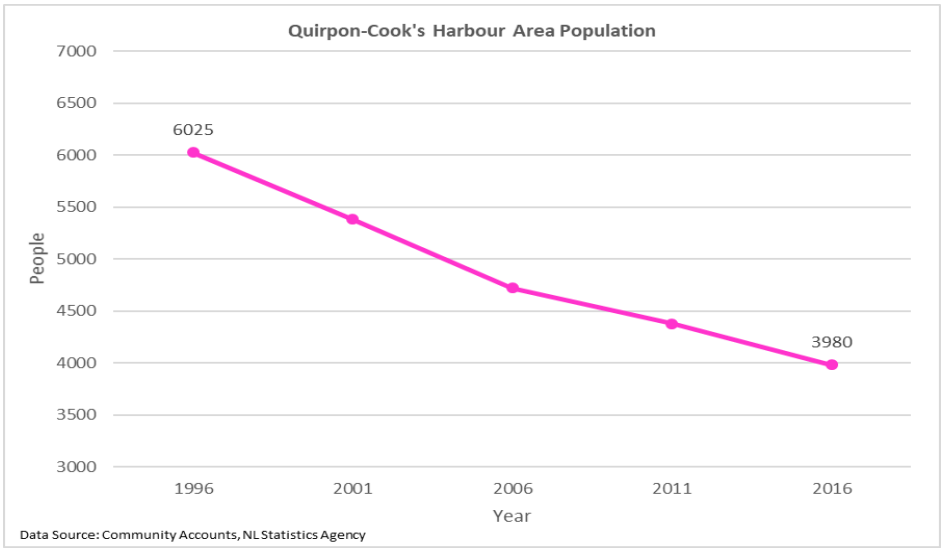
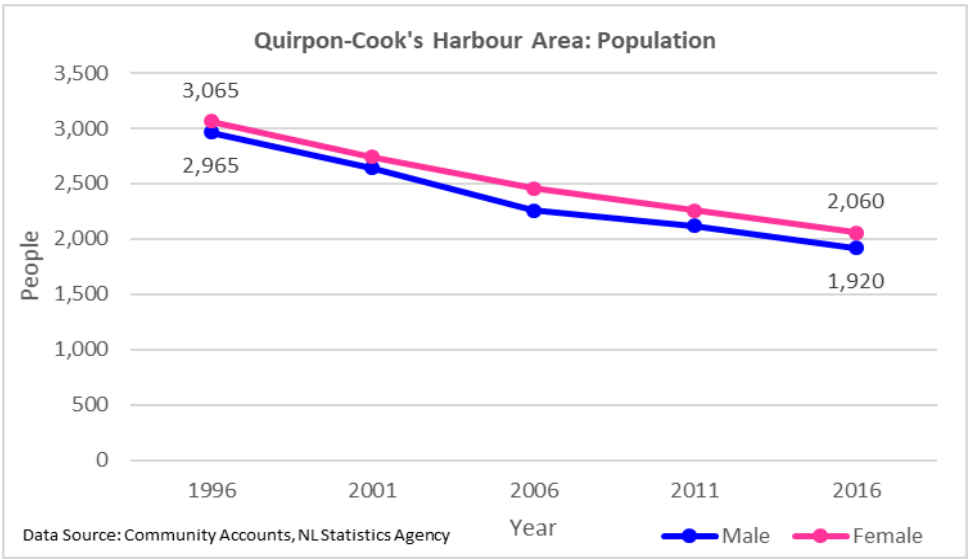


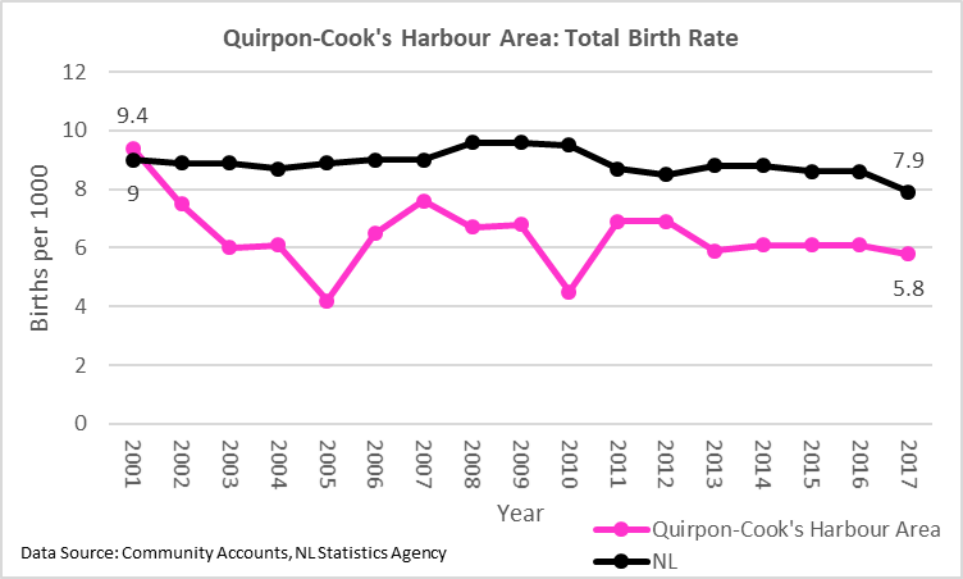
Figure 376: The Quirpon-Cook's Harbour Area - Population by Age Group



3.6.2 Births

In 2001, as shown in Figure 377, the total birth rate in the Quirpon-Cook's Harbour Area equaled 9.4 births per 1,000 and was 0.4 births per 1,000 higher than the provincial average. However, in every year from 2002 on to 2017, the total birth rate in the Quirpon-Cook's Harbour Area was lower than that of Newfoundland and Labrador. In 2017, the total birth rate in the Quirpon-Cook's Harbour Area equaled 5.8 births per 1,000 which was 2.1 births per 1000 lower than the provincial average. Moreover, from 2001 to 2017, the total birth rate in the Quirpon-Cook's Harbour Area decreased by 3.6 births per 1,000 over that sixteen-year period.

Figure 377: The Quirpon-Cook's Harbour Area - Total Birth Rate



3.6.3 Population by Age Group

From Figures 378 to 380, in 1996, the largest age cohort in the Quirpon-Cook's Harbour Area was the 30-to-34-year-old age group, with 550 individuals. In the Quirpon-Cook's Harbour Area, the largest age cohort in 2016 was the 45-to-49-year-old age group, with 435 individuals. The 50-54 and 55-59-year-old age groups that led the way in 2016, with 390 individuals each. The population of the Quirpon-Cook's Harbour Area was much greyer in 2016 than it was just twenty years earlier.

Figure 378: The Quirpon-Cook's Harbour Area - Population by Age Group 1996

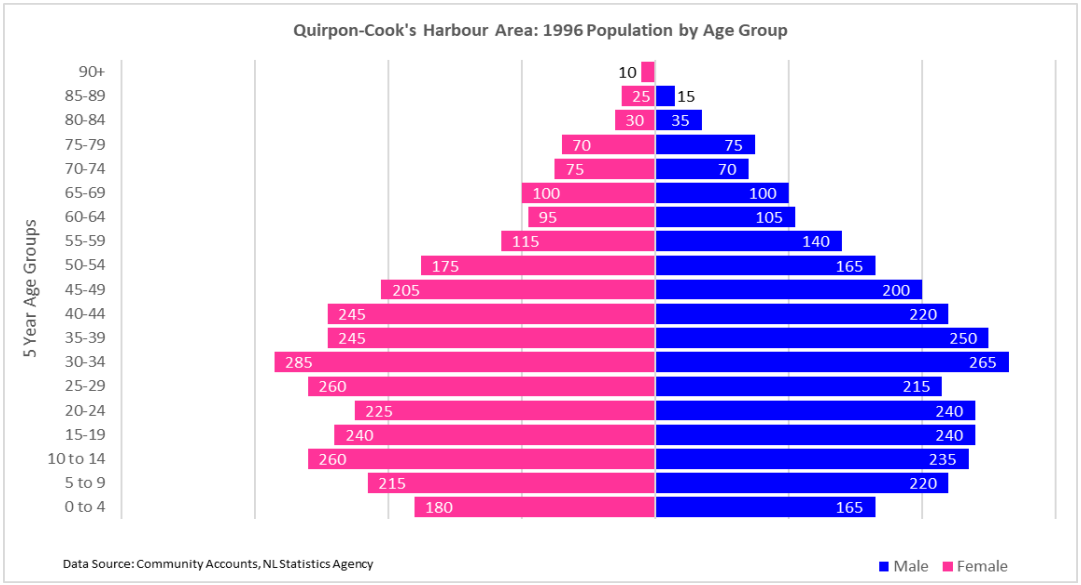


Figure 379: The Quirpon-Cook's Harbour Area - Population by Age Group 2006

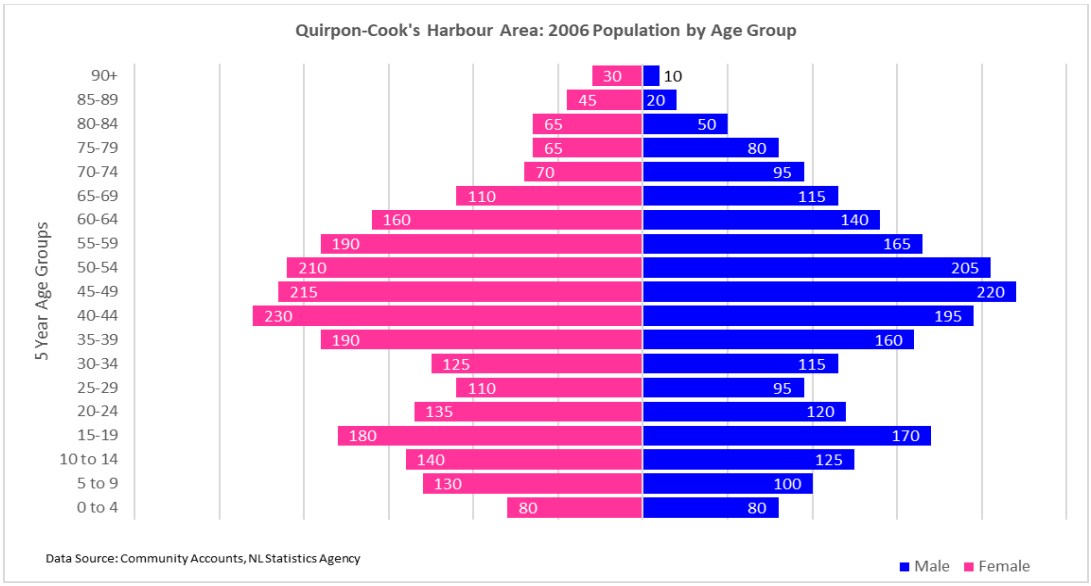
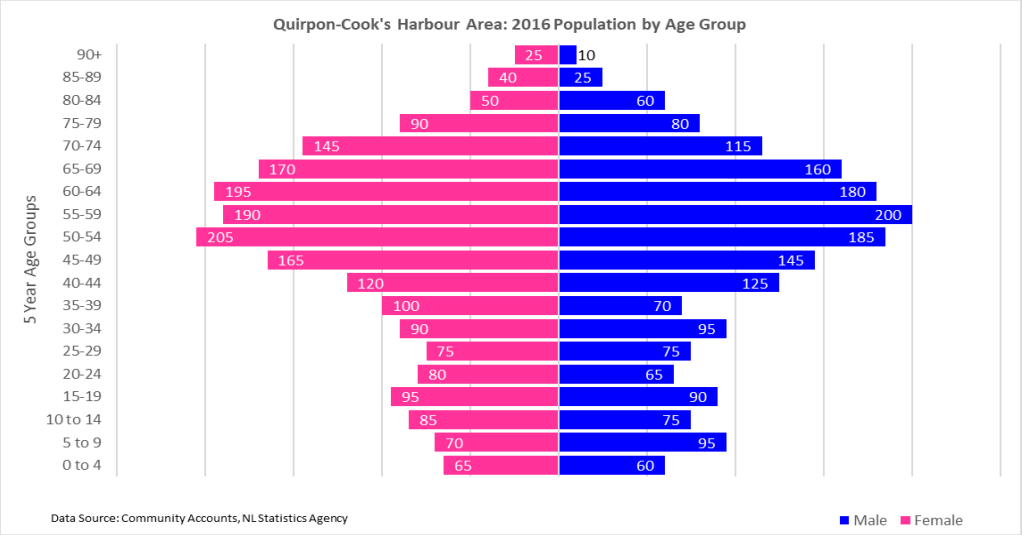


Figure 380: The Quirpon-Cook's Harbour Area - Population by Age Group 2016



3.6.4 Population Change

In 2001, the natural change equaled 5 while the residual net migration equaled -155 in the Quirpon-Cook's Harbour Area (see Figure 381). In 2015, the natural change equaled -25 people, while the residual net migration equaled -65 people in the Quirpon-Cook's Harbour Area. The residual net migration in the Quirpon-Cook's Harbour Area, unlike other regions on the Northern Peninsula region, was not positive in recent years. From 2001 to 2015, the population declined by 30 individuals every year in the Quirpon-Cook's Harbour Area (see Figure 382).

Figure 381: The Quirpon-Cook's Harbour Area - Population Change

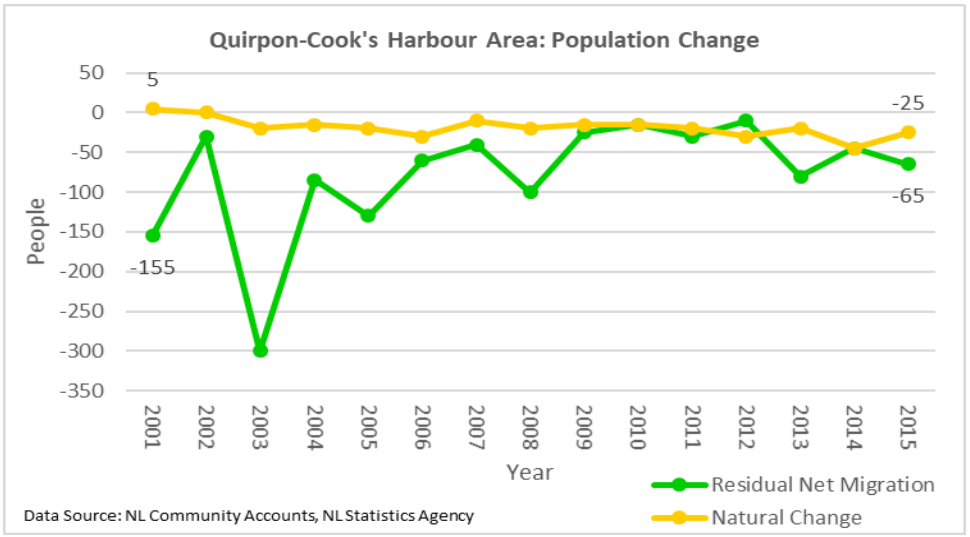
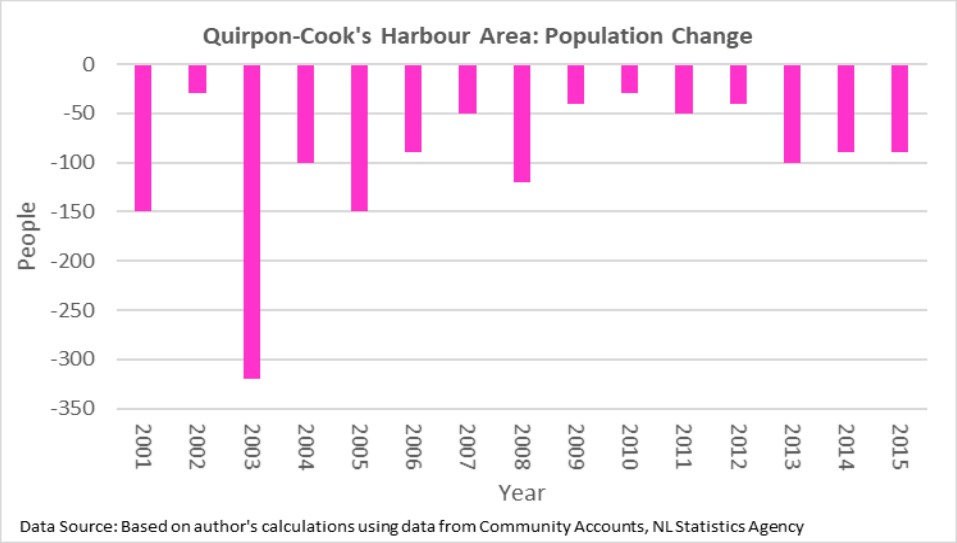
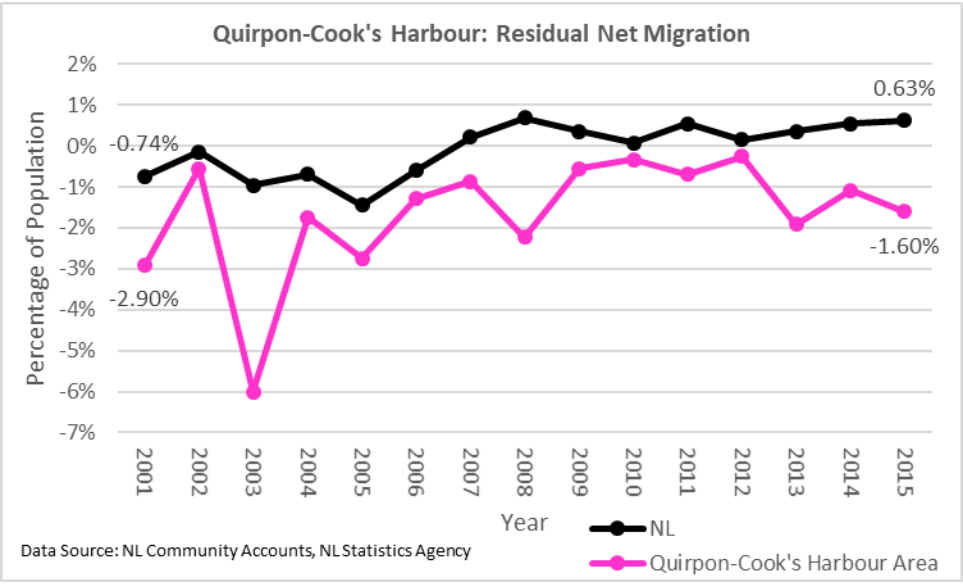


Figure 382: The Quirpon-Cook's Harbour Area - Population Change



The residual net migration, expressed as a percentage of the population, of the Quirpon-Cook's Harbour Area, as reflected in Figure 383, was less than that of Newfoundland and Labrador in every year from 2001 to 2015. In 2015, the residual net migration equaled 0.63% of the population in Newfoundland and Labrador, implying there was population growth, while it equaled -1.6% of the population in the Quirpon-Cook's Harbour Area, implying there was population decline. In other words, in every year from 2001 to 2015, the Quirpon-Cook's Harbour Area experienced net out-migration, while Newfoundland and Labrador experienced net in-migration from 2007 to 2015.

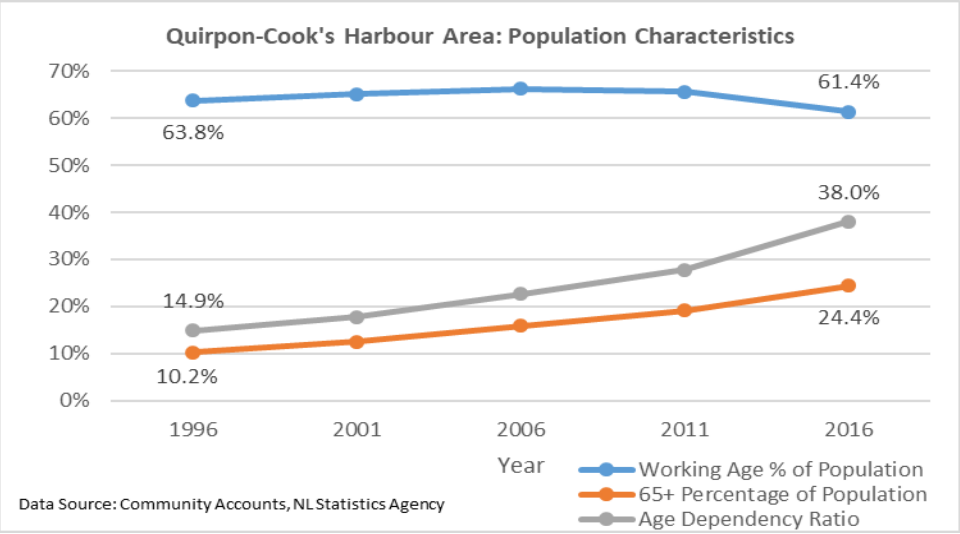
Figure 383: The Quirpon-Cook's Harbour Area - Residual Net Migration



3.6.5 Population Characteristics

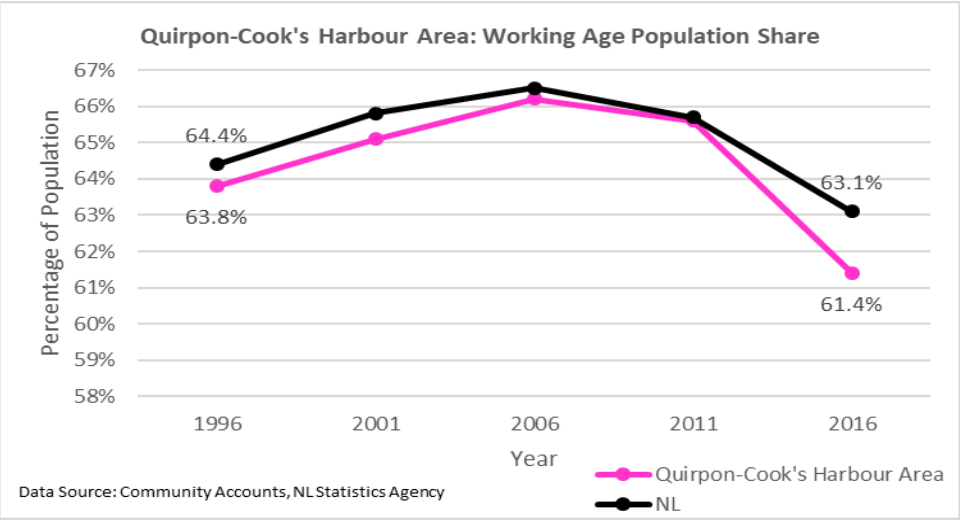
Between 1996 and 2016, in the Quirpon-Cook's Harbour Area, the working age population share, from Figure 384, decreased from 63.8% to 61.4%. The elderly population share rose from 10.2% to 24.4%. The age dependency ratio increased from 14.9% to 38%.

Figure 384: The Quirpon-Cook's Harbour Area - Population Characteristics



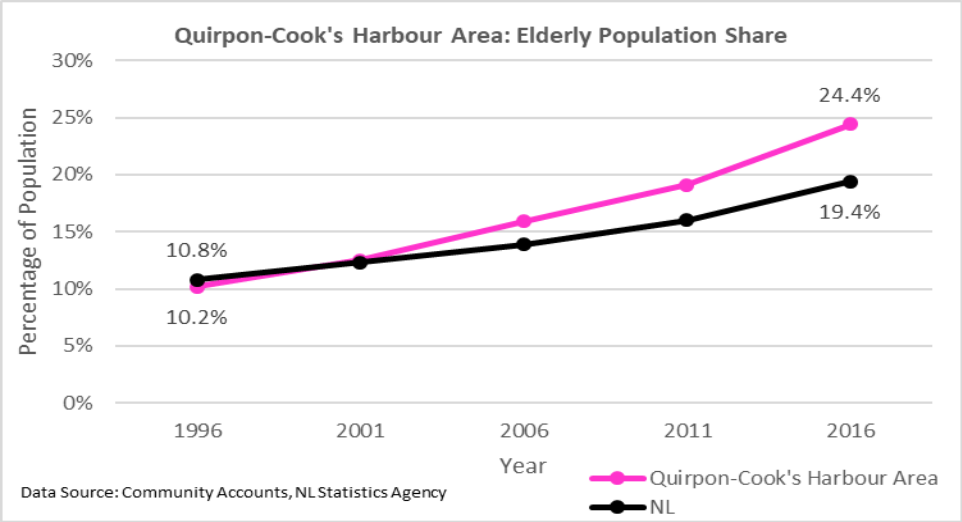
In every census year from 1996 to 2016, the working age population share of Quirpon-Cook's Harbour Area was less than that of Newfoundland and Labrador (see Figure 385). The Quirpon-Cook's Harbour Area's working age population share was 0.6 percentage points less than that of the province in 1996 and was 1.7 percentage points less than the provincial average in 2016. Between 1996 and 2006, the working age population share in the Quirpon-Cook's Harbour Area increased by 2.4 percentage points, but it fell by 4.8 percentage points between 2006 and 2016.

Figure 385: The Quirpon-Cook's Harbour Area - Working Age Population Share



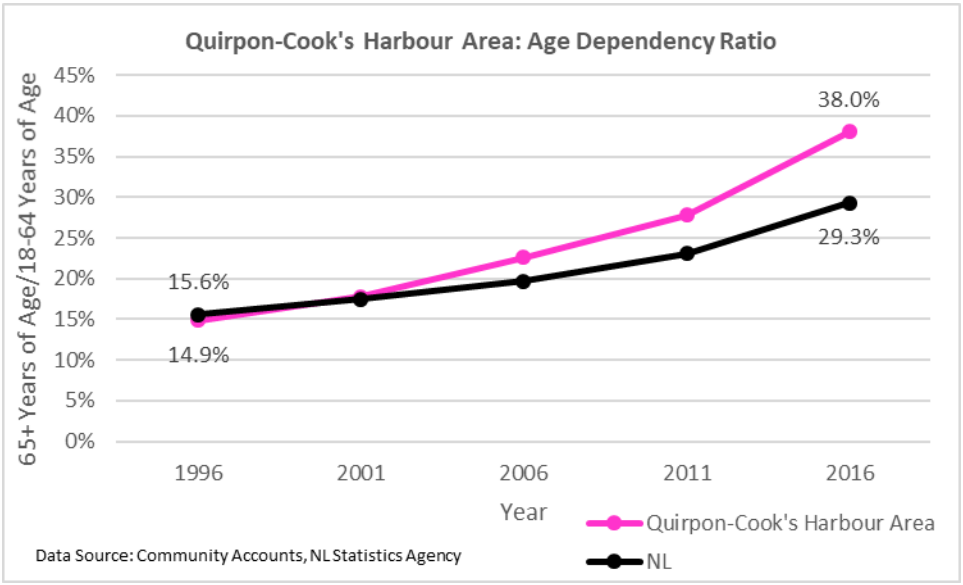
In 1996, as illustrated in Figure 386, the elderly population share in the Quirpon-Cook's Harbour Area was 0.6 percentage points less than that of the province. However, the elderly population share of the Quirpon-Cook's Harbour Area was larger than that of Newfoundland and Labrador in every census year since 2001 The Quirpon-Cook's Harbour Area's elderly population share was 5 percentage points higher than that of the province in 2016.

Figure 386: The Quirpon-Cook's Harbour Area - Elderly Population Share



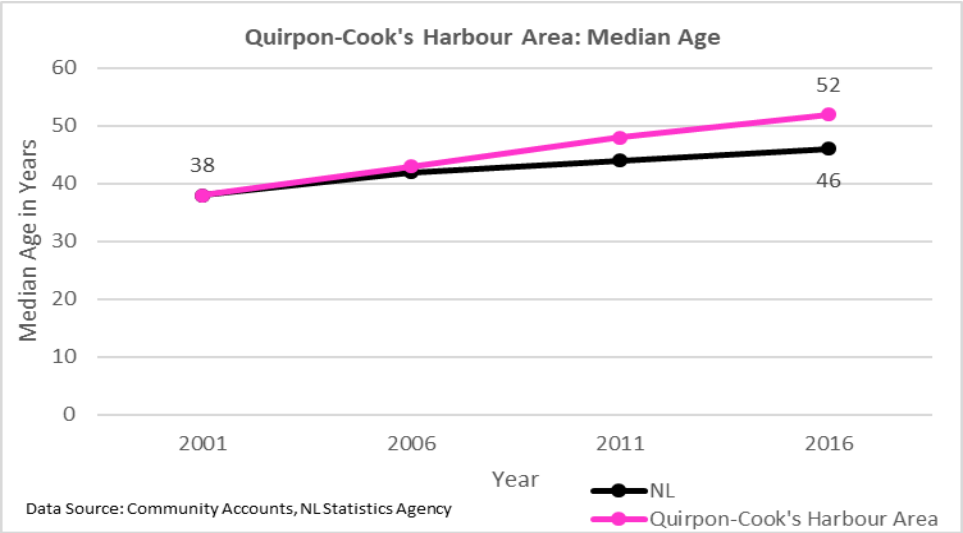
The age dependency ratio of the Quirpon-Cook's Harbour Area, at 14.9%, see Figure 387, was 0.7 percentage points less than that of Newfoundland and Labrador in 1996. The age dependency ratio of the Quirpon-Cook's Harbour Area, at 38%, was 8.7 percentage points higher than that of Newfoundland and Labrador in 2016.

Figure 387: The Quirpon-Cook's Harbour Area - Age Dependency Ratio



From Figure 388, the median age of the Quirpon-Cook's Harbour Area and Newfoundland and Labrador were equivalent at 38 years of age in 2001. The median age of the Quirpon-Cook's Harbour Area increased to reach 52 years in 2016.

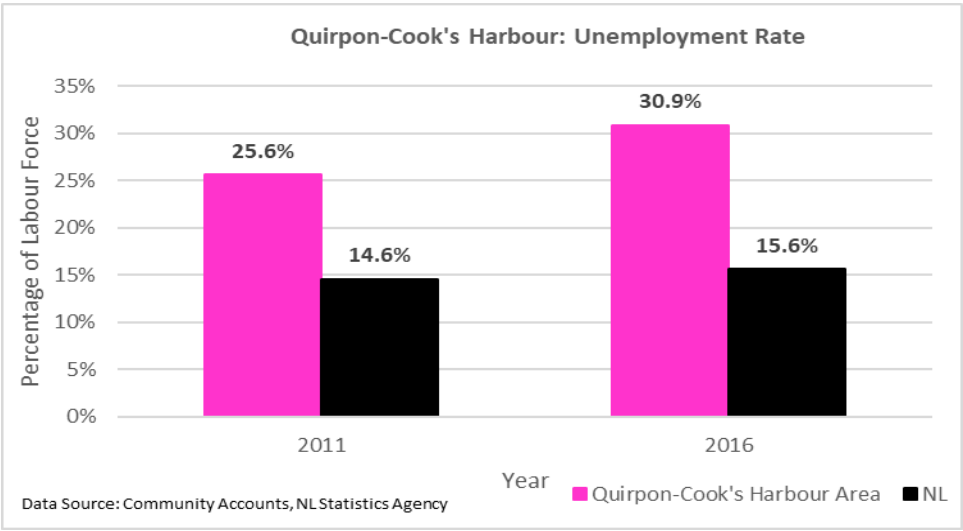
Figure 388: The Quirpon-Cook's Harbour Area - Median Age



3.6.6 Labour Force

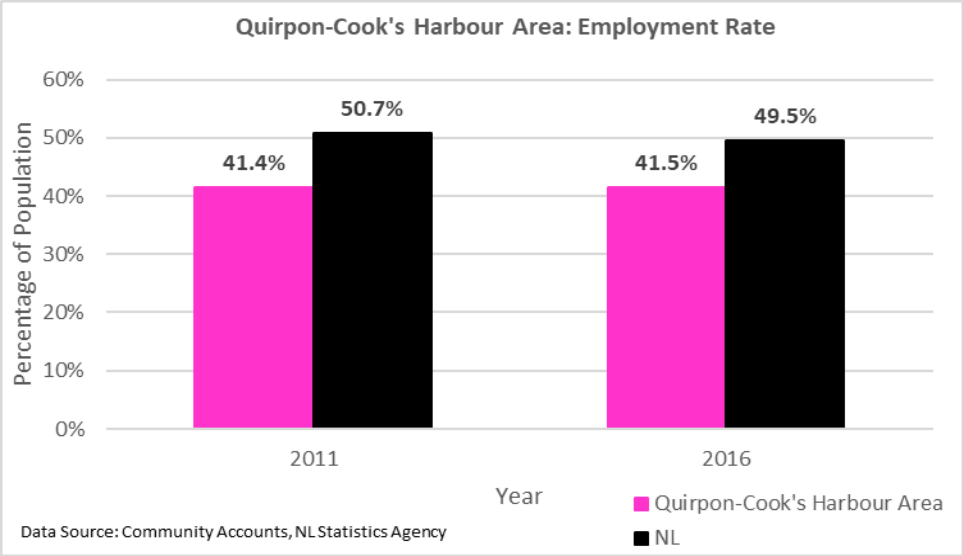
In 2011, as shown in Figure 389, the unemployment rate in the Quirpon-Cook's Harbour Area, at 25.6% was 11 percentage points higher than the unemployment rate of Newfoundland and Labrador. In 2016, the unemployment rate of the Quirpon-Cook's Harbour Area equaled 30.9% of its labour force and was 15.3 percentage points higher than the provincial rate.

Figure 389: The Quirpon-Cook's Harbour Area - Unemployment Rate



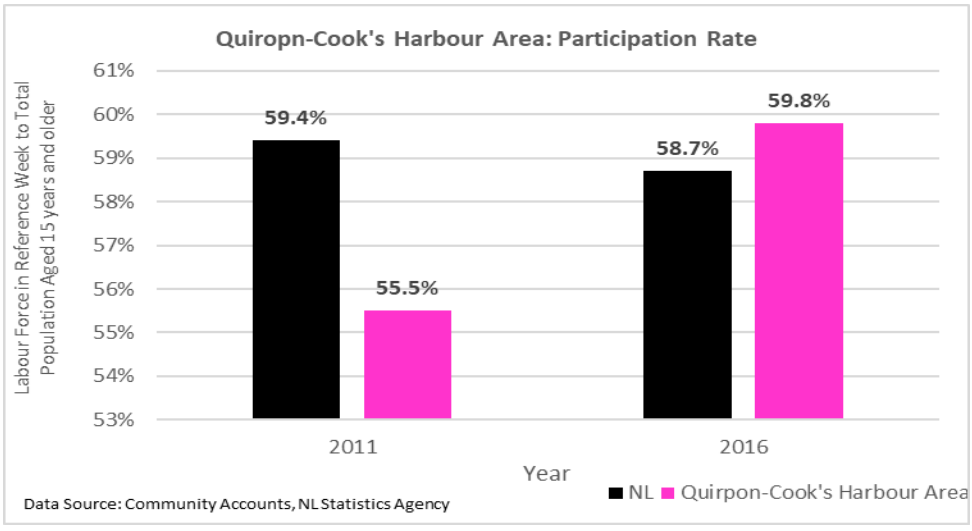
The employment rate in the Quirpon-Cook's Harbour Area in 2011 equaled 41.4% and was 9.3 percentage points lower than Newfoundland and Labrador (see Figure 390). In 2016, the employment rate in the Quirpon-Cook's Harbour Area was 41.5%, 8 percentage points less than the provincial employment rate.

Figure 390: The Quirpon-Cook's Harbour Area - Employment Rate



From Figure 391, in 2011, the participation rate in the Quirpon-Cook's Harbour Area equaled 55.5% and was 3.9 percentage points lower than Newfoundland and Labrador. In 2016, the participation rate in the Quirpon-Cook's Harbour Area equaled 59.8%, which was 1.1 percentage points higher than the participation rate of the province.

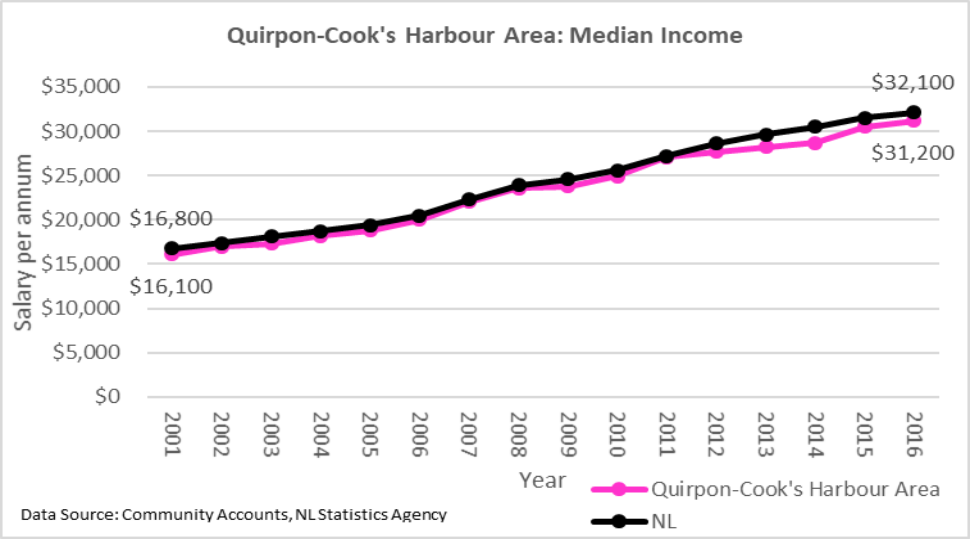
Figure 391: The Quirpon-Cook's Harbour Area - Participation Rate



3.6.7 Income

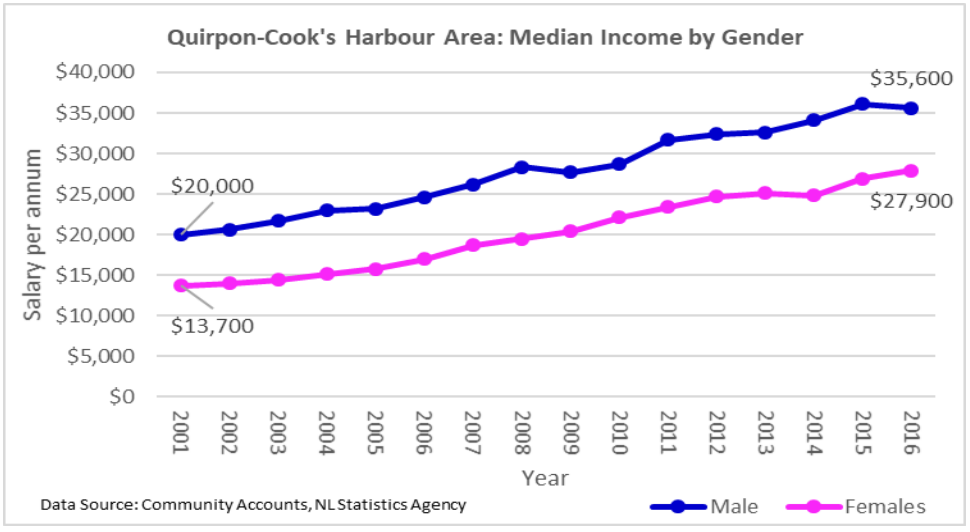
In 2001, the median income in the Quirpon-Cook's Harbour Area equaled $16,100 and was $700 less than the provincial median income (see Figure 392). In 2016, the Quirpon-Cook's Harbour Area's median income, at $31,200, was $900 less than the median income of Newfoundland and Labrador

Figure 392: The Quirpon-Cook's Harbour Area – Median Income



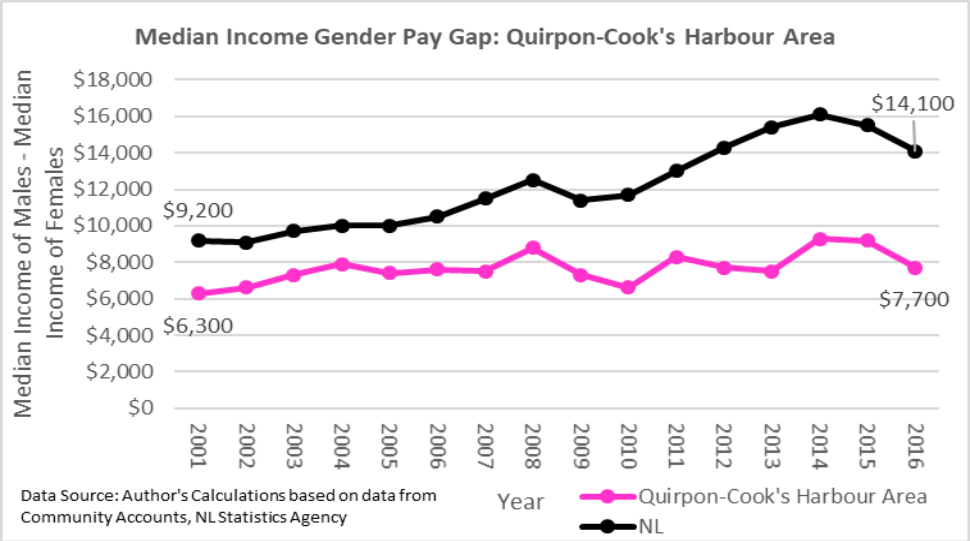
Within the region, the median income of males, as presented in Figure 393, equaled $20,000, while the median income of females amounted to $13,700. In 2016, the median income in the Quirpon-Cook's Harbour Area increased to $35,600 for males and $27,900 for females. From 2001 to 2016, the median income in the Quirpon-Cook's Harbour Area increased by $15,600 for males and $14,200 for females.

Figure 393: The Quirpon-Cook's Harbour Area - Median Income by Gender



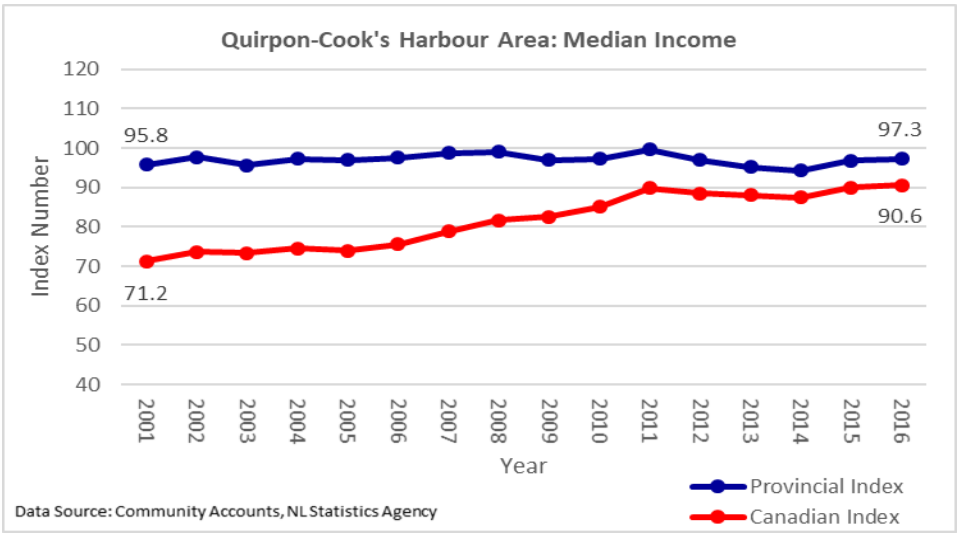
From Figure 394, in the Quirpon-Cook's Harbour Area, the median income gender pay gap equaled $6,300 in 2001 and was $2,900 less than the median income gender pay gap of Newfoundland and Labrador. In 2016, the Quirpon-Cook's Harbour Area's median income gender pay gap equaled $7,700 and was $6,400 less than the provincial median income gender pay gap.

Figure 394: The Quirpon-Cook's Harbour Area - Median Income Gender Pay Gap



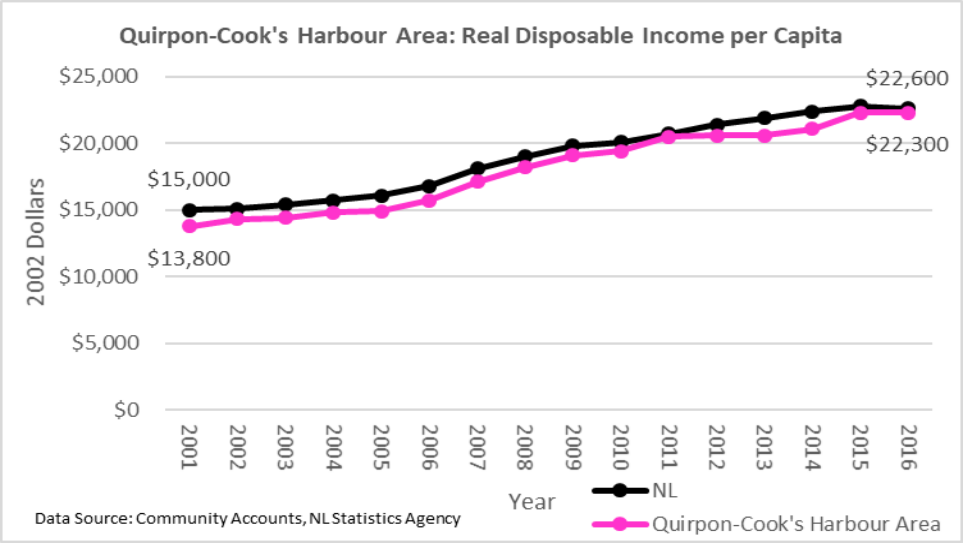
In 2001, the median income of the Quirpon-Cook's Harbour Area, as indicated in Figure 395, equaled 95.8% of the provincial median income or 71.2% of the Canadian median income. In 2016, the Quirpon-Cook's Harbour Area's median income amounted to 97.3% of the median income of Newfoundland and Labrador or 90.6% of the median income of Canada.

Figure 395: The Quirpon-Cook's Harbour Area - Median Income Index



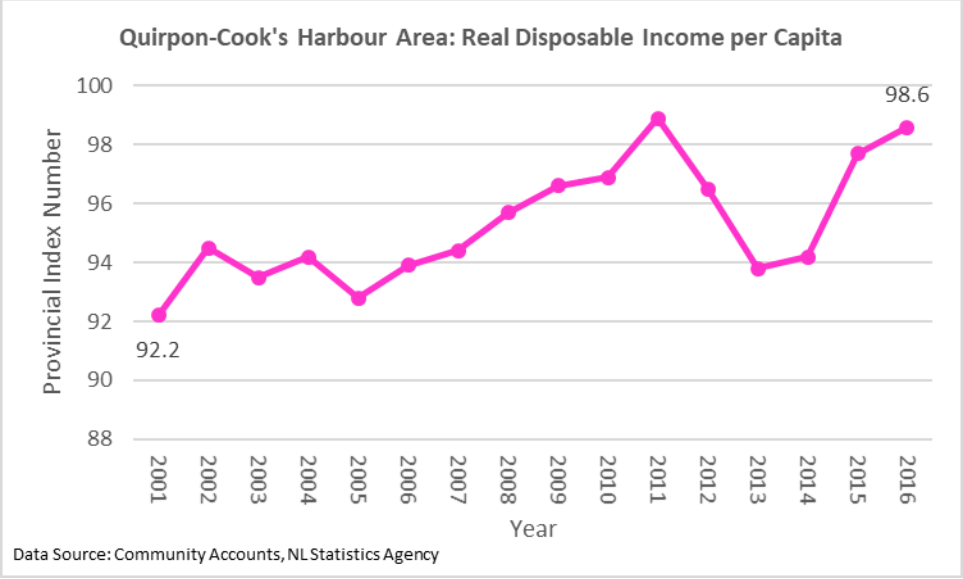
From Figure 396, real disposable income per capita (measured using 2002 as the base year) in the Quirpon-Cook's Harbour Area equaled $13,800 in 2001 and $22,300 in 2016.

Figure 396: The Quirpon-Cook's Harbour Area - Real Disposable Income per Capita



Real disposable income per capita in the Quirpon-Cook's Harbour Area amounted to 92.2% of real disposable income per capita in Newfoundland and Labrador in 2001 and equaled 98.6% of real disposable income per capita in the province in 2016 (see Figure 397).

Figure 397: The Quirpon-Cook's Harbour Area - Real Disposable Income Per Capita Index

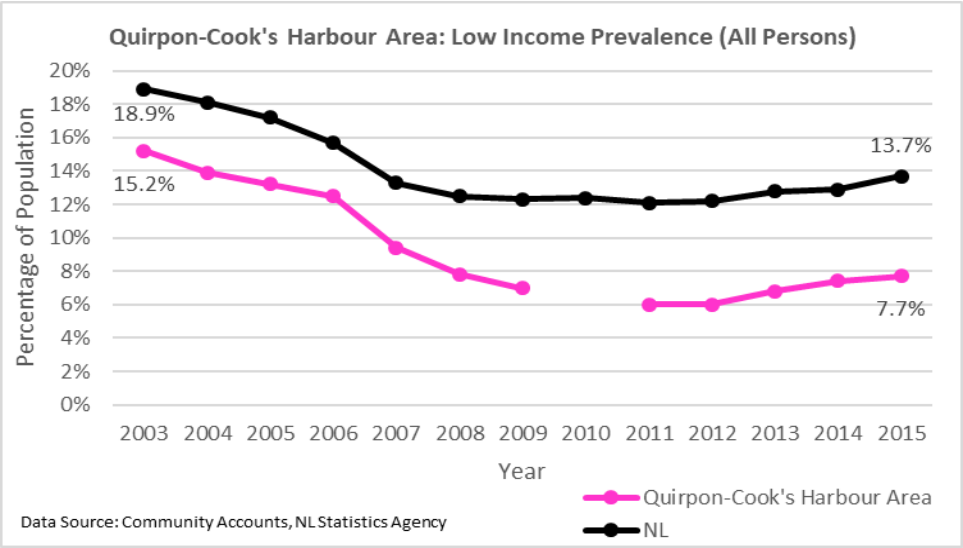


3.6.8 Prevalence of Low Income

From Figure 398, in the Quirpon-Cook's Harbour Area, 15.2% of its population were classified as living in low income in 2003, which was 3.7 percentage points less than the prevalence of low

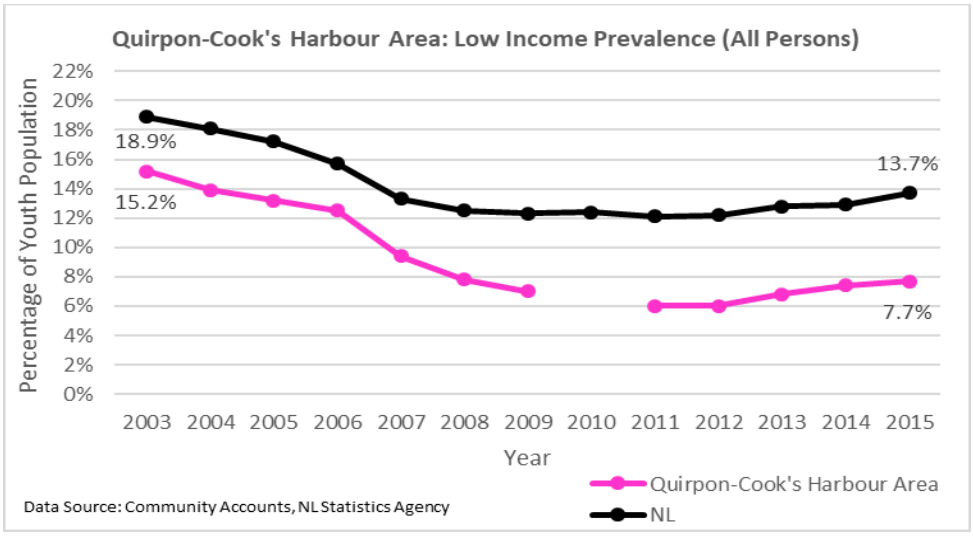
income in Newfoundland and Labrador. In 2015, the Quirpon-Cook's Harbour Area's prevalence of low income equaled 7.7% of its population and was 6 percentage points less than the provincial average.

Figure 398: The Quirpon-Cook's Harbour Area - Low-income prevalence



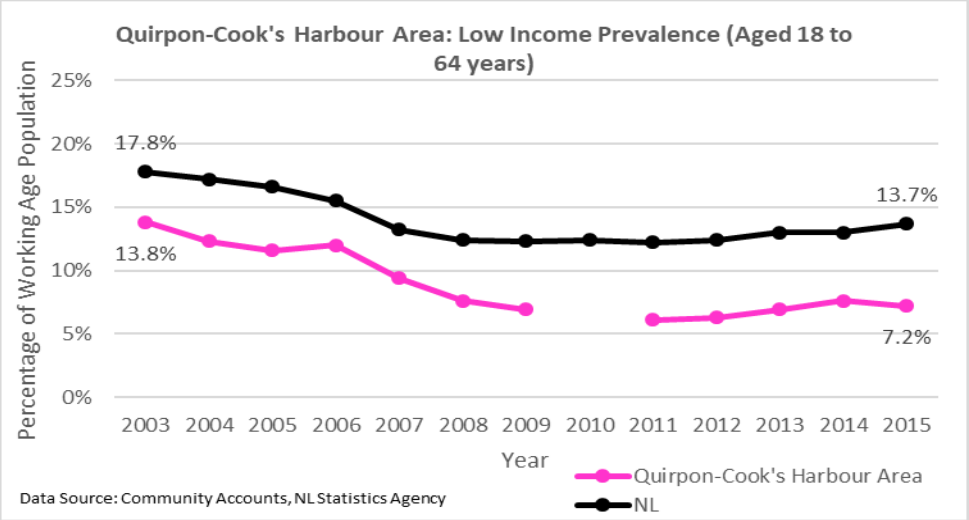
In 2003, 19.6% of the population of individuals aged less than 18 years in the Quirpon-Cook's Harbour Area were classified as living in low income, which was 8.8 percentage points less than the provincial average (see Figure 399). In 2015, the Quirpon-Cook's Harbour Area's youth prevalence of low income, at 12.5% of its youth population, was 8.2 percentage points less than the youth prevalence of low income of Newfoundland and Labrador.

Figure 399: The Quirpon-Cook's Harbour Area - Youth Low-income prevalence



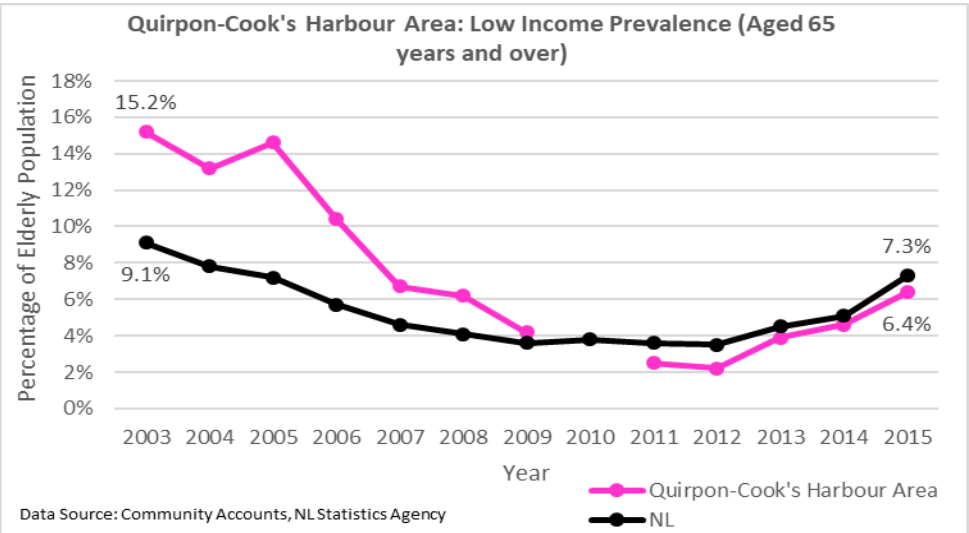
From Figure 400, in the Quirpon-Cook's Harbour Area, 13.8% of individuals aged 18 to 64 years resided in low income in 2003 and 7.2% of the working age population resided in low income in 2015.

Figure 400: The Quirpon-Cook's Harbour Area - Working Age Low-income prevalence



As shown in Figure 401, 15.2% of the population of individuals aged 65 years and older in the Quirpon-Cook's Harbour Area resided in low income in 2003, which was 6.1 percentage points higher than the provincial average. From 2003 to 2012, the elderly prevalence of low income in the Quirpon-Cook's Harbour Area fell by 13 percentage points to reach a low of 2.2% of its elderly population in 2012.

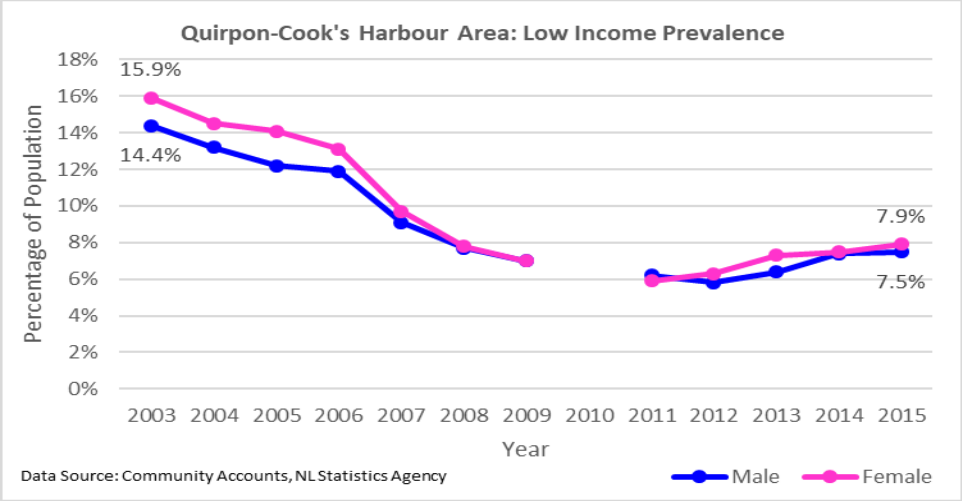
Figure 401: The Quirpon-Cook's Harbour Area - Elderly Low-Income Prevalence



In 2003, as indicated in Figure 402, the prevalence of low income in the Quirpon-Cook's Harbour Area equaled 15.9% for females and 14.4% for males as the prevalence of low income

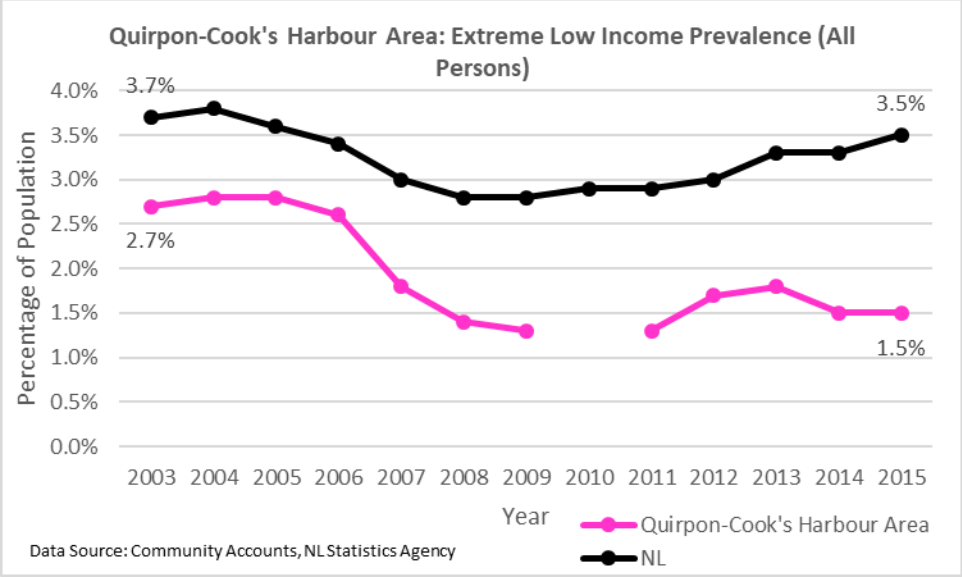
of females was 1.5 percentage points higher than that of males. Overall, between 2003 and 2015, the prevalence of low income in the Quirpon-Cook's Harbour Area fell by 6.9 percentage points for males, while that of females fell by 8 percentage points.

Figure 402: The Quirpon-Cook's Harbour Area - Low-income prevalence by Gender



From Figure 403, in 2003, 2.7% of the population of the Quirpon-Cook's Harbour Area resided in extreme low income, which was 1 percentage point lower than that of Newfoundland and Labrador. In 2015, The Quirpon-Cook's Harbour Area's prevalence of extreme low income equaled 1.5% of its population and was 2 percentage points lower than that of the province.

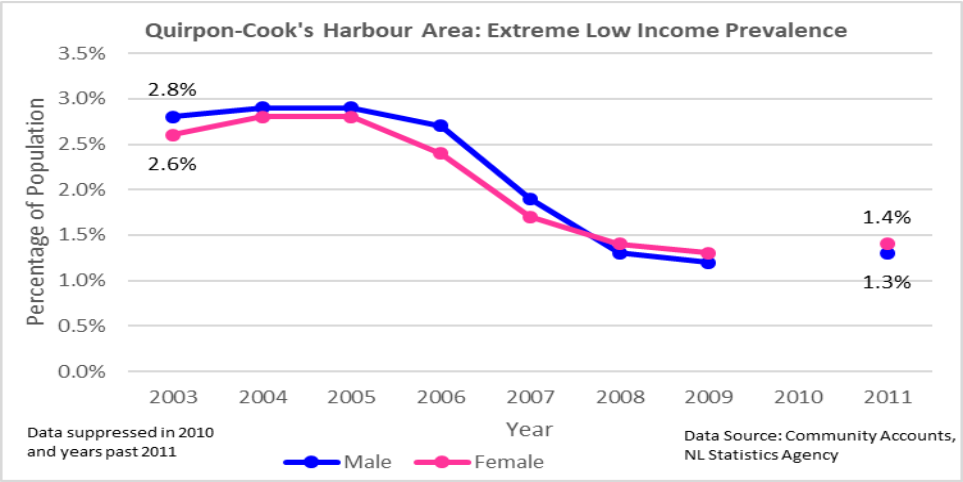
Figure 403: The Quirpon-Cook's Harbour Area - Extreme Low-income prevalence



In 2003, the prevalence of extreme low income in the Quirpon-Cook's Harbour Area equaled 2.8% for males and 2.6% for females (see Figure 404). In the Quirpon-Cook's Harbour Area, the

prevalence of extreme low income of males was higher than that of females from 2003 to 2007, but it was the prevalence of extreme low income of females that was higher than that of males from 2008 to 2011.

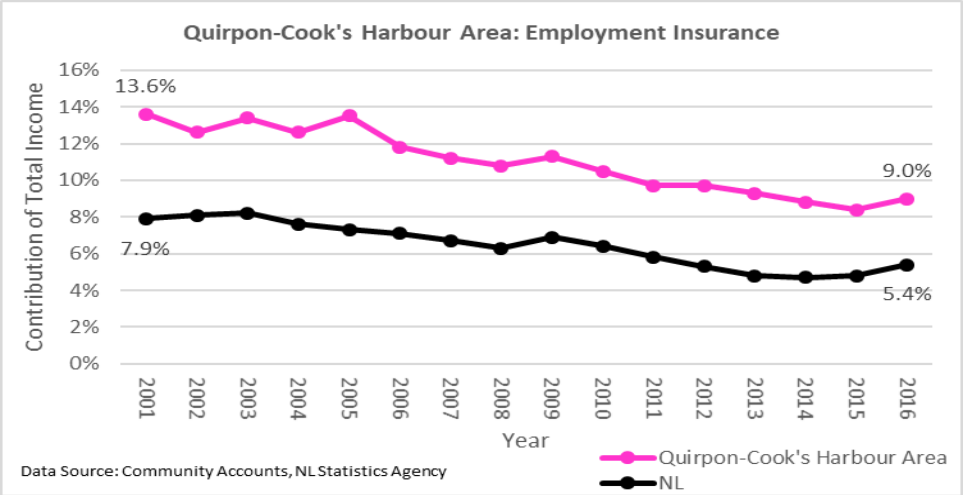
Figure 404: The Quirpon-Cook's Harbour Area - Extreme Low-income prevalence by Gender



3.6.9 Transfer Payments

In 2001, as illustrated in Figure 405, employment insurance accounted for 13.6% of total income in the Quirpon-Cook's Harbour Area, which was 5.7 percentage points above that of Newfoundland and Labrador. In 2016, employment insurance then accounted for 9% of total income in the Quirpon-Cook's Harbour Area and that was 3.6 percentage points above the provincial average.

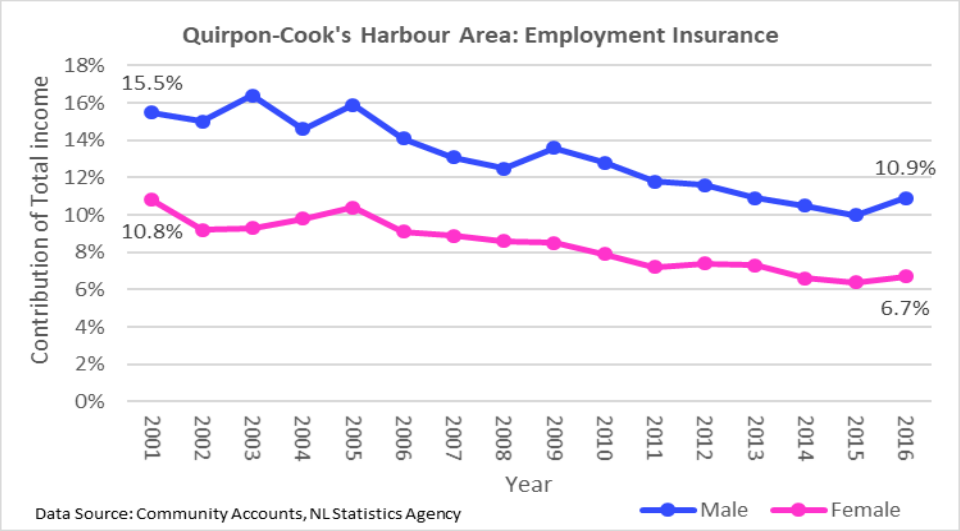
Figure 405: The Quirpon-Cook's Harbour Area - Employment Insurance's Contribution of Total Income



From Figure 406, employment insurance accounted for 15.5% of total income of males and 10.8% of total income of females in the Quirpon-Cook's Harbour Area in 2001. In 2016,

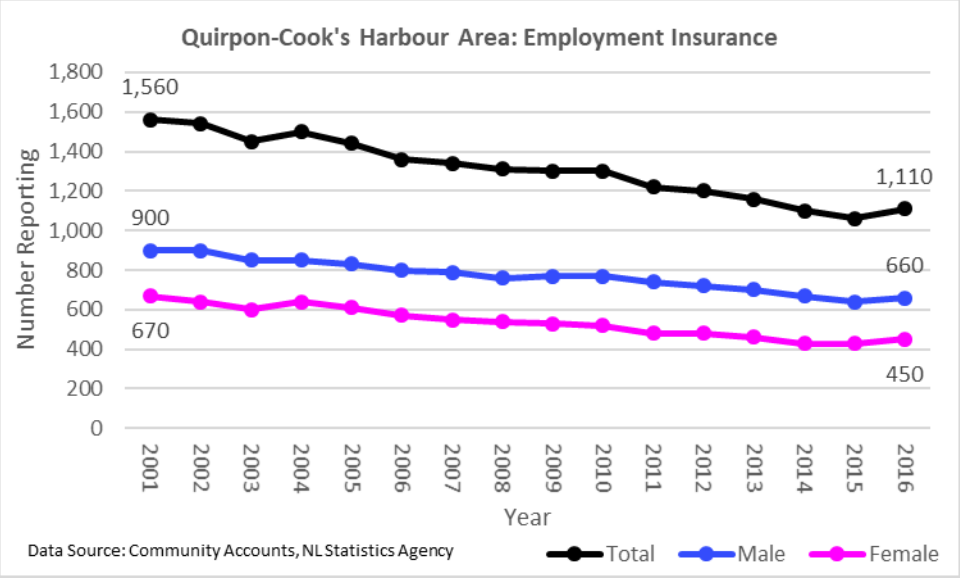
employment insurance was responsible for 10.9% of total income of males and 6.7% of total income of females in the Quirpon-Cook's Harbour Area, as employment insurance's share of total income among males was 4.2 percentage points larger than that of females.

Figure 406: The Quirpon-Cook's Harbour Area - Employment Insurance's Contribution of Total Income



From Figure 407, in 2001, there were 900 males and 670 females reporting for employment insurance in the Quirpon-Cook's Harbour Area. In 2016, there were 660 males and 450 females reporting for employment insurance in the Quirpon-Cook's Harbour Area.

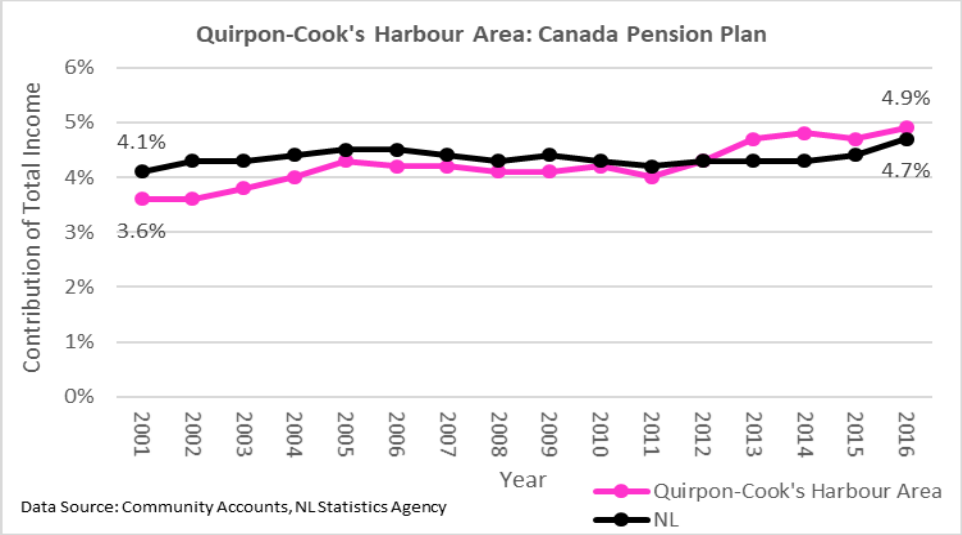
Figure 407: The Quirpon-Cook's Harbour Area - Number Reporting for Employment Insurance



In 2001, the Canada Pension Plan accounted for 3.6% of total income in the Quirpon-Cook's Harbour Area which was 0.5 percentage points less than the provincial average (see Figure

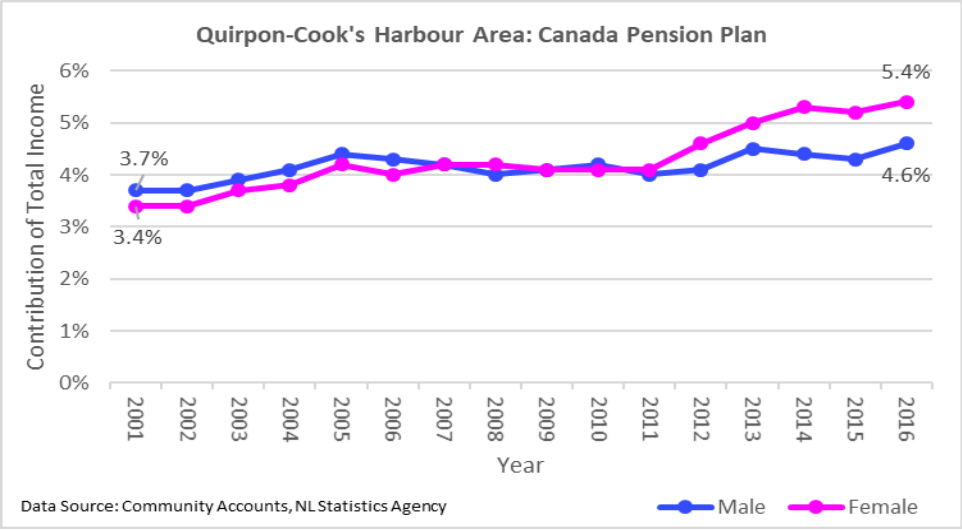
408). In 2016, the Canada Pension Plan was responsible for 4.9% of total income in the Quirpon-Cook's Harbour Area, which was 0.2 percentage points larger than its share of total income for the province.

Figure 408: The Quirpon-Cook's Harbour Area - Canada Pension Plan's Contribution of Total Income



In 2001, as shown in Figure 409, the Canada Pension Plan accounted for 3.7% of total income of males and 3.4% of total income of females in the Quirpon-Cook's Harbour Area. In 2016, the Canada Pension Plan was responsible for 5.4% of total income of females and 4.6% of total income of males in the region.

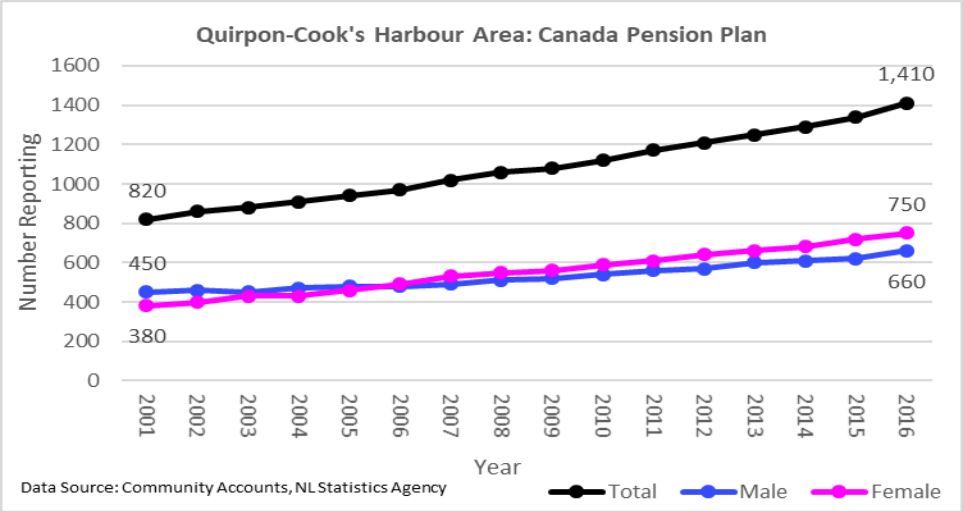
Figure 409: The Quirpon-Cook's Harbour Area - Canada Pension Plan's Contribution of Total Income by Gender



From Figure 410, in 2001, there were 450 males and 380 females receiving the Canada Pension Plan in the Quirpon-Cook's Harbour Area. In 2016, there were 750 females and 660 males

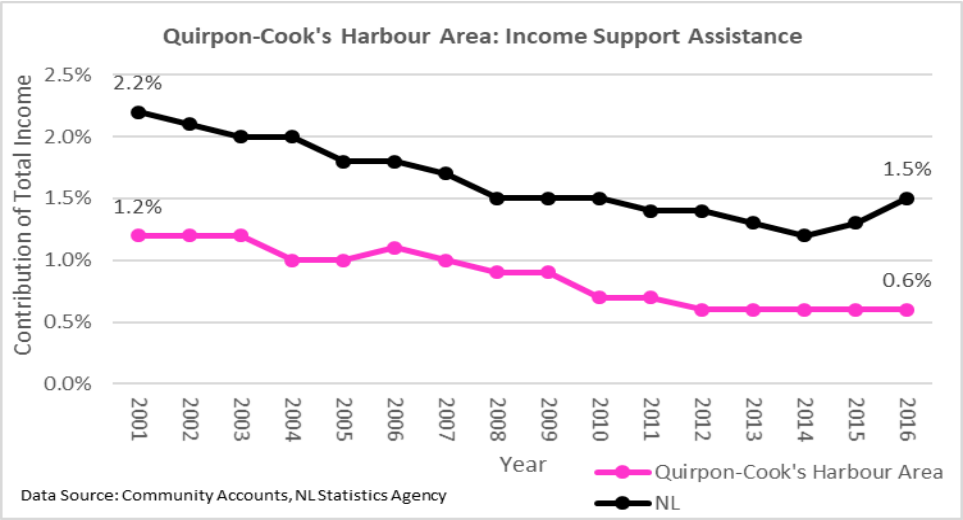
receiving the Canada Pension Plan in the region. From 2001 to 2016, the number of people receiving the Canada Pension Plan increased by 370 women and 210 men.

Figure 410: The Quirpon-Cook's Harbour Area - Number Receiving the Canada Pension Plan



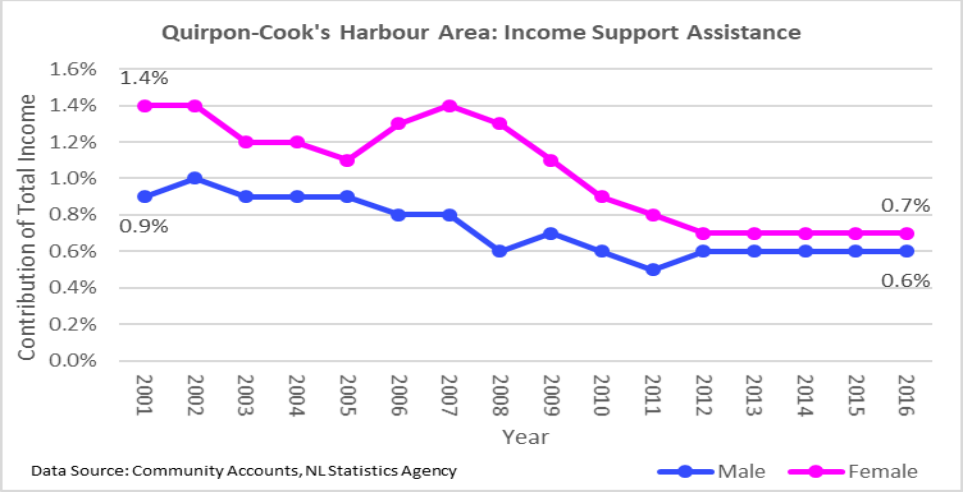
From Figure 411, income support assistance's share of total income equaled 1.2% in the Quirpon-Cook's Harbour Area in 2001, which was 1 percentage point lower than the provincial average. In 2016, income support assistance accounted for 0.6% of total income in the region, which was 0.9 percentage points less than that of the province.

Figure 411: The Quirpon-Cook's Harbour Area - Income Support Assistance's Contribution of Total Income



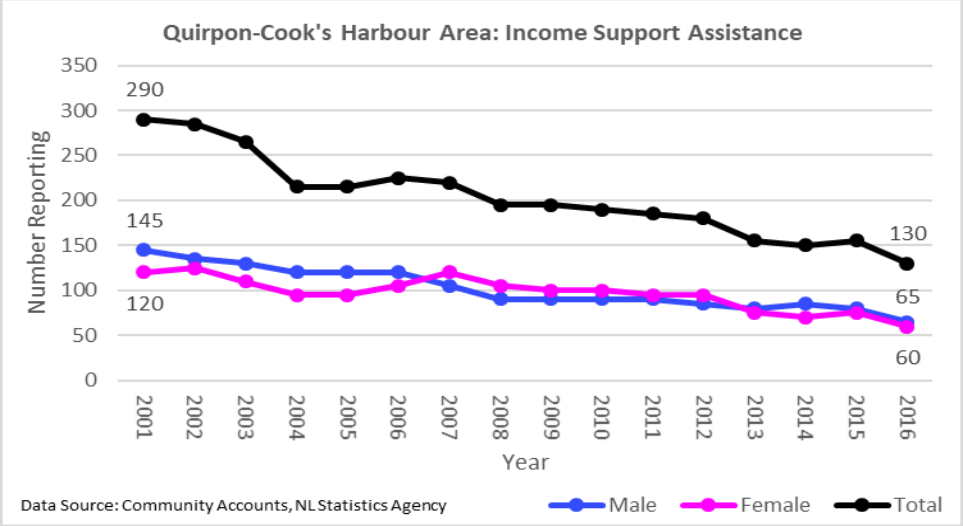
In 2001, as shown in Figure 412, income support assistance's share of total income equaled 1.4% for females and 0.9% for males in the Quirpon-Cook's Harbour Area. In 2016, income support assistance accounted for 0.7% of total income for females and 0.6% of total income of males.

Figure 412: The Quirpon-Cook's Harbour Area - Income Support Assistance's Contribution of Total Income by Gender



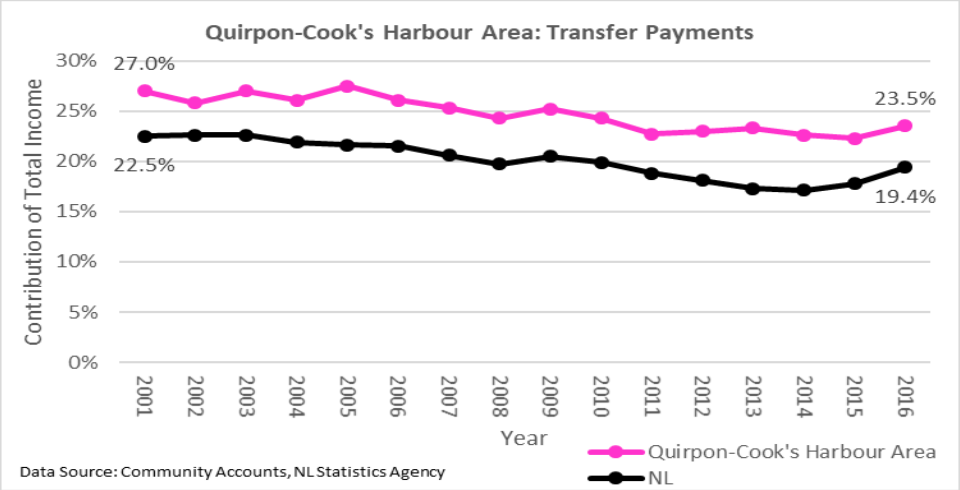
From Figure 413, there were 145 males and 120 females reporting for income support assistance in the Quirpon-Cook's Harbour Area in 2001. In 2016, there were 65 males and 60 females reporting for income support assistance in the region. Overall, the number of people reporting for income support assistance in the Quirpon-Cook's Harbour Area decreased by 80 males and 60 females between 2001 and 2016.

Figure 413: The Quirpon-Cook's Harbour Area - Number Reporting for Income Support Assistance



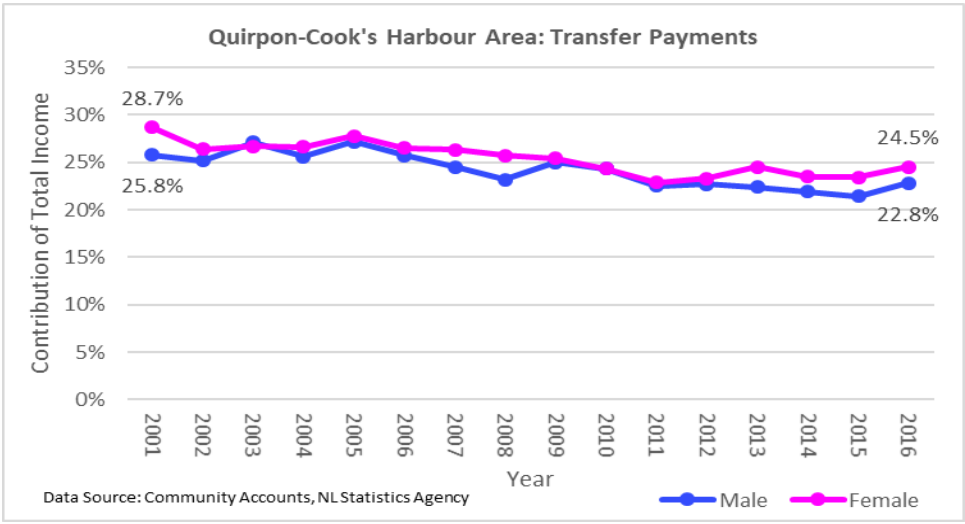
In 2001, transfer payments accounted for 27% of total income in the Quirpon-Cook's Harbour Area, which was 4.5 percentage points higher than the provincial average (see Figure 414). In 2016, transfer payments accounted for 23.5% of total income in the region, which was 4.1 percentage points higher than that of Newfoundland and Labrador. Between 2001 and 2016, transfer payments' share of total income fell by 3.5 percentage points in the Quirpon-Cook's Harbour Area and was higher than the provincial average in every year during that period.

Figure 414: The Quirpon-Cook's Harbour Area - Transfer Payments' Contribution of Total Income



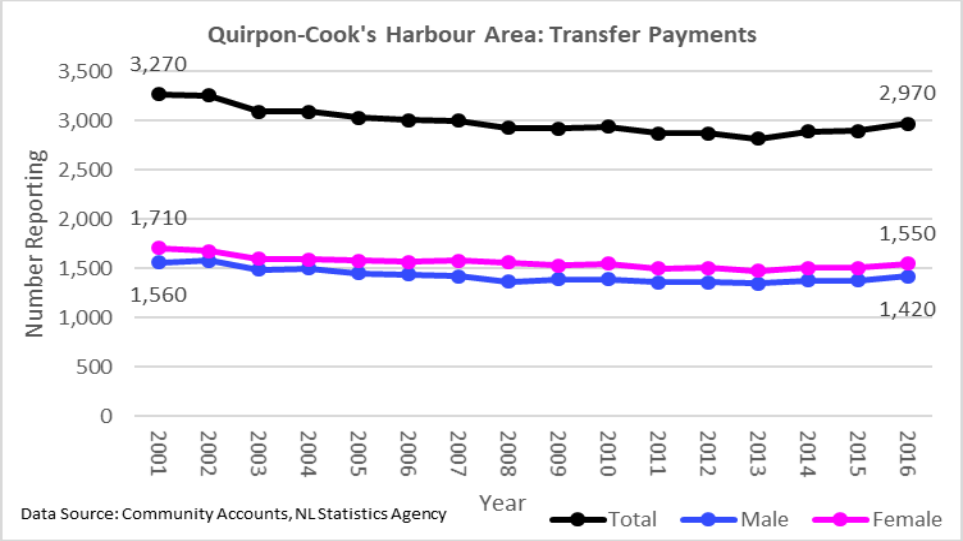
As shown in Figure 415, transfer payments accounted for 28.7% of total income of females and 25.8% of total income of males in 2001 in the Quirpon-Cook's Harbour Area, as transfer payments' share of total income of females in the Quirpon-Cook's Harbour Area was 2.9 percentage points higher than that of males. In 2016, transfer payments were responsible for 24.5% of total income of females and 22.8% of total income of males in the Quirpon-Cook's Harbour Area as the share for females was larger than that of males by 1.7 percentage points.

Figure 415: The Quirpon-Cook's Harbour Area - Transfer Payments' Contribution of Total Income by Gender



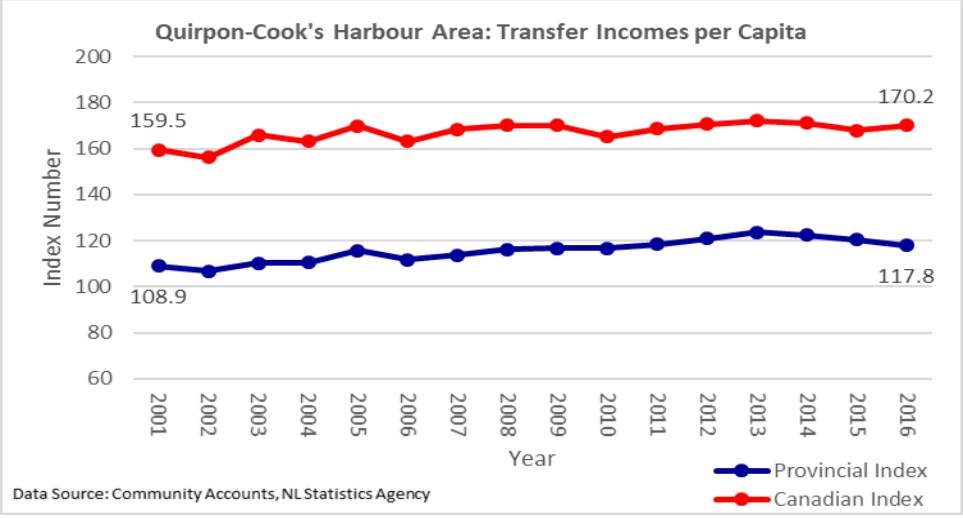
In 2001, as indicated in Figure 416, there were 1,710 females and 1,560 males reporting for transfer payments in the Quirpon-Cook's Harbour Area. In 2016, there were 1,550 females and 1,420 males reporting for transfer payments in the Quirpon-Cook's Harbour Area.

Figure 416: The Quirpon-Cook's Harbour Area - Number Reporting for Transfer Payments



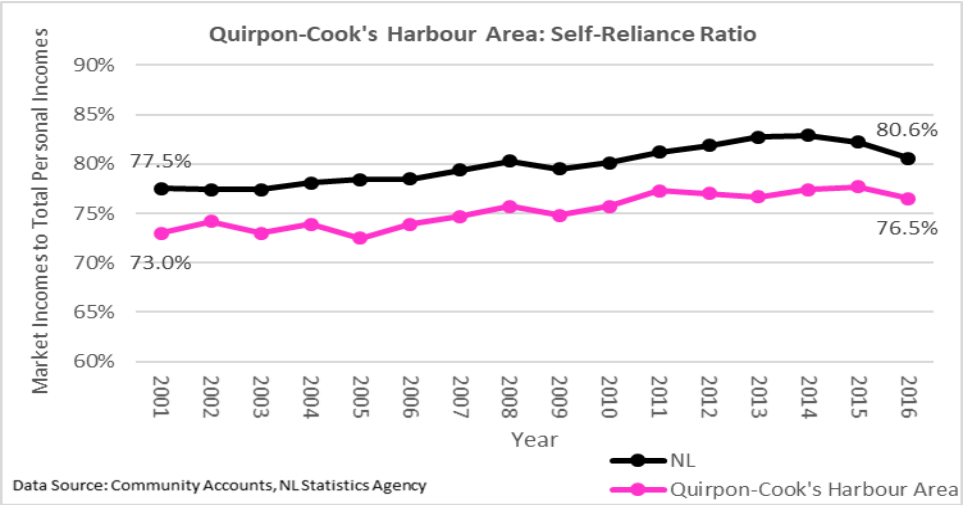
From Figure 417, in 2001, transfer incomes per capita in the Quirpon-Cook's Harbour Area equaled 108.9% of transfer incomes per capita in Newfoundland and Labrador or 159.5% of transfer incomes per capita in Canada. In 2016, the Quirpon-Cook's Harbour Area's transfer incomes per capita amounted to 117.8% of transfer incomes per capita in the province or 170.2% of transfer incomes per capita in Canada.

Figure 417: The Quirpon-Cook's Harbour Area - Transfer Incomes per Capita Index



In 2001, as illustrated in Figure 418, 73 cents out of every dollar flowing into the Quirpon-Cook's Harbour Area originated from market incomes, which was 4.5 percentage points less than that of Newfoundland and Labrador. In 2016, 76.5% of all income flowing into the Quirpon-Cook's Harbour Area originated from market sources, which was 4.1 percentage points lower than the provincial average.

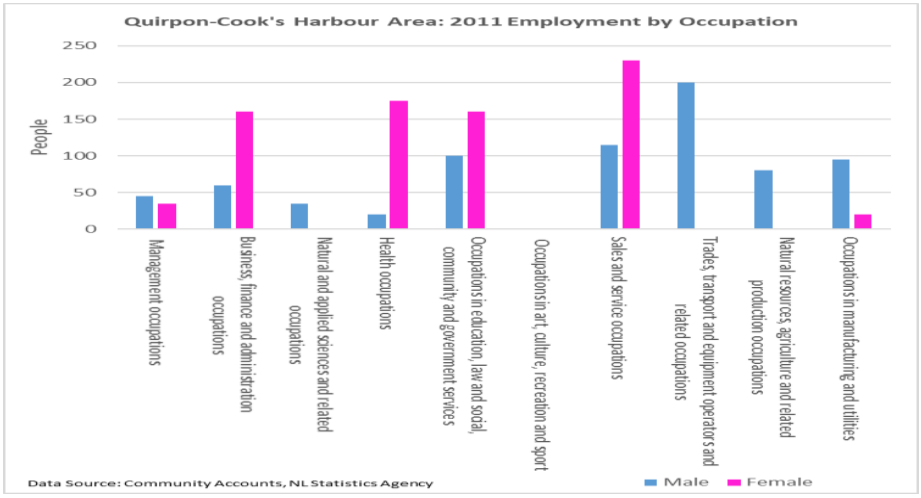
Figure 418: The Quirpon-Cook's Harbour Area – Self-Reliance Ratio



3.6.10 Employment Classification

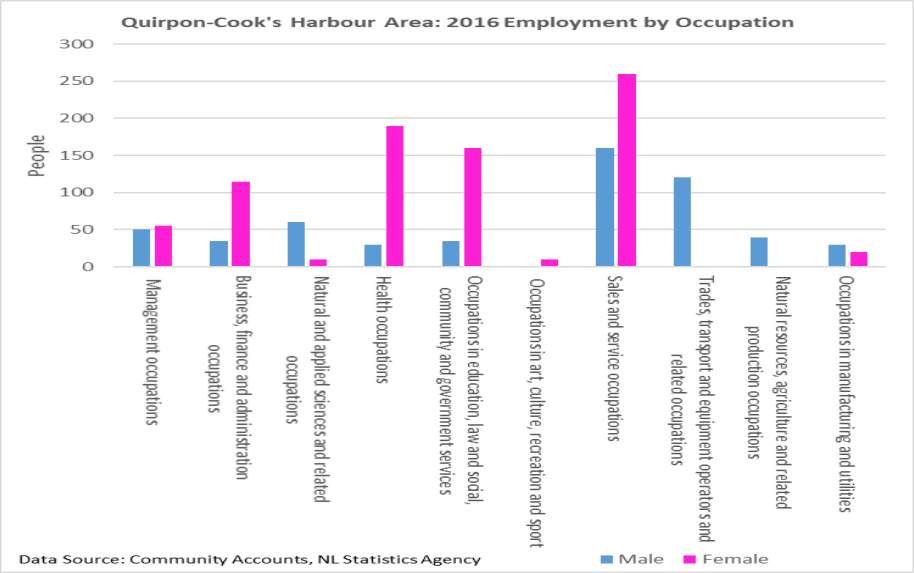
In 2011, as shown in Figure 419, most of male employment (200) in the Quirpon-Cook's Harbour Area was in trades, transport and equipment operators and related occupations, followed by sales and service occupations had 85 fewer male workers than the leading category. Sales and service occupations (230) most female employment and health occupations finished second. In 2016, sales and service occupations had the most (160 male employment in the Quirpon-Cook's Harbour Area and trades, transport and equipment operators and related occupations came in second place. Sales and service occupations had the most (260) female employment and health occupations was the next closest occupation category with 70 fewer female workers.

Figure 419: The Quirpon-Cook's Harbour Area - Employment by Occupation 2011



In terms of industries, retail trade led the way for male employment in the Quirpon-Cook's Harbour Area, with 145 male workers as construction had 135 male workers (see Figure 420). Health care and social assistance was the largest employer of females in the Quirpon-Cook's Harbour Area with 325 female workers and accommodation and food services was next. In 2016, agriculture, forestry, fishing, and hunting was the largest employer of men in the Quirpon-Cook's Harbour Area, with 150 male workers and 30 more than construction, which was the next closest industry. For women, health care and social assistance was the leader in terms of female employment in the Quirpon-Cook's Harbour Area.

Figure 420: The Quirpon-Cook's Harbour Area - Employment by Occupation 2016



From Figures 421 and 423, In the Quirpon-Cook's Harbour Area, health care and social assistance had, by far, the highest level of employment in the region, with 395 workers in 2011 and 450 workers in 2016. Likewise, health care and social assistance was the industry which experienced the largest increase in employment in the area. Educational services experienced the largest decrease in employment in the Quirpon-Cook's Harbour Area during that period.

The importance of the health care and social assistances industry to the Quirpon-Cook's Harbour Area is the hospital in St. Anthony. There are many health care facilities in St. Anthony which are not available in other parts of the Northern Peninsula region, which places the Quirpon-Cook's Harbour Area as an important service district for the upper half of the Great Northern Peninsula.

Figure 421: The Quirpon-Cook's Harbour Area - Employment by Industry 2011

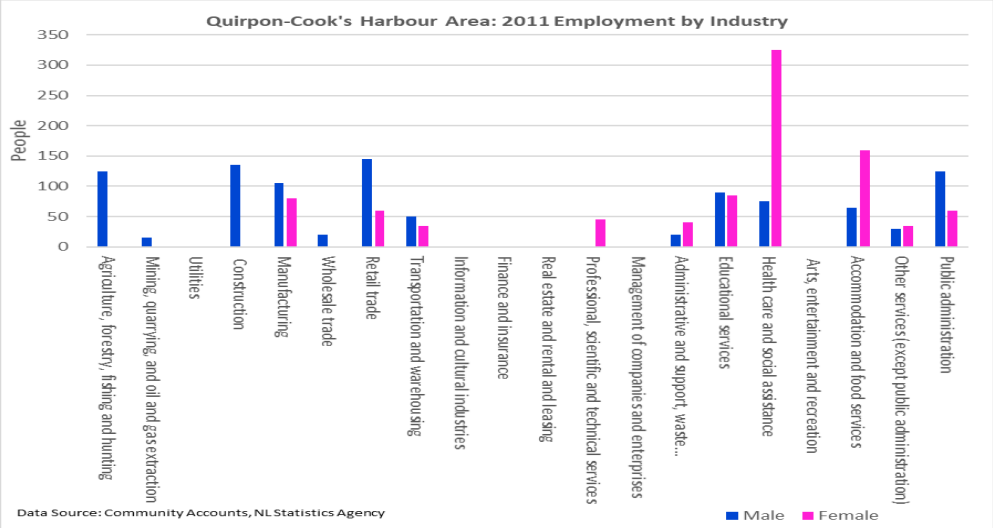


Figure 422: The Quirpon-Cook's Harbour Area - Employment by Industry 2016

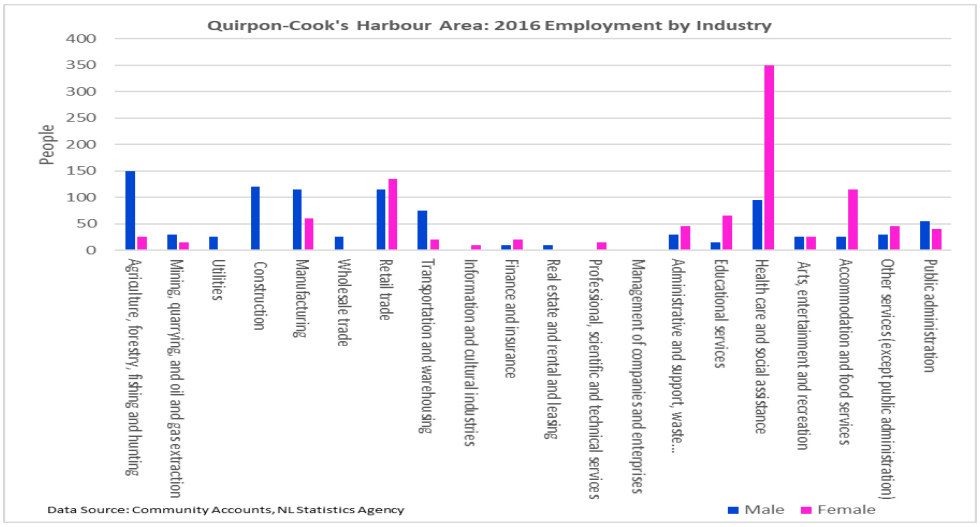
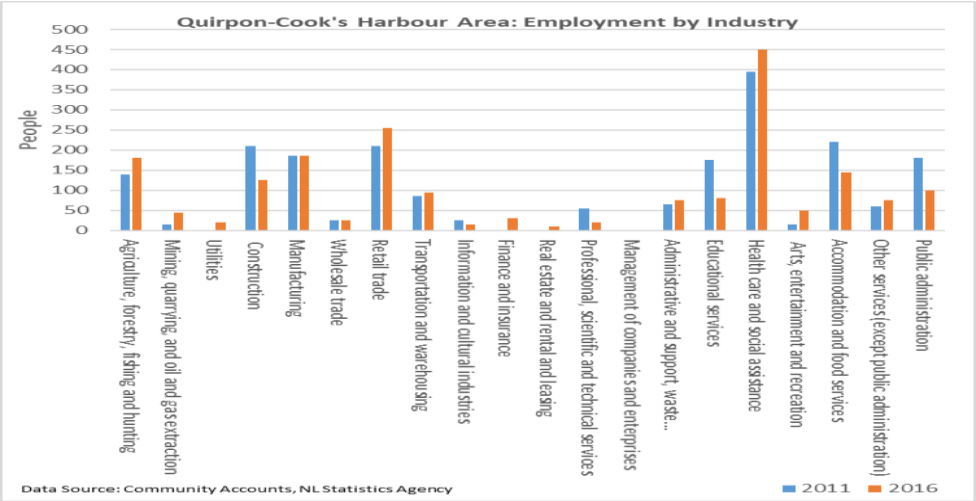


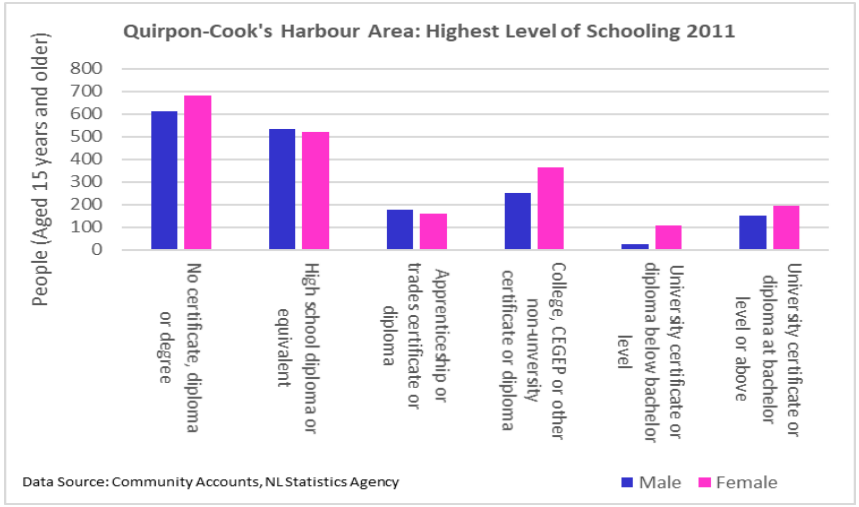
Figure 423: The Quirpon-Cook's Harbour Area - Employment by Industry



3.6.11 Education

In 2011, there were 70 more females without a certificate, diploma, or degree than males and 25 more males with a high school diploma than females in the Quirpon-Cook's Harbour Area (see Figure 424). Likewise, 15 more males, than females, held an apprenticeship or trades certificate or diploma and 115 more females held a college or other non-university certificate or diploma than males in the region in 2011. Finally, 45 more females had a university certificate or diploma at the bachelor level or above than males in the Quirpon-Cook's Harbour Area in 2011.

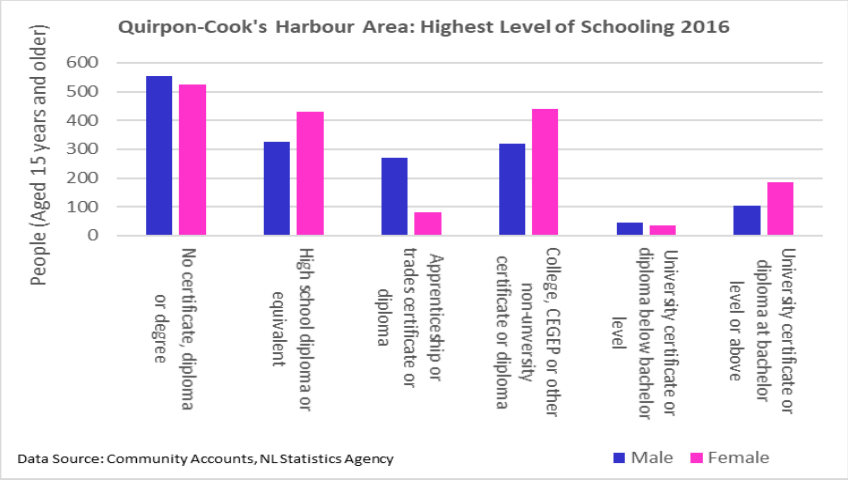
Figure 424: The Quirpon-Cook's Harbour Area - Highest Level of Schooling by Gender 2011



In 2016, from Figure 425, 30 more males had no certificate, diploma, or degree than females and 105 more females had a high school diploma as their highest level of schooling than males in the Quirpon-Cook's Harbour Area. Additionally, 190 more males, than females, had an

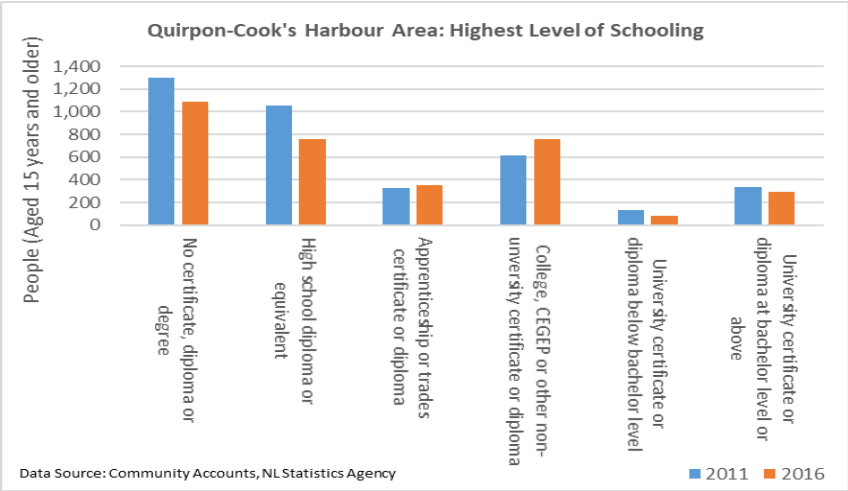
apprenticeship or trades certificate or diploma while 120 more females, than males, had a college or other non-university certificate or diploma in the area in 2016. Lastly, 80 more females, than males, held a university certificate or diploma at the bachelor level or above in the Quirpon-Cook's Harbour Area in 2016.

Figure 425: The Quirpon-Cook's Harbour Area - Highest Level of Schooling by Gender 2016



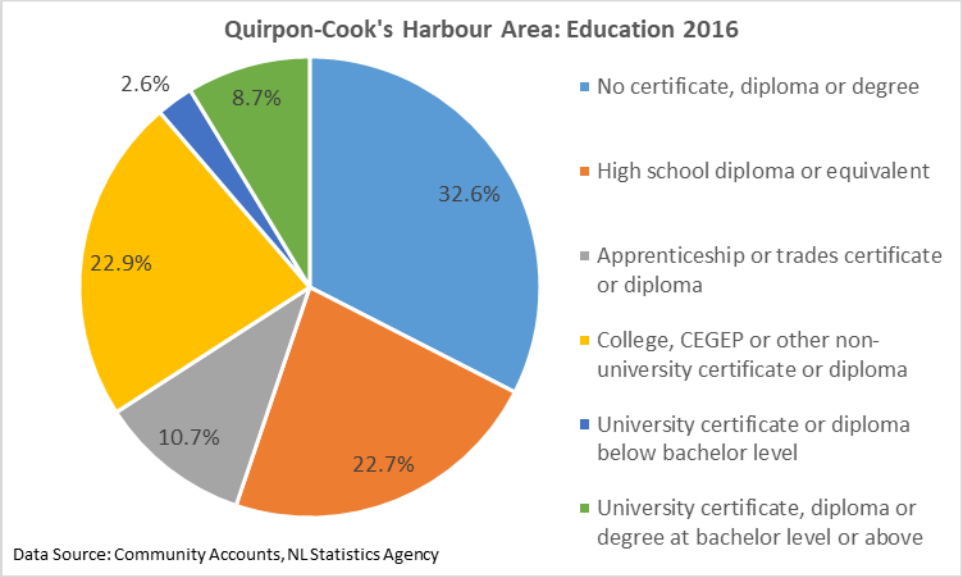
In the Quirpon-Cook's Harbour Area in 2016, as illustrate in Figure 426, there were 210 fewer people that had no certificate, diploma or degree and 300 fewer people that held a high school diploma as their highest level of education than there were in 2011. Likewise, in 2016, 25 more people had an apprenticeship or trades certificate or diploma and 145 more people had a college or other non-university certificate or diploma than in 2011 in the area. Finally, 50 fewer people had a university certificate or diploma at the bachelor level or above in the Quirpon-Cook's Harbour Area in 2016 than in 2011.

Figure 426: The Quirpon-Cook's Harbour Area - Highest Level of Schooling



From Figure 427, in 2016, 32.6% of the population of The Quirpon-Cook's Harbour Area aged 15 years and older held no certificate, diploma or degree (which was 9.2 percentage points higher than the provincial average) and 22.7% of the population of The Quirpon-Cook's Harbour Area aged 15 years and older held a high school diploma as their highest level of education (which was actually 2.3 percentage points less than the provincial average). Likewise, 22.9% of the population of The Quirpon-Cook's Harbour Area aged 15 years and older held a college or other non-university certificate or diploma (which was only -0.2 percentage points less than the provincial average) and 8.7% of the population aged 15 years and older held a university certificate, diploma or degree at the bachelor level or above in 2016 (which was 6.1 percentage points less than the provincial average). While the Quirpon-Cook's Harbour Area has a less educated population than Newfoundland and Labrador, it does have arguably a more educated population than the other Local Areas in the Northern Peninsula region.

Figure 427: The Quirpon-Cook's Harbour Area - Population Shares by Education



3.6.12 Summary

Firstly, the Quirpon-Cook's Harbour Area is a region characterized by monstrous levels of population decline and out-migration: it lost 33.9% of its population between 1996 and 2016 and it experienced population decline in every year between 2001 and 2016. Additionally, the Quirpon-Cook's Harbour Area had some decent to middling demographics statistics in 2016: of all eight Local Areas in the Northern Peninsula region in 2016, the Quirpon-Cook's Harbour Area had the third highest working age population share, the fifth highest elderly population share, the fifth highest age dependency ratio, and tied for the second lowest median age.

However, the Quirpon-Cook's Harbour Area does possess some very attractive labour force and income statistics: of all 8 Local Areas in the Northern Peninsula region, the Quirpon-Cook's Harbour Area has the second lowest unemployment rate, the second highest employment rate, the second highest participation rate, the highest median income, the highest level of real disposable income per capita, the lowest median income gender pay gap, and ties for the lowest prevalence of low income. Additionally, of all eight Local Areas in the Northern Peninsula region, the Quirpon-Cook's Harbour Area has the second lowest share of total income coming from employment insurance; the second lowest share of total income coming from the Canada Pension Plan; the second lowest share of total income coming from income support assistance; the lowest share of total income coming from government transfer payments; and the highest self-reliance ratio.

Indeed, despite average demographics and mammoth-size amounts of population decline this century, the Quirpon-Cook's Harbour Area has arguable over-performed; it has the highest median income and the highest standard of living in the Northern Peninsula region as a well as an ability to finance its incomes through market sources rather than government transfers that no other Local Area in the Northern Peninsula region has shown. Additionally, the Quirpon-Cook's Harbour Area's labour force statistics are bested by only Deer Lake-Cormack Area in the Northern Peninsula region. A mediating factor between, on one hand, the Quirpon-Cook's Harbour Area' poor demographics and large amounts of population decline and, on the other hand, its relatively strong income and labour force statistics is its high levels of education: of the eight Local Areas in the Northern Peninsula region, the Quirpon-Cook's Harbour Area has the highest population share of individuals with a college or other non-university certificate or diploma; the second highest population share of individuals with a university certificate at the bachelor level or above; and the second highest population share of individuals with postsecondary schooling in general. However, it may prove difficult to maintain the Quirpon-Cook's Harbour Area's relatively high standard of living, median income, self-reliance ratio and employment rate into the future if the area's below provincial average demographics as well as its high amounts of out-migration and population decline continues well into the future.

Consequently, many of the Quirpon-Cook's Harbour Area's advantages relative to other regions in the Northern Peninsula region do not hold relative to Newfoundland and Labrador: its unemployment rate is nearly double the provincial average; its median income and levels of real disposable income per capita are slightly below the provincial levels; and it is slightly more reliant on government transfers than Newfoundland and Labrador as a whole. Nonetheless, the Quirpon-Cook's Harbour Area's participation rate was higher than the provincial participation rate; its prevalence of low income was lower than that of the province; and its gender pay gap was nearly half the median income gender pay gap of Newfoundland and Labrador in 2016. Evidently, while the Quirpon-Cook's Harbour Area's income and labour force statistics may be

below average relative to those of Newfoundland and Labrador, they are quite high relative to the other Local Areas in the Northern Peninsula region. If one wishes to live in the Northern Peninsula region, the Quirpon-Cook's Harbour Area provides the highest median income, the highest standard of living, the lowest gender pay gap, and one of the most robust job market. However, the Quirpon-Cook's Harbour Area's below average demographics and high amounts of out-migration and population decline give room for concern.

3.7 The Roddickton Area (Local Area 73)

Geographical Boundaries: Includes Conche, Croque, Englee, Main Brook, Roddickton-Bide Arm and St. Julien's.

Largest Communities (2016 Population): Roddickton-Bide Arm (1000), Englee (530), Main Brook (245)

3.7.1 Population

The population of the Roddickton Area decreased by 40.4% between 1996 and 2016: from 3,375 individuals in 1996 to 2,010 individuals in 2016 (see Figure 428). In 1996, as indicated in Figure 429, there were 1,750 males and 1,625 females in the Roddickton Area. In the 1996, 2001 and 2006 census, males outnumbered their female counterparts in the Roddickton Area. But in the 2011 and 2016 census, females outnumbered males in the Roddickton Area. In 2016, there were 1,015 females and 995 males in the Roddickton Area.

Figure 428: The Roddickton Area - Population

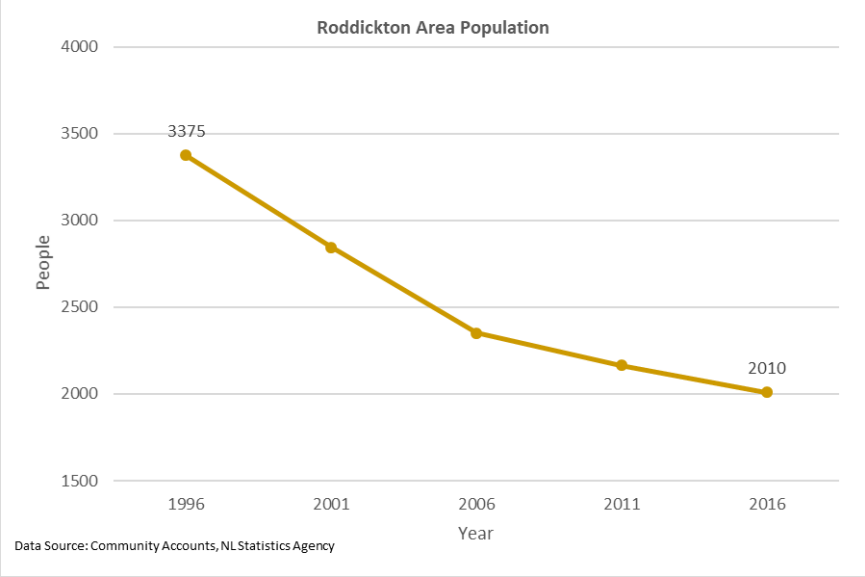
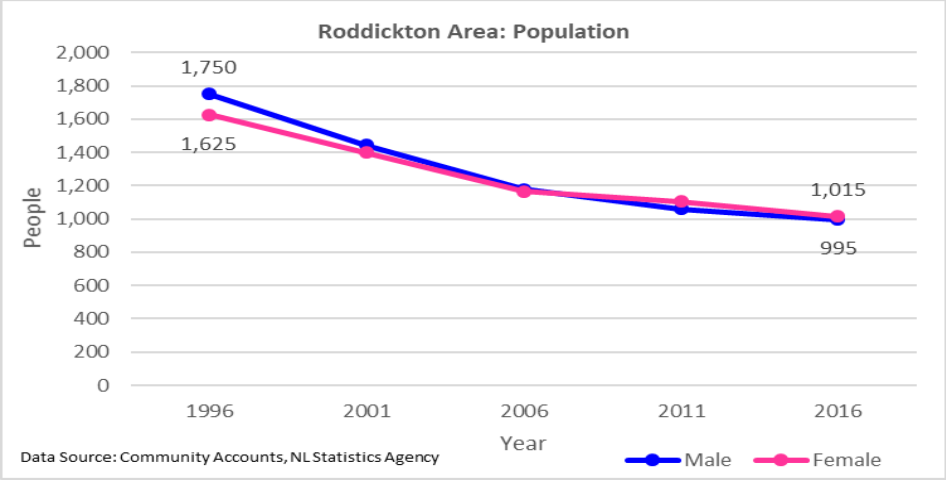


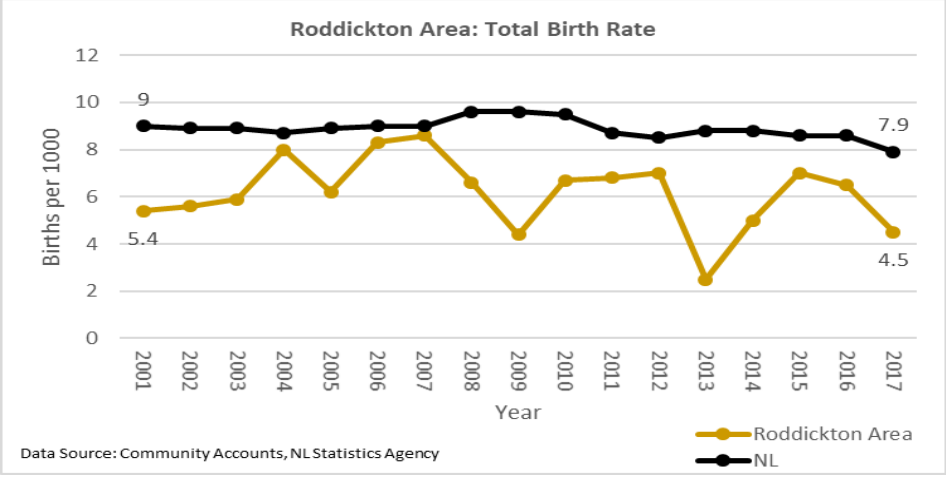
Figure 429: The Roddickton Area - Population by Age Group



3.7.2 Births

In 2001, the total birth rate in the Roddickton Area equaled 5.4 births per 1,000 and was 3.6 births per 1,000 below that of Newfoundland and Labrador (see Figure 430). In 2017, the Roddickton Area's total birth rate equaled 4.5 births per 1,000 and was 3.4 births per 1,000 below the provincial average. Between 2001 and 2017, the total birth rate in the Roddickton Area fell by 0.9 births per 1000 and the Roddickton Area's total birth rate was below the provincial average throughout that period. Although the Roddickton Area's total birth rate equaled 8.6 births per 1,000 in 2007, it fell by 4.1 births per 1,000 between 2007 and 2017.

Figure 430: The Roddickton Area - Total Birth Rate



3.7.3 Population by Age Group

From Figures 431 to 433, one observes that in 1996, the most populated age cohort in the Roddickton Area was the 15-to-19-year-old age group (290). By 2006, the 45-to-49-year old cohort (205) led the way in the Roddickton Area and, in 2016, the 60-to-64-year-old age group

(210) was the most populated age cohort in the region. The Roddickton Area transformed from a young region with its most populated age cohorts being the 15-to-19-year-old cohort and the 10-to-14-year-old cohort, which had 270 individuals each. However, just ten years later, the most populated age cohorts in the Roddickton Area were the 45-to-49-year-old cohort first followed by to 50-to-54-year-old and 55-to-59-year-old cohorts, with 200 individuals each. The 60-to-64-year old and 65-69-year-old cohorts, with 205 individuals each, led the way in 2016. The Roddickton Area was transformed from a young region to an old one in a short period of time.

Figure 431: The Roddickton Area - Population by Age Group Population 1996

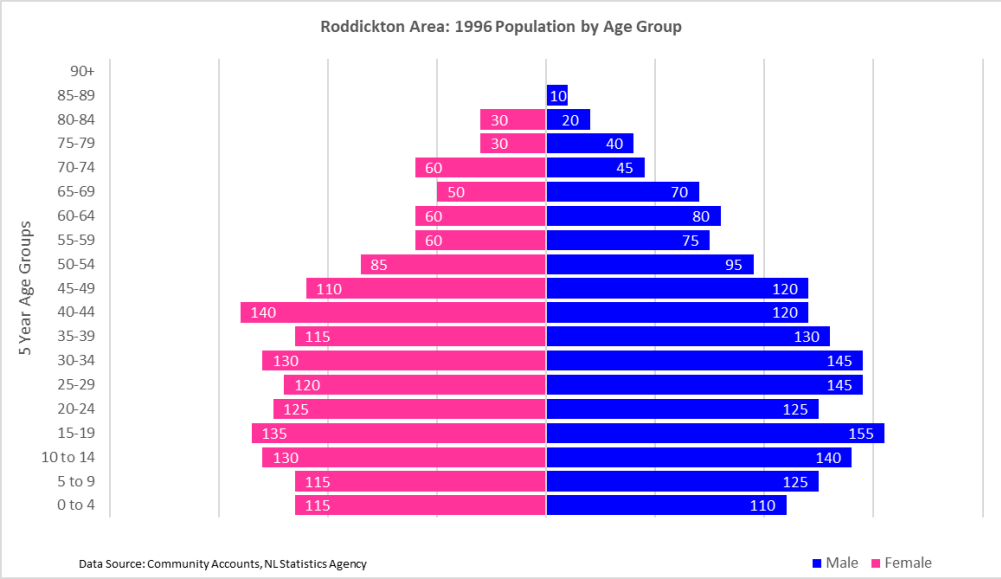


Figure 432: The Roddickton Area - Population by Age Group Population 2006

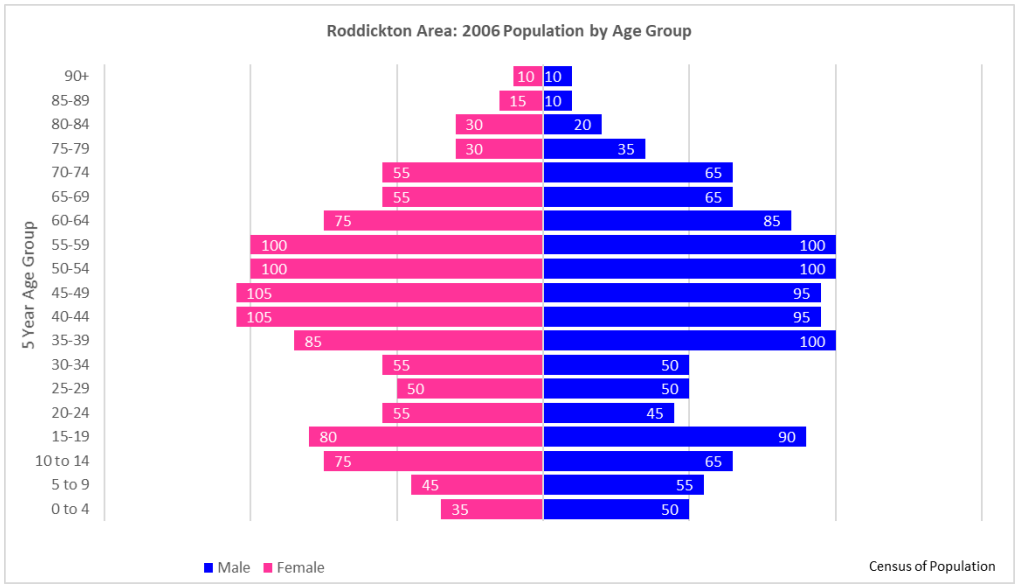
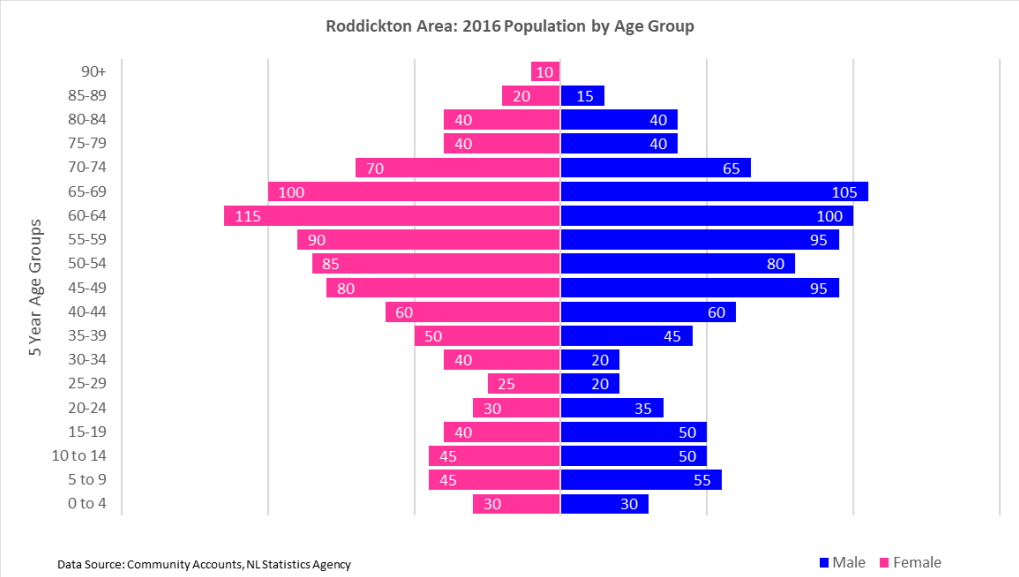


Figure 433: The Roddickton Area - Population by Age Group Population 2016



3.7.4 Population Change

As shown in Figures 434 and 435, in 2001, the natural population change in the Roddickton Area equaled -5, while the residual net migration equaled -185. In 2015, the natural population change fell to -10, while the residual net migration increased to -10. Between 2001 and 2015, the Roddickton Area's natural population change fell by -5, while its residual net migration increased by 175. The residual net migration in the Roddickton Area was negative from 2010 to 2015. In fact, there has been population loss in the Roddickton Area in fourteen of the fifteen years from 2001 to 2015.

Figure 434: Population by Age Group – Population Change

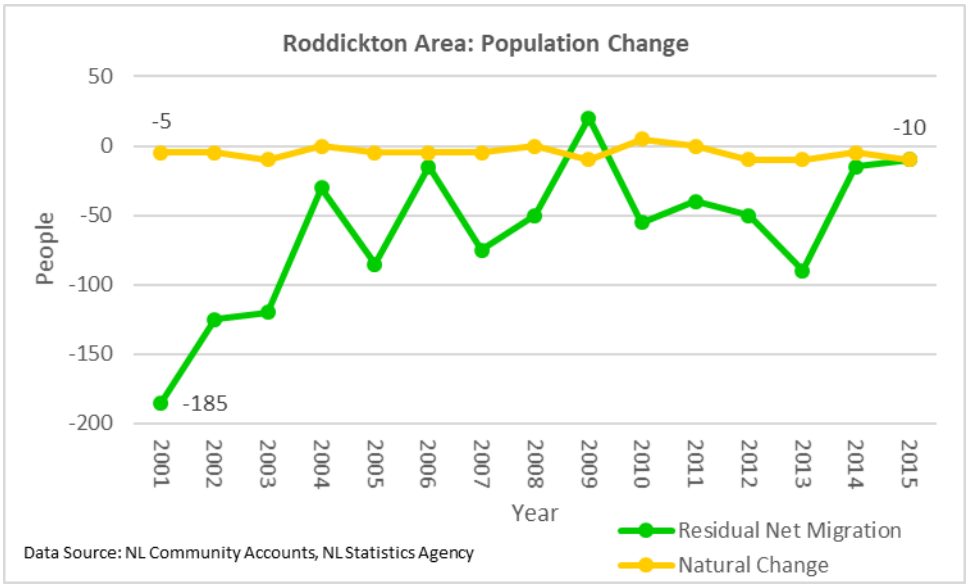
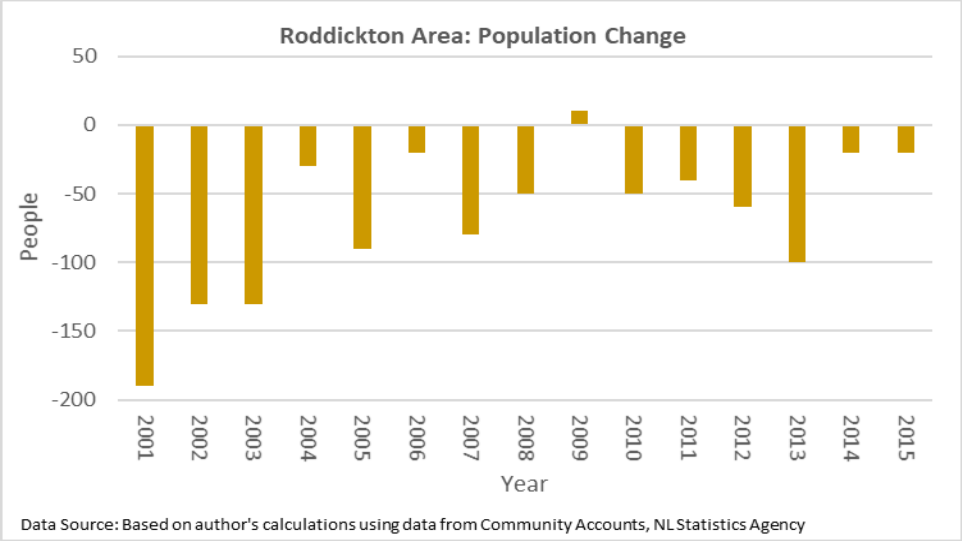
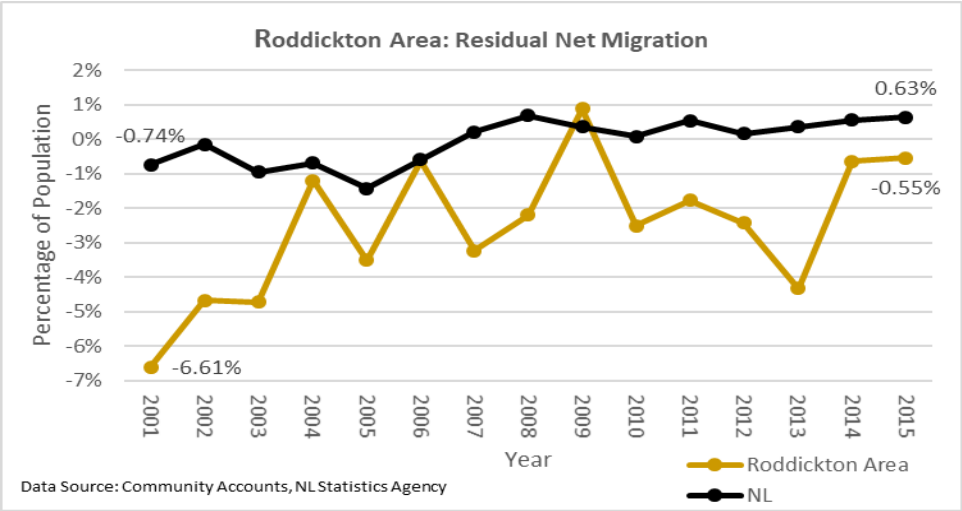


Figure 435: The Roddickton Area - Population Change



The Roddickton Area's residual net migration expressed as a percentage of its population was 5.87 percentage points less than that of the province in 2001. In 2015, the residual net migration of the Roddickton Area was 1.18 percentage points less than that of the province (see Figure 436).

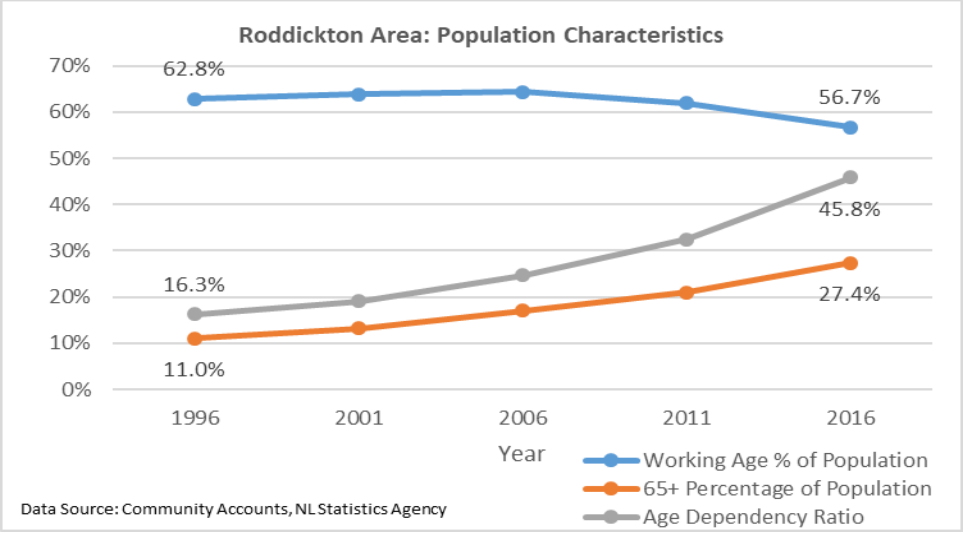
Figure 436: The Roddickton Area - Population by Age Group



3.7.5 Population Characteristics

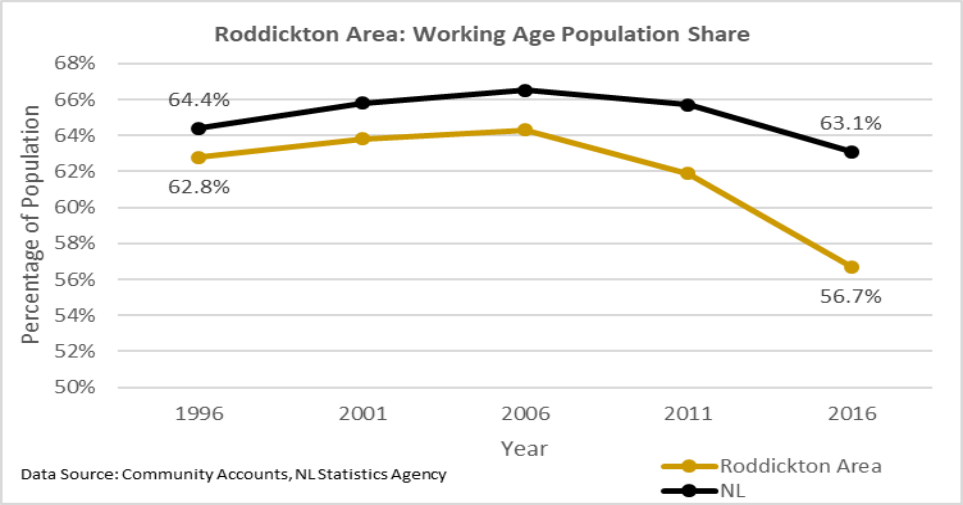
From Figure 437, the working age population share in the Roddickton Area equaled 62.8% in 1996 and fell to 56.7% in 2016, while the elderly population share increased by 16.4 percentage points, from 11% to 27.4%. The age dependency ratio equaled 16.3% in the Roddickton Area in 1996 and rose to 45.8% in 2016.

Figure 437: The Roddickton Area - Population Characteristics



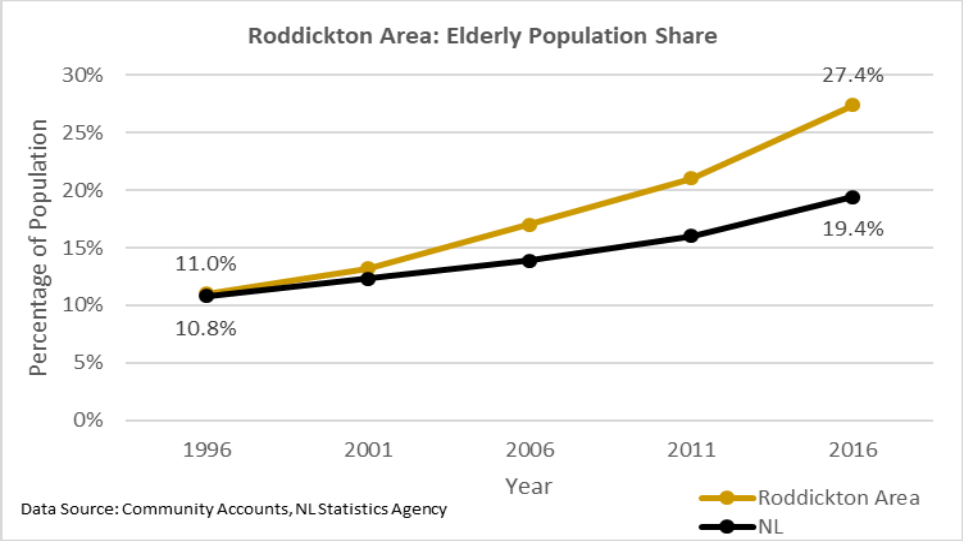
The working age population share in the Roddickton Area, as indicated in Figure 438, was 1.6 percentage points lower than that of Newfoundland and Labrador in 1996 and was 6.4 percentage points lower than the provincial average in 2016. While the working age population share of the Roddickton Area decreased by 6.1 percentage points between 1996 and 2016, it fell by 1.3 percentage points for the province.

Figure 438: The Roddickton Area- Working Age Population Share



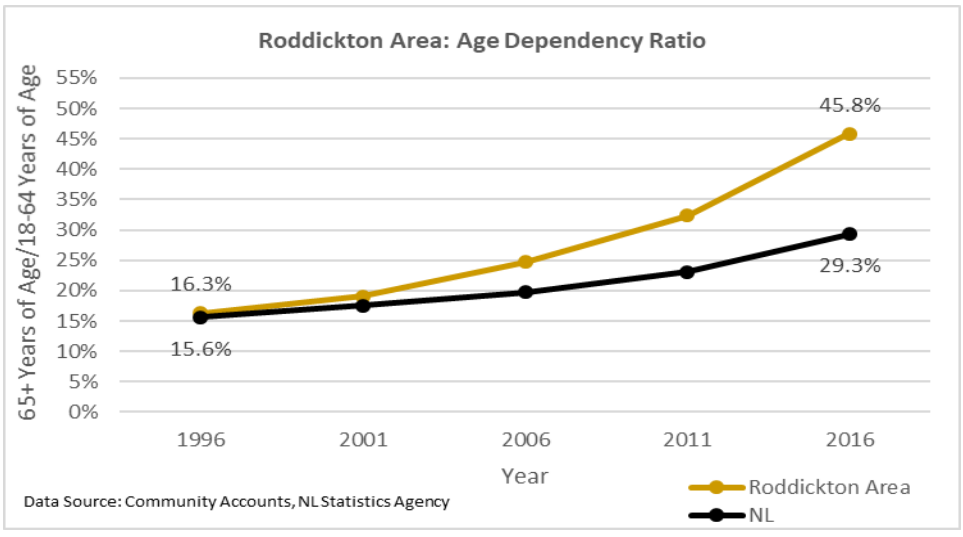
The elderly population share in the Roddickton Area in 1996, as shown in Figure 439, was 0.2 percentage points larger than the provincial average. In 2016, the elderly population share of the Roddickton Area was 8 percentage points larger than the provincial average. The elderly population share in Newfoundland and Labrador grew by 8.6 percentage points between 1996 and 2016. The elderly population share in the Roddickton Area grew much faster than the provincial average between 1996 and 2016.

Figure 439: The Roddickton Area - Elderly Population Share



From Figure 440, the age dependency ratio in the Roddickton Area was only 0.7 percentage points larger than that of Newfoundland and Labrador in 1996. The Roddickton Area's age dependency ratio was 16.5 percentage points higher than the provincial average in 2016. While the age dependency ratio rose by 13.7 percentage points in Newfoundland and Labrador between 1996 and 2016, it increased by 29.5 percentage points over that same period in the Roddickton Area.

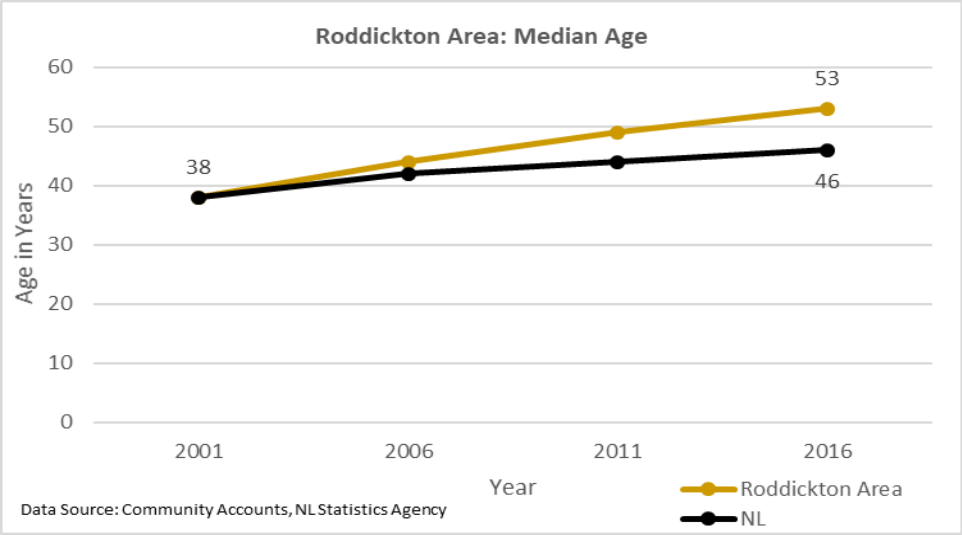
Figure 440: The Roddickton Area - Age Dependency Ratio



The median age in the Roddickton Area, at 38 years, was equivalent to the provincial average in 2001 (see Figure 441). By 2016, the median age in the Roddickton Area increased by 15 years from its 2001 levels to reach 53 years of age and was 7 years higher than the median age of Newfoundland and Labrador. Although the median age of Newfoundland and Labrador was

equal to the median age of the Roddickton Arm Area in 2001, the median age of the Roddickton Area was persistently higher than the provincial median income from 2006 to 2016.

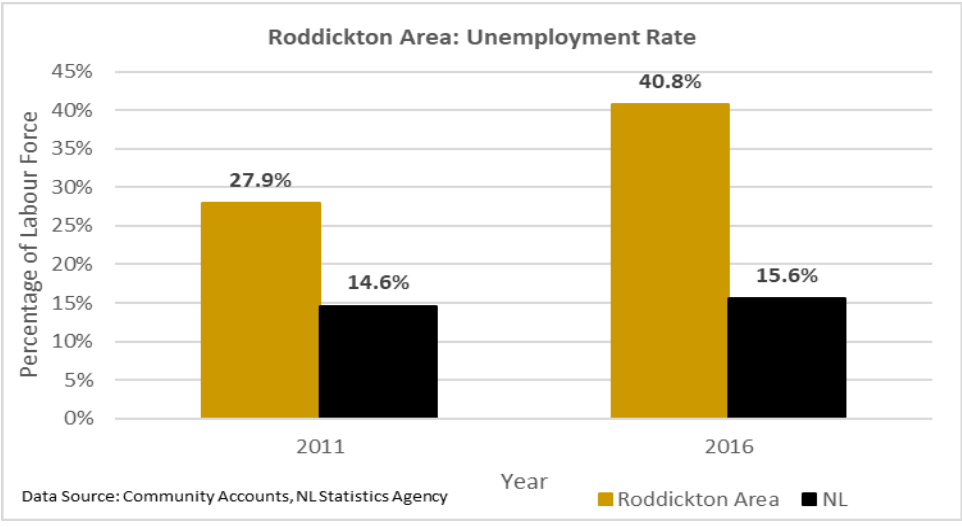
Figure 441: The Roddickton Area - Median Age



3.7.6 Labour Force

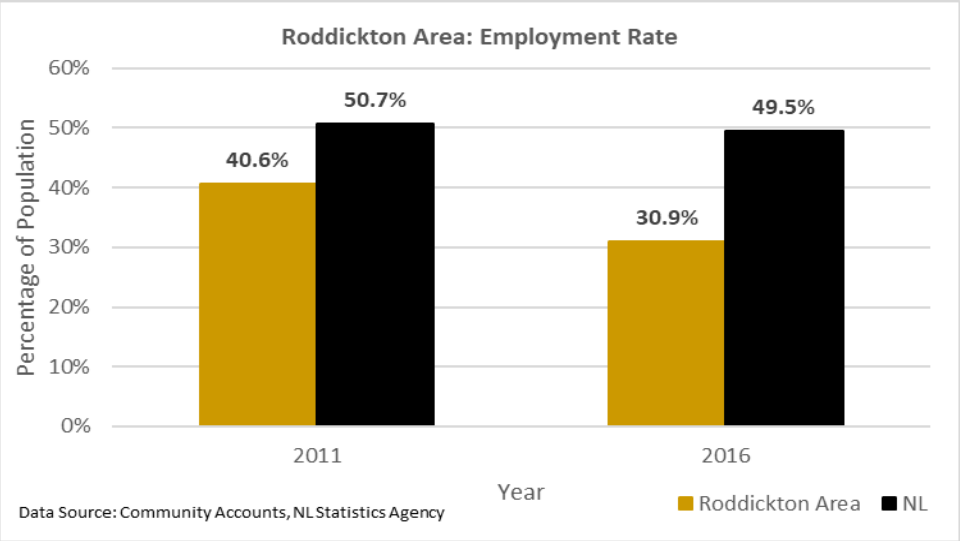
From Figure 442, the unemployment rate in the Roddickton Area equaled 27.9% of its labour force in 2011, which was 13.3 percentage points higher than the unemployment rate of the province. In 2016, the Roddickton Area's unemployment rate, at 40.8% of its labour force, was then 25.2 percentage points higher than the provincial unemployment rate. From 2011 to 2016, the unemployment rate in the Roddickton Area increased by 12.9 percentage points. In both 2011 and 2016, the Roddickton Area's unemployment rate was significantly higher than the unemployment rate of Newfoundland and Labrador throughout that period.

Figure 442: The Roddickton Area - Unemployment Rate



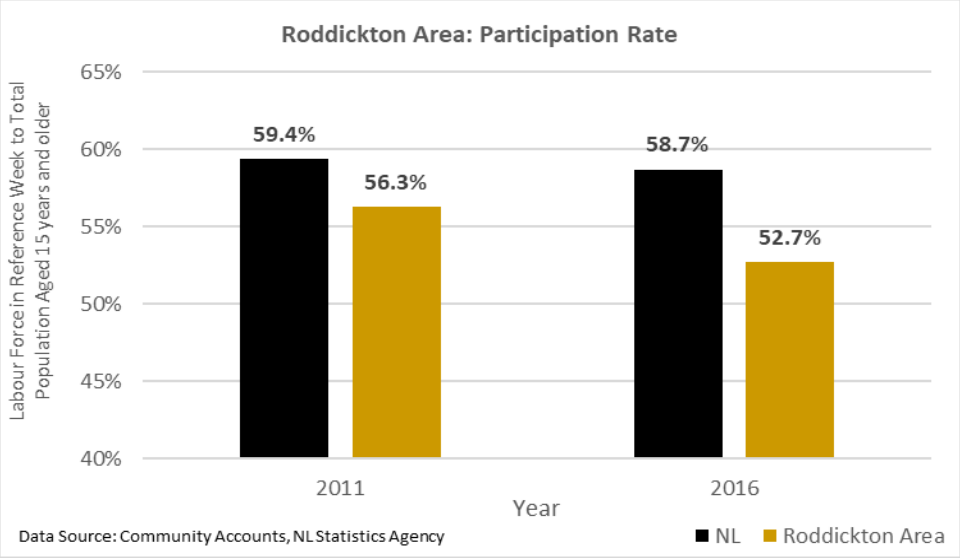
In 2011, as presented in Figure 443, the employment rate in the Roddickton Area equaled 40.6% and was 10.1 percentage points lower than Newfoundland and Labrador. In 2016, the Roddickton Area's employment rate, equaling 30.9% of its population, was 18.6 percentage points lower than the provincial employment rate.

Figure 443: The Roddickton Area - Employment Rate



In 2011, from Figure 444, the participation rate of the Roddickton Area equaled 56.3% of its population aged 15 years and older, which was 3.1 percentage points less than the participation rate of Newfoundland and Labrador. In 2016, the participation rate of the Roddickton Area equaled 52.7% of its population aged 15 years and older and it was 6 percentage points less than the participation rate of Newfoundland and Labrador.

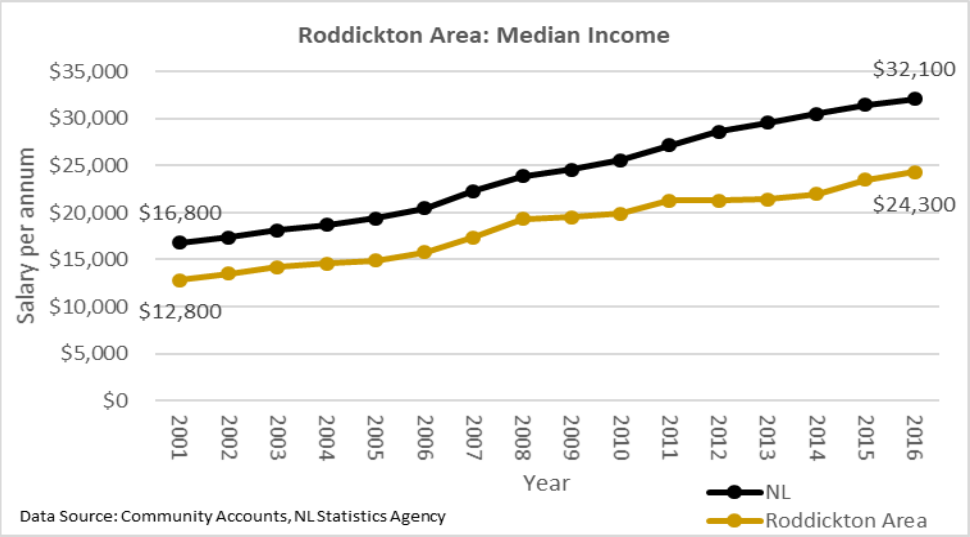
Figure 444: The Roddickton Area - Participation Rate



3.7.7 Income

The median income in the Roddickton Area equaled $12,800 in 2001 and was $4,000 less than the provincial median income (see Figure 445). In 2016, the Roddickton Area's median income, at $24,300, was $7,800 less than the provincial median income.

Figure 445: The Roddickton Area - Median Income



The median income in 2001, as illustrated in Figures 446 and 447, equaled $17,600 for males and $10,200 for females in the Roddickton Area. In 2016, the median income equaled $30,300 for males and $20,500 for females. The median income gender pay gap in the Roddickton Area increased by $2,400 between 2001 and 2016.

Figure 446: The Roddickton Area - Median Income by Gender

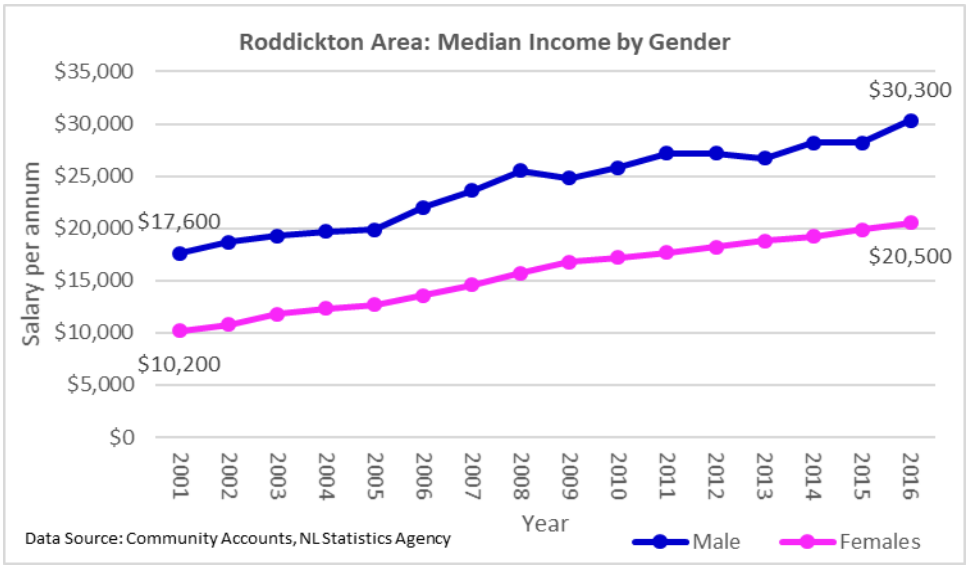
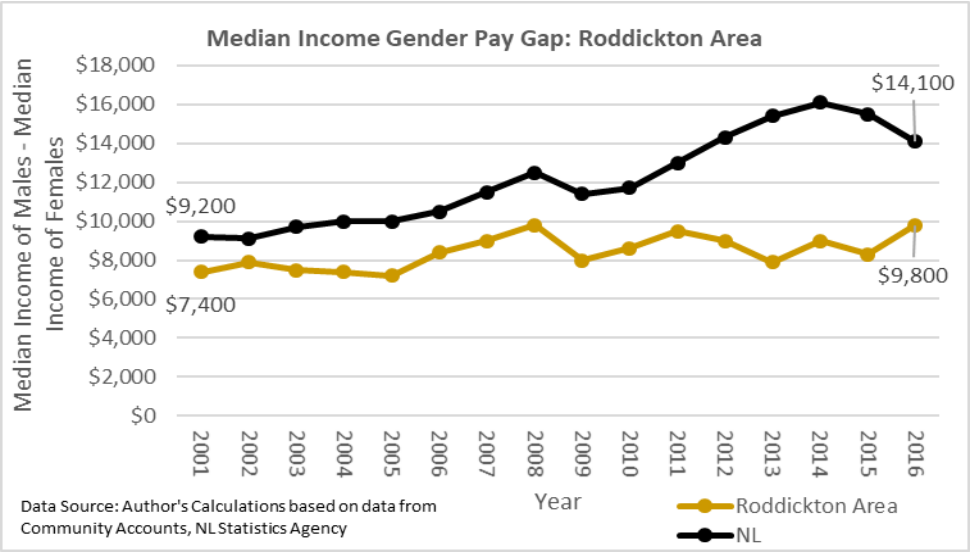
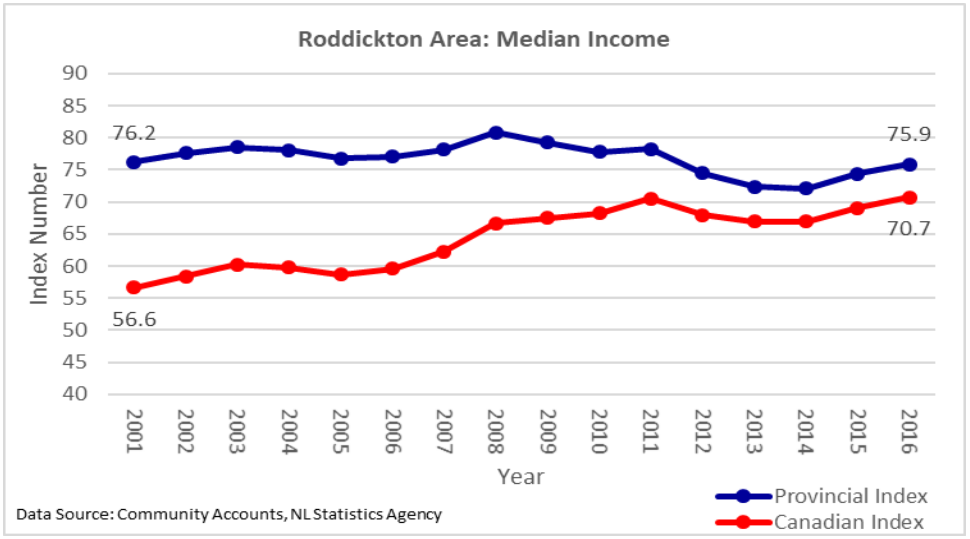


Figure 447: The Roddickton Area - Median Income Gender Pay Gap



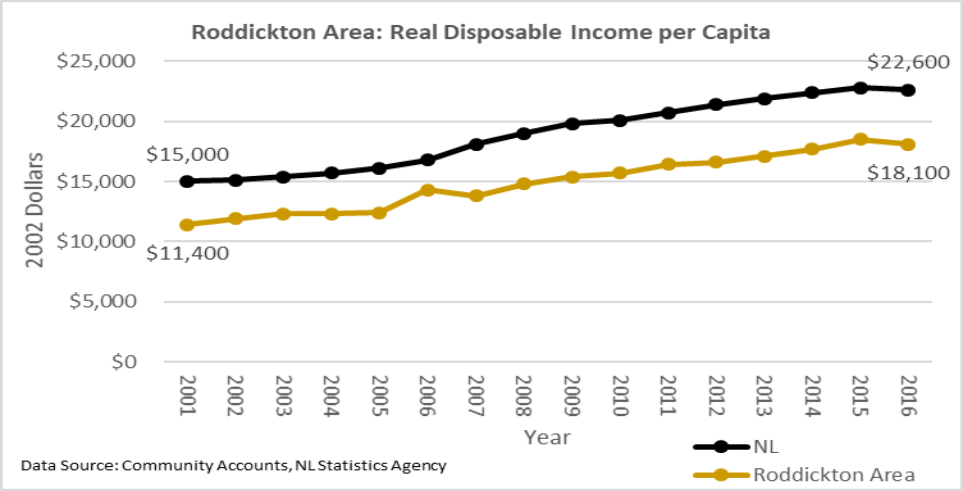
From Figure 448, in 2001, the median income of the Roddickton Area equaled 76.2% of the provincial median income or 56.5% of the Canadian median income. In 2016, the median income of the Roddickton Area amounted to 75.9% of the median income of Newfoundland and Labrador or 70.7% of the median income of Canada.

Figure 448: The Roddickton Area - Median Income Index



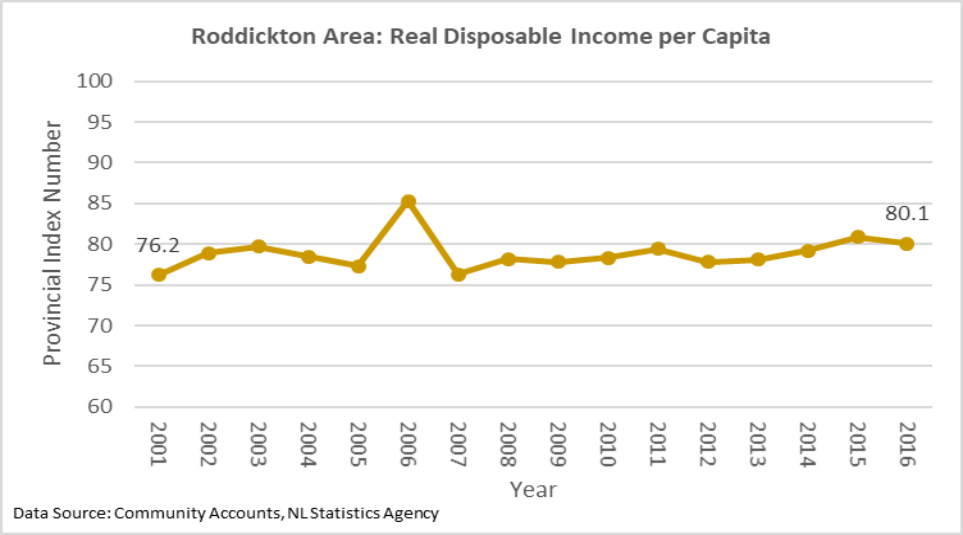
From Figure 449, with 2002 used as the base year, real disposable income per capita equaled $11,400 in the Roddickton Area in 2001, which was $600 less than the provincial average. In 2016, real disposable income per capita equaled $18,100 in the Roddickton Area and was $4,500 less than the provincial average. Between 2001 and 2016, real disposable income per capita in the Roddickton Area increased by $6,700 and the Roddickton Area's real disposable income per capita was below that of Newfoundland and Labrador throughout that period.

Figure 449: The Roddickton Area - Real Disposable Income per Capita



In the Roddickton Area, real disposable income per capita amounted to 76.2% of the provincial real disposable income per capita and equaled 80.1% of the provincial real disposable income per capita in 2016 (see Figure 450). From 2001 to 2016, relative real disposable income per capita in the Roddickton Area, in terms of the provincial levels of real disposable income per capita, increased over that period.

Figure 450: The Roddickton Area - Real Disposable Income per Capita

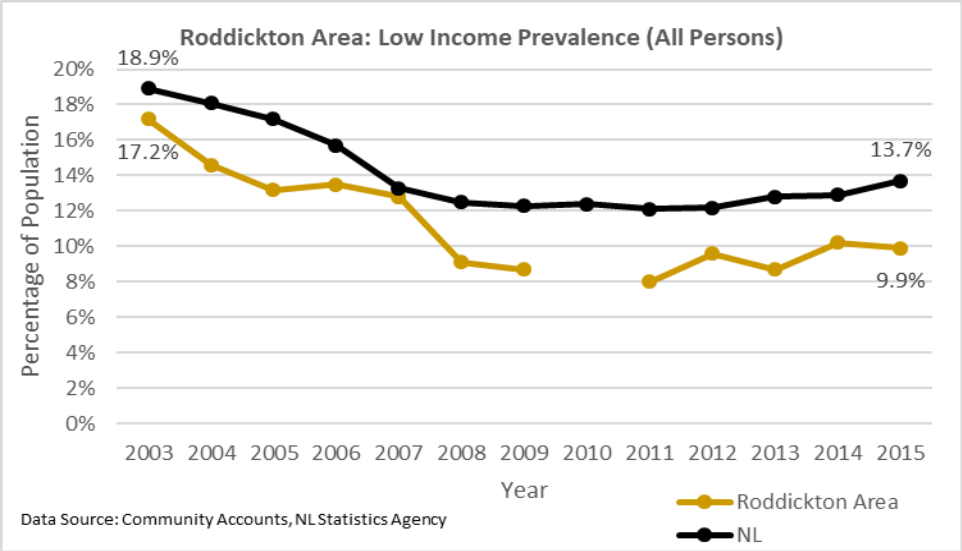


3.7.8 Prevalence of Low Income

In 2003, 17.2% of the population of the Roddickton Area, as shown in Figure 451, were classified as living in low income, which was 1.7 percentage points lower than that of

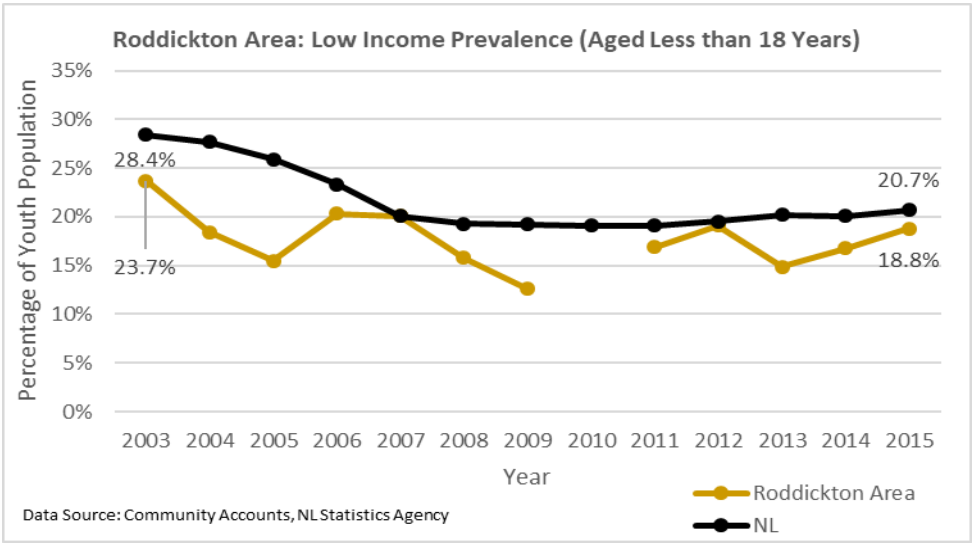
Newfoundland and Labrador. In 2015, 9.9% of the population in the Roddickton Area resided in low income, which was 3.8 percentage points lower than the provincial average.

Figure 451: The Roddickton Area - Low-income prevalence



From Figure 452, in 2003, 23.7% of the population of individuals aged less than 18 years in the Roddickton Area were classified as living in low income, which was 4.7 percentage points lower than that of Newfoundland and Labrador. In 2015, the youth prevalence of low income equaled 18.8% of the youth population in the Roddickton Area, which was 1.9 percentage points lower than the provincial average.

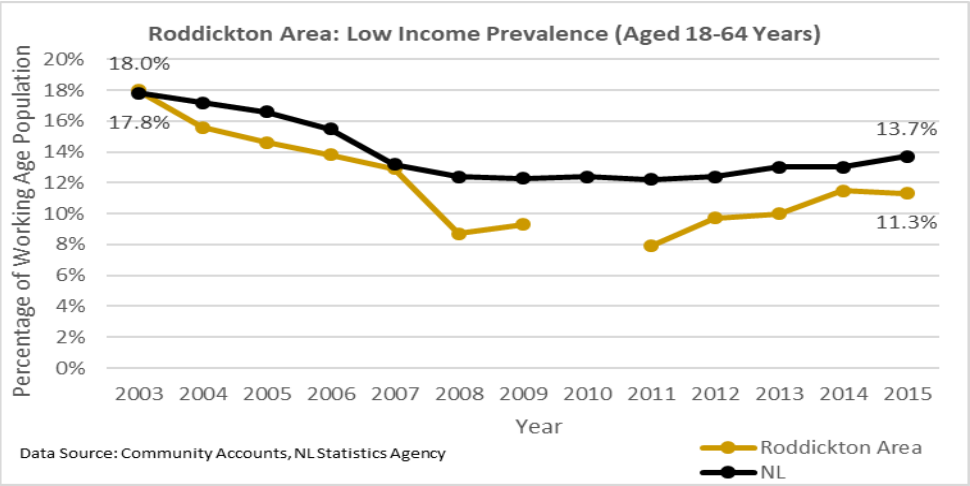
Figure 452: The Roddickton Area - Youth Low-income prevalence



In 2003, as indicated in Figure 453, 18% of the population of individuals aged 18 to 64 years in the Roddickton Area were classified as living in low income, which was 0.2 percentage points

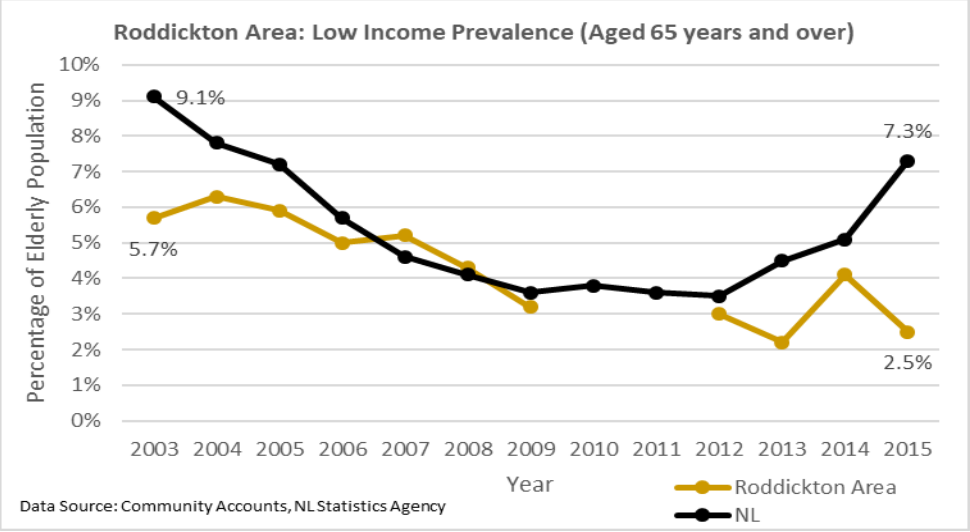
above the working age prevalence of low income of Newfoundland and Labrador. In 2015, 11.3% of the working age population in the Roddickton Area resided in low income, which was 2.4 percentage points below the provincial average.

Figure 453: The Roddickton Area - Working Age Low-income prevalence



From Figure 454, in 2003, 5.7% of the elderly population of the Roddickton Area resided in low income, which was 3.4 percentage points below the elderly prevalence of low income in Newfoundland and Labrador. In 2015, the Roddickton Area's elderly prevalence of low income equaled 2.5% of its elderly population and was 4.8 percentage points lower than that of the province.

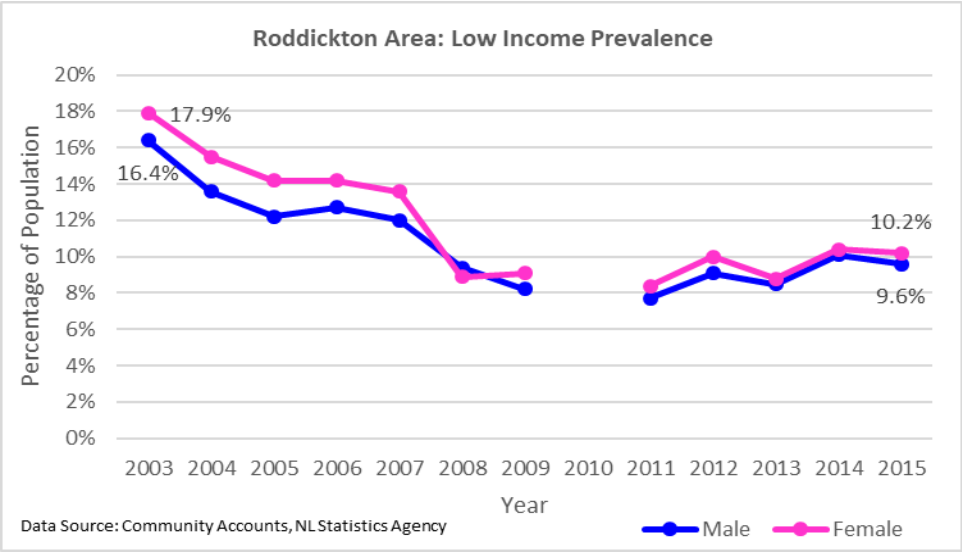
Figure 454: The Roddickton Area - Elderly Low-income prevalence



In 2003, as illustrated in Figure 455, the prevalence of low income in the Roddickton Area equaled 17.9% for females and 16.4% for males as the prevalence of low income of females was 1.5 percentage points higher than that of males. In 2015, the prevalence of low income in Local

Area 73 fell to 10.2% for females and 9.6% for males, as the prevalence of low income of females was 0.6 percentage points higher than the prevalence of low income of their male counterparts.

Figure 455: The Roddickton Area - Low-income prevalence by Gender



In the Roddickton Area, 1.9% of the population of the Roddickton Area resided in extreme low income in 2003, which was 1.8 percentage points lower than the provincial average (see Figure 456). In 2015, the Roddickton Area's prevalence of extreme low income equaled 1.8% of its population and was 1.7 percentage points lower than that of Newfoundland and Labrador. Between 2003 and 2015, the Roddickton Area's prevalence of extreme low income decreased by only 0.1 percentage points, but it was below the provincial average throughout that period.

Figure 456: The Roddickton Area - Extreme Low-income prevalence

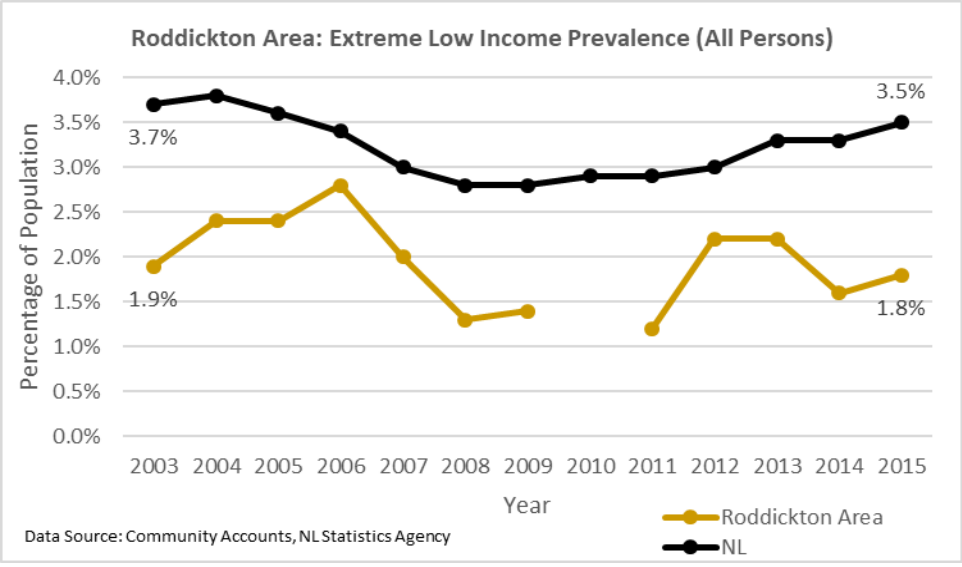
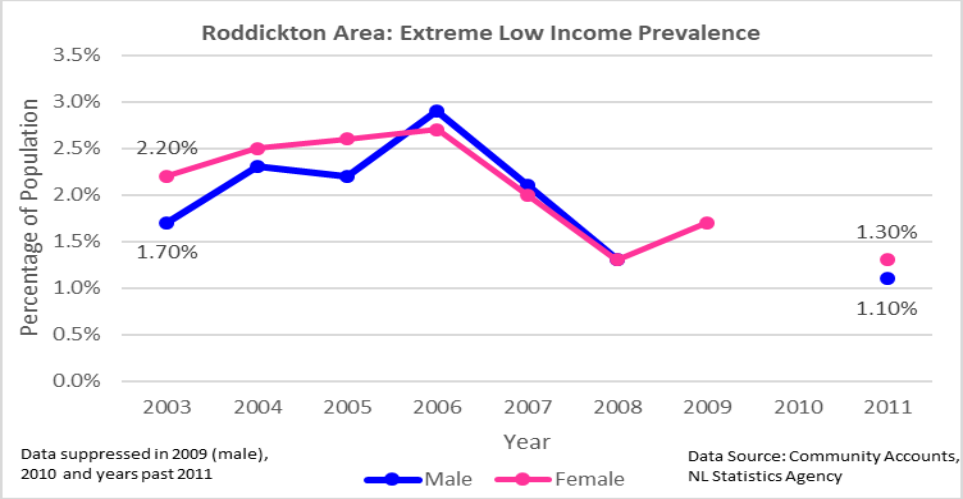


Figure 457: The Roddickton Area - Extreme Low-income prevalence

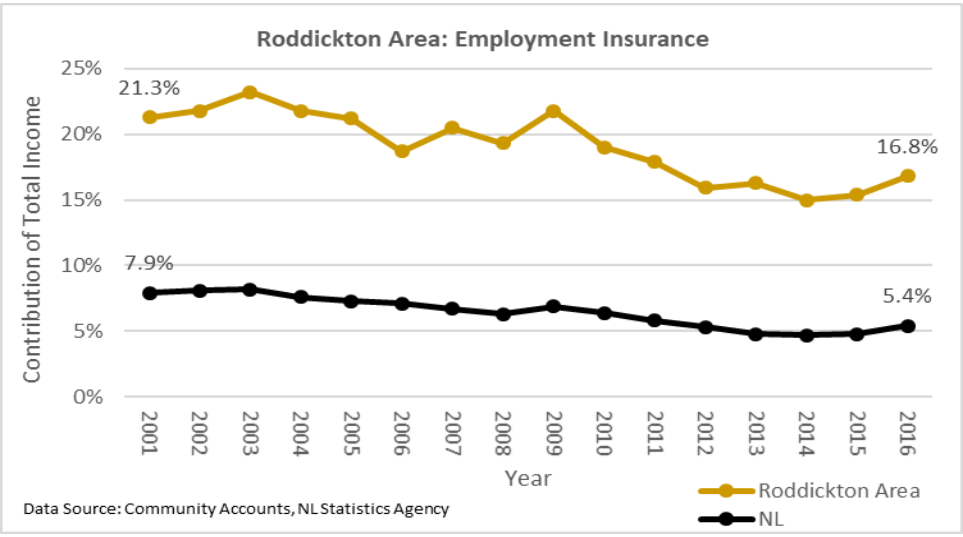


The prevalence of extreme low income in the Roddickton Area, as shown in Figure 457, equaled 2.2% for females and 1.7% for males in 2003, as the prevalence of extreme low income of females was 0.5 percentage points higher than that of males. In 2011, the prevalence of extreme low income in the region equaled 1.3% for females and 1.1% for males as females held a slightly higher prevalence of extreme low income than their male counterparts.

3.7.9 Transfer Payments

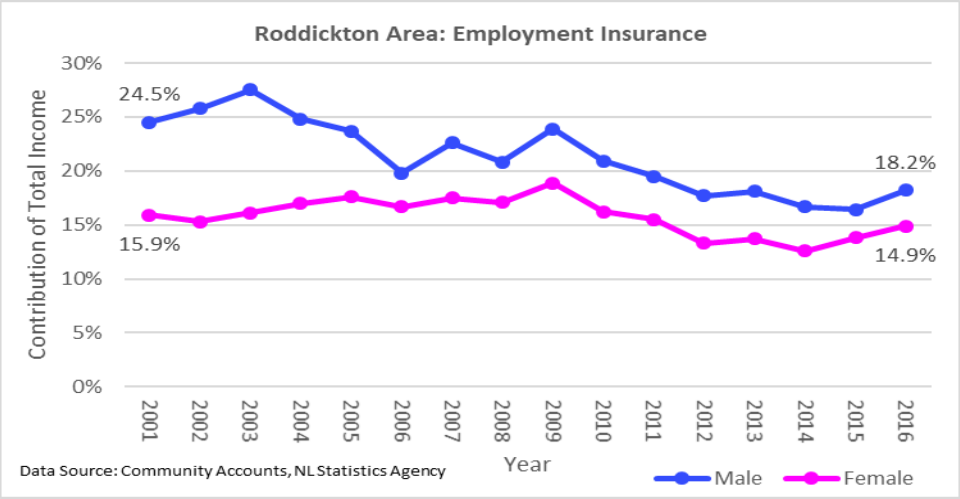
In 2001, employment insurance, as reflected in Figure 458, accounted for 21.3% of total income in the Roddickton Area, which was 13.4 percentage points above the provincial average. In 2016, employment insurance's share of total income fell to 16.8% in the Roddickton Area, which was 11.4 percentage points higher than that of Newfoundland and Labrador.

Figure 458: The Roddickton Area - Employment Insurance's Contribution of Total Income



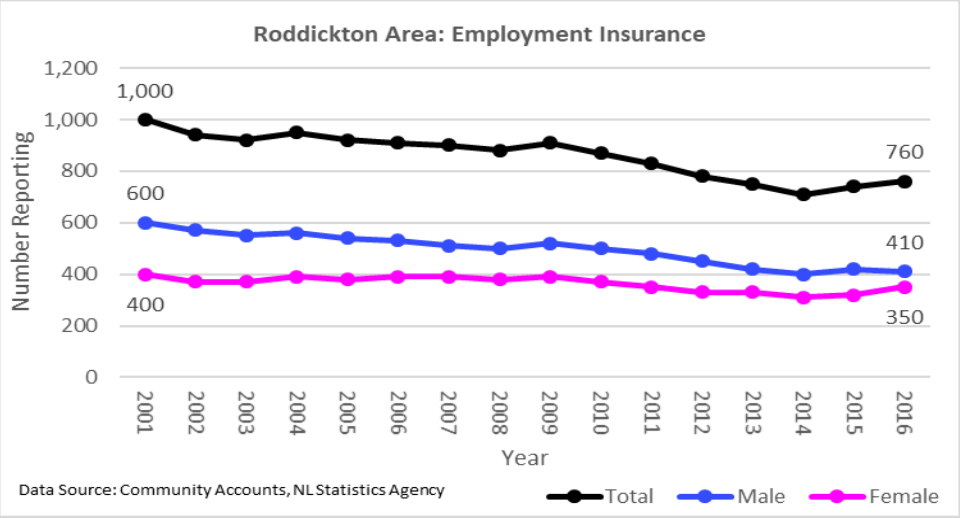
From Figure 459, in 2001, employment insurance accounted for 24.5% of total income of males and 15.9% of total income of females in the Roddickton. In 2016, employment insurance accounted for 18.2% of total income of males and 14.9% of total income of females in the Roddickton Area as employment insurance's share of total income of males in the Roddickton Area was 3.3 percentage points higher than that of females.

Figure 459: The Roddickton Area - Employment Insurance's Contribution of Total Income by Gender



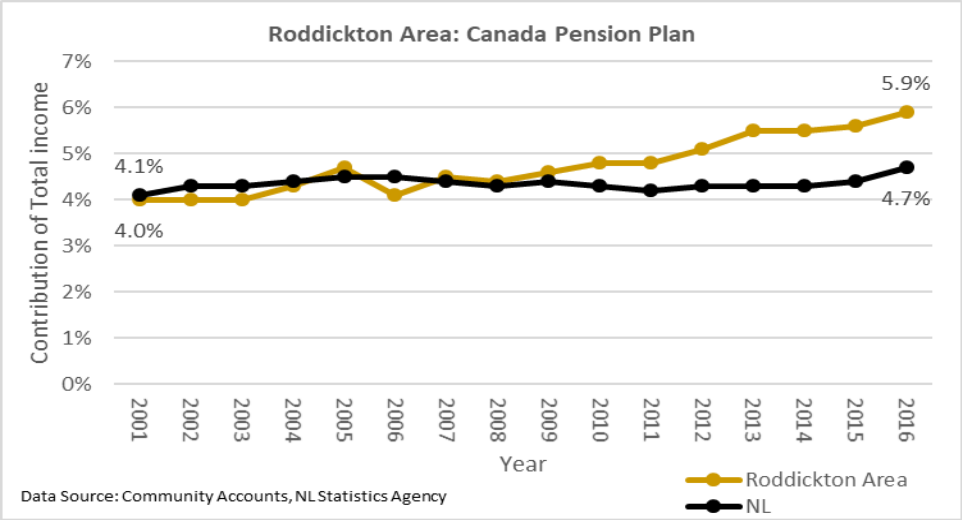
As shown in Figure 460, there were 600 males and 400 females receiving employment insurance in the Roddickton Area in 2001 with 200 more males in the region receiving employment insurance than females. In 2016, there were 410 males and 350 females reporting for employment insurance in the Roddickton Area as there were 60 more males receiving employment insurance than females.

Figure 460: The Roddickton Area - Number Reporting for Employment Insurance



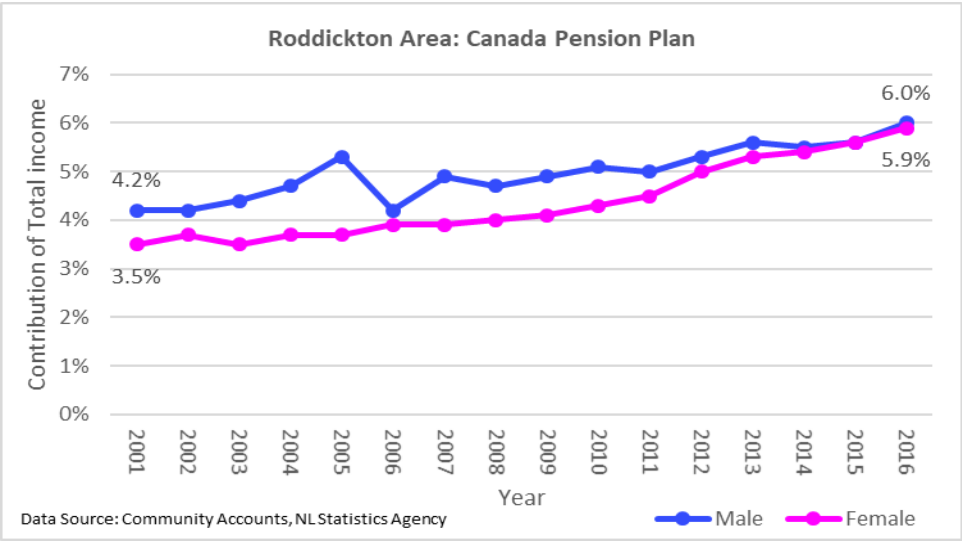
The Canada Pension Plan, as illustrated 461, accounted for 4% of total income in the Roddickton Area in 2001, which was 0.1 percentage points less than the Canada Pension Plan's share of total income in Newfoundland and Labrador. In 2016, the Canada Pension Plan accounted for 5.9% of total income in the Roddickton Area, which was 1.2 percentage points larger than that of the province.

Figure 461: The Roddickton Area - Canada Pension Plan's Contribution of Total Income



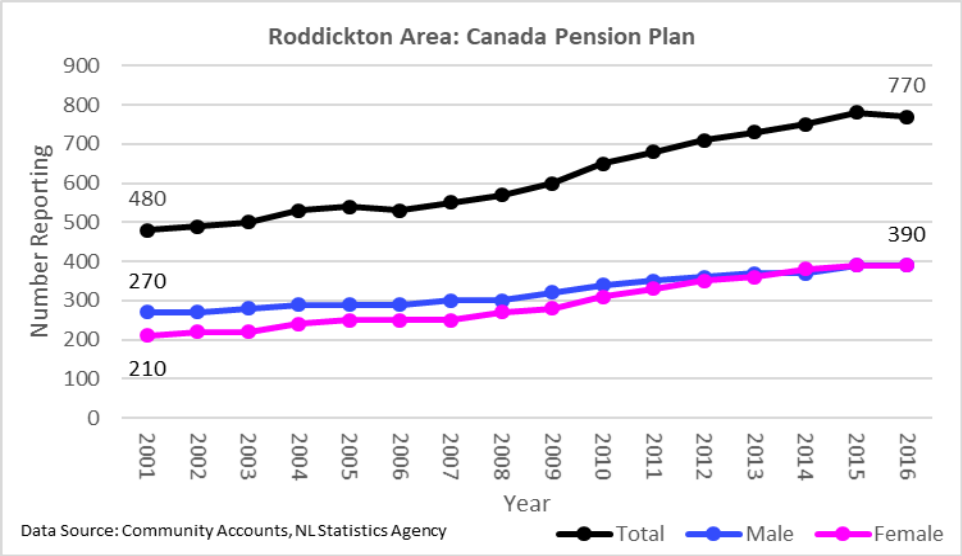
In 2001, the Canada Pension Plan accounted for 4.2% of total income of males and 3.5% of total income of females in the Roddickton Area (see Figure 462). In 2016, the Canada Pension Plan was responsible for 6% of total income of males and 5.9% of total income of females in the Roddickton Area as the Canada Pension Plan's share of total income of males was 0.1 percentage points larger than that of females.

Figure 462: The Roddickton Area - Canada Pension Plan's Contribution of Total Income by Gender



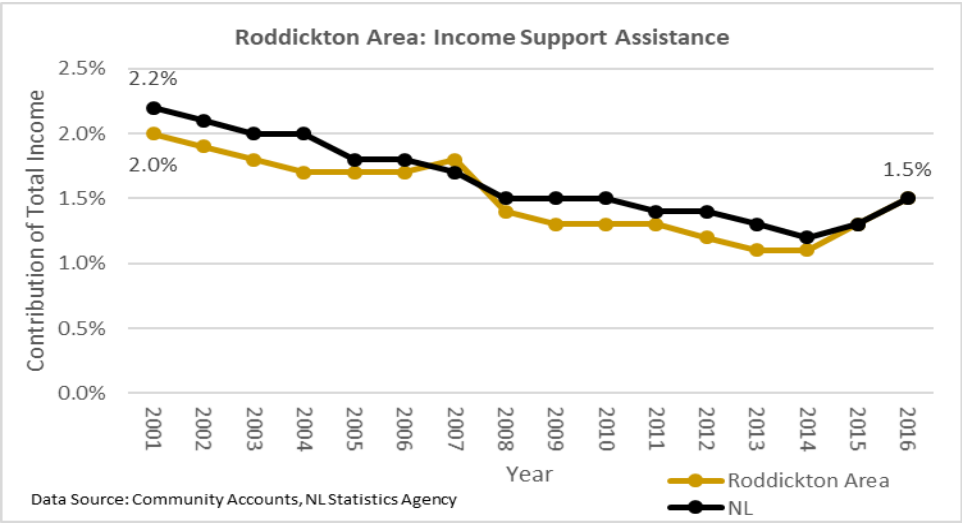
According to Figure 463, there were 270 males and 210 females reporting for the Canada Pension Plan in the Roddickton Area in 2001. By 2016, the number of males and the number of females reporting for the Canada Pension Plan in the Roddickton Area were equivalent at 390 individuals for each gender. Between 2001 and 2016, there number of people reporting for the Canada Pension Plan in the Roddickton Area increased by 120 males and 180 females.

Figure 463: The Roddickton Area - Number Reporting for the Canada Pension Plan



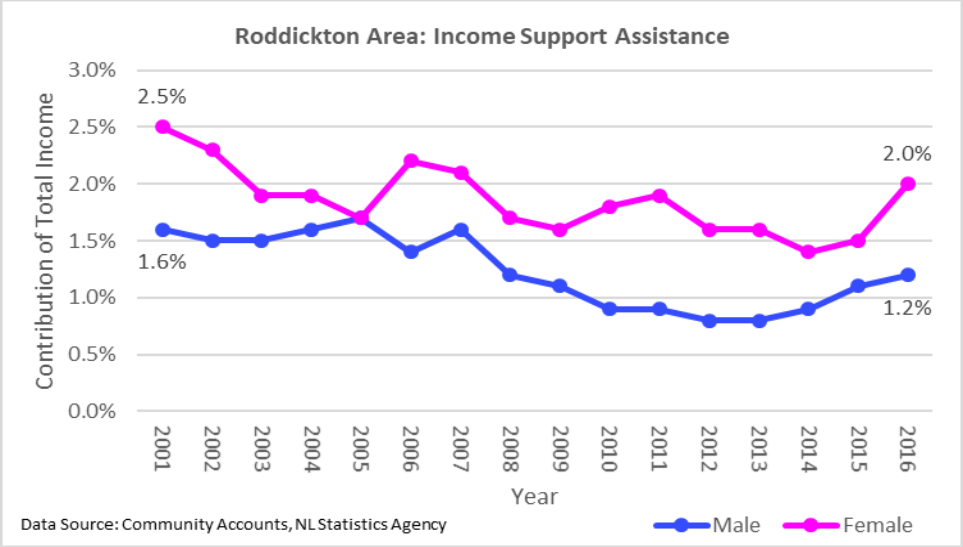
In 2001, income support assistance, as indicated in Figure 464, accounted for 2% of total income in the Roddickton Area, which was 0.2 percentage points below income support assistance's share of total income for the province. In 2016, the share of total income accounted for by income support assistance was the same for both the Roddickton Area and Newfoundland and Labrador at 1.5% of total income.

Figure 464: The Roddickton Area - Income Support Assistance's Contribution of Total Income



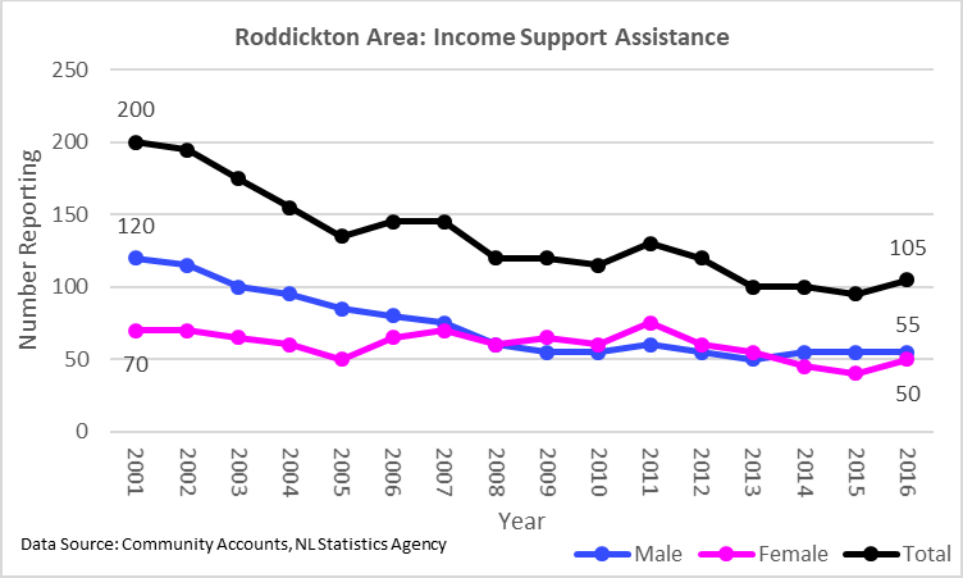
In 2001, income support assistance's contribution of total income, as illustrated in Figure 465, equaled 2.5% for females and 1.6% for males in the Roddickton Area. In 2016, income support assistance accounted for 2% of total income of males and 1.2% of total income of females in the region.

Figure 465: The Roddickton Area - Income Support Assistance's Contribution of Total Income



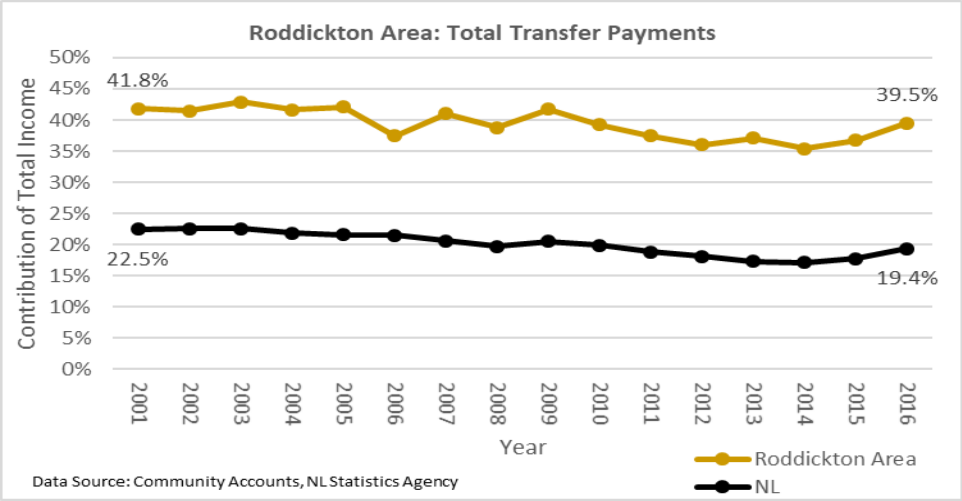
In the Roddickton Area, as shown in Figure 466, there were 120 males and 70 females reporting for income support assistance in 2001. In 2016, there were 55 males and 50 females reporting for income support assistance in the Roddickton Area.

Figure 466: The Roddickton Area - Number Reporting for Income Support Assistance



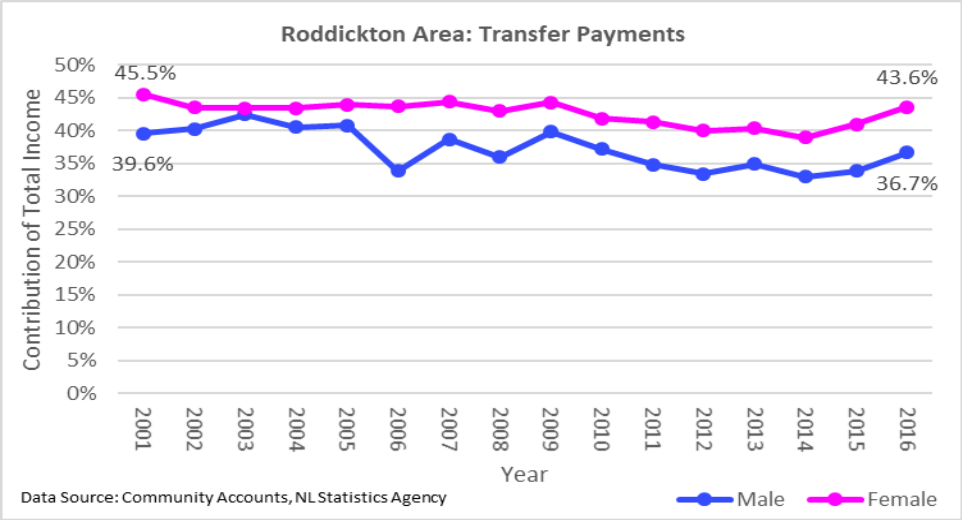
From Figure 467, transfer payments accounted for 41.8% of total income in the Roddickton Area in 2001, which was 19.3 percentage points higher than the provincial average. In 2016, transfer payments were responsible for 39.5% of total income in the Roddickton Area, which was 20.1 percentage points higher than transfer payments' share of total income in Newfoundland and Labrador.

Figure 467: The Roddickton Area - Transfer Payments' Contribution of Total Income



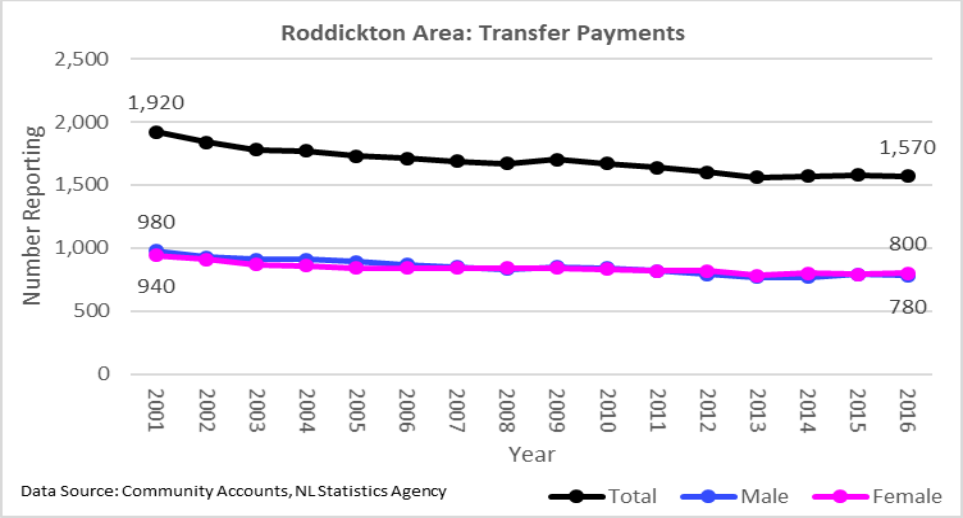
In 2001, transfer payments, indicated in Figure 468, accounted for 45.5% of total income of females and 39.6% of total income of males in the Roddickton Area. In 2016, transfer payments were responsible for 43.6% of total income of females and 36.7% of total income of males.

Figure 468: The Roddickton Area - Transfer Payments' Contribution of Total Income by Gender



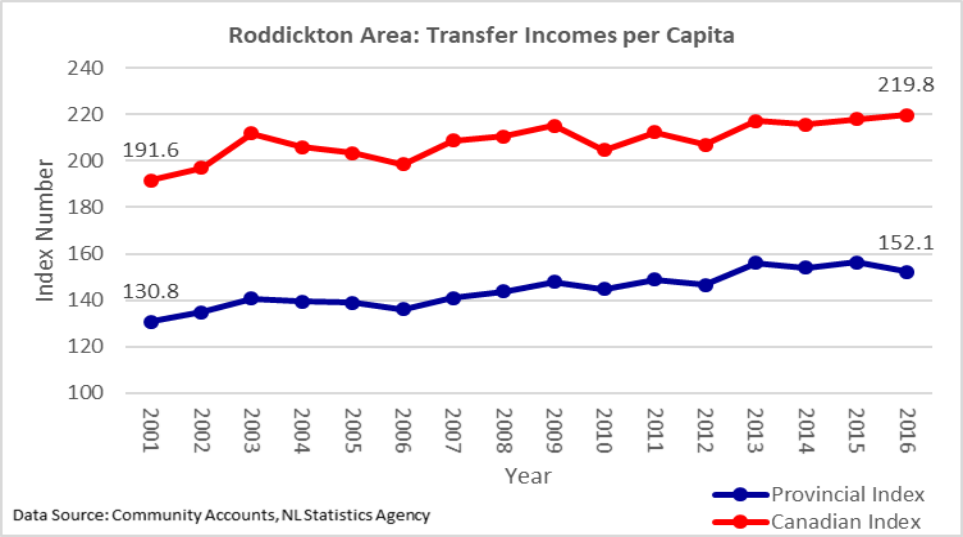
In 2001, there were 980 males and 940 females receiving transfer payments in the Roddickton Area (see Figure 469). In 2016, there were 800 females and 780 males receiving transfer payments in the Roddickton Area.

Figure 469: The Roddickton Area - Number Reporting for Transfer Payments



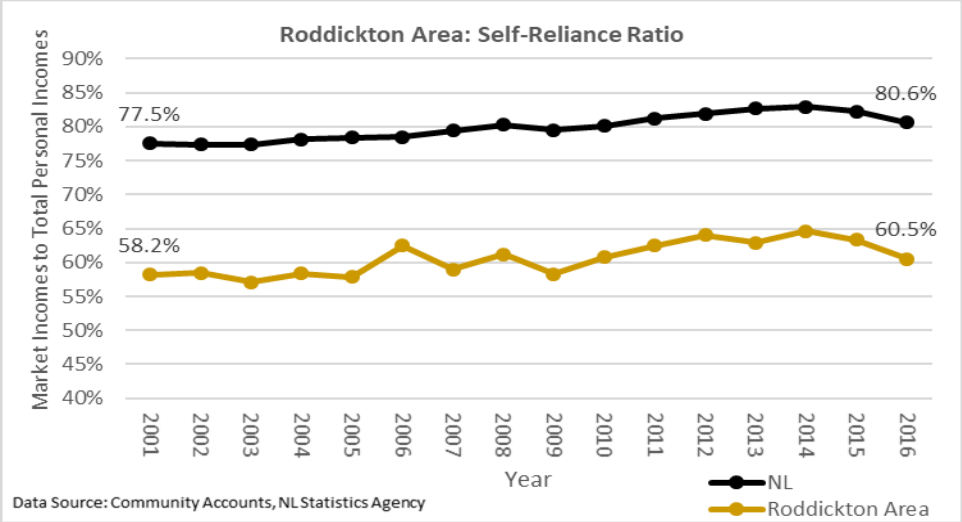
As shown in Figure 470, in 2001, transfer incomes per capita in the Roddickton Area equaled 130.8% of transfer incomes per capita in Newfoundland and Labrador or 191.6% of transfer incomes per capita in Canada. In 2016, transfer incomes per capita in the Roddickton Area equaled 152.1% of the provincial average and 219.8% of the Canadian average.

Figure 470: The Roddickton Area - Transfer Incomes per Capita



In 2001, 58.2 cents out of every dollar flowing into the Roddickton Area originated from market sources, which, as reflected in Figure 471, was 19.3 percentage points lower than that of Newfoundland and Labrador. In 2016, 60.5% of all income flowing into the Roddickton Area originated from market sources, which was 20.1 percentage points lower than the province.

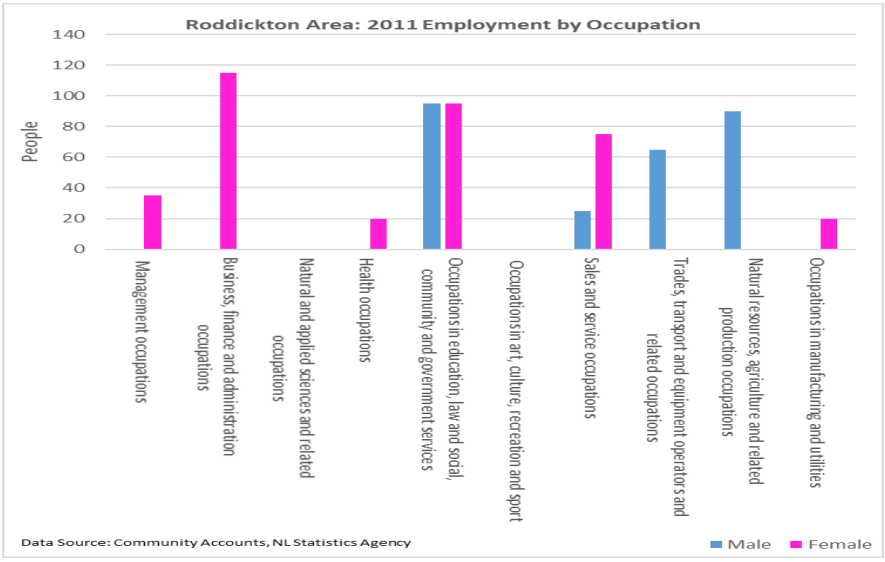
Figure 471: The Roddickton Area - Self-Reliance Ratio



3.7.10 Employment Classification

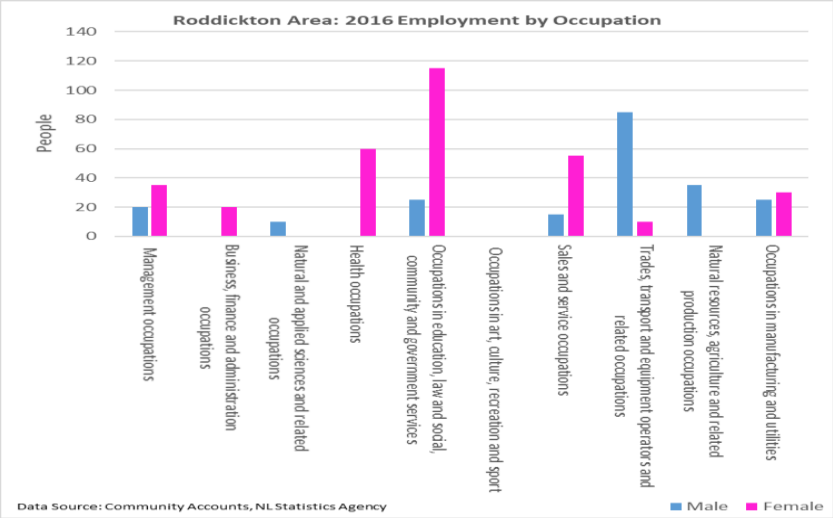
In 2011, most male employment (95) in the Roddickton Area, as illustrated in Figure 472, was occupations in education, law and social, community and government services. Natural resources, agriculture, and related production occupations (90) was a close second in the Roddickton Area. The occupation category with the highest level of female employment (115) in the Roddickton Area in 2011 was business, finance and administration occupations and occupations in education, law and social, community and government services finished second with 95 female workers in the region.

Figure 472: The Roddickton Area - Employment by Occupation 2011



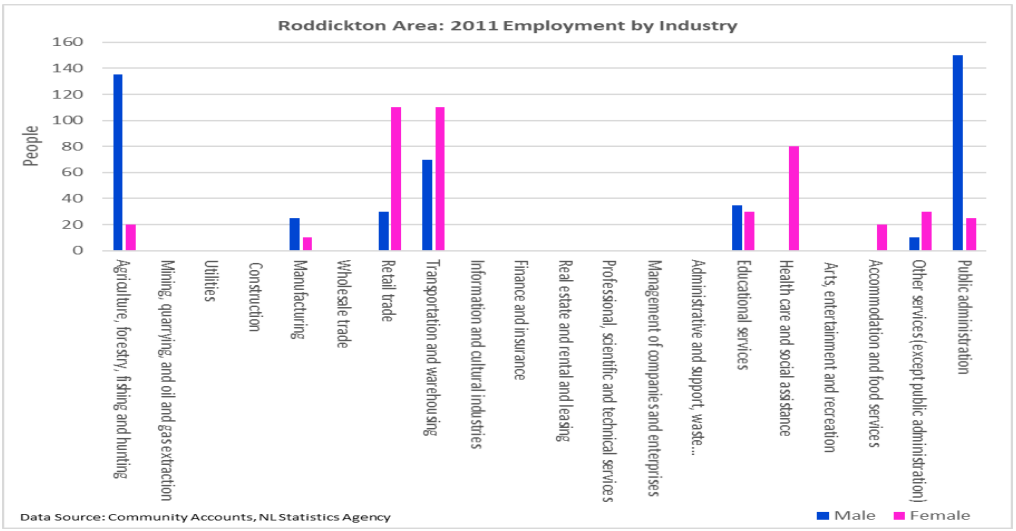
From Figure 473, in the Roddickton Area, in 2016, most male employment (85) was trades, transport and equipment operators and related occupations and natural resources, agriculture and related production occupations (35) came in second place. Most female employment (115) in the Roddickton Area was in education, law and social, community and government services and health occupations (60) finished as a distant second in the Roddickton Area.

Figure 473: The Roddickton Area - Employment by Occupation 2016



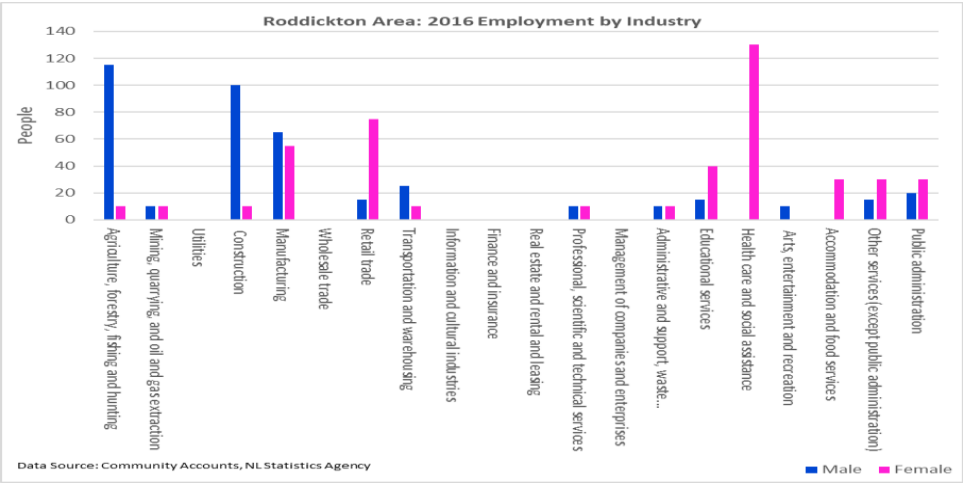
In 2011, the most male employment (150) was in public administration, as indicated in Figure 474 and agriculture, forestry, fishing, and hunting (135) was the next closest. In terms of female employment, transportation and warehousing and retail trade were both tied for first place in the Roddickton Area in 2011 with 110 female workers each.

Figure 474: The Roddickton Area - Employment by Industry 2011



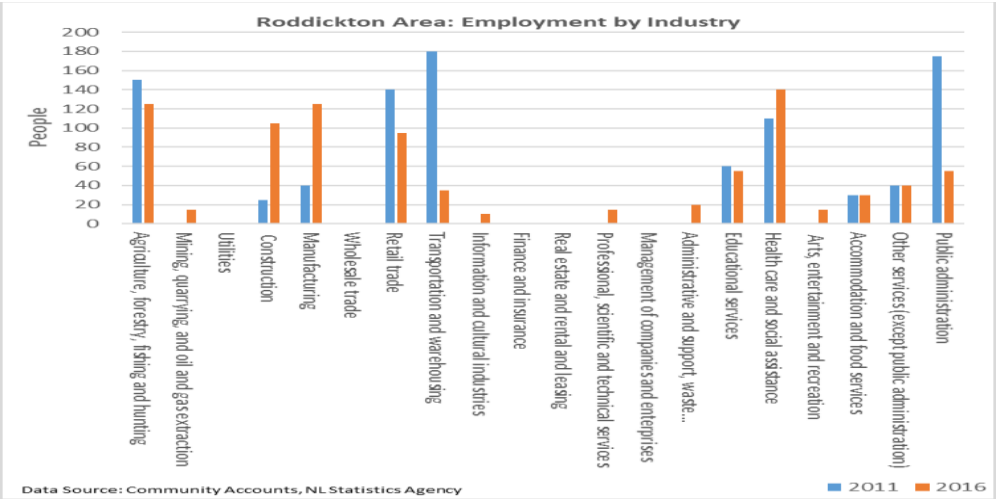
In 2016, most male employment (115) in the Roddickton Area was in agriculture, forestry, fishing and hunting and the next closest industry was construction (see Figure 475). Most female employment (130) was in health care and social assistance and 55 retail trade was the next closest industry in the region with 75 female workers.

Figure 475: The Roddickton Area - Employment by Industry 2016



As shown in Figure 476, in the Roddickton Area, transportation and warehousing (180) held the highest level of employment in 2011, while health care and social assistance (140) was the leader in 2016. Between 2011 and 2016, manufacturing experienced the largest increase in employment with 85 more workers in 2016 than it had in 2011.

Figure 476: The Roddickton Area - Employment by Industry

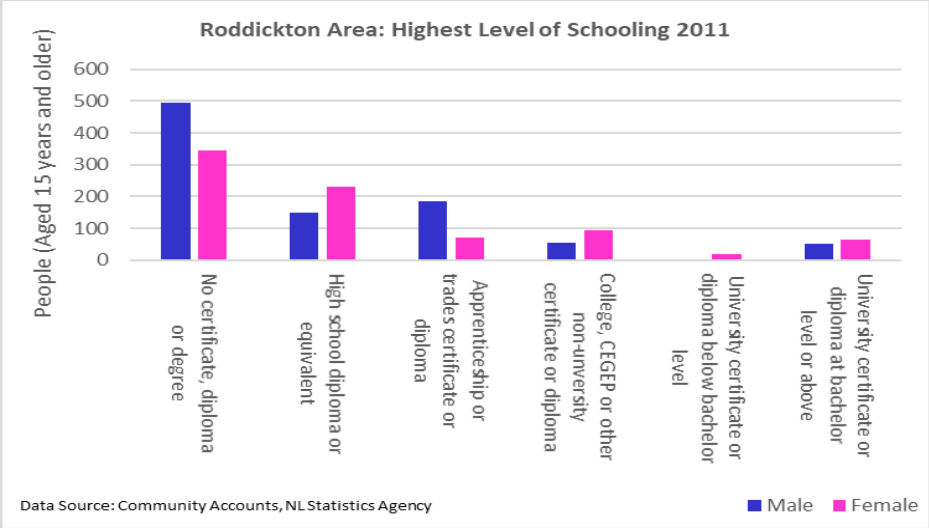


3.7.11 Education

In 2011, as illustrated in Figure 477, in the Roddickton Area, 150 more males had no certificate, degree, or diploma than females and 80 more females had a high school diploma as their

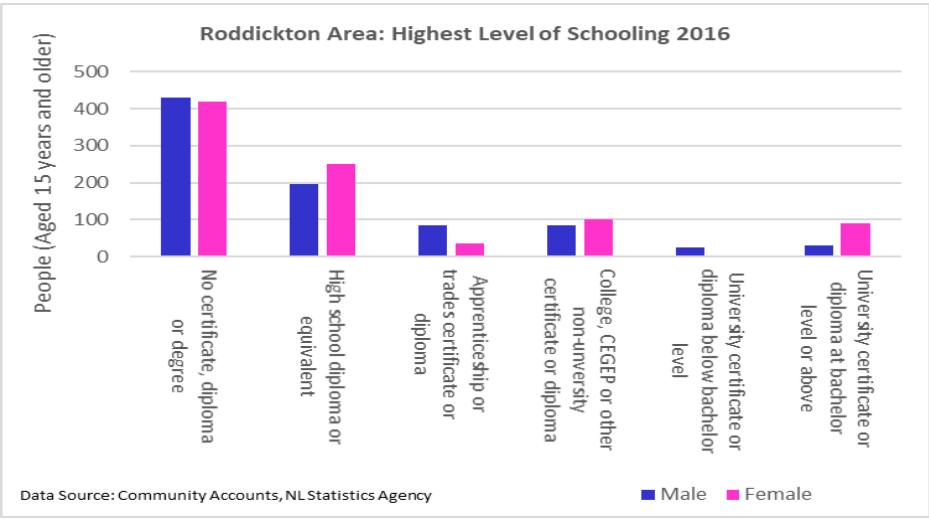
highest level of education than males. In 2011, there were 115 more males, than females, with an apprenticeship or trades certificate or diploma and 50 more females, than males, with a college or non-university certificate or diploma in the Roddickton Area. Lastly, 15 more females, than males, held a university certificate at the bachelor level or above in the region in 2011.

Figure 477: The Roddickton Area - Highest Level of Schooling by Gender 2011



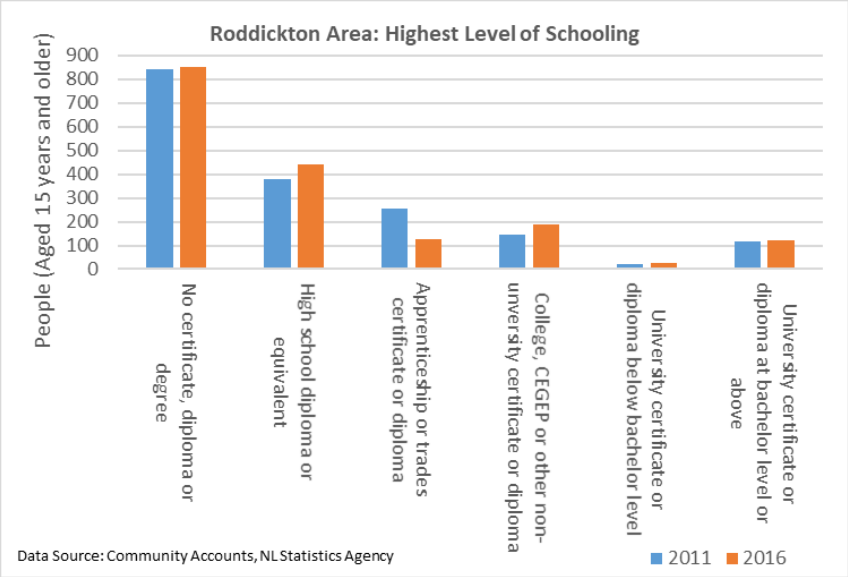
In 2016, according to Figure 478, 10 more males were without a certificate, diploma, or degree than females and 55 more females, than males, had a high school diploma as their highest level of schooling. To add, 50 more males had an apprenticeship or trades certificate or diploma than females and 15 more females, than males, had a college or other non-university certificate or diploma in 2016 in the Roddickton Area. Likewise, 60 more females held a university certificate or diploma at the bachelor level or above than males in the region in 2016.

Figure 478: The Roddickton Area - Highest Level of Schooling by Gender 2016



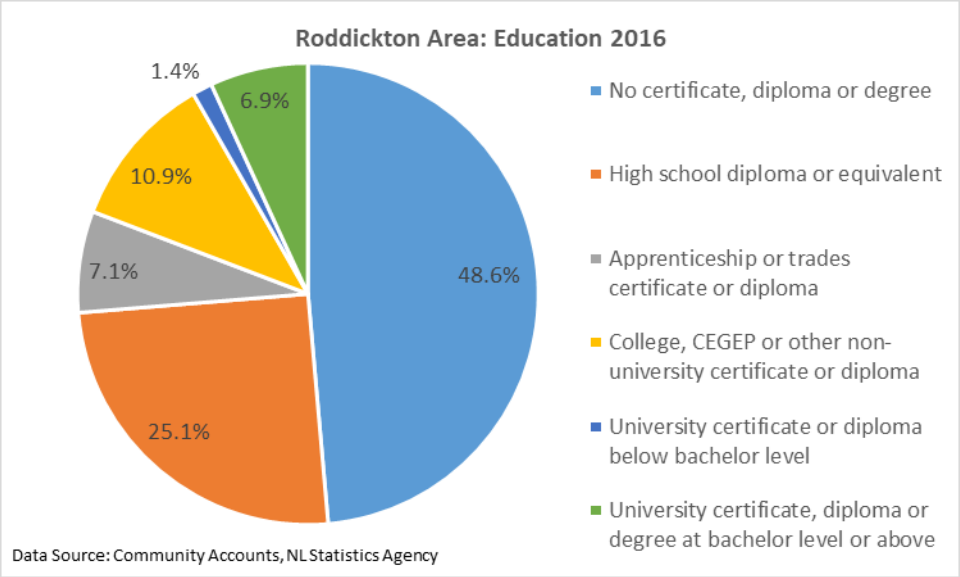
From Figure 479, in the Roddickton Area in 2016, there were 10 more people that did not have a certificate, diploma or degree and 60 more people that had a high school diploma as their highest level of education than there were in 2011. Likewise, there were 130 fewer people had an apprenticeship or trades certificate or diploma and 45 more people had a college or other non-university certificate or diploma in 2016 in the Roddickton Area than there were in 2011. Furthermore, there were 5 more people with a university certificate or diploma at the bachelor level or above in the Roddickton Area in 2016 than there were in 2011.

Figure 479: The Roddickton Area - Highest Level of Schooling



In 2016, 48.6% of the population of the Roddickton Area aged 15 years and older held no certificate, diploma, or degree (which was a whopping 25.2 percentage points higher than the provincial average) (see Figure 480). Likewise, only 10.9% of the population of the Roddickton Area aged 15 years and older held a college or non-university certificate or diploma (which was 12.2 percentage points less than the provincial average) and 6.9% of the population of the Roddickton Area aged 15 years and older held a university certificate, diploma or degree at the bachelor level or above (which was 7.9 percentage points less than the provincial average). The data shows that the Roddickton Area's population is unquestionably less educated than the population of Newfoundland and Labrador. In fact, nearly half of the population of the Roddickton Area aged 15 years and older do not even have a high school diploma.

Figure 480: The Roddickton Area - Population Shares by Employment



3.7.12 Summary

The Roddickton Area lost 40.4% of its population between 1996 and 2016, which was the second largest amount of population loss in the Northern Peninsula region over that period. In fact, there was population loss in the Roddickton Area in 14 of the 15 years from 2001 to 2015. Moreover, the Roddickton Area features poor demographics, even for the standards of the Northern Peninsula region: it has the lowest working age population share, the third highest elderly population share, the third highest age dependency ratio, the third lowest total birth rate, and the fourth highest median age of all Local Areas in the Northern Peninsula region.

Indeed, while its demographics paint a grim picture, the Roddickton Area's income and labour force statistics make the scene look even worse. In fact, of all eight Local Areas in the Northern Peninsula region in 2016, the Roddickton Area had the second highest unemployment rate, the fifth highest employment rate, the third lowest participation rate, the second lowest median income, and the lowest levels of real disposable income per capita. However, there is some solace to take in the fact that the Roddickton Area has the second lowest gender pay gap of all the Local Areas in the Northern Peninsula region. Nonetheless, to continue with the bad news, the Roddickton Area had the second highest share of total income coming from employment insurance; the second highest share of total income coming from income support assistance; the highest share of total income coming from total transfer payments; and the lowest self-reliance ratio of all Local Areas in the Northern Peninsula region in 2016. A factor that may exacerbate the Roddickton Area's poor income and labour force statistics are its poor education levels: of the eight Local Areas in the Northern Peninsula region, the Roddickton Area has the second highest population share of individuals with no certificate, diploma or degree; the

second lowest population share of individuals with postsecondary schooling in general; the lowest population share of individuals with a college or other non-university certificate or diploma; and the lowest population share of individuals with an apprenticeship or trades certificate or diploma.

Some highlights to take from above are that the Roddickton Area has a continually shrinking population; the second lowest median income and the lowest standard of living of all Local Areas in the Northern Peninsula region; and has the lowest percentage of its population that are of the working age of all Local Areas in the Northern Peninsula region. Additionally, the Roddickton Area has poor labour force statistics, low levels of education, and the lowest share of its total income coming from market sources and the highest share of its total income coming from government transfer payments of all the Local Areas in the Northern Peninsula region.

To exacerbate matters, the Roddickton Area's predicament looks even grimmer when compared with the province as a whole: its demographics perform poorly across the board relative to the province: its unemployment rate is 2.6 times larger than the provincial unemployment rate; its employment rate is nearly twenty percentage points below the provincial employment rate; its median income is $7,800 less than the provincial median income; it is three times as reliant on employment insurance than Newfoundland and Labrador; and is nearly twice as reliant on transfer payments than the province. While the Roddickton Area performs poorly relative to other Local Areas in the Northern Peninsula region, its situation is even worse relative to Newfoundland and Labrador as a whole.

3.8 The Jackson's Arm Area (Local Area 41)

Geographical Boundaries: Includes Jackson's Arm, Pollards Point and Sop's Arm.

Largest Communities (2016 Population): Pollard's Point (305), Jackson's Arm (285), Sop's Arm (155).

3.8.1 Population

In 1996, as shown in Figure 481, the population of the Jackson's Arm Area equaled 1,270 people. However, the Jackson's Arm Area's population dropped by 40.9% between 1996 and 2016 to leave only 750 individuals remaining in the region in 2016. From Figure 482, in 1996, there were 650 males and 620 females in the Jackson's Arm Area. In 2016, the numbers fell to 380 males and 375 females remaining in the Jackson's Arm Area. Over that twenty-year period, the population of females fell by 245 individuals while, the male population fell by 270 individuals in the Jackson's Arm Area.

Figure 481: The Jackson's Arm Area - Population

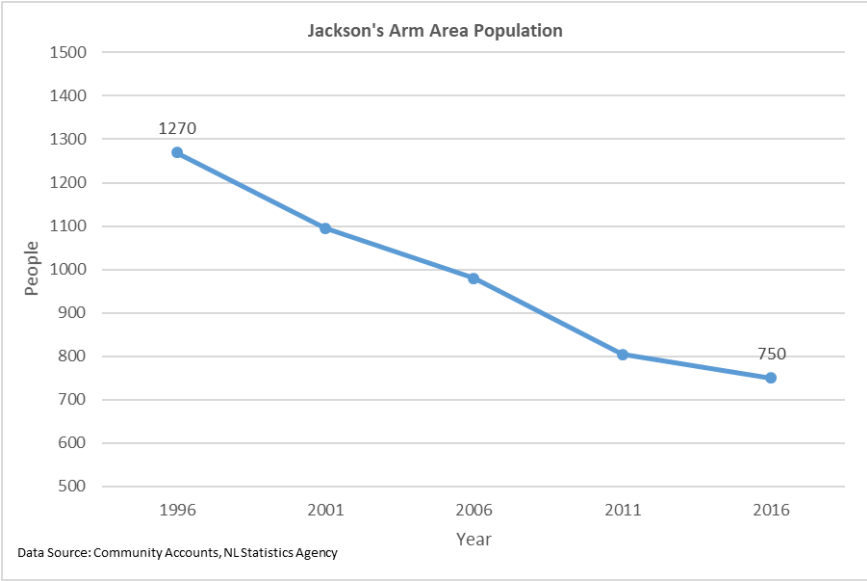
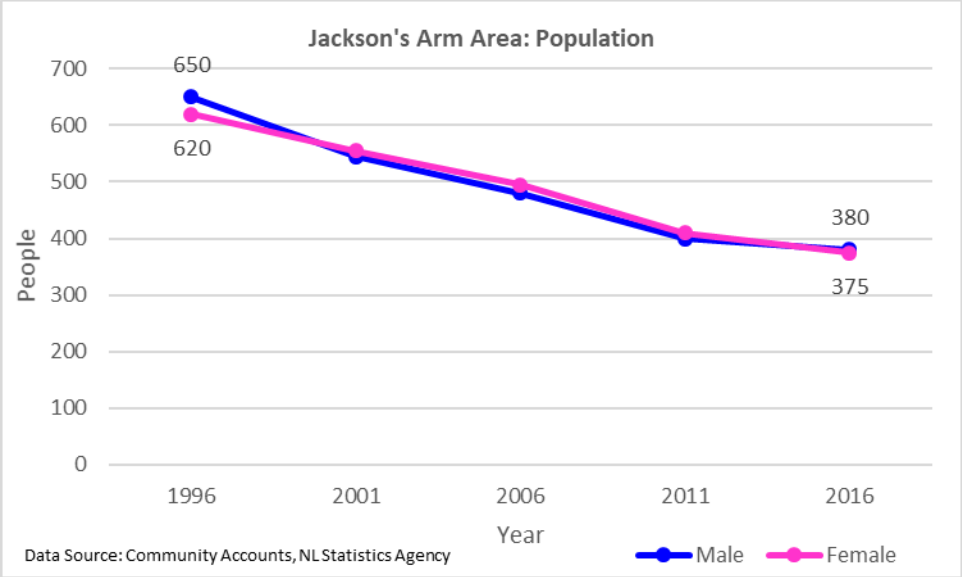


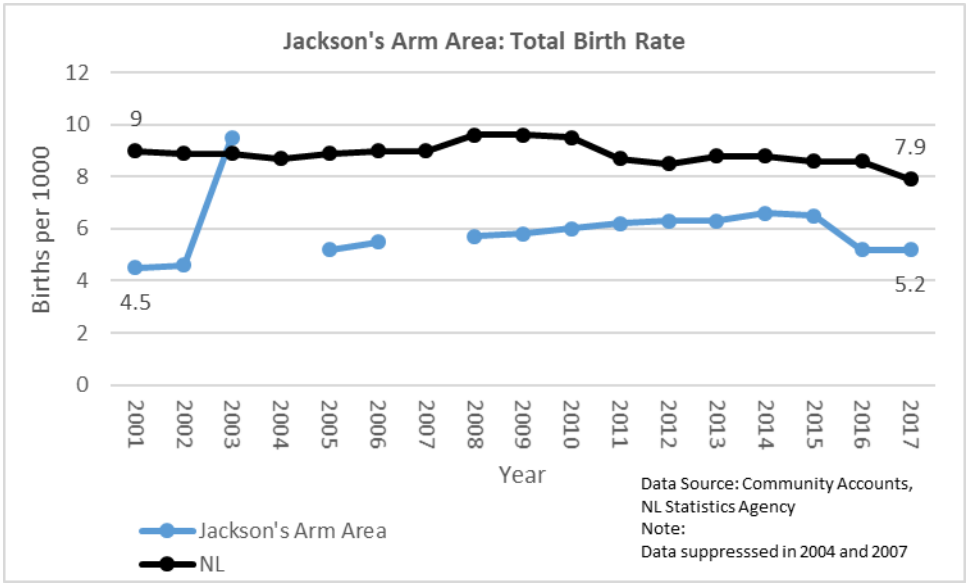
Figure 482: The Jackson's Arm Area - Population by Age Group



3.8.2 Births

Figure 483 indicates that in 2001, the total birth rate in the Jackson's Arm Area equaled 4.5 births per 1,000 and was 4.5 births per 1,000 below the provincial total birth rate. From 2005 to 2017, the total birth rate of the Jackson's Arm Area was below the total birth rate of Newfoundland and Labrador. Similarly, the Jackson's Arm Area's total birth rate in 2017 equaled 5.2 births per 1,000 and was 2.7 births per 1,000 below the provincial average. In total, the Jackson's Arm Area's total birth rate experienced a net increase between 2001 and 2017 by 0.7 births per 1,000, but it declined by 1.4 births per 1,000 between 2014 and 2017.

Figure 483: The Jackson's Arm Area - Total Birth Rate



3.8.3 Population by Age Group

According to Figures 484 to 486, in 1996, the most populated age cohorts in the Jackson's Arm Area were the 10-to-14-year old, 15-to-19-year old and 30-to-34-year-old age cohorts, which had 105 individuals each. In 2006, the 55-to-59-year-old cohort constituted the most populated age cohort, with 100 individuals. In 2016, the Jackson's Arm Area's most populated age group was that of the 65-to-69-year-old cohort, which had 90 individuals. Like other places in the Northern Peninsula region, the Jackson's Arm Area's population changed from being young in 1996 to an elderly population where most of its people are in the older age cohorts.

Figure 484: The Jackson's Arm Area - Population by Age Group 1996

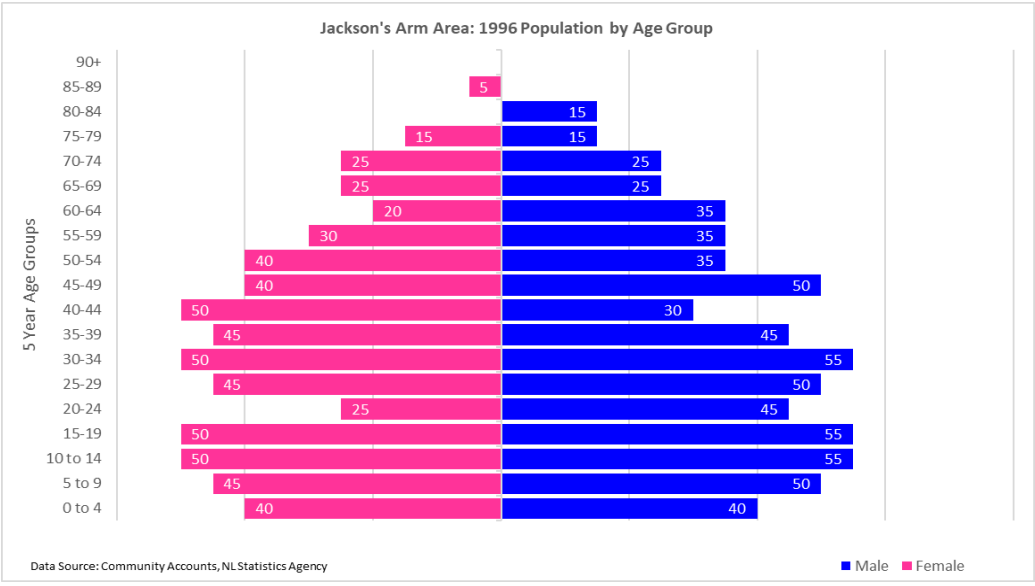


Figure 485: The Jackson's Arm Area - Population by Age Group 2006

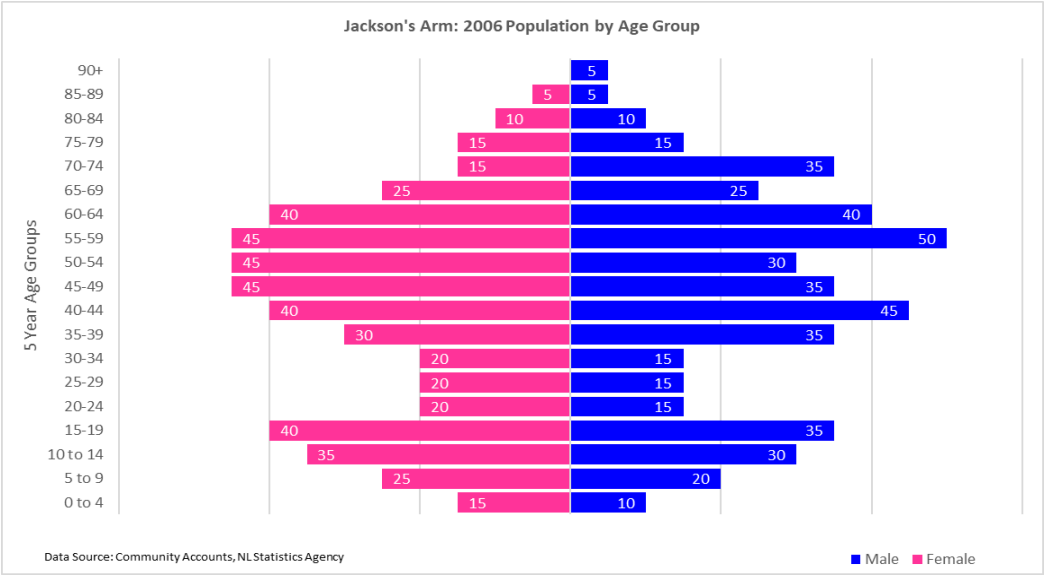
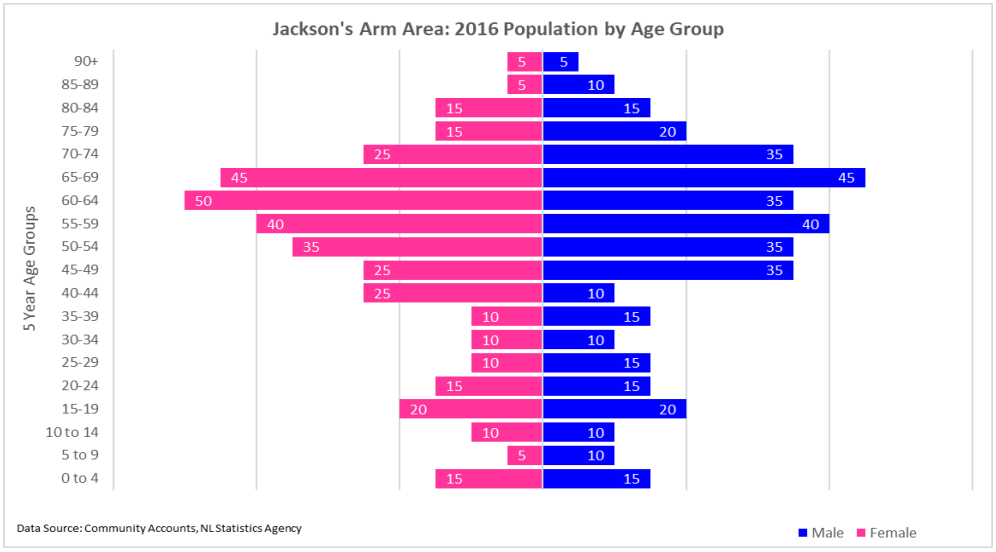


Figure 486: The Jackson's Arm Area - Population by Age Group 2016



3.8.4 Population Change

In the Jackson's Arm Area, according to Figures 487 and 488, there was no natural population in 2001 or 2015, but the residual net migration equaled -60 and -40, respectively. In the Jackson's Arm Area, there was population growth in only one of the fifteen years from 2001 to 2015 and there was population decline in twelve of those fifteen years. While the Jackson's Arm Area's residual net migration reached positive 10 in 2013, it fell by 50 between 2013 and 2015 and sat at -40 in 2015. Between 2001 and 2015, the Jackson's Arm Area's residual net migration remained negative.

Figure 487: The Jackson's Arm Area - Population Change

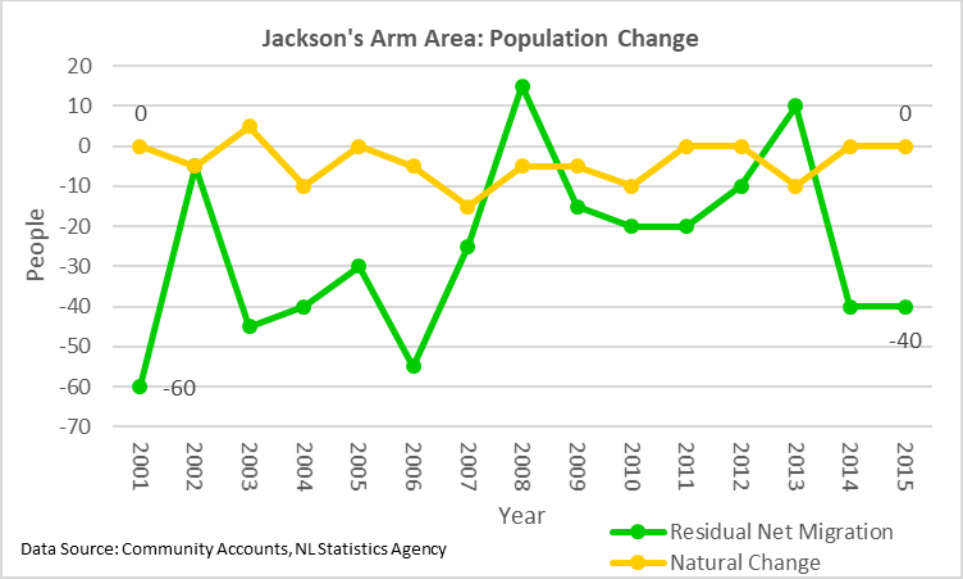
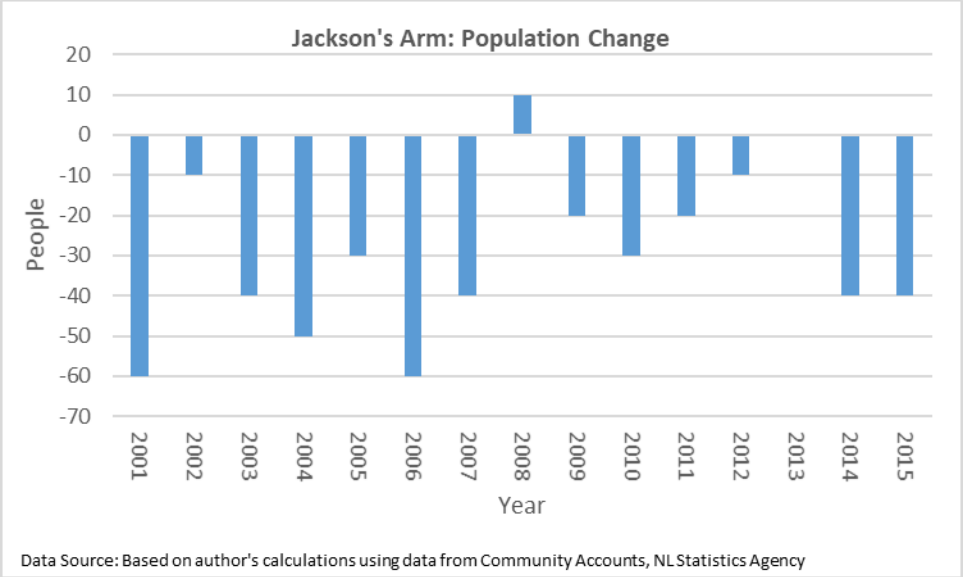
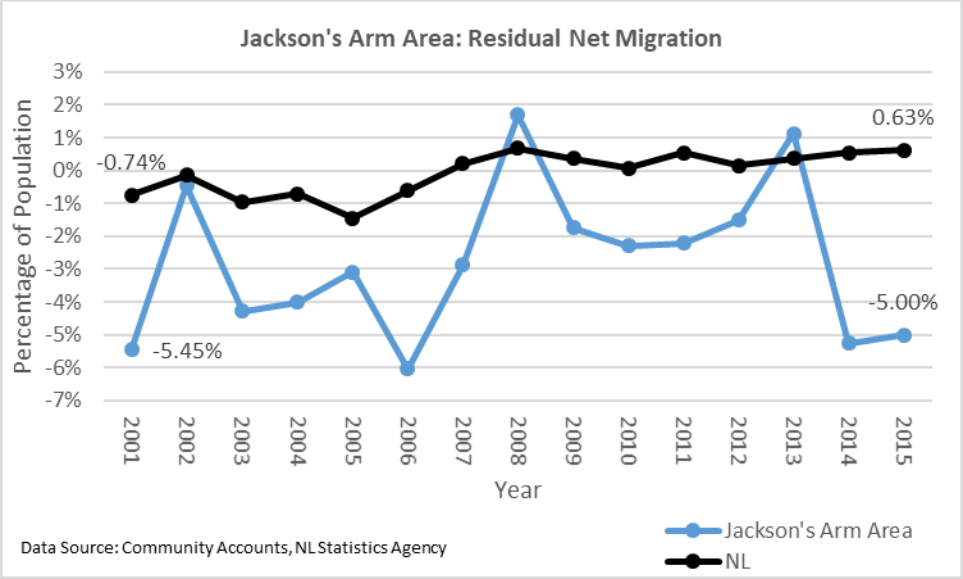


Figure 488: The Jackson's Arm Area - Population Change



The residual net migration of the Jackson's Arm Area, when expressed as a percentage of the population, was 6.19 percentage points below that of the province in 2001 and was 5.63 percentage points below the province's residual net migration in 2015 (see Figure 489). The Jackson's Arm Area's residual net migration was above that of the province in 2008 and 2013, it was lower than the provincial average in all other years between 2001 and 2015.

Figure 489: The Jackson's Arm Area - Residual Net Migration



3.8.5 Population Characteristics

As reflected in Figures 490 and 491, the working age population share in the Jackson's Arm Area fell from 60.1% of the population in 1996 to 58% in 2016. The elderly population share, as indicated in Figure 492, rose from 12.2% of the population in 1996 to 31.3% in 2016. The age dependency ratio in the Jackson's Arm Area, as indicated in Figure 493, increased from 18.7% in 1996 to 51.1% in 2016. In 1996, the working age population share of the Jackson's Arm Area was 4.3 percentage points below the provincial average and was 5.1 percentage points below the provincial average in 2016. In each census from 1996 to 2016, the working age population share in the Jackson's Arm Area was below that of Newfoundland and Labrador as a whole.

Figure 490: The Jackson's Arm Area - Population Characteristics

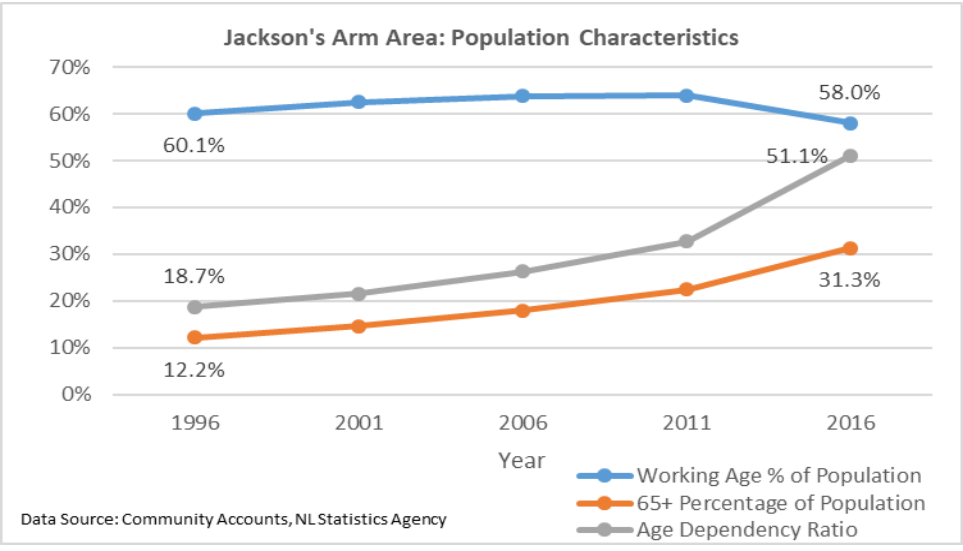
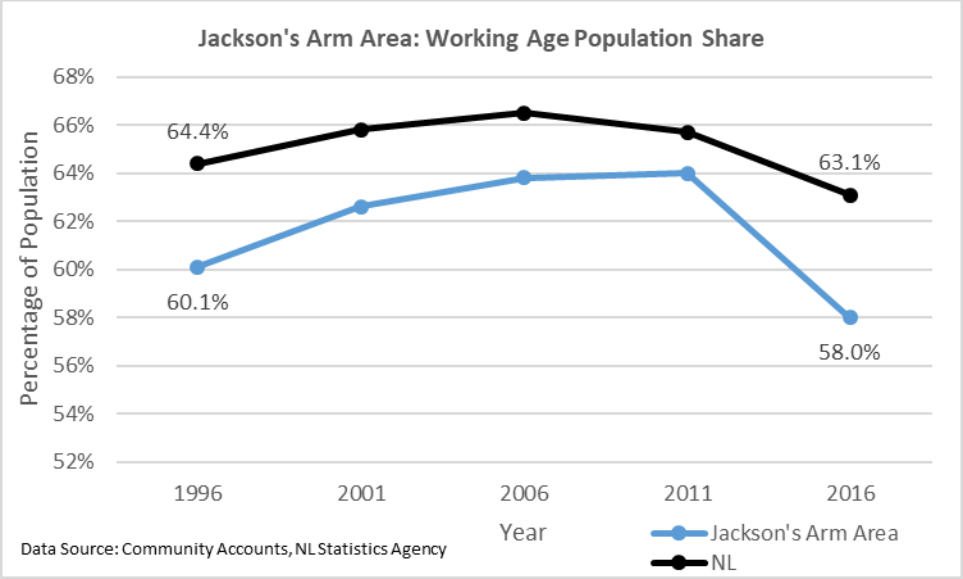
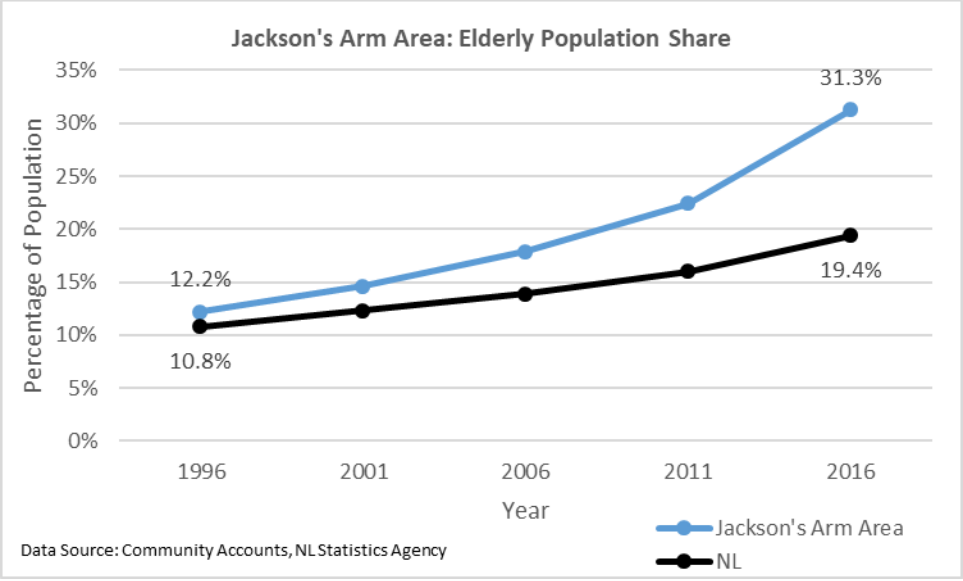


Figure 491: The Jackson's Arm Area - Working Age Population Share



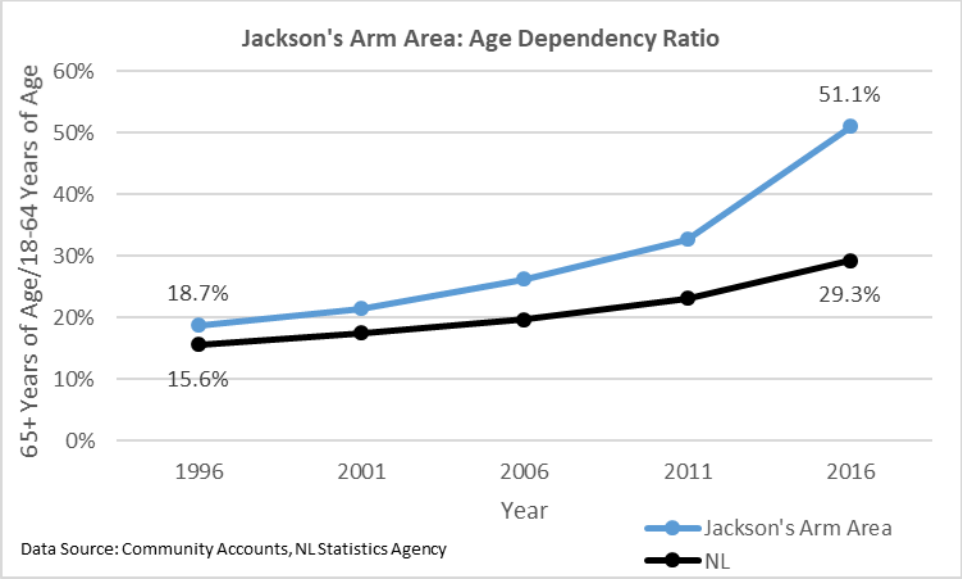
The elderly population share in the Jackson's Arm Area, as shown in Figure 492, was 1.4 percentage points higher that the provincial elderly population share in 1996; but by 2016, the Jackson's Arm Area's elderly population share was 11.9 percentage points larger than that of Newfoundland and Labrador.

Figure 492: The Jackson's Arm Area - Elderly Population Share



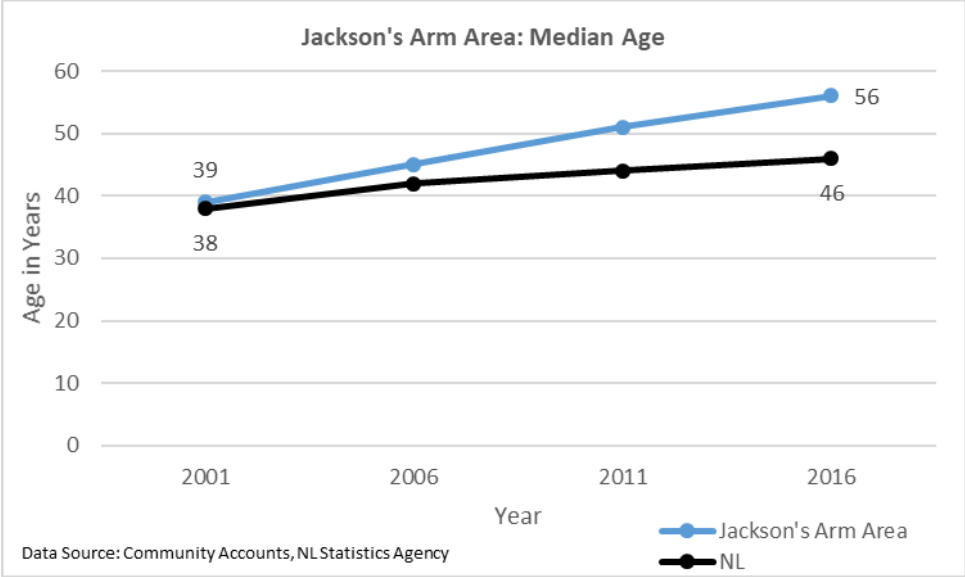
From Figure 493, in 1996, the age dependency ratio of the Jackson's Arm Area was 3.1 percentage points larger than the age dependency ratio of Newfoundland and Labrador. In 2016, the Jackson's Arm Area's age dependency ratio was 21.8 percentage points higher than the provincial average.

Figure 493: The Jackson's Arm Area - Age Dependency Ratio



From Figure 494, the median age in the Jackson's Arm Area equaled 39 years in 2001 and was only one year higher than the provincial median age. In 2016, the Jackson's Arm Area's median age equaled 56 years and was 10 years older than the median age of the province

Figure 494: The Jackson's Arm Area - Median Age

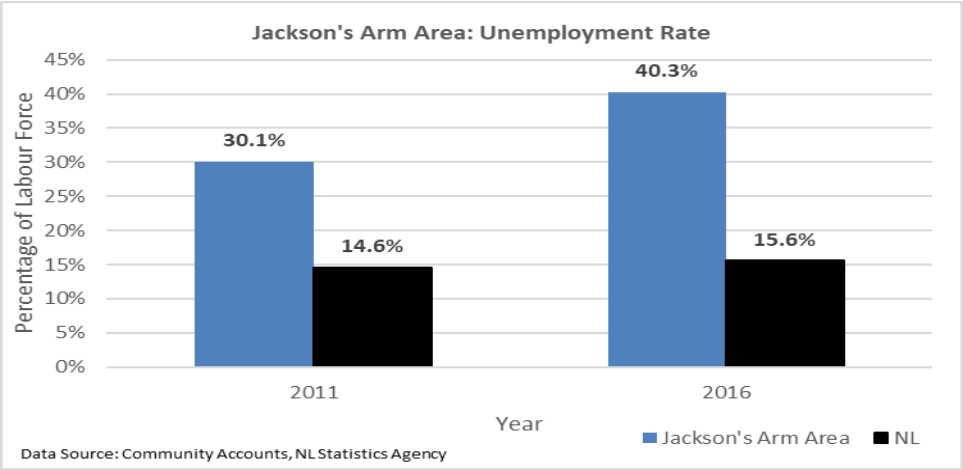


3.8.6 Labour Force

From Figure 485, in 2011, the Jackson's Arm Area's unemployment rate equaled 30.1% of its labour force and was 15.5 percentage points higher than the unemployment rate of Newfoundland and Labrador. In 2016, the unemployment rate of the Jackson's Arm Area, which

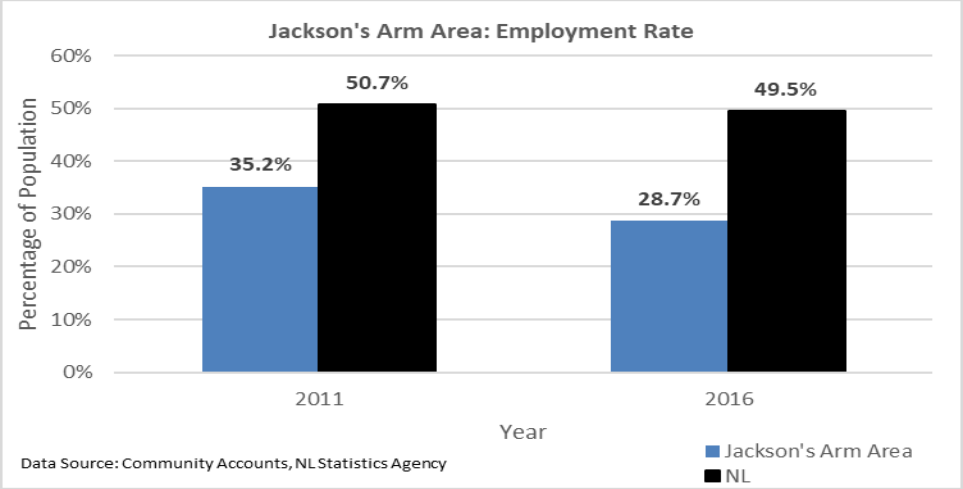
equaled 40.3% of its labour force, was 24.7 percentage points higher than the provincial unemployment rate.

Figure 495: The Jackson's Arm Area - Unemployment Rate



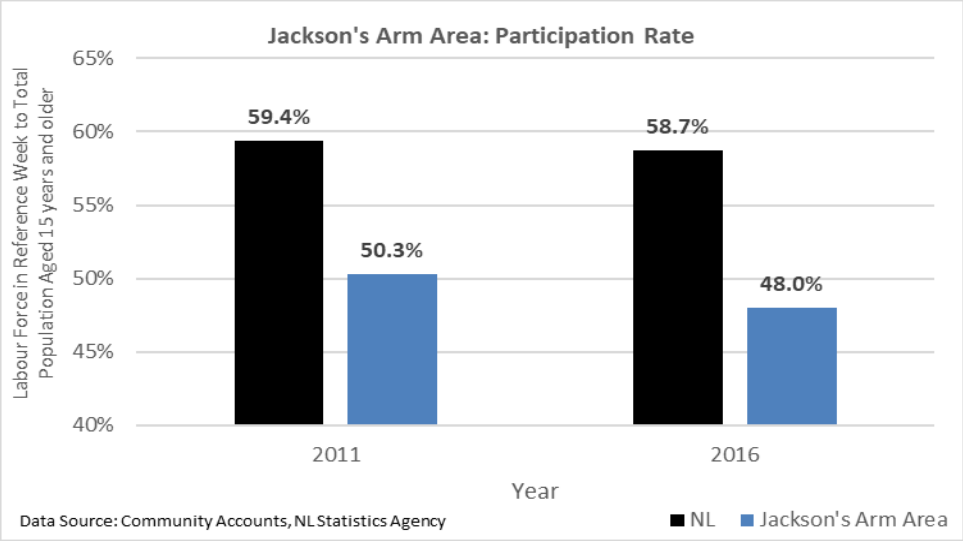
The employment rate of the Jackson's Arm Area equaled 35.2% in 2011 and was 15.5 percentage points less than the employment rate in Newfoundland and Labrador (see Figure 496). In 2016, the Jackson's Arm Area's employment rate equaled 28.7% of its population, which was 20.8 percentage points less than the provincial employment rate.

Figure 496: The Jackson's Arm Area - Employment Rate



In 2011, the participation rate in the Jackson's Arm Area, as indicated in Figure 497, equaled 50.3% of its population aged 15 years and older, which was 9.1 percentage points higher than the participation rate of Newfoundland and Labrador. In 2016, the participation rate in the Jackson's Arm Area amounted to 48% of its population aged 15 years and older, which was 10.7 percentage points lower than the participation rate of Newfoundland and Labrador.

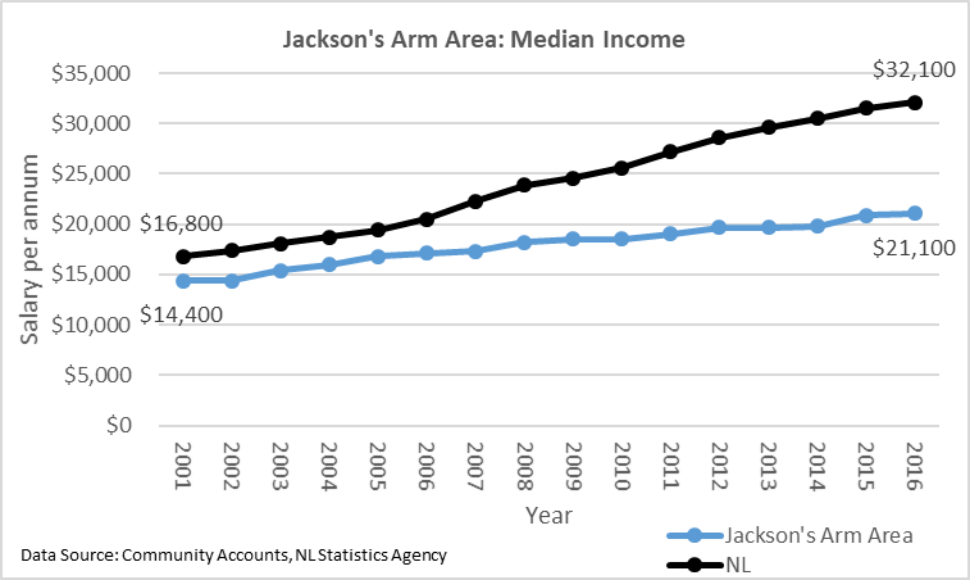
Figure 497: The Jackson's Arm Area - Participation Rate



3.8.7 Income

From Figure 498, the median income of the Jackson's Arm Area equaled $14,400 in 2001 and was $2,400 less than the median income of Newfoundland and Labrador. In 2016, the median income of the Jackson's Arm Area equaled $21,100 and was $11,000 less than the provincial median income.

Figure 498: The Jackson's Arm Area - Median Income



As shown in Figures 499 and 500, the median income in the Jackson's Arm Area equaled $19,600 for males and $11,700 for females in 2001. In 2016, the Jackson's Arm Area's median income amounted to $32,600 for males and $15,500 for. Between 2001 and 2016, the median income of the Jackson's Arm Area increased by $13,000 for males and $3,800 for females.

Figure 499: The Jackson's Arm Area - Median Income by Gender

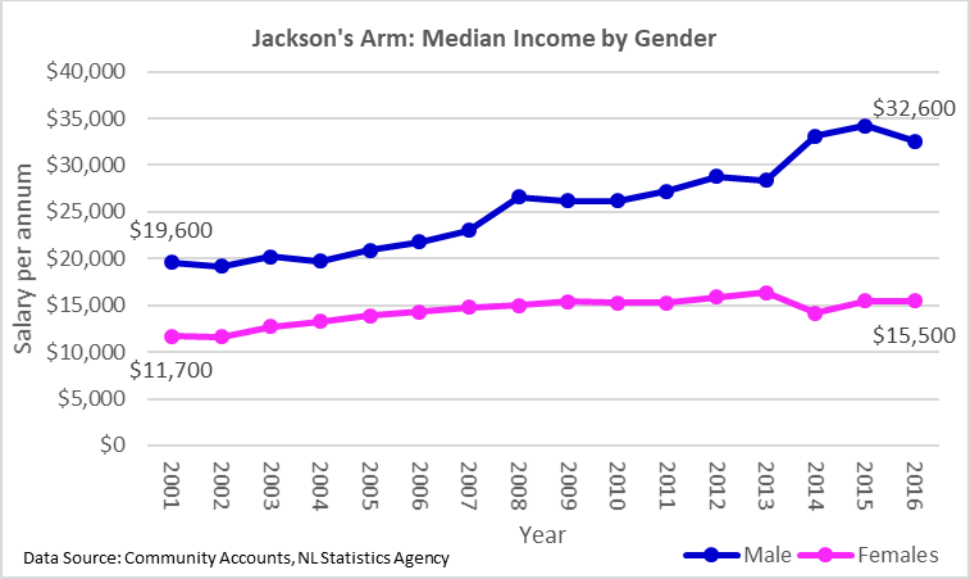
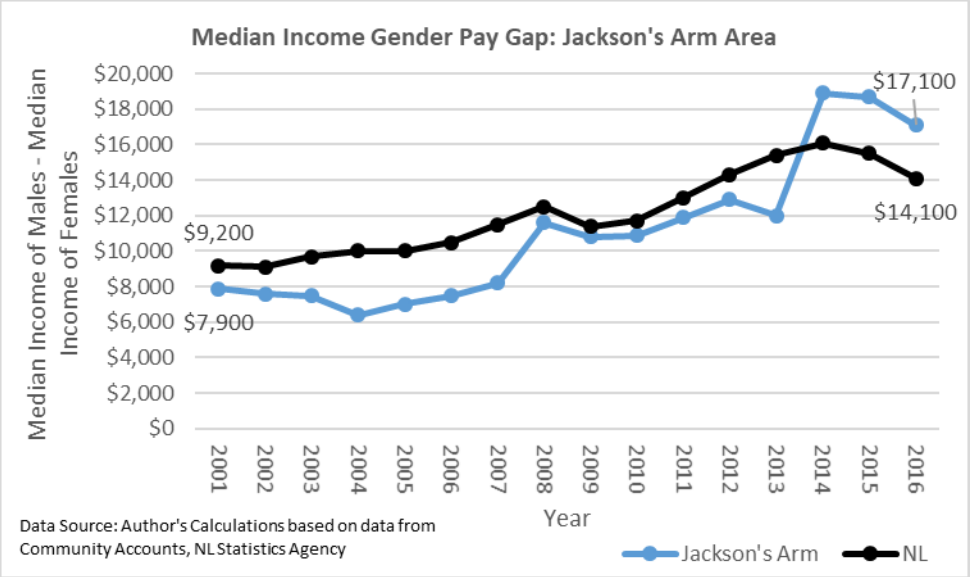
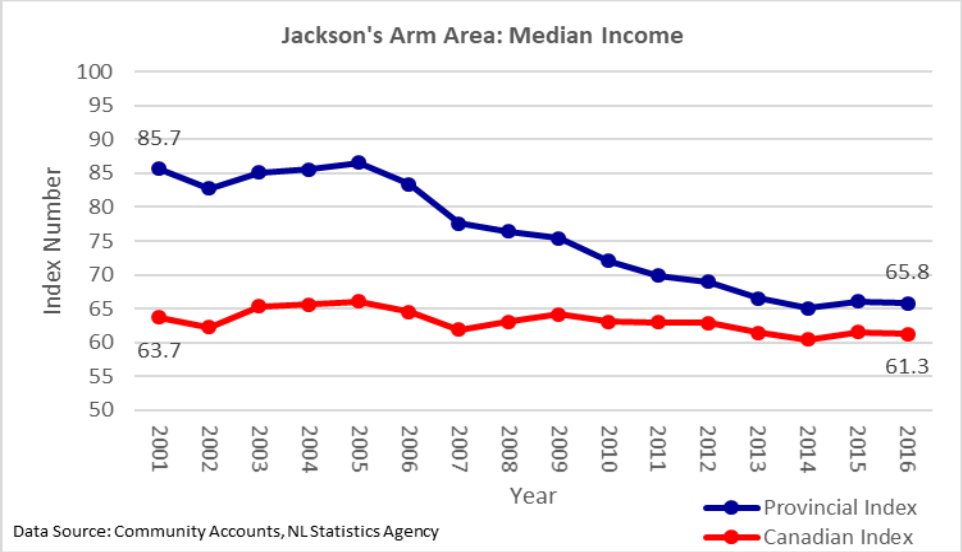


Figure 500: The Jackson's Arm Area - Median Income Gender Pay Gap



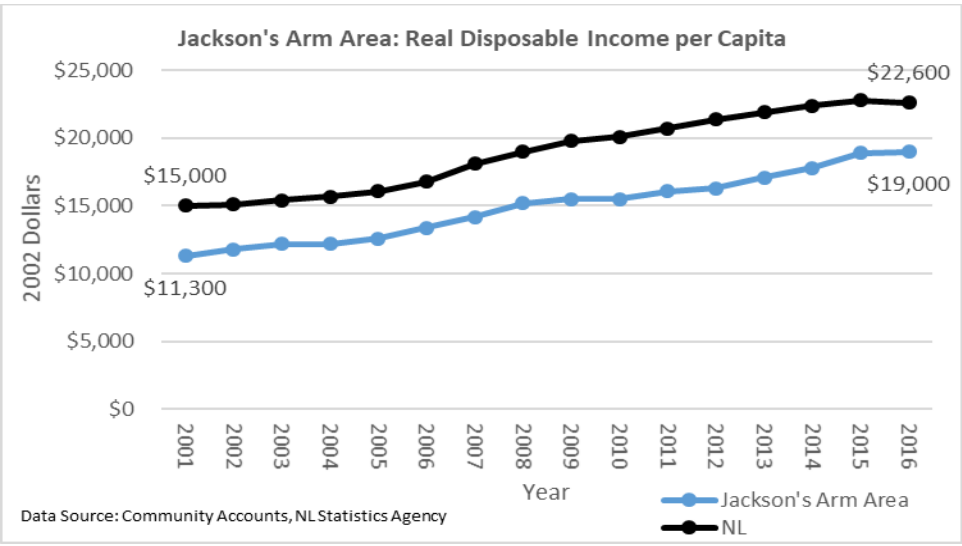
From Figure 501, in 2001, the median income of the Jackson's Arm Area equaled 85.7% of the median income of Newfoundland and Labrador or 63.7% of the median income of Canada. In 2016, the median income of the Jackson's Arm Area equaled 65.8% of the provincial median income or 61.3% of the Canadian median income.

Figure 501: The Jackson's Arm Area - Median Income Index



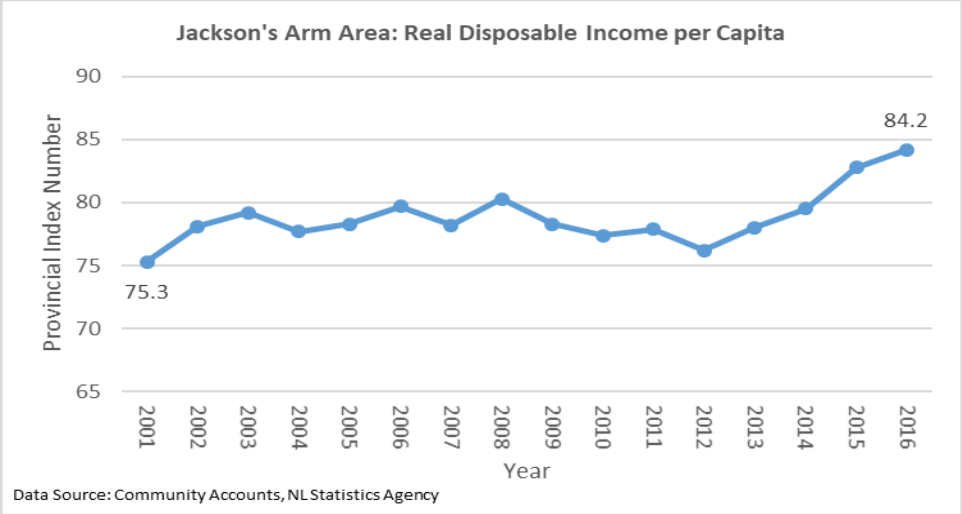
In 2001, real disposable income per capita, as reflected in Figure 502, equaled $11,300 (using 2002 as the base year) in the Jackson's Arm Area and was $1,700 less than the provincial average. In 2016, real disposable income per capita equaled $19,000 in the Jackson's Arm Area and was $3,600 less than Newfoundland and Labrador's real disposable income per capita.

Figure 502: The Jackson's Arm Area - Real Disposable Income per Capita



Real disposable income per capita in the Jackson's Arm Area equaled 75.3% of real disposable income per capita in Newfoundland and Labrador in 2001 and equaled 84.2% of provincial real disposable income per capita in 2016 (see Figure 503).

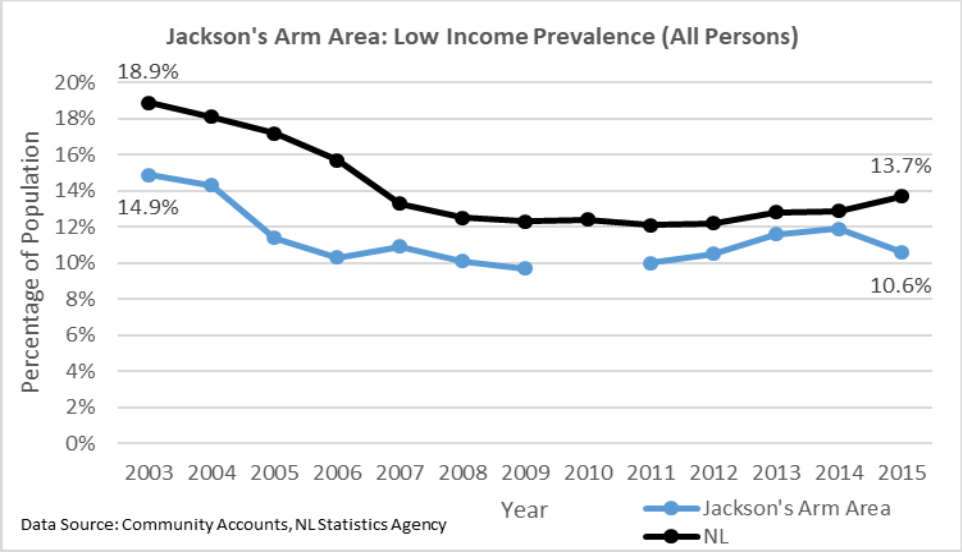
Figure 503: The Jackson's Arm Area - Real Disposable Income Per Capita Index



3.8.8 Prevalence of Low Income

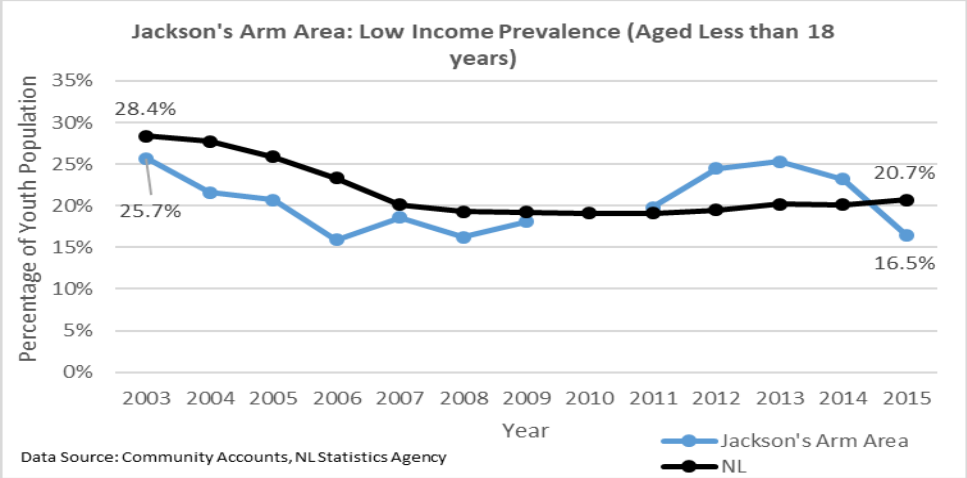
In 2003, as illustrated in Figure 504, 14.9% of the population of Jackson's Arm had low income, which was 4 percentage points less than the provincial average. In 2015, the Jackson's Arm Area's prevalence of low income equaled 10.6% of its population and was 3.1 percentage points lower than the provincial average.

Figure 504: The Jackson's Arm Area - Low-income prevalence



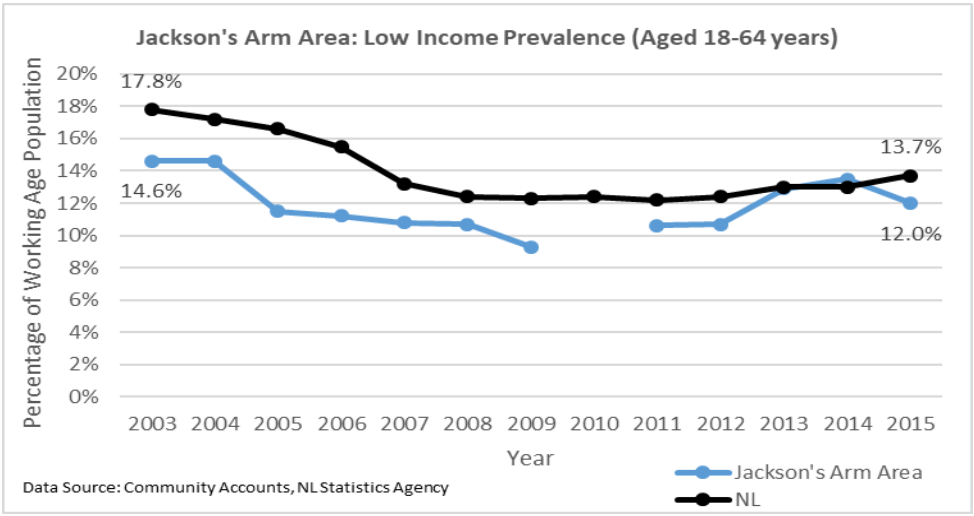
From Figure 505, in 2003, 25.7% of the population of individuals aged less than 18 years in the Jackson's Arm Area were classified as living in low income, which was 2.7 percentage points lower than the provincial average. In 2015, the Jackson's Arm Area's youth prevalence of low income, at 16.5% of its youth population, was 4.2 percentage points lower than that of Newfoundland and Labrador.

Figure 505: The Jackson's Arm Area - Youth Low-income prevalence



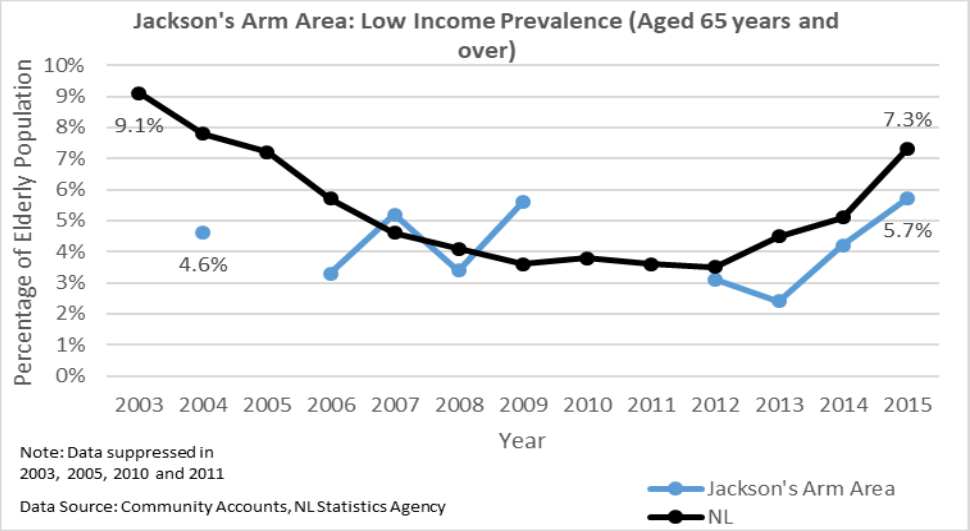
In 2003, as illustrated in Figure 506, 14.6% of the population of individuals aged 18 to 64 years in the Jackson's Arm Area had low income, which was 3.2 percentage points lower than the provincial average. In 2015, the working age prevalence of low income in the Jackson's Arm Area equaled 12% of its working age population and was 1.7 percentage points below the provincial average.

Figure 506: The Jackson's Arm Area - Working Age Low-income prevalence



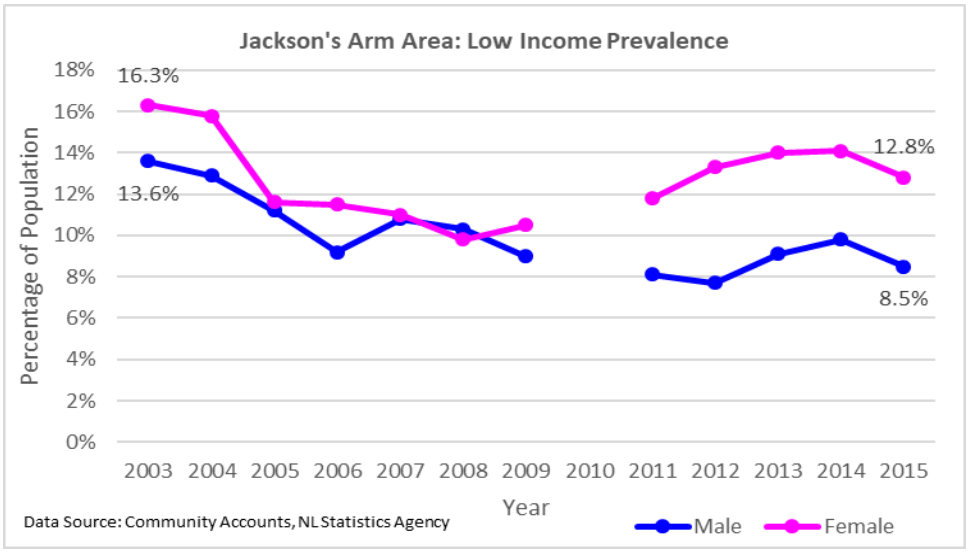
In 2003, 4.6% of the population of individuals aged 65 years and over in the Jackson's Arm Area were classified as living in low income, which was 3.2 percentage points lower than the elderly prevalence of low income in Newfoundland and Labrador (see Figure 507). In 2015, the elderly prevalence of low income in the Jackson's Arm Area equaled 5.7% of its elderly population, which was 1.6 percentage points lower than the provincial average.

Figure 507: The Jackson's Arm Area - Elderly Low-income prevalence



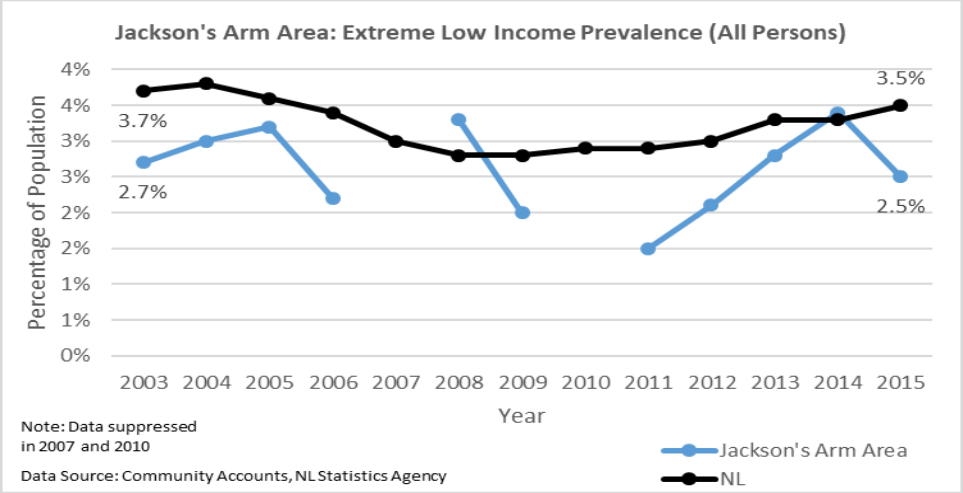
The prevalence of low income in the Jackson's Arm Area, as indicated in Figure 508, equaled 16.3% for females and 13.6% for males as the prevalence of low income of females in the region was 2.7 percentage points higher than that of males. The prevalence of low income in the Jackson's Arm Area equaled 12.8% for females and 8.5% for males in 2015.

Figure 508: The Jackson's Arm Area - Low-income prevalence by Gender



In 2003, 2.7% of the population of the Jackson's Arm Area had extreme low income, which, as shown in Figure 509, was 1 percentage point lower than the prevalence of extreme low income in Newfoundland and Labrador. In 2015, 2.5% of the population of the Jackson's Arm Area were classified as living in extreme low income, which was 1 percentage point lower than the provincial average.

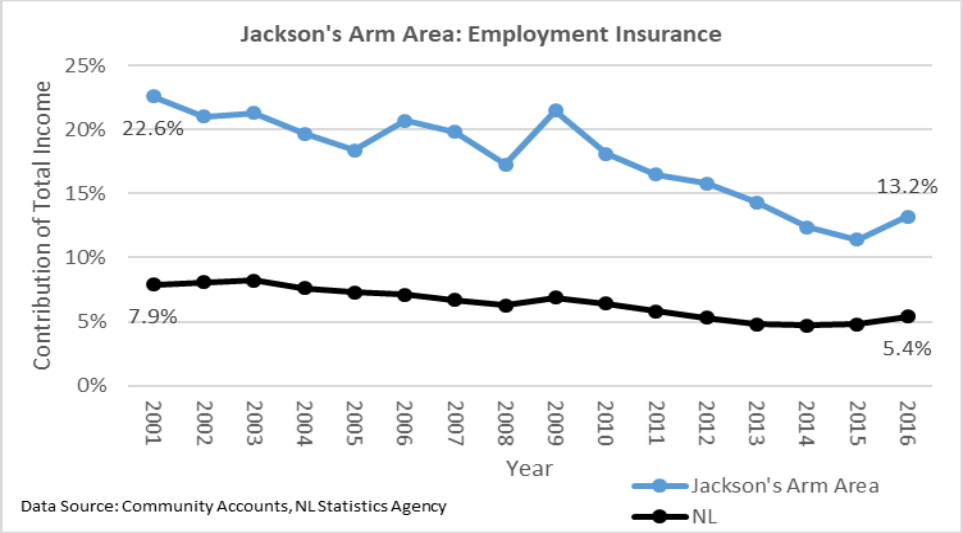
Figure 509: The Jackson's Arm Area - Extreme Low-income prevalence



3.8.9 Transfer Payments

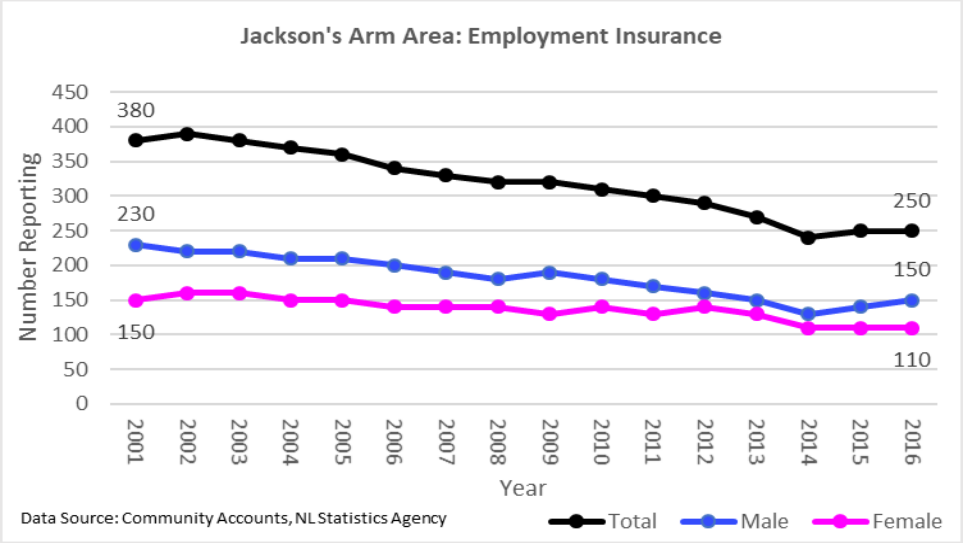
From Figure 510, employment insurance accounted for 22.6% of total income in the Jackson's Arm Area in 2001, which was 14.7 percentage points higher than employment insurance's share of total income in Newfoundland and Labrador. In 2016, employment insurance was responsible for 13.2% of total income in the Jackson's Arm Area, which was 7.8 percentage points higher than the provincial average.

Figure 510: The Jackson's Arm Area - Employment Insurance's Contribution of Total Income



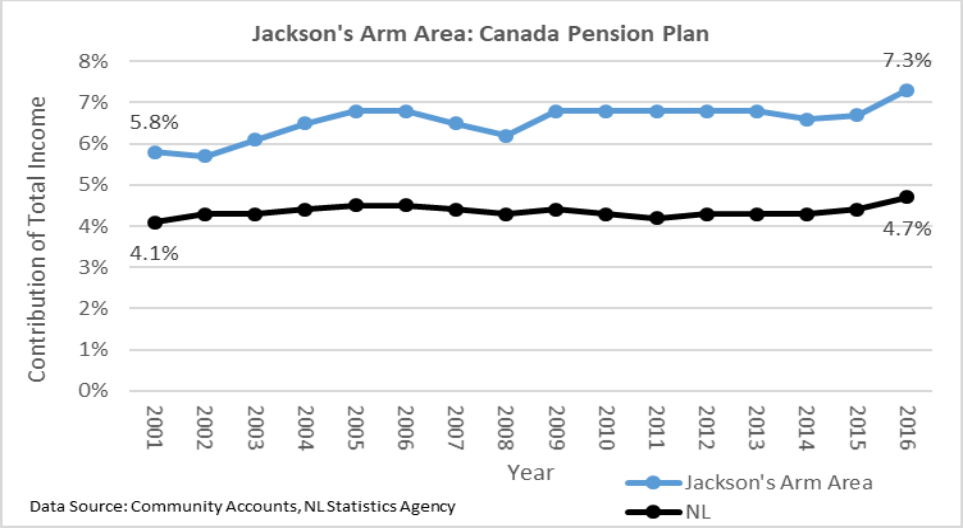
In 2001, as illustrated in Figure 511, there were 230 males and 150 females receiving employment insurance in the Jackson's Arm Area. In 2016, the numbers fell to 150 males and 110 females receiving employment insurance in the region.

Figure 511: The Jackson's Arm Area - Number Reporting for Employment Insurance



As shown in Figure 512, in 2001, the Canada Pension Plan accounted for 5.8% of total income in the Jackson's Arm Area, which was 1.7 percentage points higher than Newfoundland and Labrador. In 2016, the Canada Pension Plan was responsible for 7.3% of the Jackson's Arm Area's total income, which was 2.6 percentage points higher than the provincial average.

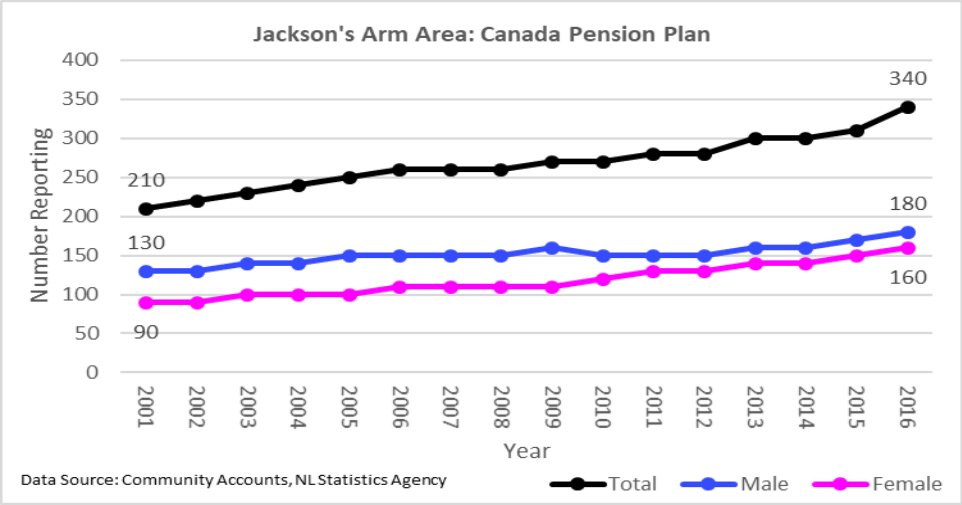
Figure 512: The Jackson's Arm Area - Canada Pension Plan's Contribution of Total Income



There were 90 females and 130 males receiving the Canada Pension Plan in the Jackson's Arm Area in 2001 (see Figure 513). In 2016, there were 180 males and 160 females receiving the Canada Pension Plan in the Jackson's Arm Area. In 2016, there were 50 more males and 70 more females receiving the Canada Pension Plan in the Jackson's Arm Area than there were in 2001. Overall, the number of people receiving the Canada Pension Plan in the Jackson's Arm Area experienced a net increase of 130 individuals between 2001 and 2016; there were 210

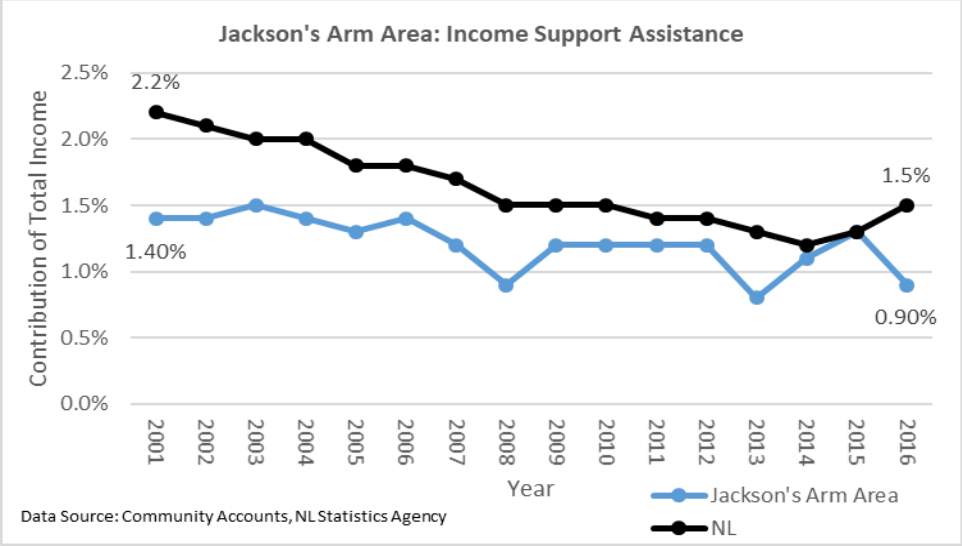
individuals receiving the Canada Pension Plan in the Jackson's Arm Area in 2001 and 340 individuals receiving the Canada Pension Plan in the region in 2016.

Figure 513: The Jackson's Arm Area - Number Reporting for the Canada Pension Plan



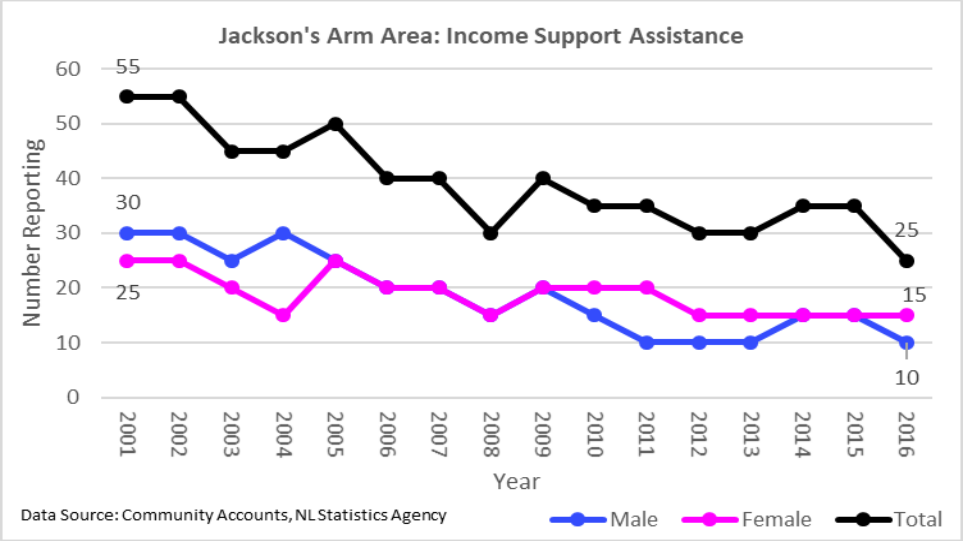
From Figure 514, in 2001, income support assistance was responsible for 1.4% of the Jackson's Arm Area's total income, which was 0.8 percentage points less than income support assistance's share of Newfoundland and Labrador's total income. In 2016, income support assistance accounted for 0.9% of total income in the Jackson's Arm Area, which was 0.6 percentage points less than the provincial average.

Figure 514: The Jackson's Arm Area - Income Support Assistance's Contribution of Total Income



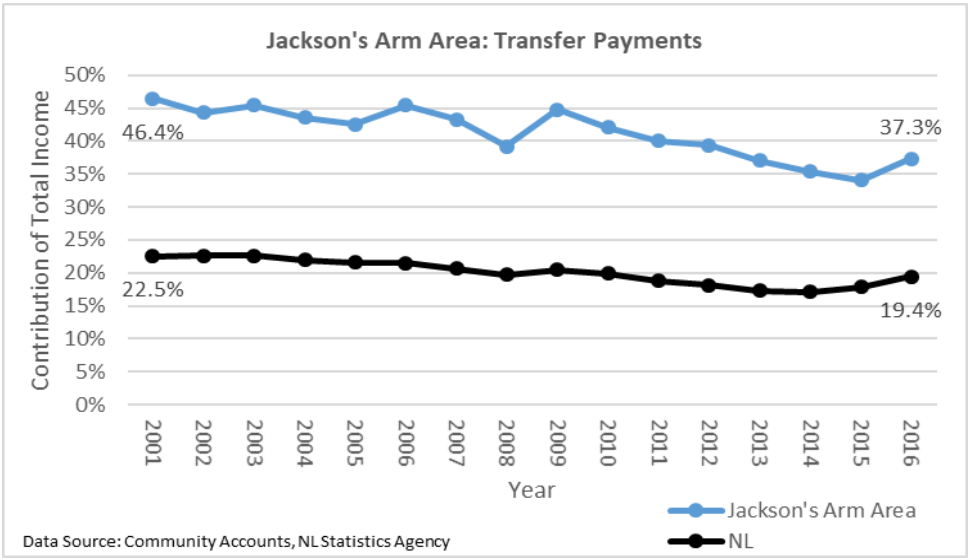
There, as reflected in Figure 515, were 30 males and 25 females receiving income support assistance in the Jackson's Arm Area in 2001. In 2016, there were 15 females and 10 males receiving income support assistance in the region.

Figure 515: The Jackson's Arm Area - Number Reporting for Income Support Assistance



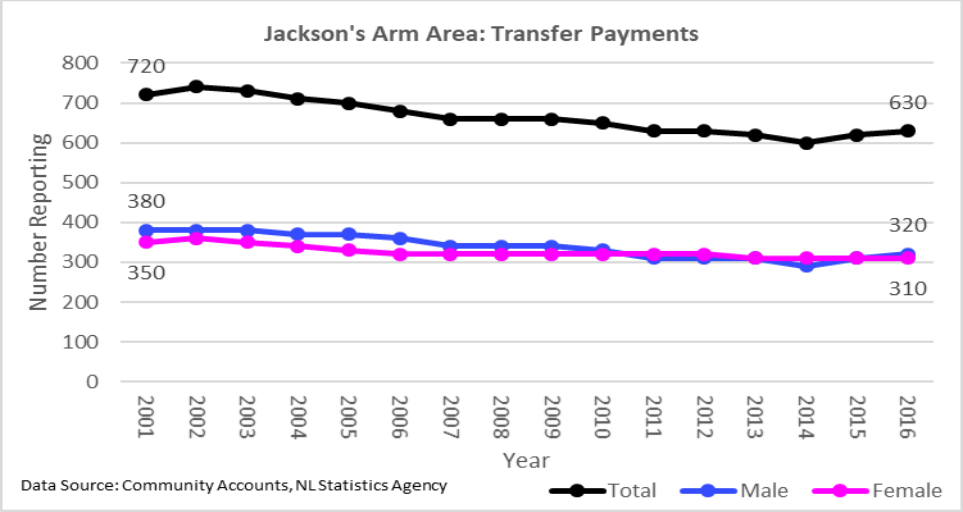
From Figure 516, transfer payments in the Jackson's Arm Area comprised 46.4% of total income in 2001, which was 23.9 percentage points higher than that of the province. In 2016, transfer payments accounted for 37.3% of total income in the Jackson's Arm Area which was 17.9 percentage points higher than the provincial average.

Figure 516: The Jackson's Arm Area - Transfer Payments' Contribution of Total Income



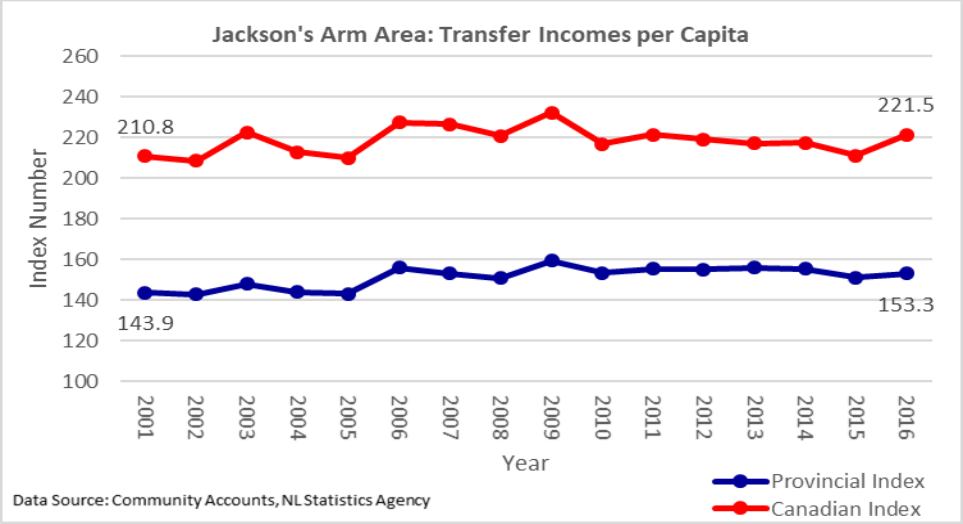
In the Jackson's Arm Area, there, as indicated in Figure 517, were 380 males and 350 females receiving transfer payments in 2001. In 2016, there were 320 males and 310 females receiving transfer payments in the region. In 2016, there were 60 fewer males and 40 fewer females receiving transfer payments in the Jackson's Arm Area than there were in 2001.

Figure 517: The Jackson's Arm Area - Number Reporting for Transfer Payments



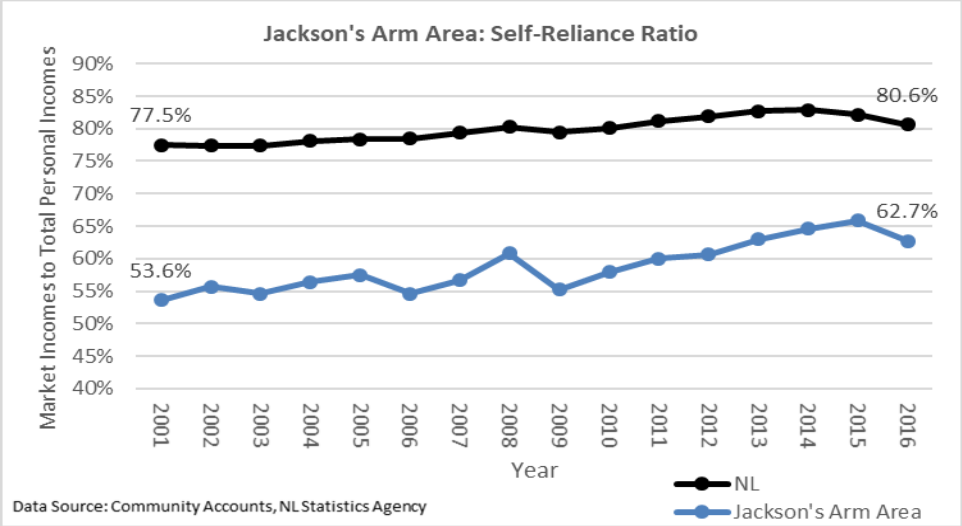
From Figure 518, in the Jackson's Arm Area, transfer incomes per capita in 2001 amounted to 143.9% of provincial transfer incomes per capita or 210.8% of Canadian transfer incomes per capita. In 2016, the Jackson's Arm Area's transfer incomes per capita equaled 153.3% of transfer incomes per capita in Newfoundland and Labrador and 221.5% of transfer incomes per capita in Canada.

Figure 518: The Jackson's Arm Area - Transfer Incomes per Capita



In 2001, 53.6 cents out of every dollar flowing into the Jackson's Arm Area originated from market sources, which was 23.9 percentage points lower than the provincial self-reliance ratio (see Figure 519). In 2016, 62.7% of all income flowing into the Jackson's Arm Area originated from market sources, which was 17.9 percentage points lower than the provincial average.

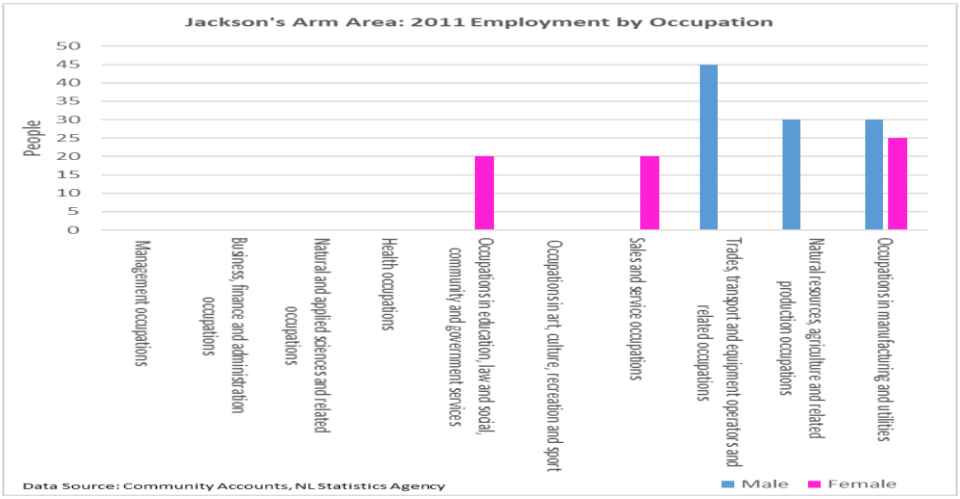
Figure 519: The Jackson's Arm Area - Self-Reliance Ratio



3.8.10 Employment Classification

From Figure 520, trades, transport, and equipment operators and related most male employment (45) in the Jackson's Arm Area in 2011 and 15 closest (30) natural resources, agriculture and related production occupations and occupations in manufacturing and utilities. The leading occupation category in terms of female employment in the Jackson's Arm Area was occupations in manufacturing and utilities with 25 female workers and 5 more than both sales and service occupations and occupations in education, law and social, community and government services which each had 20 female workers.

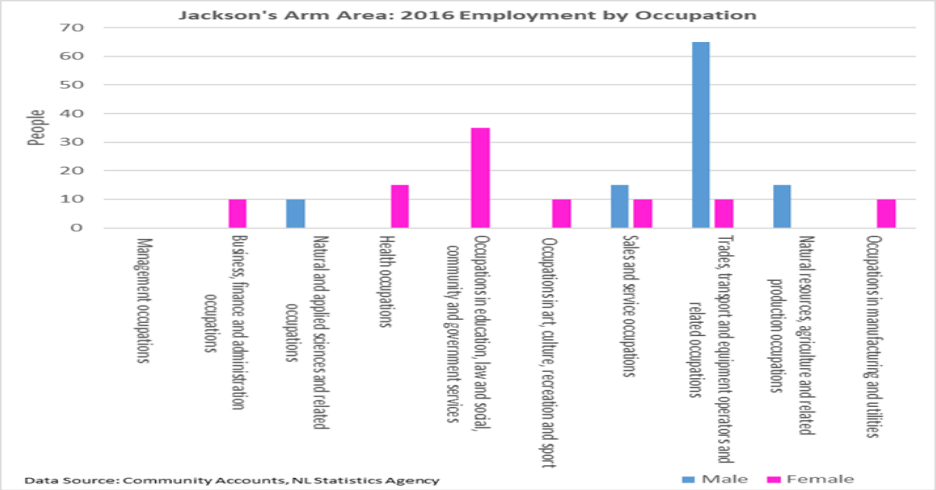
Figure 520: The Jackson's Arm Area – Employment by Occupation 2011



In 2016, as shown in Figure 521, trades, transport and equipment operators and related occupations was the leading category in terms of male employment in the Jackson's Arm Area with 65 male workers and 50 more than the next closest occupation categories, natural

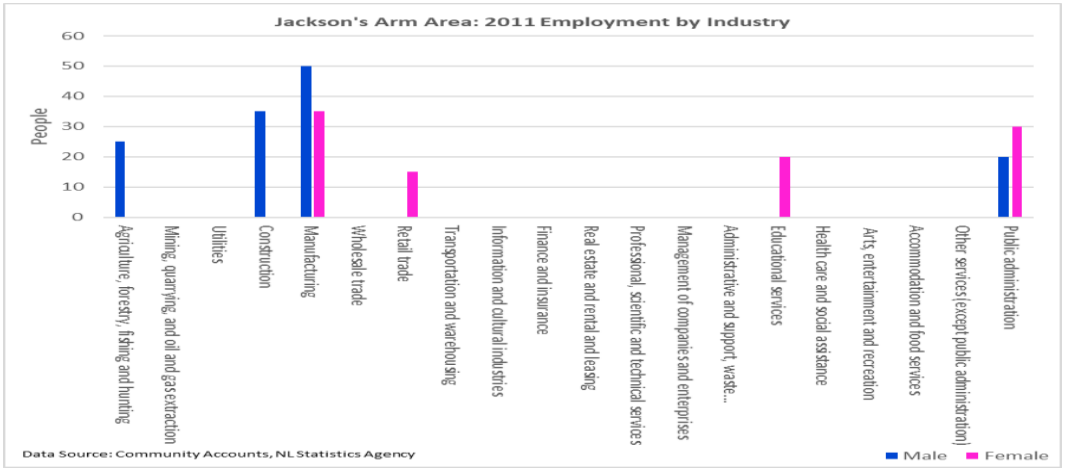
resources, agriculture and related production occupations and sales and service occupations, which each had 15 male workers. In 2016, occupations in education, law and social, community and government services was the leading occupation category for female employment in the Jackson's Arm Area with 35 female workers and 20 more female workers than health occupations which came in second place with 15 female workers in the region.

Figure 521: The Jackson's Arm Area – Employment by Occupation 2016



For industries, as reflected in Figure 522, manufacturing led the way in terms of male employment in the Jackson's Arm Area in 2011 with 50 male workers and 15 more than construction had in the region. In 2011, manufacturing had the highest level of female employment in the region as well with 35 female workers and 5 more than the next closest industry, public administration.

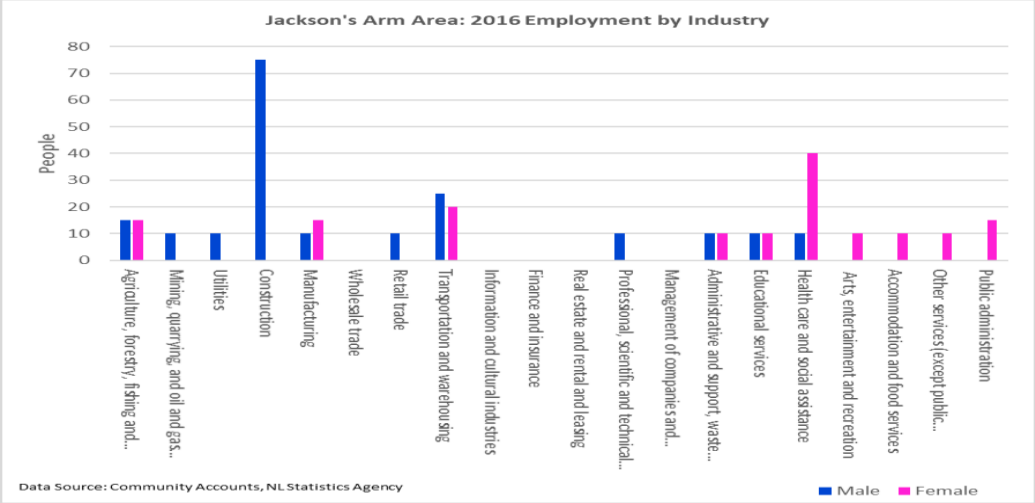
Figure 522: The Jackson's Arm Area - Employment by Industry 2011



In 2016, as illustrated in Figure 523, construction was the leading employer of males in the Jackson's Arm Area with 75 male workers and 50 more than transportation and warehousing

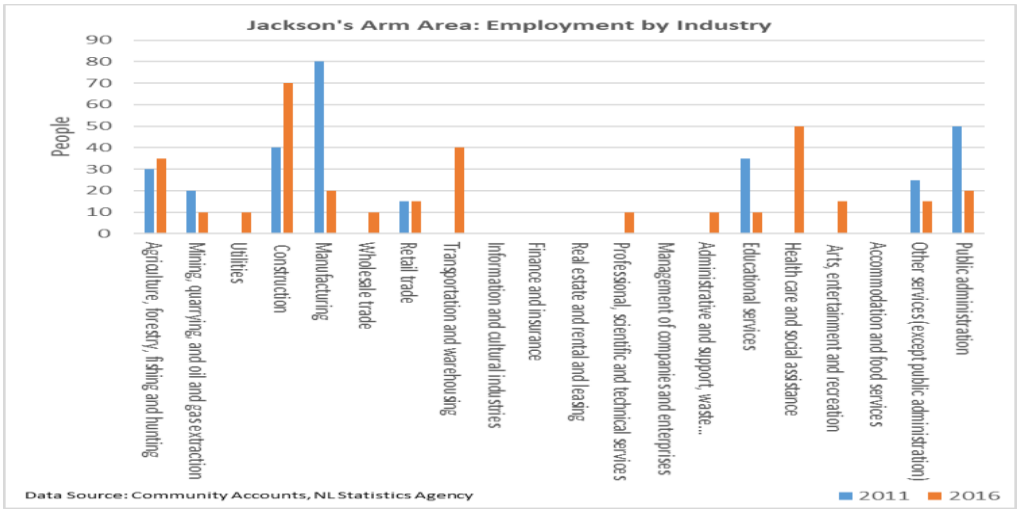
which finished in second place with 25 male workers in the region. The industry with the highest level of female employment in the Jackson's Arm Area in 2016 was health care and social assistance with 40 female workers and 20 more than transportation and warehousing which was its closest competition with 20 female workers in the region.

Figure 523: The Jackson's Arm Area - Employment by Industry 2016



The industry that had the highest level of employment in the Jackson's Arm Area was manufacturing in 2011 with 80 workers and construction in 2016 with 70 workers (see Figure 524). The industry that experienced the largest increase in employment in The Jackson's Arm Area from 2011 to 2016 was construction, which had 30 more workers in the region in 2016 than it had in 2011.

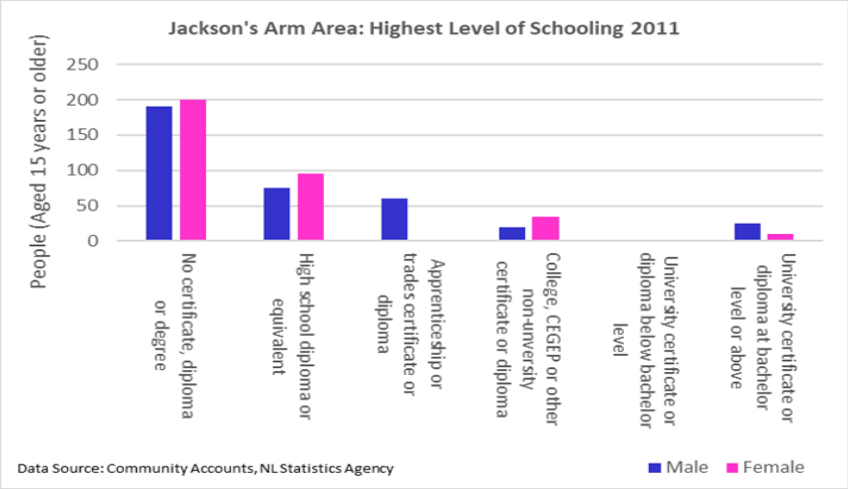
Figure 524: The Jackson's Arm Area - Employment by Industry



3.8.11 Education

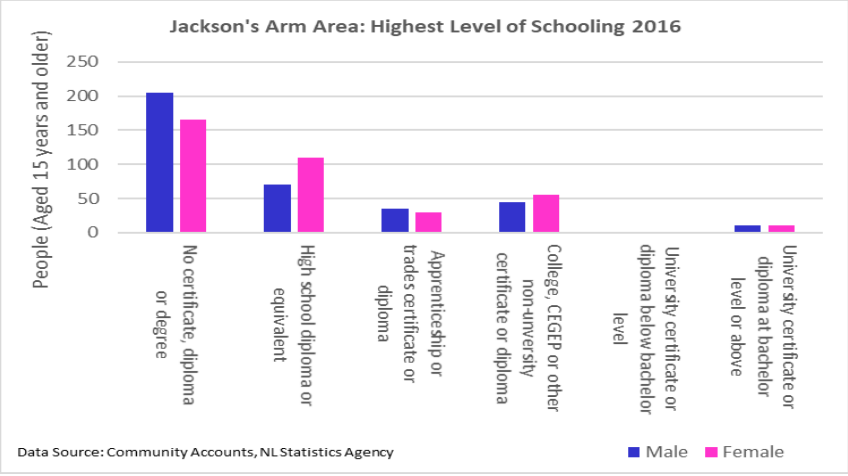
In 2011, as indicated in Figure 525, five more females were without a certificate, diploma, or degree than males and 20 more females had a high school diploma as their highest level of education than males in the Jackson's Arm Area. Additionally, 15 more females held a college or other non-university certificate or diploma than males and 15 more males held a university certificate at the bachelor level or above than females in 2011 in the region.

Figure 525: The Jackson's Arm Area - Highest Level of Schooling by Gender 2011



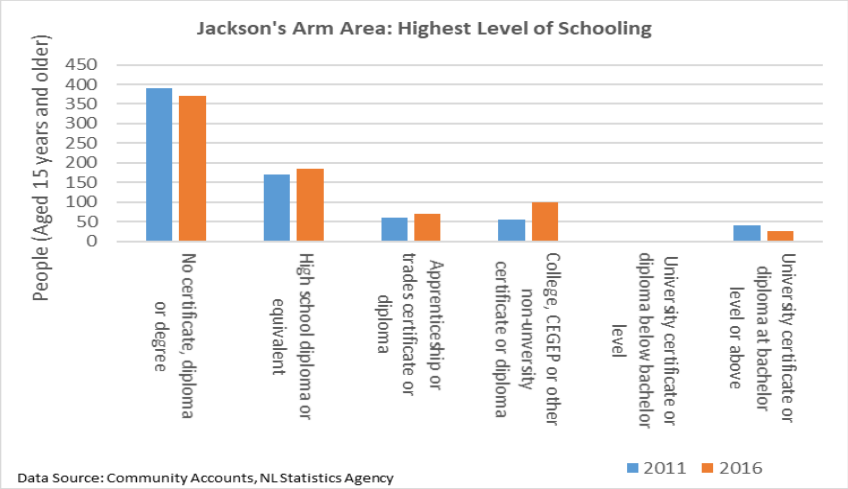
From Figure 526, in 2016, 40 more males, than females, did not have a certificate, diploma or degree and 40 more females, than males, held a high school diploma as their highest level of schooling in the Jackson's Arm Area. Five more males, than females, had an apprenticeship or trades certificate and 10 more females had a college or non-university certificate or diploma than males in 2016 in the region. Finally, both males and females had 10 individuals each with a university certificate or degree at the bachelor level or above in 2016 in the Jackson's Arm Area.

Figure 526: The Jackson's Arm Area - Highest Level of Schooling by Gender 2016



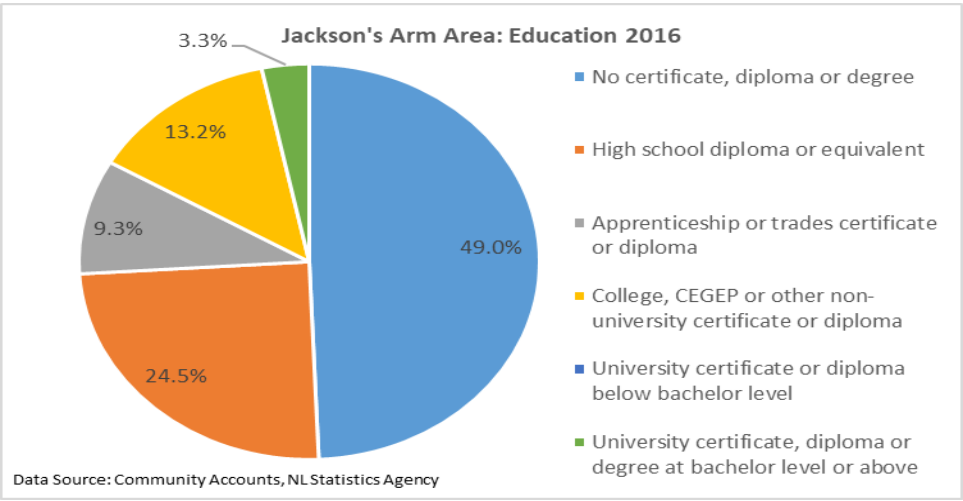
In 2016 in the Jackson's Arm Area, 20 fewer people held no certificate, diploma, or degree and 15 more people reported a high school diploma as their highest level of education than in 2011 (see Figure 527). In 2016, there were 10 more people with an apprenticeship or trades certificate or diploma and 45 more people with a college or other non-university certificate than there were in 2011 in the area. But in 2016, the number of people with a university certificate or diploma at the bachelor level or above fell by 15 individuals from its 2011 levels.

Figure 527: The Jackson's Arm Area - Highest Level of Schooling



From Figure 528, in 2016, 49% of the population of the Jackson's Arm Area held no certificate, diploma or degree (which was 25.6 percentage points less than the provincial average). Likewise, 13.2% of the population of the Jackson's Arm Area aged 15 years and older held a college or non-university certificate or diploma (which was 9.9 percentage points less than the provincial average) and only 3.3% of the population aged 15 years and older in the Jackson's Arm Area held a university certificate, diploma or degree at the bachelor level or above.

Figure 528: The Jackson's Arm Area - Population Shares by Education



3.8.12 Summary

The Jackson's Arm Area is an area characterized by incredible population loss: between 1996 and 2016, the Jackson's Arm Area lost 40.9% of its population between 1996 and 2016 which was the largest percentage of population loss of any Local Area in the Northern Peninsula region. The Jackson's Arm Area experienced net out-migration of 40 people in both 2014 and 2015, which is a large amount of out-migration in a single year for a region that had a 2016 population equal to only 750 people.

Outside of large amounts of population loss and out-migration, the Jackson's Arm Area features some very poor demographics: of all Local Areas in the Northern Peninsula region in 2016, The Jackson's Arm Area had the second lowest working age population share, the highest elderly population share, the highest age dependency ratio, and the highest median age. Likewise, The Jackson's Arm Area's income and labour force statistics do not paint a pretty picture either: of all Local Areas in the Northern Peninsula region, The Jackson's Arm Area has the lowest employment rate, the third highest unemployment rate, the lowest participation rate, the lowest median income, the highest gender pay gap, the third lowest level of real disposable income per capita, and the third highest prevalence of low income.

Additionally, of all Local Areas in the Northern Peninsula region, the Jackson's Arm Area has the highest share of its total income accruing from the Canada Pension Plan, the third highest share of its total income coming from government transfer payments, and the third lowest self-reliance ratio. Indeed, the Jackson's Arm Area can be explained simply as a region that is at, or near, the top of the list of anything that is bad and is at, or near, the bottom of the list of anything that is good: the highest amounts of population loss, the lowest median income, the highest median age, the lowest employment rate, the lowest participation rate, the second lowest working age population share, the second lowest levels of real disposable income per capita and the highest median income gender pay gap (of all Local Areas in the Northern Peninsula region). What makes matters worse in the Jackson's Arm Area are its very poor education levels: of the eight Local Areas in the Northern Peninsula region, the Jackson's Arm Area has the highest population share of individuals with no certificate, diploma or degree; the lowest population share of individuals with a postsecondary education; the second lowest population share of individuals with a college degree; and the lowest population share of individuals with a university certificate, diploma or degree at the bachelor level or higher.

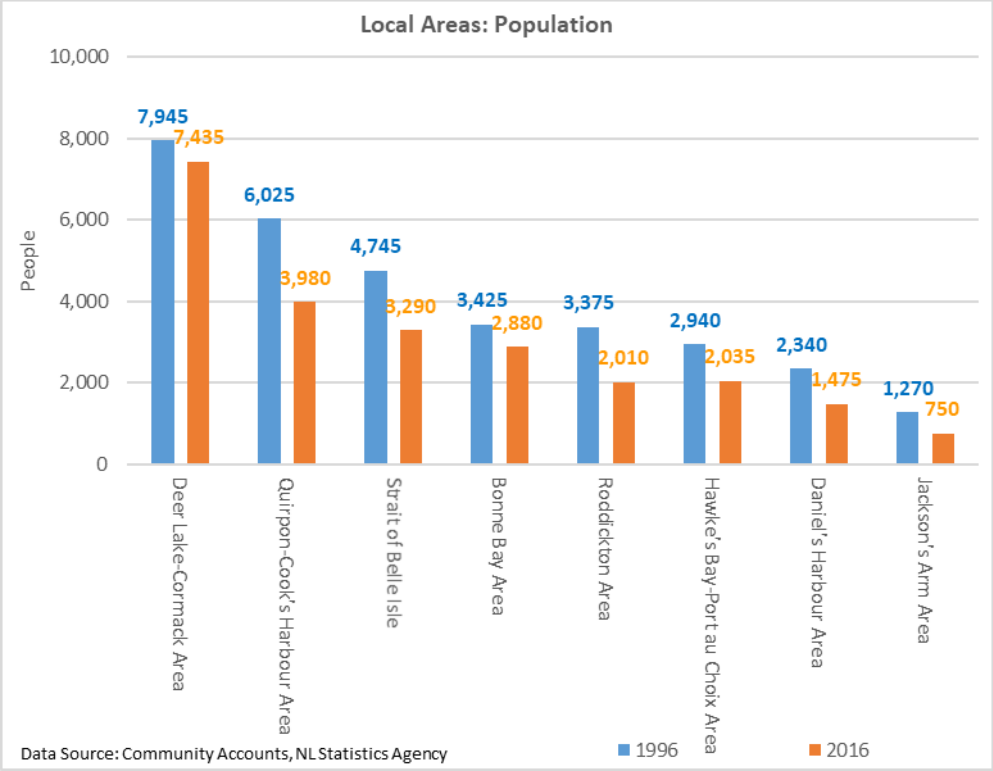
Like other Local Areas, the Jackson's Arm Area's statistics look even worse relative to those of Newfoundland and Labrador: its age dependency ratio is nearly twenty percentage points higher than the provincial average; its median age is ten years older than the median age of the province; its unemployment rate is nearly triple the provincial average; its employment rate is more than twenty percentage points lower than the provincial average; its median income is

more than $10,000 less than the median income of the province; and it is nearly three times as reliant on employment insurance and nearly twice as reliant on employment insurance than Newfoundland and Labrador. Indeed, the Jackson's Arm Area seems to be a region that is crumbling from within as its social, economic, and demographic structure resemble an abject disaster.

3.9 Comparison of Local Areas

3.9.1 Population

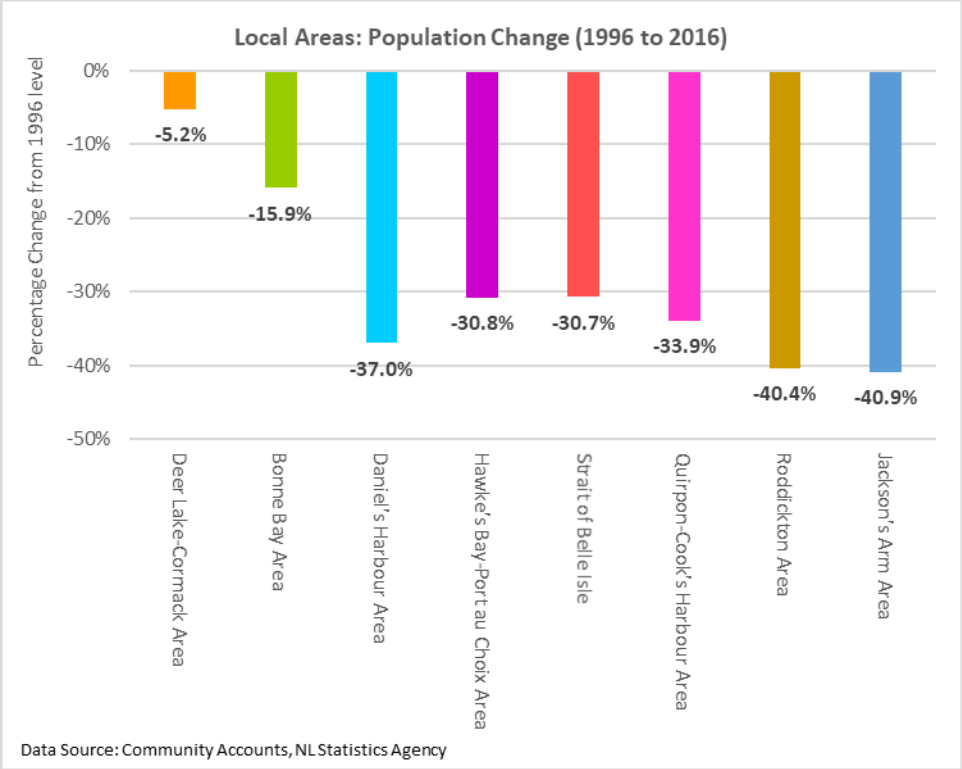
Figure 529: Comparison of Local Areas - Population



With 7,945 people, as shown in Figure 529, the Deer Lake-Cormack Area had the largest population in 1996 of all the local areas in the Northern Peninsula region. The Quirpon-Cook's Harbour Area had the next largest population with 6,025 people and the Strait of Belle Isle rounded out the top three with 4,745 people. The Jackson's Arm Area had the smallest population of the local areas within the Northern Peninsula region with 1,270 individuals in 1996. In 2016, the largest three local areas by population remained the same – the Deer Lake-Cormack Area had 7,435 people, the Quirpon-Cook's Harbour Area had 3,980 people and the Strait of Belle Isle had 3,290 people. Similarly, Jackson's Arm Area smallest 2016 population with 750 people. The only difference between the local area population rankings in 2016, compared with 1996, is that the population of the Hawke's Bay-Port au Choix Area surpassed the Roddickton Area to take fifth place in 2016. Similar to the Roddickton Area, the Hawke's

Bay-Port au Choix Area experienced a decrease in population, but the Hawke's Bay-Port au Choix Area's population equaled 2,035 in 2016, whereas the population of the Roddickton Area fell to 2,010 in 2016.

Figure 530: Comparison of Local Areas - Population Change (1996 to 2016)



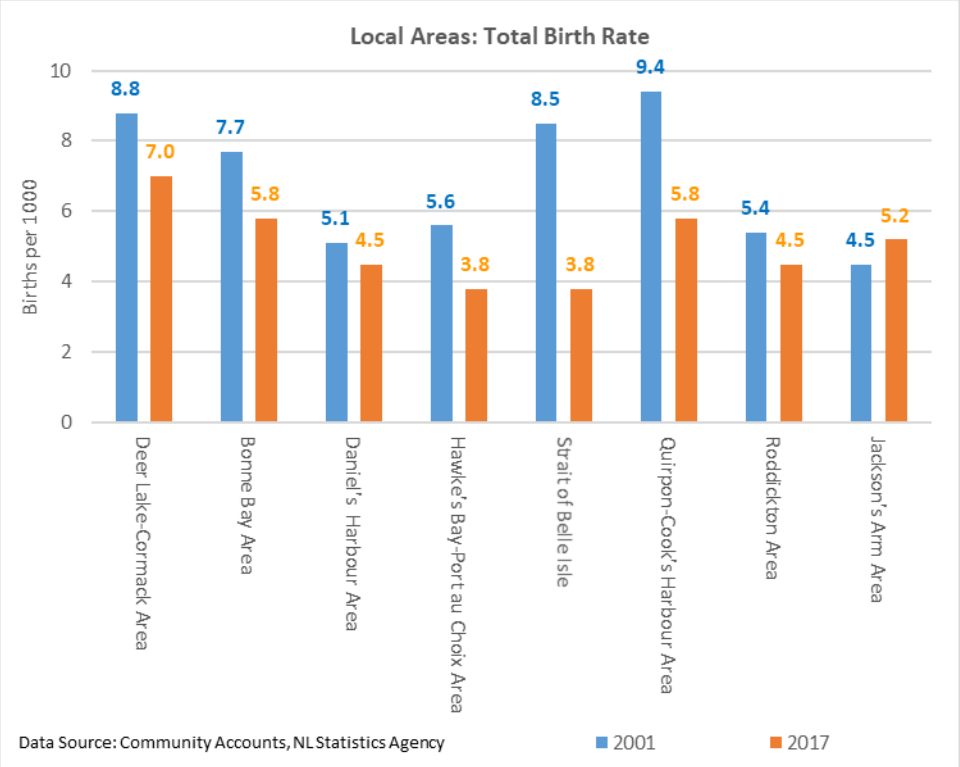
Clearly, from Figure 530, every local area in the Northern Peninsula region experienced population loss from 1996 to 2016. Over that period, the Jackson's Arm Area experienced the largest population loss with a decrease of 40.9%, followed by the Roddickton Area showing a loss of 40.4%. The Daniel's Harbour Area experienced the third largest loss of population over that twenty-year span and experienced the biggest loss of any of the local areas on the western Northern Peninsula as it lost 37% of its population between 1996 and 2016. Of the eight local areas under analysis, the two local areas that experienced the lowest population loss were: the Deer Lake-Cormack Area (5.2% loss) and the Bonne Bay Area (15.9% loss). Although the population loss figures of the Bonne Bay Area and the Deer Lake-Cormack Area are still quite bleak, they pale in comparison with the amount of population loss experienced in other parts of the Northern Peninsula region.

3.9.2 Birth Rate

As reflected in Figure 531, the Quirpon-Cook's Harbour Area, with 9.4 births per 1,000, had the highest total birth rate in 2001. The Deer Lake-Cormack Area was the next highest with 8.8 births per 1,000, followed by the Strait of Belle Isle with 8.5 births per 1,000, while the

Jackson's Arm Area had the lowest total birth rate with 4.5 births per 1,000 in 2001. Though the Quirpon-Cook's Harbour Area's total birth rate was higher by 0.4 births per 1,000 than the provincial total birth rate in 2001, there was no local area in the Northern Peninsula region with a total birth rate above the provincial average in 2017. The closest was the Deer Lake-Cormack Area with a total birth rate of 7 births per 1,000, which was 0.9 births per 1,000 below the provincial average of 7.9 births per 1,000. Every local area in the Northern Peninsula region experienced a drop in their total birth rate between 2001 and 2017. The Hawke's Bay-Port au Choix Area and the Strait of Belle Isle Area had, at 3.8 births per 1,000, the lowest total birth rates. The Strait of Belle Isle experienced the largest decrease in its total birth rate between 2001 and 2017, falling from 8.5 births per 1,000 in 2001 to just 3.5 births per 1,000 in 2017.

Figure 531: Comparison of Local Areas - Total Birth Rate

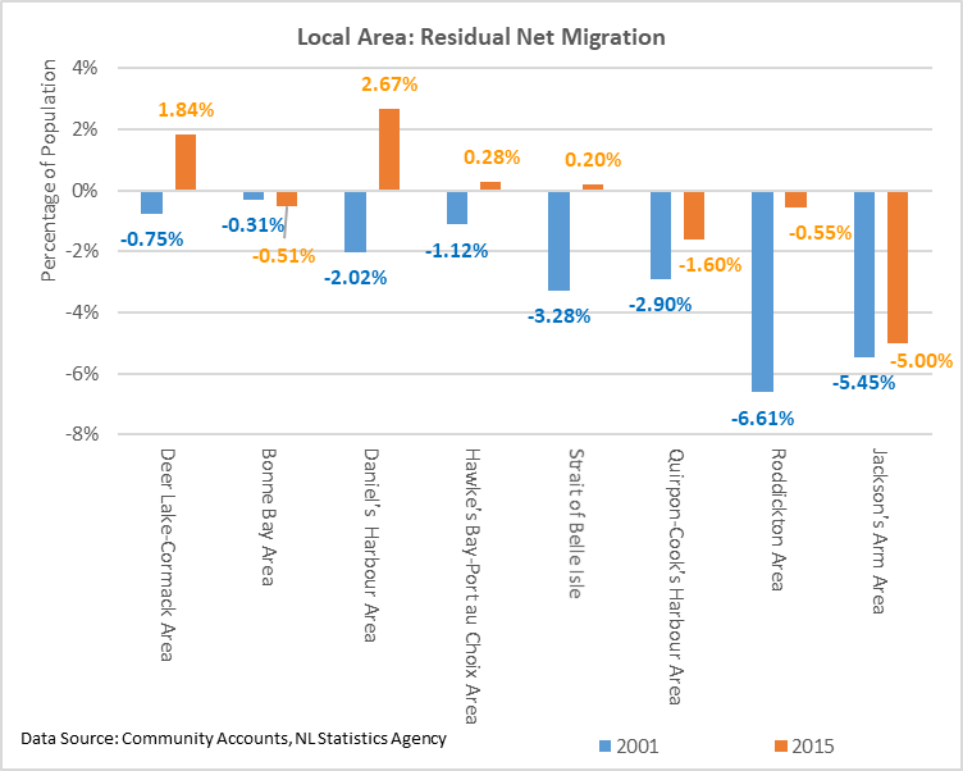


3.9.3 Population Change

From Figure 532, in 2001, all local areas in the Northern Peninsula region experienced net out-migration. The local area with the largest level of out-migration was the Roddickton Area with a residual net migration of -6.61% of its population in 2001. In 2015, there were four local areas in the Northern Peninsula region which experienced net in-migration. The Daniel's Harbour Area had the largest amount of in-migration in 2015, with a residual net migration of 2.67% of its population. There were also four areas with net out-migration. The Jackson's Arm Area experienced the largest amount of out-migration in 2015 with a residual net migration of -5% of

its population. In addition, there were four local areas that had a negative residual net migration in both 2001 and 2015: the Bonne Bay Area, the Quirpon-Cook's Harbour Area, the Roddickton Area and the Jackson's Arm Area. While three of the four local areas on the western Northern Peninsula experienced net in-migration in 2015, all three local areas on the eastern Northern Peninsula experienced net out-migration in 2015.

Figure 532: Comparison of Local Areas - Residual Net Migration



The Deer Lake-Cormack Area, the Quirpon-Cook's Harbour Area and the Strait of Belle Isle, as illustrated in Figures 533 to 534, experienced positive natural population change in 2001, while the Bonne Bay Area, the Daniel's Harbour Area, the Hawke's Bay-Port au Choix Area and the Roddickton Area experienced negative natural population change. By 2015, seven of the eight local areas in the Northern Peninsula region experienced negative natural population change, with only the Jackson's Arm Area having a non-negative natural population change of 0. The Deer Lake-Cormack Area had the lowest natural population change in 2015 at -30. The Daniel's Harbour Area, the Hawke's Bay-Port au Choix Area, the Strait of Belle Isle and the Quirpon-Cook's Harbour Area all had natural population changes of -25.

The main take away from this assessment is that none of the local areas in the Northern Peninsula region experienced a growing population in 2015. Only the Daniel's Harbour Area and the Deer Lake-Cormack Area experienced population growth in 2015 because their residual net migration, which was positive, outweighed their natural population change, which was

negative. However, the Jackson's Arm Area, the Strait of Belle Isle and the Hawke's Bay-Port au Choix Area experienced population loss because their negative natural change outweighed their positive residual net migration. In the case of the Quirpon-Cook's Harbour Area and the Bonne Bay Area, there was population loss because both the residual net migration and the natural population change were negative. There was no population change in the Bonne Bay Area and the Jackson's Arm Area in 2015, since their natural population change and residual net migration cancelled each other out.

Figure 533: Comparison of Local Areas - Natural Change

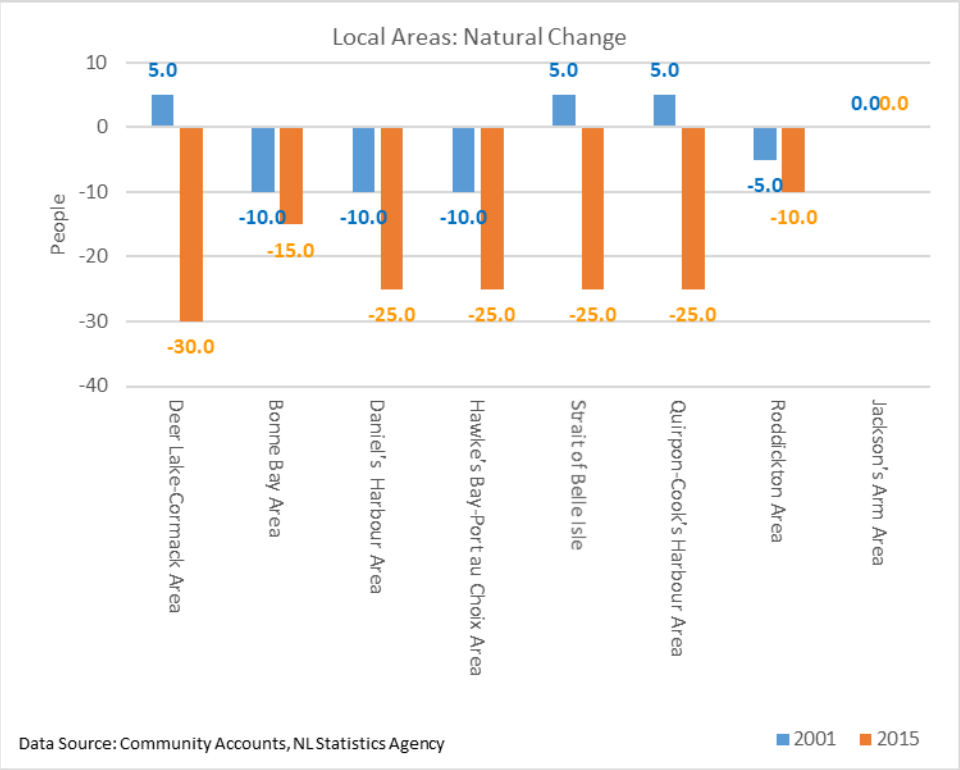
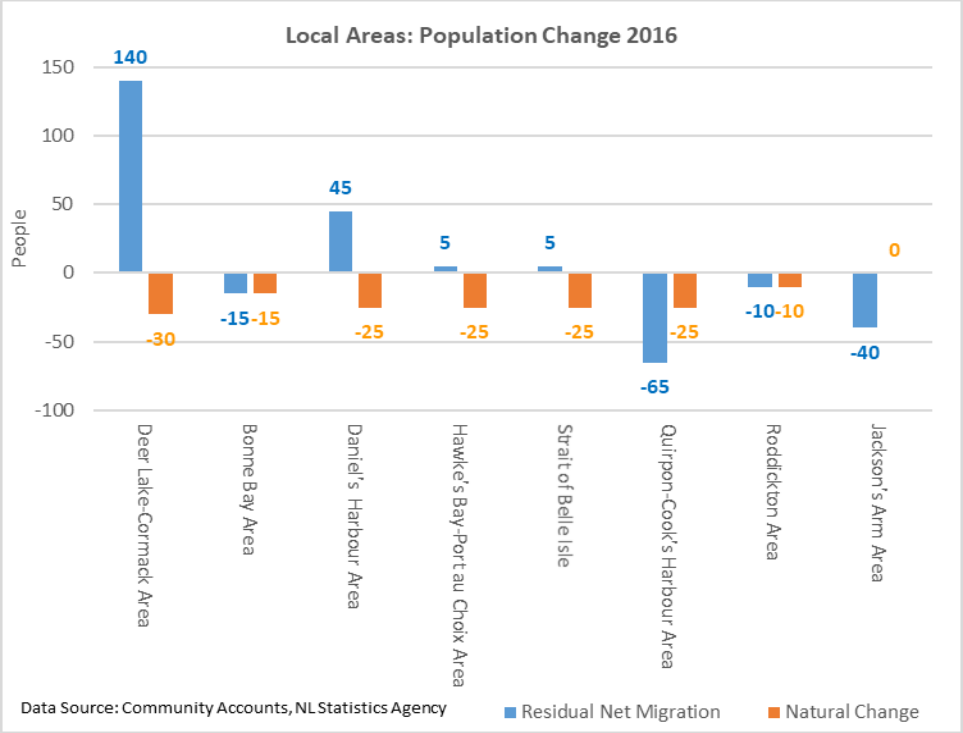


Figure 534: Comparison of Local Areas - Population Change 2015



3.9.4 Population Characteristics

Figure 535 indicates that, in the Northern Peninsula Area, in 2016, the Hawke's Bay-Port au Choix Area had the largest working age population share (64.1% of its population) Moreover, it was the only local area in the region to have a working age population share higher than the provincial average of 63.1%. The Roddickton Area had the lowest working age population share at only 56.7% of its population. Only the Hawke's Bay-Port au Choix Area, the Strait of Belle Isle and the Quirpon-Cook's Harbour Area had a working age population in 2016 that comprised over 60% of their total population. Similarly, all local areas in the Northern Peninsula region saw their working age shares of their population decrease from 1996 to 2016.

In the Northern Peninsula region, the local area with the largest elderly population share in 2016 was the Jackson's Arm Area, with 31.3% of its population being 65 years of age or older (see Figure 536). Following closely behind was the Daniel's Harbour Area, with an elderly population share of 28.1%; the Roddickton Area, with 27.4% of its population being 65 years of age or older; and the Bonne Bay Area, with an elderly population share of 27.1%. The local area in the Northern Peninsula region with the lowest elderly population share in 2016 was the Deer Lake-Cormack Area, as those aged 65 years or older comprised 23.3% of its population. The elderly population share of Newfoundland and Labrador equaled 19.4% in 2016, which meant that all eight local areas in the Northern Peninsula region had an elderly population share that was considerably higher than the provincial average in 2016.

Figure 535: Comparison of Local Areas - Working Age Population Share 2016

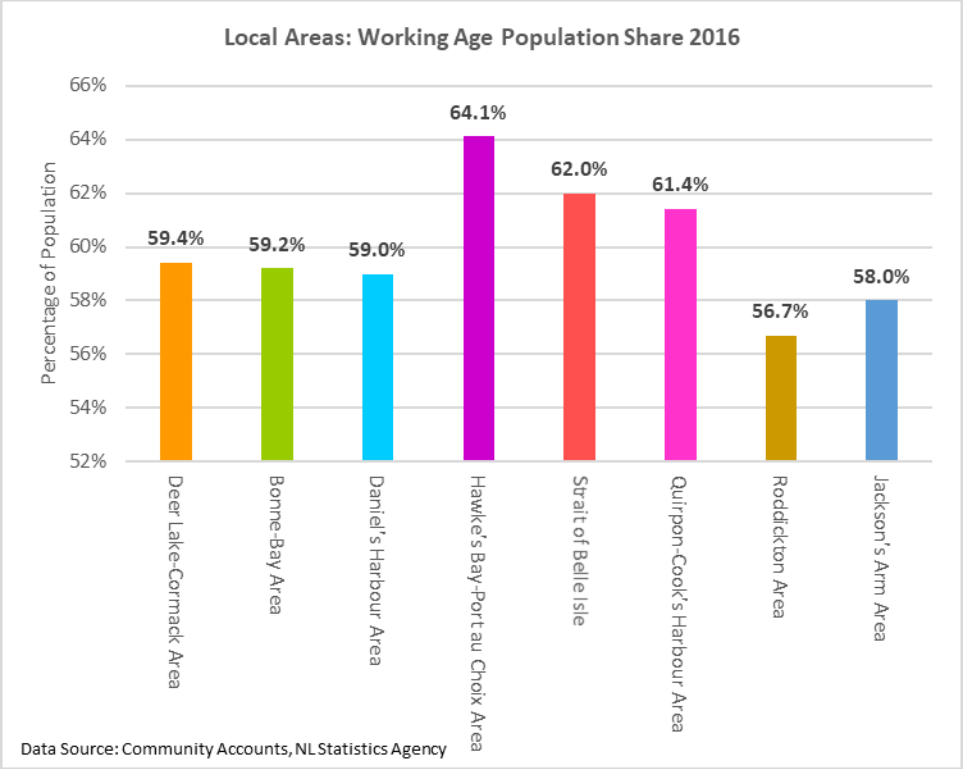


Figure 536: Comparison of Local Areas - Elderly Population Share 2016

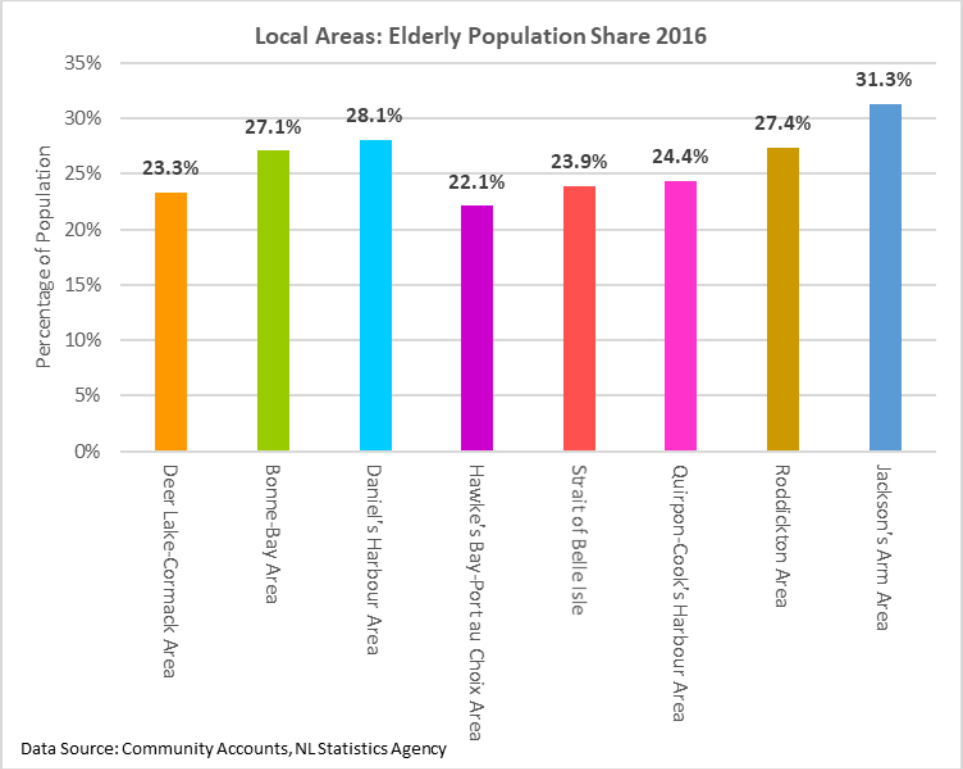


Figure 537: Comparison of Local Areas - Age Dependency Ratio 2016

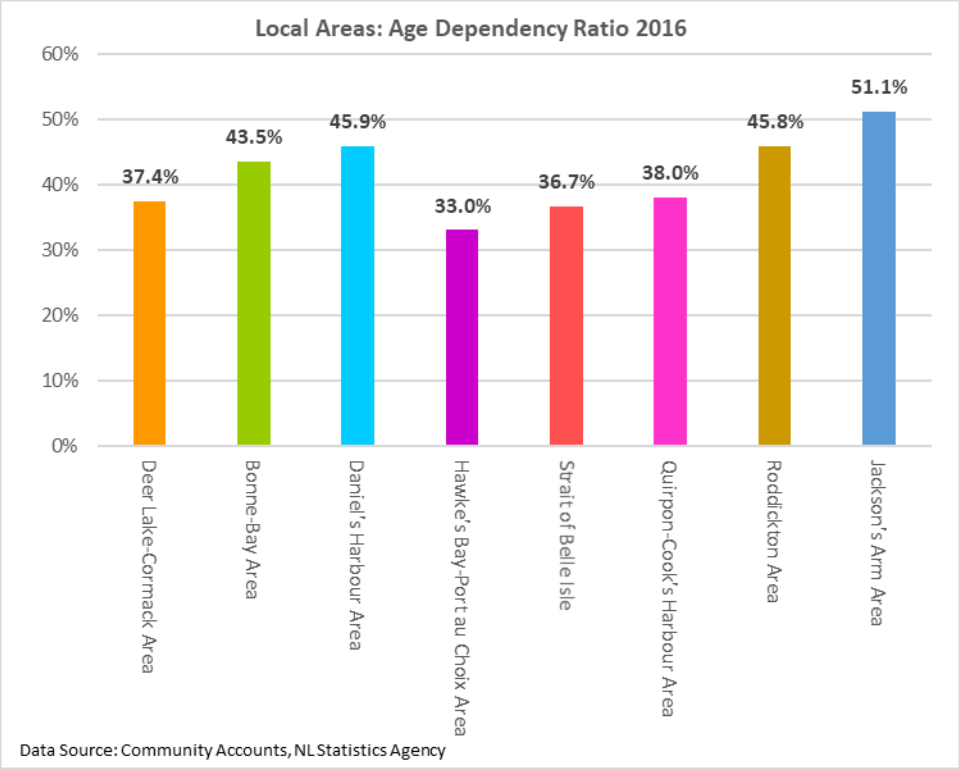
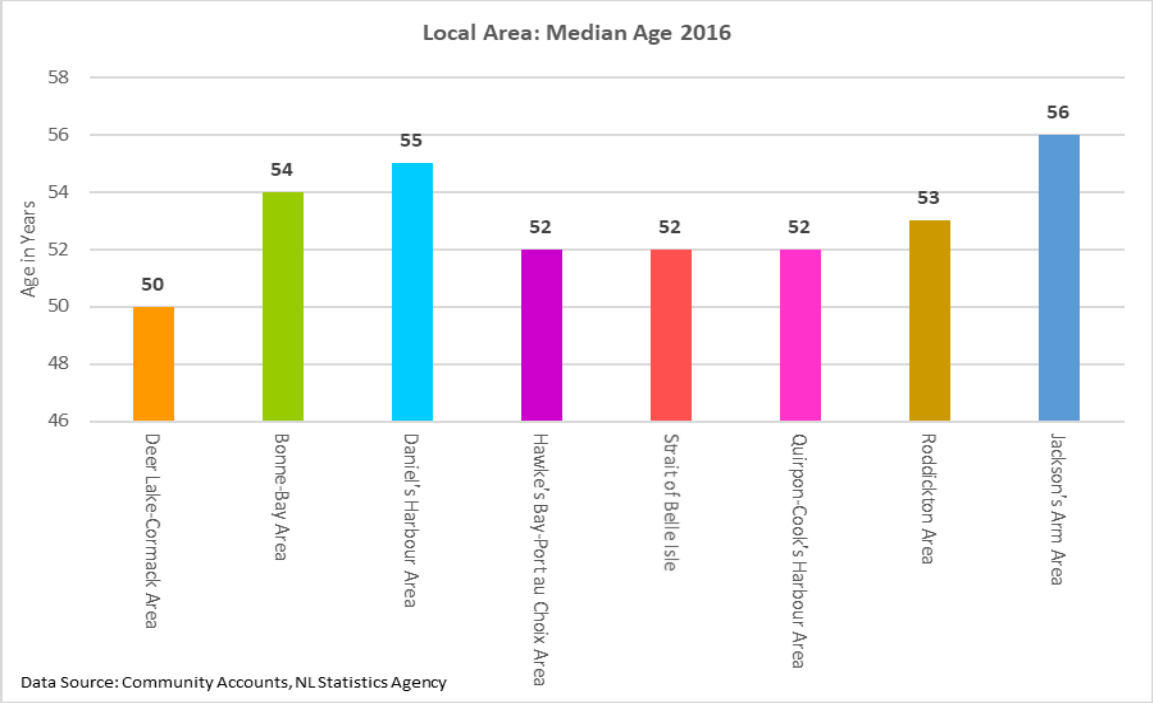


Figure 537 indicates that, in 2016, the age dependency ratios of the eight local areas in the Northern Peninsula region were all above the provincial average of 29.3%. In fact, the local area with the lowest age dependency ratio was the Hawke's Bay-Port au Choix Area (33%). The Jackson's Arm Area had the highest age dependency ratio in 2016, equaling 51.1%, while the Daniel's Harbour Area and the Roddickton Area followed close behind with age dependency ratios of 45.9%, for the former, and 45.8%, for the latter. In fact, the Jackson's Arm Area, the Roddickton Area, Bonne Bay Area and the Daniel's Harbour Area all had age dependency ratios in 2016 that were over 10 percentage points higher than the provincial average.

From Figure 538, in 2016, the Jackson's Arm Area (56 years) had the highest median age of the local areas in the Northern Peninsula region. The Daniel's Harbour was next with a median age of 55 years. The Deer Lake-Cormack Area had the youngest median age in the region at 50 years. Nonetheless, every local area's median age in the Northern Peninsula Area was higher than the median age of Newfoundland and Labrador in 2016 (the median age of the province equaled 46 years in 2016).

Figure 538: Comparison of Local Areas - Median Age 2016



3.9.5 Labour Force

At 45.4%, the Strait of Belle Isle Area, as shown in Figure 539, had the highest unemployment rate in the Northern Peninsula region in 2016. Followed by the Roddickton Area (40.8%) and the Jackson's Arm Area (40.3%). The Deer Lake-Cormack Area (21.8%) had the lowest unemployment rate of the eight local areas but it was still 6.2 percentage points higher than the unemployment rate of Newfoundland and Labrador (15.6%). In other words, the unemployment rates of the local areas in the Northern Peninsula were all above the provincial average in 2016. Furthermore, seven of the eight local areas in question experienced a decline in their unemployment rate between 1996 and 2016, with only Roddickton Area experiencing an increase in its unemployment rate over that period (jumping from 40% of its labour force in 1996 to 40.8% of its labour force in 2016).

From Figure 540, in 2016, the Deer Lake-Cormack Area (42.8%) had the highest employment rate in the Northern Peninsula region, while the Quirpon-Cook's Harbour Area (41.5%) followed close behind. The Jackson's Arm Area (28.7%) had the lowest employment rate in the region in 2016 and the Strait of Belle Isle (30%) had the second lowest employment rate in the Northern Peninsula region. With the provincial employment rate sitting at 49.5% of the province's population, all local areas in the Northern Peninsula region had employment rates below that of the province as the closest local area, the Deer Lake-Cormack Area, had an employment rate that was still 6.7 percentage points less than the provincial average. Only the Bonne Bay Area and the Strait of Belle Isle saw their employment rates fall between 1996 and 2016: the

employment rate in the Bonne Bay Area fell by 3.8 percentage points between 1996 and 2016, while the employment rate in the Strait of Belle Isle decreased by 5 percentage points over that period of time.

Figure 539: Comparison of Local Areas - Unemployment Rate 2016

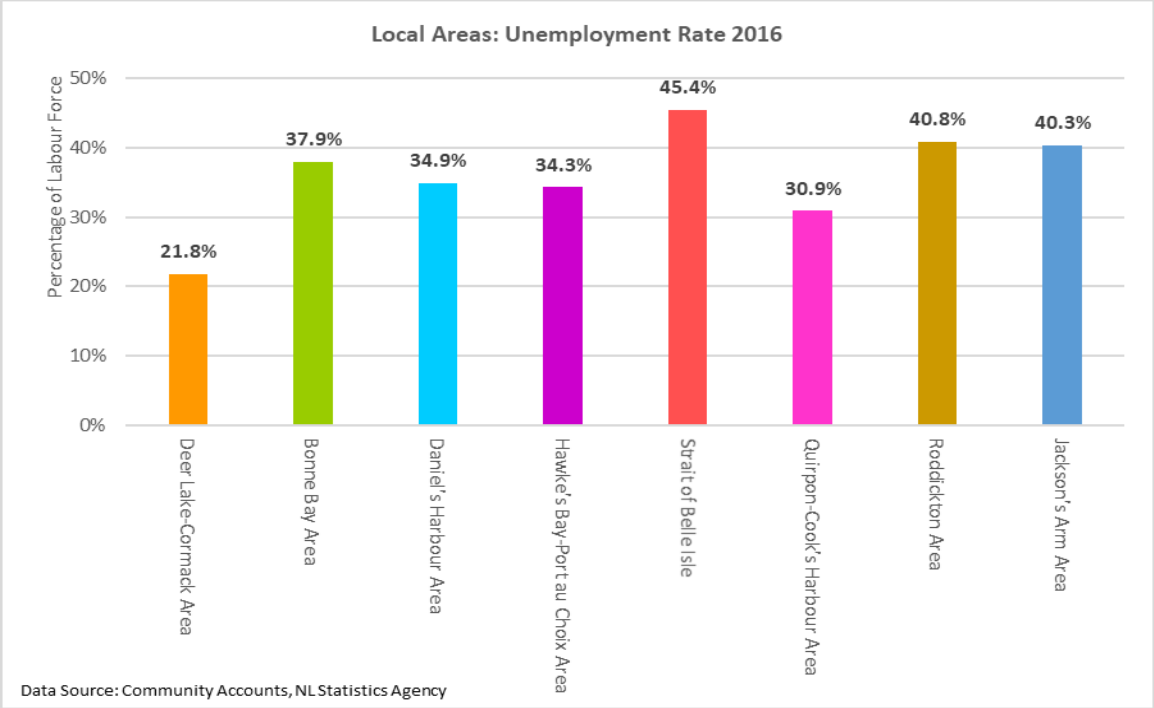
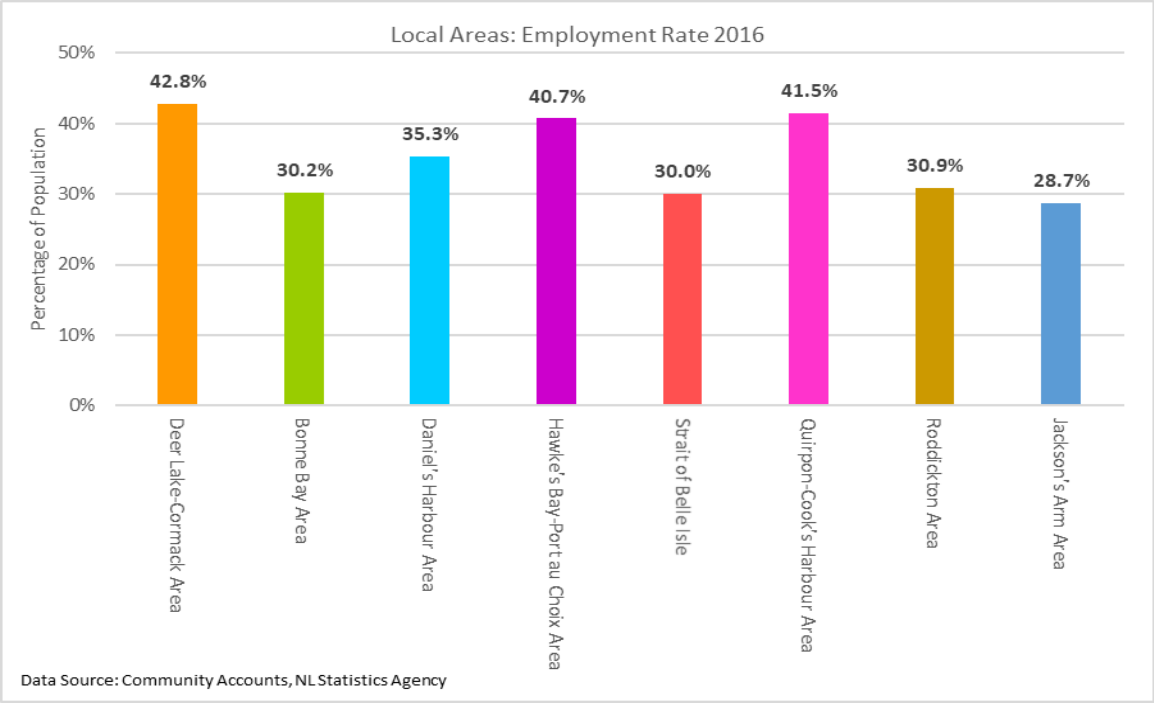
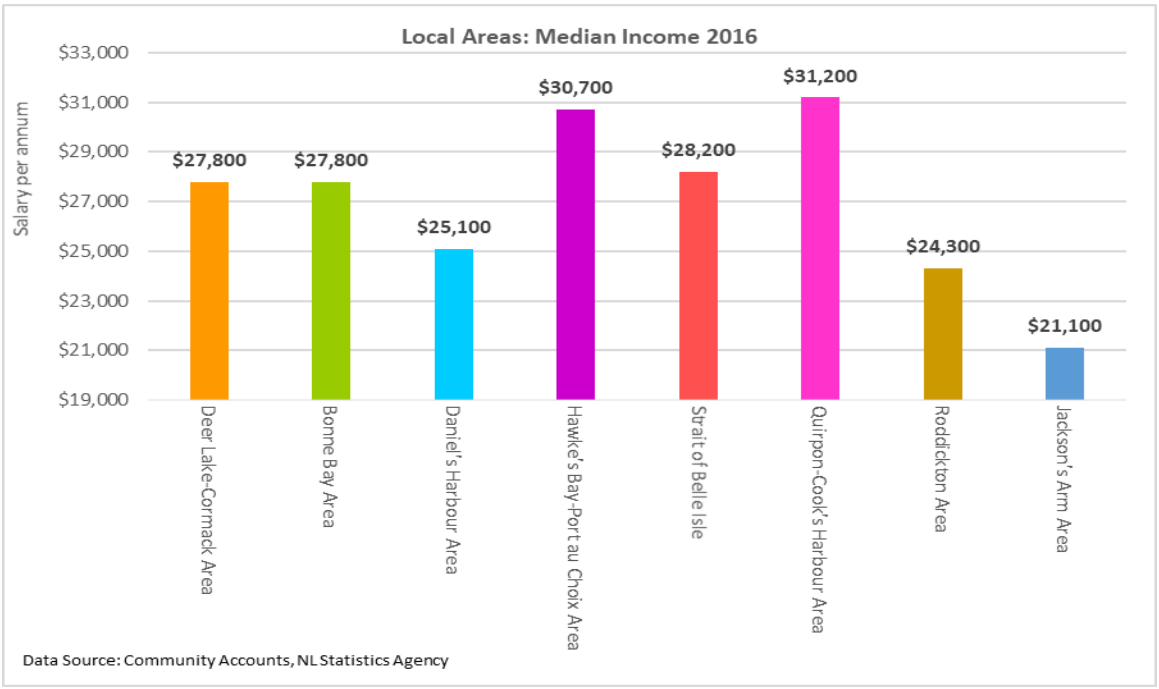


Figure 540: Comparison of Local Areas - Employment Rate 2016



3.9.6 Income

Figure 541: Comparison of Local Areas - Median Income 2016



The Quirpon-Cook's Harbour Area had the largest median income ($31,200) of the local areas in the Northern Peninsula region (see Figure 541). The Hawke's Bay-Port au Choix Area ($30,700) followed close behind. The Jackson's Arm Area ($21,100) had the lowest median. The Roddickton Area ($24,300), the second lowest median income, was $3,200 higher than that of the Jackson's Arm Area. The median income of the province equaled $32,100 in 2016.

As illustrated in Figure 542. the Deer Lake-Cormack Area ($37,900) had the highest median income for males in 2016, while the Roddickton Area ($30,300) had the lowest median income among men. Furthermore, the median income for females in each local areas was lower than the lowest male median income of any local area in the region. In every local area, the median income of males was higher than that of females in 2016. The local area with the highest female median income in 2016 was the Quirpon-Cook's Harbour Area, with a female median income of $27,900, with the next closest being the Hawke's Bay-Port au Choix Area, which had a female median income of $25,500. The lowest female median income in the Northern Peninsula region was that of the Jackson's Arm Area which sat at just $15,500 in 2016.

From Figure 543, in 2016, the Jackson's Arm Area experienced the largest median income gender pay gap in the Northern Peninsula region as the median income of males in the region were $17,100 higher than that of females. The second highest median income gender pay gap was that of the Deer Lake-Cormack Area, which had a median income gender pay gap of $16,100. The most equal pay between males and females was found in the Quirpon-Cook's

Harbour Area where the median income of males was $7,700 higher than that of females. The Bonne Bay Area had the second lowest median income gender pay gap in 2016 at $10,200.

Figure 542: Comparison of Local Areas - Median Income by Gender 2016

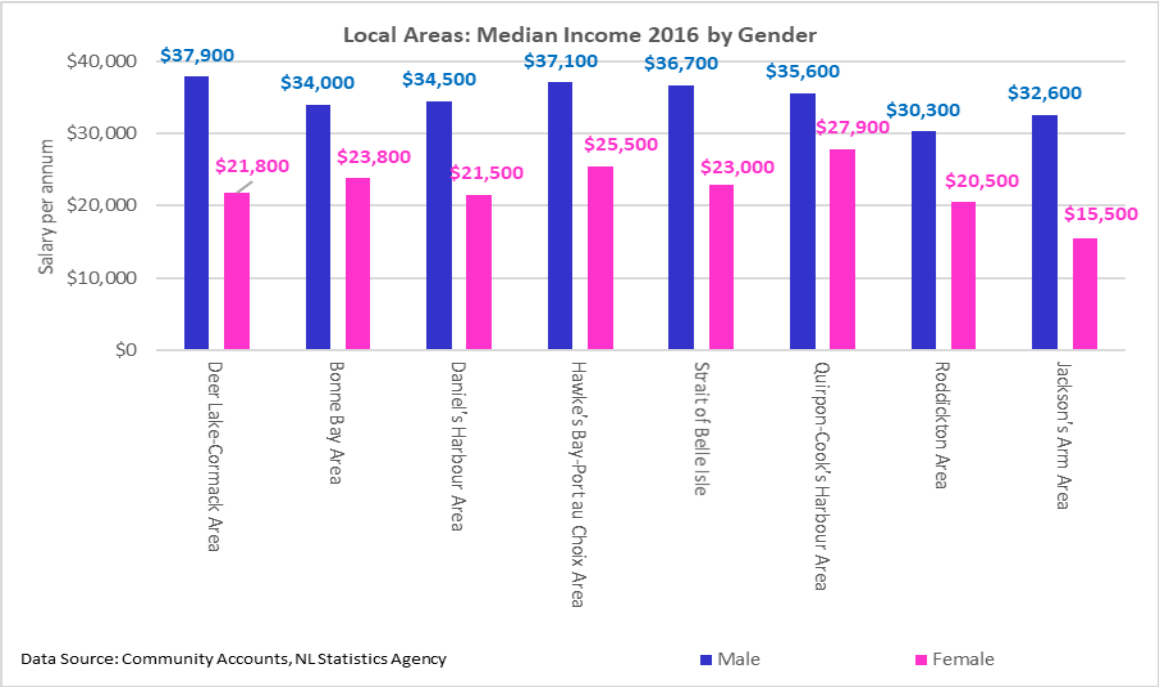


Figure 543: Comparison of Local Areas - Median Income Gender Pay Gap 2016

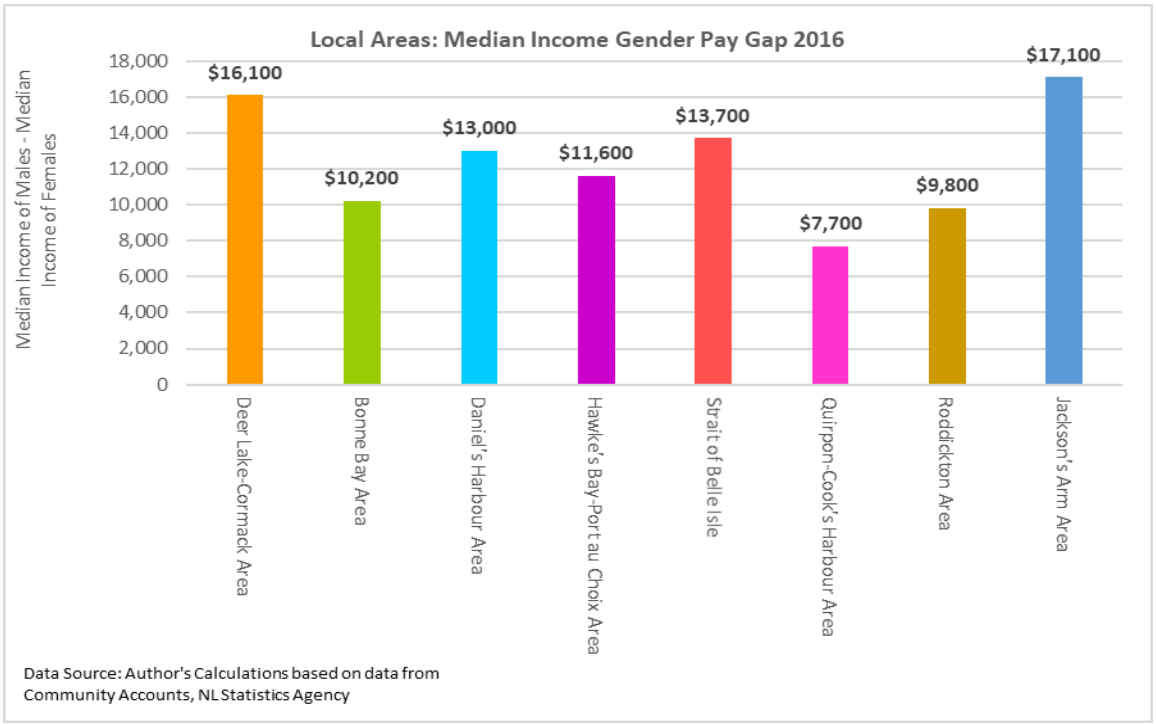


Figure 544: Comparison of Local Areas - Real Disposable Income per capita 2016

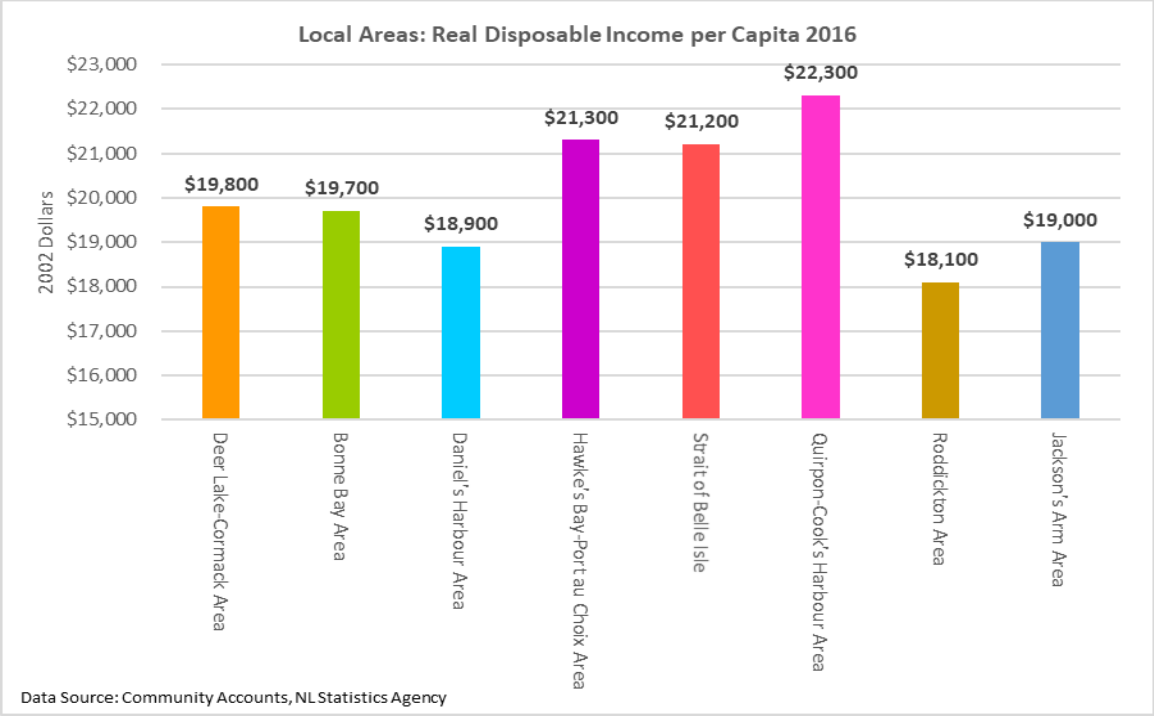


Figure 545: Comparison of Local Areas - Median Income Provincial and Canadian Index Numbers

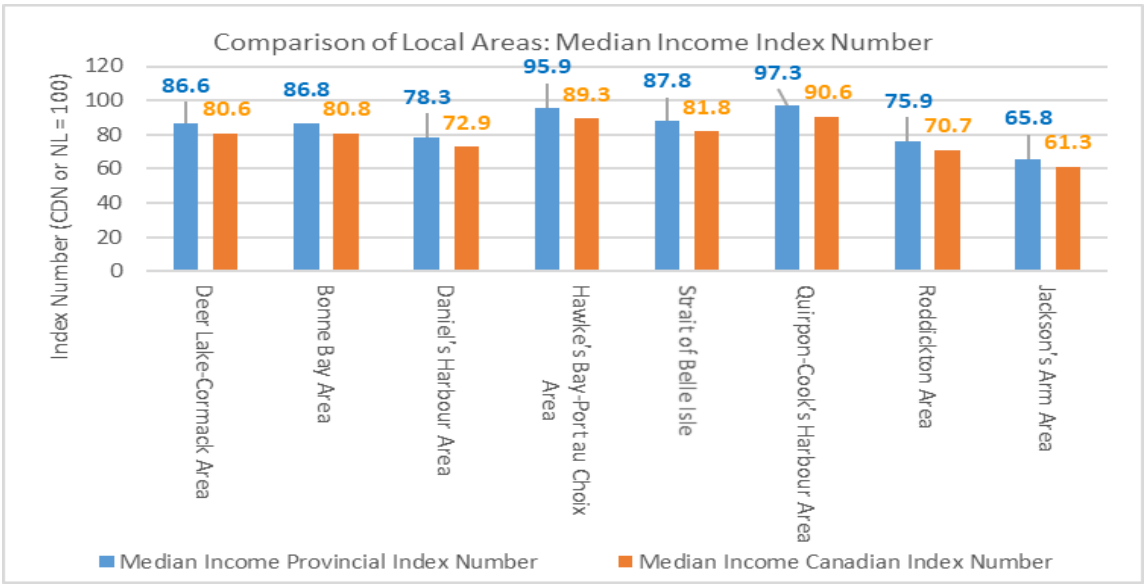


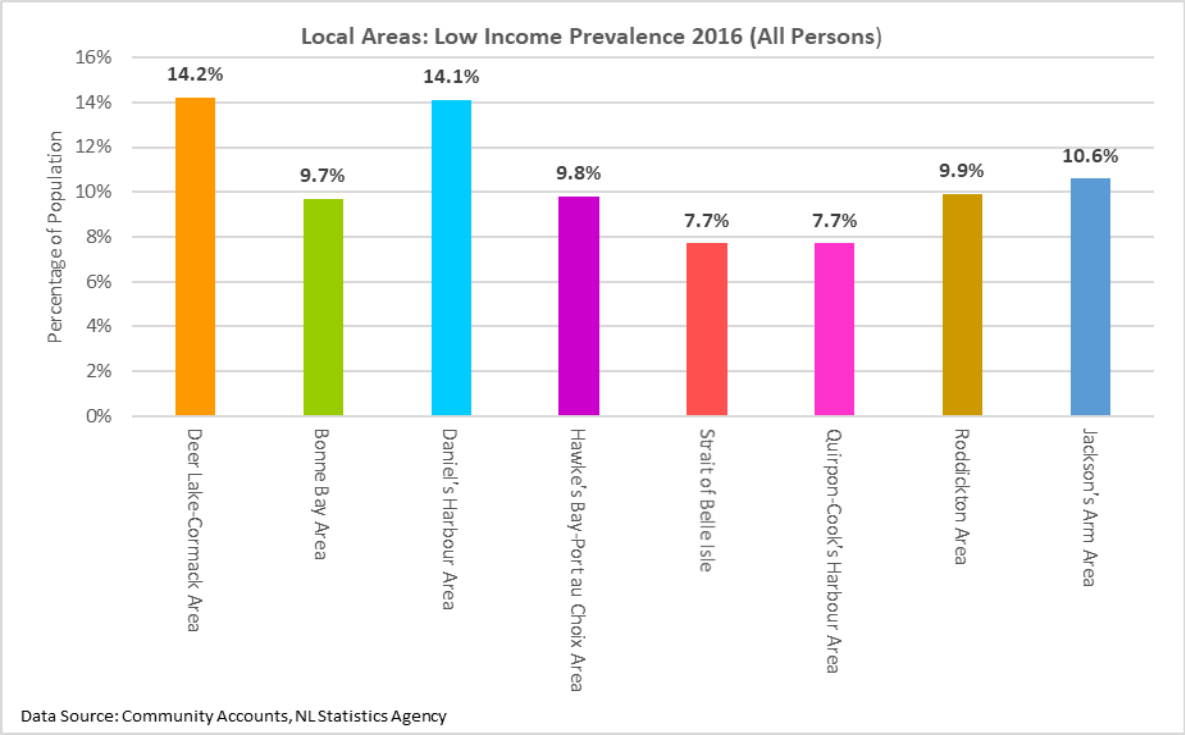
Figure 544 indicates that, for 2016, the Quirpon-Cook's Harbour ($22,300) had the highest level of real (2002 dollars) disposable income per capita in the Northern Peninsula Area, followed by the Hawke's Bay-Port au Choix Area ($21,300). The Roddickton Area ($18,100 had the lowest level of real disposable income per capita and the Jackson's Arm Area ($19,000) had the second lowest. The provincial average ($22,600) exceeded all eight local.

In 2016, the local area in the Northern Peninsula region with the highest Canadian index of median income was the Quirpon-Cook's Harbour Area equal to 90.6 (see Figure 545). Correspondingly, the Hawke's Bay-Port au Choix's median income, second highest in the region, was 89.3% of the Canadian median income. The median income of the Jackson's Arm Area was equal to 61.3% of the median income of Canada, which was the lowest Canadian index for median income in the Northern Peninsula Area. The median incomes of the local areas in the Northern Peninsula region were all lower than the median income of Canada.

3.9.7 Prevalence of Low Income

Surprisingly, from Figure 546, the local area with the highest percentage of its population living in low income (14.2%) in the Northern Peninsula region in 2016 was the Deer Lake-Cormack Area. The Daniel's Harbour Area with 14.1% was next. The lowest prevalence of low income in 2016 was a tie between the Strait of Belle Isle and the Quirpon-Cook's Harbour Area, which both had 7.7% of their population living in low income. The provincial prevalence of low income in 2016 was equal to 13.7% of the province's population, which meant that there were only two local areas in the Northern Peninsula region with a prevalence of low income above the provincial average: the Deer Lake-Cormack Area and the Daniel's Harbour Area.

Figure 546: Comparison of Local Areas - Low-income prevalence 2016



In 2016, as reflected in Figure 547, the youth prevalence of low income in the Daniel's Harbour Area (8.7%) was the highest in the Northern Peninsula region. The Deer Lake-Cormack Area (24.1%) had the second highest youth prevalence of low income in the region. The Quirpon-

Cook's Harbour Area had the lowest youth prevalence of low income in the region with 12.5% of its youth population residing in low income.

Figure 547: Comparison of Local Areas - Youth Low-income prevalence 2016

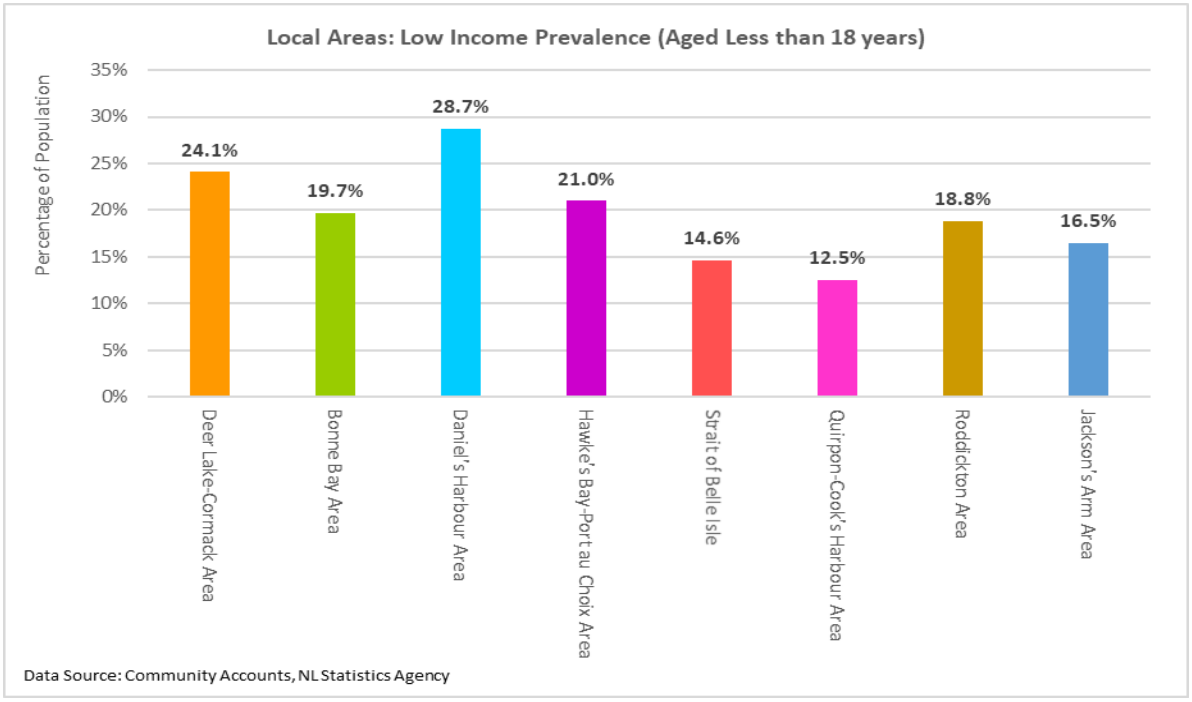
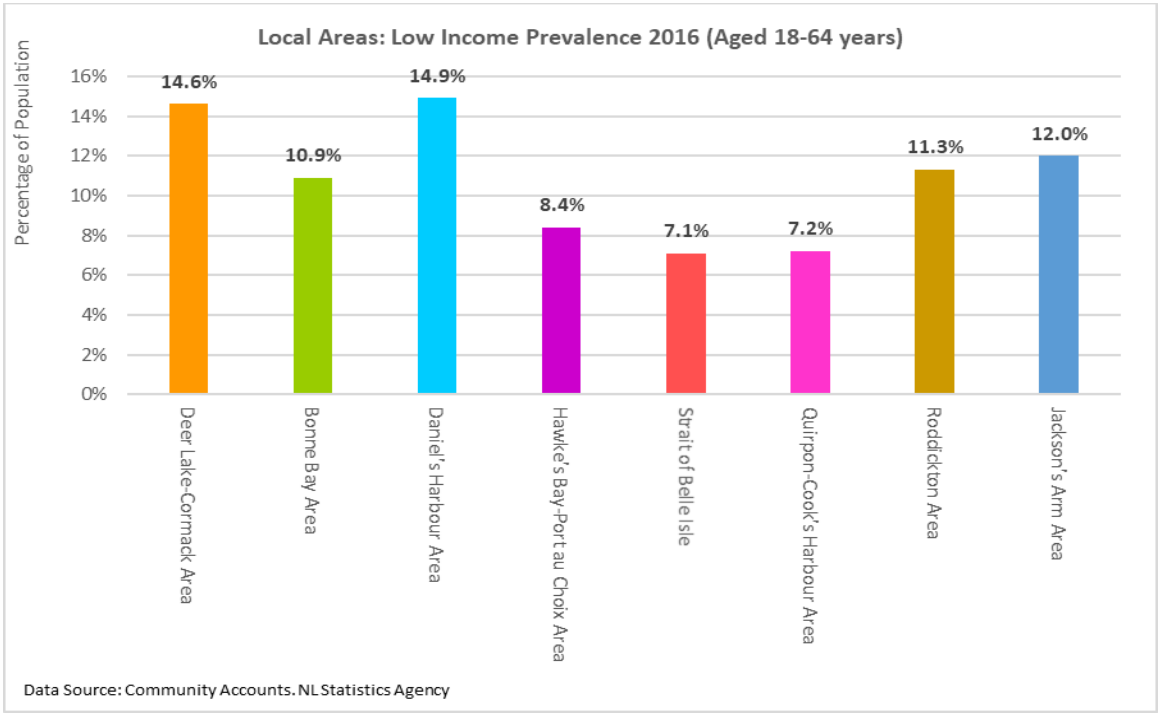


Figure 548: Comparison of Local Areas - Working Age Low-income prevalence 2016



From Figure 548, the working age prevalence of low income in the Daniel's Harbour Area for 2016 (14.9%) was the highest in the Northern Peninsula region, followed by the Deer Lake-Cormack Area (14.6%). The Strait of Belle Isle, with only 7.1% of its working age population residing in low income, was the lowest and the Quirpon-Cook's Harbour Area (7.2%) held the second lowest.

In 2016, as illustrated in Figure 549, the Quirpon-Cook's Harbour Area (6.4%) held the highest elderly prevalence of low income in the Northern Peninsula region. The second highest elderly prevalence of low income in the Northern Peninsula region was the Hawke's Bay-Port au Choix Area (6.1%). The Bonne Bay Area's elderly prevalence of low income, at 1.8% of its elderly population, was the lowest in the Northern Peninsula region in 2016.

The Deer Lake-Cormack Area, which held the highest prevalence of extreme low income in the Northern Peninsula Area, had 3.3% of its population in extreme low income in 2016 (see Figure 550). The next closest local area, the Daniel's Harbour Area, had 3.1% of its population in extreme low income in 2016. The Hawke's Bay-Port au Choix Area held the lowest prevalence of extreme low income in the Northern Peninsula region as only 1.3% of its population resided in extreme low income in 2016.

Figure 549: Comparison of Local Areas - Elderly Low-income prevalence 2016

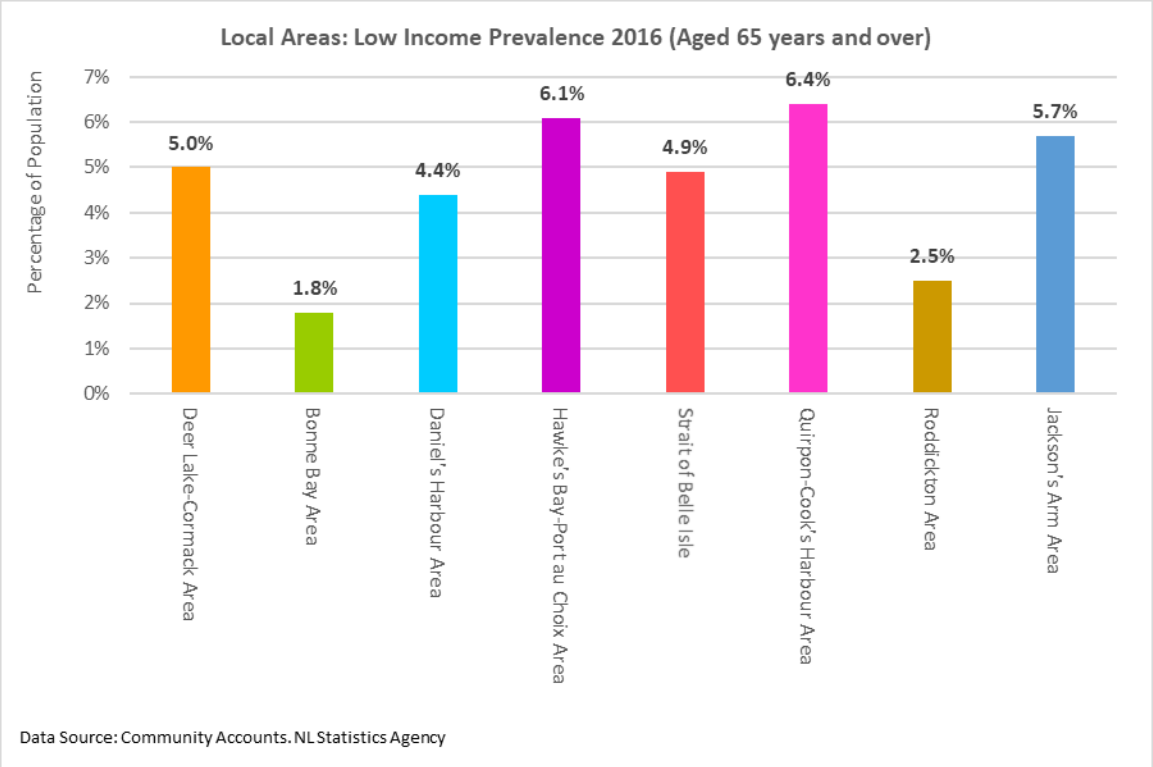
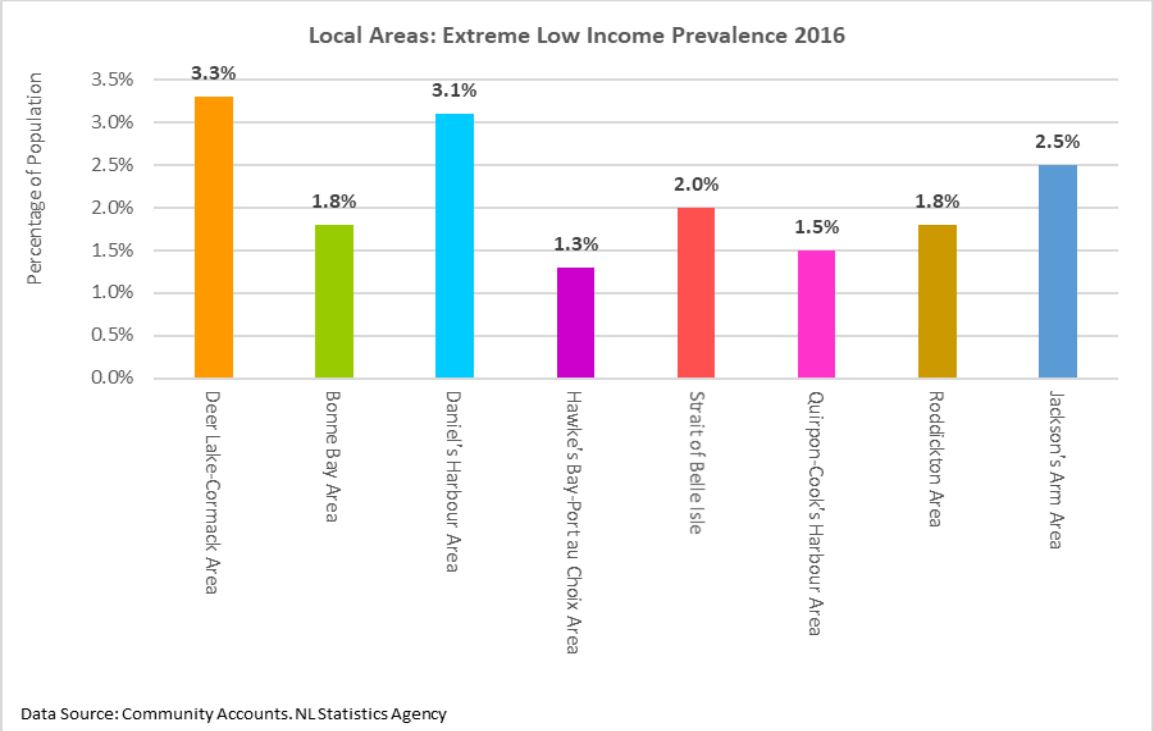
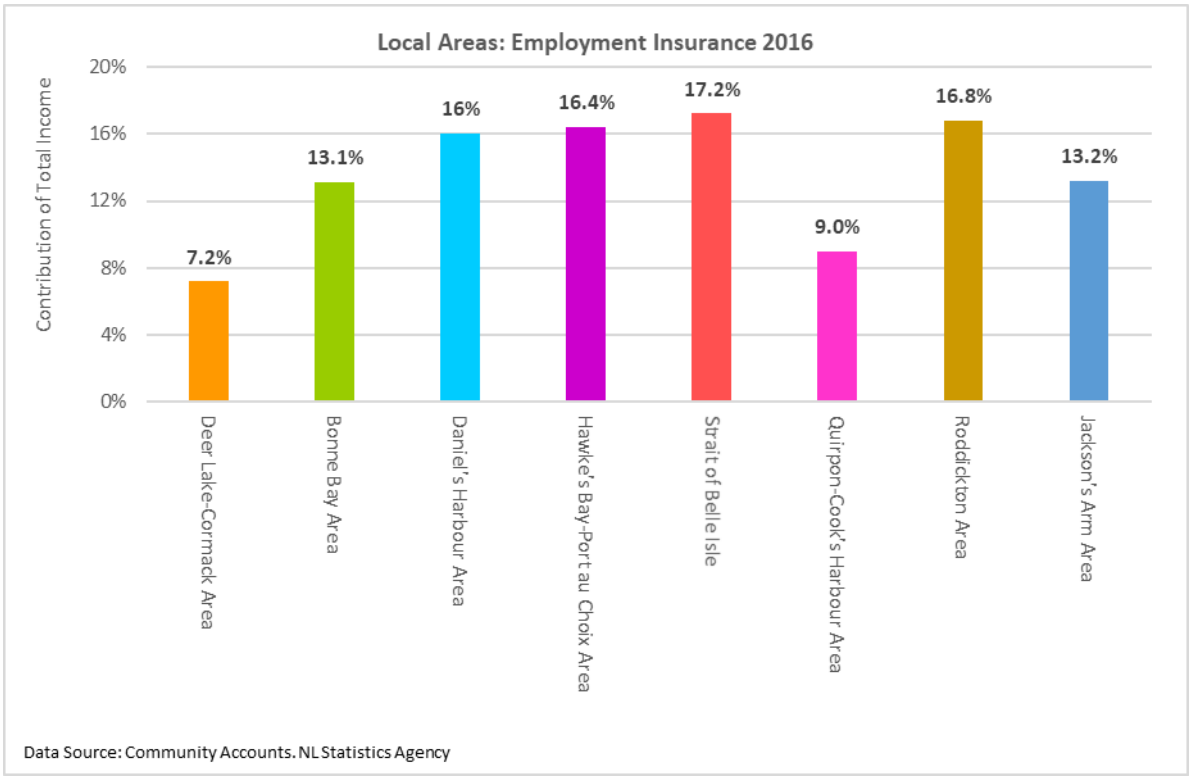


Figure 550: Comparison of Local Areas - Extreme Low-income prevalence 2016



3.9.8 Transfer Payments

Figure 551: Comparison of Local Areas - Employment Insurance's Contribution of Total Income 2016



As indicated in Figure 551, in 2016, the Strait of Belle Isle, with 17.2% of the total income in the region accounted for by employment insurance, relied the most heavily on employment insurance for its income. In the Roddickton Area, employment insurance accounted for 16.8% of total income in the region, which was the second highest share in the Northern Peninsula region. The Quirpon-Cook's Harbour Area had the lowest share of income accounted for employment insurance in the region at 9%. Nonetheless, the provincial average in 2016, 5.4% of total income accounted for by employment insurance, implied that all eight local areas in the Northern Peninsula region were relying on employment insurance more heavily than the provincial average.

The Canada Pension Plan in 2016 as it accounted for 7.3% of total income in the Jackson's Arm Area (see Figure 552). The next closest was the Bonne Bay Area with 6.5% of total income in the region accounted for by the Canada Pension Plan. The Strait of Belle Isle was the least reliant on the Canada Pension Plan in the region as 4.3% of total income in the area came from the Canada Pension Plan. For the province as a whole, 4.7% of total income in Newfoundland and Labrador was accounted for by the Canada Pension Plan, which meant that all local areas in the Northern Peninsula region, except for the Strait of Belle Isle, were more reliant on the Canada Pension Plan for income than the provincial average in 2016.

Figure 552: Comparison of Local Areas - Canada Pension Plan's Contribution of Total Income 2016

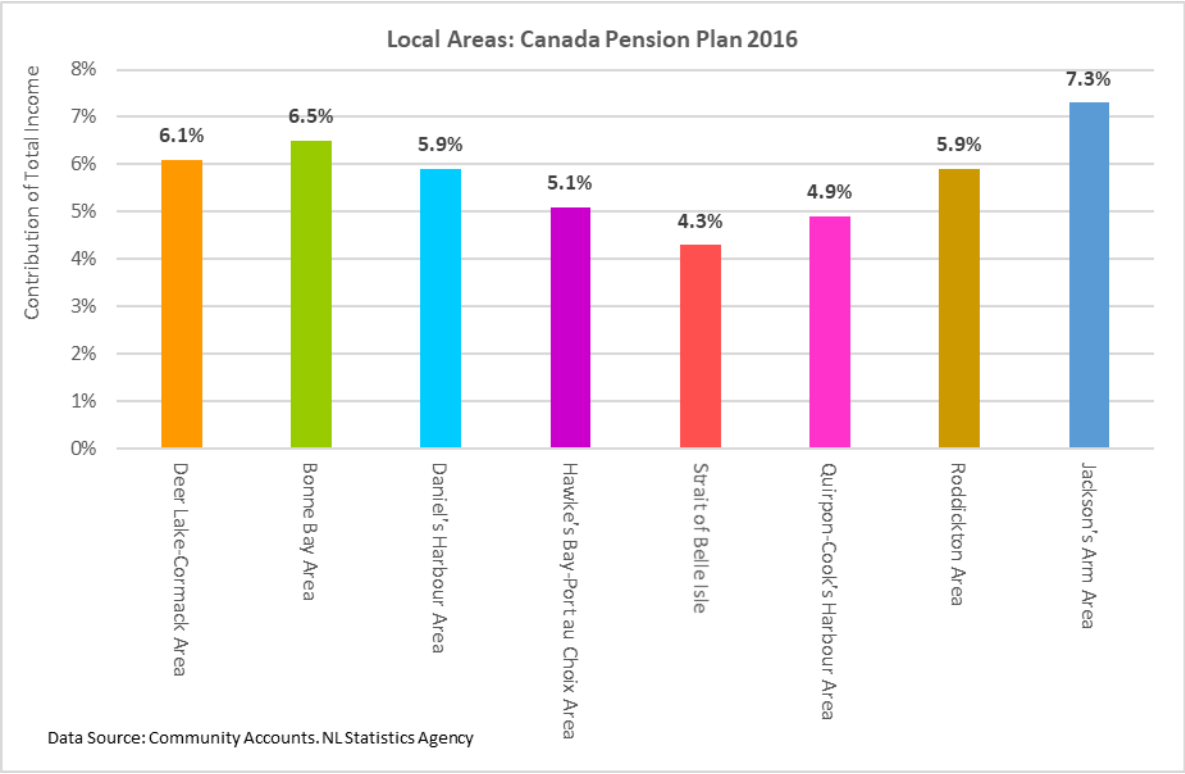


Figure 553: Comparison of Local Areas - Income Support Assistance's Contribution of Total Income 2016

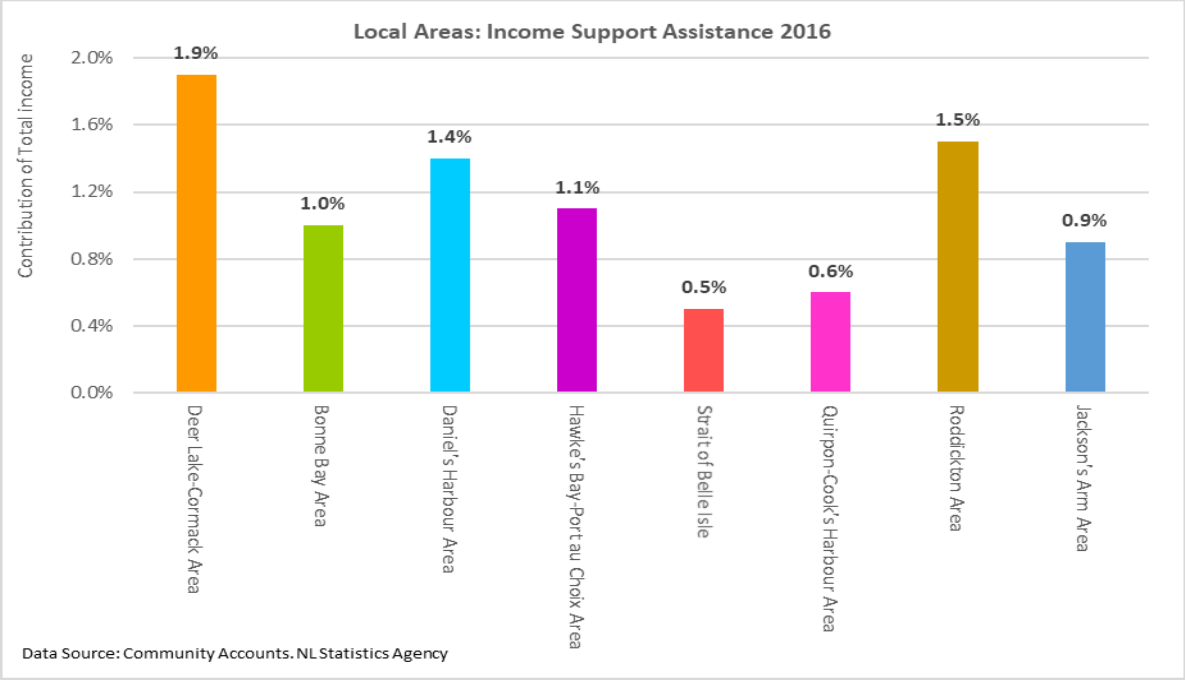


Figure 554: Comparison of Local Areas - Transfer Payments' Contribution of Total Income 2016

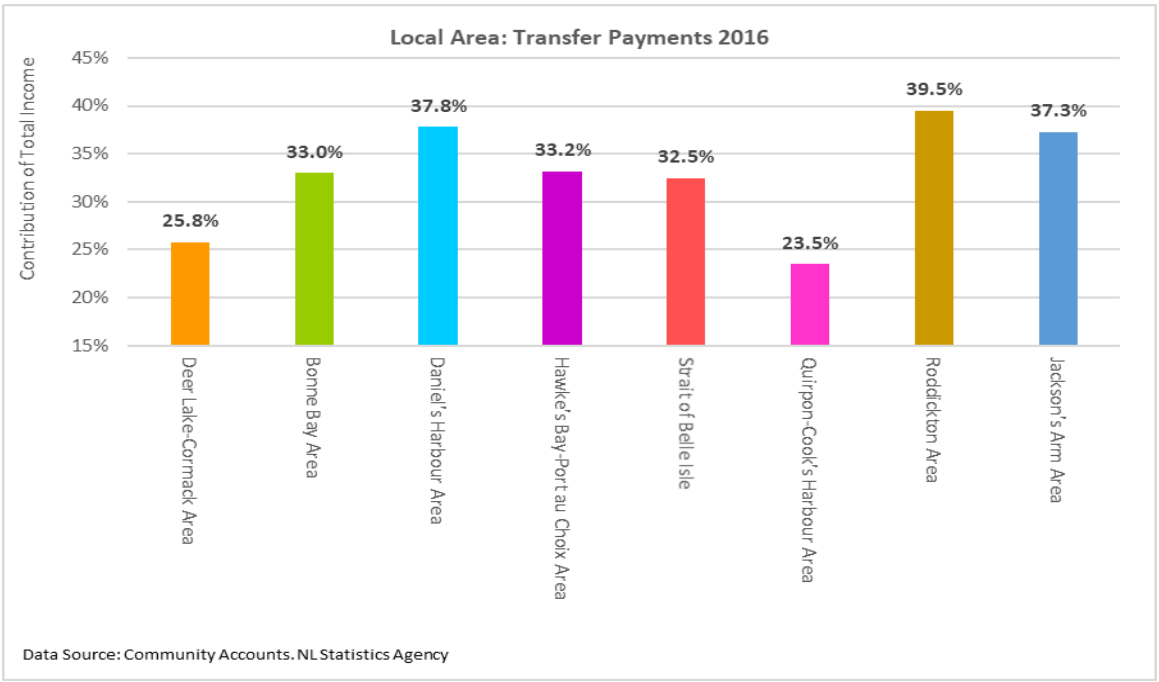
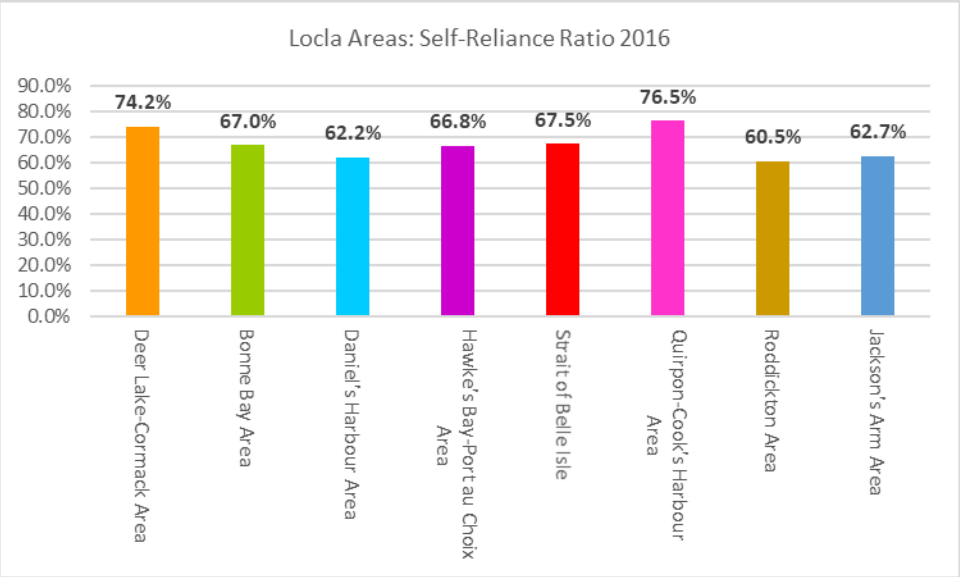


Figure 553 indicates that in 2016, the Deer Lake-Cormack Area was the most reliant local area on income support assistance with 2% of total income coming from income support assistance. The Strait of Belle Isle was the least reliant, with only 0.5% of total income in the region coming from income support assistance. For the province, 1.5% of income came from income support.

From Figure 554, in 2016, with 39.5% of total income from transfer payments, the Roddickton Area was the most reliant on transfer payments. The Daniel's Harbour Area was next with 37.8% of total income in the area coming from transfer payments. The Quirpon-Cook's Harbour Area was the least reliant on transfer payments in the Northern Peninsula region with 23.5% of total income derived from transfer payments. For the province, 19.4% of total income came from transfer payments in 2016, which meant that every local area in the Northern Peninsula region relied on transfer payments more heavily than the provincial average.

Figure 555: Comparison of Local Areas - Self-Reliance Ratio

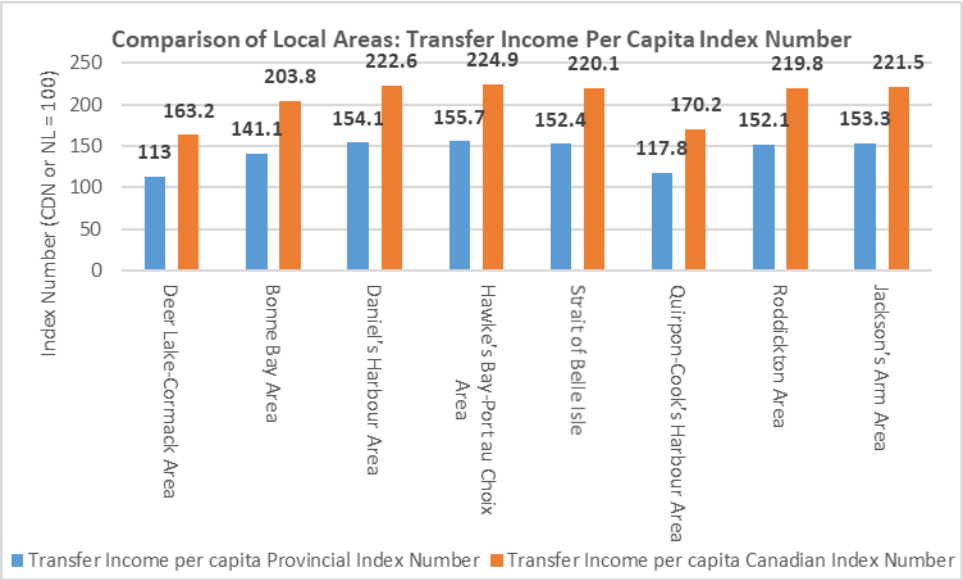


As reflected in Figure 555, the Quirpon-Cook's Harbour Area (76.5% of income from market sources) was the most self-reliance ratio in 2016 was. The Deer Lake-Cormack Area (74.2%) was the second most self-reliant, while the Strait of Belle Isle (67.5%) was the third most self-reliant. The Roddickton Area had the lowest self-reliance ratio in the Northern Peninsula region in 2016, with 60.5 cents out of every dollar flowing into the Roddickton Area in 2016 originated from market sources. The Daniel's Harbour Area (62.2%) had the second lowest self-reliance ratio. The Jackson's Arm Area finished in third last in 2016, with a self-reliance ratio equal to 62.7%.

The local area with the largest Canadian index of transfer incomes per capita in 2016, as presented in Figure 556, was the Hawke's Bay-Port au Choix Area, where the Canadian index of transfer incomes per capita equaled 224.9. The Daniel's Harbour Area was the second highest Canadian index of transfer incomes per capita in 2016 as transfer incomes per capita in the Daniel's Harbour Area amounted to 222.6% of the Canadian average. In 2016, the Deer Lake-Cormack Area and the Quirpon-Cook's Harbour Area were the only local areas in the Northern

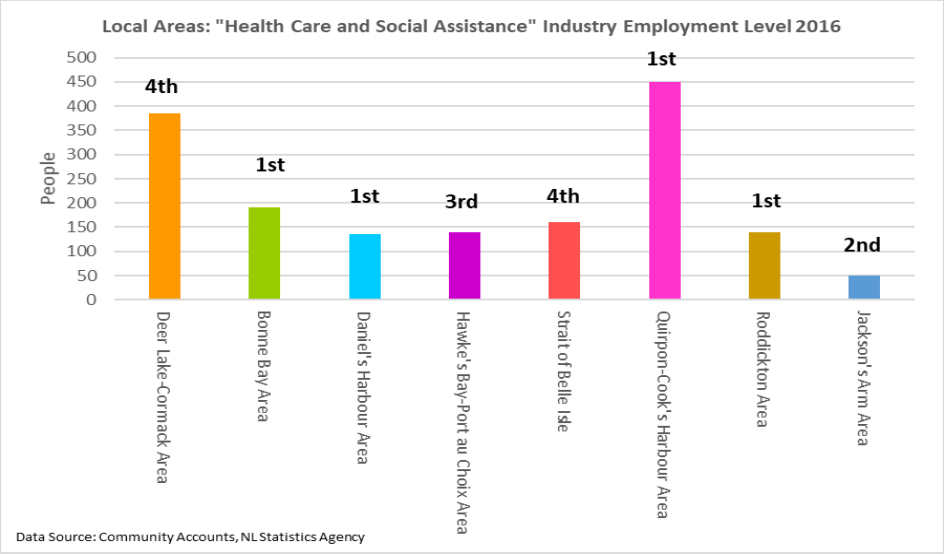
Peninsula region where transfer incomes per capita amounted to less than 200% of the Canadian average.

Figure 556: Comparison of Local Areas - Transfer Incomes per Capita Index



3.9.9 Employment Classification

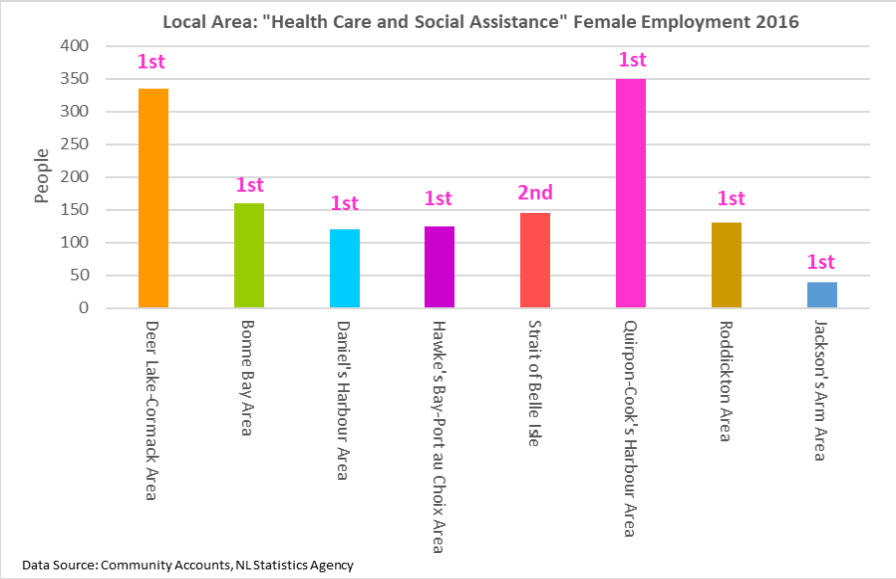
Figure 557: Comparison of Local Areas - "Health Care and Social Assistance" Employment 2016



From Figure 557, considering both genders, the most important industry in the Northern Peninsula region is the health care and social assistance industry. Likewise, it was the leading industry in terms of total employment in 4 of the 8 local areas in the region: the Bonne Bay Area, the Daniel's Harbour Area, the Quirpon-Cook's Harbour Area and the Roddickton Area. Furthermore, health care and social assistance had the second highest level of employment in

the Jackson's Arm Area and finished third place in terms of total employment for industries in the Hawke's Bay-Port au Choix Area. Of the eight local areas in the Northern Peninsula region, the Quirpon-Cook's Harbour Area's health care and social assistance industry employed more people than any other local area's health care sector, even though it had the second largest population of the eight local areas. In fact, the Quirpon-Cook's Harbour Area's health care and social assistance industry employed 65 more people than the health care and social assistance industry of the Deer Lake-Cormack Area in 2016, despite the fact that the Deer Lake-Cormack Area's population was higher than that of the Quirpon-Cook's Harbour Area by 3,455 people (which means that the Deer Lake-Cormack Area was nearly double the size of the Quirpon-Cook's Harbour Area in 2016).

Figure 558: Comparison of Local Areas - "Health Care and Social Assistance" Female Employment 2016

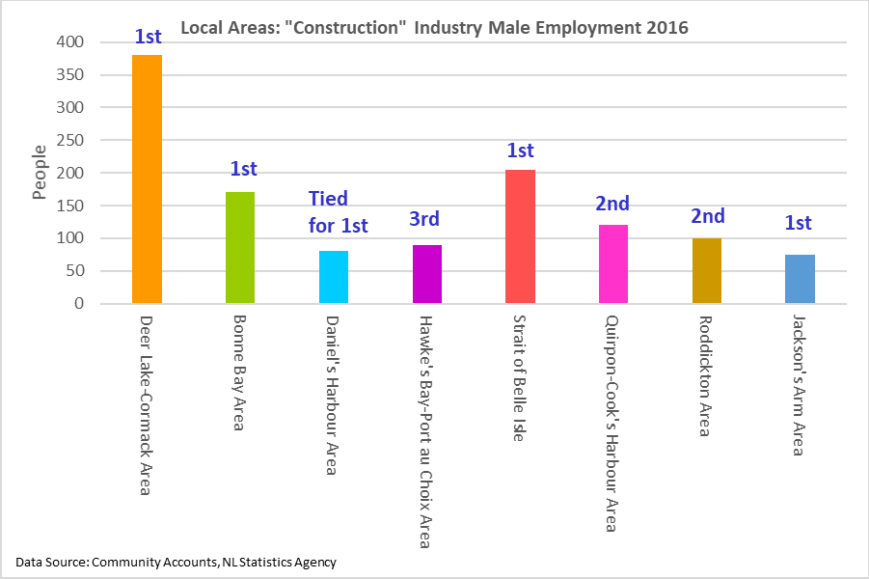


However, as shown in Figure 558, the health care and social assistance industry is even more important for females in the Northern Peninsula region in that it was the industry with the highest level of female employment in 7 of the 8 local areas in the region in 2016 as it finished second only in the Strait of Belle Isle. The Quirpon-Cook's Harbour Area had the largest level of female employment by the health care and social assistance industry, with 350 female workers and the Deer Lake-Cormack Area finished second, with 335 workers. In terms of female employment, the Quirpon-Cook's Harbour Area's health care and social assistance industry outweighed that of the Deer Lake-Cormack Area once again, despite the fact that Deer Lake-Cormack Area had 1,735 more females than the Quirpon-Cook's Harbour Area in 2016.

An important industry for male employment in the Northern Peninsula region in 2016, as illustrated in Figure 559, was construction as it was the industry that was either first or tied for first in male employment in 5 of the 8 local areas and was one of the top two industries for

male employment in 7 of the 8 local areas (it finished in third place for male employment in the Hawke's Bay-Port au Choix Area). The Deer Lake-Cormack Area had, by far, the largest level of male employment in the "construction" industry, with 380 males employed in the construction industry, which is not surprising given its population relative to that of the rest of the Northern Peninsula region's local areas. The Strait of Belle Isle had the second largest level of male employment given by the "construction" industry, with 205 male workers employed in that industry in the region. The Quirpon-Cook's Harbour Area had 120 males employed by the construction industry, which was good for the fourth largest construction industry male employment level in the Northern Peninsula region. This was even though it was the local area which had the second largest population in the Northern Peninsula region in 2016. Like the Northern Peninsula region, the construction industry for the province was the largest employer of men of all industries.

Figure 559: Comparison of Local Areas - "Construction" Male Employment 2016



As shown in Figure 560, another important industry in the Northern Peninsula region is the agriculture, forestry, fishing and hunting industry as agriculture, forestry, fishing and hunting had the highest, or tied for the highest, level of male employment in 4 of the 8 local areas in the Northern Peninsula region. Likewise, agriculture, forestry, fishing and hunting was one of the top two industries in terms of male employment in 7 of the 8 local areas in the Northern Peninsula region in 2016 (it finished in third place for male employment in the Jackson's Arm Area). One reason that the Quirpon-Cook's Harbour Area's agriculture, forestry, fishing and hunting industry finished ahead of construction in terms of male employment is that the Quirpon-Cook's Harbour Area had three fish processors (Northern Tip Ltd. in Cook's Harbour, St. Anthony Seafoods Limited Partnership in St. Anthony and St. Anthony Basin Resources Inc. in St. Lunaire-Griquet), while no other local area had more than two fish processors. Nonetheless,

the importance of the agriculture, forestry, fishing and hunting industry does not hold for all of Newfoundland and Labrador as, in terms of industries, it was the seventh largest employer of men for the province as a whole and only the twelfth largest employer of all workers.

Figure 560: Comparison of Local Areas - "Agriculture, Forestry, Fishing and Hunting" Male Employment 2016

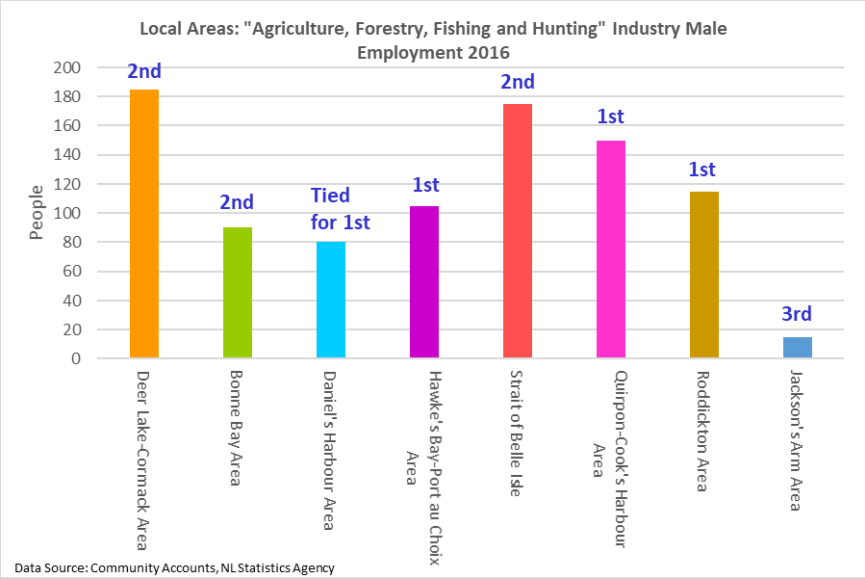
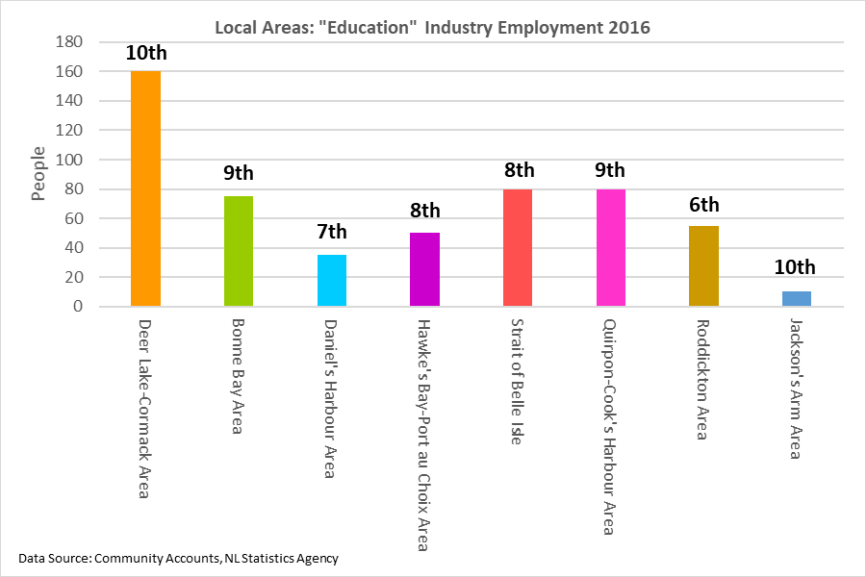


Figure 561: Comparison of Local Areas - "Educational Services" Employment 2016



An interesting case study is the educational services industry. From Figure 561, the highest level of employment given by the educational services industry was in the Deer Lake-Cormack Area, where it employed 160 individuals in 2016, but it had only the tenth largest level of employment of all industries in the area. The educational services industry was the sixth largest employer in the Roddickton Area and it ranked lower than that in all other local areas in the

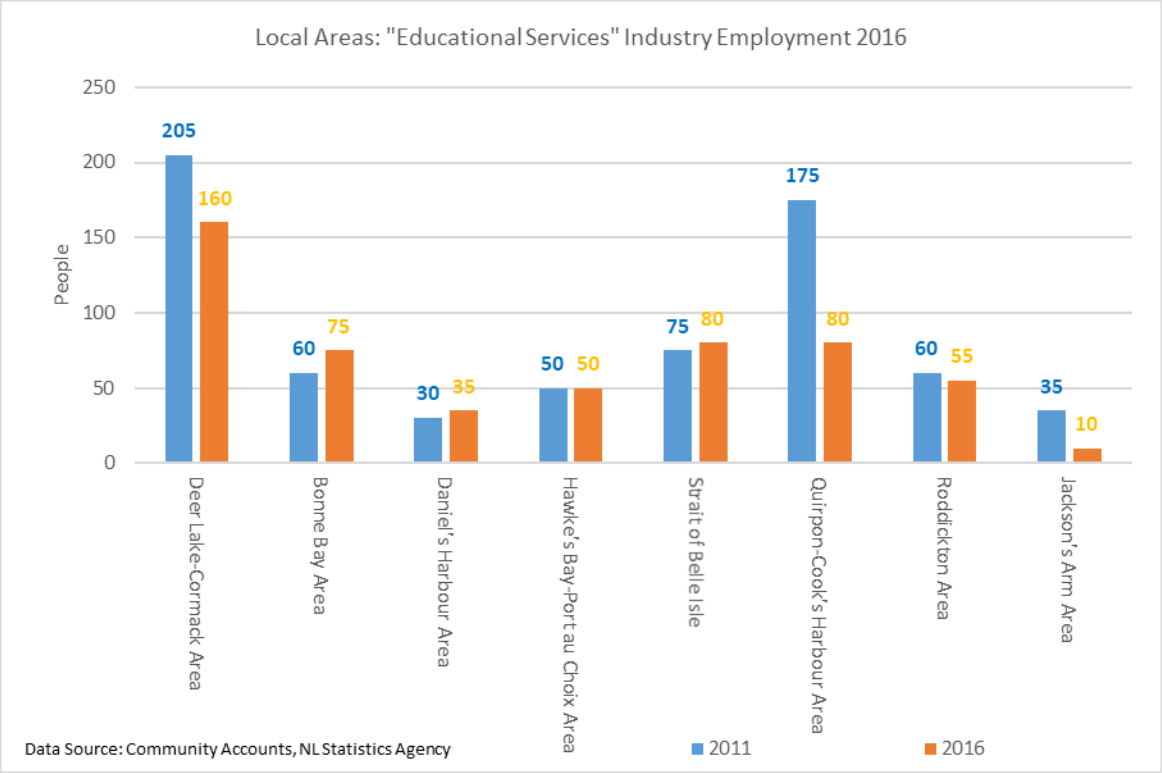
Northern Peninsula region. However, educational services was the fifth largest employer, of all industries, in Newfoundland and Labrador as a whole.

Some local areas have little employment in the educational services industry because there were not many employers. The only college or university in the Northern Peninsula region is the St. Anthony campus of the College of the North Atlantic in the Quirpon-Cook's Harbour Area, while the Hawke's Bay-Port au Choix Area and the Jackson's Arm Area have only one school each. The Deer Lake-Cormack Area had the highest level of employment in the educational services industry in 2016, mostly because it had five schools, though no other local area in the Northern Peninsula region had more than three schools. The Roddickton Area's educational services industry is that local area's sixth largest employer, but educational services ranks no higher than seventh in any other local area in the Northern Peninsula region. It ranks higher in the Roddickton Area, possibly because there are three schools in the Roddickton Area, which meant that the Roddickton Area is tied for second with the Quirpon-Cook's Harbour Area for the most schools of any local area in the Northern Peninsula region. This is even though the Roddickton Area's population ranked sixth out of the eight local areas in the Northern Peninsula region. Therefore, the Roddickton Area's educational services is an important industry for employment mainly because of its school to population ratio, which is larger than that of any of the other local areas in the Northern Peninsula region.

As shown in Figure 562, the level of employment in the educational services industry dropped in 4 of the 8 local areas in the Northern Peninsula region between 2011 and 2016. In fact, the educational services industry's employment levels dropped precipitously in the Deer Lake-Cormack Area, where it fell by 45 individuals between 2011 and 2016, and the Quirpon-Cook's Harbour Area, where it fell by 95 workers between 2011 and 2016. Moreover, the educational services industry's employment level increased in only three of the 8 local areas in the region.

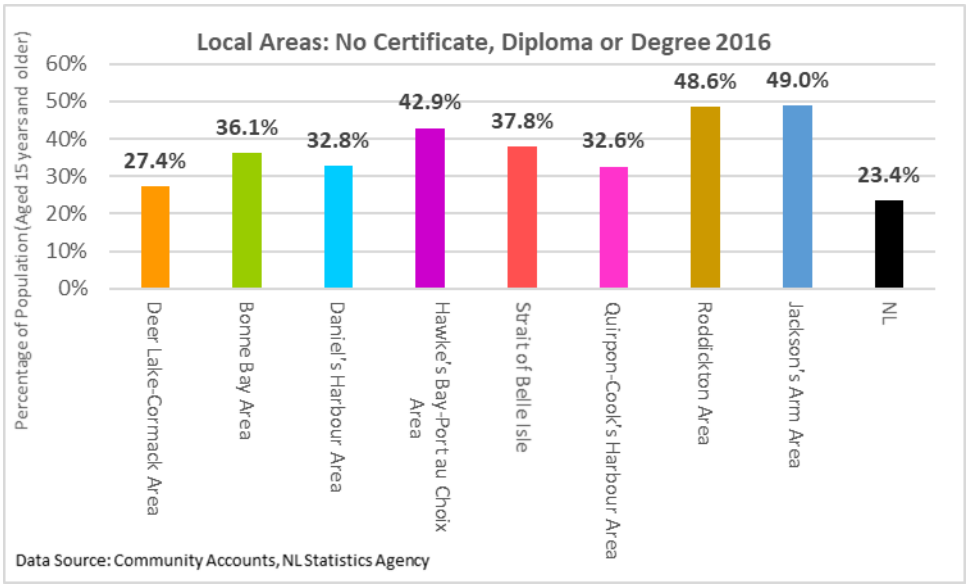
While educational services had the fifth highest level of employment for industries in Newfoundland and Labrador in 2016, it is less important than that in all the local areas in the Northern Peninsula region. Additionally, health care and social assistance has grown in terms of employment in 5 of the 8 local areas in the region and there are more workers in the health care and social assistance industry than the educational services industry in all eight of the local areas in the Northern Peninsula region. In fact, in the Quirpon-Cook's Harbour Area in 2016, there were only 55 workers in the educational services industry, while there were 450 workers in the health care and social assistance industry. The reason for the added importance to the health care sector, as opposed to the education sector, in the Northern Peninsula region may be that its population structure has tilted increasingly towards the elderly ages over the past twenty years and, with an older population, more importance is placed on health care than for a younger population, where education would be prioritized.

Figure 562: Comparison of Local Areas - "Educational Service" Employment by Year 2016



3.9.10 Education

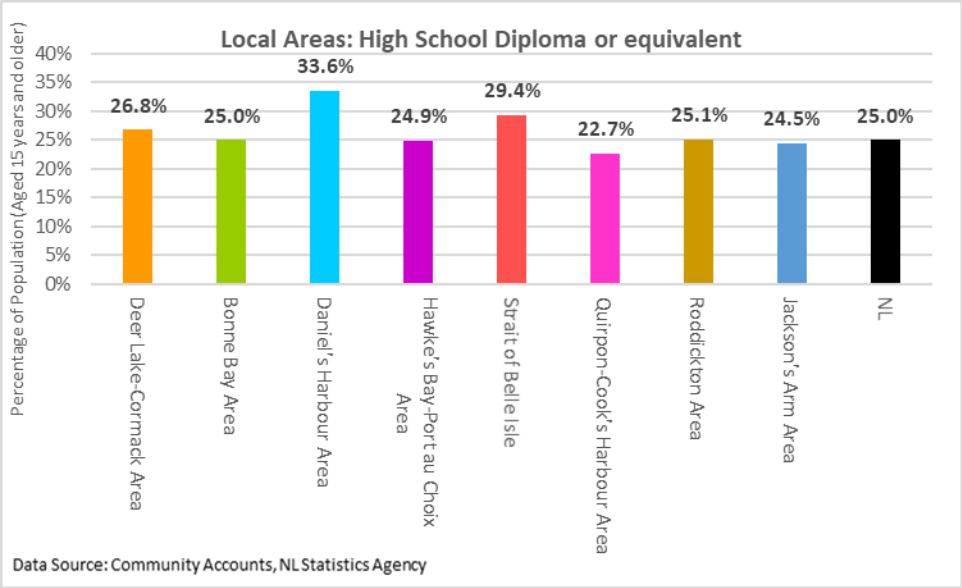
Figure 563: Comparison of Local Areas - No Certificate, Diploma or Degree 2016



In 2016, as illustrated in Figure 563, the Jackson's Arm Area (49% of its population aged 15 years and older), the Roddickton Area (48.6% of its population aged 15 years and older), and the Hawke's Bay-Port au Choix Area (42.9% of its population aged 15 years and older) had the

largest population shares that have no certificate, diploma or degree. Likewise, the Deer Lake-Cormack Area (27.4% of its population aged 15 years and older), the Quirpon-Cook's Harbour Area (32.6% of its population aged 15 years and older), and Daniel's Harbour Area (32.8% of its population aged 15 years and older) had the lowest population shares that held no certificate, diploma or degree. Nonetheless, all local areas in the Northern Peninsula region had a higher share of their population without a certificate, diploma, or degree than Newfoundland and Labrador as a whole.

Figure 564: Comparison of Local Area - High School Diploma

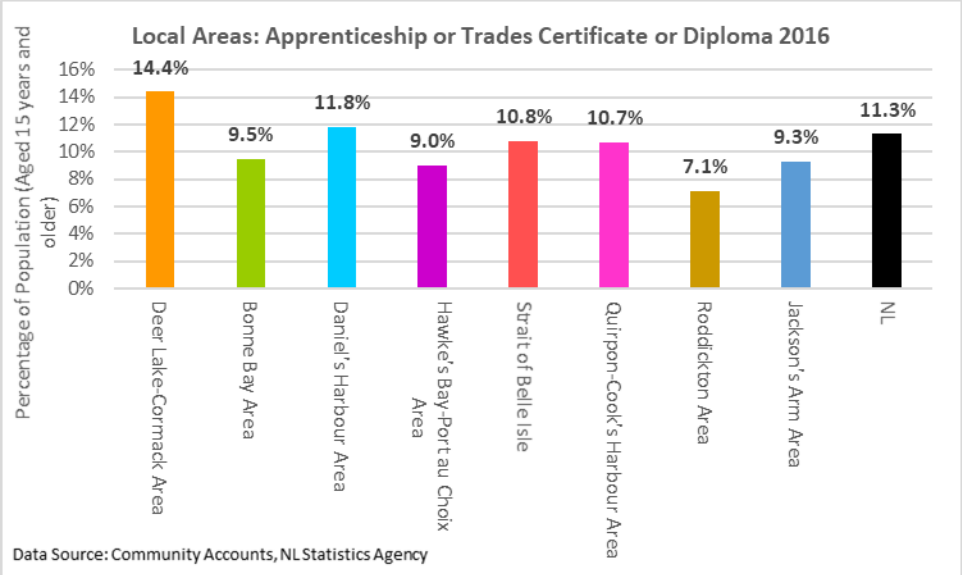


From Figure 564, the Daniel's Harbour Area (33.6% of its population aged 15 years and older), the Strait of Belle Isle (29.4% of its population aged 15 years and older), and the Deer Lake-Cormack Area (26.8% of its population aged 15 years and older) held the highest population shares with a high school diploma as their highest level of education of the eight local areas in the Northern Peninsula region in 2016. Likewise, the Quirpon-Cook's Harbour Area (22.7 of its population aged 15 years and older), Jackson's Arm Area (24.5% of its population aged 15 years and older) and the Hawke's Bay-Port au Choix Area (24.9% of its population aged 15 years and older) had the lowest population shares with a high school diploma as their highest level of population of the local areas in the Northern Peninsula region in 2016. The Quirpon-Cook's Harbour Area, the Jackson's Arm Area and the Hawke's Bay-Port au Choix Area all had a percentage of their population with a high school diploma as their highest level of education that was smaller than, or equal to, that of Newfoundland and Labrador.

Figure 565 indicates that in 2016, the Deer Lake-Cormack Area (14.4% of its population aged 15 years and older), the Daniel's Harbour Area (11.8% of its population aged 15 years and older) and the Strait of Belle Isle (10.8% of its population aged 15 years and older) had the largest

share of their population with an apprenticeship or trades certificate or diploma of the local areas in the Northern Peninsula region. Likewise, the Roddickton Area (7.1% of its population aged 15 years and older), the Hawke's Bay-Port au Choix Area (9% of its population aged 15 years and older) and the Jackson's Arm (9.3% of its population aged 15 years and older) had the lowest population shares with an apprenticeship or trades certificate or diploma of the local areas in the Northern Peninsula region in 2016.

Figure 565: Comparison of Local Areas - Apprenticeship or Trades Certificate or Diploma



As illustrated in Figure 566, the local areas in the Northern Peninsula region that had the largest shares of their population with college or other non-university certificates or diplomas in 2016 were the Quirpon-Cook's Harbour Area (22.9% of its population aged 15 years and older), the Deer Lake-Cormack Area (21.4% of its population aged 15 years and older) and the Hawke's Bay-Port au Choix Area (16.5% of its population aged 15 years and older). Likewise, the local areas in the Northern Peninsula region that had the lowest shares of their population with college or other non-university certificates or diplomas in 2016 were the Roddickton Area (10.9% of its population aged 15 years and older), Jackson's Arm Area (13.2% of its population aged 15 years and older) and the Daniel's Harbour Area (14.8% of its population aged 15 years and older). Moreover, no local area in the Northern Peninsula region had a percentage of its population that held college or other non-university certificates or diplomas that was higher than that of Newfoundland and Labrador.

In 2016, the local areas in the Northern Peninsula region with the highest percentage of their population with a university certificate, diploma or degree at the bachelor level or above were the Bonne Bay Area (10.5% of its population aged 15 years and older), the Quirpon-Cook's Harbour Area (8.7% of its population aged 15 years and older) and the Deer Lake-Cormack Area

(7.6% of its population aged 15 years and older) (see Figure 567). Likewise, the local areas in the Northern Peninsula region with the lowest percentage of their population with a university certificate, diploma or degree at the bachelor level or above in 2016 were the Jackson's Arm Area (3.3% of its population aged 15 years and older), the Strait of Belle Isle (5.2% of its population aged 15 years and older) and the Hawke's Bay-Port au Choix Area (5.4% of its population aged 15 years and older). Additionally, no local area in the Northern Peninsula Area had a higher share of its population with a university certificate, diploma, or degree at the bachelor level or above than Newfoundland and Labrador.

Figure 566: Comparison of Local Areas - College or Other Non-University Certificate or Diploma

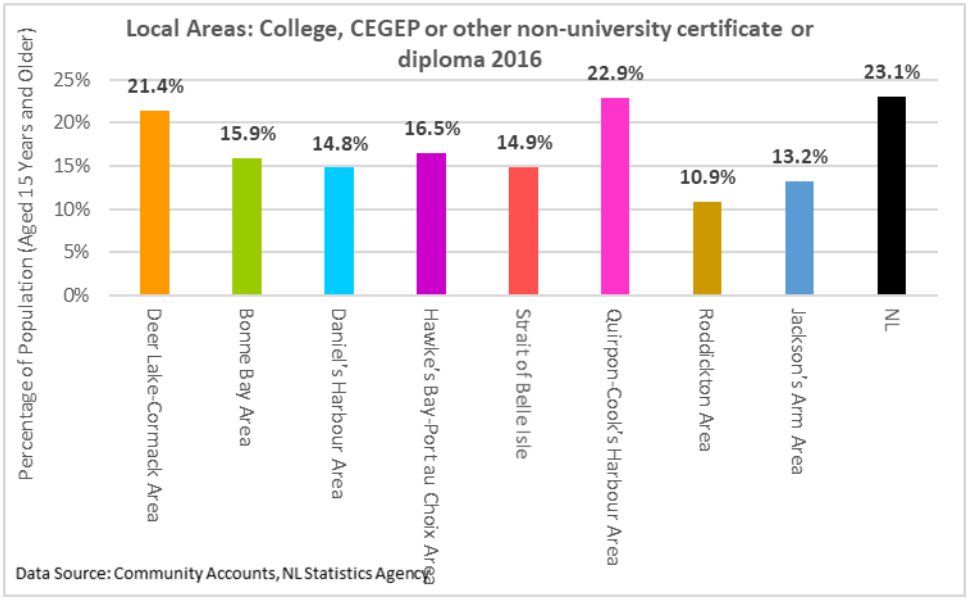


Figure 567: Comparison of Local Areas - University Certificate, Diploma or Degree at the Bachelor Level or Above

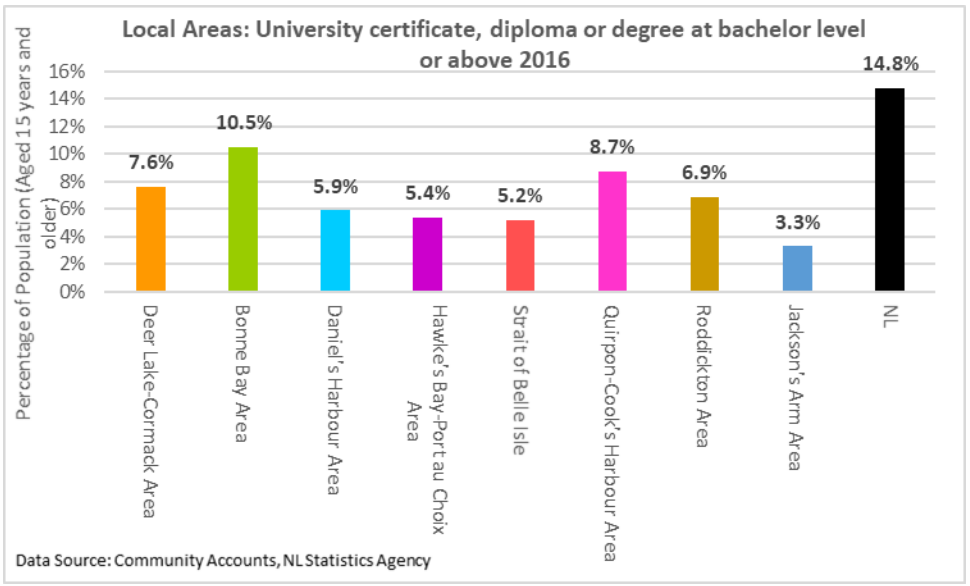
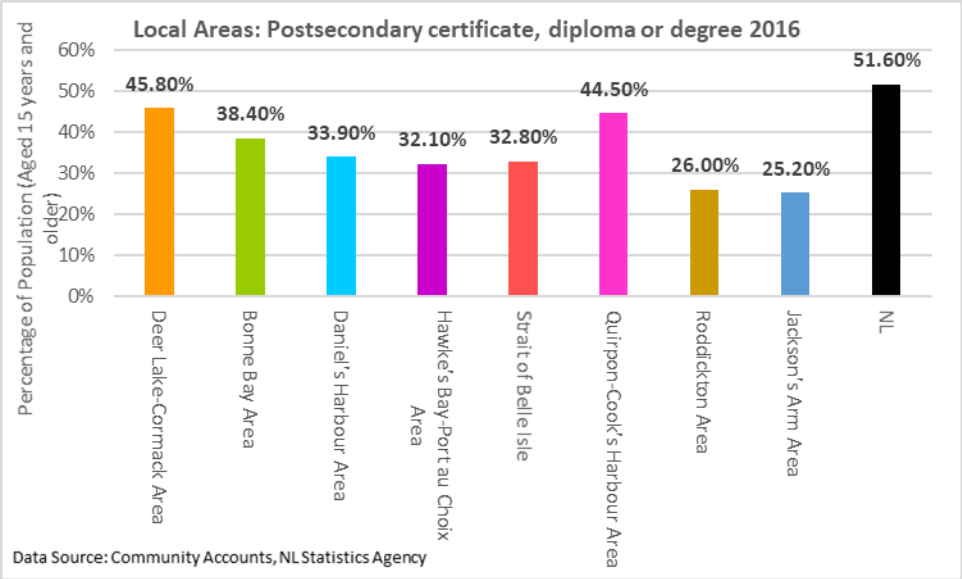


Figure 568: Comparison of Local Areas - Postsecondary certificate, diploma, or degree



As indicated in Figure 568, the local areas in the Northern Peninsula region with the largest shares of their population with postsecondary schooling in 2016 were the Deer Lake-Cormack Area (45.8% of its population aged 15 years and older), the Quirpon-Cook's Harbour Area (44.5% of its population aged 15 years and older), and the Bonne Bay Area (38.4% of its population aged 15 years and older). In 2016, the local areas in the Northern Peninsula region with the smallest shares of their population with postsecondary schooling were Jackson's Arm Area (25.2% of its population aged 15 years and older), the Roddickton Area (26% of its population aged 15 years and older) and the Hawke's Bay-Port au Choix Area (32.1% of its population aged 15 years and older). Nonetheless, no local area in the Northern Peninsula region had a higher percentage of its population with postsecondary schooling than Newfoundland and Labrador.

4.0 Demographic and Economic Characteristics of Communities

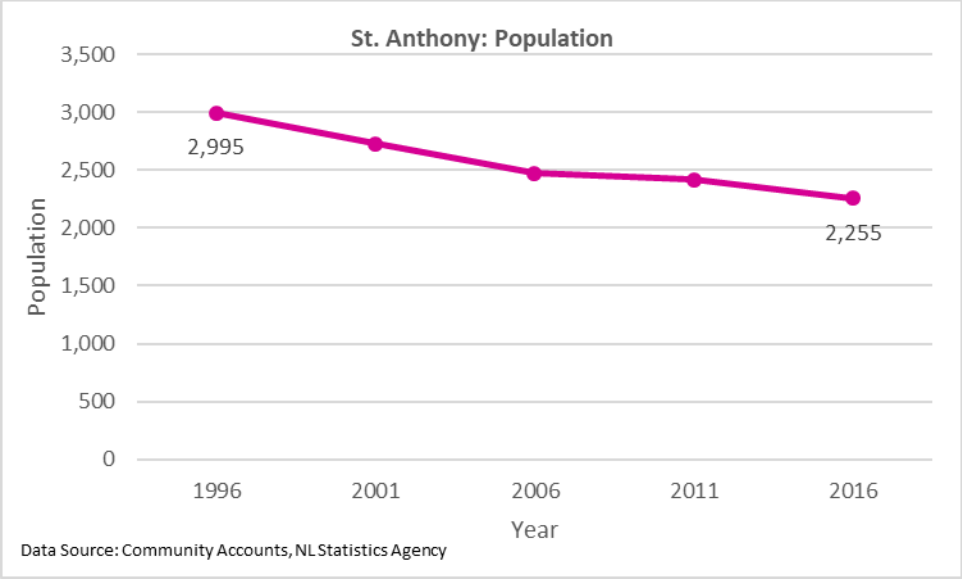
4.1 St. Anthony

Note: Due to insufficient data, the majority of the data used in this section come from the Community Accounts geography named "St. Anthony and Surrounding Area" which is made up of the Municipality of St. Anthony (includes St. Anthony East), the Municipality of Goose Cove East, the Local Service District of Great Brehat, the Local Service District of St. Anthony Bight and St. Carols.

4.1.1 Population

From Figure 569, the population of the town of St. Anthony fell from 2,995 individuals in 1996 to 2,255 individuals in 2016, a 24.7% reduction in its population. The population of St. Anthony and its surrounding area equaled 2,930 individuals in 2011 (which was 510 individuals higher than the population of St. Anthony) and equaled 2,720 individuals in 2016 (which was 465 individuals higher than the population of St. Anthony)[2].

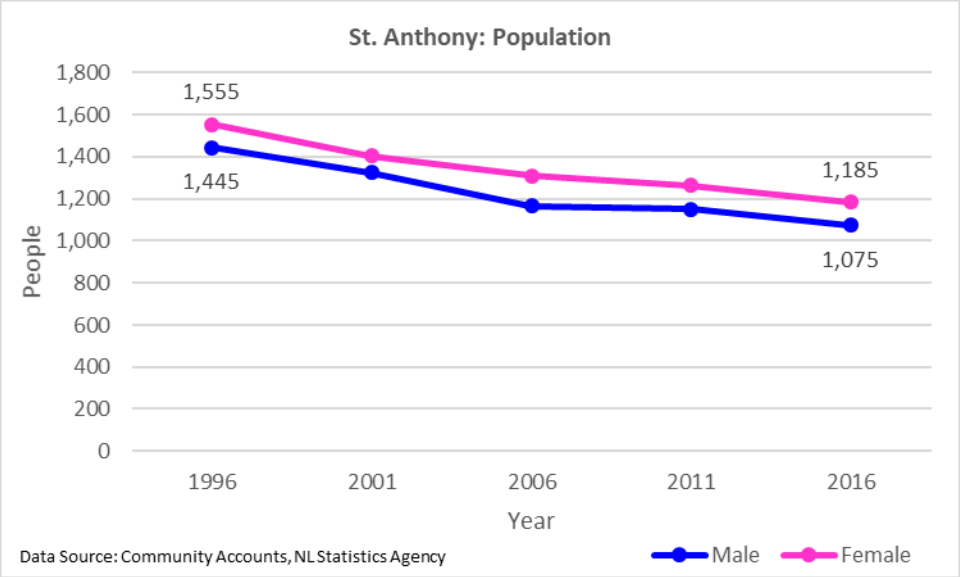
Figure 569: St. Anthony - Population



The female population of St. Anthony was higher than the male population in each census year from 1996 to 2016 (see Figure 570). In both 1996 and 2016, there were 110 more females, than males, in the community. However, St. Anthony experienced a reduction in the number of both males and females throughout the years. In fact, between 1996 and 2016, the number of males and females fell by 370 individuals each, which represents a decrease of 23.8% of the population of females and 25.6% of the population of males between 1996 and 2016.

[2] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODxo62XYs_

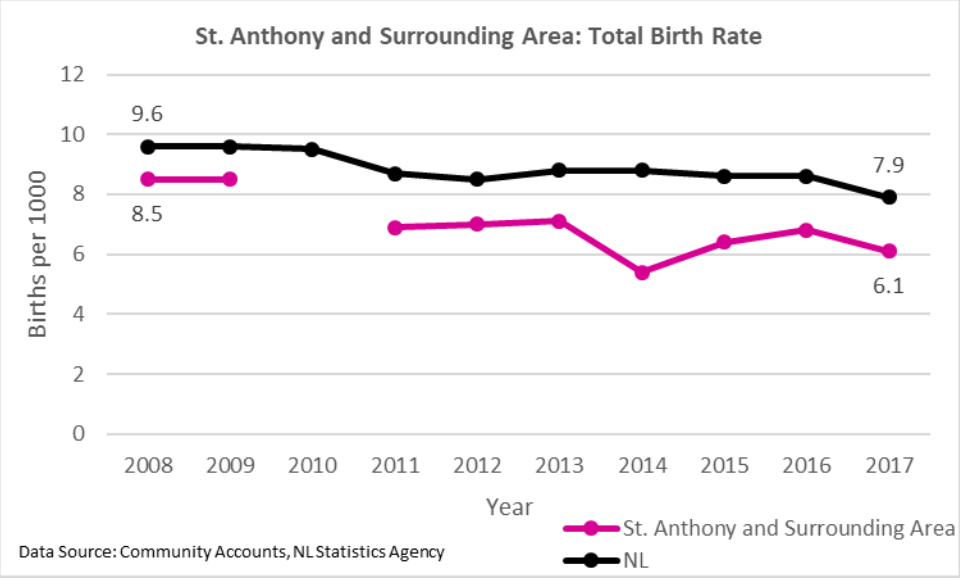
Figure 570: St. Anthony - Population by Gender



4.1.2 Births

In St. Anthony and its surrounding area, the total birth rate, as presented in Figure 571, was higher than that of Newfoundland and Labrador from 2008 to 2017. In 2008, the total birth rate in St. Anthony and surrounding area was 8.5 births per 1,000, which was 1.1 births per 1,000 lower than that of the province. However, between 2008 and 2017, the total birth rate in St. Anthony and its surrounding area fell by 2.4 births per 1,000. In 2017, the total birth rate in the region fell to 6.1 births per 1000, which was 1.8 births per 1,000 lower than the provincial average.

Figure 571: St. Anthony and Surrounding Area - Total Birth Rate



4.1.3 Population by Age Group

As shown in Figures 572 and 573, in 2006, the most populated age cohorts in St. Anthony were the 50-54-year-old age group, with 215 individuals; the 45-49-year-old age group, with 195 individuals; and thirdly, the 35-39-year-old age group, with 190 individuals. In 2016, the most populated age cohorts in St. Anthony were firstly, the 60-64-year-old age group, with 200 individuals, the 50-54-year-old age group, with 190 individuals and the 45-49-year-old age group, with 180 individuals. The three most populated age groups in St. Anthony were older in 2016 than they were in 2006.

Figure 572: St. Anthony - Population by Age Group 2006

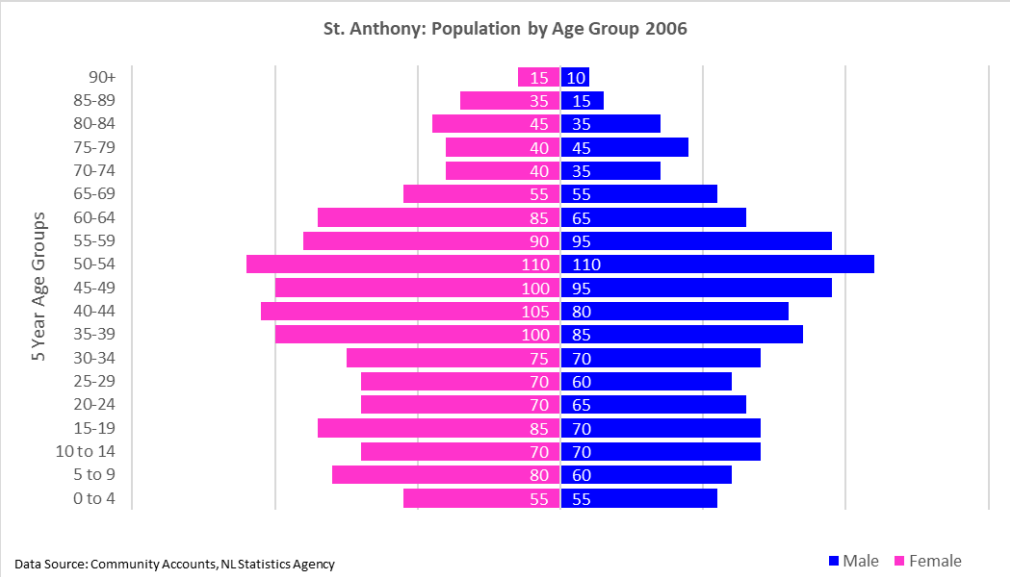
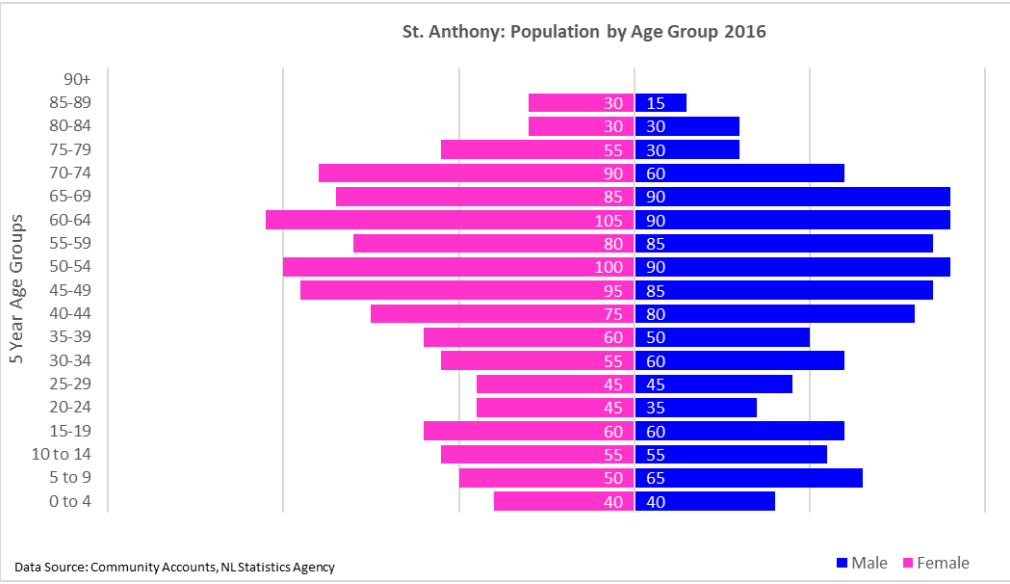


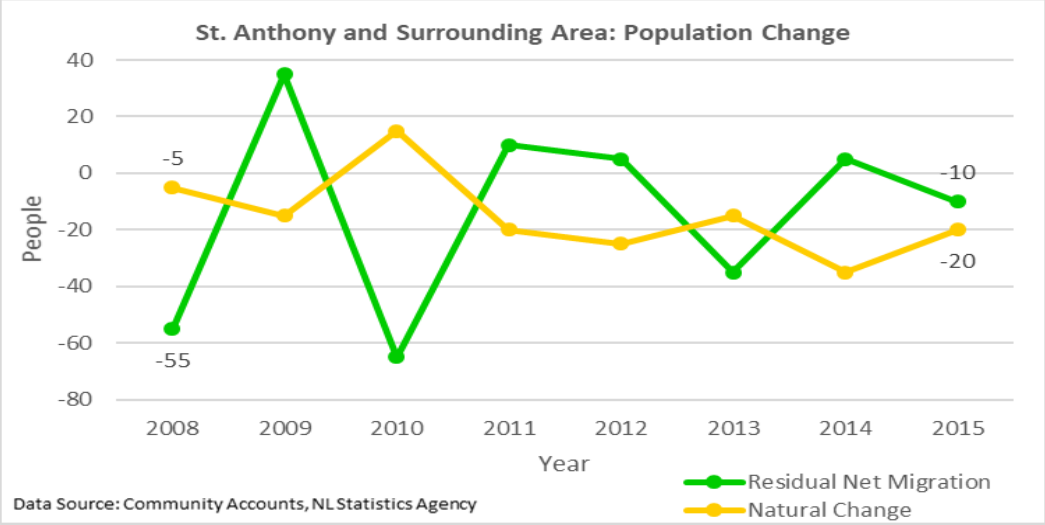
Figure 573: St. Anthony - Population by Age Group 2016



4.1.4 Population Change

From Figure 574, in 2008, the residual net migration of St. Anthony and its surrounding area showed a net outmigration of 55 people, while the natural change equaled -5. In 2015, the residual net migration equaled -10, while the natural change equaled -20 in St. Anthony and its surrounding area.

Figure 574: St. Anthony and Surrounding Area - Population Change



The residual net migration of St. Anthony and its surrounding area was below the provincial average in 6 of the 8 years from 2008 to 2015 and was less than the provincial average from 2013 to 2015 see Figures 575 and 576). Although the residual net migration in Newfoundland and Labrador was positive from 2007 to 2015, the residual net migration of St. Anthony and its surrounding area was negative in 2008, 2010, 2013 and 2015.

Figure 575: St. Anthony and Surrounding Area - Population Change

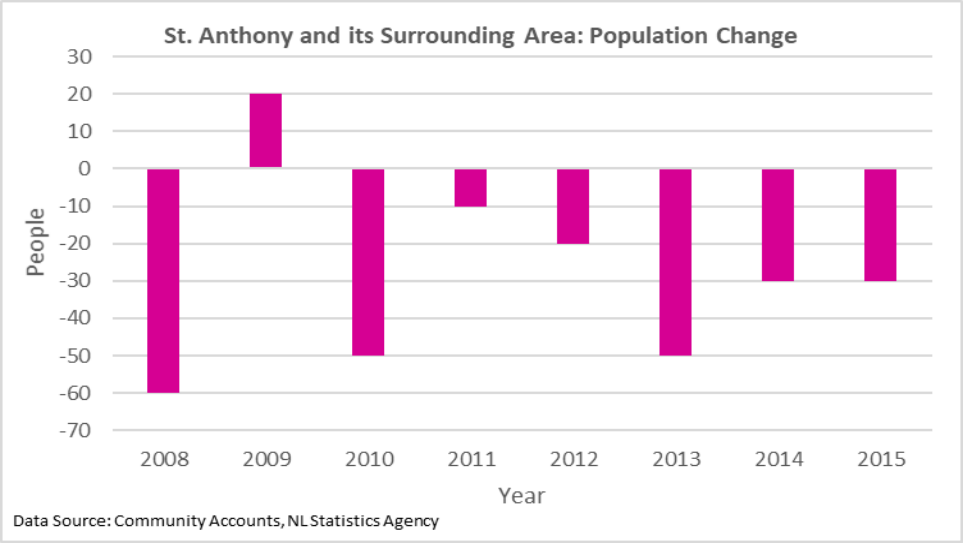
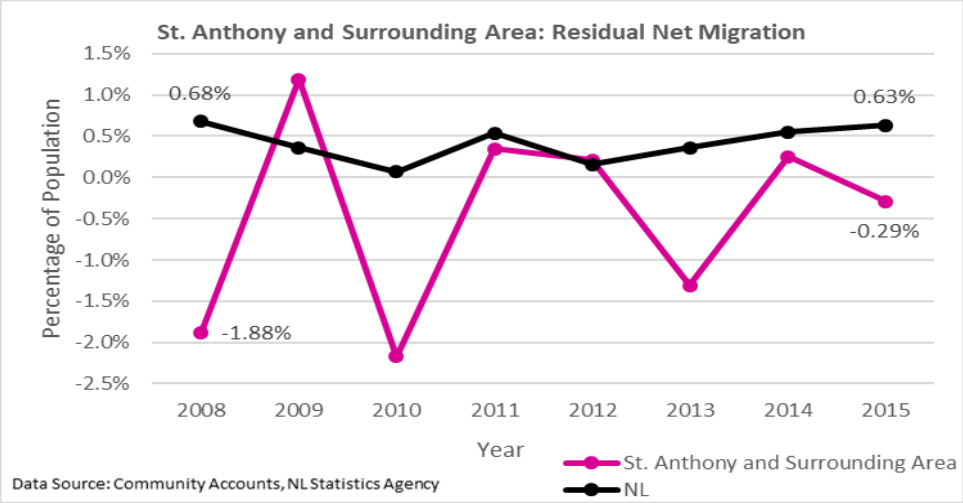


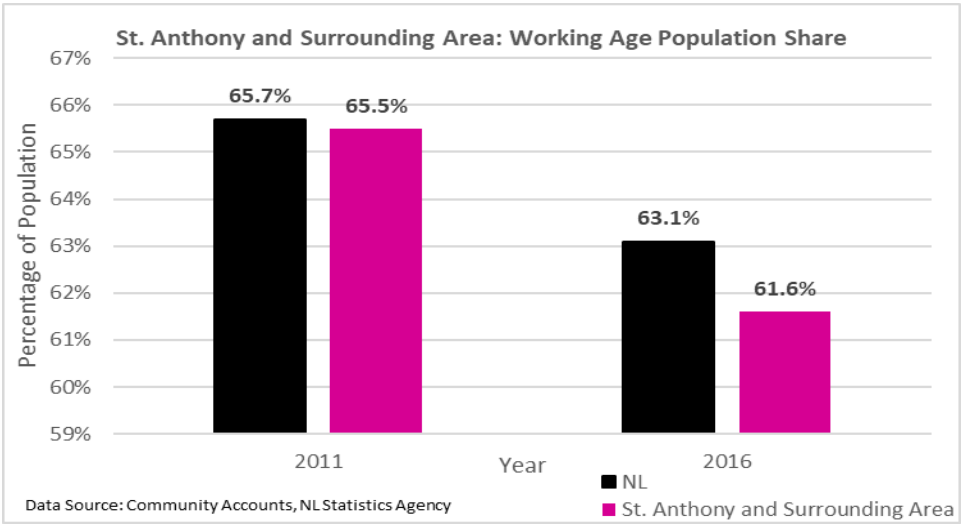
Figure 576: St. Anthony and Surrounding Area - Residual Net Migration



4.1.5 Population Characteristics

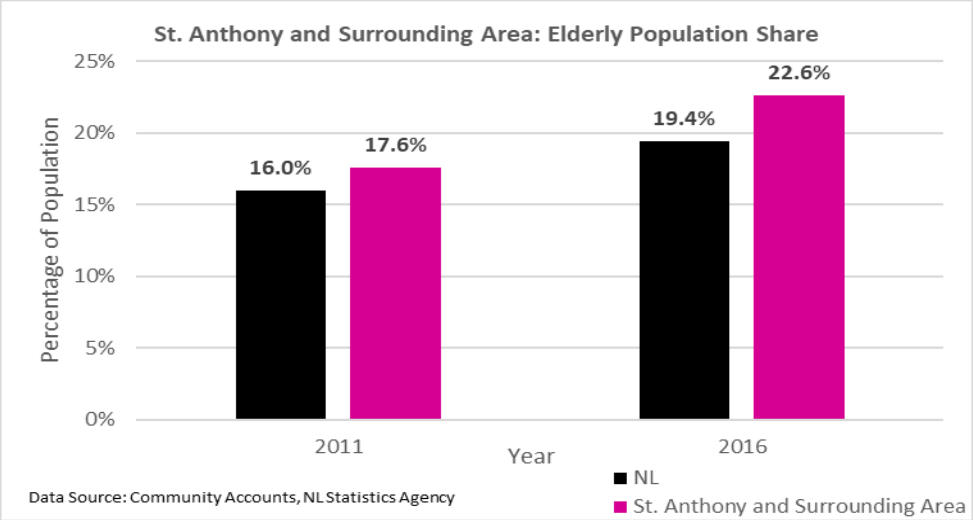
The working age population share in St. Anthony and its surrounding area, as shown in Figure in 577, at 65.5% in 2011, was 0.2 percentage points less than the working age population share of Newfoundland and Labrador. In 2016, the working age population share of St. Anthony and its surrounding area fell to 61.6% of the population and was 1.5 percentage points less than the provincial average.

Figure 577: St. Anthony and Surrounding Area - Working Age Population Share



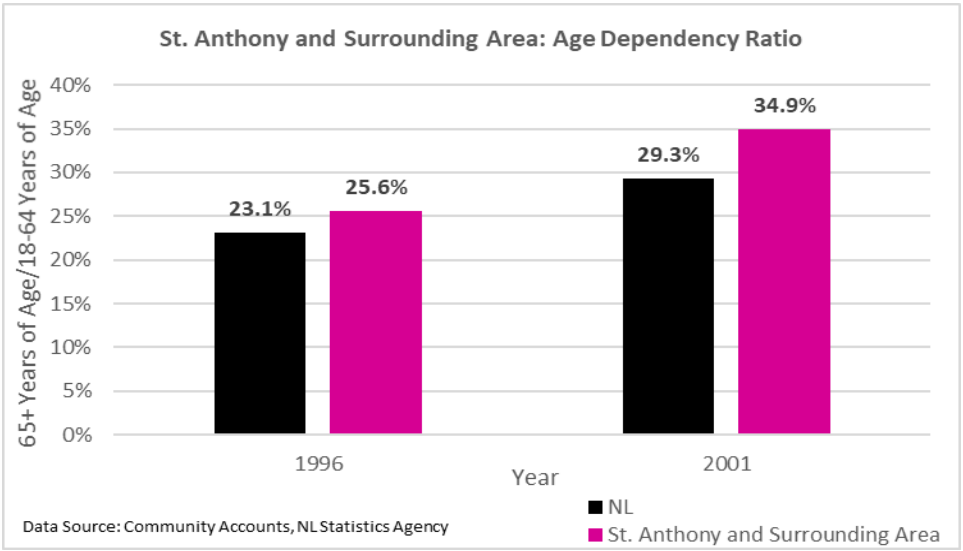
As indicated in Figure 578, the elderly population share in St. Anthony and its surrounding area equaled 17.6% in 2011 and was 1.6 percentage points higher than that of Newfoundland and Labrador. The elderly population share of St. Anthony and its surrounding area equaled 22.6% of its population in 2016, which was 3.2 percentage points higher than the elderly population share of the province.

Figure 578: St. Anthony and Surrounding Area - Elderly Population Share



In 2011, as illustrated in Figure 579, the age dependency ratio of St. Anthony and surrounding area, at 25.6%, was 2.5 percentage points higher than the provincial average. By 2016, the age dependency ratio of St. Anthony and surrounding area rose to 34.9% and was 5.6 percentage points higher than the age dependency ratio of Newfoundland and Labrador. The age dependency ratio of St. Anthony and its surrounding area increased by 9.3 percentage points between 2011 and 2016 and rose faster than the age dependency ratio of Newfoundland and Labrador in that period. Moreover, the median age of St. Anthony and its surrounding area in 2016 equaled 50 years.

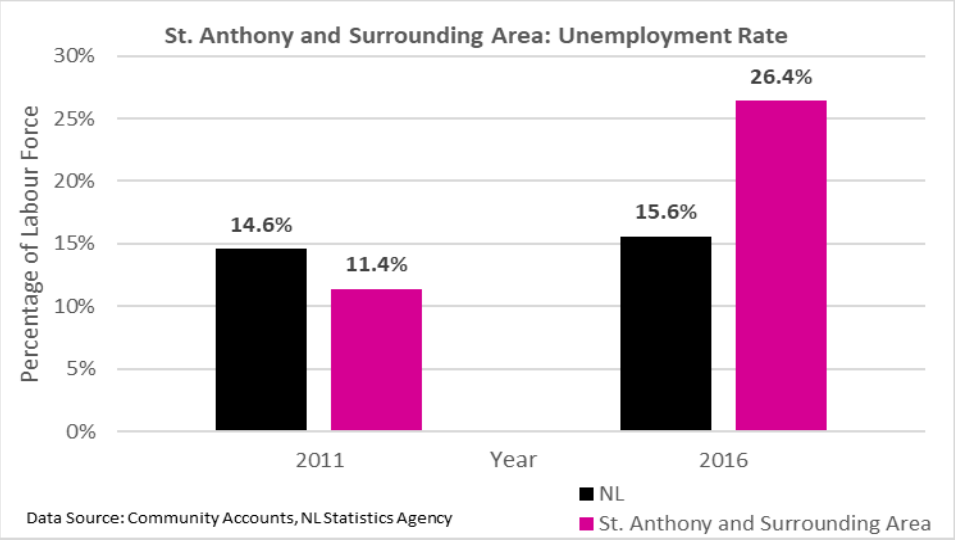
Figure 579: St. Anthony and Surrounding Area - Age Dependency Ratio



4.1.6 Labour Force

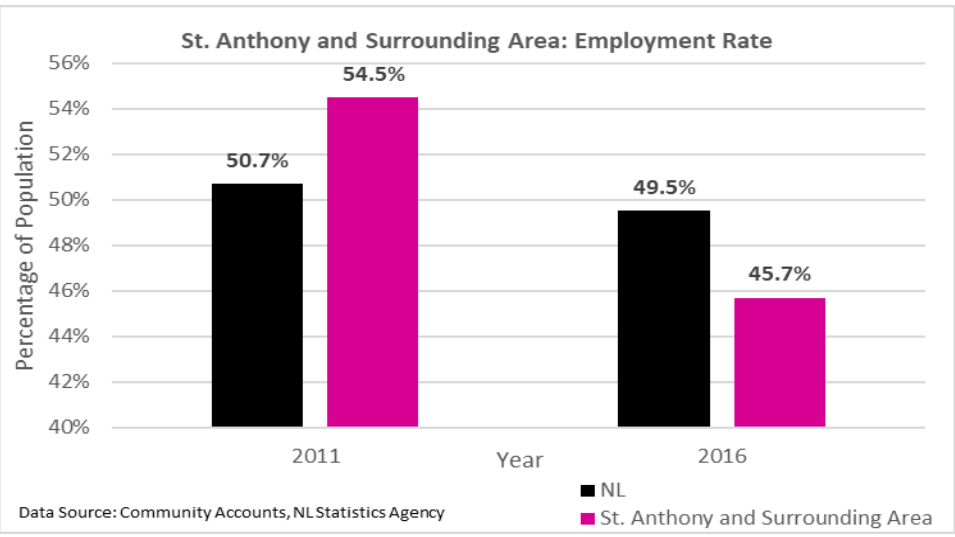
From Figure 580, the unemployment rate in St. Anthony and surrounding area equaled 11.4% in 2011 and was 3.2 percentage points lower than the unemployment rate of Newfoundland and Labrador. In 2016, the unemployment rate in St. Anthony and its surrounding area was 26.4% of its labour force and was 10.8 percentage points higher than that of the province.

Figure 580: St. Anthony and Surrounding Area - Unemployment Rate



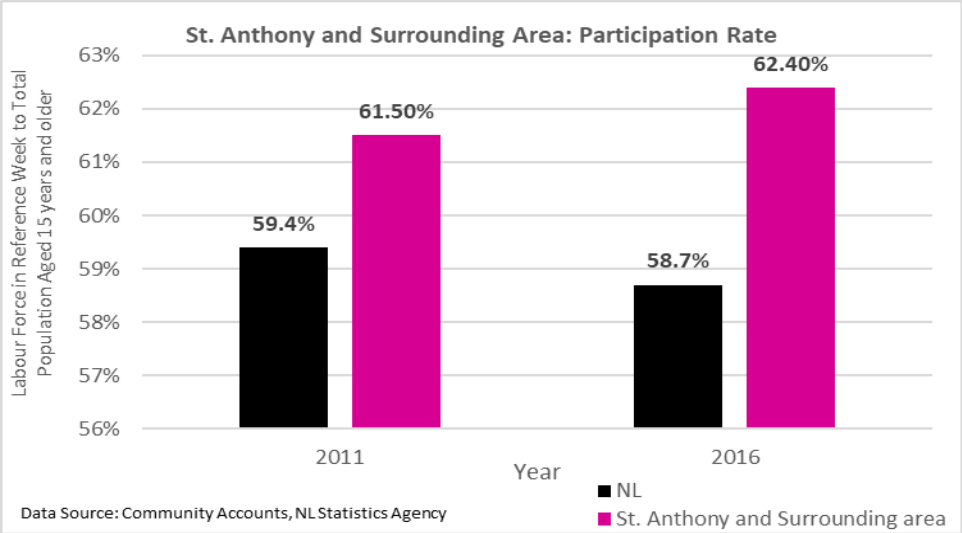
In 2011, the employment rate in St. Anthony, as illustrated in Figure 581, equaled 54.5%, which was 3.8 percentage points higher than that in Newfoundland and Labrador. In 2016, the employment rate of St. Anthony equaled 45.7%, which was 3.8 percentage points less than the provincial average.

Figure 581: St. Anthony and Surrounding Area - Employment Rate



From Figure 582, in 2011, St. Anthony and its surrounding Area's participation rate equaled 61.5%, which was 2.1 percentage points higher than the provincial average. In 2016, St. Anthony and its surrounding area had a participation rate that was equal to 62.4%, which was 3.7 percentage points higher than the participation rate of Newfoundland and Labrador.

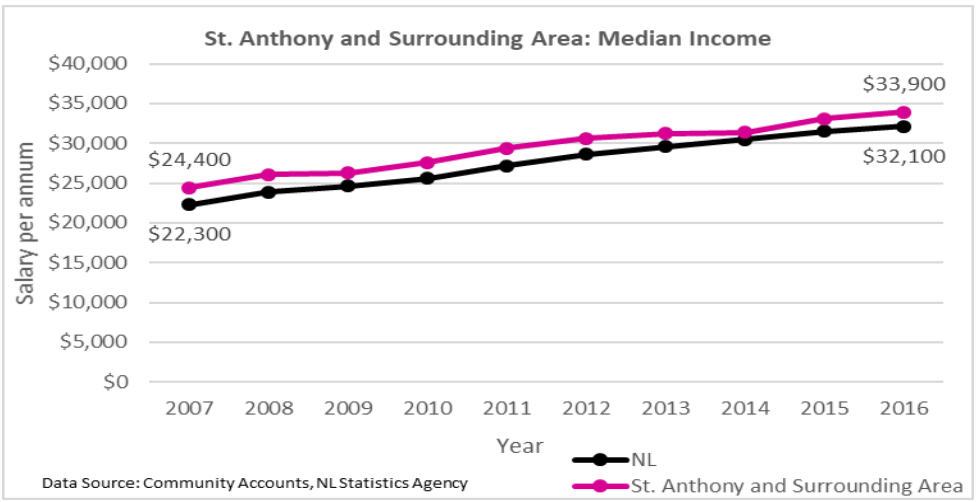
Figure 582: St. Anthony and Surrounding Area - Participation Rate



4.1.7 Income

In 2007, the median income of St. Anthony equaled $24,400 and was $2,100 higher than the median income of Newfoundland and Labrador (see Figure 583). The median income of St. Anthony equaled $33,900 in 2016 and was $1,800 higher than the provincial average.

Figure 583: St. Anthony and Surrounding Area - Median Income



From Figures 584 and 585, the median income in St. Anthony and its surrounding area equaled $28,100 for males and $21,000 for females in 2007 as the median income of males was $7,100 higher than that of their female counterparts. In 2016, the median income in St. Anthony and its surrounding area equaled $37,400 for males and $31,200 for females as the median income of males was $6,200 higher than the median income of females. From 2007 to 2016, the median incomes in St. Anthony and its surrounding area increased by $9,300 for males and $10,200 for females.

Figure 584: St. Anthony and Surrounding Area - Median Income by Gender

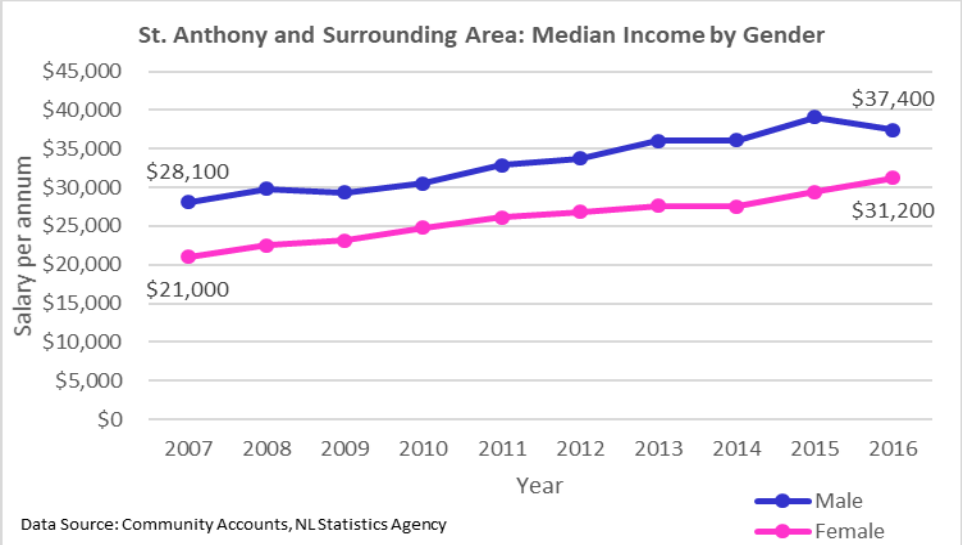
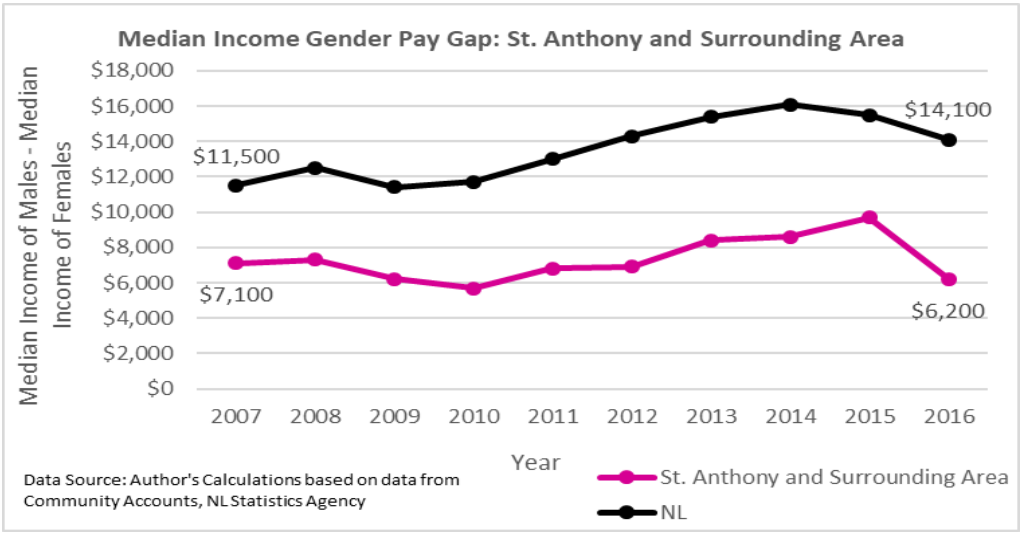


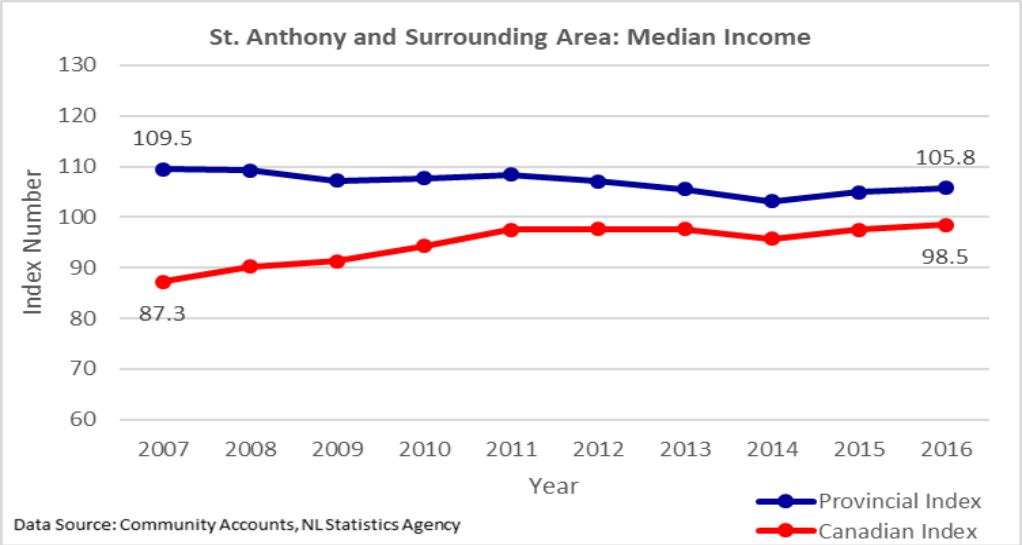
Figure 585: St. Anthony and Surrounding Area - Median Income Gender Pay Gap



In 2007, as indicated in Figure 586, the median income of St. Anthony equaled 109.5% of the median income of Newfoundland and Labrador or 87.3% of the median income of Canada. In

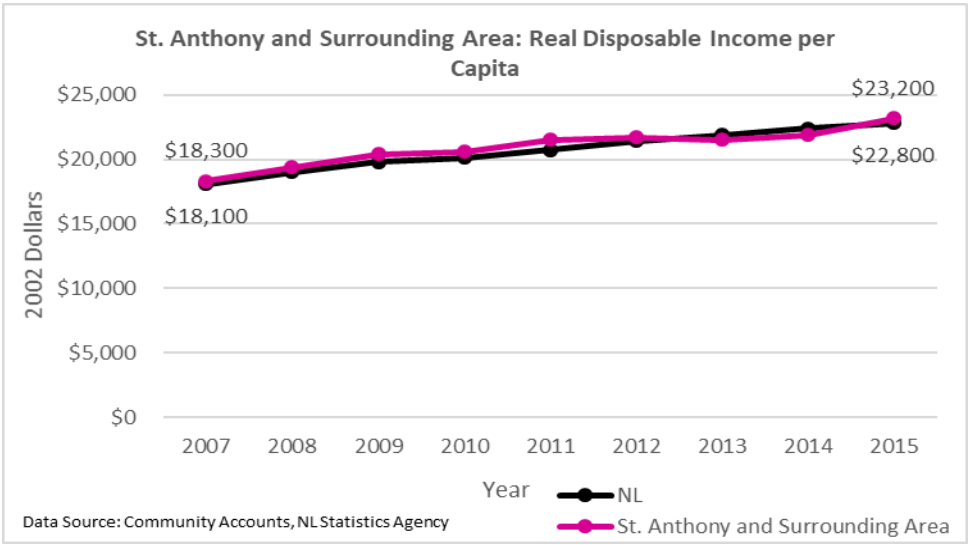
2016, the median income of St. Anthony and its surrounding area amounted to 105.8% of the median income of Newfoundland and Labrador, or 98.5% of the median income of Canada.

Figure 586: St. Anthony and Surrounding Area - Median Income Index



From Figure 587, in 2007, real disposable income per capita equaled $18,300 in St. Anthony and its surrounding area, which was just $200 higher than the provincial average. In 2015, real disposable income per capita amounted to $23,200 in St. Anthony and its surrounding area, which was $400 higher than real disposable income per capita for the province.

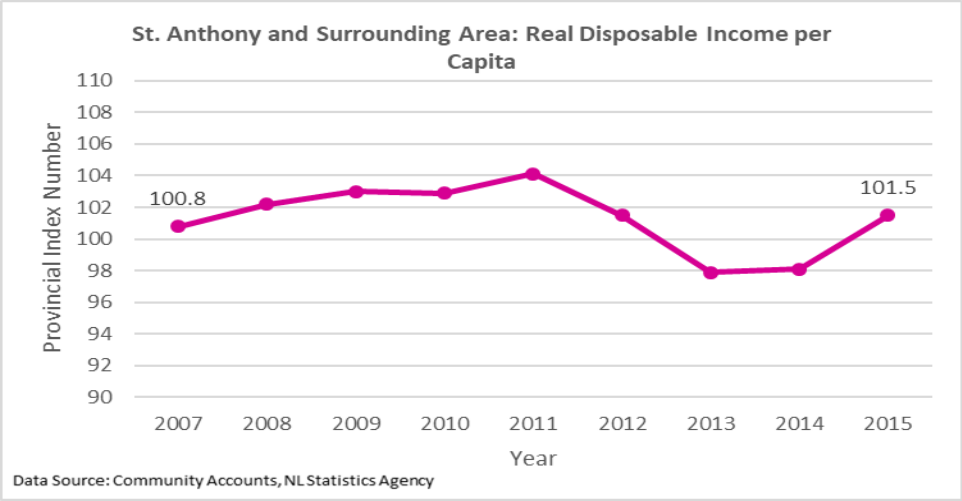
Figure 587: St. Anthony and Surrounding Area - Real Disposable Income per Capita



As shown in Figure 588, in St. Anthony and its surrounding area's real disposable income per capita equaled 100.8% of the provincial levels in 2007 and it rose to 101.5% of the provincial average in 2016. St. Anthony and its surrounding area's real disposable income per capita was

above real disposable income per capita in Newfoundland and Labrador in 2007, 2008, 2009, 2010, 2011, 2012, and 2015.

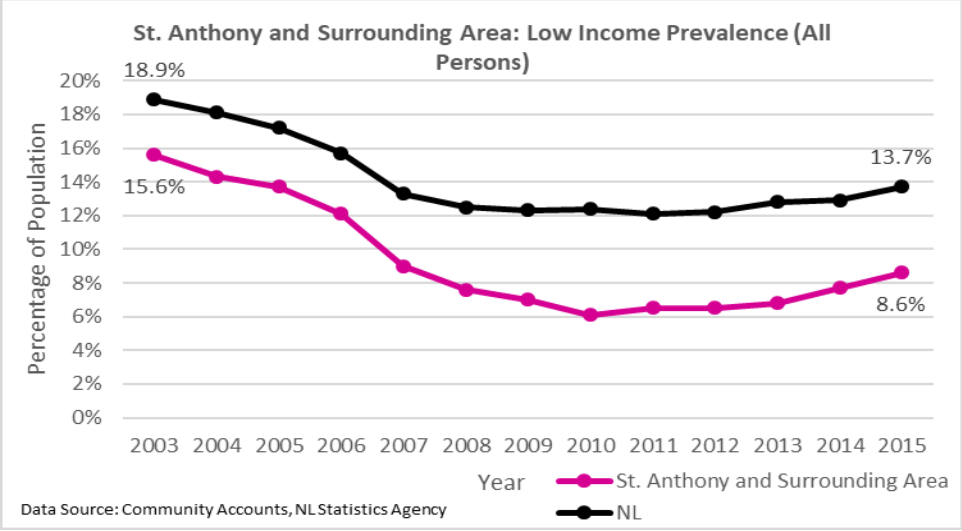
Figure 588: St. Anthony and its Surrounding Area: Real Disposable Income per Capita



4.1.8 Prevalence of Low Income

In 2003, 15.6% of the population of St. Anthony and its surrounding area, as displayed in Figure 589, had low income, which was 3.3 percentage points less than the province. In 2015, 8.6% of the population of St. Anthony and its surrounding area had low income, which was 5.1 percentage points lower than the provincial average.

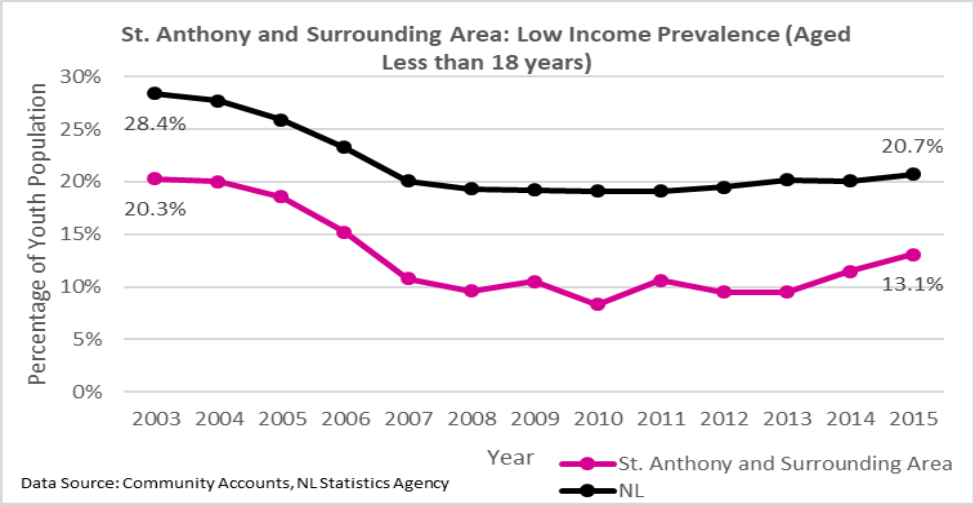
Figure 589: St. Anthony and Surrounding Area - Low-income prevalence



In 2003, 20.3% of the population of St. Anthony and its surrounding area aged less than 18 years had low income, which was 8.1 percentage points lower than the youth prevalence of low income in Newfoundland and Labrador (see Figure 590). In 2015, the youth prevalence of low

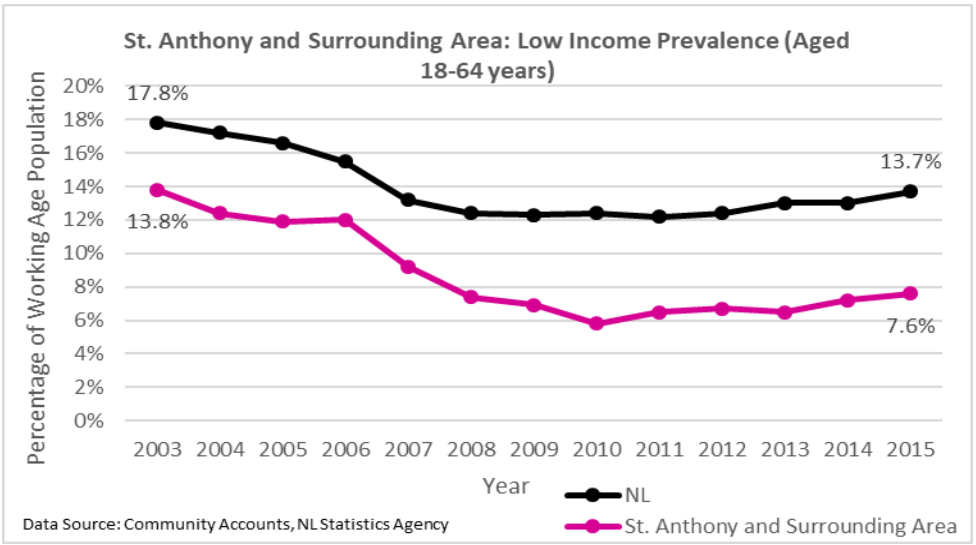
income in St. Anthony and its surrounding area, at 13.1% of the youth population, was 7.6 percentage points lower than the provincial average.

Figure 590: St. Anthony and Surrounding Area - Youth Low-income prevalence



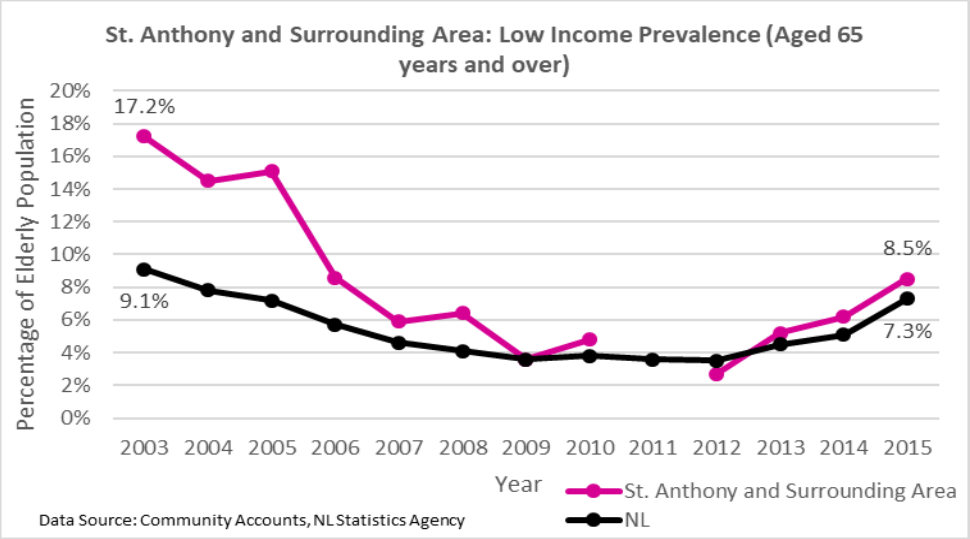
In 2003, as indicated in Figure 591, 13.8% of the working age population of St. Anthony and its surrounding area had low income, which was 4 percentage points lower than the province. In 2015, the prevalence of low income for working age individuals fell to 7.6% of the working age population for St. Anthony and its surrounding area, which was 6.1 percentage points lower than the working age prevalence of low income for the province.

Figure 591: St. Anthony and Surrounding Area - Working Age Low-income prevalence



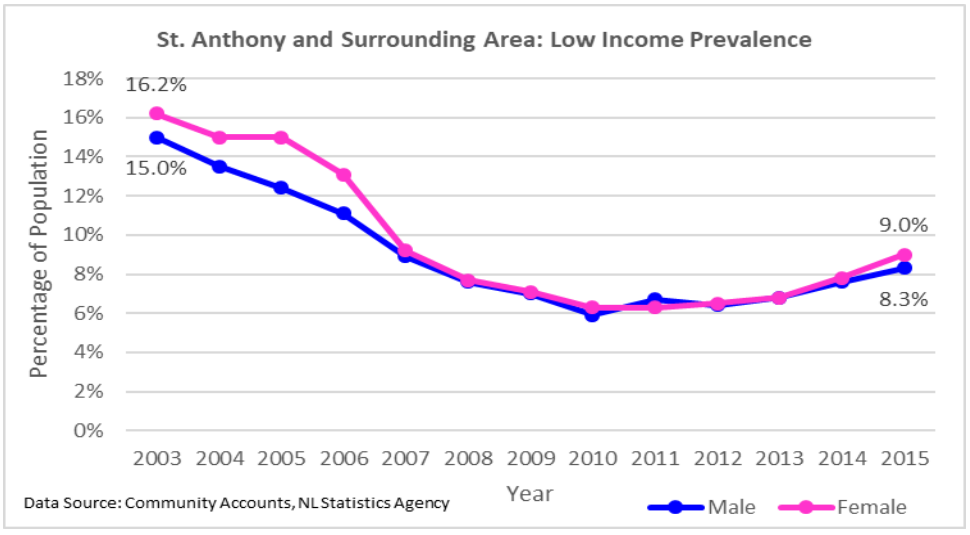
From Figure 592, in 2003, 17.2% of the elderly population of St. Anthony had low income, which was 8.1 percentage points higher than the province. In 2015, 8.5% of the elderly population of St. Anthony had low income, which was 1.2 percentage points higher than the province.

Figure 592: St. Anthony and Surrounding Area - Elderly Low-income prevalence



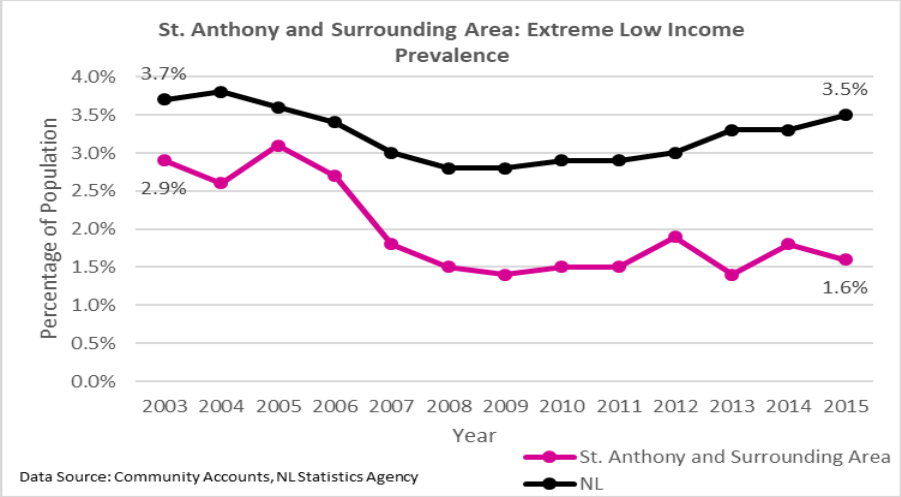
As reflected in Figure 593, the prevalence of low income in St. Anthony equaled 16.2% for females and 15% for males in 2003 as the prevalence of low income among females was 1.2 percentage points higher than that of males in the region. In 2015, the prevalence of low income equaled 9% for females and 8.3% for males in St. Anthony and its surrounding area as the prevalence of low income was 0.7 percentage points higher among females than males.

Figure 593: St. Anthony and Surrounding Area - Low-income prevalence by Gender



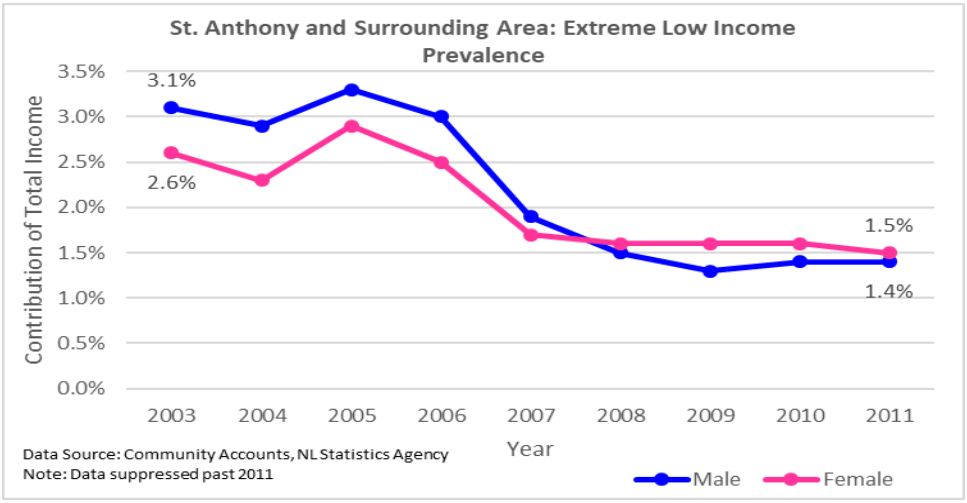
In 2003, the prevalence of extreme low income in St. Anthony and its surrounding area equaled 2.9% of the population which was 0.8 percentage points lower than the prevalence of extreme low income of Newfoundland and Labrador (see Figure 594). In 2015, the prevalence of extreme low income in St. Anthony and its surrounding area equaled 1.6% of the population, which was 1.9 percentage points lower than the provincial average.

Figure 594: St. Anthony and Surrounding Area - Extreme Low-income prevalence



From 595, the prevalence of extreme low income in St. Anthony and its surrounding area equaled 3.1% for males and 2.6% for females in 2003 as the prevalence of extreme low income among males was 0.5 percentage points higher than that of females. In 2011, the prevalence of extreme low income in St. Anthony and its surrounding area equaled 1.5% for females and 1.4% for males as the prevalence of extreme low income among females was 1 percentage point higher than that of males.

Figure 595: St. Anthony and Surrounding Area - Extreme Low-income prevalence

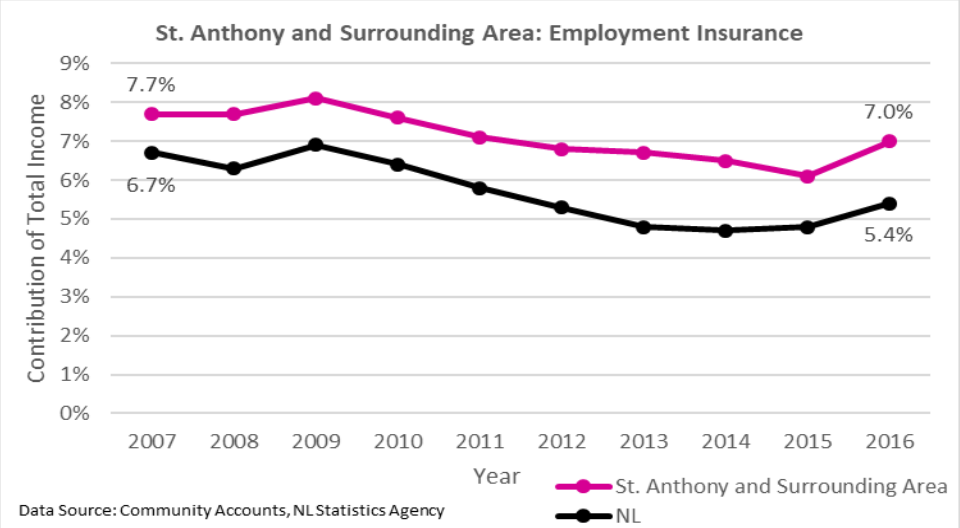


From 595, the prevalence of extreme low income in St. Anthony and its surrounding area equaled 3.1% for males and 2.6% for females in 2003 as the prevalence of extreme low income among males was 0.5 percentage points higher than that of females. In 2011, the prevalence of extreme low income in St. Anthony and its surrounding area equaled 1.5% for females and 1.4% for males as the prevalence of extreme low income among females was 1 percentage point higher than that of males.

4.1.9 Transfer Payments

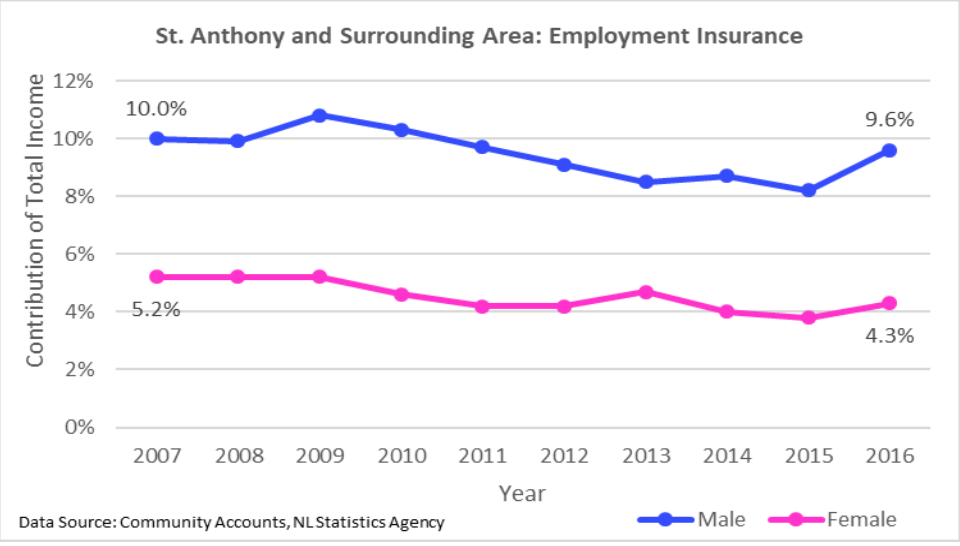
From Figure 596, employment insurance made up 7.7% of total income in St. Anthony and its surrounding area in 2007, which was 1 percentage point higher than Newfoundland and Labrador. In 2016, employment insurance made up 7% of total income in St. Anthony and its surrounding area, which was 1.6 percentage points higher than the provincial average.

Figure 596: St. Anthony and Surrounding Area - Employment Insurance's Contribution of Total Income



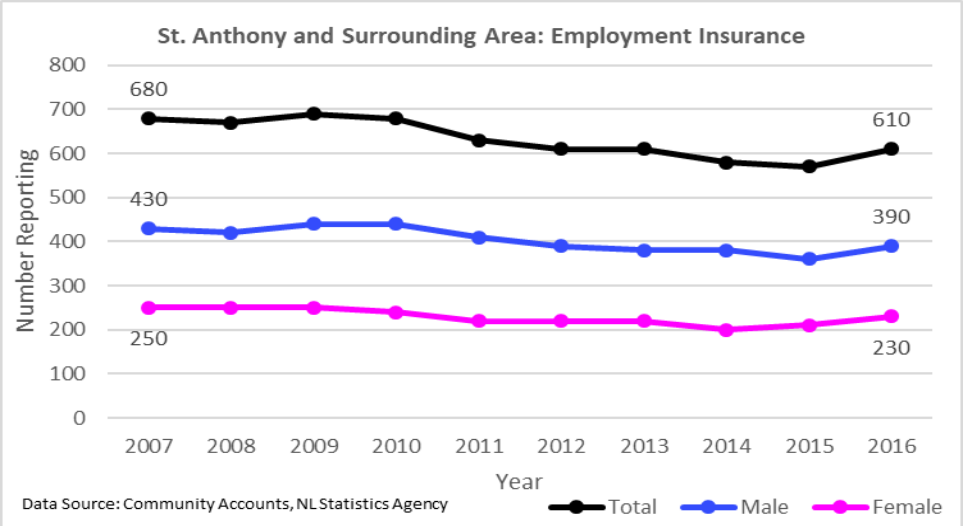
In 2007, as indicated in Figure 597, employment insurance made up 10% of the total income of males and 5.2% of the total income of females in St. Anthony and its surrounding area. In 2016, employment insurance made up 9.6% of total income among males and 4.3% of total income among females in St. Anthony and its surrounding area.

Figure 597: St. Anthony and Surrounding Area - Employment Insurance's Contribution of Total Income by Gender



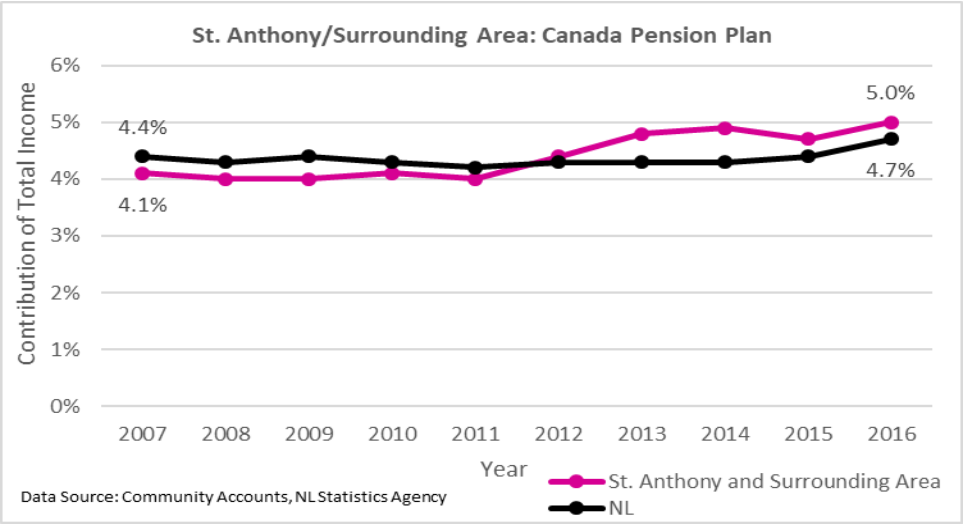
In 2007, there were 430 males and 250 females receiving employment insurance in St. Anthony and its surrounding area, as 180 more males received employment insurance than females (see Figure 598). In 2016, there were 390 males and 230 females receiving employment insurance in St. Anthony and its surrounding area, as 160 more males received employment insurance than females.

Figure 598: St. Anthony and Surrounding Area - Number Reporting for Employment Insurance



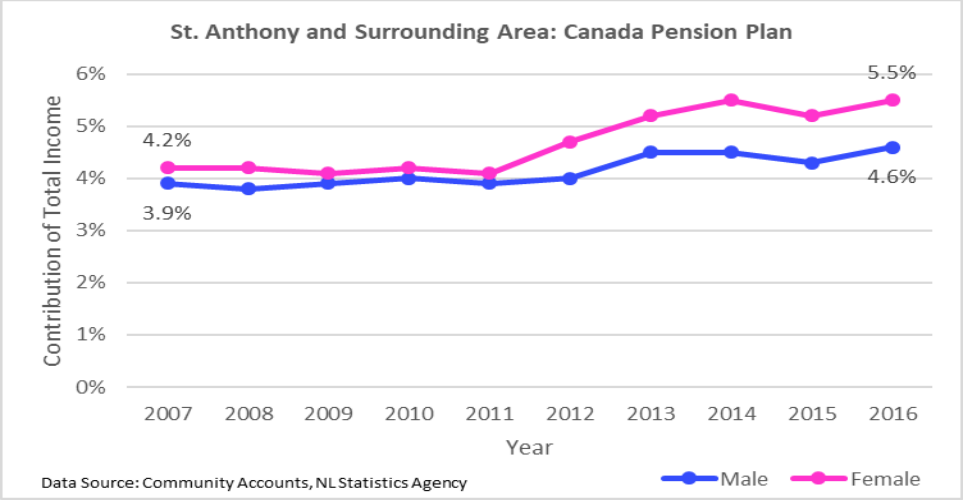
From Figure 599, in 2007, the Canada Pension Plan accounted for 4.1% of total income in St. Anthony and its surrounding area, which was 0.3 percentage points lower than the provincial average. In 2016, the Canada Pension Plan was responsible for 5% of total income in St. Anthony and its surrounding area, which was 0.3 percentage points higher than the provincial average.

Figure 599: St. Anthony and Surrounding Area - Canada Pension Plan's Contribution of Total Income



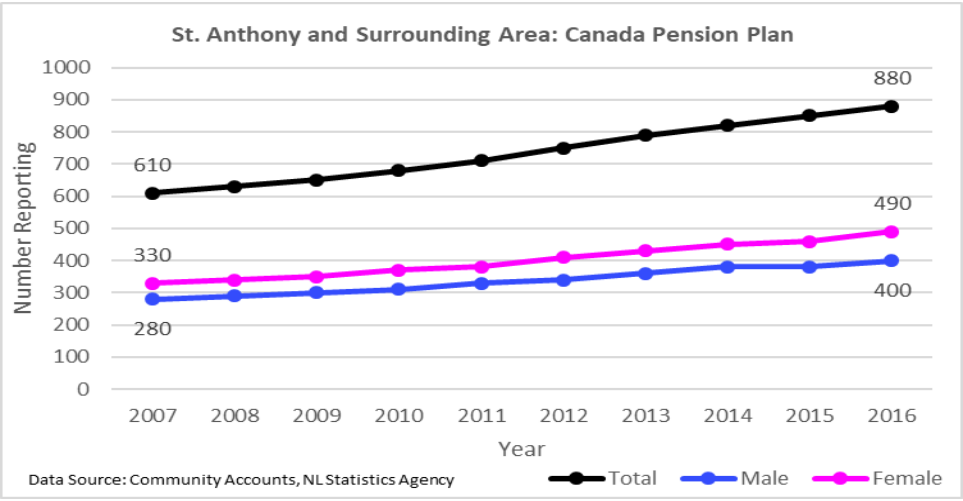
From Figure 600, the Canada Pension Plan accounted for 4.2% of total income among females and 3.9% of total income among males in St. Anthony and its surrounding area in 2007. In 2016, the Canada Pension Plan accounted for 5.5% of total income among females and 4.6% of total income among males in St. Anthony and its surrounding area.

Figure 600: St. Anthony and its Surrounding Area - Canada Pension Plan's Contribution of Total Income



In 2007, there were 330 females and 280 males receiving the Canada Pension Plan in St. Anthony and its surrounding area as 50 more males received the Canada Pension Plan than females in the region (see Figure 601). In 2016, there were 490 females and 400 males receiving the Canada Pension Plan in St. Anthony and its surrounding area as 90 more females received the Canada Pension Plan than males.

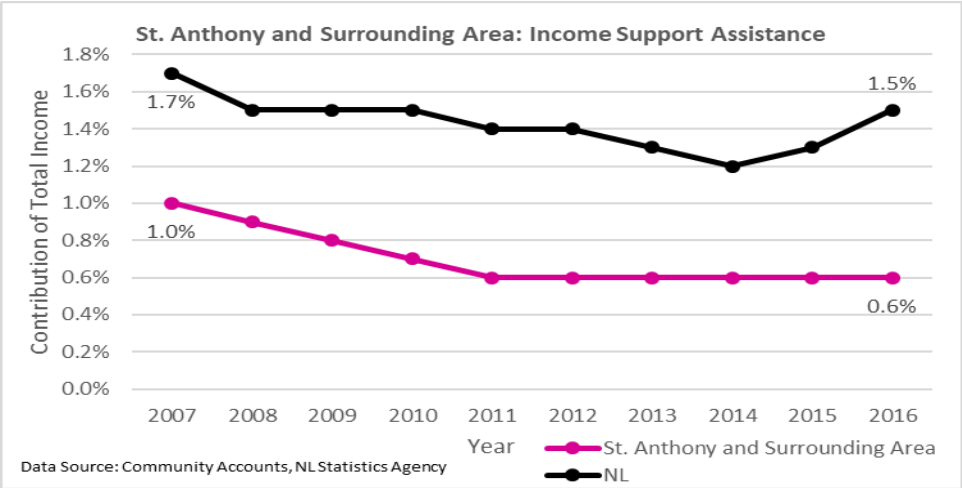
Figure 601: St. Anthony and its Surrounding Area - Number Reporting for the Canada Pension Plan



In 2007, as shown in Figure 602, income support assistance accounted for 1% of total income in St. Anthony and its surrounding area, which was 0.7 percentage points lower than the

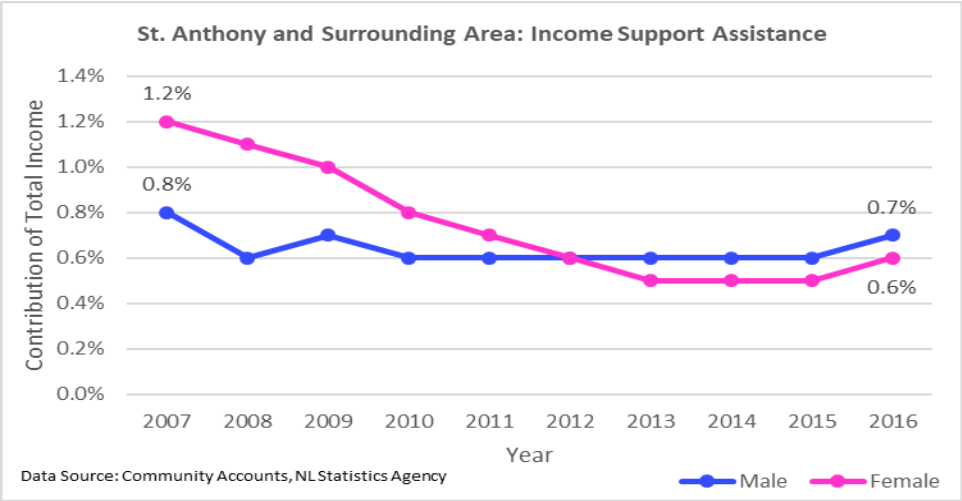
provincial average. In 2016, income support assistance accounted for 0.6% of total income in St. Anthony and its surrounding area, which was 0.9 percentage points less than the provincial average.

Figure 602: St. Anthony and its Surrounding Area - Income Support Assistance's Contribution of Total Income



In 2007, income support assistance, as reflected in Figure 603, accounted for 1.2% of total income among females and 0.8% of total income among males in St. Anthony and its surrounding area. In 2016, income support assistance accounted for 0.7% of total income among males and 0.6% of total income among females in St. Anthony and its surrounding area.

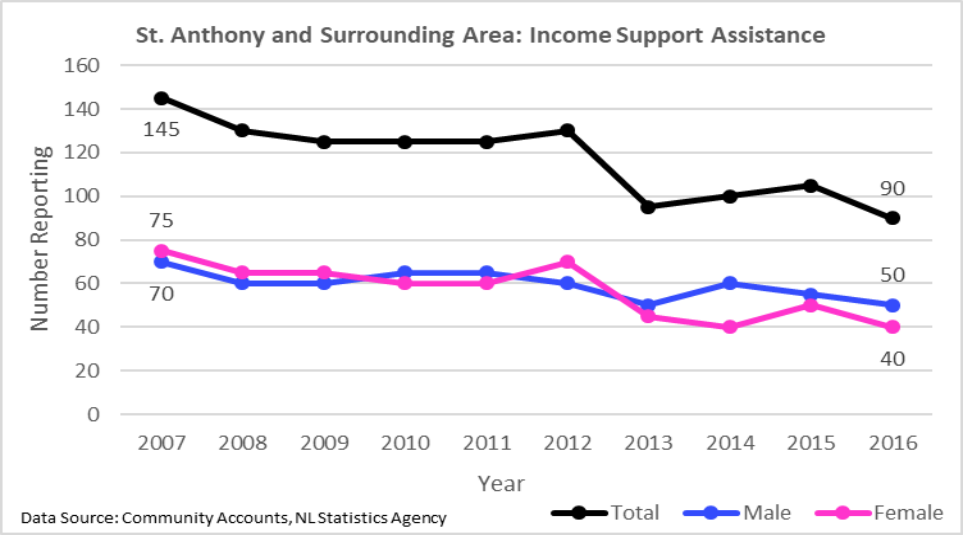
Figure 603: St. Anthony and Surrounding Area - Income Support Assistance's Contribution of Total Income by Gender



In 2007, as illustrated in Figure 604, there were 75 females and 70 males receiving income support assistance in St. Anthony and its surrounding area as 5 more females than males received income support assistance. In 2016, there were 50 males and 40 females receiving income support assistance in St. Anthony and its surrounding area as 10 more males received

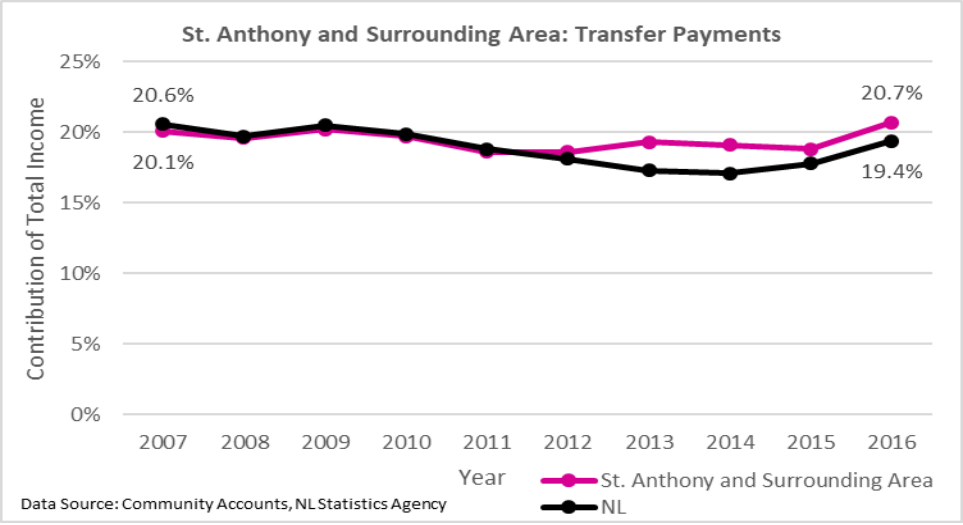
income support assistance than females. In 2016, there were 35 fewer females and 20 fewer males receiving income support assistance in the region than there were in 2007.

Figure 604: St. Anthony and Surrounding Area - Number Reporting for Income Support Assistance



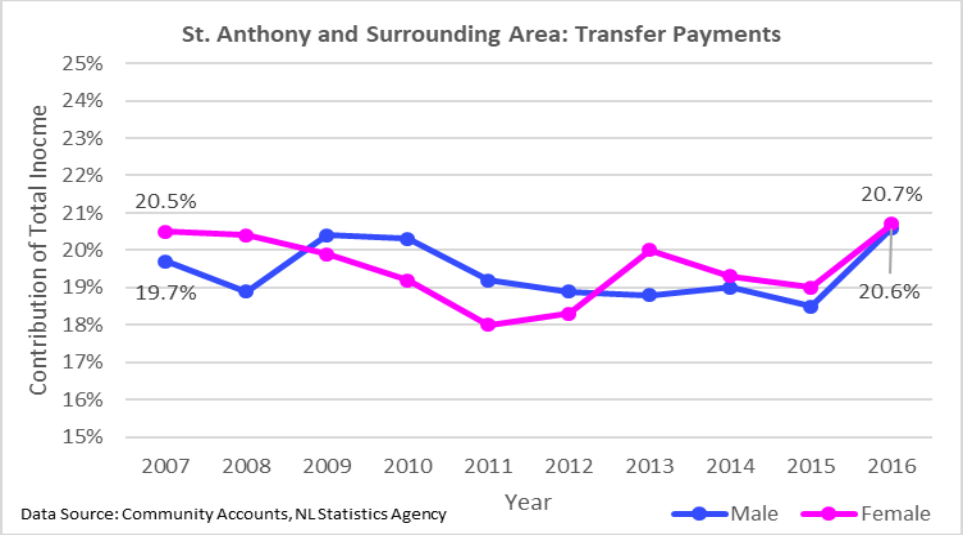
From Figure 605, in 2007, transfer payments accounted for 20.1% of total income in St. Anthony and its surrounding area, which was 0.5 percentage points lower than for Newfoundland and Labrador. In 2016, transfer payments accounted for 20.7% of total income in St. Anthony which was 1.3 percentage points higher than the provincial average.

Figure 605: St. Anthony and Surrounding Area - Transfer Payments' Contribution of Total Income



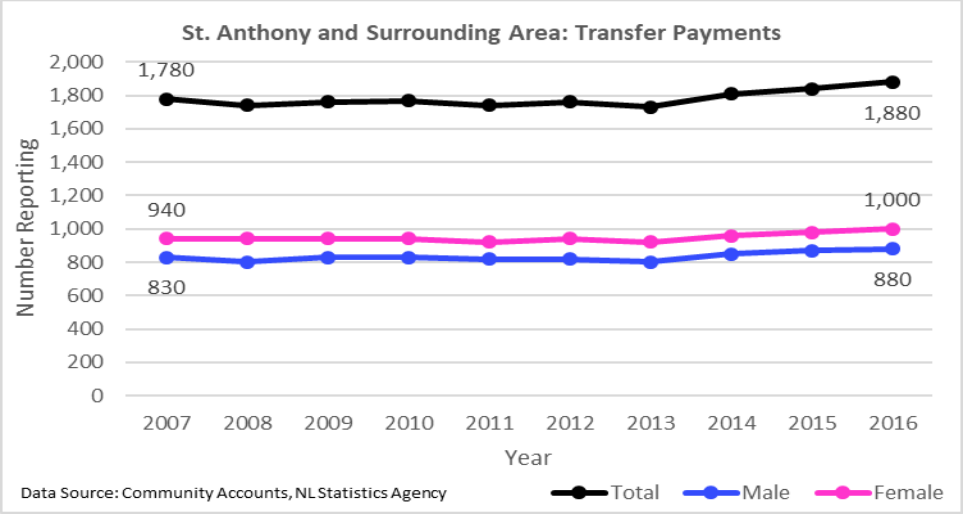
In 2007, transfer payments accounted for 20.5% of total income of females and 19.7% of total income among males in St. Anthony and its surrounding area (see Figure 606). In 2016, transfer payments accounted for 20.7% of total income of females and 20.6% of total income of males.

Figure 606: St. Anthony and Surrounding Area - Transfer Payments' Contribution of Total Income by Gender



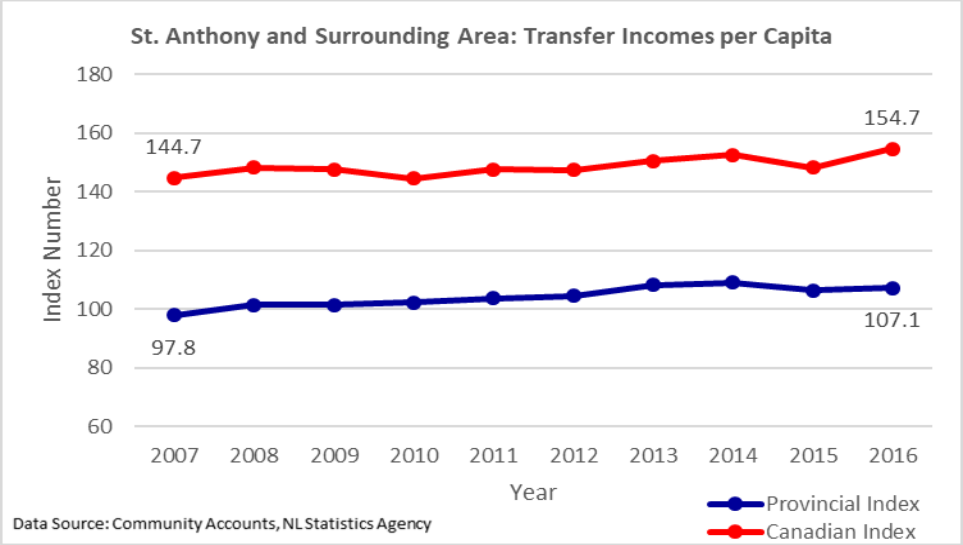
In 2007, as shown in Figure 607, there were 940 females and 830 males who received transfer payments in St. Anthony and its surrounding area, as 110 more females received transfer payments than males. In 2016, there were 1,000 females and 880 males receiving transfer payments in the region, as 120 more females received transfer payments than males.

Figure 607: St. Anthony and Surrounding Area - Number Reporting for Transfer Payments



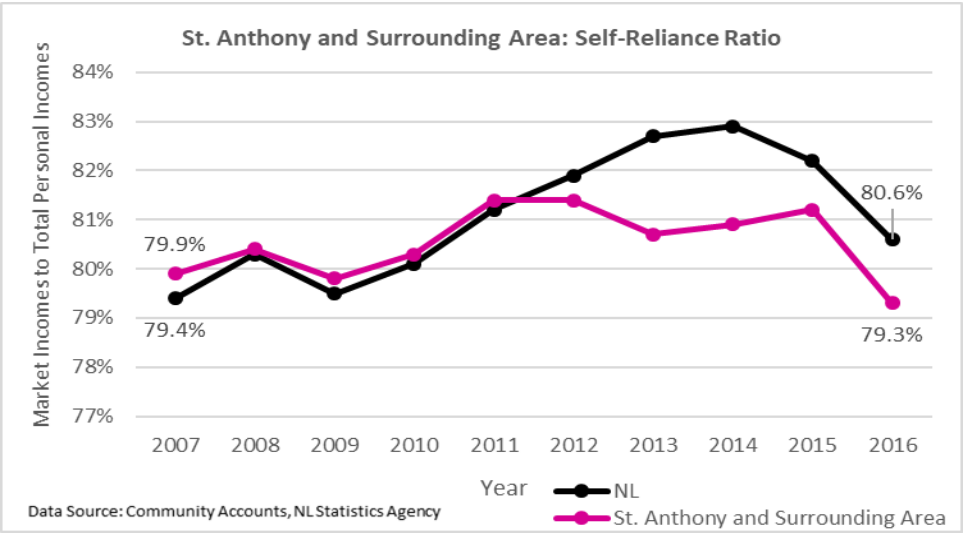
In 2007, transfer incomes per capita in St. Anthony and its surrounding area, as reflected in Figure 608, equaled 97.8% of the provincial levels or 144.7% of the Canadian levels. In 2016, transfer incomes per capita in St. Anthony and its surrounding area equaled 107.1% of transfer incomes per capita in Newfoundland and Labrador or 154.7% of transfer incomes per capita in Canada.

Figure 608: St. Anthony and its Surrounding Area - Transfer Incomes per Capita Index



From Figure 609, in 2007, 79.9 cents out of every dollar flowing into St. Anthony and its surrounding area originated from market sources as the self-reliance ratio of St. Anthony and its surrounding area was 0.4 percentage points higher than that of Newfoundland and Labrador. In 2016, 79.3% of all money flowing into St. Anthony and its surrounding area originated from market sources, which was 1.3 percentage points higher than the province.

Figure 609: St. Anthony and Surrounding Area - Self-Reliance Ratio

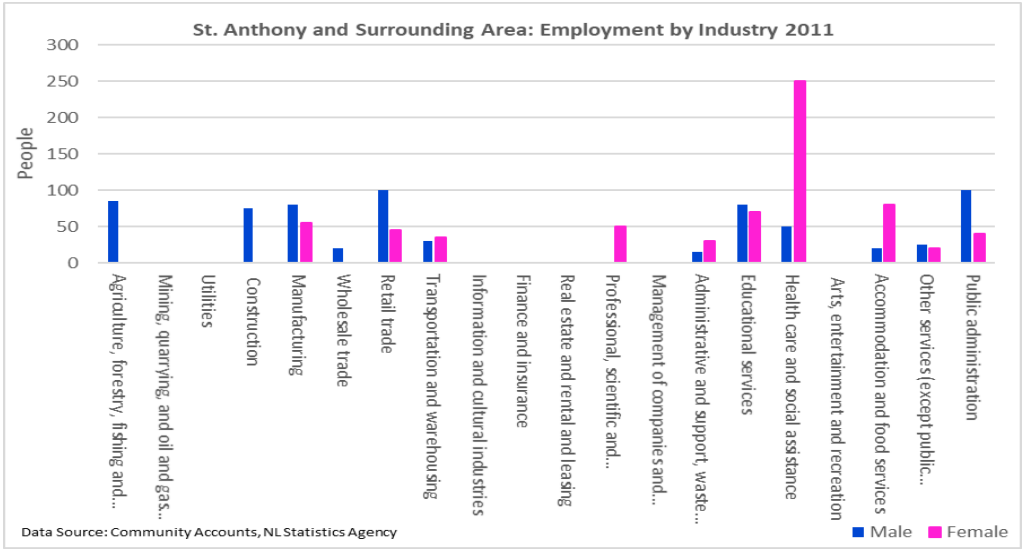


4.1.10 Employment Classification

As indicated in Figure 610, in 2011, the largest employer of women in St. Anthony and its surrounding area was health care and social assistance, with 250 female workers. The next closest industry was accommodation and food services, which had only 80 female workers. The

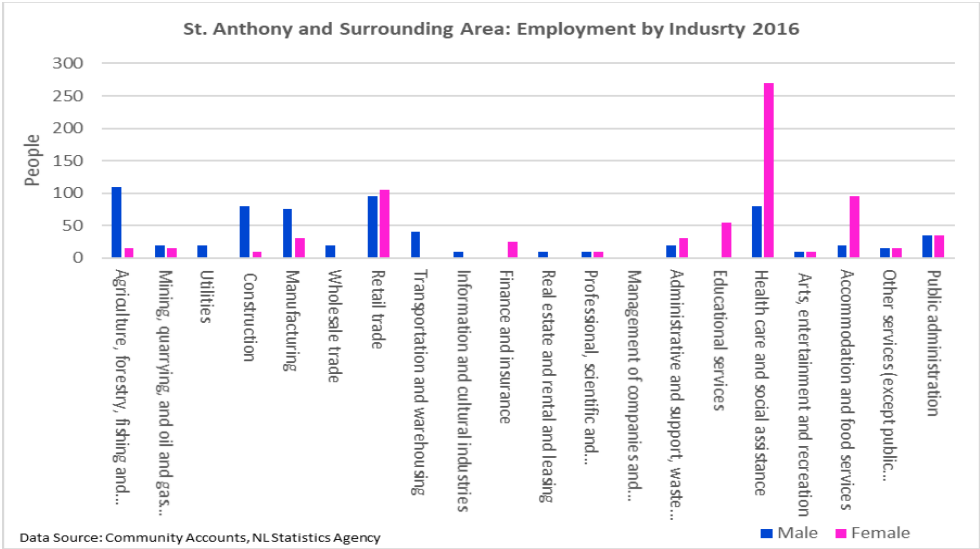
largest employer of men in the region was a tie between retail trade and public administration, which each had 100 male workers each.

Figure 610: St. Anthony and Surrounding Area - Employment by Industry 2011



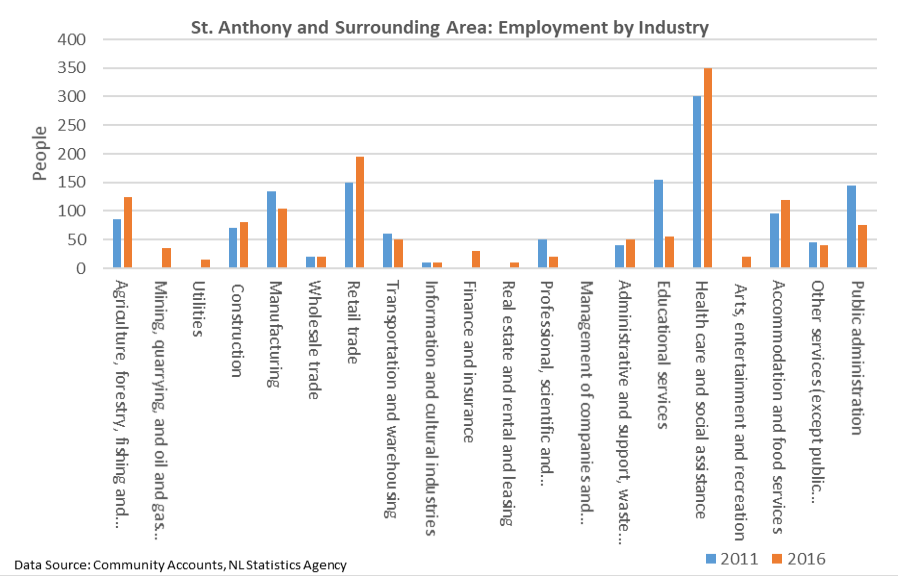
From Figure 611, in 2016, the largest employer of women in St. Anthony and its surrounding area was the health care and social assistance industry, with 270 female workers. The next closest industry was retail trade, which had only 105 female workers and 165 less than the leading industry. The leading employer of men in the region was the agriculture, forestry, fishing, and hunting industry, with 110 male workers. The second largest employer of men in St. Anthony and its surrounding area was retail trade, with 95 male workers.

Figure 611: St. Anthony and Surrounding Area - Employment by Industry 2016



In 2011, the largest employer of individuals was the health care and social assistance industry, which employed 300 individuals in St. Anthony and its surrounding area (see Figure 612). The educational services sector came in second, with 155 workers. In 2016, the health care and social assistance industry was once again the leading employer in St. Anthony and its surrounding area, with 350 workers, which was 50 more workers than the industry had in 2011. The second leading industry, in terms of employment, in St. Anthony and its surrounding area was retail trade, with 195 workers. The educational services industry fell from second place as its employment levels plummeted from 155 workers in 2011 to only 55 workers in 2016.

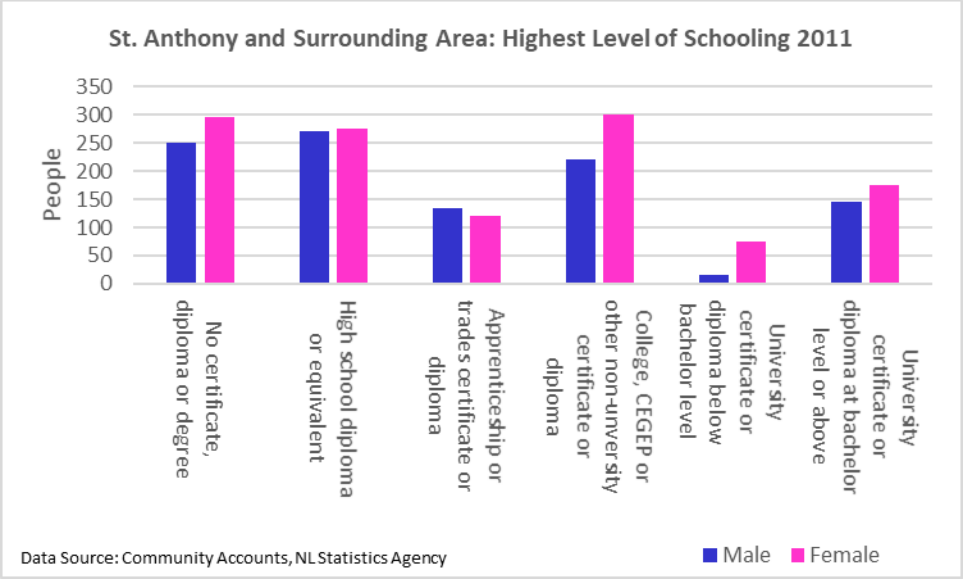
Figure 612: St. Anthony and Surrounding Area - Employment by Industry by Year



4.1.11 Education

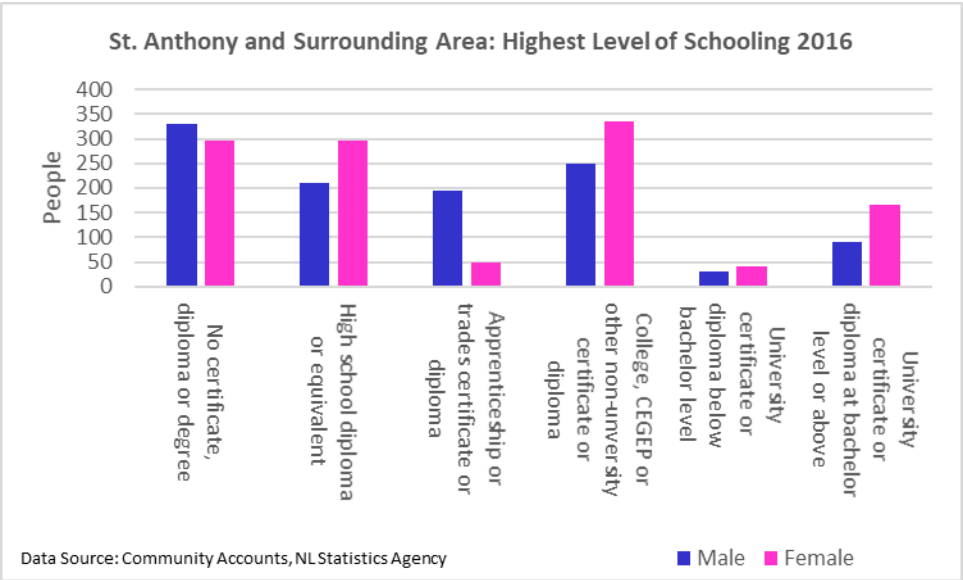
From Figure 613, in St. Anthony and its surrounding area, there were 45 more females, than males, without a certificate, diploma or degree and 5 more females, than males, who held a high school diploma as their highest level of education in 2011. There were 15 more males, than females, with an apprenticeship or trades certificate or diploma and 80 more females, than males, with a college or other non-university certificate or diploma in the region in 2011. Finally, there were 30 more females, than males, with a university certificate or diploma at the bachelor level or above in St. Anthony and its surrounding area in 2011.

Figure 613: St. Anthony and Surrounding Area - Highest Level of Schooling 2011



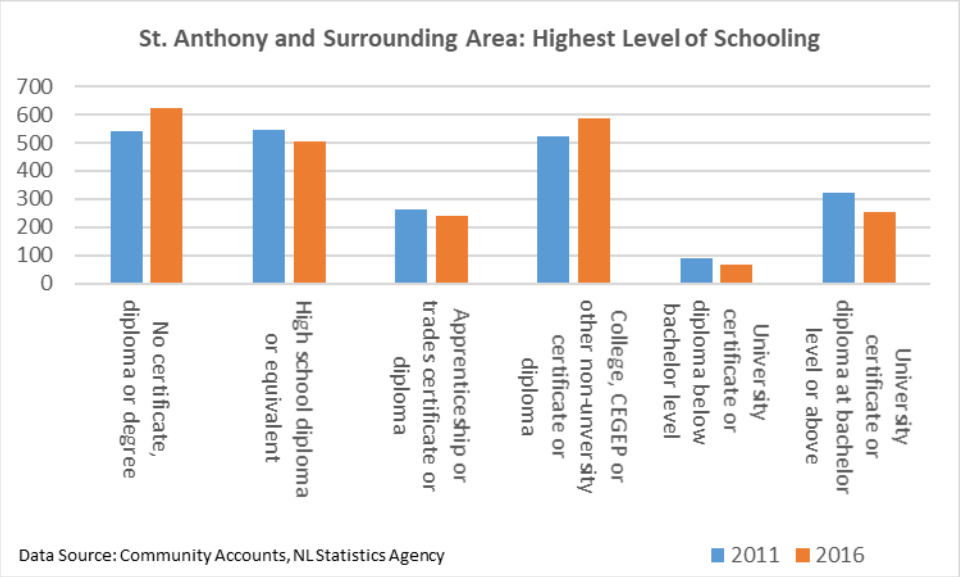
In 2016, as illustrated in Figure 614, there were 35 more males, than females, without a certificate, diploma, or degree and 85 more females, than males. who held a high school diploma as their highest level of education in St. Anthony and its surrounding area. Additionally, there were 145 more males, than females with an apprenticeship or trades certificate or diploma and 85 more females than males, with a college or other non-university certificate or diploma in the region in 2016. Lastly, there were 75 more females than males, with a university certificate or diploma at the bachelor level or above in St. Anthony and its surrounding area in 2016.

Figure 614: St. Anthony and Surrounding Area - Highest Level of Schooling 2016



Between 2011 and 2016 in St. Anthony and its surrounding area, the number of people without a certificate, diploma or degree, as reflected in Figure 615, increased by 85 individuals; the number of people who held a high school diploma as their highest level of education decreased by 40 individuals; the number of people with an apprenticeship or trades certificate or diploma decreased by 25 individuals; the number of people with a college or other non-university certificate or diploma increased by 60 individuals; and the number of people with a university certificate or diploma at the bachelor level or above decreased by 65 individuals.

Figure 615: St. Anthony and Surrounding Area - Highest Level of Schooling - Highest Level of Schooling by Year

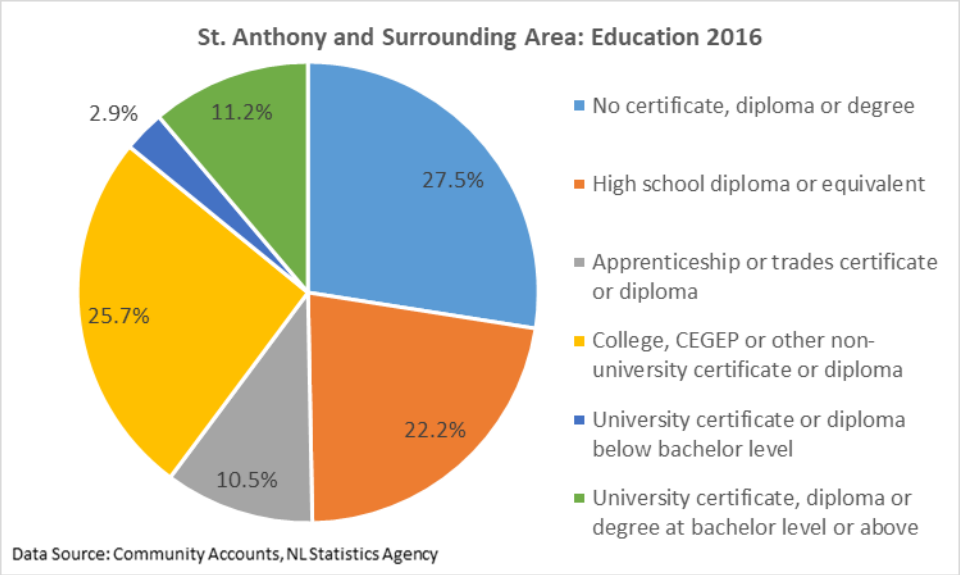


In 2016, 27.5% of the population of St. Anthony and its surrounding area aged 15 years and older held no certificate, diploma, or degree, which, as illustrated in Figure 616, was 4.1 percentage points higher than the provincial average. Likewise, 25.7% of the population of St. Anthony and its surrounding area held a college or other non-university certificate or diploma (which was actually 2.6 percentage points higher than the provincial average) and 11.2% of the population of St. Anthony and its surrounding area held a university certificate, diploma or degree at the bachelor level or above in 2016 (which was only 3.6 percentage points lower than the provincial average).

While St. Anthony and its surrounding area has a proportionately higher share of people without a certificate and a proportionately lower share of people with bachelor degrees than Newfoundland and Labrador as a whole, it also has a proportionately higher share of people with college degrees than the province. Indeed, while St. Anthony and its surrounding area is arguably a less educated population than the province as a whole, it has a very educated population relative to other parts of the Northern Peninsula region: of the two Economic Zones, eight Local Areas and the four largest communities in the Northern Peninsula region, St.

Anthony and its surrounding area has the lowest population share of individuals with a high school diploma as their highest level of education; the highest population share of individuals with a college or other non-university degree; the highest population share of individuals with a university certificate, diploma or degree below the bachelor level; and the second highest population share of individuals with a university certificate, diploma or degree at the bachelor level or above. Indeed, St. Anthony and its surrounding area's population is the most highly educated of the major population centers in the Northern Peninsula region.

Figure 616: St. Anthony and Surrounding Area - Population Shares by Education



4.1.12 Summary

St. Anthony is the second most populated community in the Northern Peninsula region; it is the largest community in Economic Zone 06 and larger than any of the communities in Economic Zone 07. However, St. Anthony lost 24.7% of its population between 1996 and 2016. To that point, St. Anthony and its surrounding area had the second highest levels of out-migration, the lowest natural change, and the largest population decline of the four largest communities in the Northern Peninsula region in 2016. However, despite the large amounts of population decline and out-migration, its demographics are not terrible relative to the other three of the four largest communities in the Northern Peninsula region: St. Anthony and its surrounding area has the second highest working age population share, the second lowest elderly population share, the second lowest age dependency ratio and the second highest median age. While the median age is high relative to both the provincial median age and the other large communities in the Northern Peninsula region, the demographics of St. Anthony and its surrounding area are relatively decent relative to other regions of the Northern Peninsula region.

While its population decline and demographics range from middling to less than ideal, St. Anthony and its surrounding area boasts some relatively impressive income and labour force statistics: of the four largest communities in the Northern Peninsula region, St. Anthony and its surrounding area has the second lowest unemployment rate, the highest employment rate, the highest participation rate, the highest median income, the highest levels of real disposable income per capita, and ties for the lowest prevalence of low income of the four largest communities in the Northern Peninsula region.

In fact, St. Anthony and its surrounding area's income statistics are appealing, even relative to Newfoundland and Labrador: when compared with the province, St. Anthony and its surrounding area has a higher median income, a lower gender pay gap, a lower prevalence of low income, and a lower reliance on income support assistance. In fact, St. Anthony and its surrounding area's levels of real disposable income per capita and its employment rate are only slightly below the provincial average, even though its unemployment rate is over 10 percentage points higher than that of the province. Furthermore, of the four largest communities in the Northern Peninsula region, St. Anthony and its surrounding area has the lowest share of total income coming from the Canada Pension Plan; the lowest share of total income coming from income support assistance; the second lowest share of total income coming from employment insurance; the lowest share of total income accounted for by transfer payments in general; and the highest self-reliance ratio.

Mediating St. Anthony and its surrounding area's poor demographics with its relatively strong income and labour force statistics are its relatively high levels of education: of the four largest communities in the Northern Peninsula region, St. Anthony and its surrounding area has the highest population share of individuals with a college or other non-university certificate or diploma; the second highest share of individuals with a university certificate, diploma or degree at the bachelor level or above; and the highest population share of individuals with a postsecondary education in general. Indeed, these high levels of education relative to other regions in the Northern Peninsula region may help to explain St. Anthony and its surrounding area's relatively high median income and standard of living, despite its poor demographics.

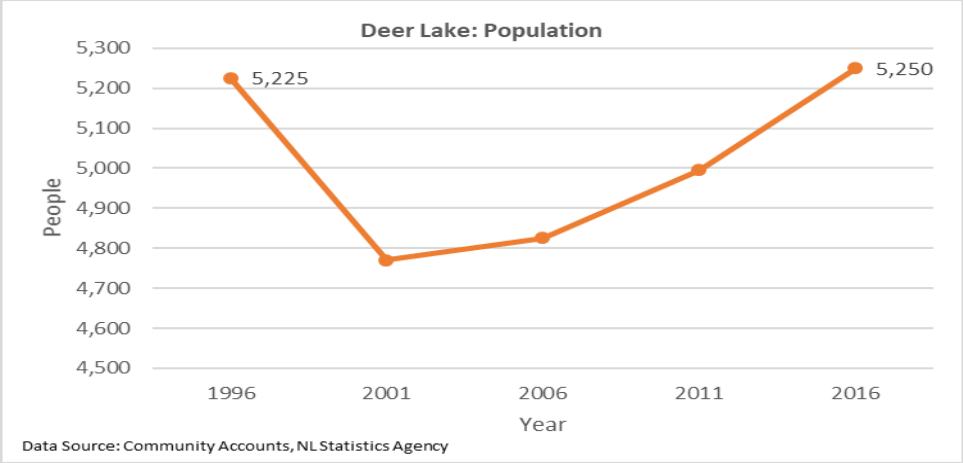
St. Anthony and its surrounding area has the highest standard of living, arguably the most robust job market, a relatively highly educated population, and the greatest ability to generate income through market sources of the four largest communities in the Northern Peninsula region. Nonetheless, St. Anthony has experienced large amounts of population decline and out-migration in recent years as well as demographics that would be considered average relative to other communities in the region, but poor relative to the demographics of Newfoundland and Labrador. Indeed, for St. Anthony to continue having arguably the best economic well-being statistics of all the communities in the Northern Peninsula region, its high levels of population decline and out-migration will have to be resolved or, at least, mitigated.

4.2 Deer Lake

4.2.1 Population

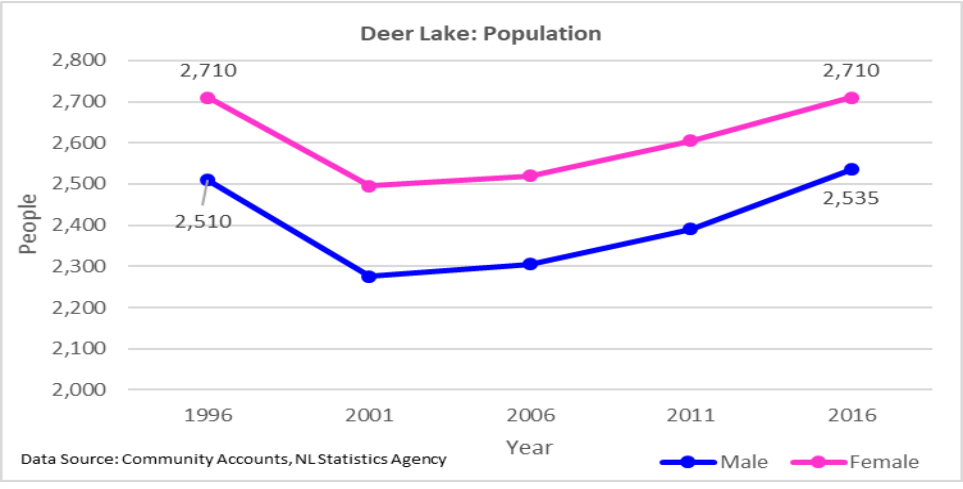
From Figure 617, the population of Deer Lake fell from 5,225 individuals in 1996, to just 4,770 individuals in 2001: a loss of 545 individuals, or 8.7% of the town's 1996 population. However, the population increased in every census year since 2001. Between 2001 and 2016, the population of Deer Lake increased by 480 individuals as the town's population in 2016 was 25 individuals higher than its 1996 level.

Figure 617: Deer Lake - Population



In 1996, as shown in Figure 618, there were 2,710 females and 2,510 males in Deer Lake. Both genders experienced a large decline between 1996 and 2001, the number of males fell by 235 individuals, while the number of females decreased by 215 individuals. The population of females had regained their 1996 population levels in 2016 and there were 25 more males in Deer Lake in 2016 than there were in 1996.

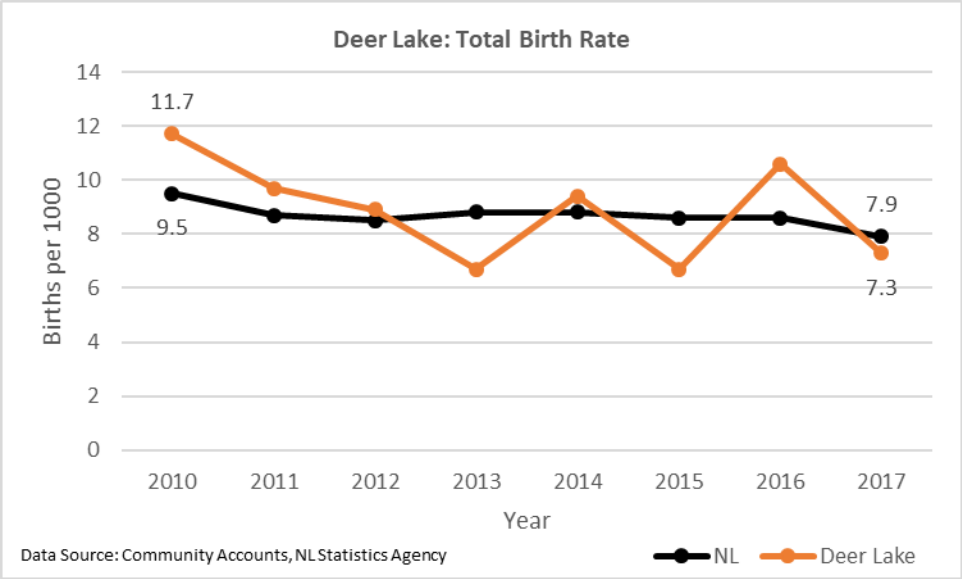
Figure 618: Deer Lake - Population by Gender



4.2.2 Births

In 2010, from Figure 619, the total birth rate of Deer Lake equaled 11.7 births per 1,000, which was 2.2 births per 1,000 higher than the provincial average. In 2017, the total birth rate in Deer Lake fell to 7.3 births per 1,000, which was 0.6 births per 1,000 lower than the total birth rate of Newfoundland and Labrador.

Figure 619: Deer Lake - Total Birth Rate



4.2.3 Population by Age Group

As shown in Figures 620 to 622, in 1996, the most populated age group in Deer Lake was the 40-to-44-year-old cohort, with 420 individuals. The second most populated age group in the community in 1996 was a three-way tie between the 30-to-34-year-old cohort, the 35-to-39-year-old cohort and the 10-to-14-year-old cohort, which each had 415 individuals. In 2006, the most populated age group in Deer Lake was the 40-to-44-year-old cohort with 410 individuals, while the second most populated age group was a tie between the 45-to-49-year-old cohort and the 50-to-54-year-old cohort, with 405 individuals each. In 2016, Deer Lake's most populated age cohort was the 60-to-64-year-old age group, with 455 individuals, while the second most populated age cohort was the 50-to-54-year-old age cohort, with 405 individuals. The population of the Town of Deer Lake is becoming older, but this shift towards an older demographic is not happening as acutely in Deer Lake as it is in other areas of the Northern Peninsula region. While the largest age group in Deer Lake was the 60-to-64-year-old age cohort in 2016, Deer Lake's 2016 population pyramid still had a sturdy base, unlike many other Local Areas in the Northern Peninsula region.

Figure 620: Deer Lake - Population by Age Group 1996

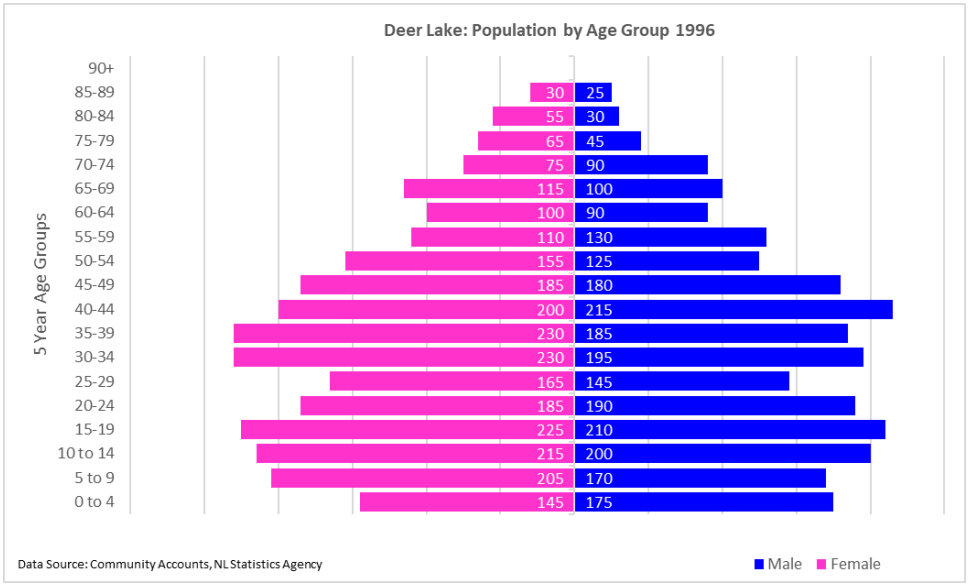


Figure 621: Deer Lake - Population by Age Group 2006

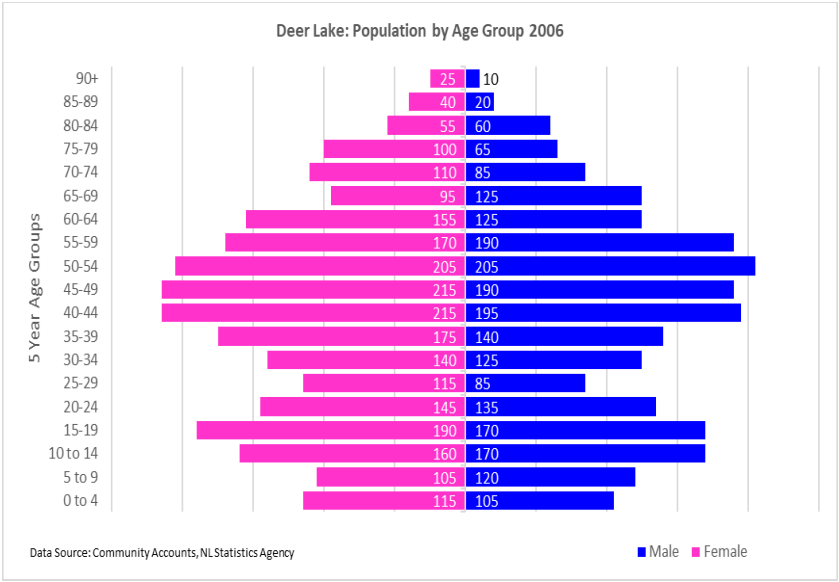
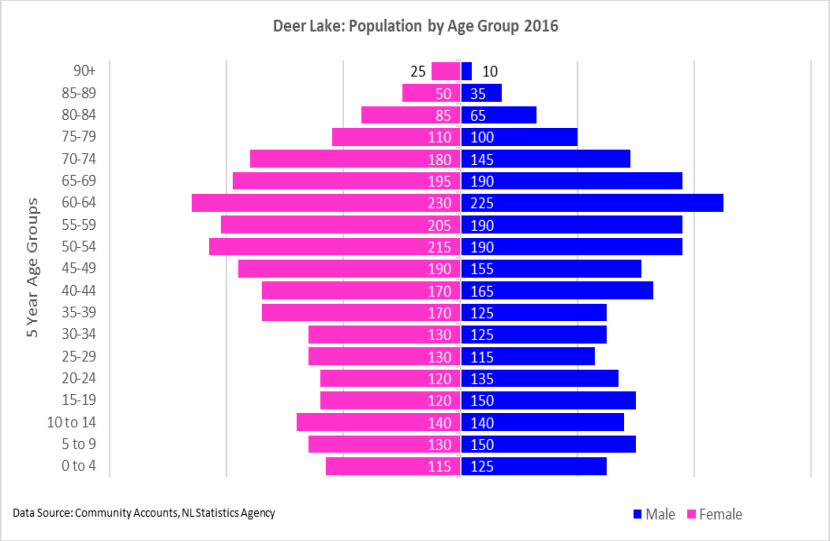


Figure 622: Deer Lake - Population by Age Group 2016



4.2.4 Population Change

From Figure 623, between 2008 and 2015, the natural change in Deer Lake was positive only in 2010 and the residual net migration was negative only in 2012. There has been population growth in Deer Lake in 7 of the 8 years, from 2008 to 2015. To add, from 2008 to 2015, the residual net migration in Deer Lake decreased by 10 (but remained positive) and the natural change increased by 10 (but remained negative). As reflected in Figure 624, the population growth in Deer Lake occurred due to in-migration, which outweighed its negative natural change.

Figure 623: Deer Lake - Population Change

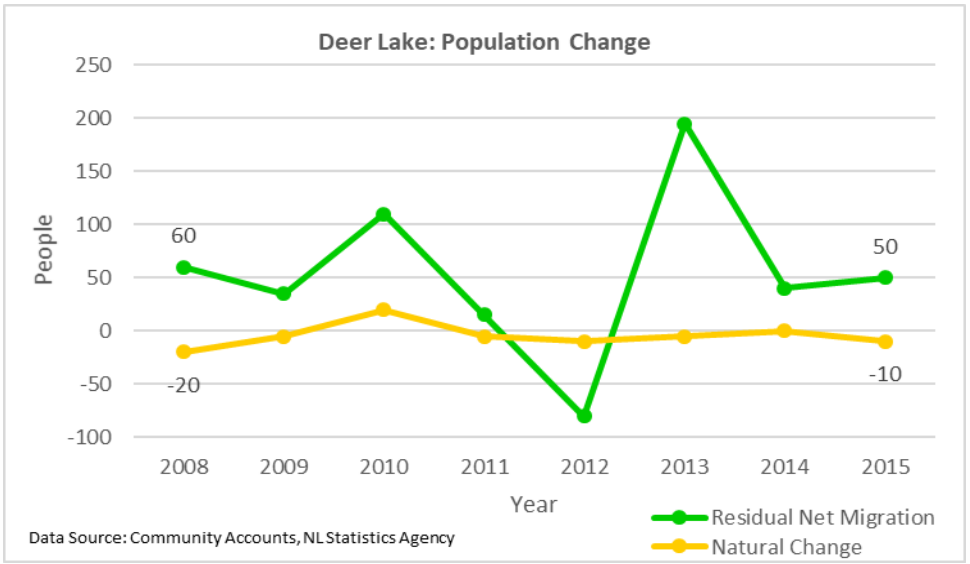
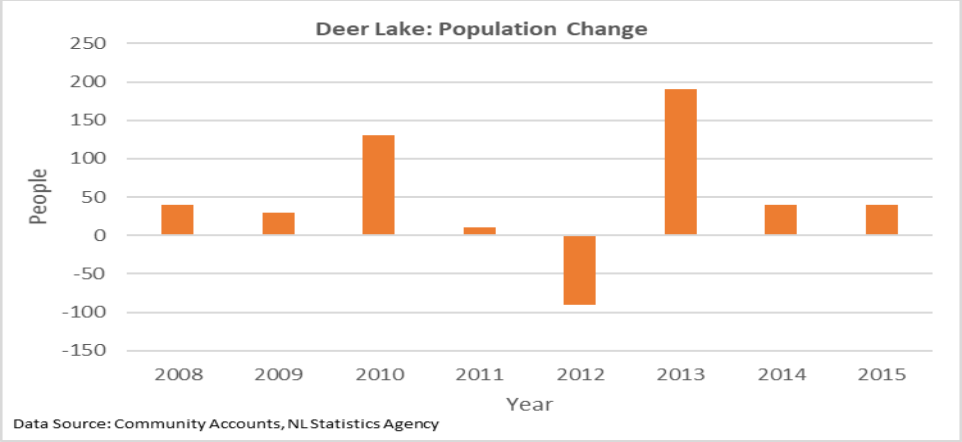
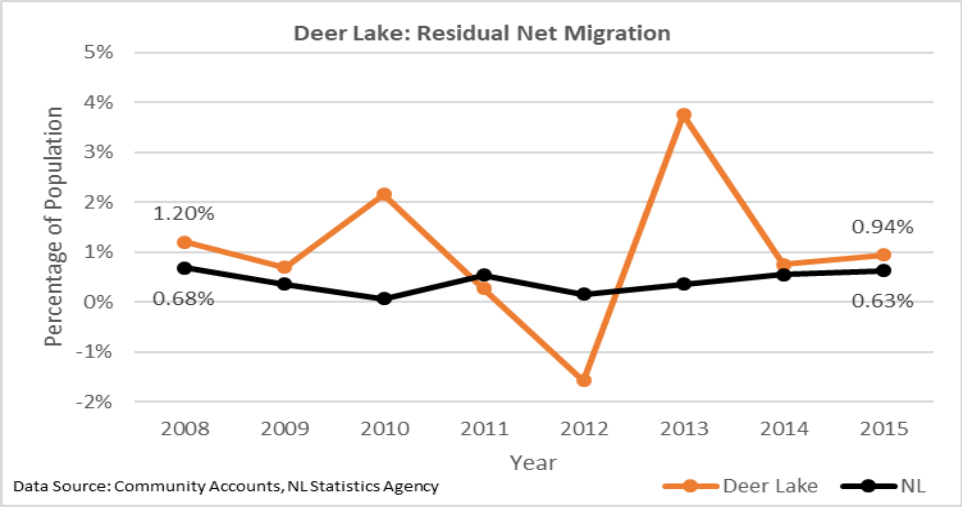


Figure 624: Deer Lake - Population Change



In 2008, as indicated in Figure 625, residual net migration, expressed as a percentage of the region's population, equaled 1.2% in Deer Lake and was 0.52 percentage points higher than the provincial average. In 2015, residual net migration in Deer Lake equaled 0.94% of its population and was 0.32 percentage points higher than the provincial average.

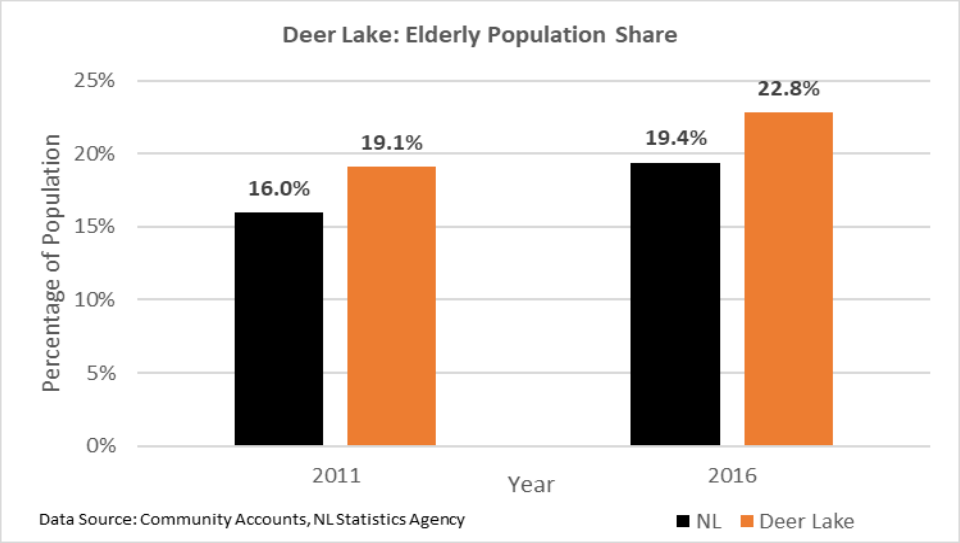
Figure 625: Deer Lake - Residual Net Migration



4.2.5 Population Characteristics

The elderly population share in Deer Lake in 2011, at 19.1% of the population, as indicated in Figure 626, was 3.1 percentage points higher than the elderly population share of Newfoundland and Labrador. In 2016, the elderly population share in Deer Lake, at 22.8% of the population, was 3.4 percentage points higher than the elderly population share of the province. Data on the working age population share of Deer Lake was only available for the year 2016 in Community Accounts. In 2016, 58.4% of the population of Deer Lake was in the 18-to-64-year-old cohort, which was 4.7 percentage points less than the provincial average.

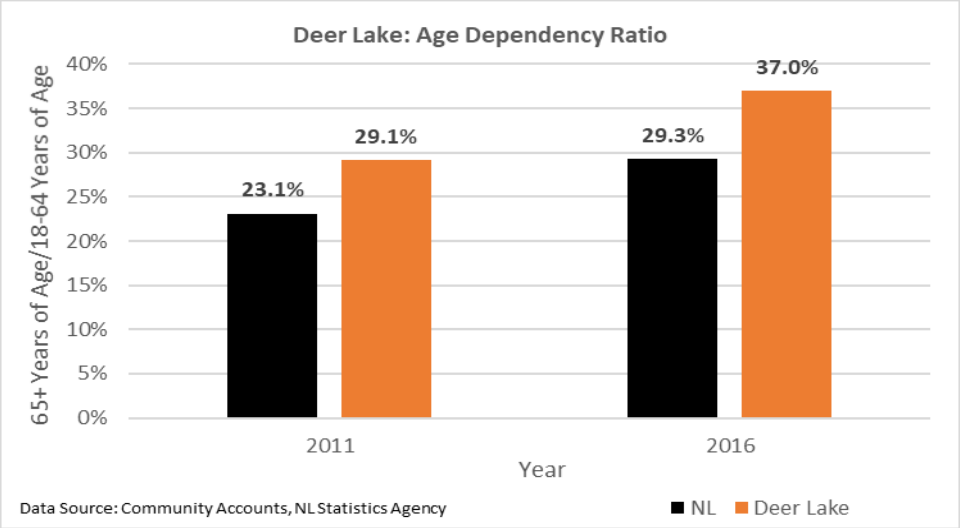
Figure 626: Deer Lake - Elderly Population Share



From Figure 627, the age dependency ratio of Deer Lake equaled 29.1% in 2011 and was 6 percentage points higher than t Newfoundland and Labrador. Deer Lake's age dependency ratio equaled 37% in 2016 and was 7.7 percentage points higher than the provincial average. Between the 2011 census and the 2016 census, the age dependency ratio of Deer Lake increased by 7.9 percentage points.

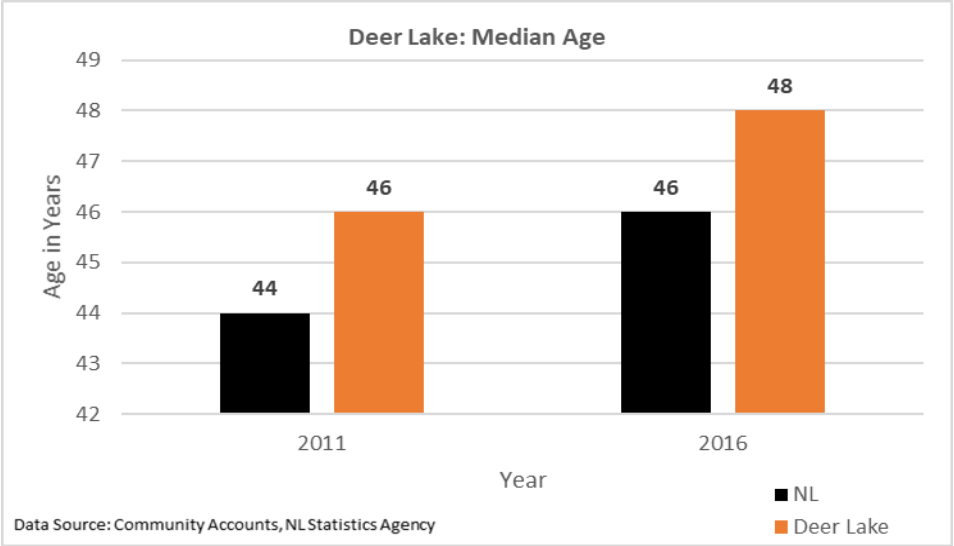
In 2016, as reflected in Figure 627, the age dependency ratio of Deer Lake was 2.1 percentage points higher than that of St. Anthony and its surrounding area; Deer Lake's elderly population share was 0.2 percentage points higher than that of St. Anthony and its surrounding area; and Deer Lake's working age population share was 3.2 percentage points less than the working age population share of St. Anthony and its surrounding area. Relative to St. Anthony and its surrounding area, Deer Lake is a larger town, but its demographics are slightly less ideal than those of St. Anthony and its surrounding area.

Figure 627: Deer Lake - Age Dependency Ratio



In 2011, the median age in Deer Lake, as shown in Figure 628, equaled 46 years, which was 2 years older than the provincial median age. In 2016, the median age equaled 48 years in Deer Lake, which was 2 years older than the median age of Newfoundland and Labrador.

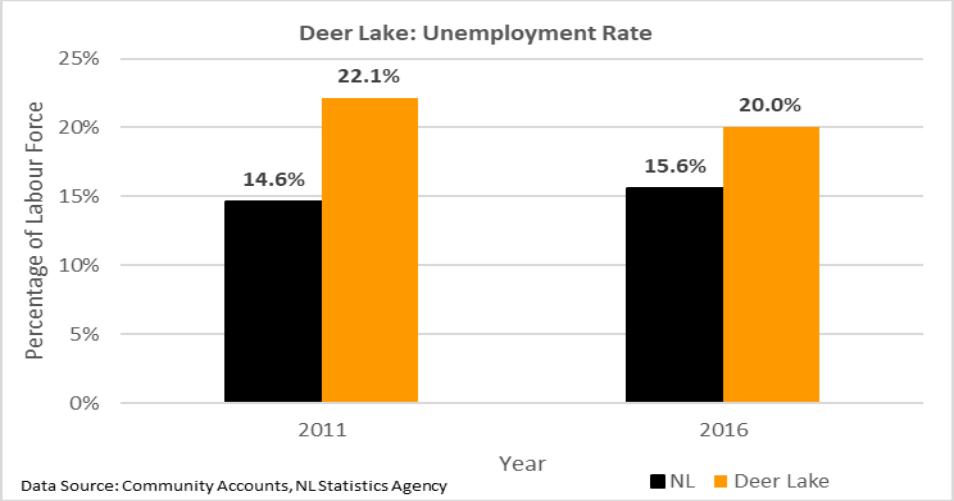
Figure 628: Deer Lake - Median Age



4.2.6 Labour Force

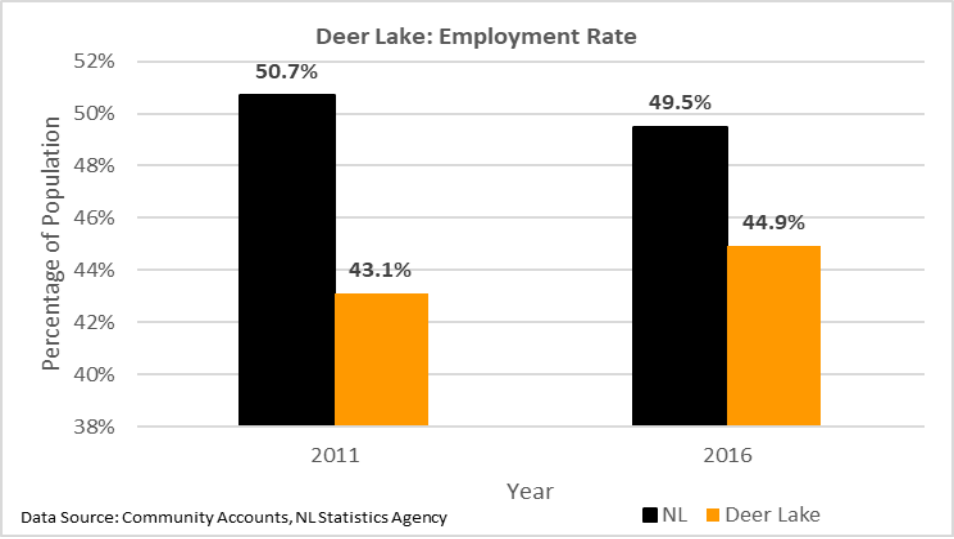
In 2011, the unemployment rate in Deer Lake, which equaled 22.1% of its labour force, was 7.5 percentage points higher than the unemployment rate in Newfoundland and Labrador (see Figure 629). In 2016, the unemployment rate in Deer Lake, at 20% of its labour force, was 4.4 percentage points higher than the provincial unemployment rate.

Figure 629: Deer Lake - Unemployment Rate



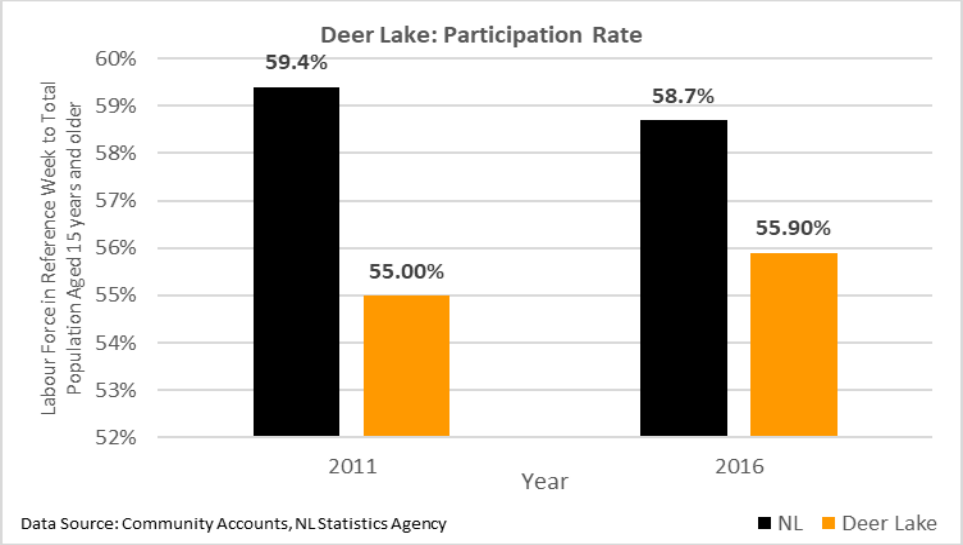
From Figure 630, the employment rate in Deer Lake equaled 43.1% of its population in 2011 and was 7.6 percentage points lower than the provincial employment rate. In 2016, Deer Lake's employment rate, at 44.9% of its population, was 4.6 percentage points lower than the employment rate of Newfoundland and Labrador.

Figure 630: Deer Lake - Employment Rate



In 2011, as reflected in Figure 631, Deer Lake's participation rate equaled 55% of its population aged 15 years and older, which was 4.4 percentage points lower than the participation rate of Newfoundland and Labrador. In 2016, Deer Lake's participation rate equaled 55.9% of its population aged 15 years and older and was 2.8 percentage points below the provincial average.

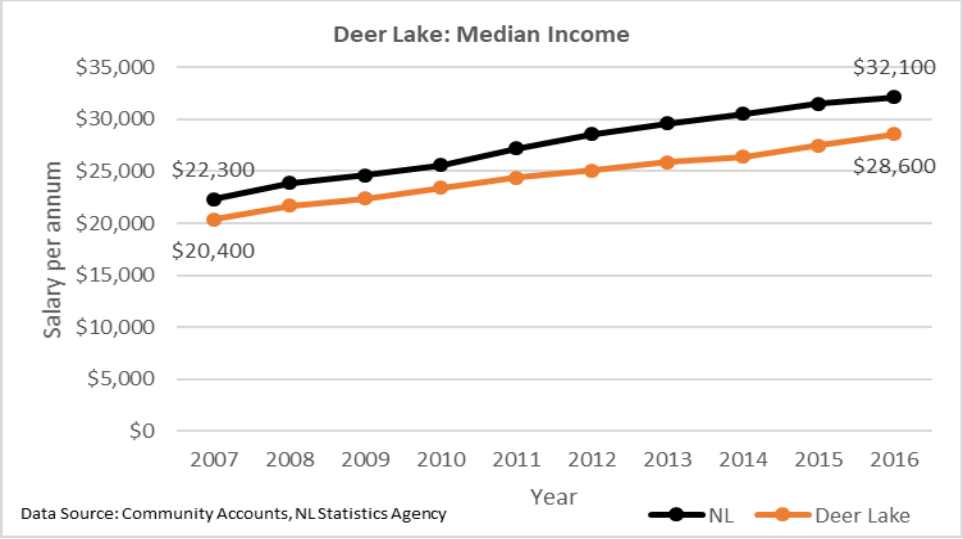
Figure 631: Deer Lake - Participation Rate



4.2.7 Income

The median income of Deer Lake in 2007, at $20,400, was $1,900 lower than the median income in Newfoundland and Labrador (see Figure 632). In 2016, Deer Lake's median income of $28,600 was $3,500 lower than the provincial median income.

Figure 632: Deer Lake - Median Income



From Figures 633 and 634, in 2007, the median income of males in Deer Lake, at $29,400, was $13,000 higher than the median income of females, which equaled $16,400. In 2016, the median income of males, at $38,600, was $15,900 higher than the median income of females, which equaled $22,700.

Figure 633: Deer Lake - Median Income by Gender

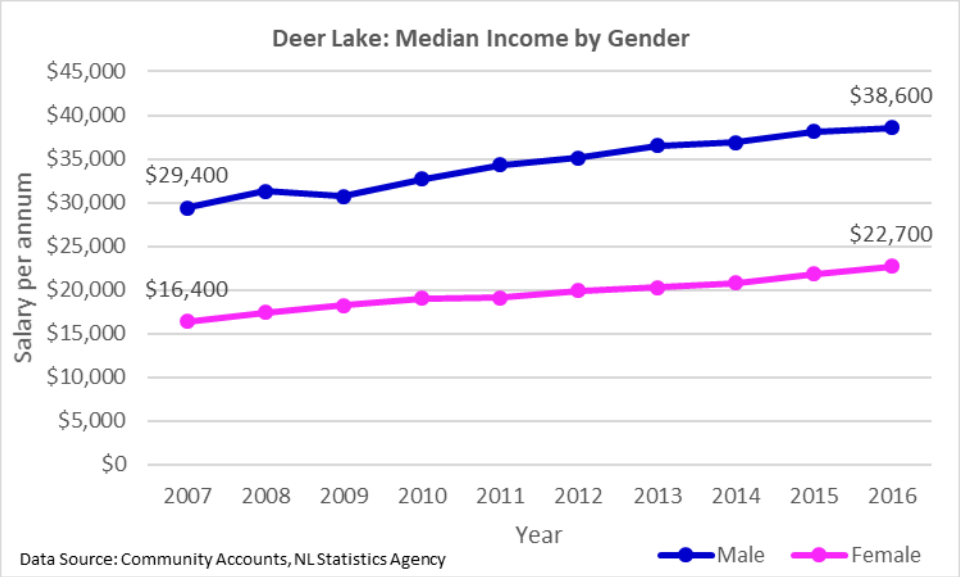
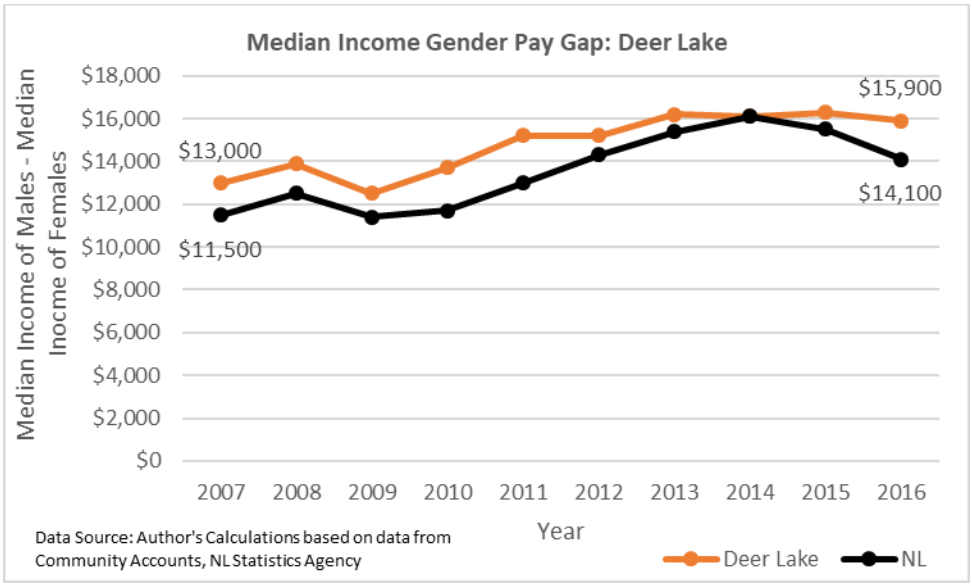
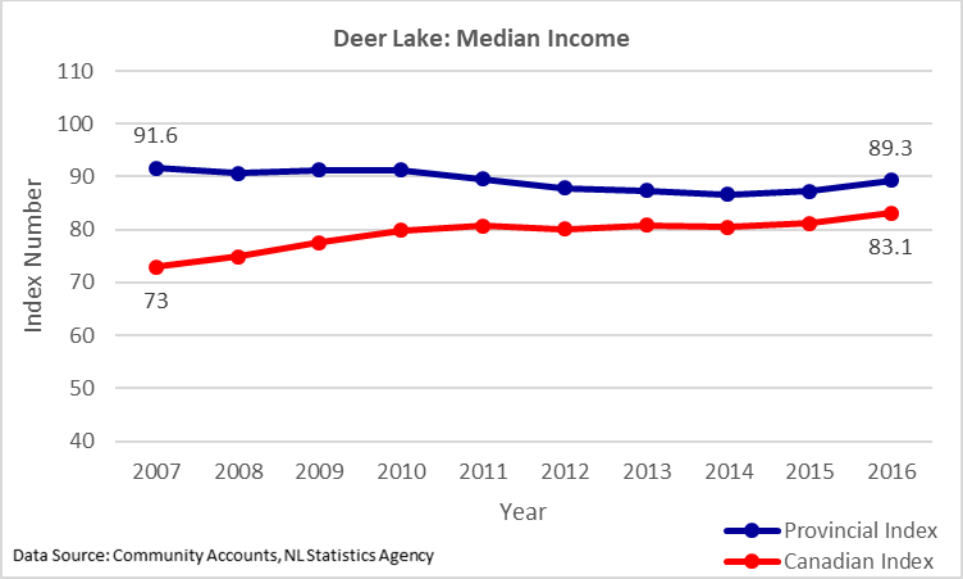


Figure 634: Deer Lake - Median Income Gender Pay Gap



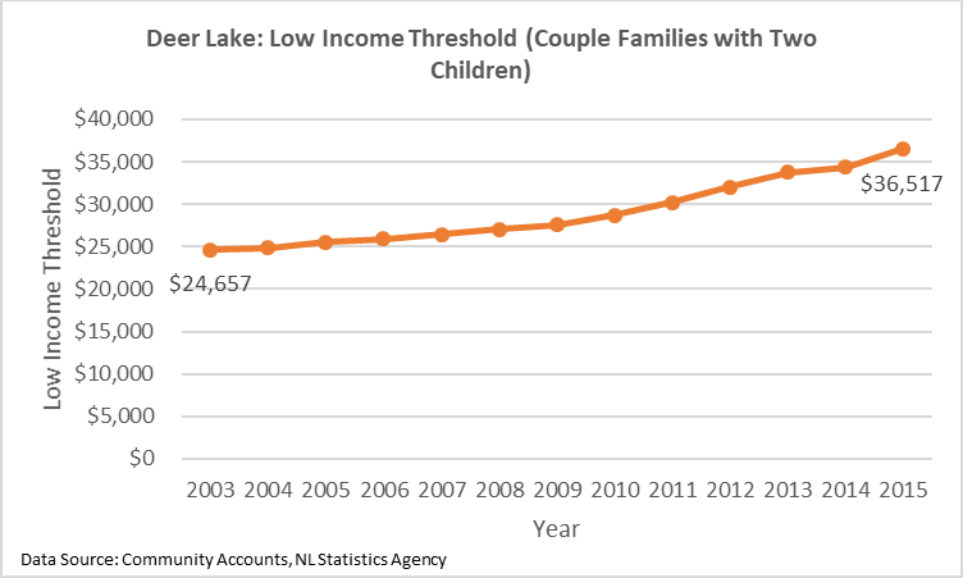
In 2007, the median income in Deer Lake amounted to 91.6% of the median income of Newfoundland and Labrador or 73% of the median income of Canada (see Figure 635). In 2016, the median income of Deer Lake equaled 89.3% of the median income of Newfoundland and Labrador or 83.1% of the median income of Canada.

Figure 635: Deer Lake - Median Income Index



Additionally, as indicated in Figure 636, the low-income threshold in Deer Lake for couple families with two children increased from $24,657 in 2003 to $36,517 in 2015, which is an increase of $11,860 during that period.

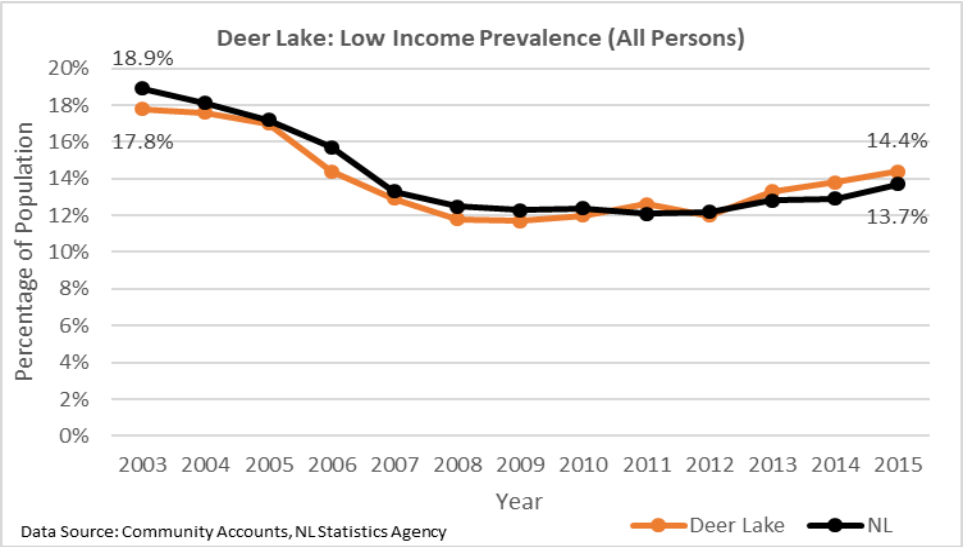
Figure 636: Deer Lake - Low-income threshold



4.2.8 Prevalence of Low Income

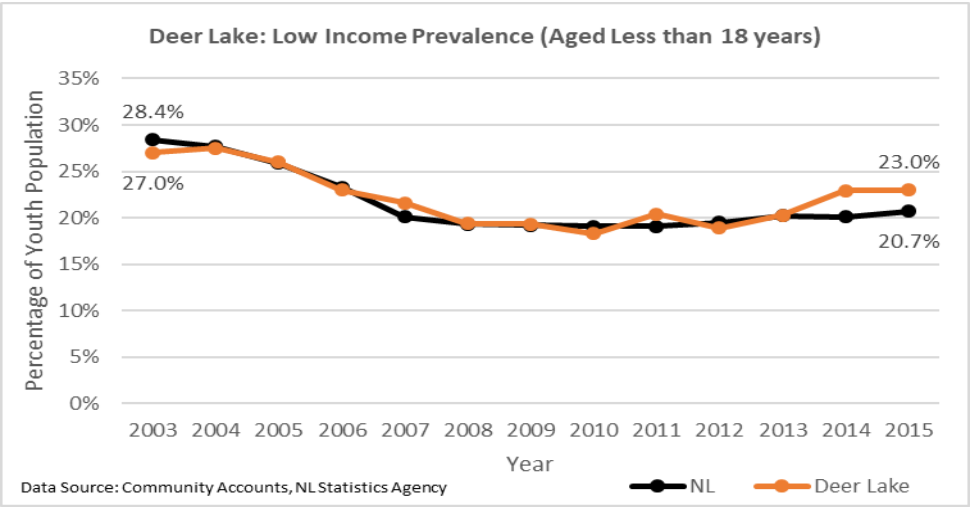
In 2003, the prevalence of low income in Deer Lake, equaling 17.8% of the population, was 1.1 percentage points less than the prevalence of low income for the province (see Figure 637). In 2015, the prevalence of low income in Deer Lake, at 14.4% of the population, was 0.7 percentage points higher than that of Newfoundland and Labrador.

Figure 637: Deer Lake - Employment Insurance's Contribution of Total Income



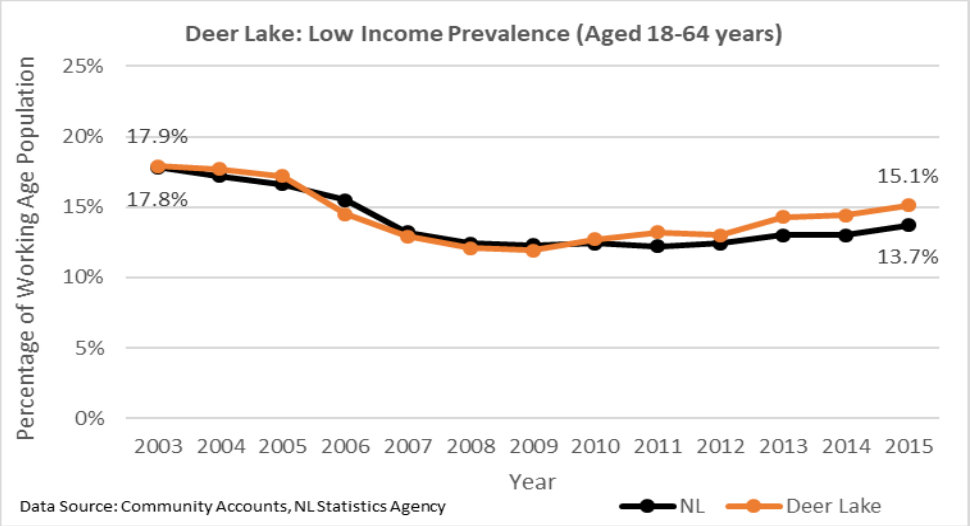
In 2003, as shown in Figure 638, 27% of the population of individuals aged less than 18 years in Deer Lake were classified as living in low income, which was 1.4 percentage points lower than the provincial youth prevalence of low income. In 2015, 23% of the youth population of Deer Lake resided in low income, which was 2.3 percentage points above the provincial youth prevalence of low income.

Figure 638: Deer Lake - Youth Low-income prevalence



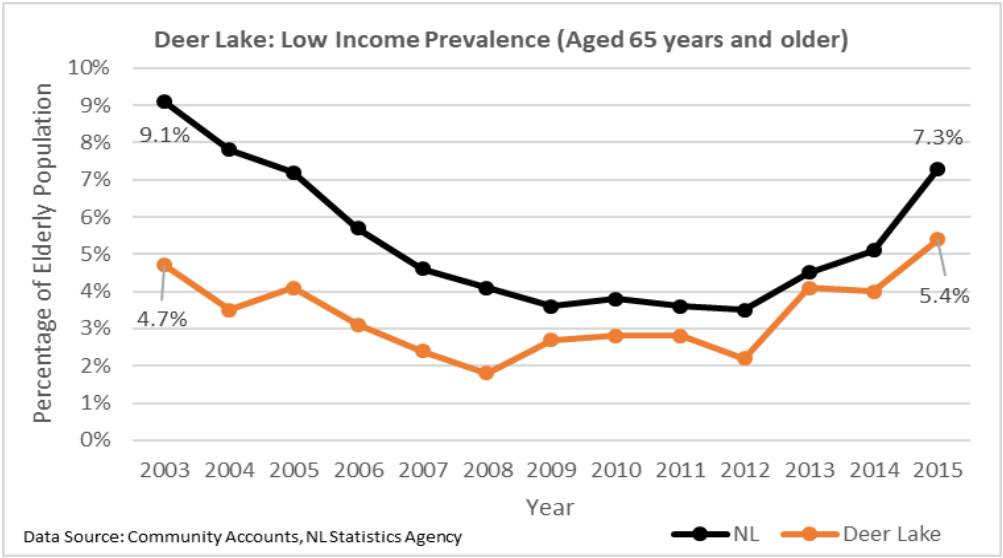
The working age prevalence of low income in Deer Lake, as reflected in Figure 639, equaled 17.9% in 2003, which was 0.1 percentage points higher than the working age prevalence of low income in Newfoundland and Labrador. In 2015, the prevalence of low income among working age individuals in Deer Lake equaled 15.1% of the working age population, which was 1.4 percentage points higher than the provincial average.

Figure 639: Deer Lake - Working Age Low-income prevalence



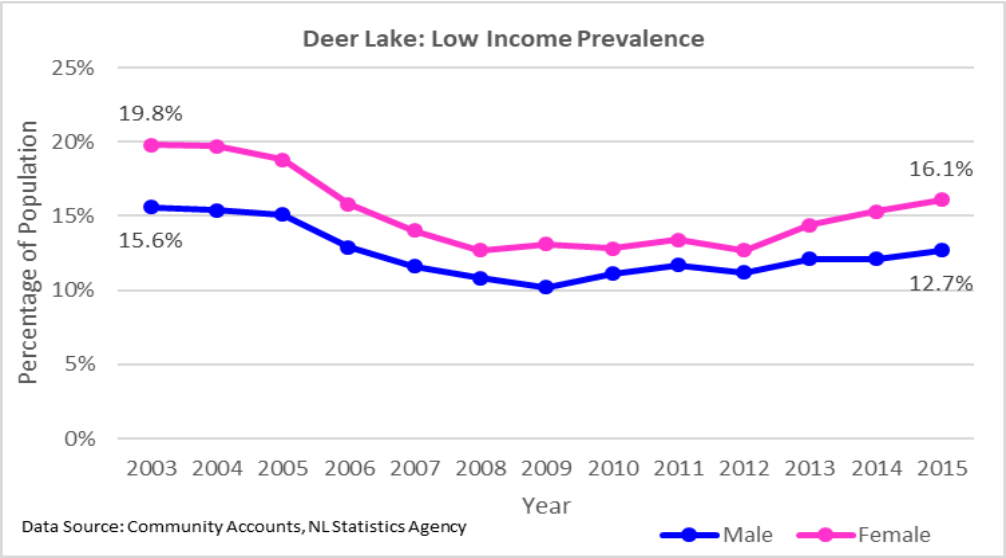
From Figure 640, in 2003, the elderly prevalence of low income in Deer Lake equaled 4.7% of the elderly population, which was 4.4 percentage points lower than the province. In 2015, the elderly prevalence of low income in Deer Lake, at 5.4% of its elderly population, was 1.9 percentage points lower than in Newfoundland and Labrador as a whole.

Figure 640: Deer Lake - Elderly Low-income prevalence



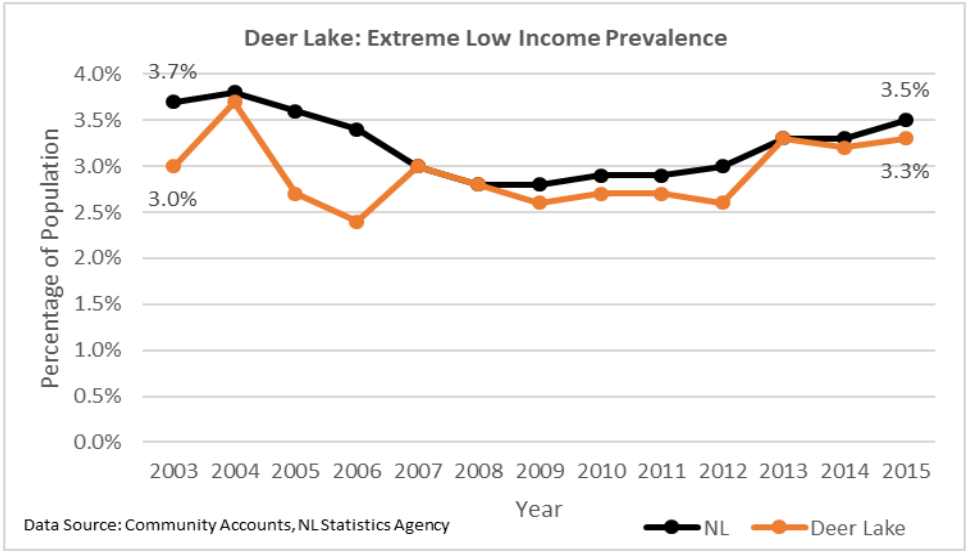
In 2003, as presented in Figure 641, the prevalence of low income in Deer Lake equaled 19.8% for females and 15.6% for males. In 2015, the prevalence of low income in Deer Lake equaled 16.1% for females and 12.7% for males.

Figure 641: Deer Lake - Low-income prevalence by Gender



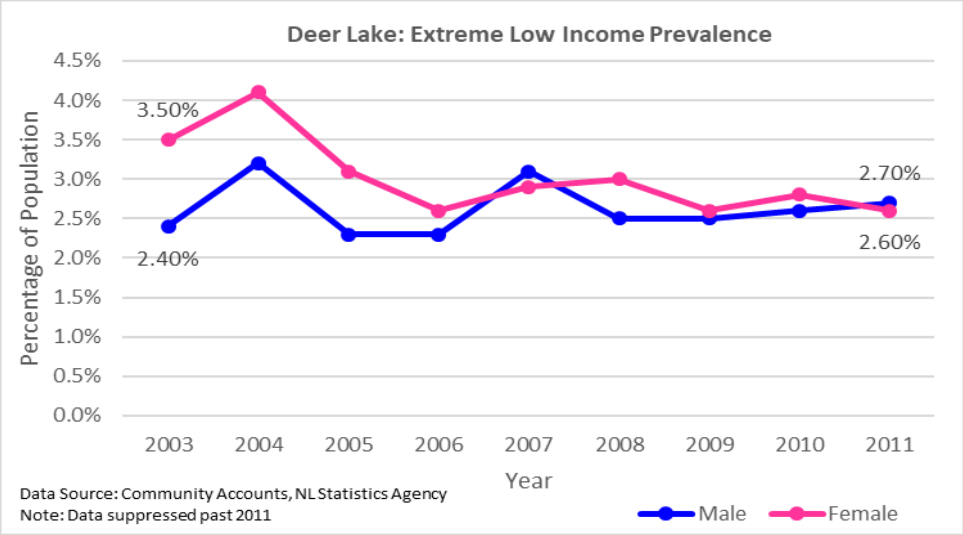
The prevalence of extreme low income in Deer Lake, shown in Figure 642, equaled 3% of the population in 2003, which was 0.7 percentage points lower than the provincial average. In 2015, the prevalence of extreme low income in Deer Lake equaled 3.3% of the population, which was 0.2 percentage points lower than the province.

Figure 642: Deer Lake - Extreme Low-income prevalence



In Deer Lake, the prevalence of extreme low income equaled 3.5% for females and 2.4% for males in 2003 (see Figure 643). In 2011, the prevalence of extreme low income in Deer Lake equaled 2.7% for males and 2.6% for females.

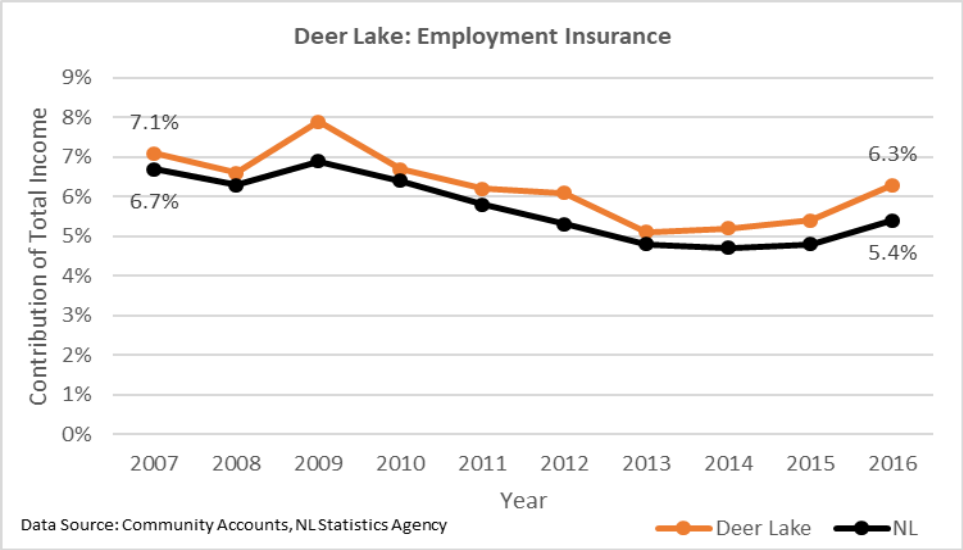
Figure 643: Deer Lake - Extreme Low-income prevalence by Gender



4.2.9 Transfer Payments

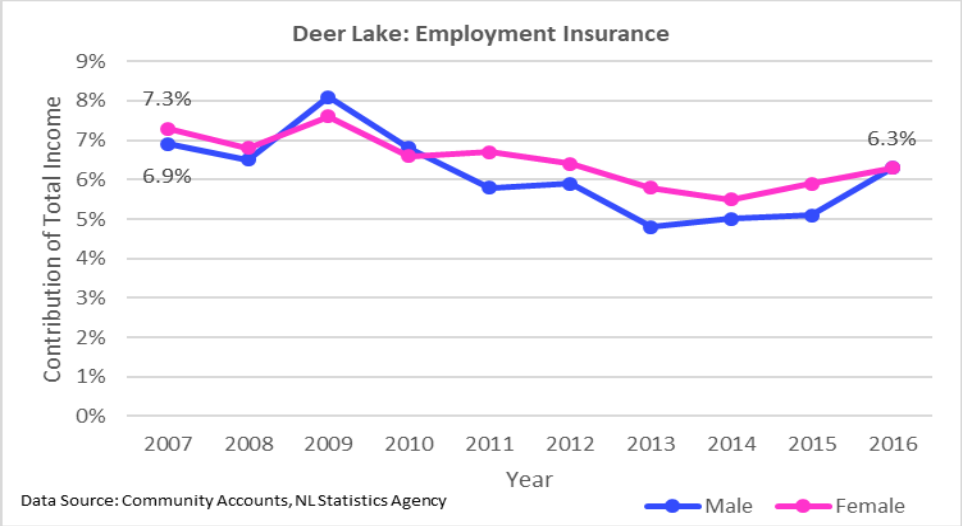
In 2007, as shown in Figure 644, employment insurance accounted for 7.1% of total income in Deer Lake, which was 0.4 percentage points higher than in Newfoundland and Labrador. In 2016, employment insurance was responsible for 6.3% of total income in Deer Lake, which was 0.9 percentage points higher than the provincial average.

Figure 644: Deer Lake - Employment Insurance's Contribution of Total Income



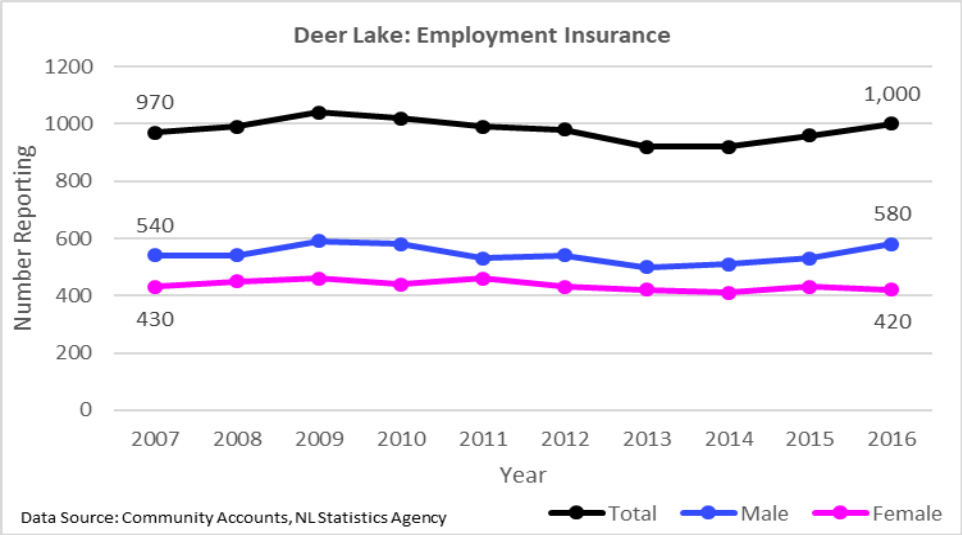
From Figure 645, in 2007, employment insurance accounted for 7.3% of total income among females and 6.9% of total income among males in Deer Lake. Additionally, in 2016, employment insurance accounted for 6.3% of total income for both males and females in Deer Lake.

Figure 645: Deer Lake - Employment Insurance's Contribution of Total Income



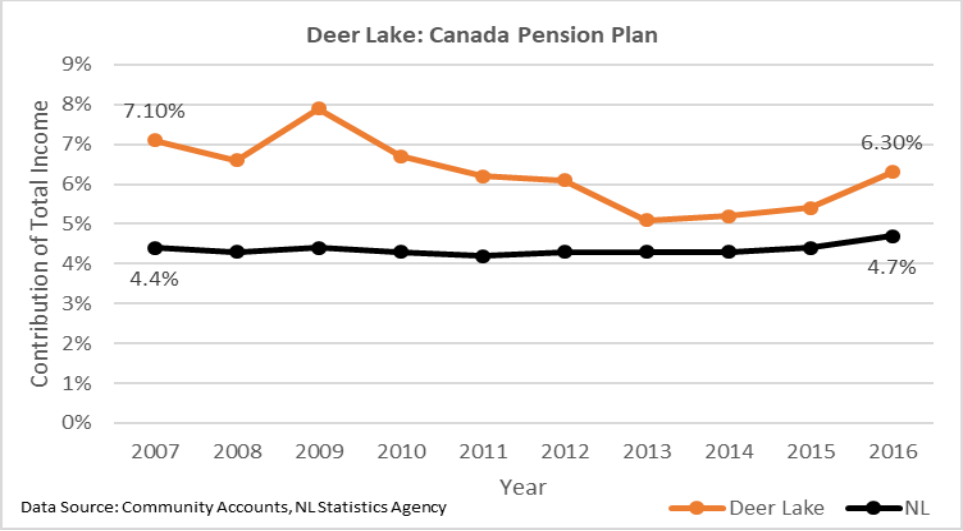
In 2007, as reflected in Figure 646, there were 540 men and 430 women receiving employment insurance in Deer Lake. In 2016, there were 580 males and 420 females receiving employment insurance in Deer Lake.

Figure 646: Deer Lake - Number Reporting for Employment Insurance



From Figure 647, in 2007, the Canada Pension Plan accounted for 7.1% of total income in Deer Lake, which was 2.7 percentage points higher than the Canada Pension Plan's share of total income in Newfoundland and Labrador. In 2016, the Canada Pension Plan was responsible for 6.3% of total income in Deer Lake; the Canada Pension Plan's share of total income in Deer Lake was 1.6 percentage points higher than the Canada Pension Plan's share of total income for the province.

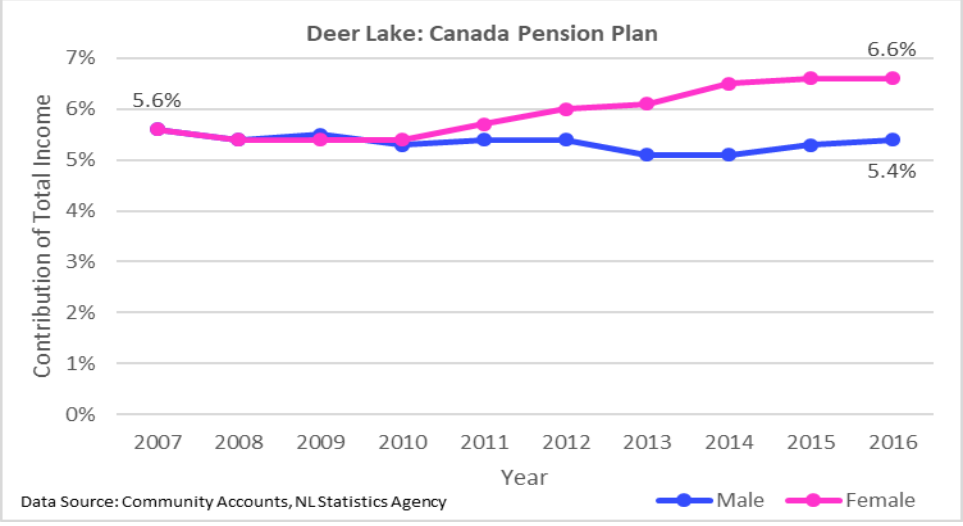
Figure 647: Deer Lake - Canada Pension Plan's Contribution of Total Income



In 2007, the Canada Pension Plan accounted for 5.6% of total income for both males and females in Deer Lake (see Figure 648). However, in 2016, the Canada Pension Plan was responsible for 6.6% of total income among females and 5.4% of total income among males in Deer Lake.

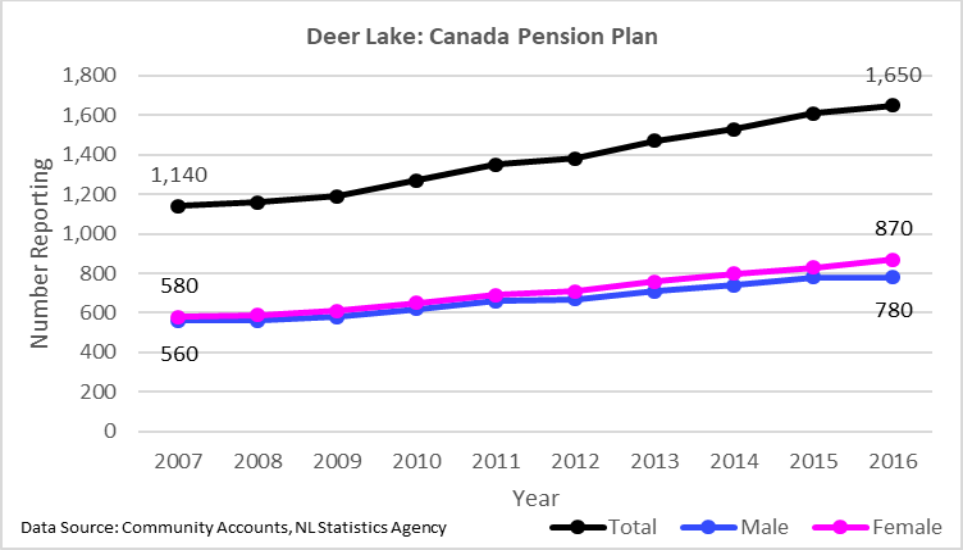
In 2007, as shown in Figure 649, there were 580 females and 560 males reporting for the Canada Pension Plan in Deer Lake. In 2016, there were 870 females and 780 males reporting for the Canada Pension Plan in Deer Lake.

Figure 648: Deer Lake - Canada Pension Plan's Contribution of Total Income by Gender



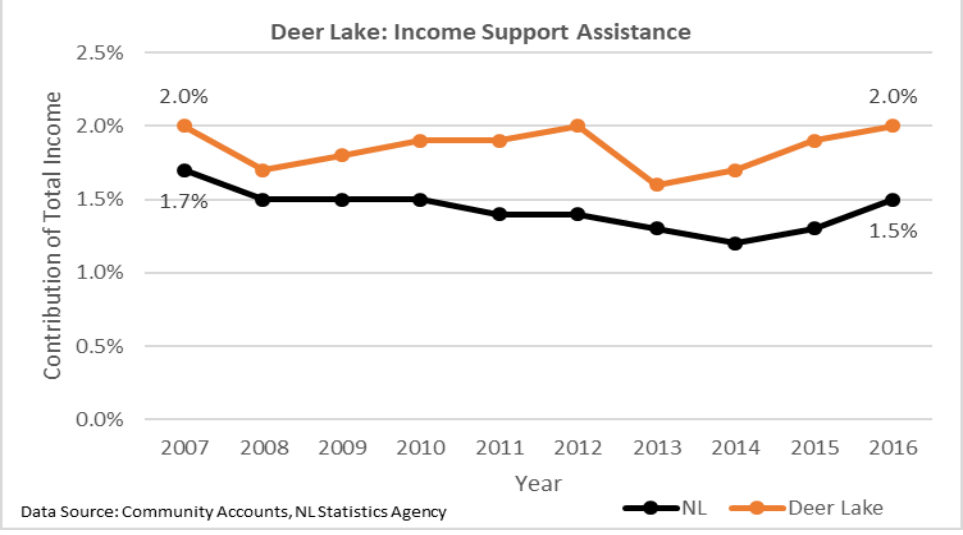
In 2007, as shown in Figure 649, there were 580 females and 560 males reporting for the Canada Pension Plan in Deer Lake. In 2016, there were 870 females and 780 males reporting for the Canada Pension Plan in Deer Lake.

Figure 649: Deer Lake - Number Reporting for the Canada Pension Plan



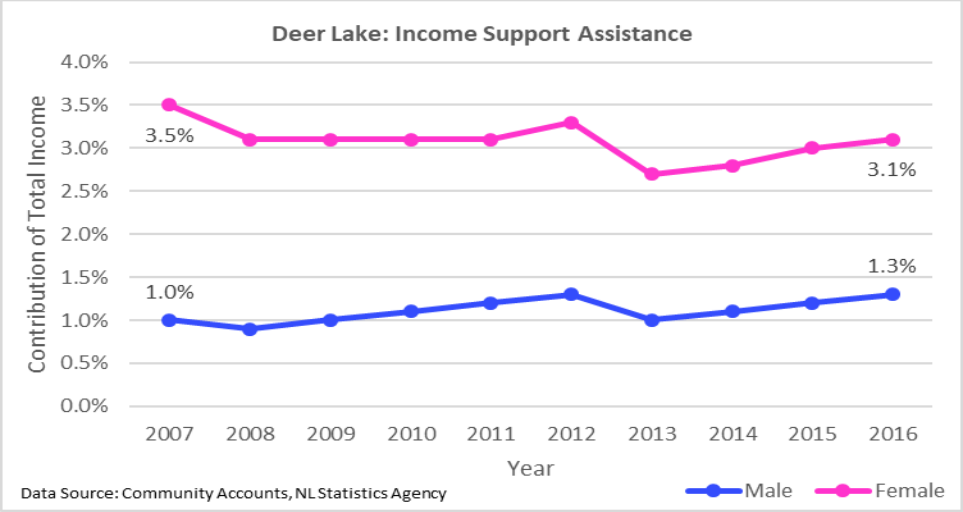
In 2007, income support assistance accounted for 2% of total income in Deer Lake, which was 0.3 percentage points higher than income support assistance's share of total income in Newfoundland and Labrador (see Figure 650). In 2016, income support assistance accounted for 2% of total income in Deer Lake, which was 0.5 percentage points higher than its share in the province.

Figure 650: Deer Lake - Income Support Assistance's Contribution of Total Income



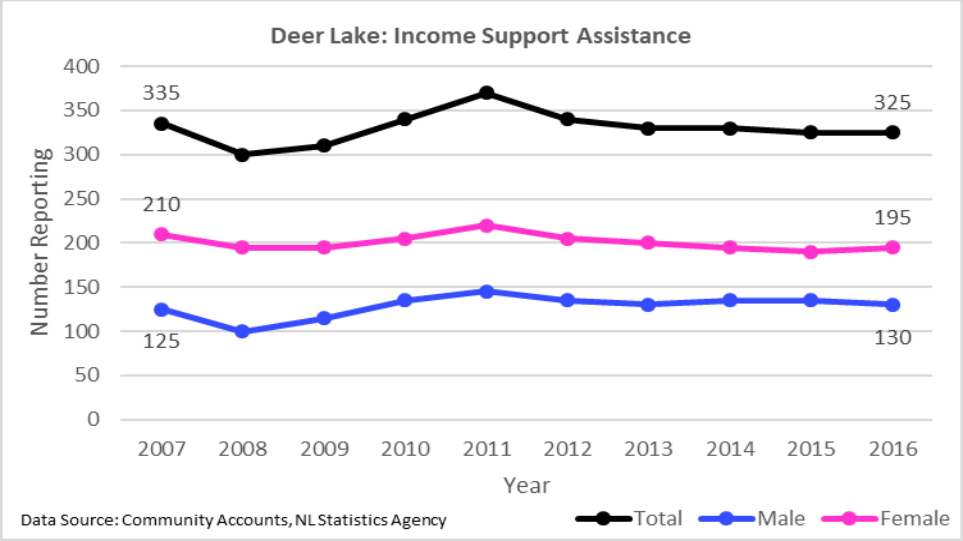
In 2007, as indicated in Figure 651, income support assistance accounted for 3.5% of total income among females and 1% of total income among males in Deer Lake. In 2016, income support assistance was responsible for 3.1% of total income among females and 1.3% of total income among males in Deer Lake.

Figure 651: Deer Lake - Income Support Assistance's Contribution of Total Income by Gender



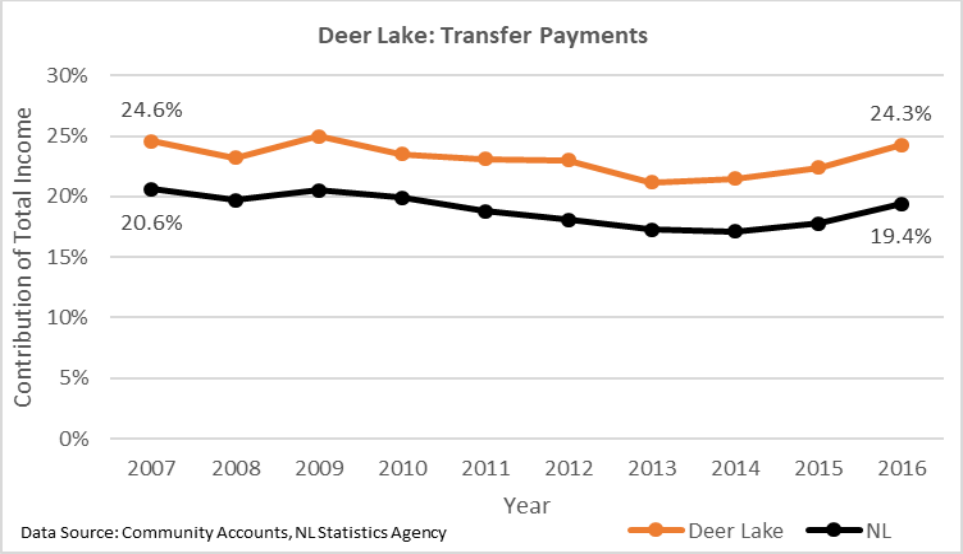
From Figure 652, there were 210 females and 125 males receiving income support assistance in Deer Lake in 2007. In 2016, there were 195 females and 130 males in Deer Lake who received income support assistance.

Figure 652: Deer Lake - Number Reporting for Income Support Assistance



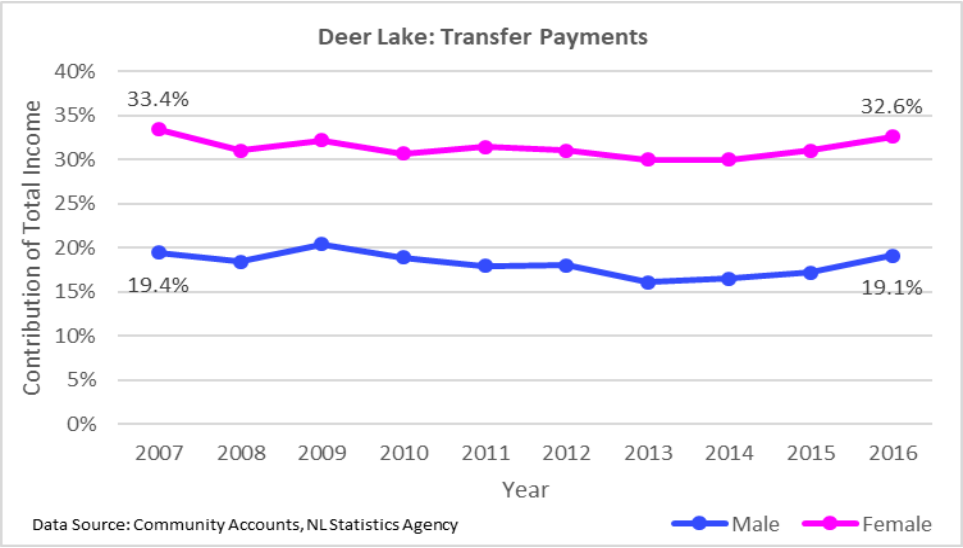
In 2007, as illustrated in Figure 653, transfer payments accounted for 24.6% of total income in Deer Lake, which was 4 percentage points higher than transfer payments' share of total income in Newfoundland and Labrador. In 2016, transfer payments were responsible for 24.3% of total income in Deer Lake, which was 4.9 percentage points higher than the provincial average.

Figure 653: Deer Lake - Transfer Payments' Contribution of Total Income



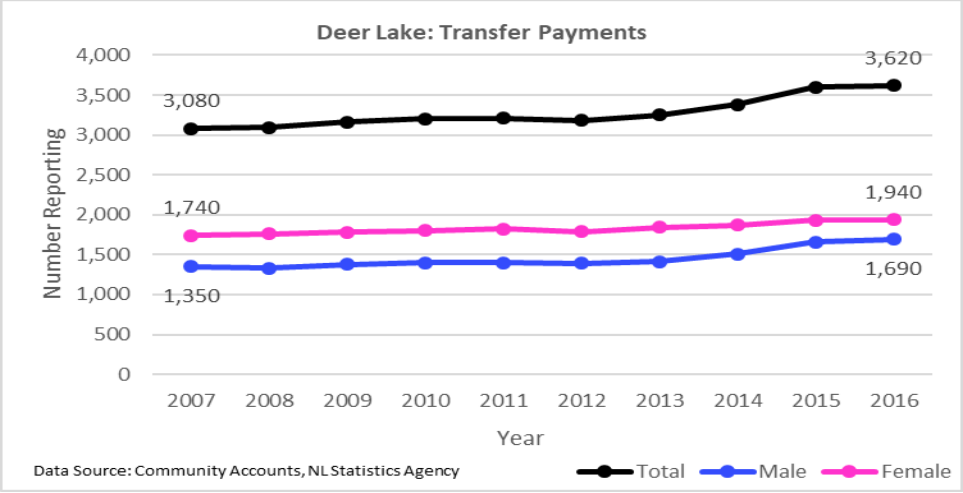
From Figure 654, transfer payments, in total, accounted for 19.4% of total income of males and 33.4% of total income of females in Deer Lake in 2007. In 2016, transfer payments were responsible for 32.6% of total income for females and 19.1% of total income for males.

Figure 654: Deer Lake - Transfer Payments' Contribution of Total Income by Gender



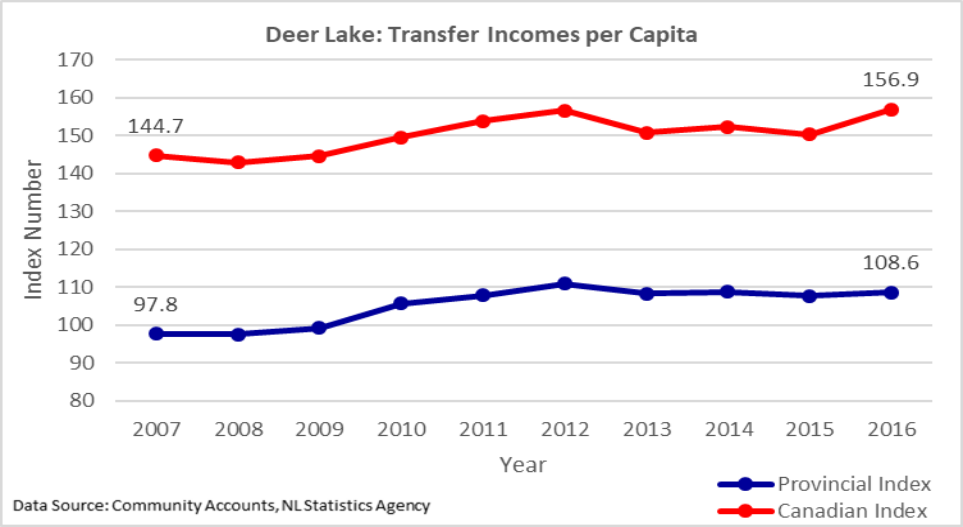
In 2007, as shown in Figure 655, there were 1,740 females and 1,350 males who received transfer payments in Deer Lake. In 2016, there were 1,940 females and 1,690 males receiving transfer payments in Deer Lake.

Figure 655: Deer Lake - Number Reporting for Transfer Payments



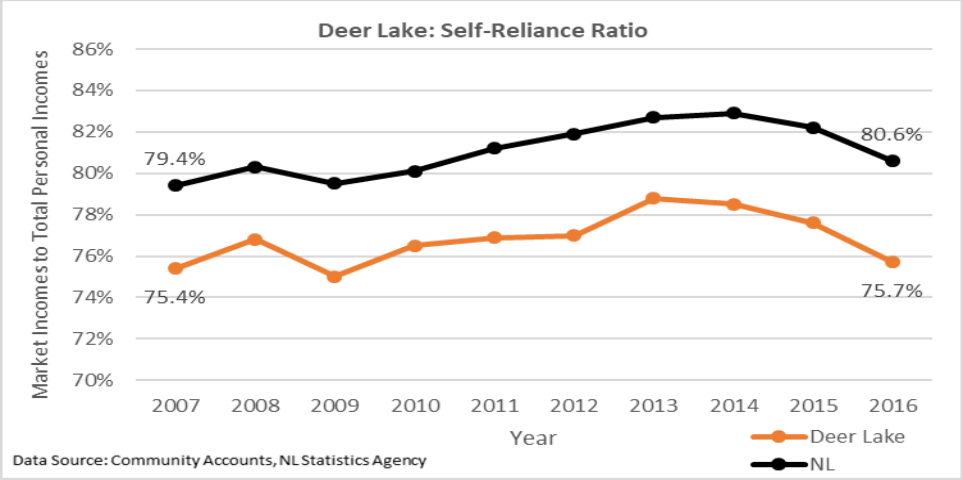
In 2007, transfer incomes per capita in Deer Lake equaled 97.8% of the provincial average, or 144.7% of the Canadian average (see Figure 656). In 2016, transfer incomes per capita in 2016 equaled 108.6% of transfer incomes per capita in 2016, or 156.9% of transfer incomes per capita in Canada.

Figure 656: Deer Lake - Transfer Incomes per Capita Index



In 2007, as reflected in Figure 657, 75.4% of all income flowing into Deer Lake originated from market sources, which was 4 percentage points lower than the provincial average. In 2016, 75.7 cents out of every dollar flowing to Deer Lake originated from market sources as the self-reliance ratio of Deer Lake was 4.9 percentage points lower than the provincial average.

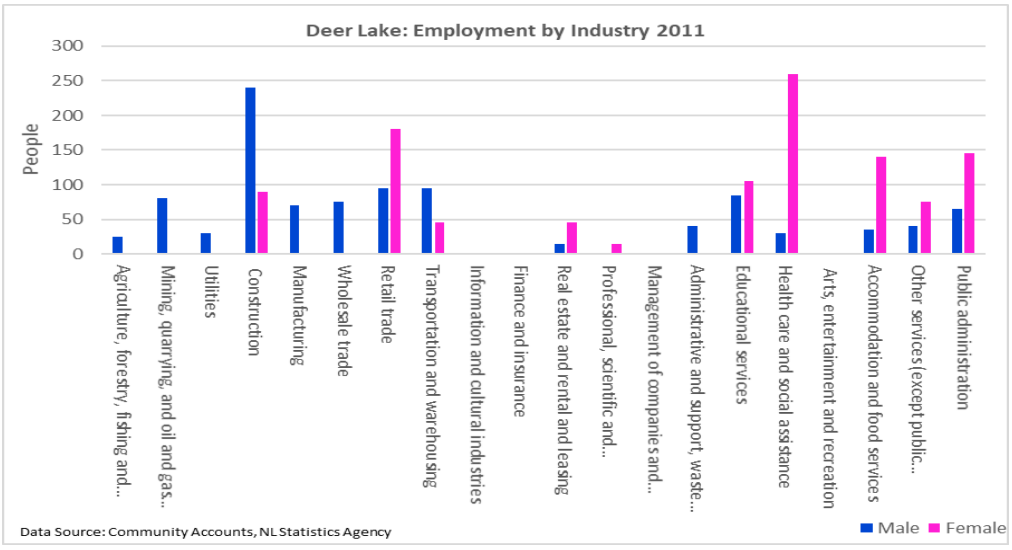
Figure 657: Deer Lake - Self-Reliance Ratio



4.2.10 Employment Classification

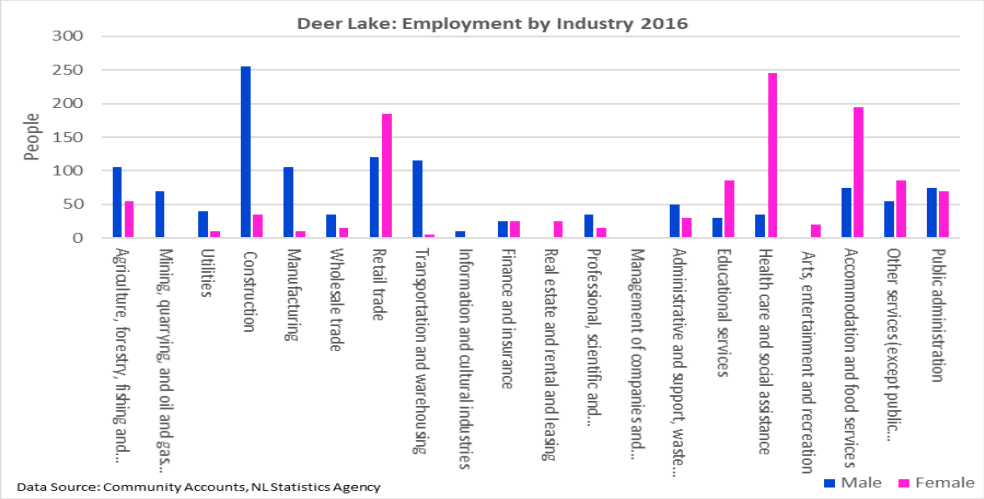
From Figure 658, in 2011, the industry that led Deer Lake in male employment was construction, with 240 male workers, while retail trade and transportation and warehousing tied for second, with 95 male workers each. In terms of female employment in Deer Lake, health care and social assistance came in first, with 260 female workers, while retail trade came in second place, with 180 female workers.

Figure 658: Deer Lake - Employment by Industry 2011



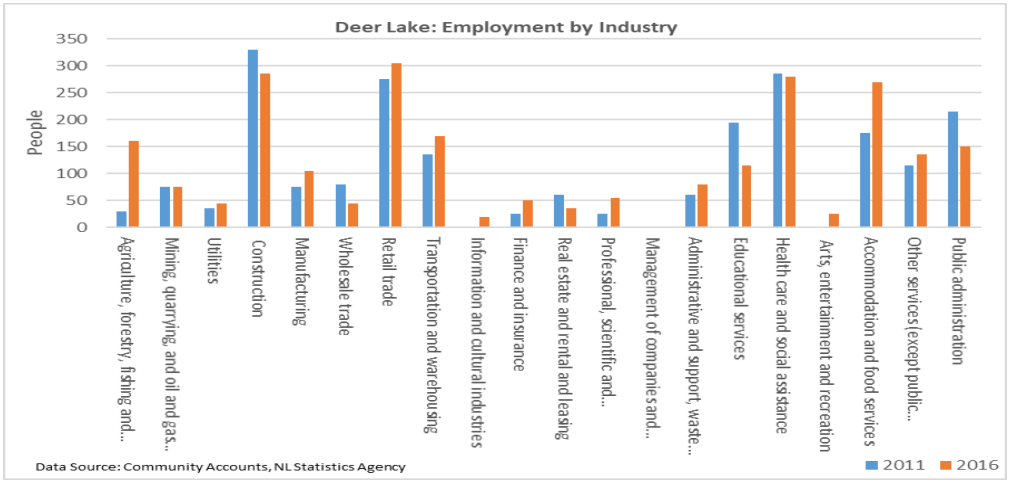
In 2016, as shown in Figure 659, the leading industry in terms of male employment in Deer Lake was construction, with 255 male workers, while retail trade finished in second place, with 120 male workers. In terms of female employment, the leading industry was health care and social assistance, with 245 female workers, while accommodation and food services finished in second place, with 195 female workers.

Figure 659: Deer Lake - Employment by Industry 2016



In 2011, as shown in Figure 660, the industry that led the way in employment in Deer Lake was construction (330), while health care and social assistance (285) came in second place and retail trade (275) finished third. In 2016, the largest employer in Deer Lake was the retail trade industry (305), while construction (285), and health care and social assistance (280) rounded out the top three. In Deer Lake, agriculture, forestry, fishing, and hunting had 130 workers more in 2016 than in 2011 and accommodation and food services had 95 workers more workers in 2016 than in 2011. The industry that experienced the largest reduction in employment in Deer Lake from 2011 to 2016 were educational services, which had 80 fewer workers in 2016 than in 2011, and public administration, which had 65 fewer workers in 2016 than it had in 2011.

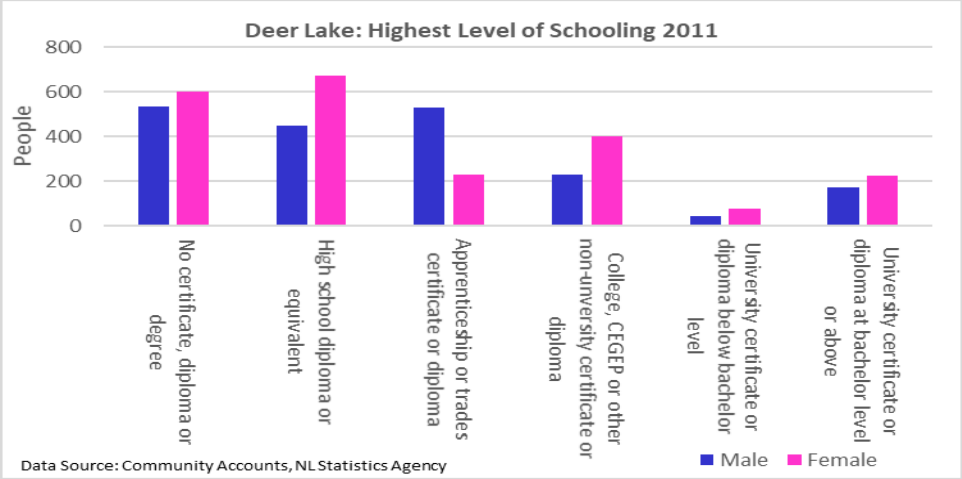
Figure 660: Deer Lake - Employment by Industry by Year



4.2.11 Education

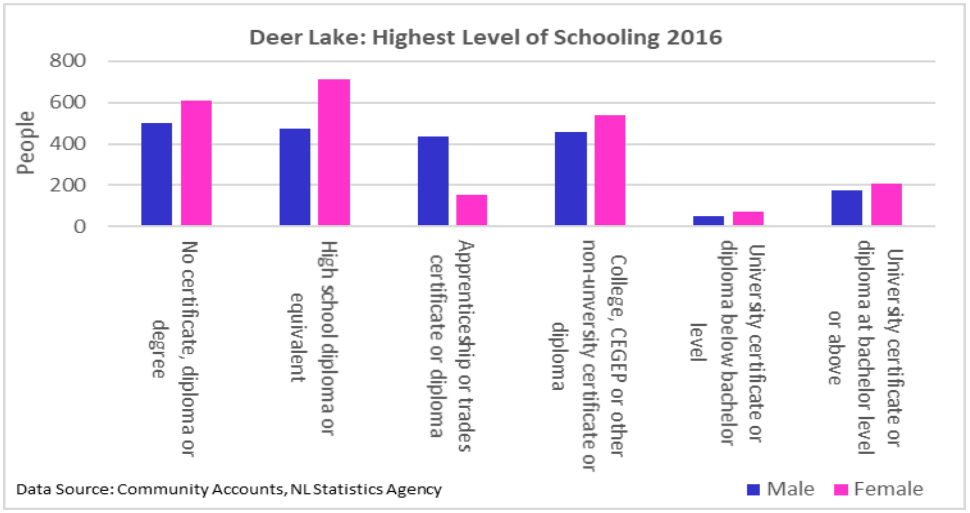
From Figure 661, in 2011, there were 65 more females, than males, without a certificate, diploma or degree and 220 more females, than males, with a high school diploma as their highest level of schooling in Deer Lake. Likewise, there were 300 more males, than females, who held an apprenticeship or trades certificate or diploma and 170 more females, than males, who held a college or other non-university certificate or diploma in the community in 2016. Finally, there were 55 more females, than males, with a university certificate or diploma at the bachelor level or above in Deer Lake in 2016.

Figure 661: Deer Lake - Highest Level of Schooling 2011



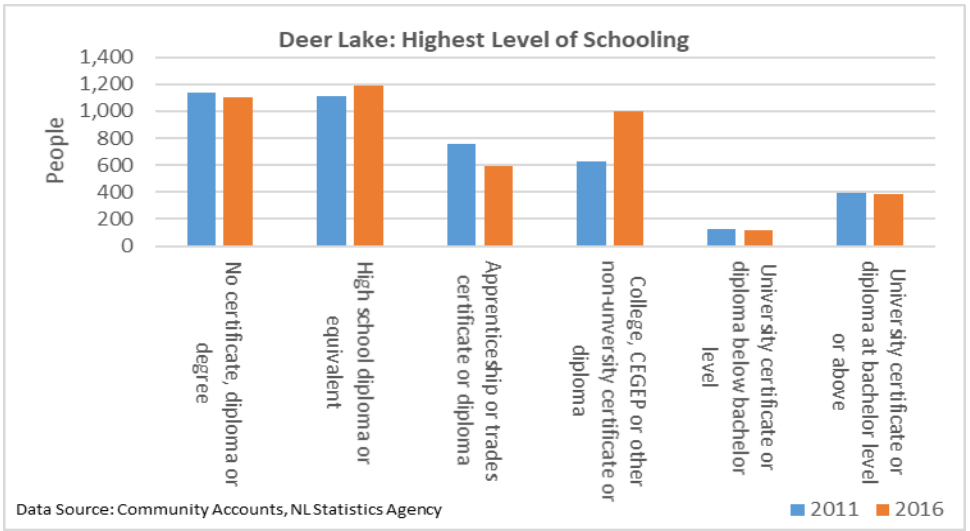
Furthermore, in 2016, as reflected in Figure 662, there were 110 more females, than males, without a certificate, diploma, or degree and 235 more females, than males, who held a high school diploma as their highest level of education in Deer Lake. In 2016, there were 280 more males, than females, who had an apprenticeship or trades certificate or diploma and 80 more females, than males, with a college or other non-university certificate or diploma in Deer Lake. Finally, in terms of university certificates or diplomas at the bachelor level or above, females outnumbered males by 35 individuals in Deer Lake in 2016.

Figure 662: Deer Lake - Highest Level of Schooling 2016



In Deer Lake, as shown in Figure 663, the number of people without a certificate, diploma or degree fell by 30 individuals between 2011 and 2016 and the number of people with a high school diploma as their highest level of schooling increased by 70 individuals over that period. Between 2011 and 2016 in Deer Lake, the number of people with an apprenticeship or trades certificate or diploma decreased by 170 individuals; the number of people with a college or other non-university certificate or diploma increased by 370 individuals; and the number of people with a university certificate or diploma at the bachelor level or above decreased by 10 individuals.

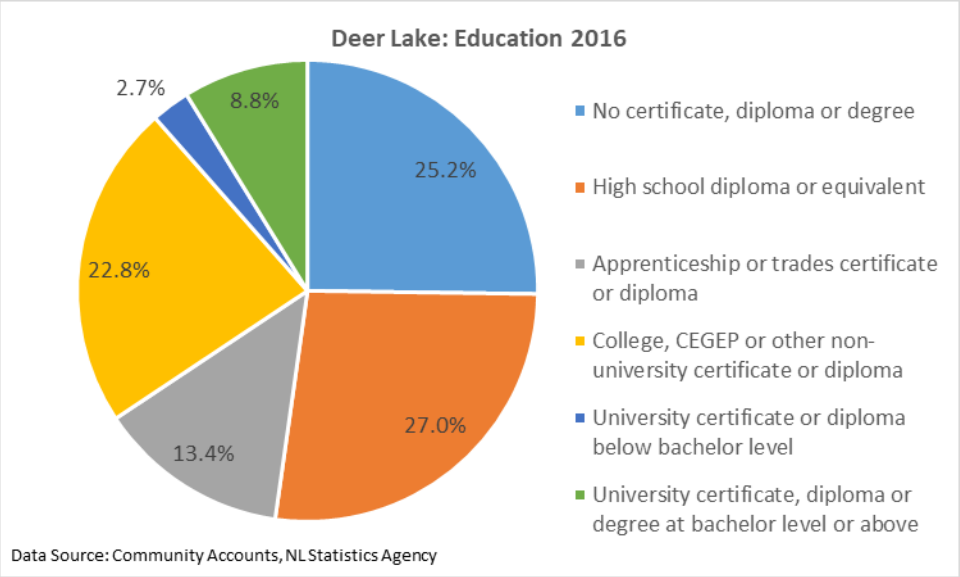
Figure 663: Deer Lake - Highest Level of Schooling by Year



In 2016, 25.2% of the population of Deer Lake aged 15 years and older held no certificate, diploma or degree (which was 1.8 percentage points higher than the provincial average) and 27% of the population of Deer Lake aged 15 years and older held only a high school diploma as

their highest level of education (which was 2 percentage points higher than the provincial average) (see Figure 664). Likewise, of the population of individuals aged 15 years and older in Deer Lake: 13.4% held an apprenticeship or trades certificate or diploma (which was 2.1 percentage points higher than the provincial average); 22.8% held a college or other non-university certificate or diploma (which was 0.3 percentage points less than the provincial average); and 8.8% held a university certificate, diploma or degree at the bachelor level or above (which was 6 percentage points less than the provincial average). Evidently, Deer Lake is a community that has a slightly higher share of its population with no certificate, a high school diploma as their highest level of education or an apprenticeship or trades certificate or diploma than the provincial average. Nonetheless, it also has a proportionately smaller share of its population with a bachelor degree than Newfoundland and Labrador. Additionally, Deer Lake had the largest share of its population with an apprenticeship or trades certificate or diploma of the four largest communities in the Northern Peninsula region in 2016 as well as a larger share of individuals with an apprenticeship or trades certificate than any of the Local Areas in the Northern Peninsula region outside of Deer Lake-Cormack Area.

Figure 664: Deer Lake - Population Shares by Education



4.2.12 Summary

Deer Lake is the most populated community in the Northern Peninsula region. Between 1996 and 2016, Deer Lake's population increased by 0.48%. While this may seem like a measly amount of growth, Deer Lake was the only community of the four largest in the Northern Peninsula region to experience population growth between 1996 and 2016. In fact, of the four largest communities in the Northern Peninsula region, Deer Lake has the highest total birth rate; the highest levels of net in-migration and the highest levels of population growth

Additionally, Deer Lake has the lowest unemployment rate and the second highest employment rate of the four largest communities in the Northern Peninsula region, but it also had the second lowest participation rate. Its demographics also paint an ambiguous picture: Deer Lake has the lowest median age of the four largest communities in the Northern Peninsula region, but it also has the second lowest working age population share, the second highest elderly population share and the second highest age dependency ratio.

Additionally, economic indicators of well-being do not paint a pretty picture for Deer Lake: of the four largest communities in the Northern Peninsula region, Deer Lake has the lowest median income, the highest prevalence of low income, the highest median income gender pay gap and the second lowest levels of real disposable income per capita in 2011 of the four largest communities in the Northern Peninsula region. Nonetheless, Deer Lake has the lowest share of total income accruing from employment insurance, the second lowest share of total income accruing from transfer payments, and the second highest self-reliance ratio of the four largest communities in the Northern Peninsula region; but it also had the highest share of total income coming from the Canada Pension Plan and the highest share of total income coming from income support assistance of those four communities.

Deer Lake also has a fairly educated population for the standards of the Northern Peninsula region: of the four largest communities in the Northern Peninsula region, Deer Lake has the lowest population share of individuals with no certificate, diploma or degree; the highest population share of individuals with an apprenticeship or trades certificate or degree; the second highest population share of individuals with a college education; and the second highest population share of individuals with a postsecondary education in general.

There are two ways to look at Deer Lake going forward: is it A) a relatively large community characterized by a good job market, a high self-reliance ratio; a relatively fairly educated population and large amounts of in-migration and population growth along with a relatively high birth rate, a low median age and a low reliance on employment insurance compared with other parts of the Northern Peninsula region? Or is it B) a community characterized by poor demographics, a low median income, a large gender pay gap, a low standard of living (based on 2011 data), a high prevalence of low income, a low participation rate and a high reliance on the Canada Pension Plan? The first view emphasizes the fact that Deer Lake has a growing population, a low unemployment rate, and is better at creating income through market sources than other large communities in the Northern Peninsula region. The second view emphasizes the fact that the demographics of Deer Lake are poor, even for the standards of the Northern Peninsula region, and its income statistics do not put the community in a good light since Deer Lake has a low median income, a low standard of living, a high prevalence of low income, and a high reliance on income support assistance, despite the fact that it has one of the highest self-reliance ratios of all communities in the Northern Peninsula region. Deer Lake's population

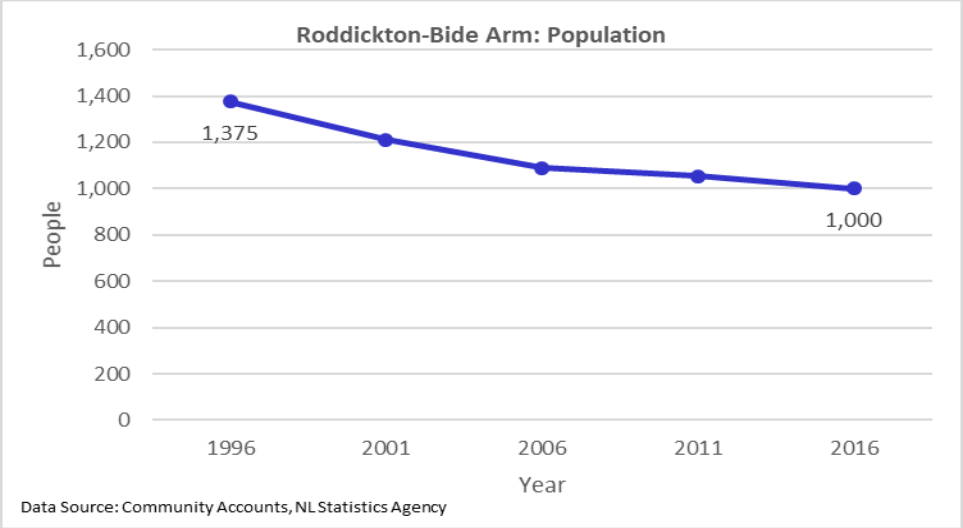
growth and net in-migration gives the community hope going forward, but the status of many economic indicators within Deer Lake must improve for it to operate efficiently into the future.

4.3 Roddickton-Bide Arm

4.3.1 Population

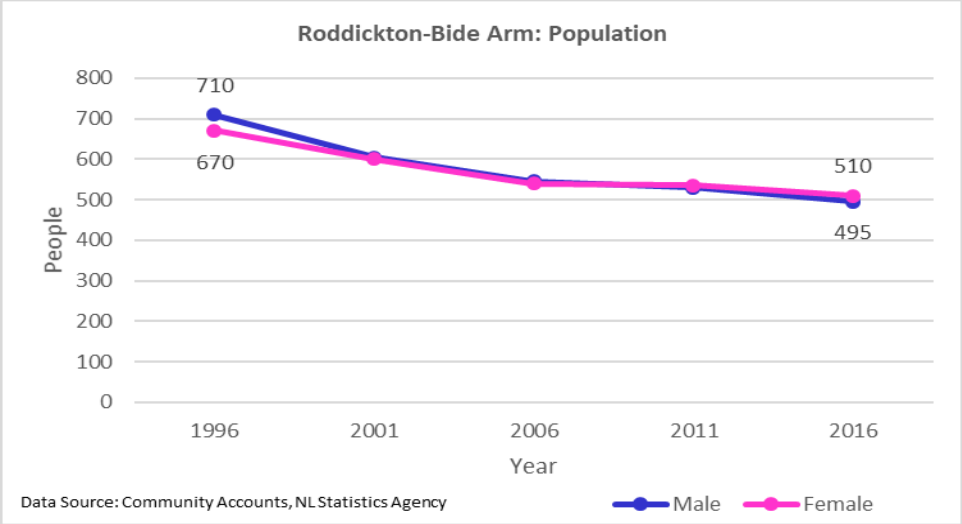
From Figure 665, the population of Roddickton-Bide Arm fell from 1,375 people in 1996 to 1,000 people in 2016. Roddickton Area was the sixth largest Local Area in the Northern Peninsula region in 2016 and it was the third largest town in the Northern Peninsula region in 2016. Roddickton-Bide Arm's population of 1,000 in 2016 made up 49.8% of the total population of Roddickton Area, which was up from 40.7% in 1996. In 2016. Roddickton-Bide Arm was the largest community in Roddickton Area, the second largest community in Economic Zone 06 and the third largest community in the Northern Peninsula region.

Figure 665: Roddickton-Bide Arm - Population



There were 710 males and 670 females in Roddickton-Bide Arm in 1996. In 2016, there were 510 females and 495 males in Roddickton-Bide Arm (see Figure 666). Between 1996 and 2016, the population in Roddickton-Bide Arm decreased by 215 males and 160 females.

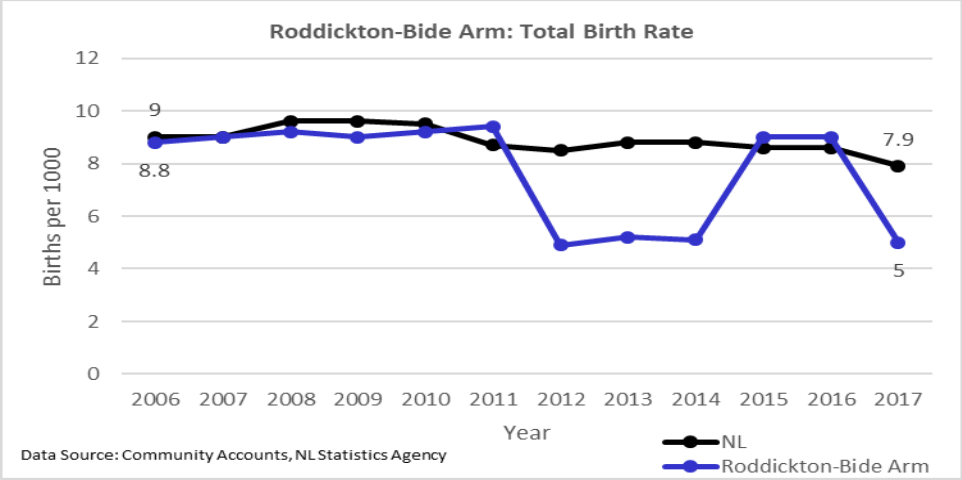
Figure 666: Roddickton-Bide Arm - Population by Gender



4.3.2 Births

In 2006, as indicated in Figure 667, the total birth rate in Roddickton-Bide Arm equaled 8.8 births per 1,000 and was 0.2 births per 1,000 less than the provincial total birth rate. In 2017, the total birth rate in Roddickton-Bide Arm, at 5 births per 1,000, was 2.9 births per 1,000 less than the total birth rate of Newfoundland and Labrador.

Figure 667: Roddickton-Bide Arm - Total Birth Rate



4.3.3 Population by Age Group

From Figure 668 to 670, in 1996, the most populated age group in Roddickton-Bide Arm was the 25-to-29-year-old cohort (130), while the 15-to-19-year-old and 20-to-24-year-old age cohorts tied for second place, with 120 individuals each. In 2006, the most populated age group in the community was the 35-to-39-year-old cohort (95), while the 40-to-44-year-old cohort (90) finished second and there was a three way tie for third with the 45-to-49-year-old, 50-to-

54-year-old and the 55-to-59-year-old age cohorts, all having 85 individuals each. Finally, in 2016, the most populated age group in Roddickton-Bide Arm was tied between the 45-to-49-year-old and the 60-to-64-year-old age cohorts, which had 95 individuals each, while the 55-to-59-year-old age cohort (80) was the next closest. The most populated age cohort in the community of Roddickton-Bide Arm increased in age in each 10-year period from 1996 to 2006, and once again from 2006 to 2016.

Figure 668: Roddickton-Bide Arm - Population by Age Group 1996

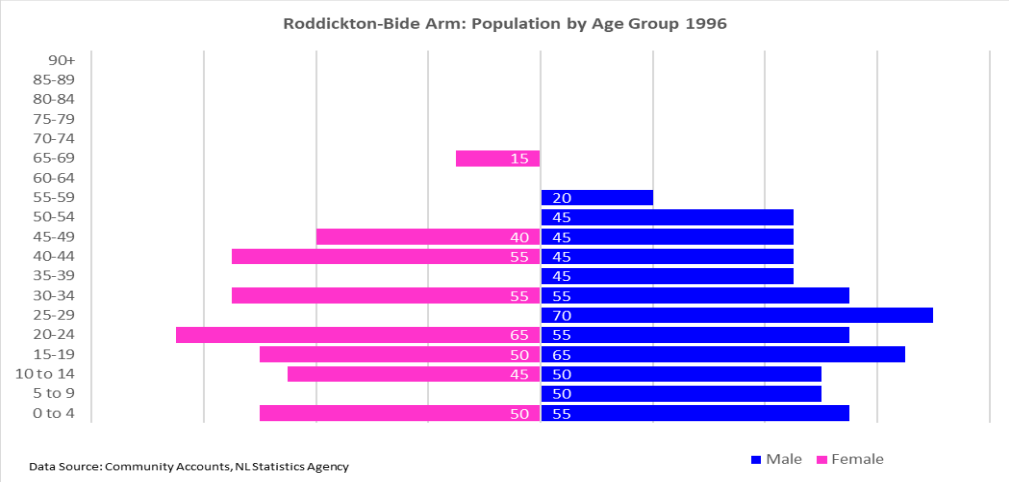


Figure 669: Roddickton-Bide Arm - Population by Age Group 2006

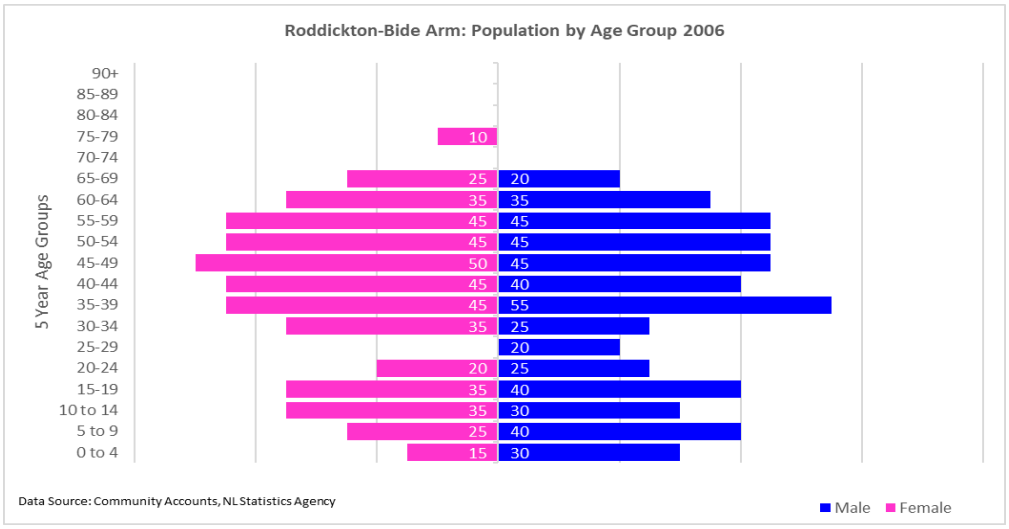
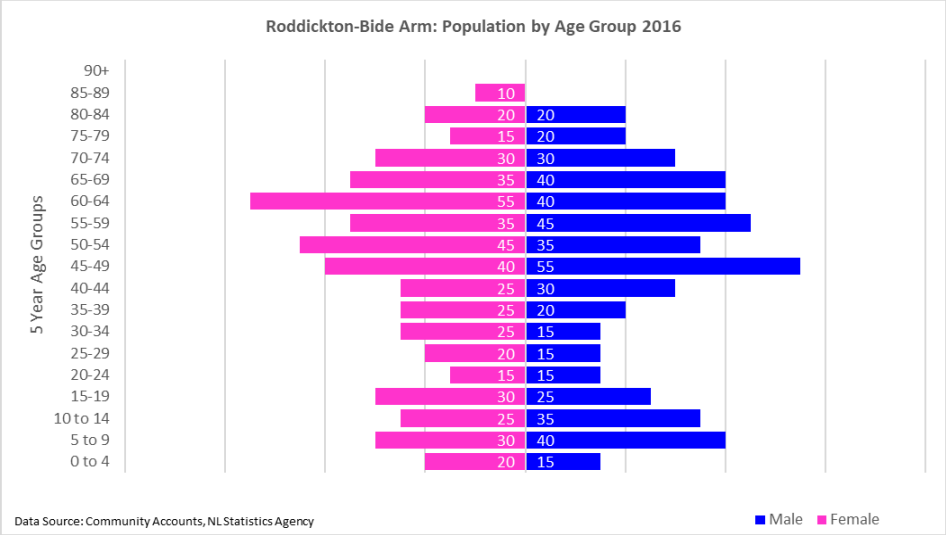


Figure 670: Roddickton-Bide Arm - Population by Age Group 2016



4.3.4 Population Change

In 2007, as shown in Figures 671 and 672, the natural change in Roddickton-Bide Arm equaled 0, while the residual net migration equaled -20. In 2015, the natural change in Roddickton-Bide Arm was once again zero, but the residual net migration climbed to a positive 20. From 2007 to 2015, while there was no net difference in the natural change, the residual net migration increased by 40. In fact, there was population decline in 6 of the 9 years between 2007 and 2015. However, there was population growth in both 2014 and 2015 in Roddickton-Bide Arm as the positive residual net migration outweighed the non-positive natural change in both years.

Figure 671: Roddickton-Bide Arm - Population Change

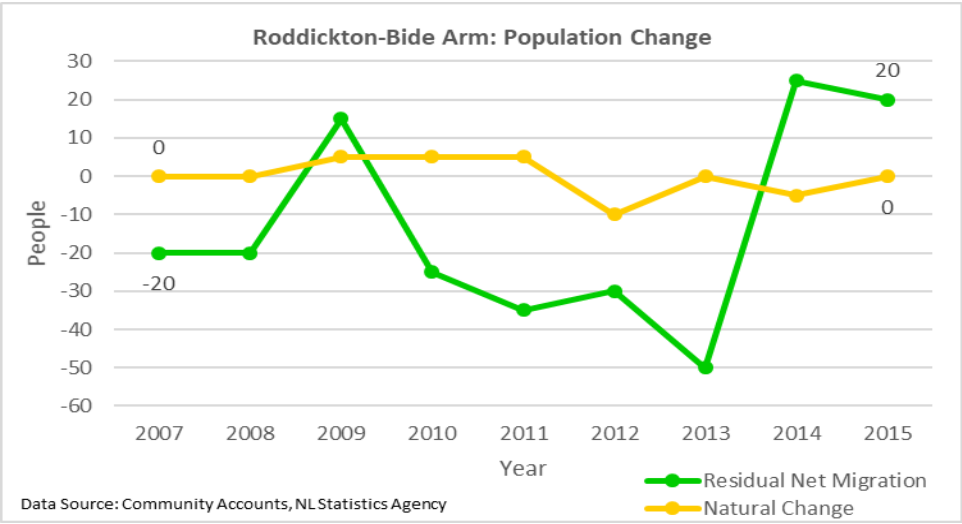
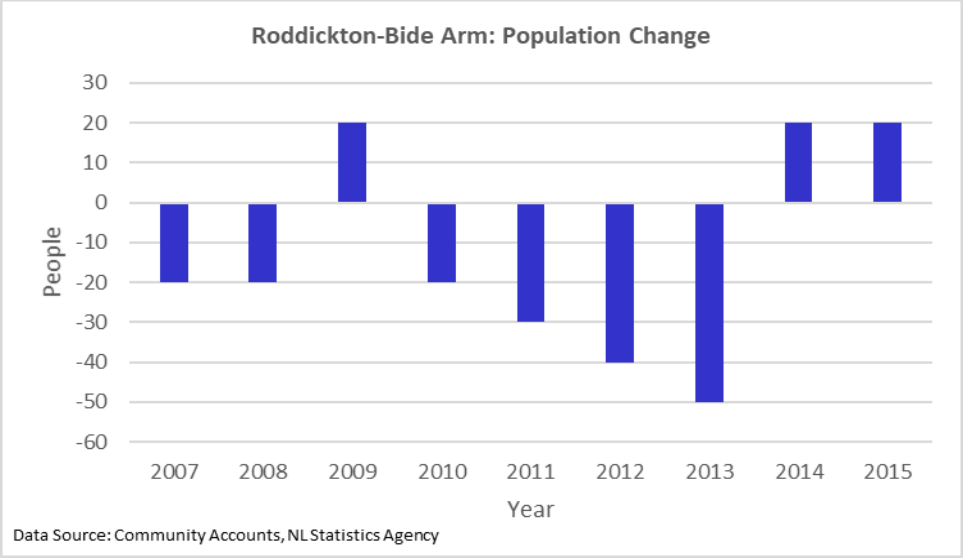
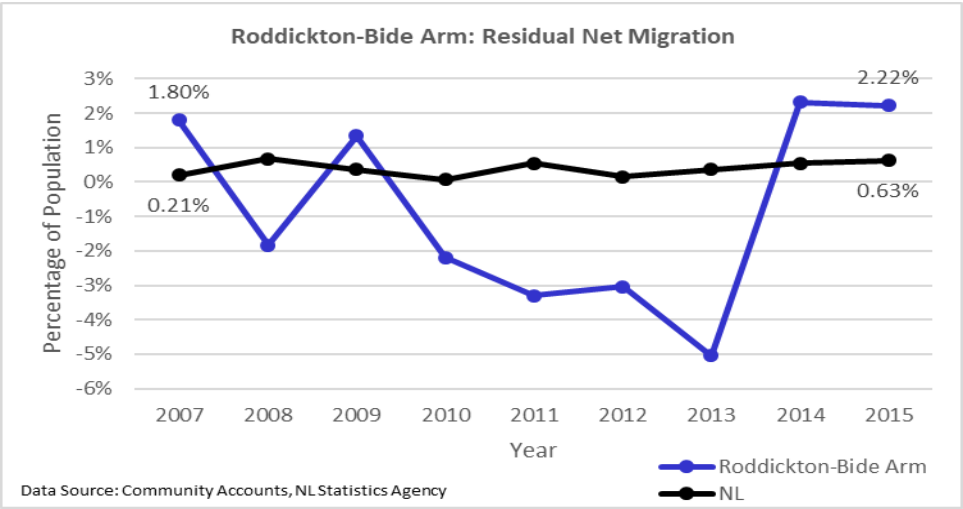


Figure 672: Roddickton-Bide Arm - Population Change



From Figure 673, the residual net migration of Roddickton-Bide Arm, when expressed as a percentage of the population, was less than the provincial residual net migration, expressed as a percentage of the province's population, in 5 of the 7 years from 2007 to 2013, but was higher than that of the province in both 2014 and 2015. In fact, while Roddickton-Bide Arm's residual net migration was a positive 2.2% of the population in 2015, the residual net migration of Roddickton Area (-0.55% of its population) and Economic Zone 06 (-0.76% of its population) were both negative.

Figure 673: Roddickton-Bide Arm - Residual Net Migration

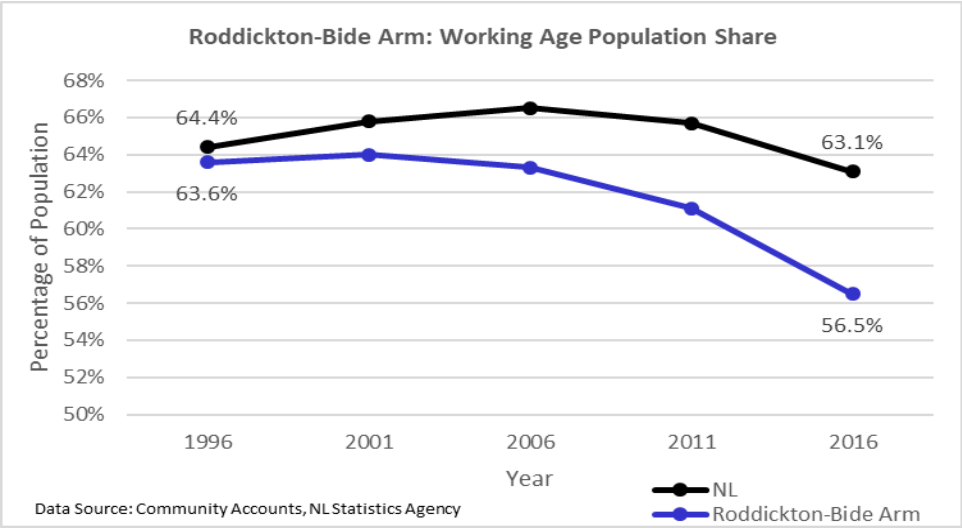


4.3.5 Population Characteristics

In 1996, as indicated in Figure 674, 63.6% of the population of Roddickton-Bide Arm was aged 18 to 64 years, which was 0.8 percentage points lower than the working age population share

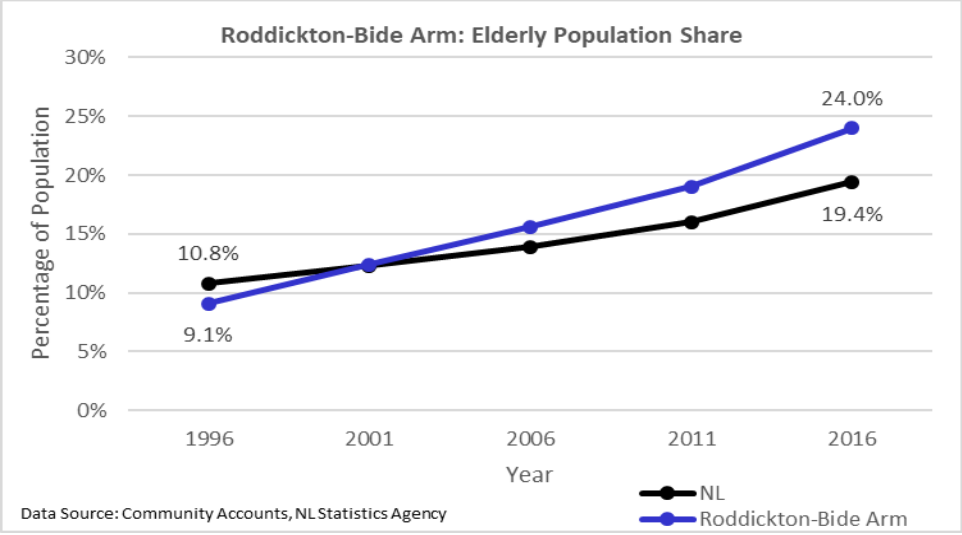
of Newfoundland and Labrador. In 2016, the working age population share of Roddickton-Bide Arm fell to 56.5% of the population, which was 6.6 percentage points less than the provincial average.

Figure 674: Roddickton-Bide Arm - Working Age Population Share



In 1996, as shown in Figure 675, 9.1% of the population of Roddickton-Bide Arm was aged 65 years and older, which was 1.7 percentage points higher than the provincial elderly population share. In 2016, 24% of the population of Roddickton-Bide Arm was 65 years of age or older, which was 4.6 percentage points higher than the provincial average.

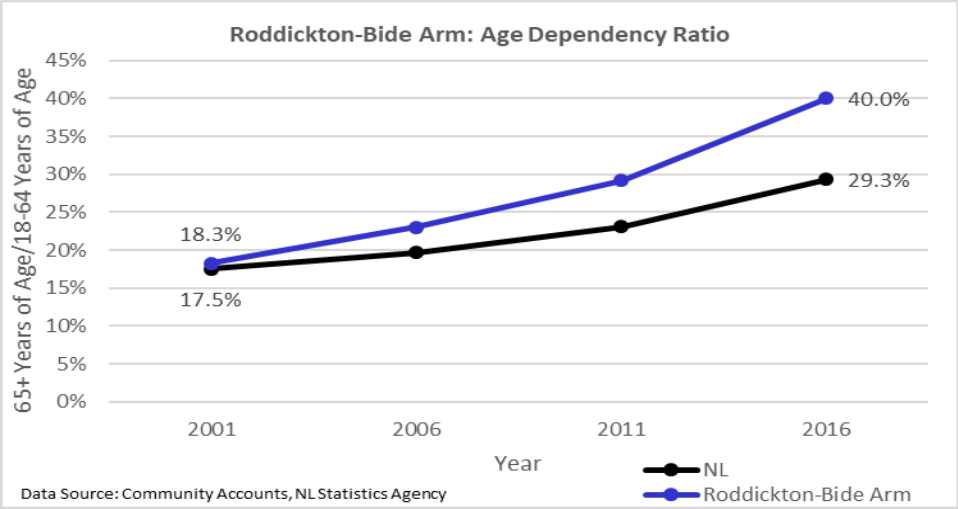
Figure 675: Roddickton-Bide Arm - Elderly Population Share



From Figure 676, in 2001, the age dependency ratio in Roddickton-Bide Arm, at 18.3%, was 0.8 percentage points higher than the age dependency ratio of Newfoundland and Labrador. In

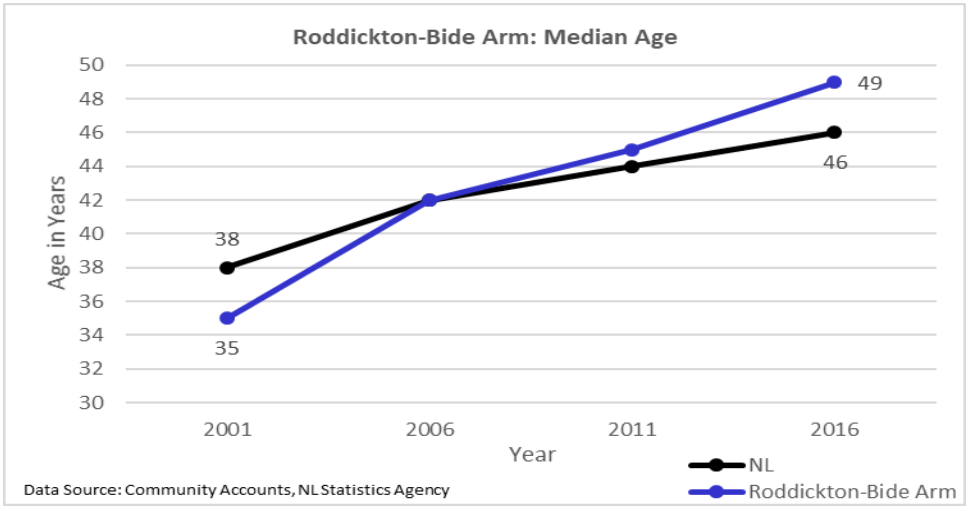
2016, Roddickton-Bide Arm's age dependency ratio equaled 40% and was 10.7 percentage points higher than the provincial average.

Figure 676: Roddickton-Bide Arm – Age Dependency Ratio



The median age of Roddickton-Bide Arm equaled 35 years in 2001, which was 3 years younger than the median age of Newfoundland and Labrador (see Figure 677). In 2016, the median age of Roddickton-Bide Arm increased to 49 years, which was 3 years older than the provincial average.

Figure 677: Roddickton-Bide Arm - Median Age

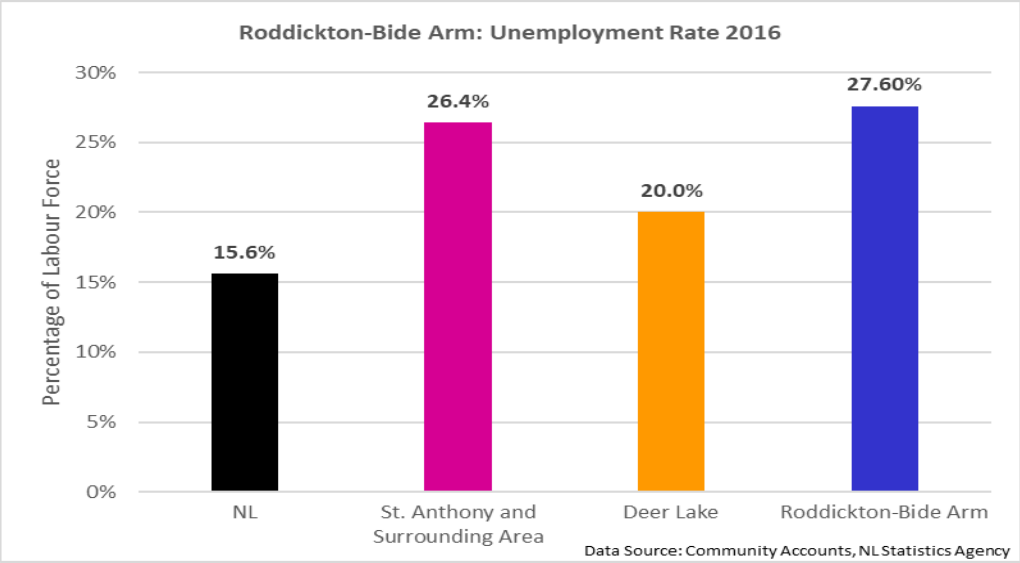


4.3.6 Labour Force

In 2016, as reflected in Figure 678, the unemployment rate of Roddickton-Bide Arm, at 27.6% of the labour force, was 1.2 percentage points higher than the unemployment rate of St. Anthony and its surrounding area; 7.6 percentage points higher than the unemployment rate of Deer

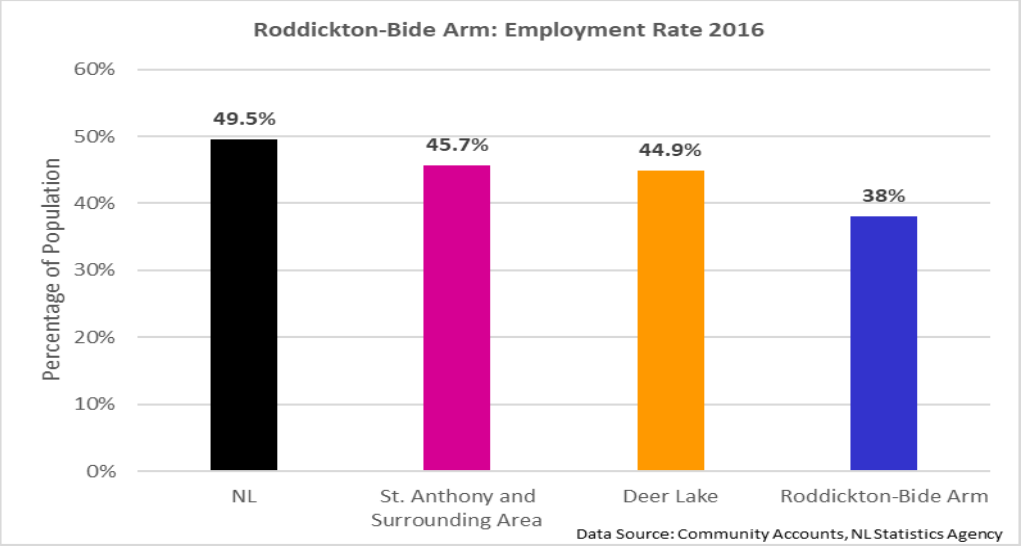
Lake; and 12 percentage points higher than the unemployment rate for Newfoundland and Labrador. Nonetheless, the unemployment rate of Roddickton-Bide Arm in 2016, at 27.6% of the labour force, was still 13.2 percentage points lower than the unemployment rate of Roddickton Area, which equaled 40.8% of its labour force.

Figure 678: Roddickton-Bide Arm - Unemployment Rate



From Figure 679, in 2016, the employment rate in Roddickton-Bide Arm, at 38% of the population, was 6.9 percentage points lower than the employment rate of Deer Lake; 7.7 percentage points lower than the employment rate of St. Anthony and surrounding area; and 11.5 percentage points lower than the employment rate of Newfoundland and Labrador. While the employment rate of Roddickton-Bide Arm is quite low relative to employment rate of St. Anthony and its surrounding area, Deer Lake and the province as a whole, it is actually relatively high when compared with the employment rate of other communities in Roddickton Area; the employment rate of Roddickton-Bide Arm in 2016 was 12.3 percentage points higher than the employment rate of Main Brook and 12 percentage points higher than the employment rate of Englee.

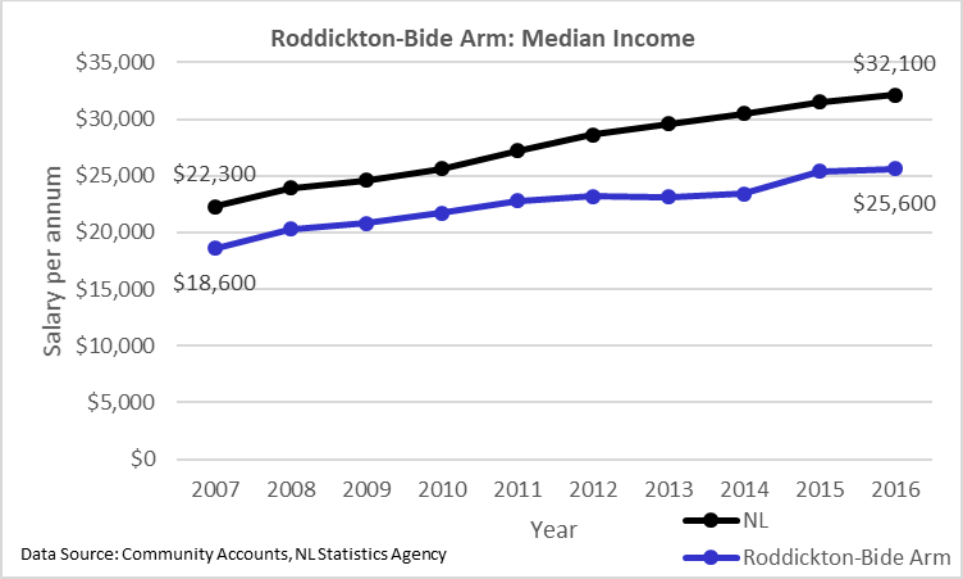
Figure 679: Roddickton-Bide Arm - Employment Rate



4.3.7 Income

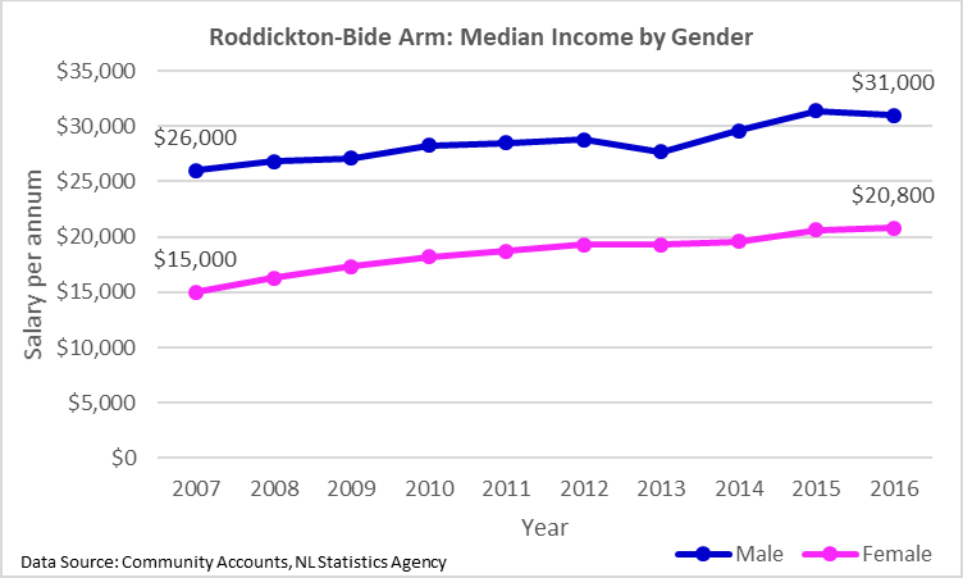
In 2007, as shown in Figure 680, the median income in Roddickton-Bide Arm equaled $18,600 and was $3,700 lower than the median income of Newfoundland and Labrador. In 2016, the median income in Roddickton-Bide Arm equaled $25,600 and was $6,500 less than the median income of Newfoundland and Labrador. Finally, from 2007 to 2016, the median income in the community of Roddickton-Bide Arm increased by $7,000 over that period and the median income in Roddickton-Bide Arm was below the provincial median income throughout that period. As well, in 2016, Roddickton-Bide Arm had the lowest median income of the four largest communities in the Northern Peninsula region. In 2016, the median income of Roddickton-Bide Arm was $3,000 less than the median income of Deer Lake (which had the next lowest median income of the four largest communities in the Northern Peninsula region).

Figure 680: Roddickton-Bide Arm: Median Income



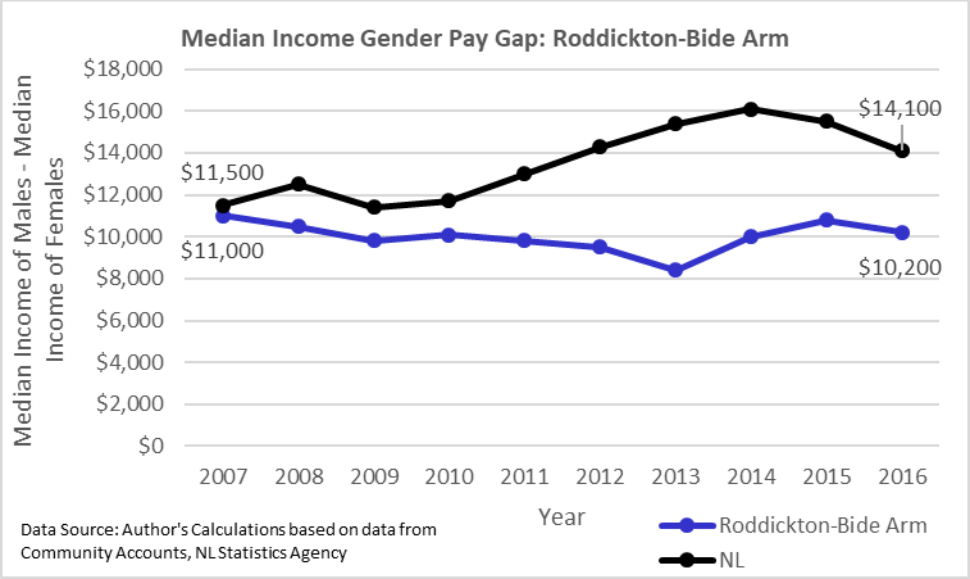
In 2007, as illustrated in Figure 681, the median income in Roddickton-Bide Arm equaled $26,000 for males and $15,000 for females. In 2016, the median income in Roddickton-Bide Arm equaled $31,000 for males and $20,800 for.

Figure 681: Roddickton-Bide Arm: Median Income by Gender



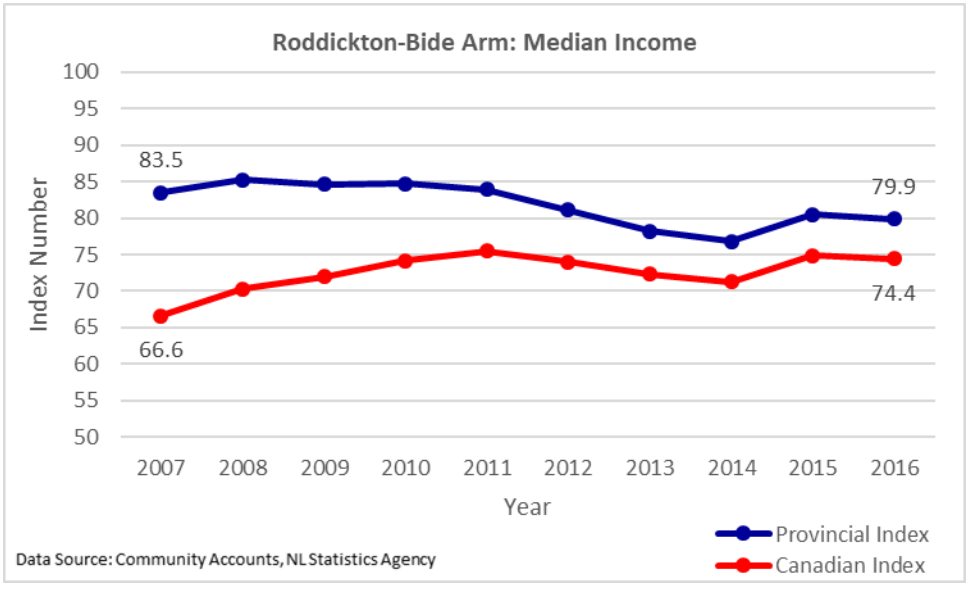
In 2007, as reflected in Figure 682, the median income gender pay gap of Roddickton-Bide Arm was $500 less than the median income gender pay gap of Newfoundland and Labrador. In 2016, the median income gender pay gap of Roddickton-Bide Arm fell to $10,200 and was $3,900 less than the median income gender pay gap of the province.

Figure 682: Roddickton-Bide Arm - Median Income Gender Pay Gap



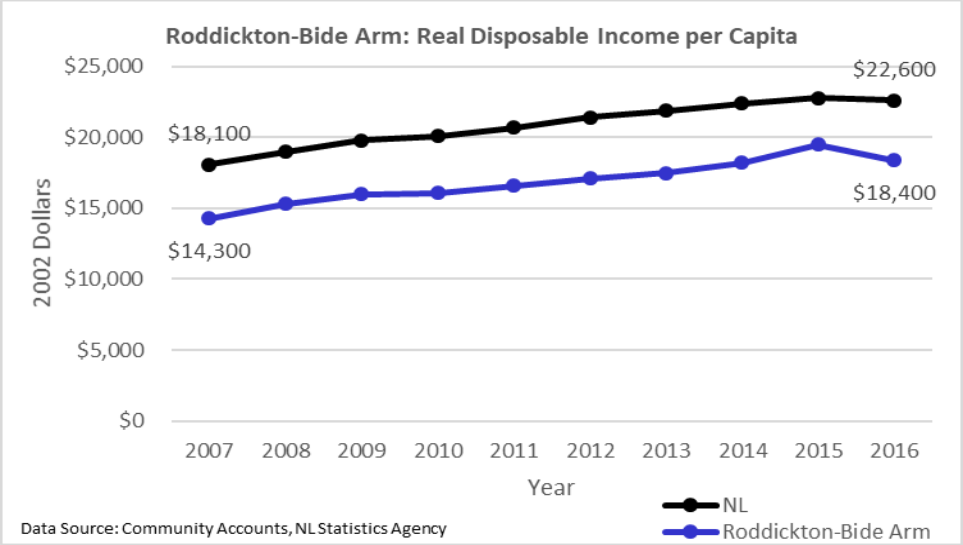
In 2007, the median income of Roddickton-Bide Arm amounted to 83.5% of the median income of Newfoundland and Labrador, or 66.6% of the median income of Canada (see Figure 682). In 2016, the median income of Roddickton-Bide Arm equaled 79.9% of the median income of Newfoundland and Labrador, or 74.4% of the median income of Canada.

Figure 683: Roddickton-Bide Arm - Median Income Index



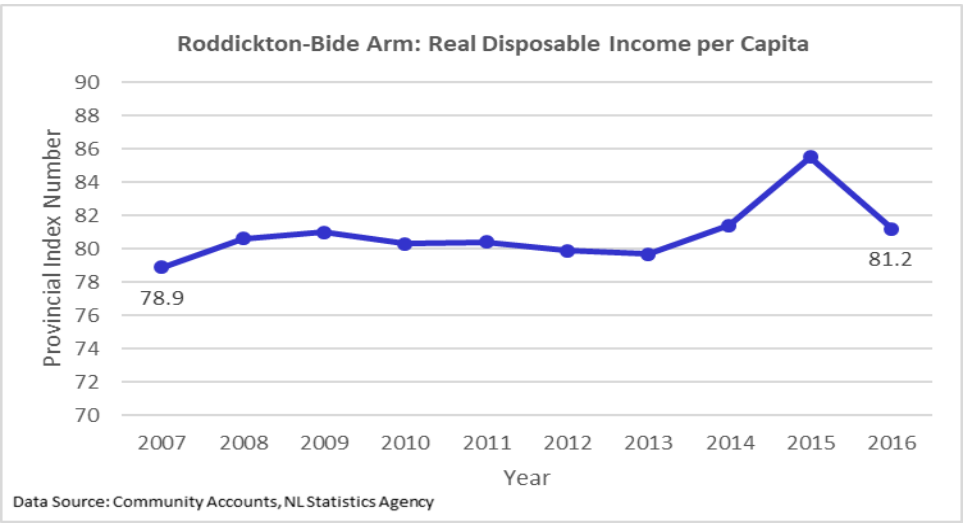
In 2007, as shown in Figure 684, real disposable income per capita in Roddickton-Bide Arm equaled $14,300 and was $3,800 less than real disposable income per capita for Newfoundland and Labrador. In 2016, Roddickton-Bide Arm's real disposable income per capita, at $18,400, was $4,200 less than the provincial real disposable income per capita.

Figure 684: Roddickton-Bide Arm: Real Disposable Income per Capita



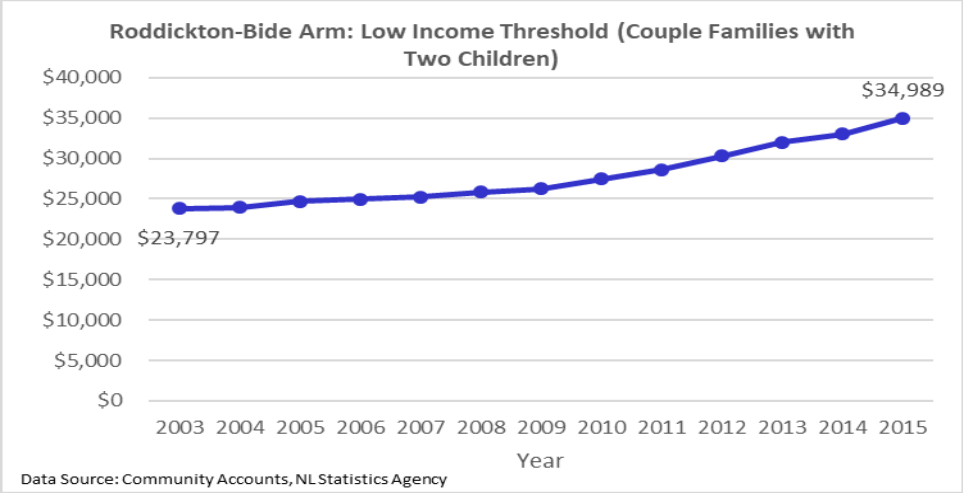
From Figure 685, real disposable income per capita in Roddickton-Bide Arm amounted to 78.9% of the provincial average in 2007 and equaled 81.2% of the provincial levels of real disposable income per capita in 2016. The provincial index for real disposable income per capita in Roddickton-Bide Arm increased between 2007 and 2016. Real disposable income per capita in Roddickton-Bide Arm was less than Newfoundland and Labrador from 2007 to 2016.

Figure 685: Roddickton-Bide Arm - Real Disposable Income Per Capita Index



For couple families with two children, the low-income threshold in Roddickton-Bide Arm, as illustrated in Figure 686, amounted to $23,797 in 2003, but it rose to $34,989 in 2015. In 2015, Roddickton-Bide Arm had the lowest low-income threshold of the four largest communities in the Northern Peninsula region, as it was $330 lower than the next closest of the four largest communities in the Northern Peninsula region: Rocky Harbour.

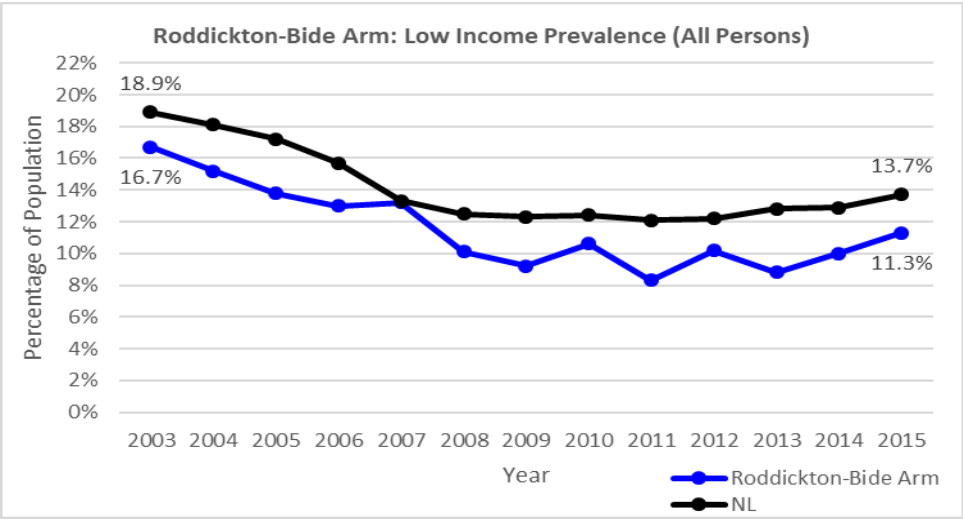
Figure 686: Roddickton-Bide Arm - Low-income threshold



4.3.8 Prevalence of Low Income

In 2003, the prevalence of low income in Roddickton-Bide Arm equaled 16.7% of its population, which was 2.2 percentage points less than the prevalence of low income of Newfoundland and Labrador (see Figure 687). In 2015, 11.3% of the population of Roddickton-Bide Arm resided in low income, which was 2.4 percentage points less than that of the province. Between 2003 and 2015, the prevalence of low income in Roddickton-Bide Arm declined by 5.4 percentage points and was lower than the prevalence of low income of Newfoundland and Labrador.

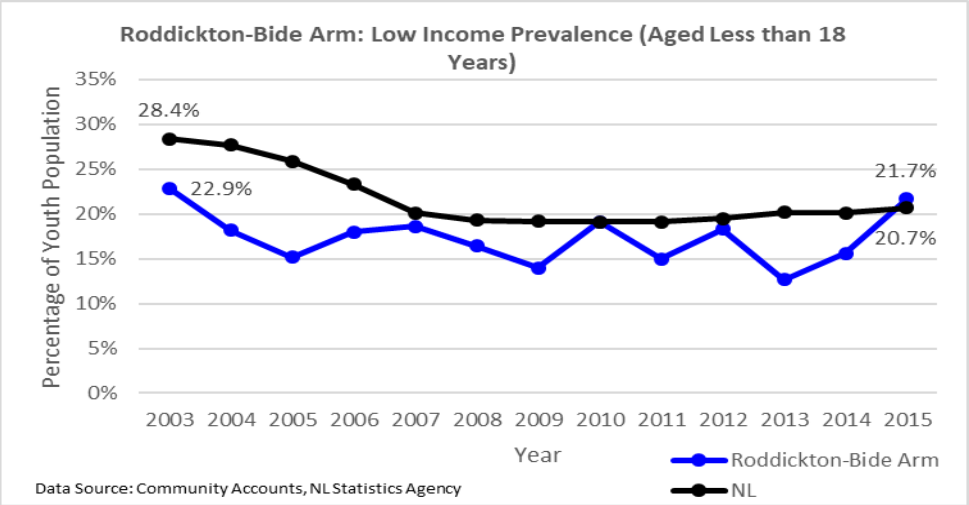
Figure 687: Roddickton-Bide Arm - Low-income prevalence



In 2003, as reflected in Figure 688, the prevalence of low income, among individuals aged less than 18 years, equaled 22.9% of the population in Roddickton-Bide Arm, which was 5.5 percentage points less than that of Newfoundland and Labrador. In 2015, the youth prevalence

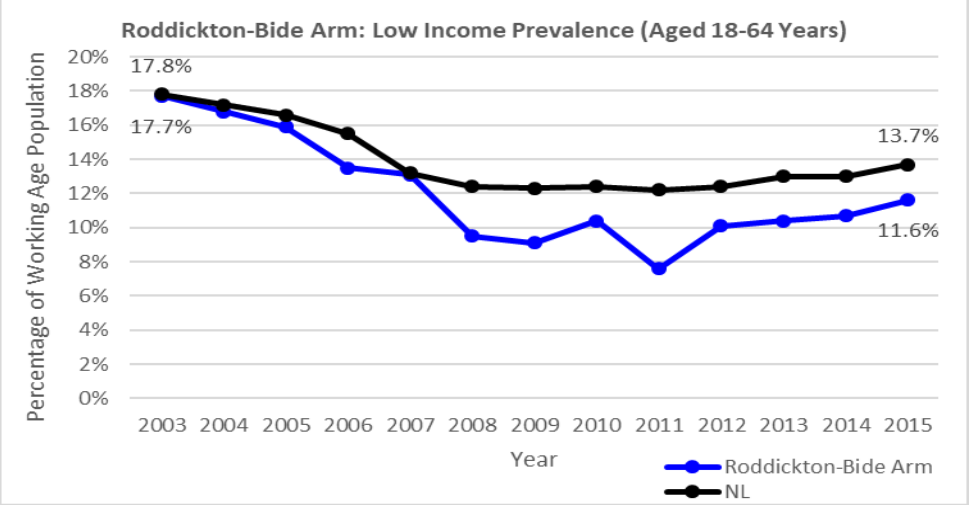
of low income in Roddickton-Bide Arm, at 21.7%, was 1 percentage points higher than the youth prevalence of low income of Newfoundland and Labrador.

Figure 688: Roddickton-Bide Arm - Youth Low-income prevalence



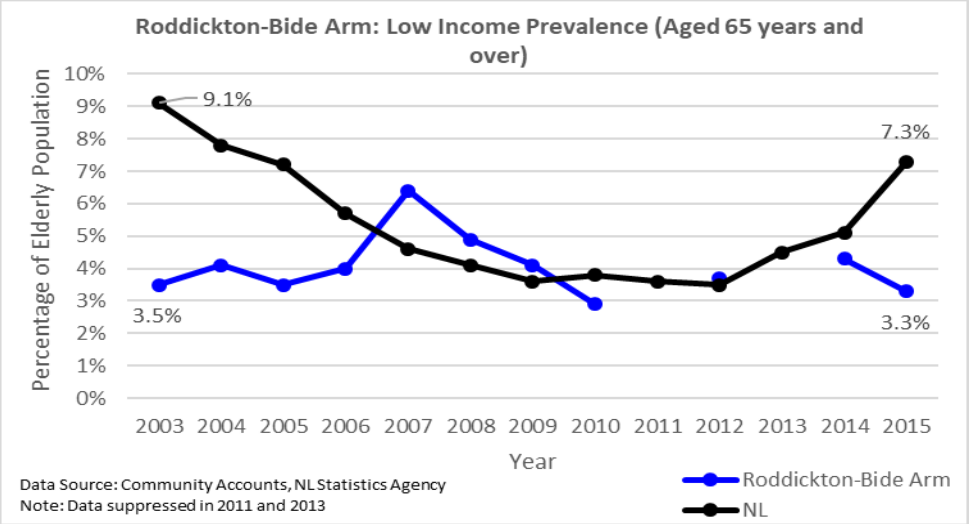
From Figure 689, in 2003, 17.7% of the working age population of Roddickton-Bide Arm were classified as living in low income, which was 0.1 percentage points lower than the provincial average. In 2015, 11.6% of the working age population of Roddickton-Bide Arm resided in low income, which was 2.1 percentage points lower than that of Newfoundland and Labrador.

Figure 689: Roddickton-Bide Arm - Working Age Low-income prevalence



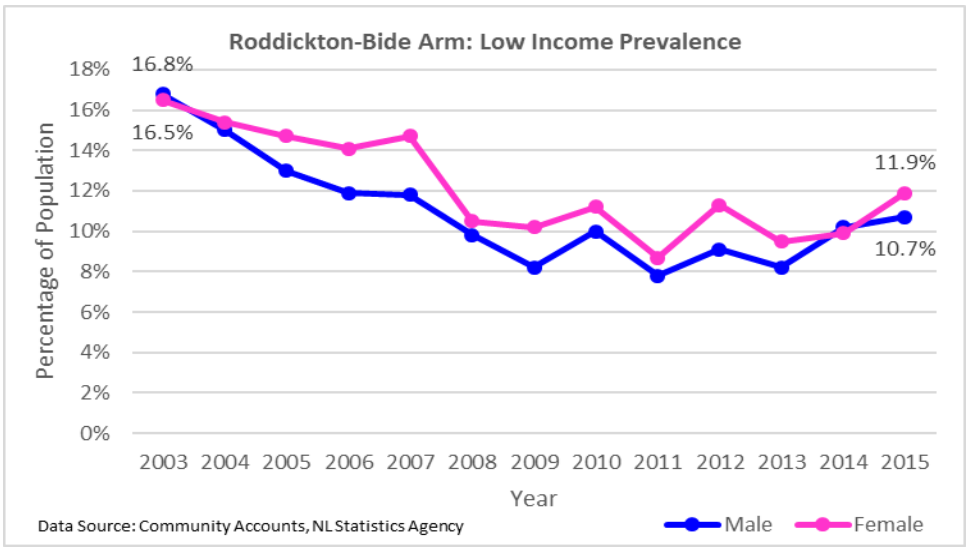
In 2003, as shown in Figure 690, 3.5% of the elderly population in Roddickton-Bide Arm resided in low income, which was 5.6 percentage points less than the elderly prevalence of low income in Newfoundland and Labrador. In 2015, 3.3% of the elderly population of Roddickton-Bide Arm were classified as living in low income, which was 4 percentage points less than the provincial average.

Figure 690: Roddickton-Bide Arm - Elderly Low-income prevalence



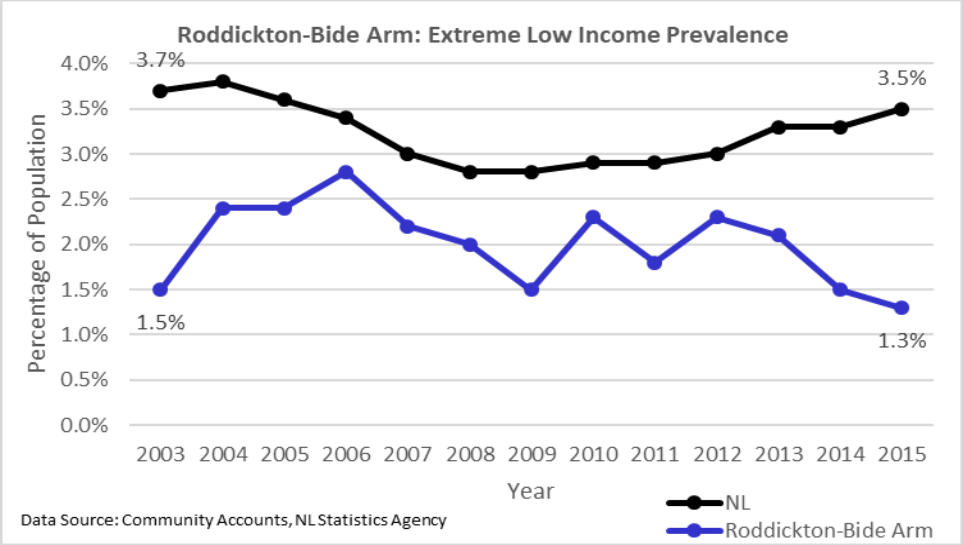
In 2003, as illustrated in Figure 691, 16.8% of males and 16.5% of females were classified as living in conditions of low income in Roddickton-Bide Arm. In 2015, the prevalence of low income in Roddickton-Bide Arm equaled 11.9% for females and 10.7% for males.

Figure 691: Roddickton-Bide Arm - Low-income prevalence by Gender



In 2003, 1.5% of the population of Roddickton-Bide Arm was classified as living in extreme low income, which was 2.2 percentage points lower than the prevalence of extreme low income of Newfoundland and Labrador as a whole (see Figure 692). In 2015, 1.3% of the population of Roddickton-Bide Arm resided in extreme low income, which was 2.2 percentage points lower than that of the province.

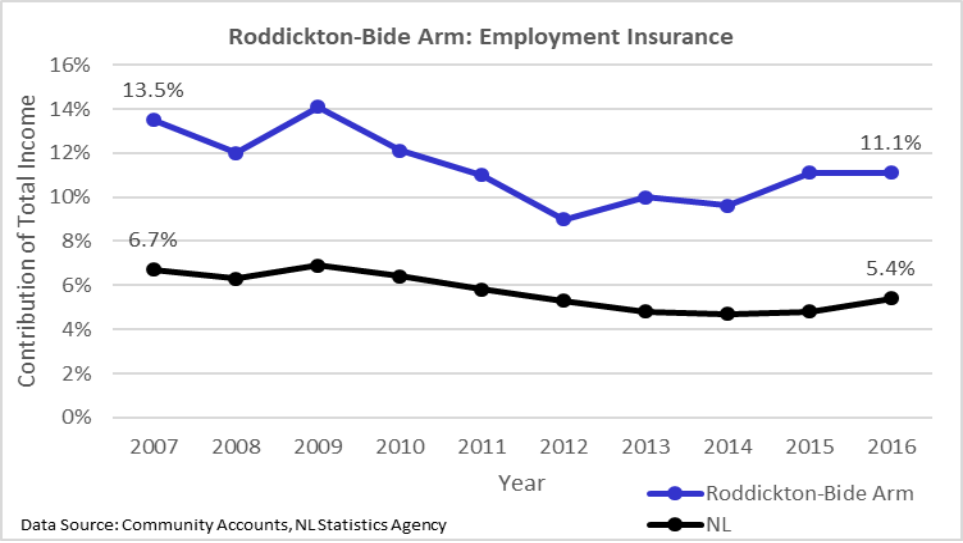
Figure 692: Roddickton-Bide Arm - Extreme Low-income prevalence



4.3.9 Transfer Payments

In 2007, as shown in Figure 693, employment insurance accounted for 13.5% of total income in Roddickton-Bide Arm, which was 6.8 percentage points higher than the provincial average. In 2016, employment insurance accounted for 11.1% of total income in Roddickton-Bide Arm, which was 5.7 percentage points higher than employment insurance's share of total income in Newfoundland and Labrador.

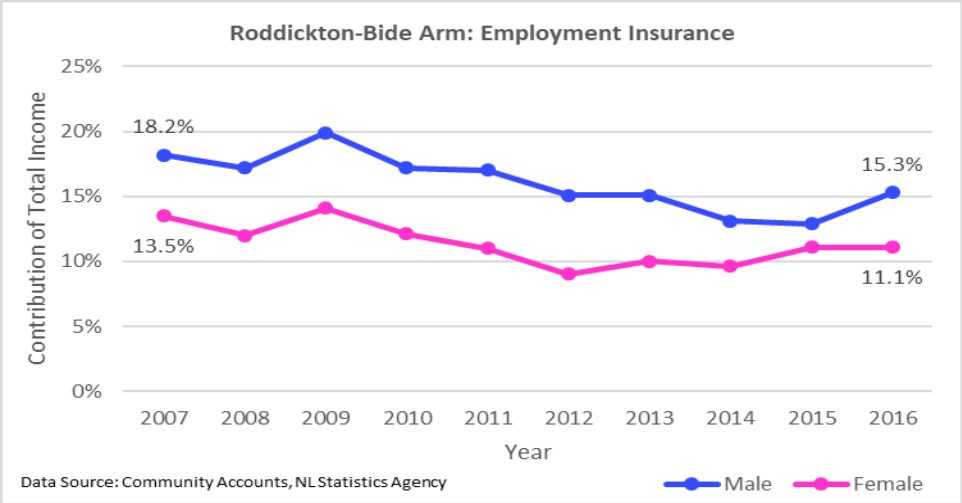
Figure 693: Roddickton-Bide Arm - Employment Insurance's Share of Total Income



From Figure 694, in 2007, employment insurance was responsible for 18.2% of total income among males and 13.5% of total income among females in Roddickton-Bide Arm. In 2016,

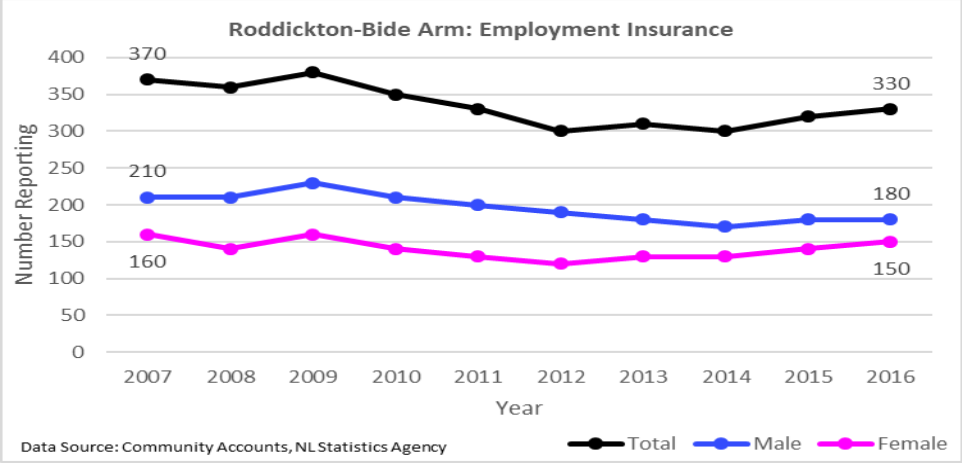
employment insurance accounted for 15.3% of total income among males and 11.1% of total income among females in Roddickton-Bide Arm.

Figure 694: Roddickton-Bide Arm - Employment Insurance's Contribution of Total Income by Gender



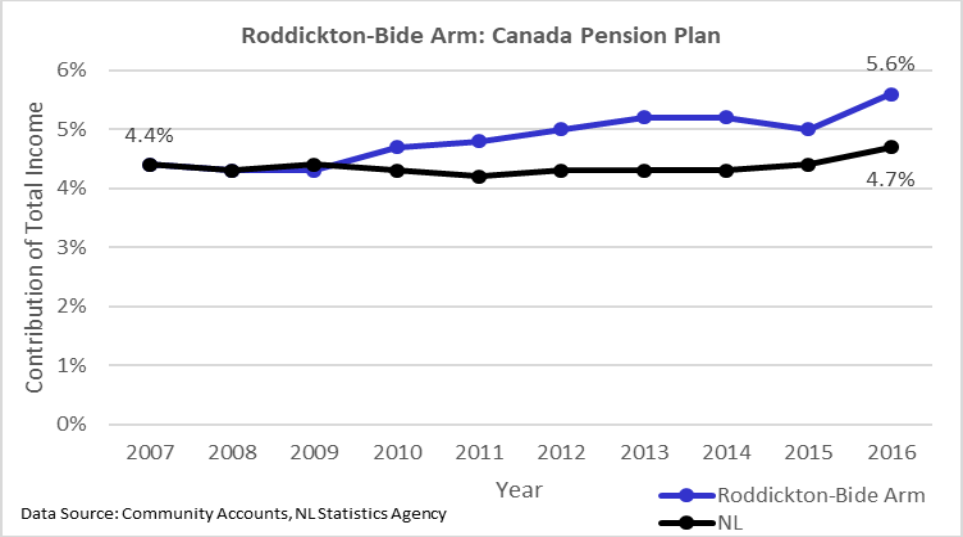
In 2007, there were 210 males and 160 females reporting for employment insurance in Roddickton-Bide Arm (see Figure 695). In 2016, there were 180 males and 150 females reporting for employment insurance in Roddickton-Bide Arm.

Figure 695: Roddickton-Bide Arm - Number Reporting for Employment Insurance



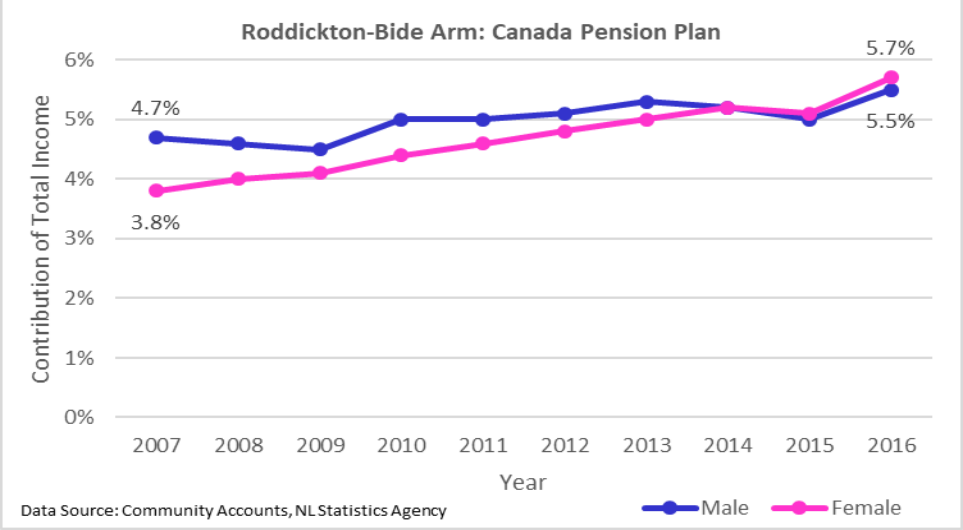
The Canada Pension Plan, as reflected in Figure 696, accounted for 4.4% of total income in Roddickton-Bide Arm in 2007, which was equal to the provincial average. In 2016, the Canada Pension Plan accounted for 5.6% of total income in Roddickton-Bide Arm, which was higher than the Canada Pension Plan's share of total income for Newfoundland and Labrador by 0.9 percentage points

Figure 696: Roddickton-Bide Arm - Canada Pension Plan's Contribution of Total Income



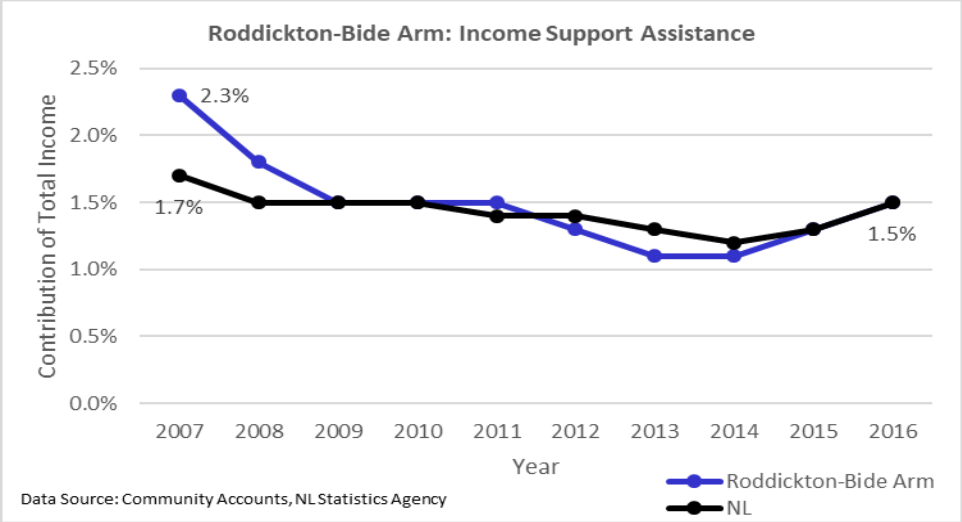
In 2007, as shown in Figure 697, the Canada Pension Plan accounted for 4.7% of total income among males and 3.8% of total income among females in Roddickton-Bide Arm. In 2016, the Canada Pension Plan was responsible for 5.7% of total income of females and 5.5% of total income of.

Figure 697: Roddickton-Bide Arm - Canada Pension Plan's Contribution of Total Income by Gender



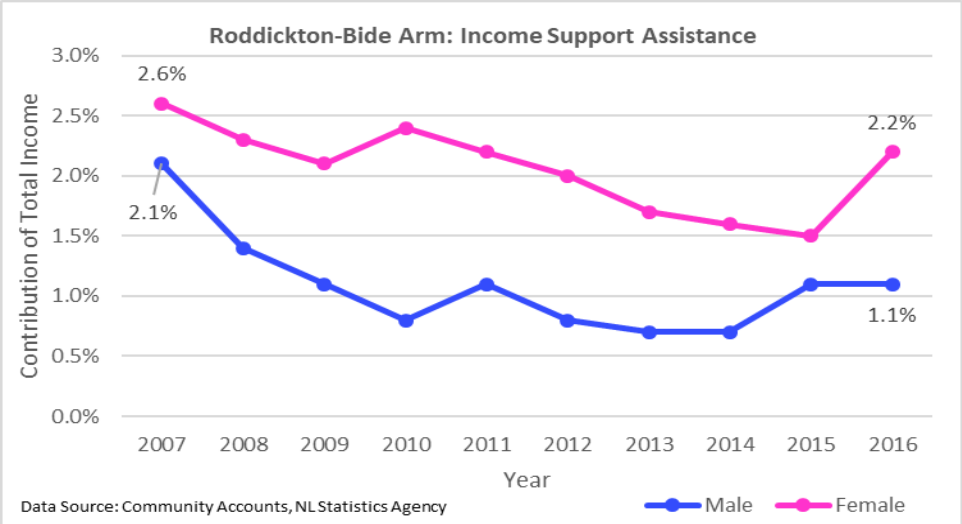
From Figure 698, in 2007, income support assistance accounted for 2.3% of total income in Roddickton-Bide Arm, which was higher than the provincial average by 0.6 percentage points. In 2016, income support assistance accounted for 1.5% of total income in Roddickton-Bide Arm, which equaled Newfoundland and Labrador.

Figure 698: Roddickton-Bide Arm - Income Support Assistance's Contribution of Total Income



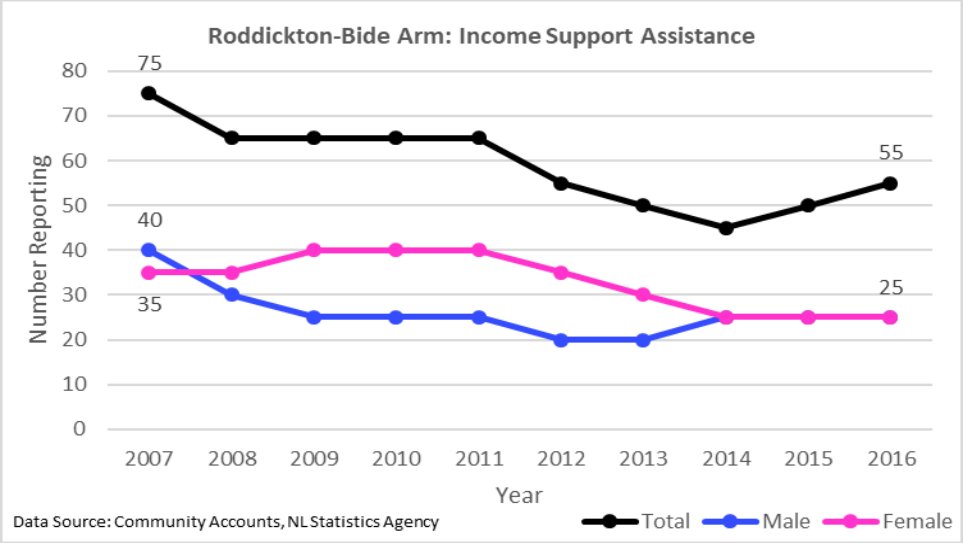
In 2007, as illustrated in Figure 699, income support assistance was responsible for 2.6% of total income of females and 2.1% of total income of males in Roddickton-Bide Arm. In 2016, income support assistance accounted for 2.2% of total income of females and 1.1% of total income of males in Roddickton-Bide Arm.

Figure 699: Roddickton-Bide Arm - Income Support Assistance's Contribution of Total Income by Gender



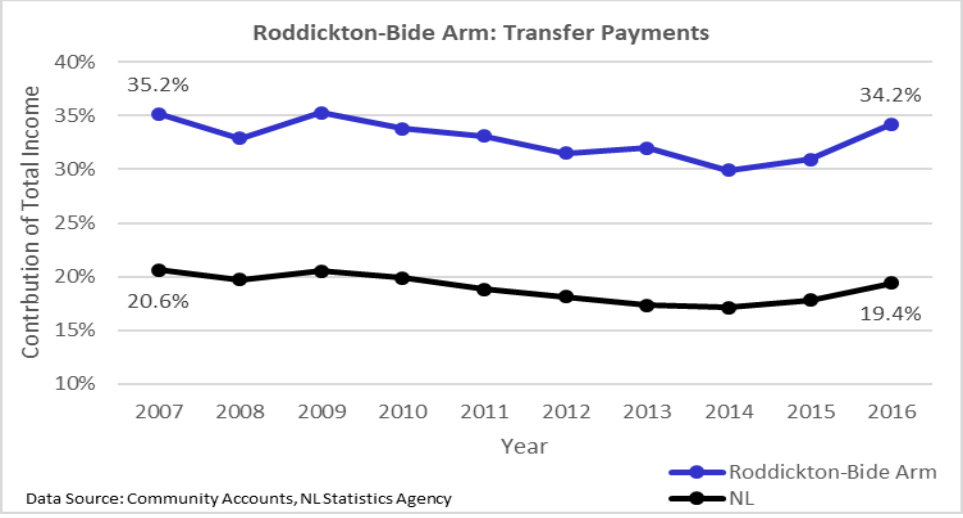
In 2007, as indicated in Figure 700, there were 40 males and 35 females reporting for income support assistance in Roddickton-Bide Arm. In 2016, the number of males and females reporting for income support assistance in the community was equal at 25 individuals for each gender.

Figure 700: Roddickton-Bide Arm - Number Reporting for Income Support Assistance



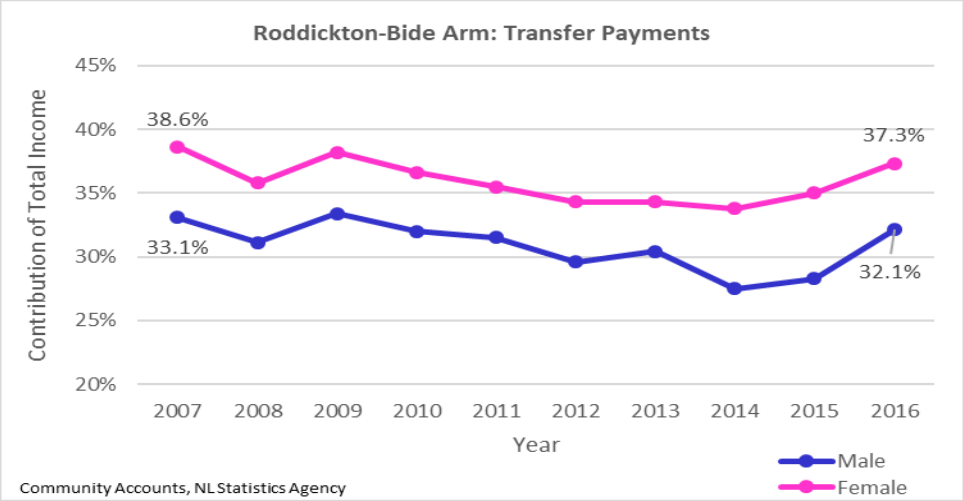
In 2001, transfer payments were responsible for 35.2% of total income in Roddickton-Bide Arm, which was 14.6 percentage points higher than the provincial average (see Figure 701). In 2016, transfer payments accounted for 34.2% of total income in Roddickton-Bide Arm, which was 14.8 percentage points less than the provincial average.

Figure 701: Roddickton-Bide Arm - Transfer Payments' Contribution of Total Income



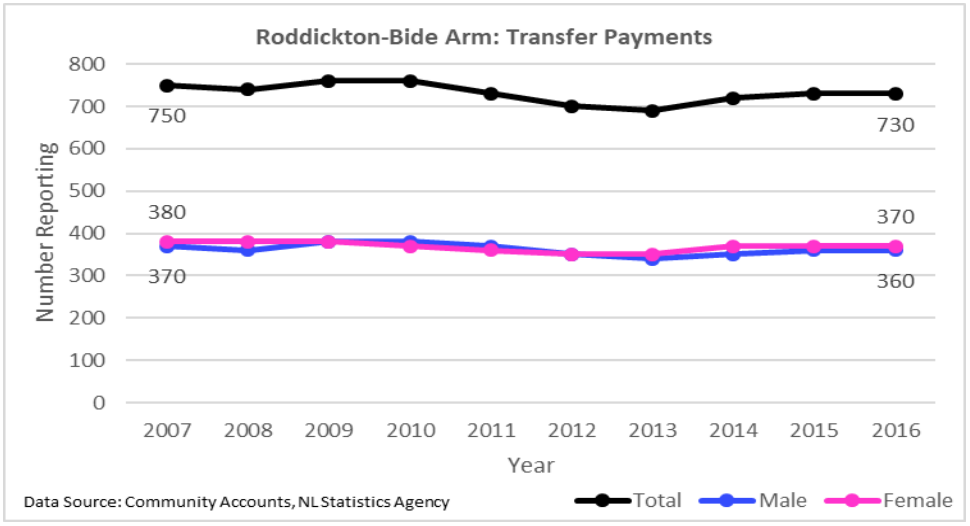
From Figure 702, in 2007, transfer payments' share of total income in Roddickton-Bide Arm amounted to 38.6% for females and 33.1% for males. In 2016, transfer payments' share of total income in Roddickton-Bide Arm amounted to 37.3% for females and 32.1% for males

Figure 702: Roddickton-Bide Arm - Transfer Payments' Contribution of Total Income by Gender



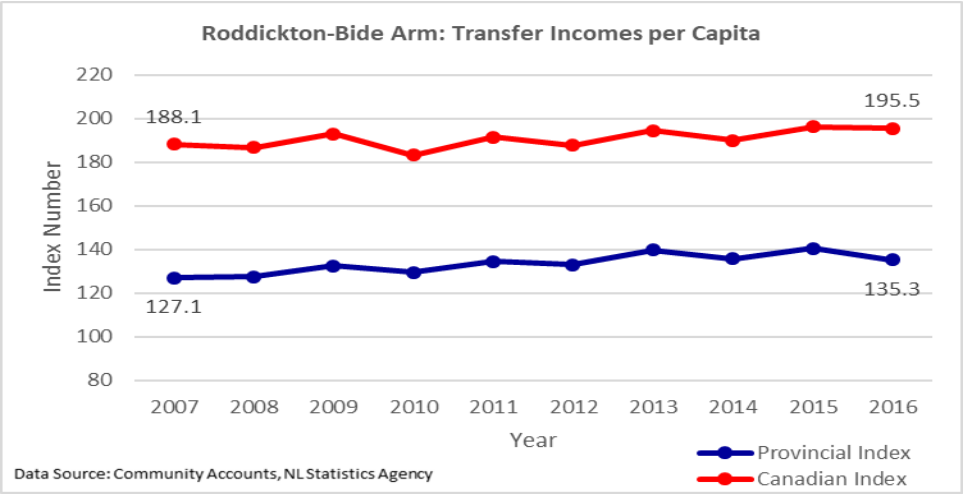
In 2007, as indicated in Figure 703, the number of people receiving transfer payments in Roddickton-Bide Arm equaled 380 females and 370 males. In 2016, there were 370 females and 360 males receiving transfer payments in Roddickton-Bide Arm with 10 more females receiving transfer payments than males in the community.

Figure 703: Roddickton-Bide Arm - Number Reporting for Transfer Payments



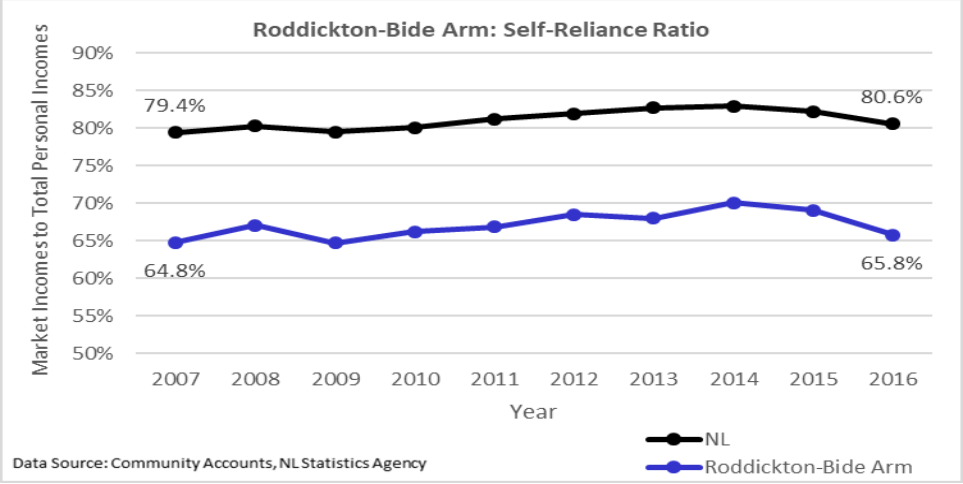
In 2007, as shown in Figure 704, transfer incomes per capita in Roddickton-Bide Arm equaled 127.1% of transfer incomes per capita in Newfoundland and Labrador, or 188.1% of transfer incomes per capita in Canada. In 2016, Roddickton-Bide Arm's transfer incomes per capita equaled 135.3% of transfer incomes per capita in Newfoundland and Labrador, or 195.5% of transfer incomes per capita in Canada.

Figure 704: Roddickton-Bide Arm - Transfer Incomes per Capita



In 2007, as reflected in Figure 705, 64.8 cents out of every dollar flowing into Roddickton-Bide Arm originated from market sources in 2007, as the self-reliance ratio of Roddickton-Bide Arm was 14.6 percentage points lower than that of Newfoundland and Labrador. In 2016, 65.8% of all money flowing into Roddickton-Bide Arm originated from market sources, which was 14.8 percentage points lower than the provincial average.

Figure 705: Roddickton-Bide Arm - Self-Reliance Ratio

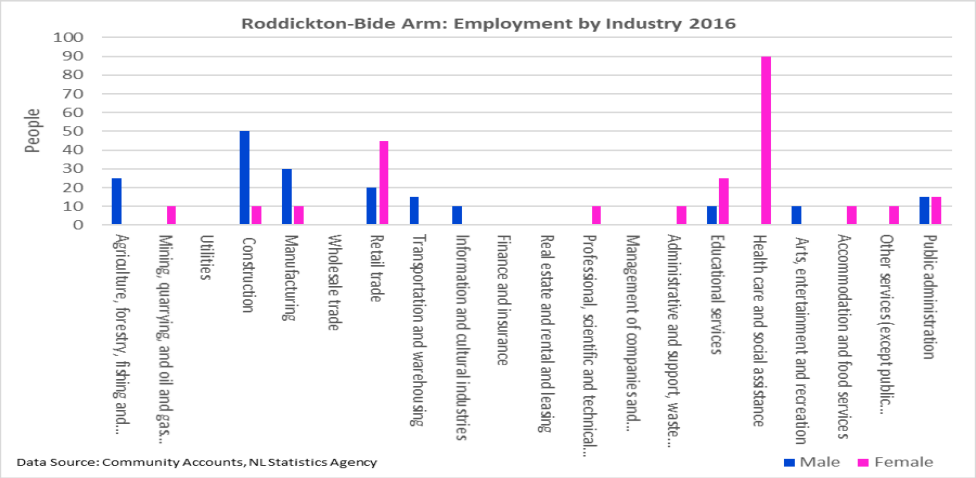


4.3.10 Employment Classification

Unfortunately, there was no data available for employment classification in Roddickton-Bide Arm for the year 2011. In 2016, as shown in Figure 706, the largest employer of males in Roddickton-Bide Arm was the construction industry, with 50 male workers and 20 more than manufacturing, which was the next closest industry. The leading employer of women in Roddickton-Bide Arm in 2016 was the health care and social assistance industry, with 90 female

workers and 45 more than retail trade, which finished as the second-place industry for female employment level.

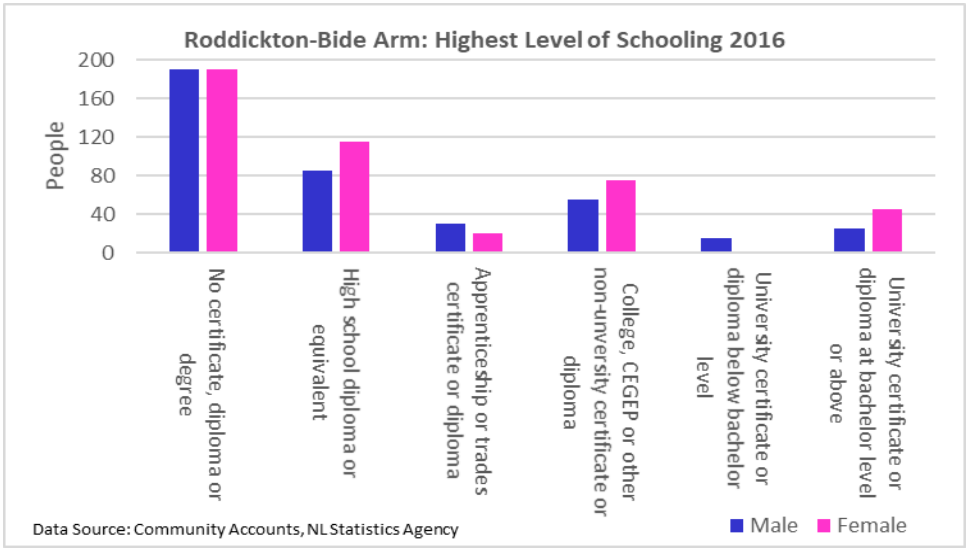
Figure 706: Roddickton-Bide Arm - Employment by Industry 2016



4.3.11 Education

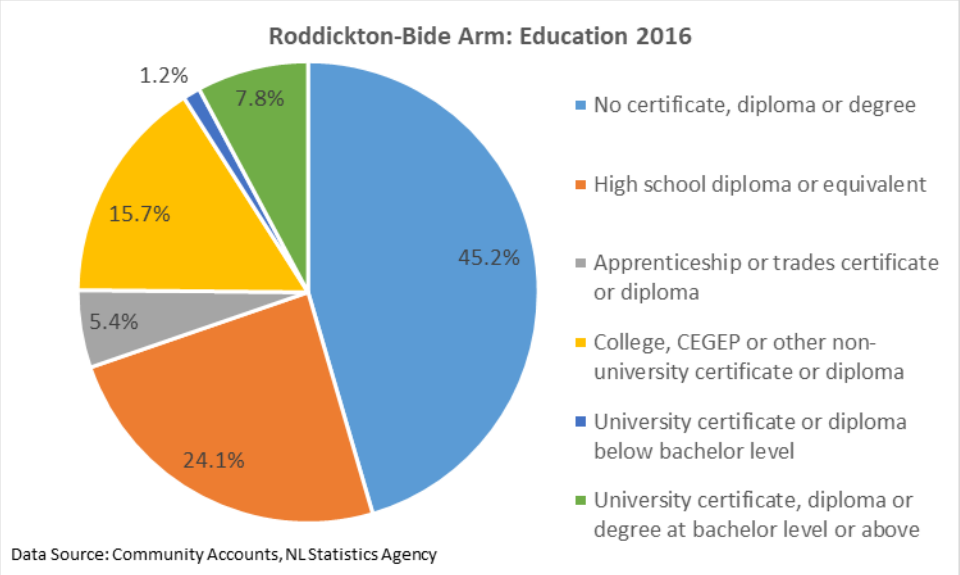
From Figure 707, in 2016, there were 190 males and 190 females in Roddickton-Bide Arm who did not have a diploma, certificate or degree and there were 30 more females, than males, in the community who had a high school certificate or diploma as their highest level of education. There were 10 more males, than females, who held an apprenticeship or trades certificate or diploma and 20 more females, than males, who held a college or other non-university certificate or degree in Roddickton-Bide Arm in 2016. Finally, there were 20 more females, than males, holding a university certificate or diploma at the bachelor level or above in Roddickton-Bide Arm in 2016.

Figure 707: Roddickton-Bide Arm - Highest Level of Schooling 2016



In 2016, as illustrated in Figure 708, the population of individuals aged 15 years and older in Roddickton-Bide Arm, 45.2% held no certificate, diploma or degree (which was 21.8 percentage points higher than the provincial average); 5.4% held an apprenticeship or trades certificate or diploma (which was 5.9 percentage points less than the provincial average); 15.7% held a college or other non-university certificate or diploma (which was 7.4 percentage points less than the provincial average); and 7.8% held a university certificate, diploma or degree at the bachelor level or above (which was 7 percentage points lower than the provincial average). Clearly, the population of Roddickton-Bide Arm has proportionately more people that did not graduate high school. Additionally, Roddickton-Bide Arm is proportionately less educated than Newfoundland and Labrador for all levels of post-secondary schooling across the board, from trades certificates, apprenticeships and college degrees to university certificates and diplomas below the bachelor level and university degrees at the bachelor level or above and college degrees.

Figure 708: Roddickton-Bide Arm - Population Shares by Population



4.3.12 Summary

Roddickton-Bide Arm lost 27.3% of its population between 1996 and 2016, which is the second highest amount of population loss of the four largest communities in the Northern Peninsula region. However, it had the second highest amounts of in-migration and population growth of those four communities in 2015 as there was population growth in Roddickton-Bide Arm in both 2014 and 2015. Furthermore, Roddickton-Bide Arm was the third largest community in the Northern Peninsula region and had the second lowest median age of the four largest communities in the Northern Peninsula region in 2016.

Sadly, the positives describing Roddickton-Bide Arm end there: of the four largest communities in the Northern Peninsula region, Roddickton-Bide Arm has the lowest working age population share; the highest elderly population share; the highest age dependency ratio; the second lowest total birth rate; the second highest unemployment rate; the lowest employment rate; the lowest participation rate; the lowest median income; the second highest median income gender pay gap; the lowest levels of real disposable income per capita; the second highest prevalence of low income; the second highest shares of total income accruing from income support assistance, the Canada Pension Plan, and employment insurance; the highest share of total income coming from total transfer payments; the highest Canadian index for transfer incomes per capita; and the lowest self-reliance ratio. Additionally, Roddickton-Bide Arm's population has a very low level of education: of the four largest communities in the Northern Peninsula region, Roddickton-Bide Arm has the highest population share of individuals with no certificate, diploma or degree; the lowest population share of individuals with an apprenticeship or trades certificate or diploma; the lowest population share of individuals with a college certificate or diploma; the lowest population share of individuals with a university certificate, diploma or degree at the bachelor level or above; and the lowest population share of individuals with a postsecondary education in general.

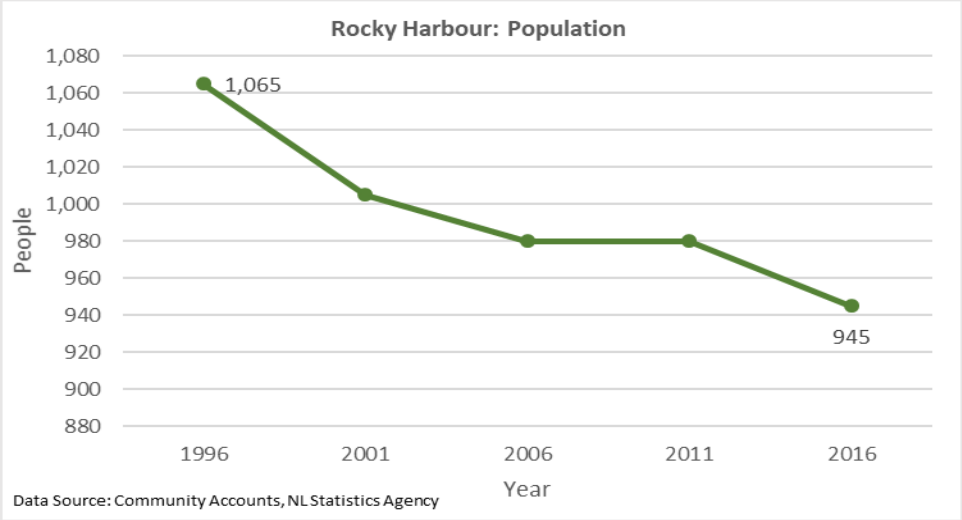
Clearly, of the four largest communities in the Northern Peninsula region, Roddickton-Bide Arm has the worst demographics and the worst income and labour force statistics. It can be characterized by an aging population, a poor job market, a low standard of living, a low median income, a high gender pay gap, a high reliance on transfer payments and an inability to generate income through market sources. In fact, Roddickton-Bide Arm's median income equaled 74.4% of the Canadian median income in 2016 and its transfer incomes per capita amounted to 195.5% of the Canadian average in that same year. The community of Roddickton-Bide Arm has extremely poor demographics and a low level of education, which both put downward pressure on its median age, labour force and standard of living. Roddickton-Bide Arm's extremely poor demographics and economic indicators of well-being point to the conclusion that much must change in Roddickton-Bide Arm to lay the foundation for economic growth in the future.

4.4 Rocky Harbour

4.4.1 Population

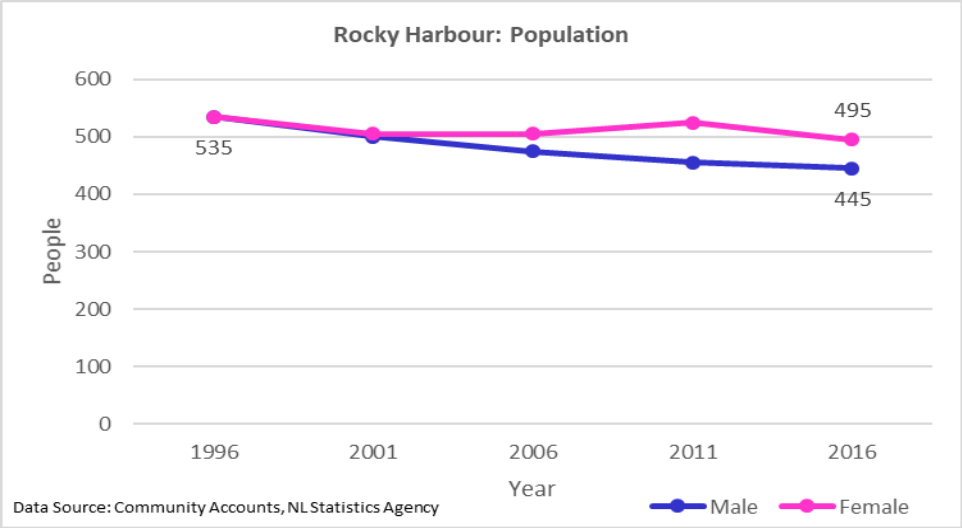
In 1996, the population of Rocky Harbour equaled 1,065 individuals, but it fell to just 945 individuals in 2016. Between 1996 and 2016, Rocky Harbour's population fell by 11.3% (see Figure 709). In 2016, Rocky Harbour was the largest community in Bonne Bay Area, the second largest community in Economic Zone 07 and the fourth largest community in the Northern Peninsula region. In 2016, Rocky Harbour accounted for 32.8% of the population of Bonne Bay Area, which was up slightly from 31.1% in 1996.

Figure 709: Rocky Harbour: Population



In 1996, as shown in Figure 710, the number of males and females in Rocky Harbour was equal at 535 individuals. In 2016, there were 495 females and 445 males in Rocky Harbour in 2016. Between 1996 and 2016, the population of females fell by 40 individuals, while the population of males fell by 90 individuals in Rocky Harbour.

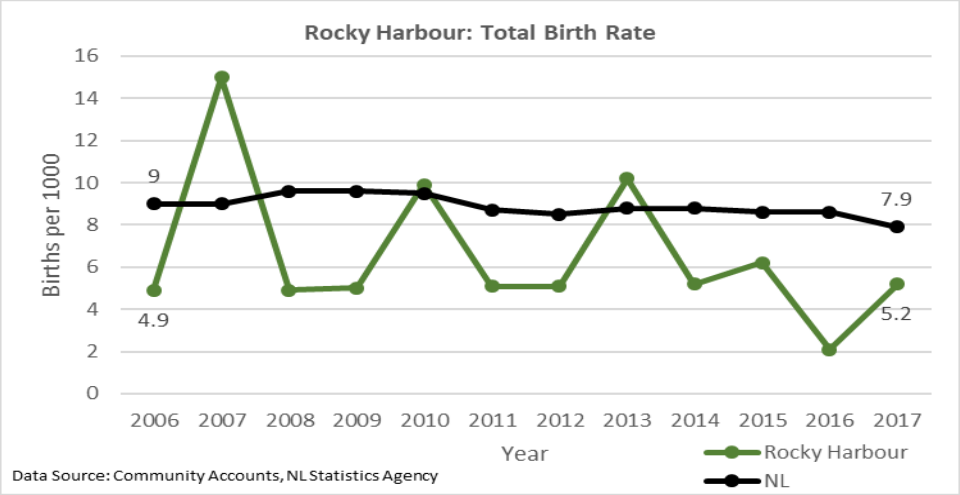
Figure 710: Rocky Harbour: Population by Gender



4.4.2 Births

In 2006, as illustrated in Figure 711, the total birth rate in Rocky Harbour, which equaled 4.9 births per 1,000, was 3.1 births per 1,000 below the provincial total birth rate. In 2017, the total birth rate in Rocky Harbour equaled 5.2 births per 1000 and was 2.7 births per 1,000 lower than the provincial average.

Figure 711: Rocky Harbour - Total Birth Rate



4.4.3 Population by Age Group

From Figure 712 to 714, in 1996, the most populated age cohort in Rocky Harbour was the 10-to-14-year-old age group (105), while the 35-to-39-year-old and 40-to-44-year-old age cohorts both tied for second place, with 95 individuals. In 2006, Rocky Harbour's largest age cohort was the 50-to-54-year-old age cohort, with 95 individuals, while the 40-to-44-year-old and 45-to-49-year-old age cohorts both tied for second place, with 85 individuals each. In 2016, the most populated age cohort in Rocky Harbour was the 60-to-64-year-old age cohort, with 105 individuals, while the 55-to-59-year-old age group finished in second place, with 90 individuals. Rocky Harbour's most populated age cohort increased in age in every 10-year period from 1996 to 2006 and then again from 2006 to 2016. The population of Rocky Harbour was increasingly more concentrated in the older age cohorts in 2016, as opposed to what existed in 1996.

Figure 712: Rocky Harbour - Population by Age Group 1996

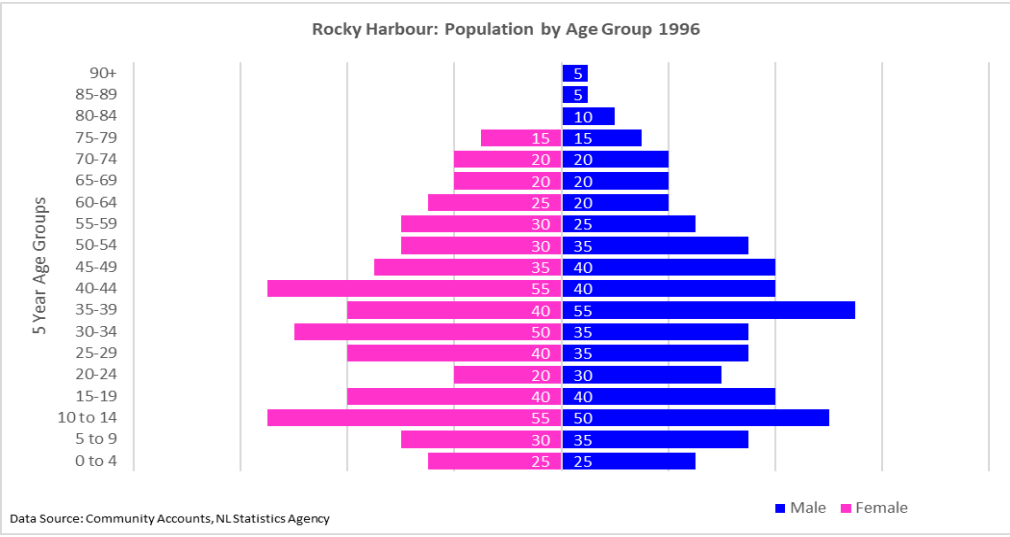


Figure 713: Rocky Harbour - Population by Age Group 2006

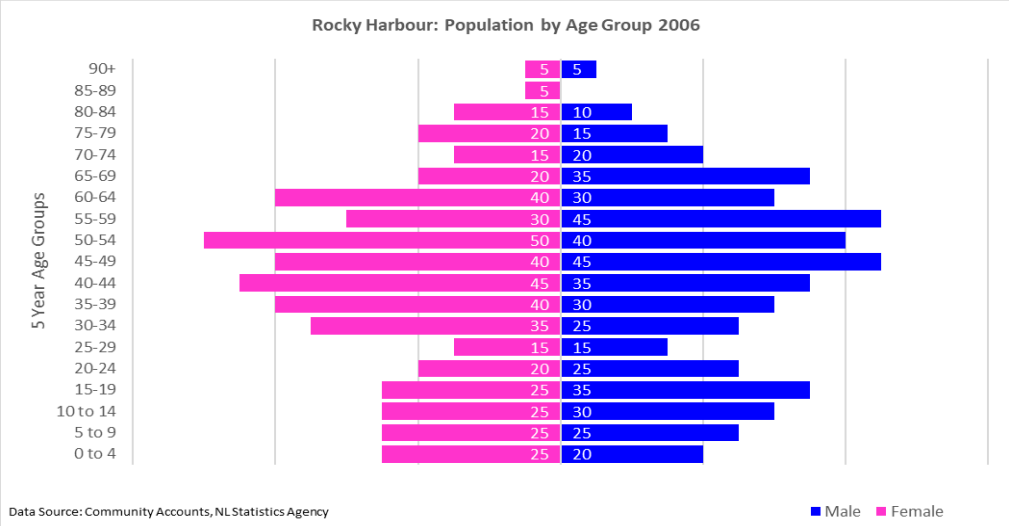
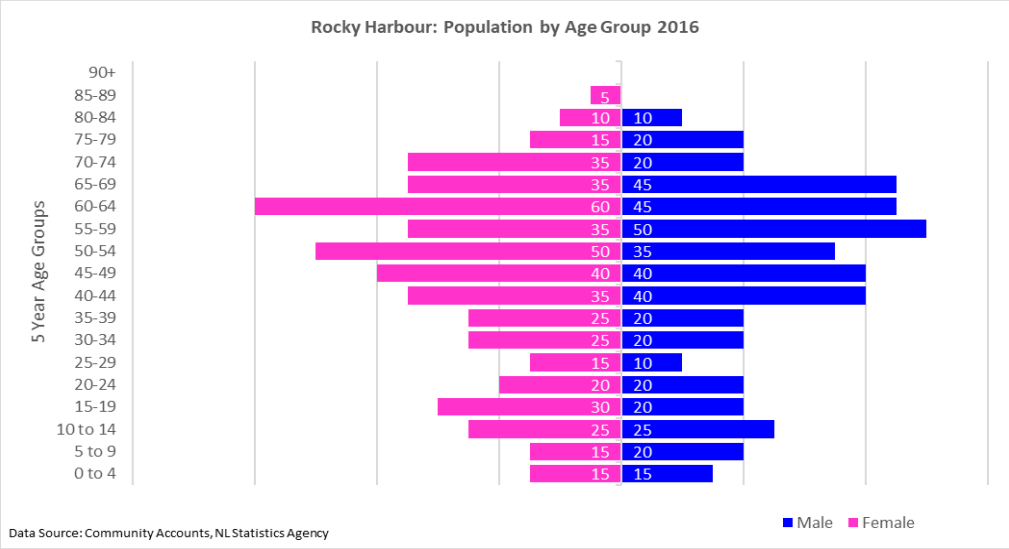


Figure 714: Rocky Harbour - Population by Age Group 2016



4.4.4 Population Change

In 2006, as indicated in Figure 715 to 716, the natural change in Rocky Harbour equaled -10 people, while the community's residual net migration equaled 10 people. In 2015, the natural change of Rocky Harbour amounted to 0, while its residual net migration equaled -20. Between 2006 and 2015, the residual net migration in Rocky Harbour decreased by 30, while its natural change increased by 10. However, there was only one year of population growth in Rocky Harbour from 2006 to 2015. In fact, there was population decline in the community in every year from 2012 to 2015. Rocky Harbour's population fell by 20 individuals in both 2014 and 2015 which, for a community of only 945 individuals in 2016, is not an irrelevant amount.

Figure 715: Rocky Harbour - Population Change

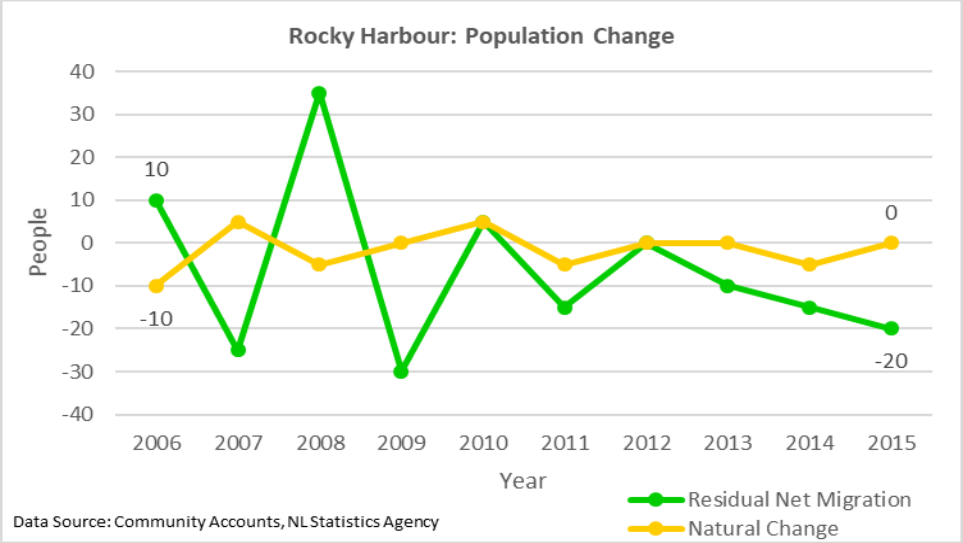
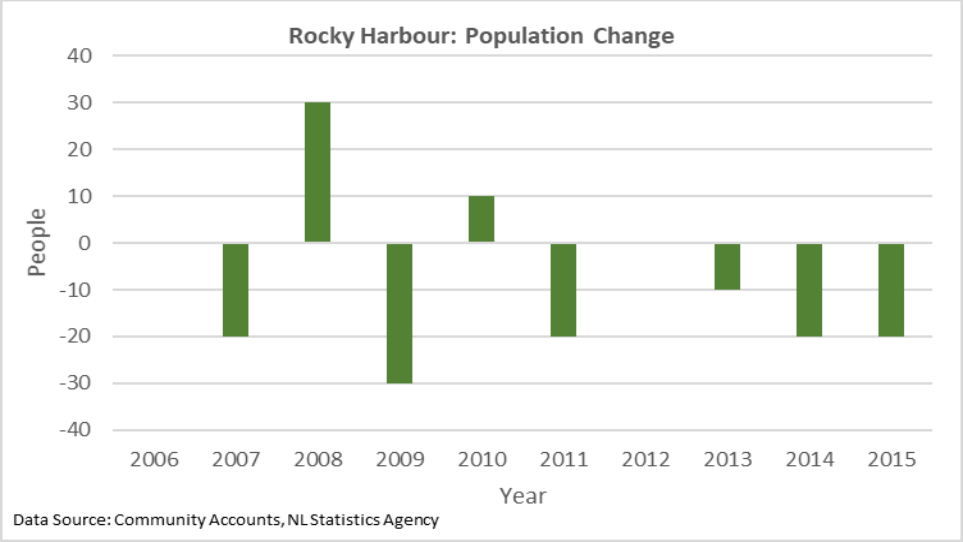
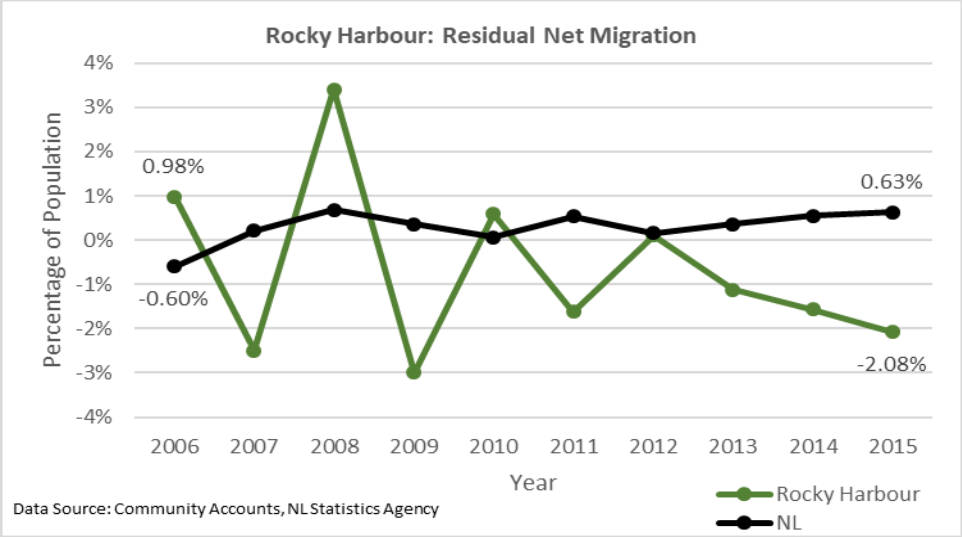


Figure 716: Rocky Harbour - Population Change



In 2006, as reflected in Figure 717, the residual net migration of Rocky Harbour, equaling 0.98% of its population, was 1.58 percentage points higher than the provincial average. The residual net migration of Newfoundland and Labrador was negative, while that of Rocky Harbour was positive. This shows that Rocky Harbour experienced net in-migration in 2006, while the province experienced net out-migration. However, in 2015, Rocky Harbour's residual net migration equaled -2.08% of its population, which was 2.71 percentage points lower than the provincial average. In 2015, it was Rocky Harbour that was experiencing net out-migration, while Newfoundland and Labrador experienced net in-migration. Additionally, of the four largest communities in the Northern Peninsula region, Rocky Harbour had the lowest residual net migration (when expressed as a percentage of its population).

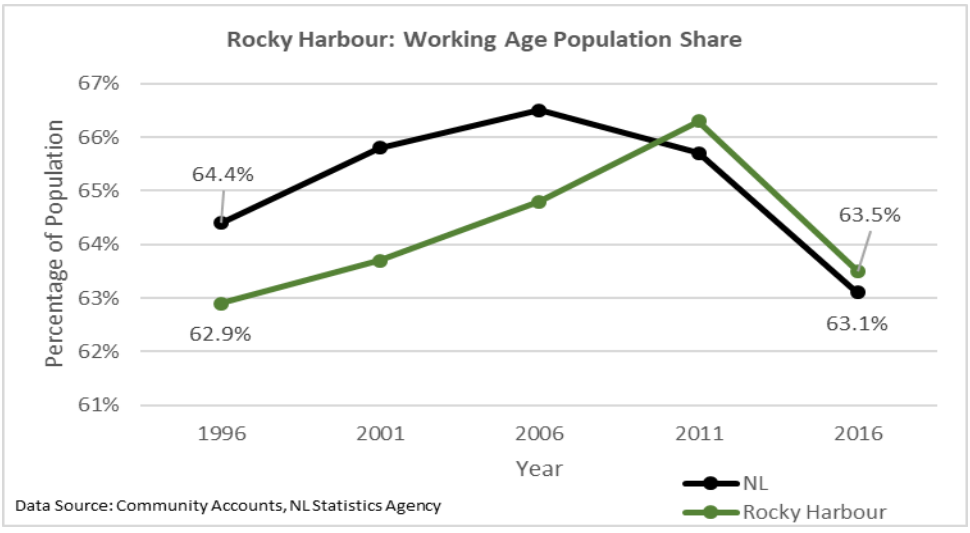
Figure 717: Rocky Harbour - Residual Net Migration



4.4.5 Population Characteristics

In 1996, the working age population share of Rocky Harbour, equaling 62.9% of the population, was 1.5 percentage points higher than the working age population share of Newfoundland and Labrador (see Figure 718). In 2016, the working age population share of Rocky Harbour equaled 63.5% of its population and was 0.4 percentage points higher than the provincial average. Between 1996 and 2011, the percentage of Rocky Harbour's population aged 18 to 64 years increased by 3.4 percentage points, before it fell by 2.9 percentage points between 2011 and 2016.

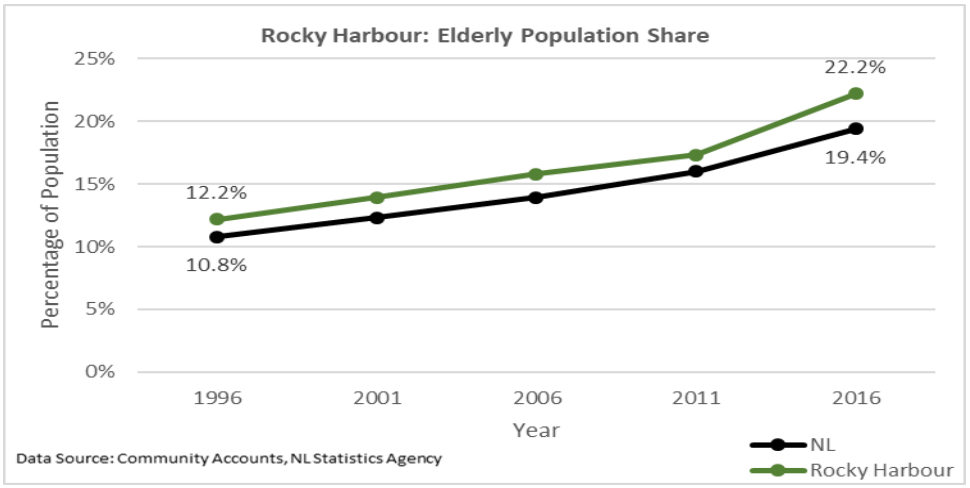
Figure 718: Rocky Harbour - Working Age Population Share



In 1996, as indicated in Figure 719, 12.2% of the population of Rocky Harbour was aged 65 years or older, which was higher than the provincial average by 1.4 percentage points. In 2016,

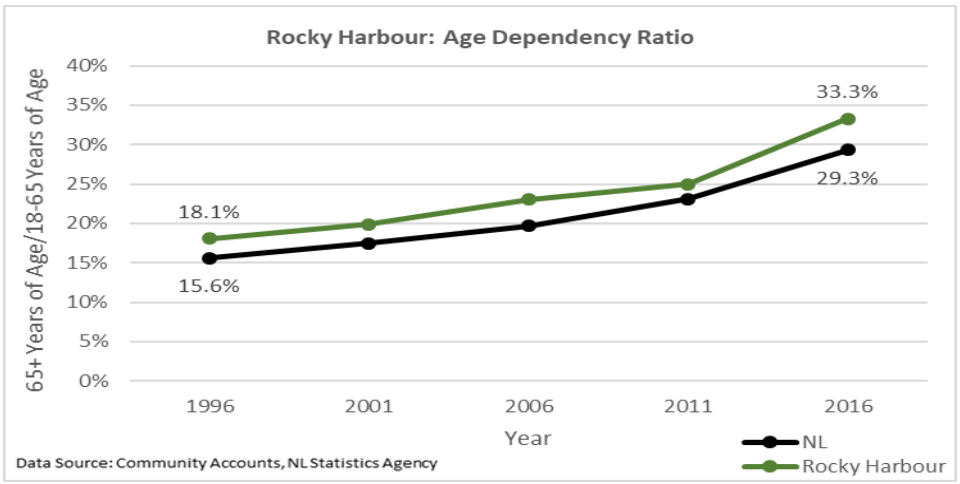
Rocky Harbour's elderly population share, equaling 22.2%, was higher than the elderly population share of Newfoundland and Labrador by 2.8 percentage points.

Figure 719: Rocky Harbour - Elderly Population Share



From Figure 720, in 1996, the age dependency ratio of Rocky Harbour, which equaled 18.1%, was 2.5 percentage points higher than the provincial age dependency ratio. In 2016, Rocky Harbour's age dependency ratio of 33.3% was 4 percentage points higher than the age dependency ratio of Newfoundland and Labrador.

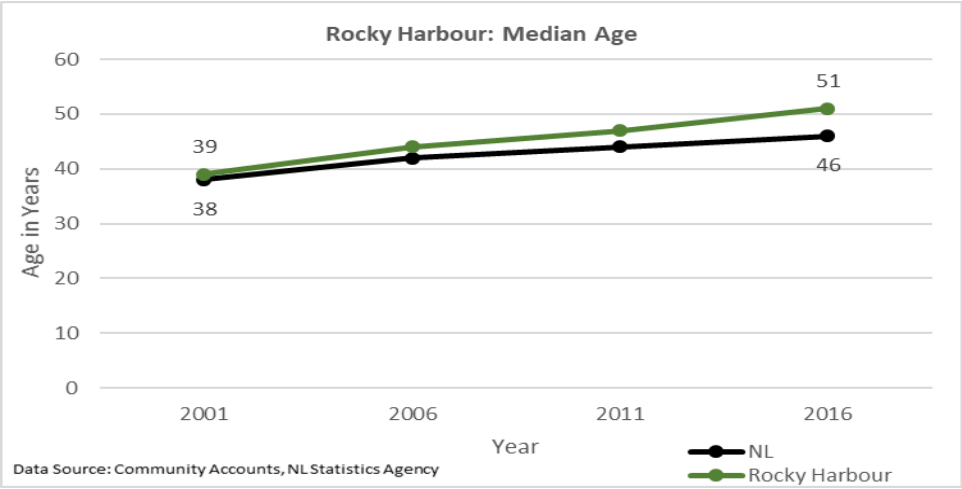
Figure 720: Rocky Harbour - Age Dependency Ratio



Rocky Harbour had the lowest age dependency ratio, the lowest elderly population share and the highest working age population share in 2016 of the four largest communities in the Northern Peninsula region. When compared with its respective Local Area in 2016, Rocky Harbour had a lower age dependency ratio by 10.2 percentage points, a lower elderly population share by 4.9 percentage points and a higher working age population share by 4.3 percentage points than Bonne Bay Area.

In 2001, the median age of Rocky Harbour, equaling 39 years, was one year older than the median age of Newfoundland and Labrador (see Figure 721). In 2016, the median age of Rocky Harbour equaled 51 years of age and was 5 years older than the median age of the province.

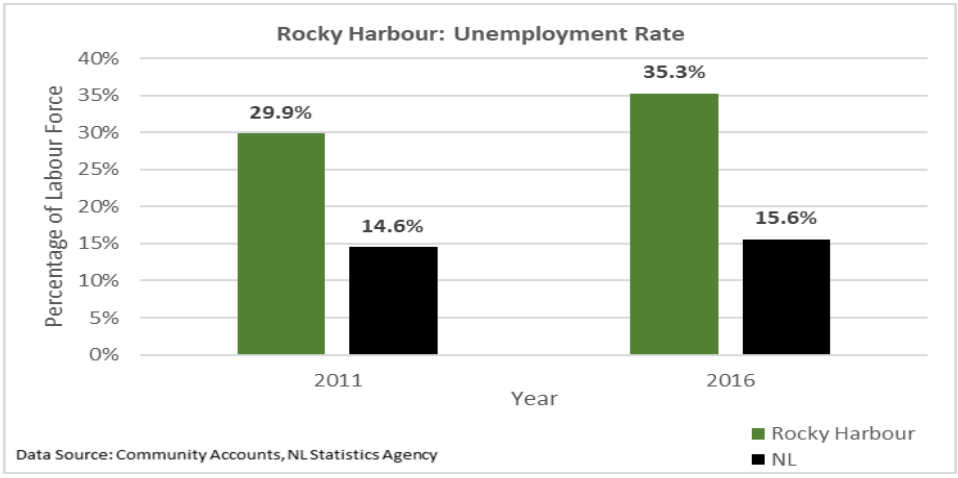
Figure 721: Rocky Harbour: Median Age



4.4.6 Labour Force

From Figure 722, in 2011, the unemployment rate in Rocky Harbour equaled 29.9% of its labour force and was 15.3 percentage points higher than the unemployment rate of Newfoundland and Labrador. In 2016, Rocky Harbour's unemployment rate, which equaled 35.3% of its labour force, was 19.7 percentage points higher than the provincial unemployment rate.

Figure 722: Rocky Harbour - Unemployment Rate



As indicated in Figure 723, in 2011, the employment rate in Rocky Harbour sat at 36.5% of its population and was 14.2 percentage points lower than the employment rate in Newfoundland and Labrador. In 2016, the employment rate in Rocky Harbour equaled 40.4% of its population, which was 9.1 percentage points lower than the provincial employment rate.

In 2011, as illustrated in Figure 724, the participation rate in Rocky Harbour equaled 52% of its population aged 15 years and older, which was 7.3 percentage points lower than the provincial participation rate. In 2016, the participation rate in Rocky Harbour equaled 61.4% of its labour force, which was 2.7 percentage points higher than the provincial average.

Figure 723: Rocky Harbour - Employment Rate

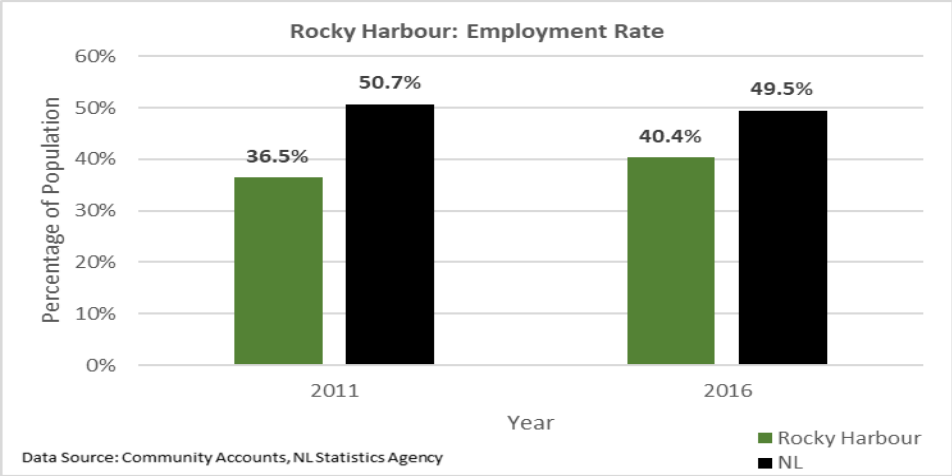


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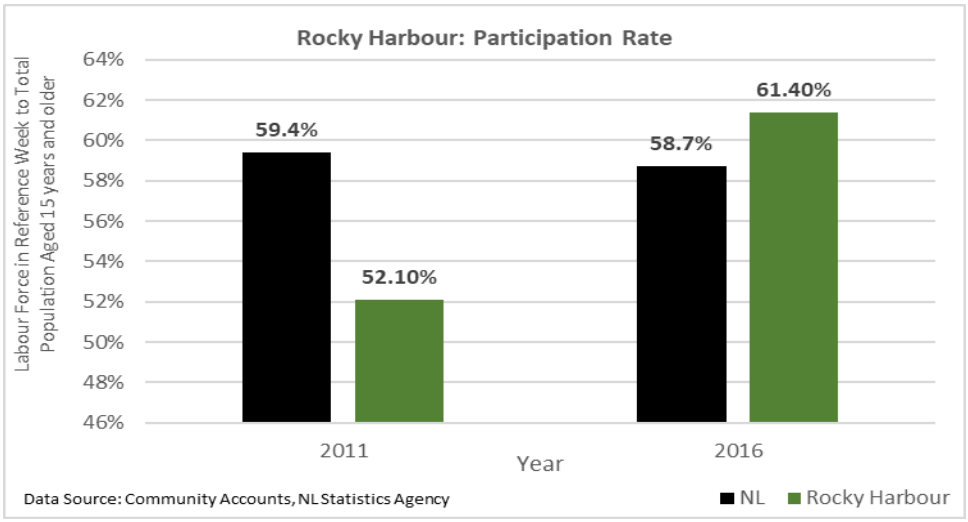
Figure 724: Rocky Harbour - Participation Rate

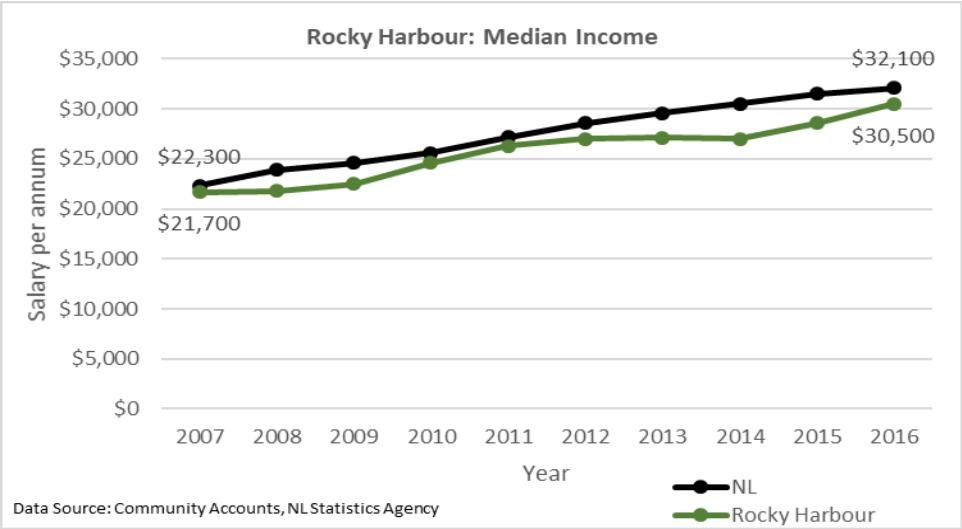


4.4.7 Income

From Figure 725, in 2007, the median income in Rocky Harbour equaled $21,700, which was $600 less than the provincial median income. In 2016, the median income of Rocky Harbour,

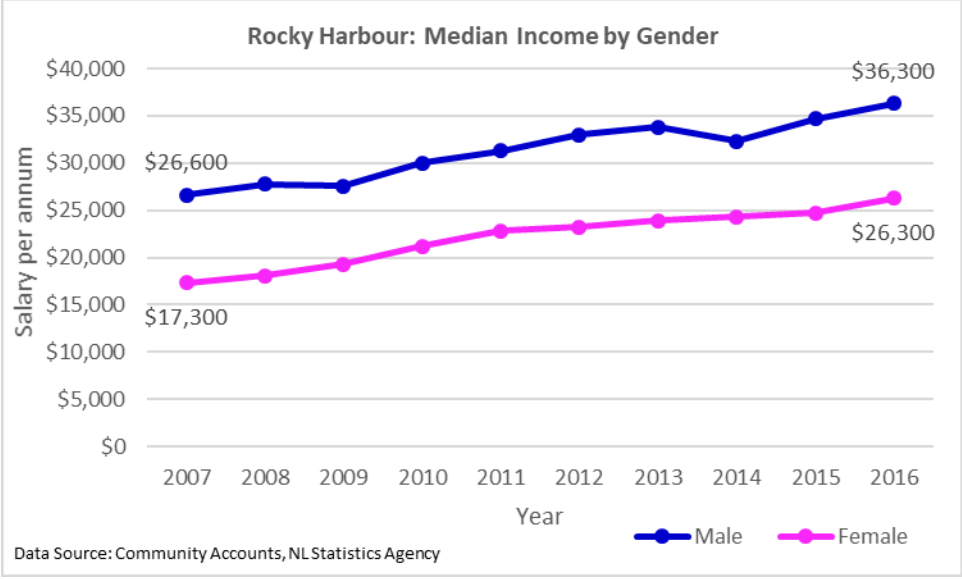
which equaled $30,500, was $1,600 less than the median income of Newfoundland and Labrador. Between 2007 and 2016, the median income of Rocky Harbour increased by $8,800 and was below the provincial average throughout that period.

Figure 725: Rocky Harbour - Median Income



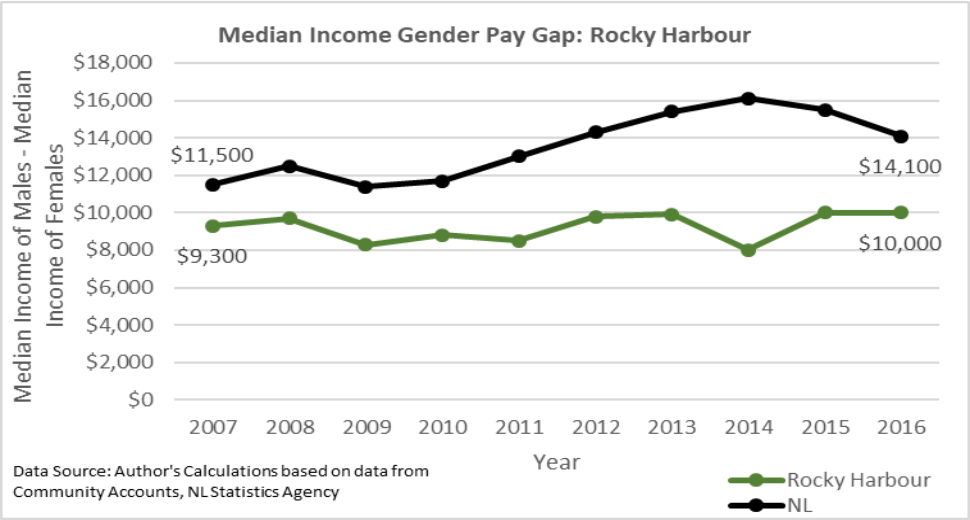
In 2007, as shown in Figure 726, the median income in Rocky Harbour equaled $26,600 for males and $17,300 for females. In 2016, the median income in Rocky Harbour equaled $36,500 for males and $26,300 for females. From 2007 to 2016, the median incomes in Rocky Harbour increased by $9,700 for males and $9,000 for females.

Figure 726: Rocky Harbour - Median Income by Gender



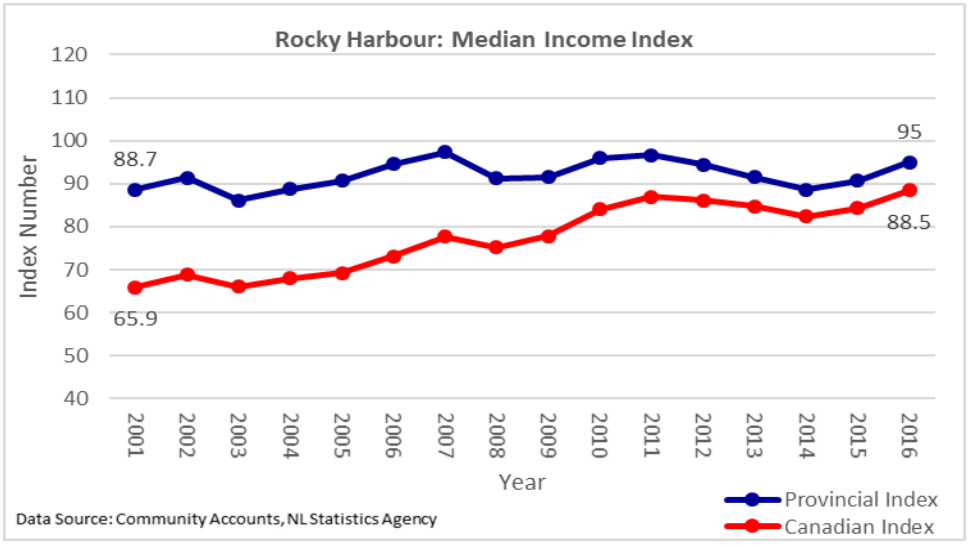
From Figure 727, in 2007, the median income gender pay gap in Rocky Harbour was $2,200 less than the median income gender pay gap of the province. In 2016, the median income gender pay gap in Rocky Harbour was $4,100 less than the provincial median income gender pay gap.

Figure 727: Rocky Harbour - Median Income Gender Pay Gap



In 2001, as reflected in Figure 728, median income in Rocky Harbour amounted to 88.7% of median income in Newfoundland and Labrador, or 65.9% of median income in Canada. In 2016, the median income of Rocky Harbour equaled 95% of the median income of Newfoundland and Labrador, or 88.5% of the median income of Canada.

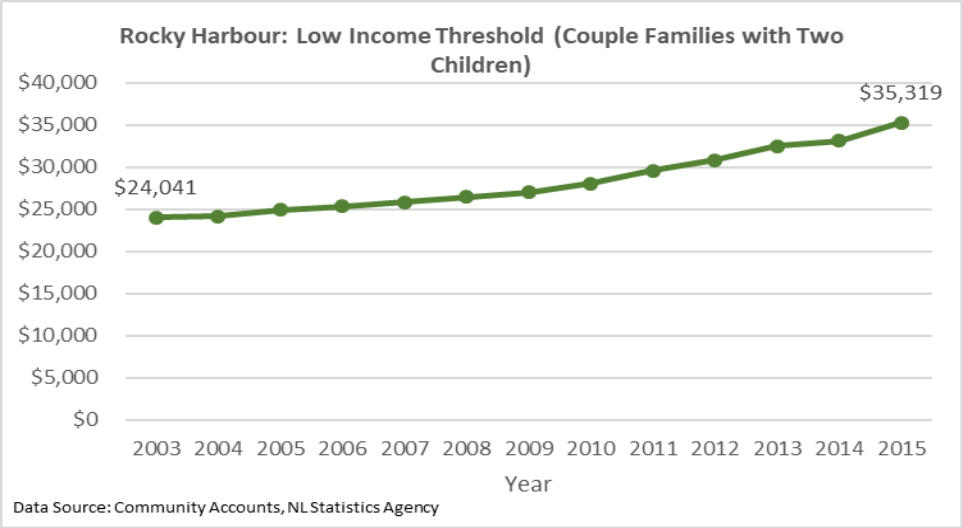
Figure 728: Rocky Harbour - Median Income Index



Between 2003 and 2015, the low-income threshold for couple families with two children in Rocky Harbour increased by $11,278 over that period (see Figure 729). In 2015, the low-income

threshold for couple families with two children in Rocky Harbour was $330 higher than it was in Roddickton-Bide Arm, but it was $1,198 less than it was in Deer Lake.

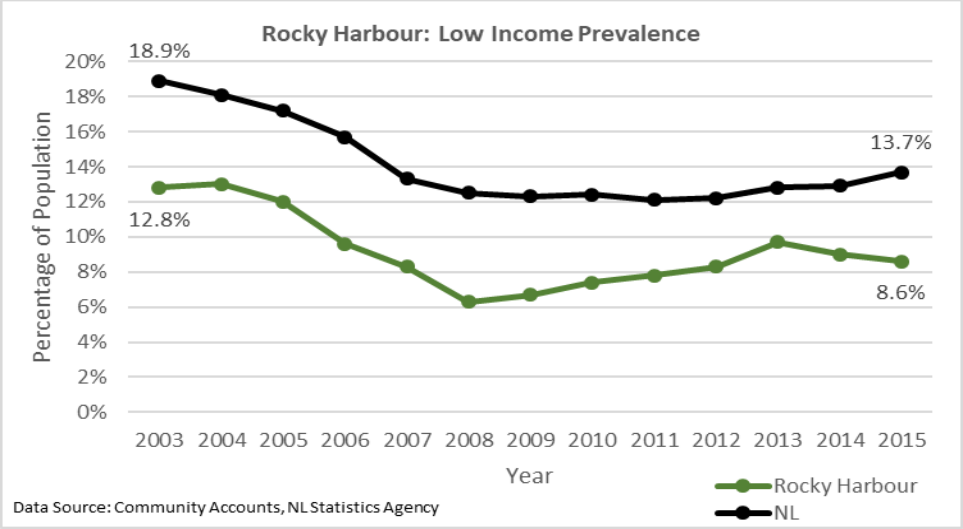
Figure 729: Rocky Harbour - Low-income threshold



4.4.8 Prevalence of Low Income

In 2003, 12.8% of the population of Rocky Harbour were classified as living in low income, which was 6.1 percentage points lower than the prevalence of low income in Newfoundland and Labrador (see Figure 730). In 2015, 8.6% of the population of Rocky Harbour resided in low income, which was 5.1 percentage points below the provincial average.

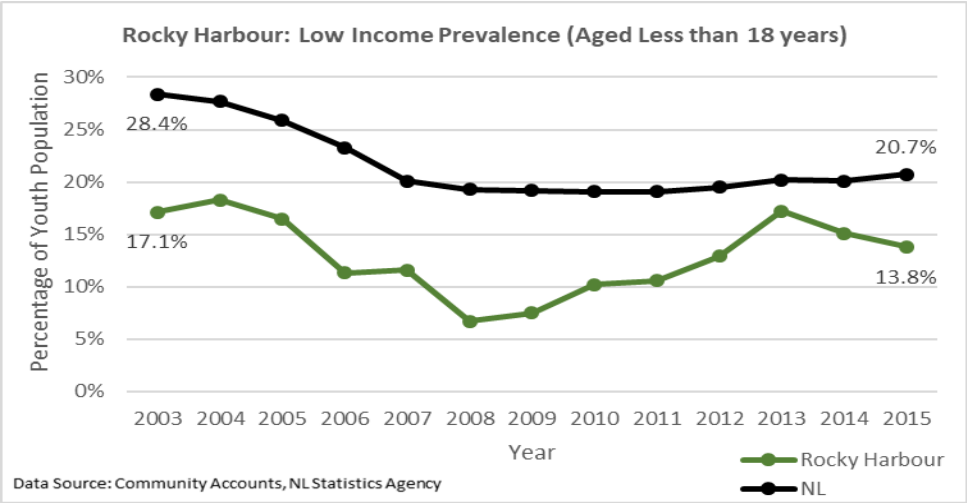
Figure 730: Rocky Harbour - Low-income prevalence



From Figure 731, in 2003, 17.1% of the individuals aged less than 18 years in Rocky Harbour had low income, which was 11.3 percentage points lower than the provincial youth prevalence of

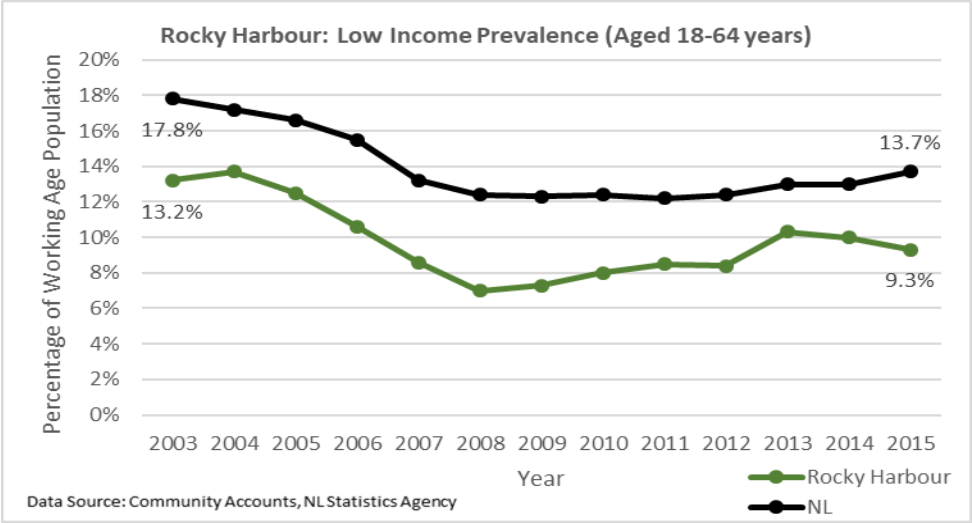
low income. In 2015, 13.8% of the population of individuals aged less than 18 years in Rocky Harbour were classified as living in low income, which was 6.9 percentage points lower than the provincial prevalence of low income among youths.

Figure 731: Rocky Harbour - Youth Low-income prevalence



As shown in Figure 732, in 2003, 13.2% of the population of individuals aged 18 to 64 years in Rocky Harbour were classified as living in low income, which was 4.6 percentage points below the provincial average. In 2015, 9.3% of the working age population in Rocky Harbour had low income, which was 4.4 percentage points lower than the working age prevalence of low income in Newfoundland and Labrador as a whole.

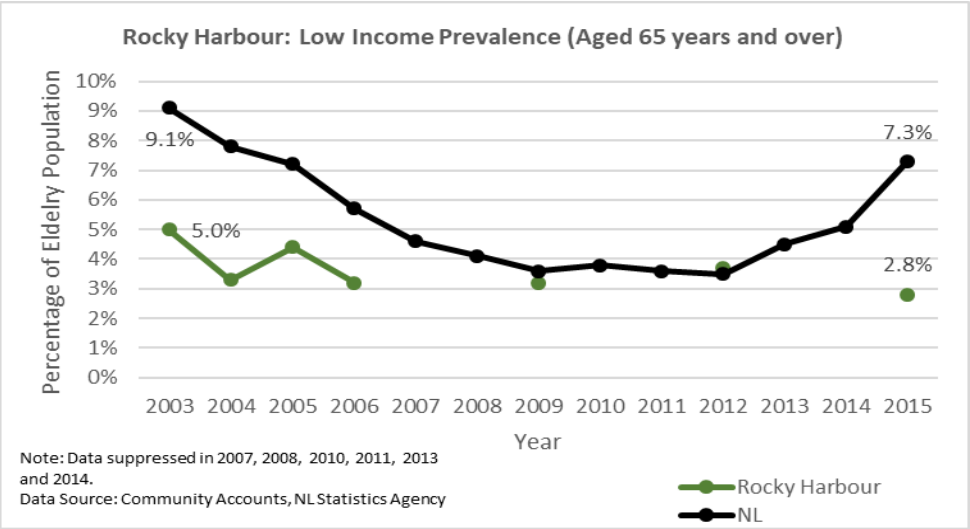
Figure 732: Rocky Harbour - Working Age Low-income prevalence



In 2003, as illustrated in Figure 733, 5% of the population of individuals aged 65 years and over in Rocky Harbour Area were classified as living in low income, which was 4.1 percentage points

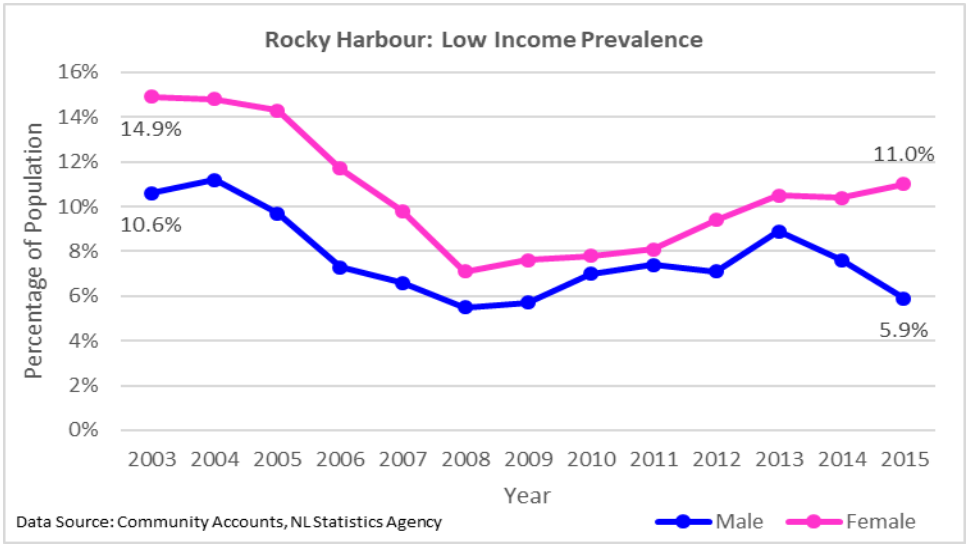
lower than the elderly prevalence of low income in Newfoundland and Labrador. In 2015, 2.8% of the elderly population of Rocky Harbour had low income, which was 4.5 percentage points lower than the provincial average.

Figure 733: Rocky Harbour - Elderly Low-income prevalence



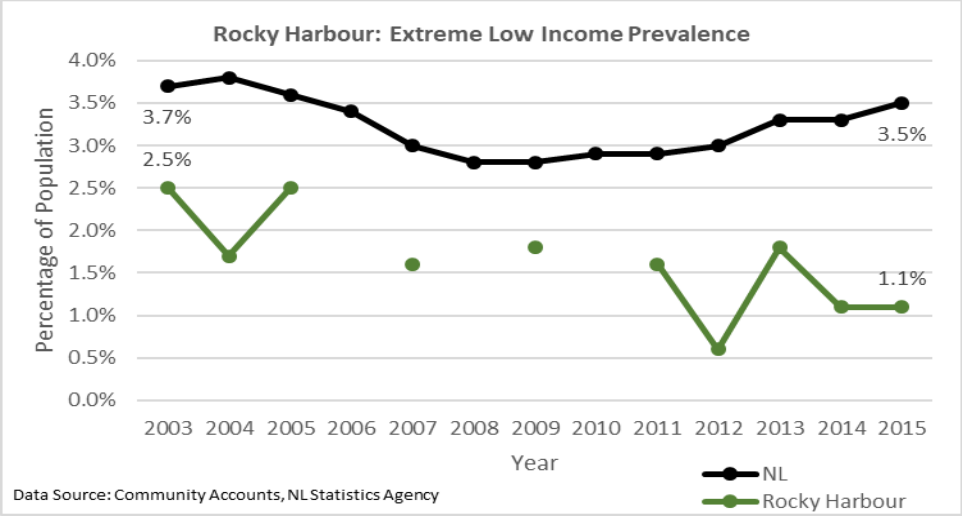
From Figure 734, in Rocky Harbour, 14.9% of females and 10.6% of males had low income in 2003. In 2015, 11% of females and 5.9% of males resided in low income in Rocky Harbour.

Figure 734: Rocky Harbour - Low-income prevalence by Gender



In 2003, as indicated in Figure 735, 2.5% of the population of Rocky Harbour were in extreme low income, which was 1.2 percentage points below the prevalence of extreme low income in Newfoundland and Labrador. In 2015, 1.1% of the population of Rocky Harbour were in extreme low income, which was 2.4 percentage points lower than the provincial average.

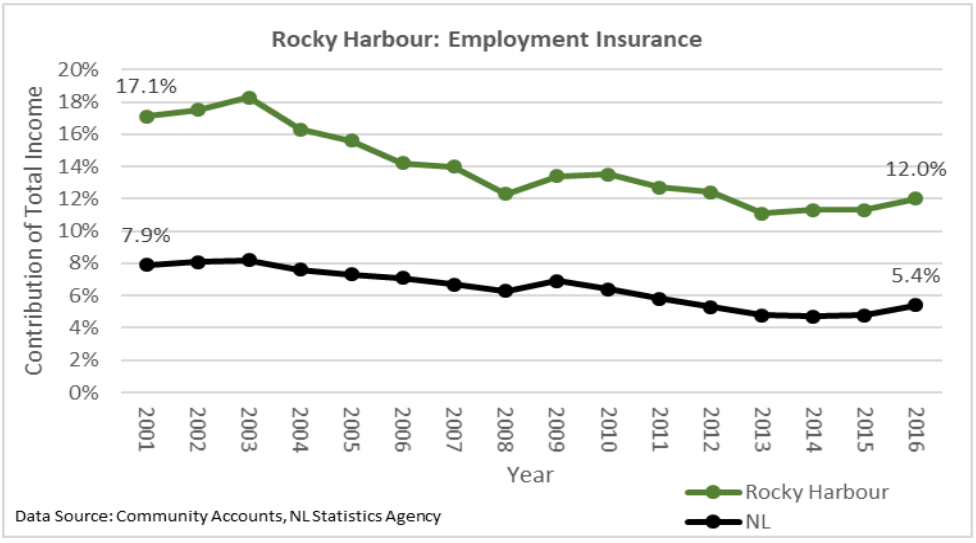
Figure 735: Rocky Harbour - Extreme Low-income prevalence



4.4.9 Transfer Payments

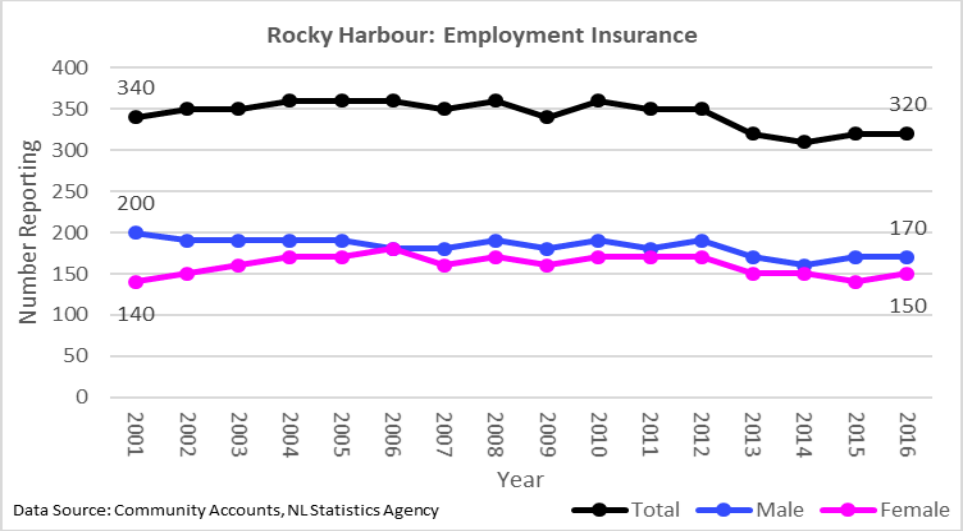
In 2001, as reflected in Figure 736, employment insurance accounted for 17.1% of total income in Rocky Harbour, which was 9.2 percentage points higher than Newfoundland and Labrador. In 2016, employment insurance accounted for 12% of total income in Rocky Harbour, which was 6.6 percentage points higher than the provincial average.

Figure 736: Rocky Harbour - Employment Insurance's Contribution of Total Income



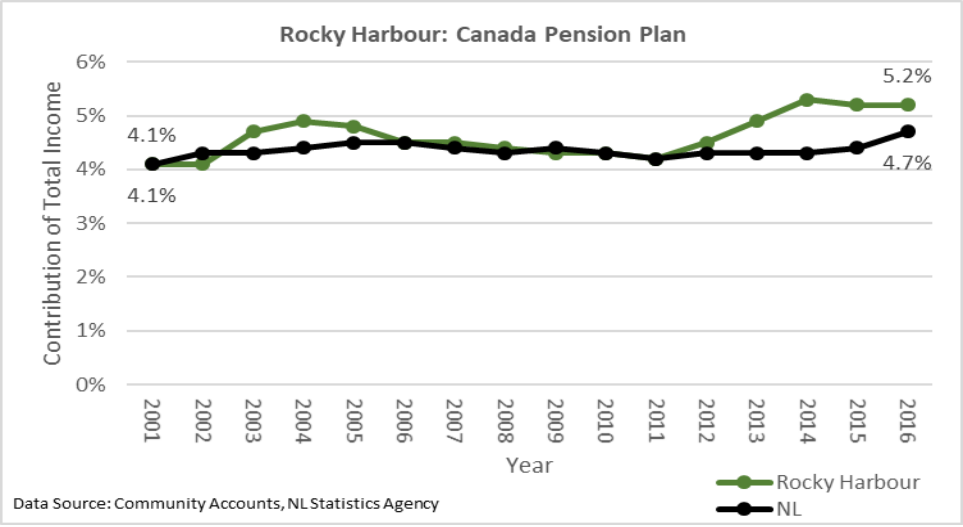
In 2001, there were 200 males and 140 females receiving employment insurance in Rocky Harbour. In 2016, 170 males and 150 females received employment insurance in Rocky Harbour (see Figure 737).

Figure 737: Rocky Harbour - Number Reporting for Transfer Payments



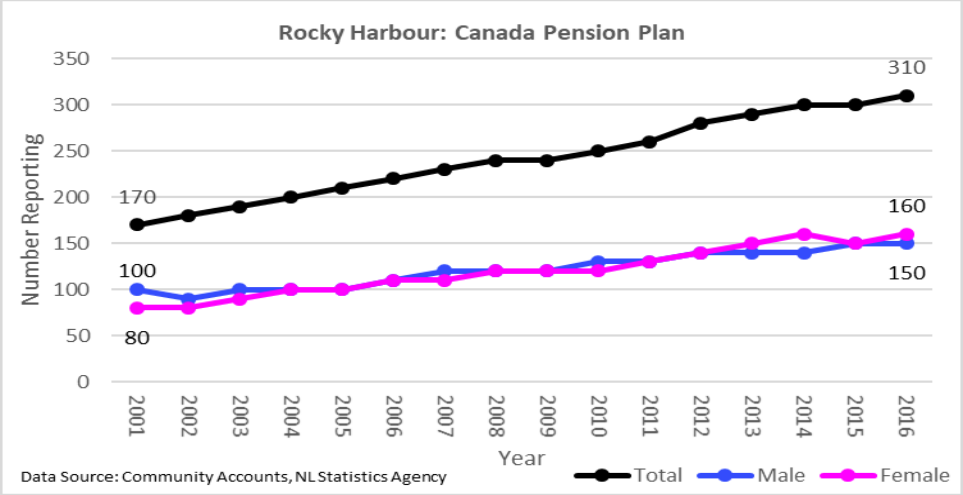
From Figure 738, in 2001, the Canada Pension Plan was responsible for 4.1% of total income in Rocky Harbour, which was equivalent to the Canada Pension Plan's share of total income for Newfoundland and Labrador. In 2016, the Canada Pension Plan accounted for 5.2% of total income in Rocky Harbour, which was 0.5 percentage points above the provincial average.

Figure 738: Rocky Harbour - Canada Pension Plan's Contribution of Total Income



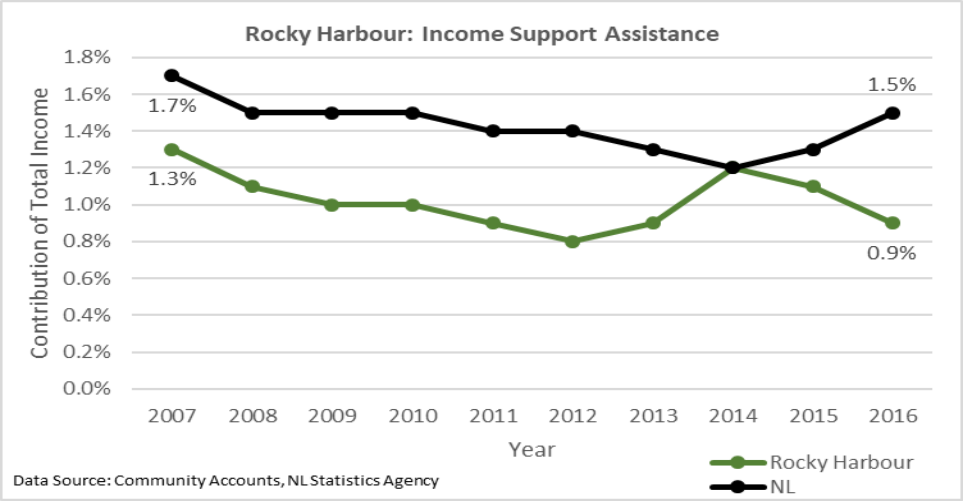
In 2001, there were 100 males and 80 females who received the Canada Pension Plan in Rocky Harbour (see Figure 739). In 2016, there were 160 females and 150 males who received the Canada Pension Plan in Rocky.

Figure 739: Rocky Harbour - Number Reporting for the Canada Pension Plan



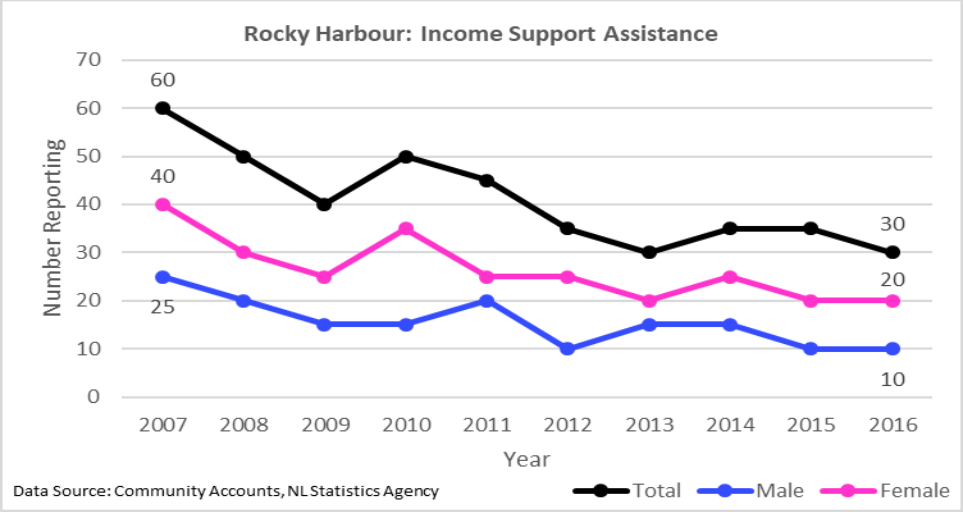
As shown in Figure 740, in 2007, income support assistance accounted for 1.3% of total income in Rocky Harbour, which was 0.4 percentage points below income support assistance's share of total income in Newfoundland and Labrador. In 2016, income support assistance was responsible for 0.9% of total income in Rocky Harbour, which was 0.6 percentage points lower than the provincial average.

Figure 740: Rocky Harbour - Income Support Assistance's Contribution of Total Income



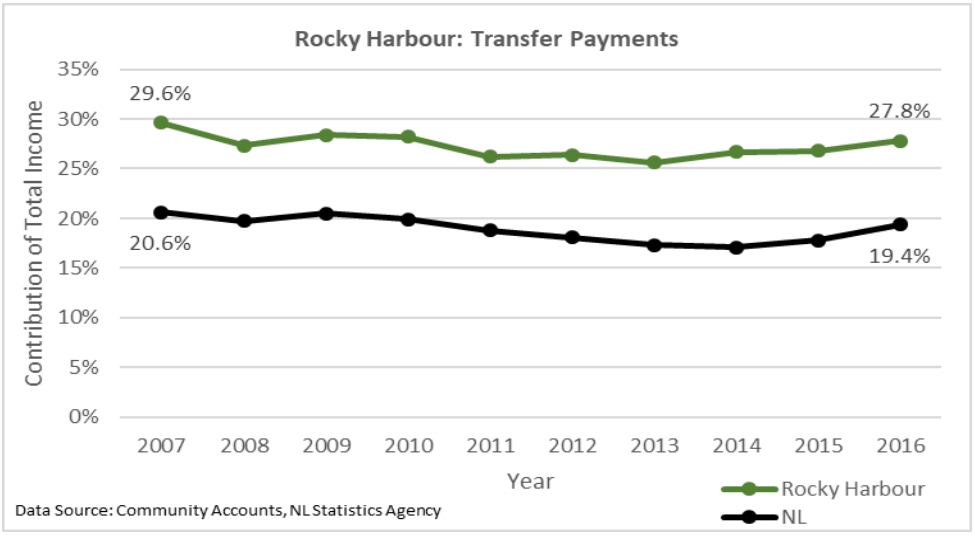
From Figure 741, in 2007, there were 25 males and 40 females who received income support assistance in Rocky Harbour. In 2016, there were 20 females and 10 males receiving income support assistance in Rocky Harbour.

Figure 741: Rocky Harbour - Number Reporting for Income Support Assistance



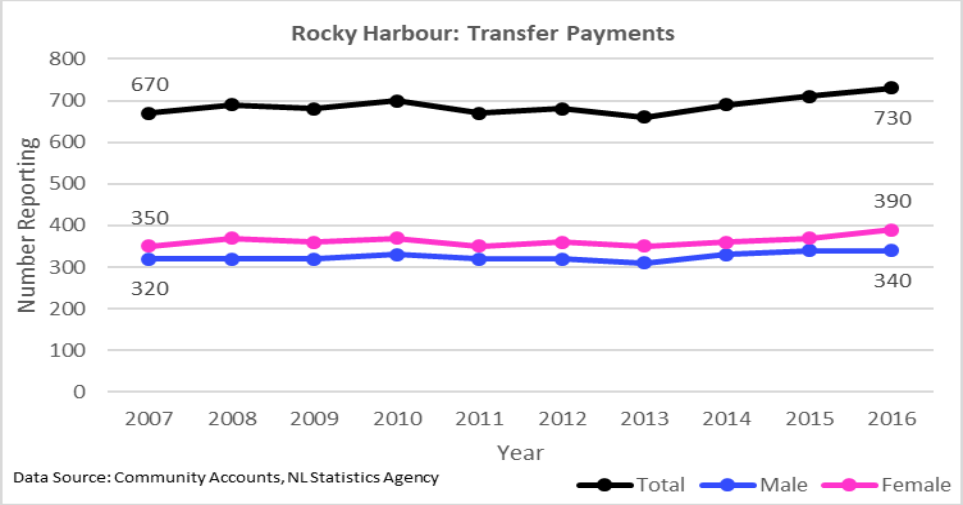
In 2007, as illustrated in Figure 742, transfer payments accounted for 19.6% of total income in Rocky Harbour, which was 9 percentage points higher than transfer payments' share of total income in Newfoundland and Labrador. In 2016, transfer payments were responsible for 17.8% of total income in Rocky Harbour, which was 8.4 percentage points higher than the provincial average.

Figure 742: Rocky Harbour - Transfer Payments' Contribution of Total Income



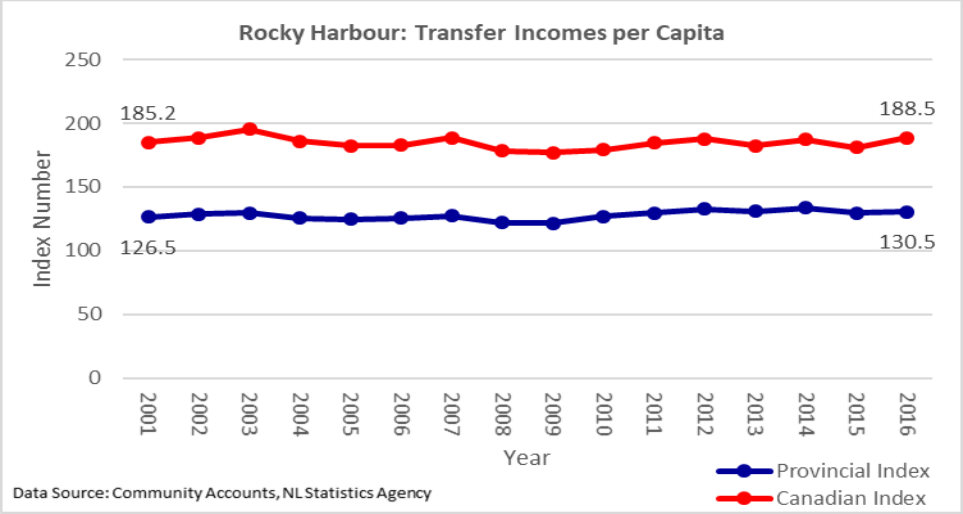
In 2007, as presented in Figure 743, there were 350 females and 320 males receiving transfer payments in Rocky Harbour. In 2016, there were 390 females and 340 males receiving transfer payments in Rocky Harbour.

Figure 743: Rocky Harbour - Number Reporting for Transfer Payments



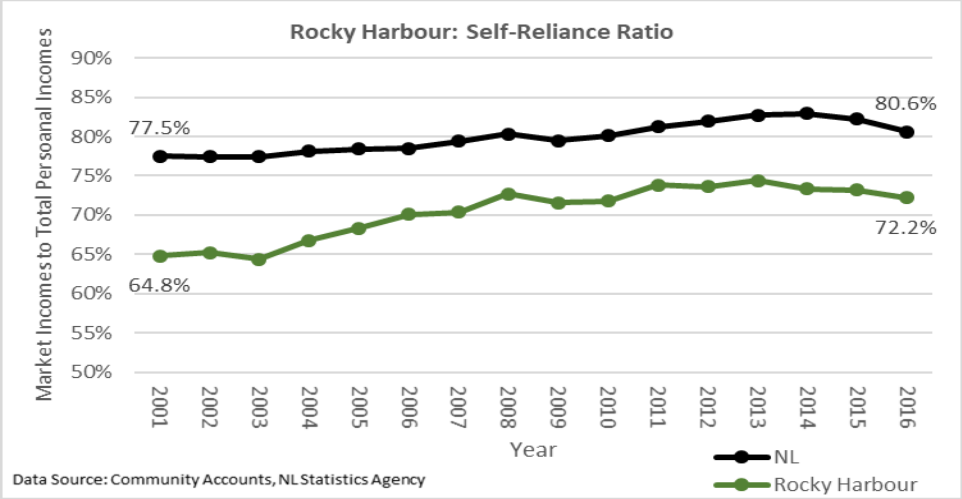
From Figure 744, in 2001, transfer incomes per capita in Rocky Harbour equaled 126.5% of transfer incomes per capita in the province, or 185.2% of total income in Canada. In 2016, transfer incomes per capita in Rocky Harbour amounted to 130.5% of transfer incomes per capita in Newfoundland or Labrador, or 188.5% of transfer incomes per capita in Canada.

Figure 744: Rocky Harbour - Transfer Incomes per Capita



In 2001, as shown in Figure 745, 64.8% of all money flowing into Rocky Harbour originated from market sources, which was 12.7 percentage points lower than that of Newfoundland and Labrador. In 2016, 72.2 cents out of every dollar flowing into Rocky Harbour originated from market sources as the self-reliance ratio of Rocky Harbour was 8.4 percentage points lower than that of Newfoundland and Labrador.

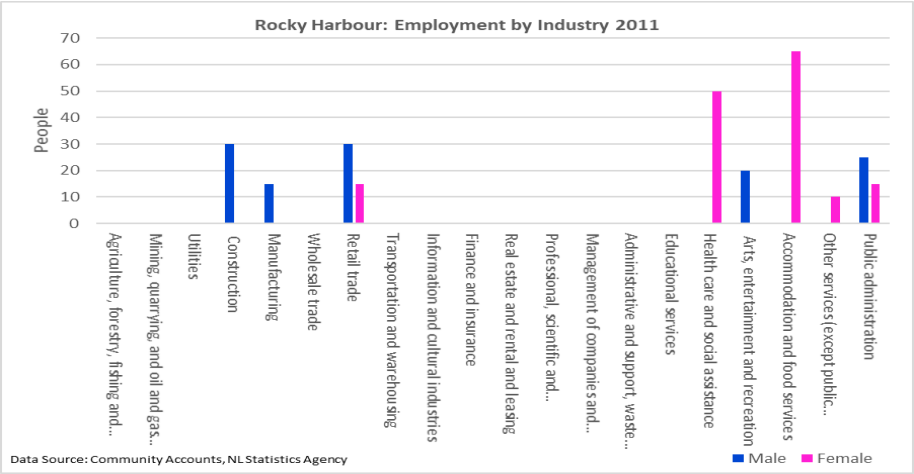
Figure 745: Rocky Harbour - Self-Reliance Ratio



4.4.10 Employment Classification

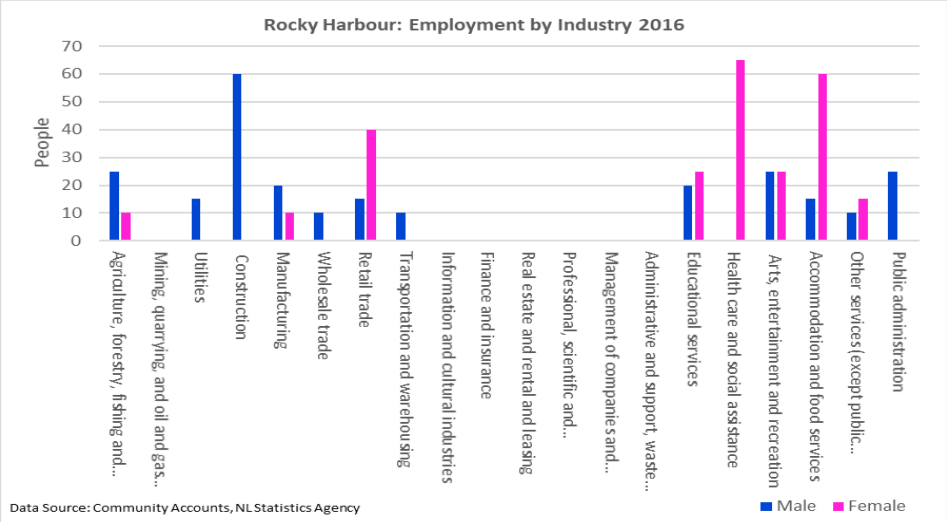
In 2011, the largest employers of males in Rocky Harbour were construction and retail trade, with 30 male workers each (see Figure 746). The next closest industry, public administration, employed 25 males in Rocky Harbour. In 2011, Rocky Harbour's largest employer of women was accommodation and food services, with 65 female workers. The next closest industry in Rocky Harbour was health care and social assistance, with 50 female workers.

Figure 746: Rocky Harbour - Employment by Industry 2011



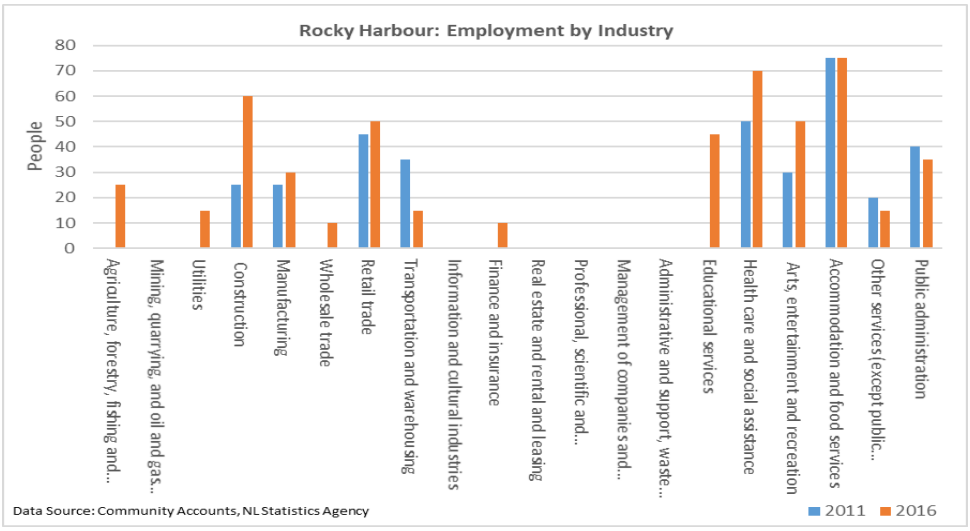
From Figure 747, in 2016, the largest employer of males in Rocky Harbour was the construction industry, with 60 males, while three industries tied for second place with 25 male workers: agriculture, forestry, fishing and hunting, arts, entertainment and recreation, and educational services. In terms of female employment, the leading industry in Rocky Harbour in 2016 was health care and social assistance, with 65 female workers, while the next closest industry was accommodation and food services, with 60 female workers.

Figure 747: Rocky Harbour - Employment by Industry 2016



In 2011, as shown in Figure 748, the industry with the highest level of employment in Rocky Harbour was the accommodation and food services industry, with 75 workers. In 2011, health care and social assistance finished in second place, with 50 workers, while retail trade rounded out the top three, with 45 workers. In 2016, the leading industry in terms of employment in Rocky Harbour was accommodation and food services, with 75 workers. In second place was health care and social assistance, with 70 workers and construction came in third place, with 60 workers. The industry that experienced the largest increase in employment from 2011 to 2016 was construction, with 35 more workers in 2016 than in 2011. Meanwhile, transportation and warehousing experienced the largest drop in employment in Rocky Harbour between 2011 and 2016, with 20 fewer workers in 2016 than it had in 2011.

Figure 748: Rocky Harbour - Employment by Industry by Year

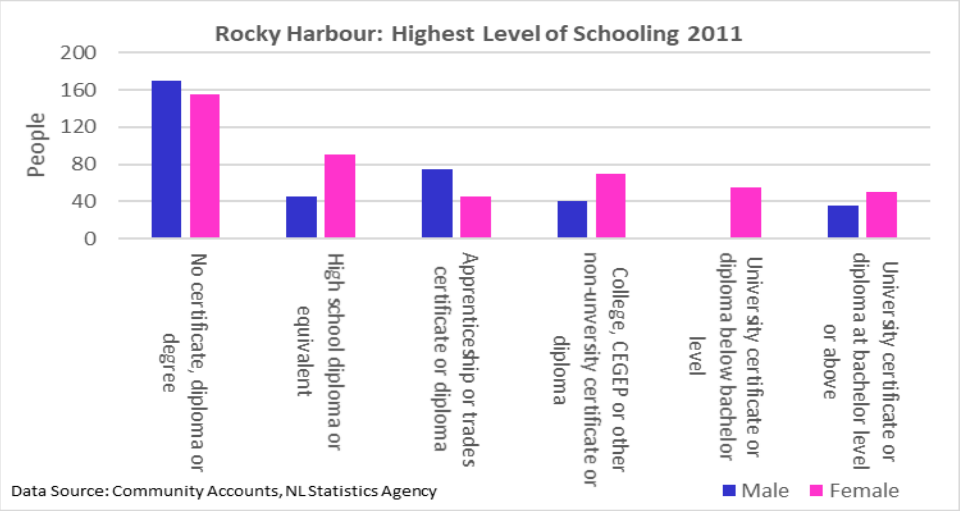


4.4.11 Education

In 2011, there were 15 more males, than females, without a certificate, diploma or degree and there were 45 more females, than males, with a high school diploma as their highest level of education in Rocky Harbour (se Figure 749). There were 30 more males, than females, with an apprenticeship or trades certificate or diploma and there were 30 more females, than males, with a college or other non-university certificate or diploma in Rocky Harbour in 2011. Finally, there were 15 more females, than males, with a university certificate or diploma at the bachelor level or above in Rocky Harbour in 2011.

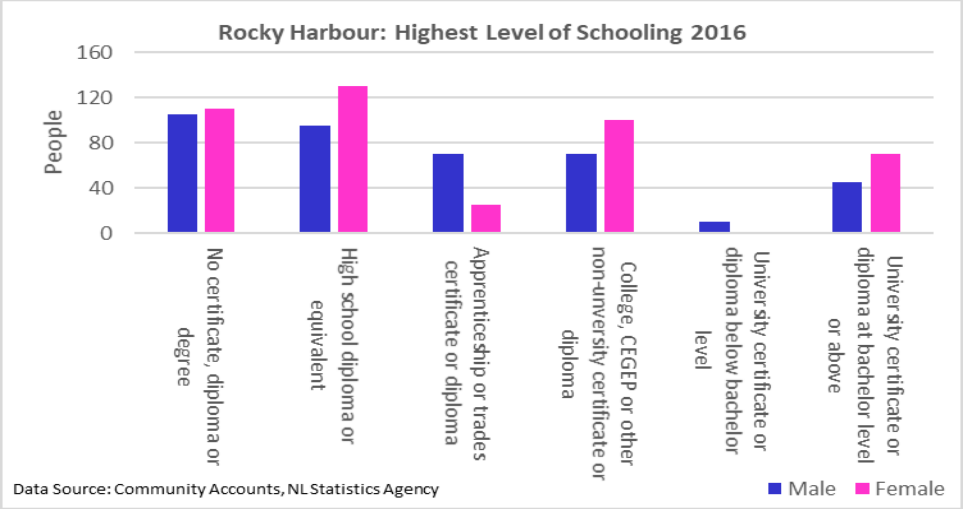
From Figure 750, in 2016, there were 5 more females, than males, without a certificate, diploma or degree and 35 more females, than males, with a high school diploma as their highest level of education in Rocky Harbour. There were 45 more males, than females, with an apprenticeship or trades certificate or diploma and 30 more females, than males, with a college or other non-university certificate or diploma in Rocky Harbour in 2016. Lastly, there were 25 more females, than males, with a university certificate or diploma at the bachelor level or above in Rocky Harbour in 2016.

Figure 749: Rocky Harbour - Highest Level of Schooling 2011



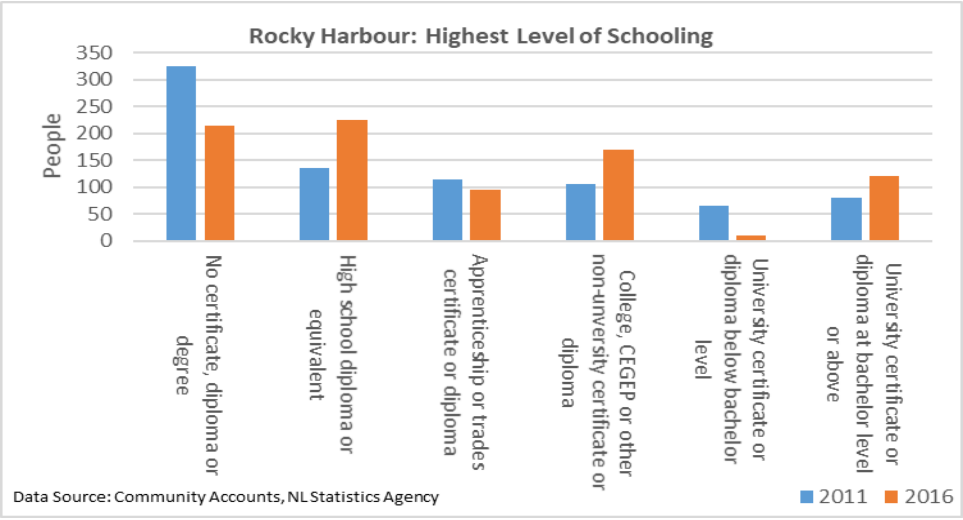
From Figure 750, in 2016, there were 5 more females, than males, without a certificate, diploma or degree and 35 more females, than males, with a high school diploma as their highest level of education in Rocky Harbour. There were 45 more males, than females, with an apprenticeship or trades certificate or diploma and 30 more females, than males, with a college or other non-university certificate or diploma in Rocky Harbour in 2016. Lastly, there were 25 more females, than males, with a university certificate or diploma at the bachelor level or above in Rocky Harbour in 2016.

Figure 750: Rocky Harbour - Highest Level of Schooling 2016



In Rocky Harbour, as shown in Figure 751, the number of people without a certificate, diploma or degree declined by 110 individuals; the number of individuals with a high school diploma as their highest level of education increased by 90 individuals; the number of people with an apprenticeship or trades certificate or diploma decreased by 20 individuals; the number of people with a college or other non-university certificate or diploma increased by 65 individuals; and the number of people with a university certificate at the bachelor level or above increased by 40 individuals between 2011 and 2016.

Figure 751: Rocky Harbour - Highest Level of Schooling by Year

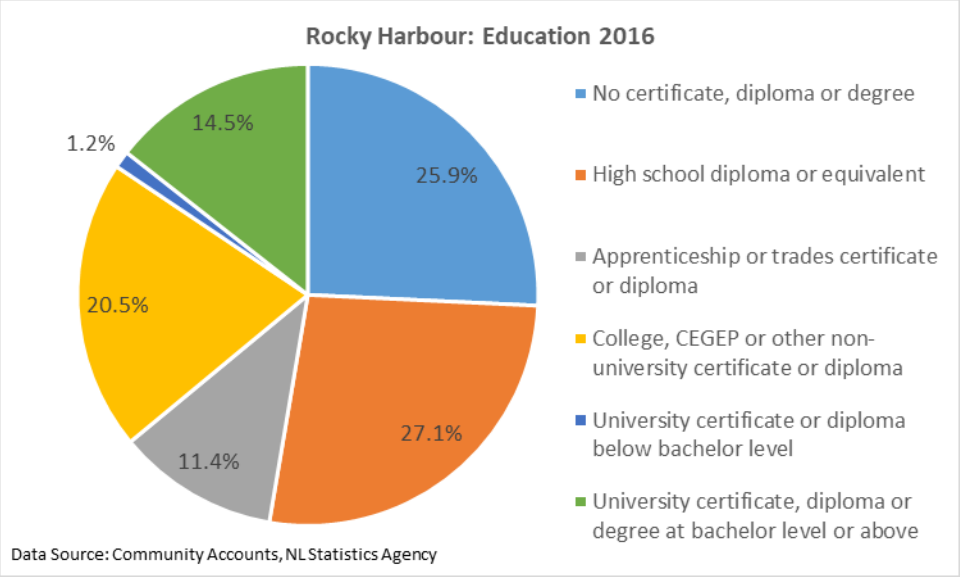


From Figure 752, in 2016, of the population of Rocky Harbour aged 15 years and older: 25.9% held no certificate, diploma or degree (which was 2.5 percentage points higher than the provincial average); 27.1% held a high school diploma as their highest level of education (which was 2.1 percentage points higher than the provincial average); 11.4% held an apprenticeship or

trades certificate or diploma (which was 0.1 percentage points higher than the provincial average); 20.5% held a college or other non-university certificate or diploma (which was 2.6 percentage points less than the provincial average); 1.2% of the population held a university certificate or diploma below the bachelor level (which was 1.2 percentage points less than the provincial average); and 14.5% of the population held a university certificate, diploma or degree at the bachelor level or higher (which was only 0.3 percentage points less than the provincial average).

While Rocky Harbour had a slightly larger share of its population that did not graduate high school or had high school as their highest level of schooling than the provincial average and had a slightly smaller population share with secondary schooling than the provincial average, it did have the highest share of its population with a university certificate at the bachelor level or above and the second lowest population share with no certificate, diploma or degree of the two Economic Zones, eight Local Areas and four largest communities in the Northern Peninsula region.

Figure 752: Rocky Harbour - Population Shares by Education



4.4.12 Summary

Rocky Harbour is the fourth most populated community in the Northern Peninsula region. It lost 31% of its population between 1996 and 2016, which was the largest amount of population loss over that period of the four largest communities in the Northern Peninsula region. Of the four largest communities in the Northern Peninsula region, Rocky Harbour has the second lowest total birth rate, the highest levels of net out-migration, and the second highest amount of population loss in 2015 as its population declined by 20 people in that year. Although Rocky Harbour has the highest median age of the four largest communities in the Northern Peninsula

region, its demographics look quite good relative to the other large communities in the region: it had the highest working age population share, the lowest elderly population share and the lowest age dependency ratio of those four communities in 2016. It is important to note, however, that Rocky Harbour's elderly population share and its age dependency ratio are both below the provincial average. It was the only one of the four largest communities in the Northern Peninsula region to boast a working age population share in 2016 that was larger than that of Newfoundland and Labrador.

As well, Rocky Harbour had the highest unemployment rate, the second lowest employment rate and the second highest participation rate of the four largest communities in the Northern Peninsula region in 2016. In fact, Rocky Harbour's unemployment rate was over double the unemployment rate of Newfoundland and Labardor in 2016. Despite its relatively high participation rate (which was higher than the provincial average in 2016), Rocky Harbour has a relatively poor job market, even for the standards of the Northern Peninsula region. Despite some poor labour force statistics, Rocky Harbour does boast some decent income statistics; of the four largest communities in the Northern Peninsula region, Rocky Harbour has the second highest median income, the second lowest median income gender pay gap, the second highest levels of real disposable income per capita and ties for the lowest prevalence of low income. However, Rocky Harbour's median income and its levels of real disposable income per capita are both below that of the province. In addition, Rocky Harbour has the highest share of its total income originating from employment insurance, the second highest share of its total income originating from transfer payments and the second lowest self-reliance ratio of the four largest communities in the Northern Peninsula region. While Rocky Harbour's education levels are below that of Deer Lake and St. Anthony, it does have the highest population share of individuals with a university certificate, diploma or degree at the bachelor level or higher of the four largest communities in the Northern Peninsula region. Nonetheless, it also has the second highest population share of individuals with just a high school diploma; the second lowest share of individuals with an apprenticeship or trades certificate or diploma; the second lowest share of individuals with a college diploma; and the second lowest population share of individuals with a postsecondary education in general.

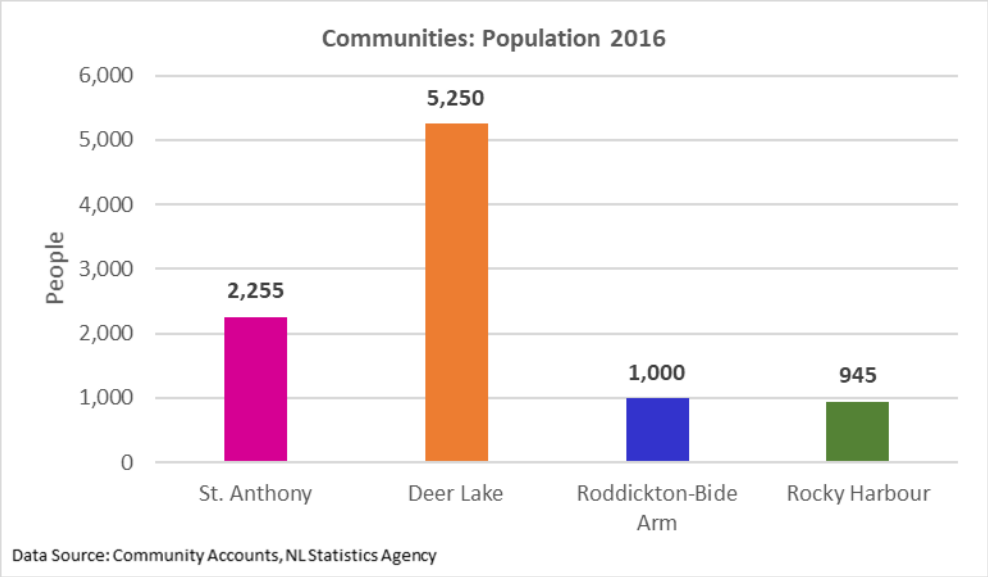
In sum, Rocky Harbour can be characterized by a region that has a favourable median income, relatively equal pay among both genders, a good standard of living and good demographics (all relative to the standards of the Northern Peninsula region). Yet, Rocky Harbour can also be characterized by a plethora of less pleasant statistics: large amounts of out-migration and population loss; a very high median age; a low self-reliance ratio; a high reliance on transfer payments and employment insurance; an arguably poor level of education among its population; a low employment rate; and a high unemployment rate. Rocky Harbour possesses some good demographics and income statistics relative to other large communities in the

Northern Peninsula region, it is impossible to overlook its inability to provide income through market sources along with its high amounts of out-migration and population loss. Like Hawke's Bay-Port au Choix Area, Rocky Harbour has potential, but it fails to be realized due to a very high unemployment rate, a population with a low level of education for the most part and a high reliance on government transfers, especially employment insurance.

4.5 Comparison of Communities

4.5.1 Population

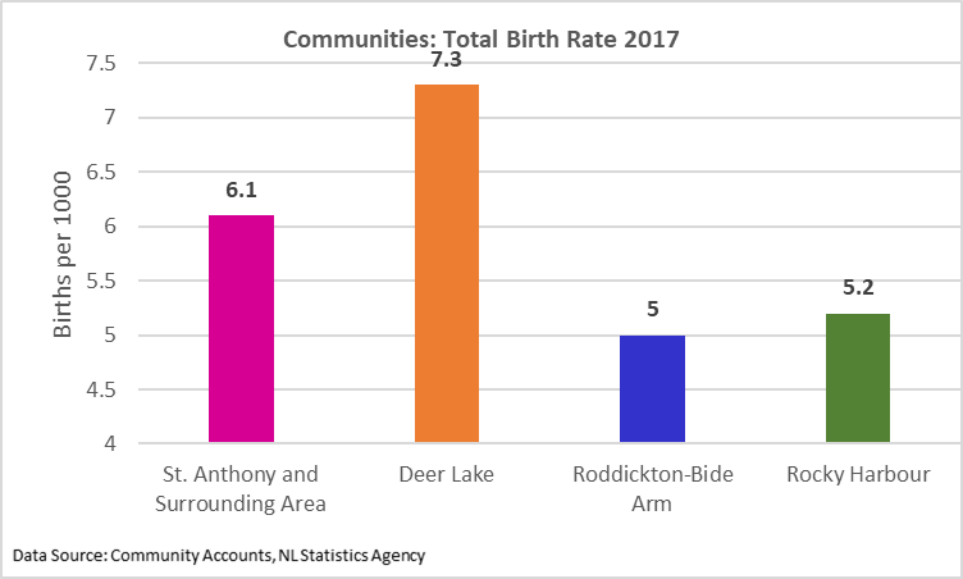
Figure 753: Comparison of Communities - Population



As Figure 753 illustrates the largest community on the Northern Peninsula region in 2016 was Deer Lake (5,250 people), followed by St. Anthony (2,255 people), Roddickton-Bide Arm (1,000 people) and Rocky Harbour (945 people). There were only three communities in the Northern Peninsula region with at least 1,000 people in 2016: Deer Lake, St. Anthony and Roddickton-Bide Arm.

4.5.2 Births

Figure 754: Comparison of Communities - Total Birth Rate



From Figure 754, in 2017, Deer Lake had the highest total birth rate of the four largest communities in the Northern Peninsula area, equaling 7.3 births per 1,000. Roddickton-Bide Arm's total birth rate, equal to 5.0 births per 1,000, was the lowest total birth rate of the four largest communities in the Northern Peninsula area. St. Paul's had the highest total birth rate in the Northern Peninsula region in 2017, equal to 19.2 births per 1,000[3].

4.5.3 Population Change

In 2015, residual net migration equaled minus 10 in St. Anthony and its surrounding area, positive 50 in Deer Lake, positive 20 in Roddickton-Bide Arm, and minus 20 in Rocky Harbour (see Figure 755). There was net out-migration in both Rocky Harbour and St. Anthony and its surrounding area in 2015, while there was net in-migration in Deer Lake and Roddickton-Bide Arm. As well, Deer Lake had a higher amount of net in-migration in 2015 than any other community in the Northern Peninsula region. Rocky Harbour had the largest amount of out-migration in 2015 of the four largest communities in the Northern Peninsula region. Norris Point had the largest amount of out-migration of all communities in the Northern Peninsula region with a net out-migration of 30 individuals[4].

[3] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXIyM#_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXIyMUpXAlr2Js57EjsywyoOlr7GXjmxeh2d3x8SpkHOJm7NPq7ezurmem4.grqyumKW2oqySjrK6up6Owpg_

[4] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXIqF#_=0bfAjIydpaWrnbSTh5-

Figure 755: Comparison of Communities - Residual Net Migration

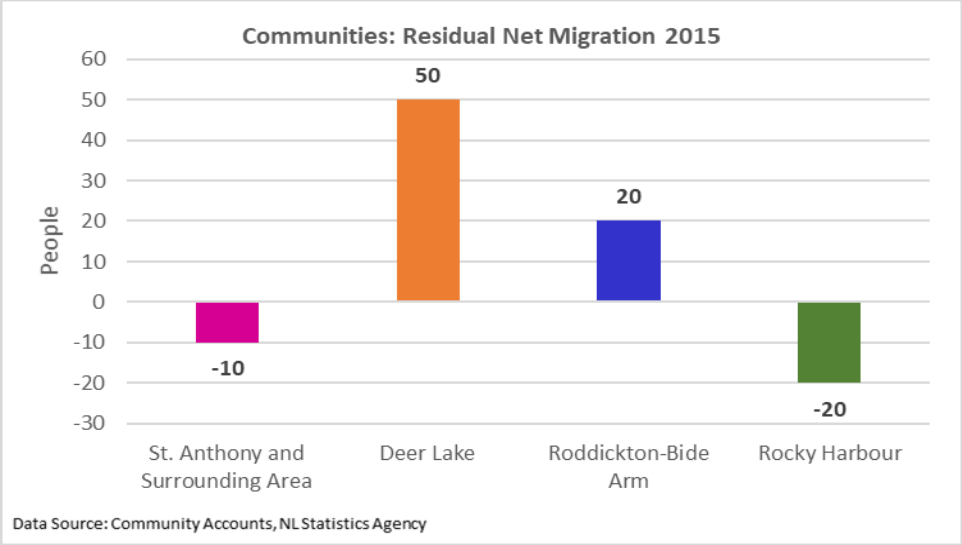
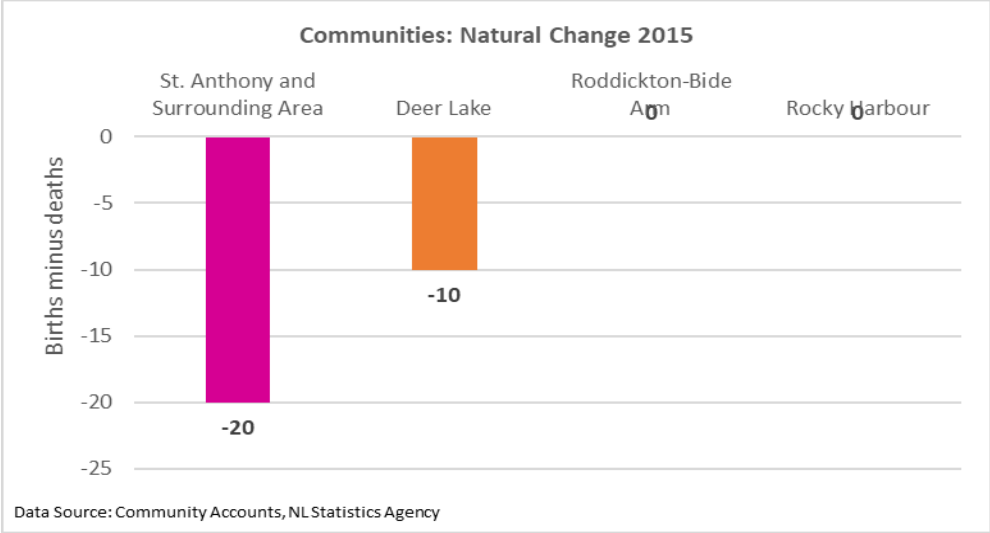


Figure 756: Comparison of Communities - Natural Change

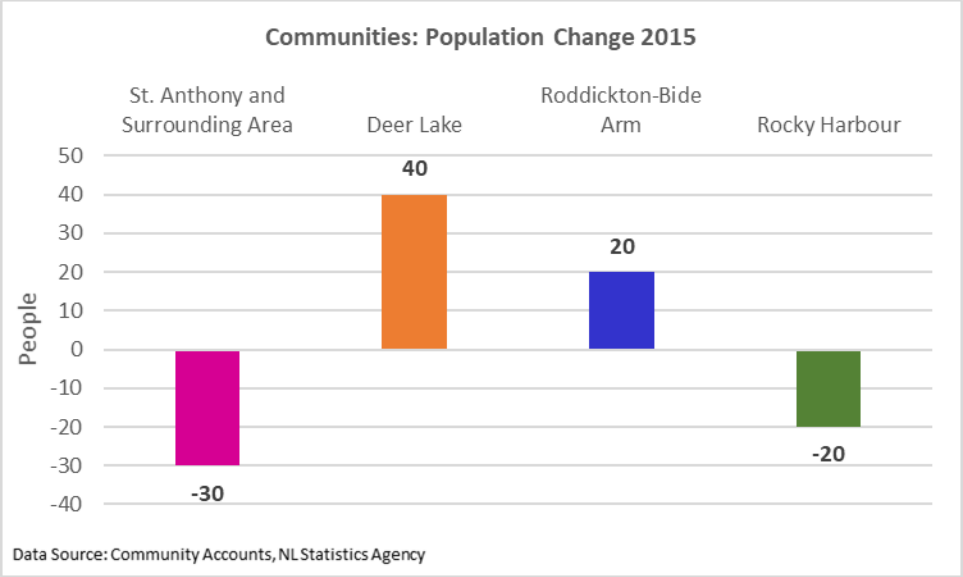


From Figure 756, the natural change in 2015 equaled minus 20 in St. Anthony, minus 10 in Deer Lake, with no change in both Roddickton-Bide Arm and Rocky Harbour. St. Anthony had the highest natural change of all communities in the Northern Peninsula region, as there were 25 more deaths than births. Pollard's Point was the only community with a positive natural change in the Northern Peninsula region, with 5 more births than deaths in the community in 2015[5].

FvJxrgmiWlb7NqpODvZyxXIqFUpXAltSVrpTNjr..u9FSw7WGw3dghmGGhsaanZ1jj7WWW8yiwLyUmsZ7s5uupbilrZeWnaO9qpGdwrC5s7Gjspe.xcWzvo6ojZyslQ__

[5] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXIqF#_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXIqFUpXAltSVrpTNjr..u9FSw7WGw3dghmGGhsaanZ1jj7WWW8yiwLyUmsZ7s5uupbilrZeWnaO9qpGdwrC5s7Gjspe.xcWzvo6ojZyslQ__

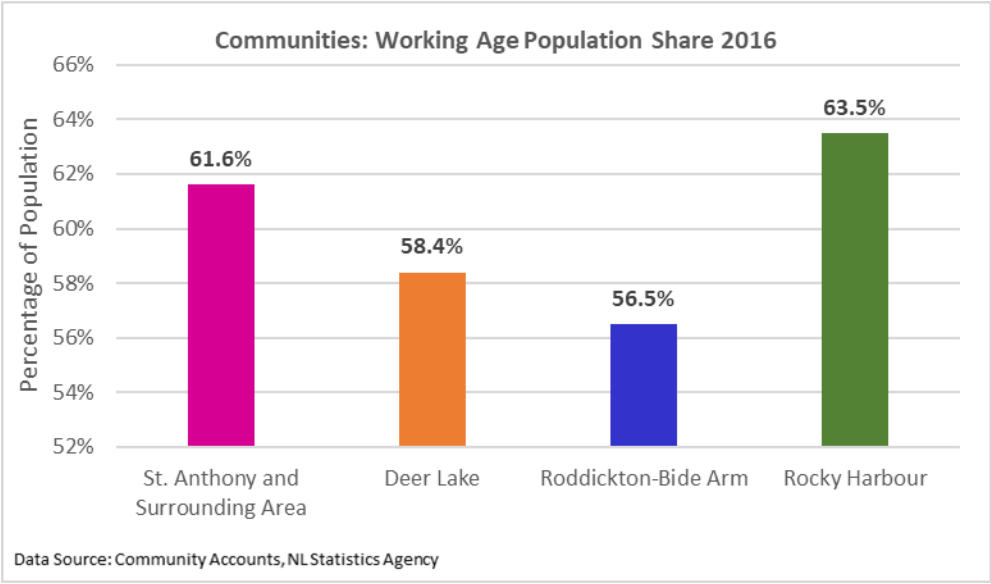
Figure 757: Comparison of Communities - Population Change



St. Anthony and its surrounding area, as illustrated in Figure 757, experienced the largest amount of population loss in 2015, as the population declined by 30 individuals from its 2014 levels and Deer Lake experienced the largest amount of population growth, as it its population increased by 40 individuals from its 2014 levels.

4.5.4 Population Characteristics

Figure 758: Comparison of Communities: Working Age Population Share



In 2016, Rocky Harbour, with 63.5%, had the largest working age population share of the four largest communities in the Northern Peninsula region and Roddickton-Bide Arm, with 56.5%, had the lowest working age population share (see Figure 758). Castor River, with 70.2%, had

the largest working age population share of all communities in the Northern Peninsula.[6] [7] Main Brook had the lowest working age population share of all communities in the Northern Peninsula region in that only 51% of its population were aged 18 to 64 years of age[8].

Figure 759: Comparison of Communities - Elderly Population Share

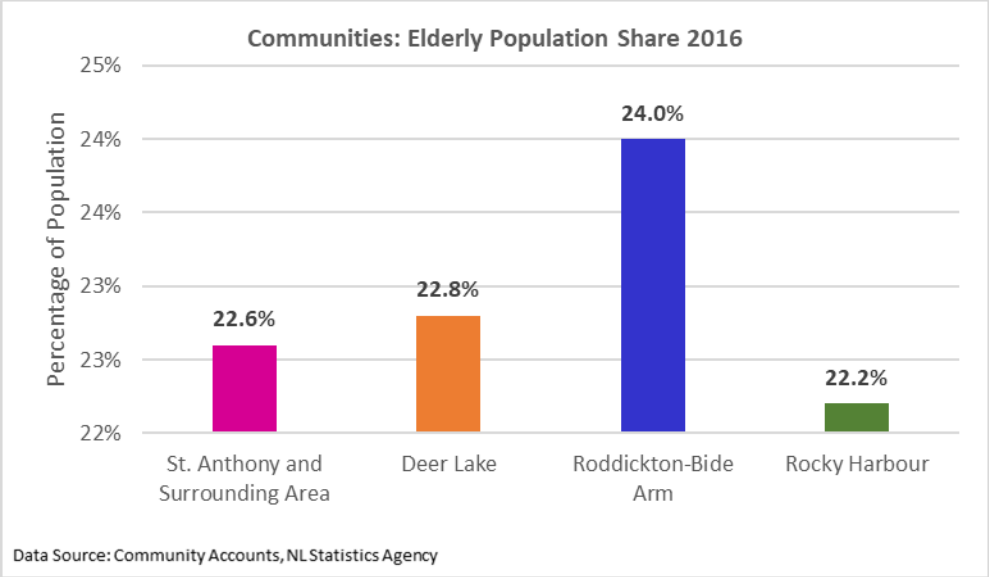
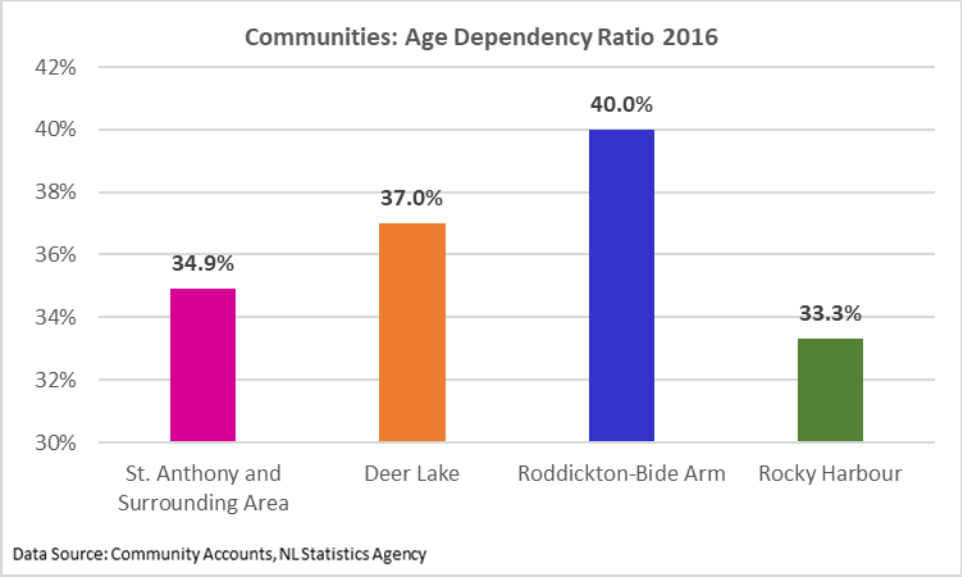


Figure reflects that in 2016, Roddickton-Bide Arm (24%) had the largest elderly population share of the four largest communities in the Northern Peninsula region and Rocky Harbour (22.2%) had the lowest elderly population share. Bartlett's Harbour (7.7%) had the lowest elderly population share of all communities in the Northern Peninsula region and Cook's Harbour (38.2%) had the largest elderly population share of all communities in the Northern Peninsula region.[6] [8]

Of the four largest communities in the Northern Peninsula region, Roddickton-Bide Arm (40%) exhibited the largest age dependency ratio, while Rocky Harbour (33.3%) had the lowest age dependency ratio (see Figure 760). Cook's Harbour (68.4%) represented the highest age dependency ratio of all communities in the Northern Peninsula region in 2016 and Castor River, with 30%, had the lowest age dependency ratio in the Northern Peninsula region in 2016[7].

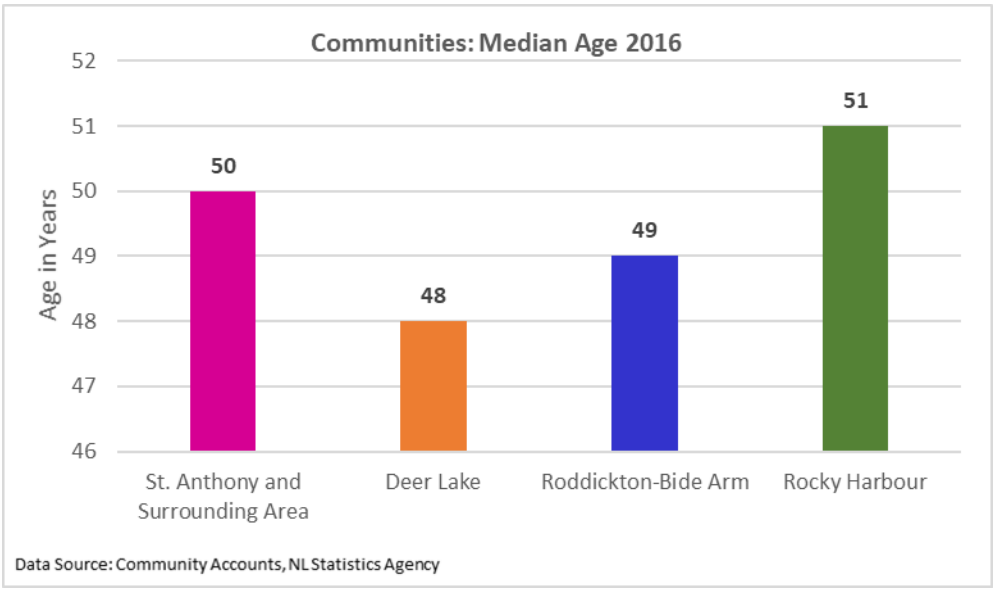
[6] This excludes Howley since Howley's working age population share and its elderly population share sum to more than 100 percent.
[7] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODyp.znos_#_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODyp.znot5pZa7y5dYcGCUTsCwxMGRvI15wK6Pwla4xdOcZqKHnmyflsitt8OfZL.jqaObnqWlqJ2pn6W9qJWY0ZN4hp1wgrTAxcO3tpO1jWRspI6Ktp.hm8SvnqCar5SewLI_
[8] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqF#_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqFUpXAltSVrpTNjr..u9FSw7WGw3dghmGHhsaal5qLnoN9pMqiunaSjMalgp2pnWy6oqqZmLO-gp2PwZ2ovJ2btZ3M0LbGtIqvoo1oYIxZhbytm8atlaqvnGlf06TFoomosp2etKWSwLiXyJ4_

Figure 760: Comparison of Communities - Age Dependency Ratio



From Figure 761, in 2016, Rocky Harbour had the oldest median age. It also had the highest working age population percentage, the lowest elderly population percentage, and the lowest age dependency ratio. Deer Lake, with 48 years of age, had the lowest median age of the four largest communities in the Northern Peninsula region. Deer Lake, Roddickton-Bide Arm, Rocky Harbour and St. Anthony had median ages in 2016 that were all higher than the median age of Newfoundland and Labrador. Howley (61 years) and Green Island Brook (60 years) had the highest median ages of any community in the Northern Peninsula region in 2016. Anchor's Point (44 years) and Bartlett's Harbour (46 years) were the only communities in the Northern Peninsula region with median ages less than or equal to Newfoundland and Labrador[8].

Figure 761: Comparison of Communities - Median Age



4.5.5 Labour Force

Figure 762: Comparison of Communities - Unemployment Rate

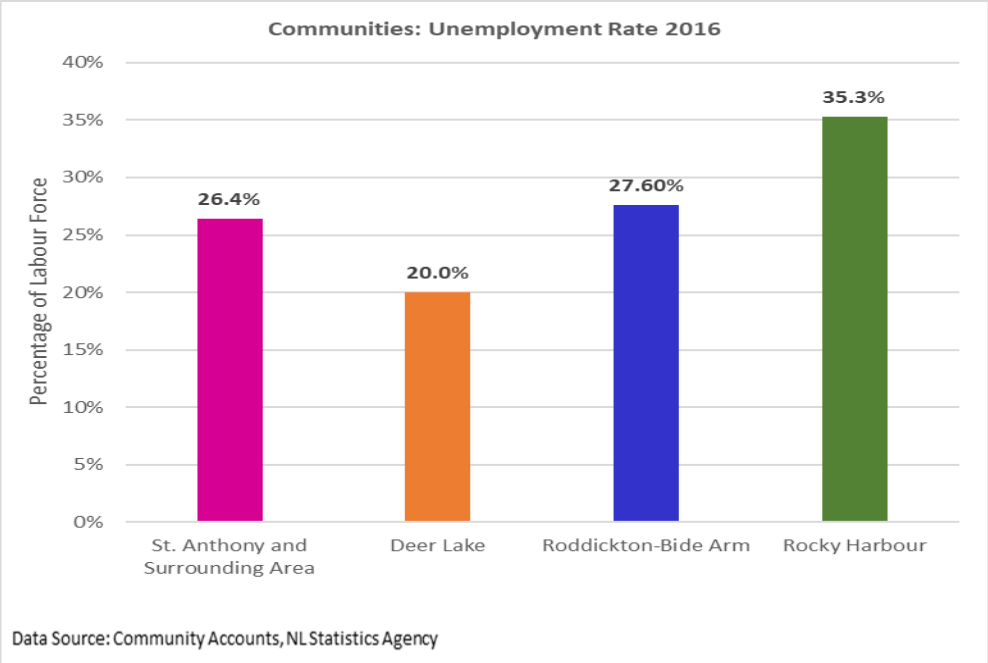
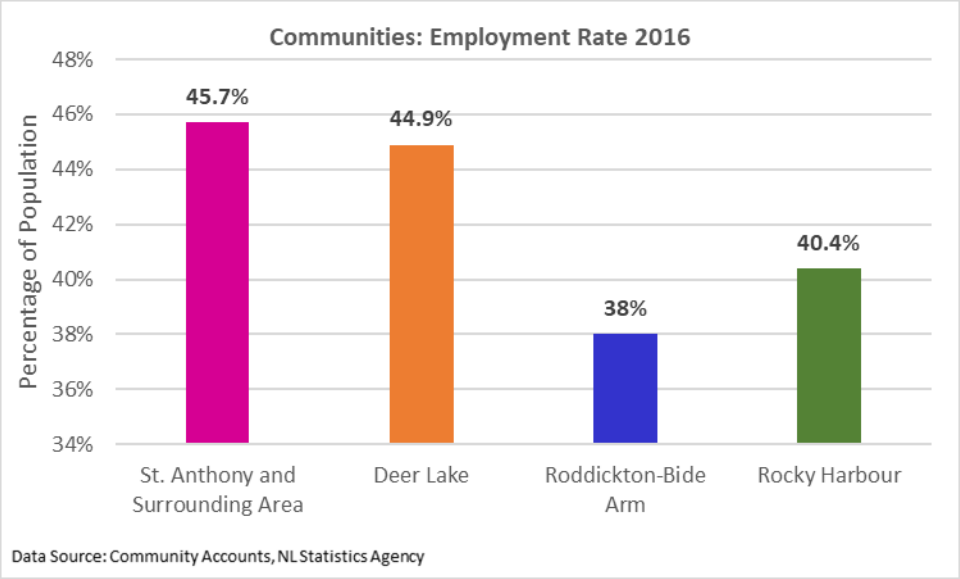


Figure 762 reflects that in 2016, Rocky Harbour had the highest unemployment rate of the four largest communities in the Northern Peninsula region, equal to 35.3% of its labour force. Deer Lake (20%) had the lowest unemployment rate, but it was 4.4 percentage points higher than the provincial unemployment rate. Anchor Point had the highest unemployment rate of all communities in the Northern Peninsula region in 2016: equal to 61.5% of its labour force.[9]

As illustrated in Figure 763, St. Anthony and its surrounding area (45.7%) had the highest employment rate of the four largest communities in the Northern Peninsula region. Roddickton-Bide Arm's employment rate (38%) was the lowest employment rate of the four largest communities in the Northern Peninsula region. Hawke's Bay's employment rate (48.1%),[9] was the highest employment rate of all communities in the Northern Peninsula region. Moreover, Green Island Brook (21.7%) had the lowest employment rate of all communities in the Northern Peninsula region in 2016.[9]

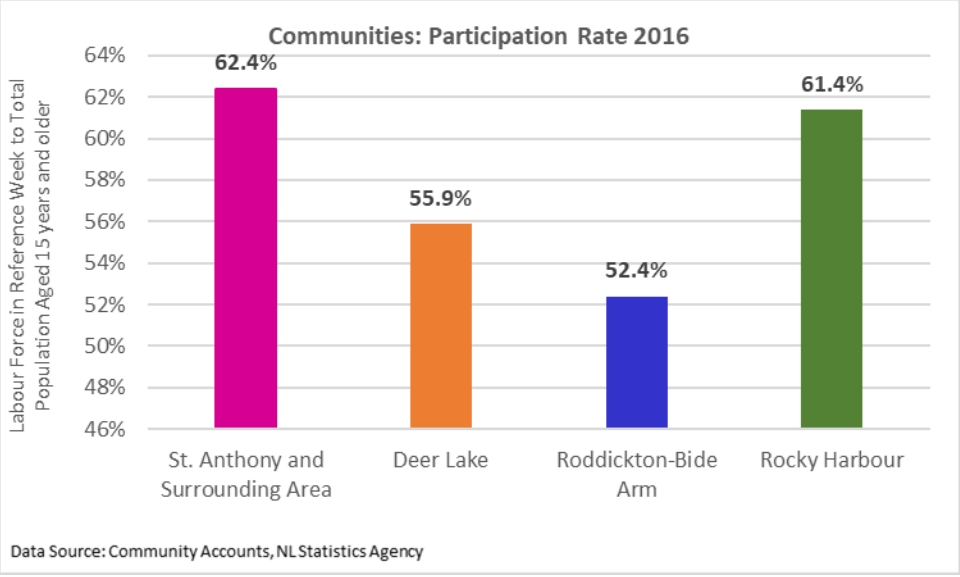
[9] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY17iA__#_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY17iIOQsI2fwKiTxZa308SpT52LmqqOp5OVvcSMk3i3qpusbXh0cm5TkKewgqSZ0ZWzdKWfwp.Nw8DBd5uioJqgm6FgwaGvqrO8kbCguZiXx6LQnp6pyaKnq66jrcmE05Q_

Figure 763: Comparison of Communities - Employment Rate



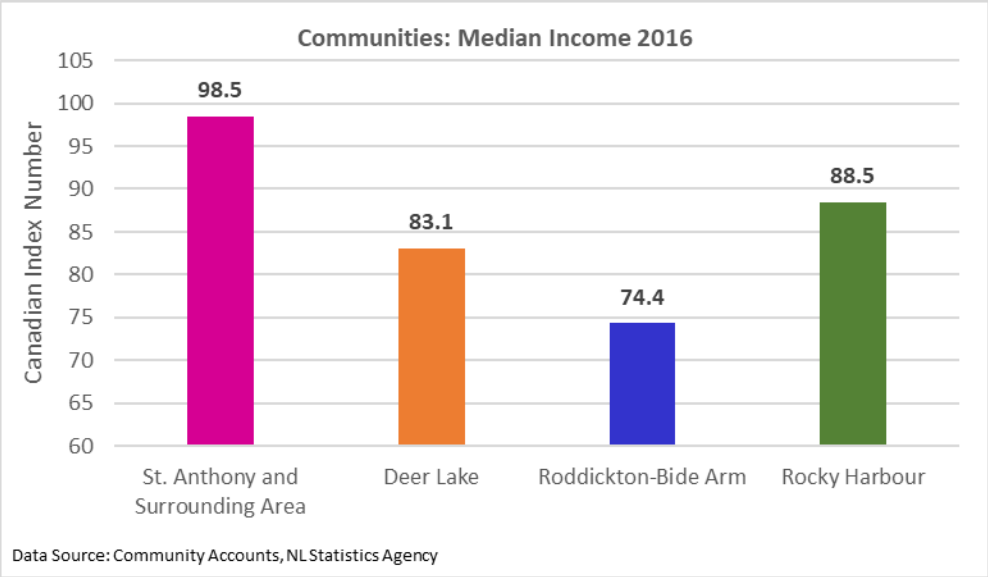
Of the four largest communities in the Northern Peninsula region, St. Anthony and its surrounding area (62.4%) had the highest participation rate, while Roddickton-Bide Arm (52.4%) had the lowest participation rate (see Figure 764). Of all communities in the Northern Peninsula region, Anchor Point (66.1%) had the highest participation rate, while Sop's Arm (39.4%) had the lowest participation rate.[9]

Figure 764: Comparison of Communities - Participation Rate



4.5.6 Income

Figure 765: Comparison of Communities - Median Income



From Figure 765, in 2016, St. Anthony, with $33,900, had the highest median income of the four largest communities relative to Canada (98.5%). Roddickton-Bide Arm, with $25,600, had the lowest median in 2016 relative to Canada (74.4%). Of all communities in the Northern Peninsula region, Anchor Point had the highest median income, equal to $35,700, while Pollard's Point had the lowest median income, equal to just $20,100[10].

In 2016, as reflected in Figure 766, Deer Lake had the highest median income of males, equal to $38,600, while Roddickton-Bide Arm had the lowest median income of males, equal to just $31,000 of the four largest communities in the Northern Peninsula region. Roddickton-Bide Arm also had the lowest median income among females of the four largest communities in the Northern Peninsula region, equal to just $20,800. However, St. Anthony and its surrounding area had the highest median income of females of those four communities: equal to $31,200. In fact, the median income of females in St. Anthony and its surrounding area was higher than the median income of males in Roddickton-Bide Arm. The community, of those four, that experienced the largest amount of inequality between the pay levels of both genders was Deer Lake as the median income of males was $15,900 higher than that of females. Meanwhile, St. Anthony and its surrounding area experienced the most equal levels of pay between males and

[10] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WIw_#_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WIx5kJeX08mUpZ7EjsywyoOlr7GXjmxeh2Z3x8SpkHOJm7NPq7ezurmem4.xt6y2mbSnrqypmK6utZme2Z21saGjwrTCxLrEtKGzkpeni4yTug__

females of the four largest communities in the Northern Peninsula region as the median income of males was $6,200 higher than that of females.

Figure 766: Comparison of Communities: Median Income by Gender

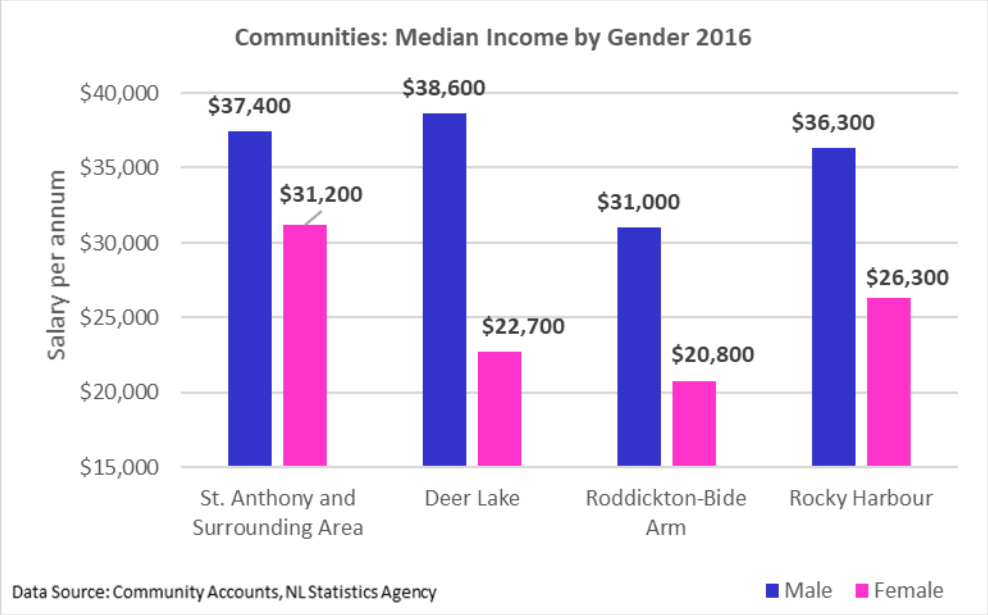
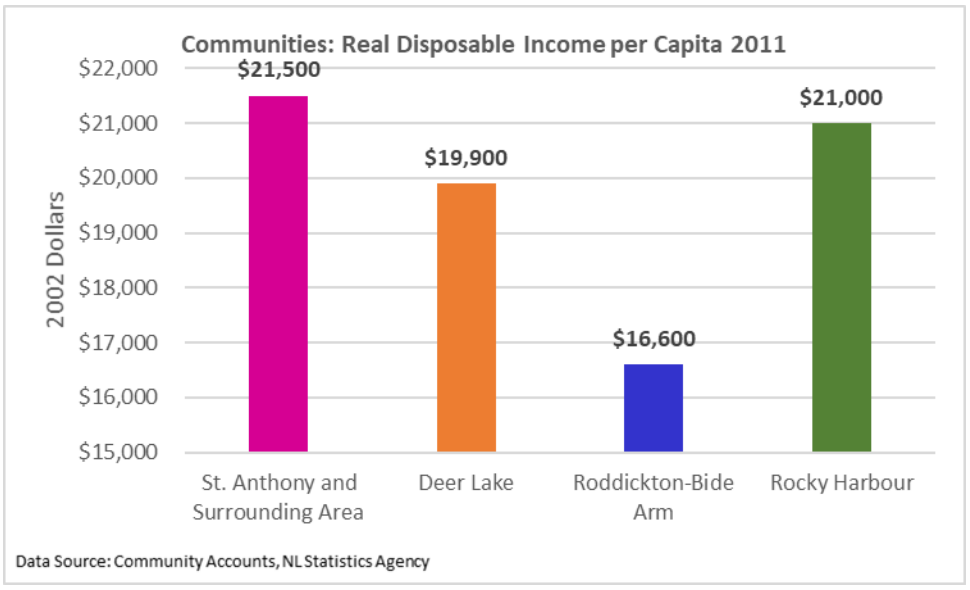


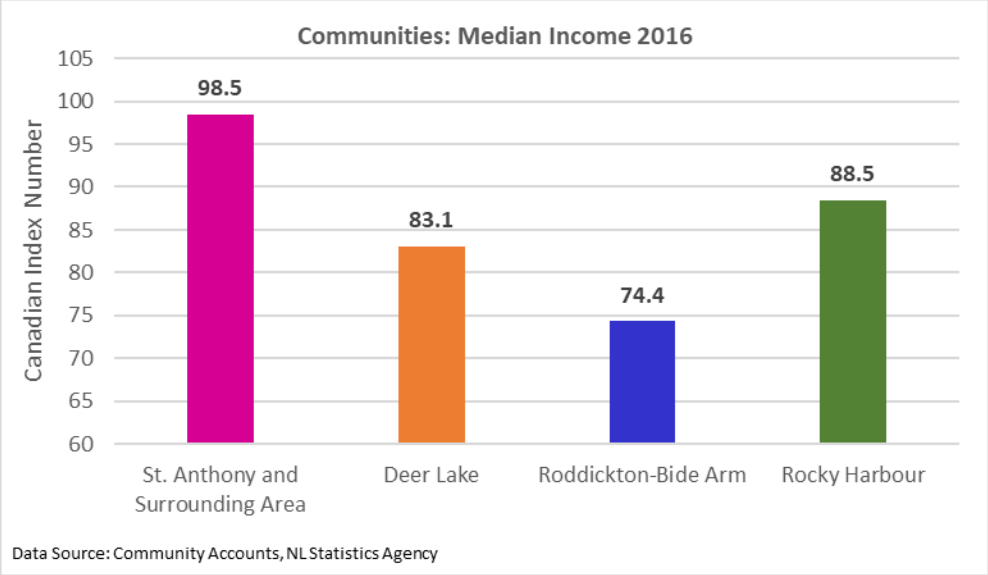
Figure 767: Comparison of Communities - Real Disposable Income per Capita



From Figure 767, 2011 was the most recent year where data was available on levels of real disposable income per capita in St. Anthony and its surrounding area, Deer Lake, Roddickton-Bide Arm and Rocky Harbour. Of the four largest communities in the Northern Peninsula region in 2011, St. Anthony and its surrounding area had the highest level of real disposable income per capita, equal to $21,500 (which was actually the highest of all communities in the Northern

Peninsula region in 2011), while Roddickton-Bide Arm had the lowest level of real disposable income per capita, equal to $16,600. Of all the communities in the Northern Peninsula region in 2011, Trout River had the lowest level of real disposable income in 2011, equal to $13,700[11]. Behind St. Anthony and its surrounding area, Port au Choix's real disposable income per capita of $20,900 in 2011, was the second highest in the Northern Peninsula region[11].

Figure 768: Comparison of Communities - Median Income Index

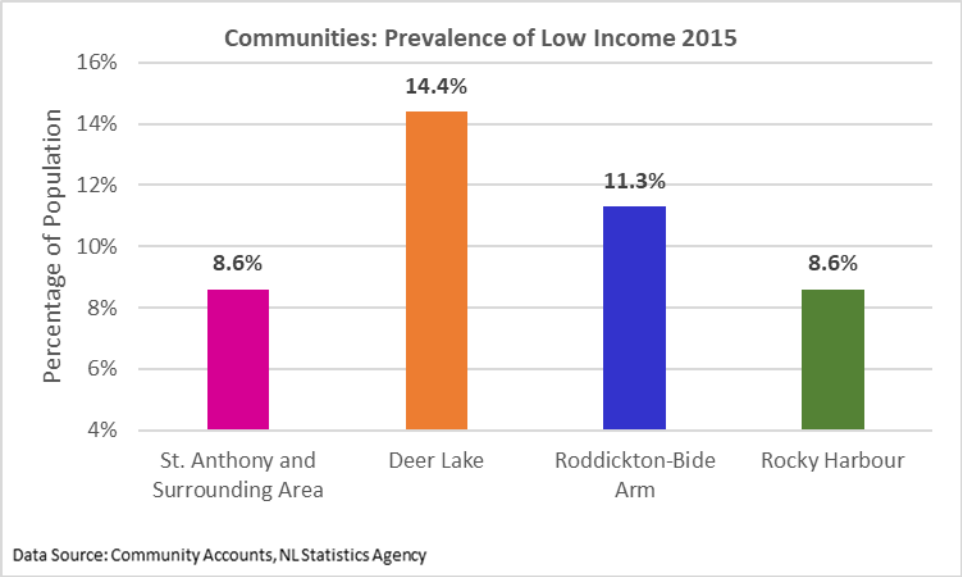


In 2016, as shown in Figure 768, St. Anthony and its surrounding area had the highest Canadian index for median income, equal to 98.5, of the four most populated communities in the Northern Peninsula region. To add, Roddickton-Bide Arm had the lowest Canadian index for median income of those four communities, equal to just 74.4. In fact, Anchor Point had the highest Canadian index for median income in the Northern Peninsula region in 2016 of all communities in the Northern Peninsula region as the median income in Anchor Point equaled 103.7% of the median income of Canada[10]. The local service district of Pollard's Point had the lowest Canadian index for median income in the Northern Peninsula region as the median income of Pollard's Point amounted to 58.5% of the median income of Canada[10].

[11] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WIw_#_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WIx5kJeX08mUpZ7EjsywyoOlr7GXjmxeh2F3x8SpkHOJm7NPq7ezurmem4.xt6y2mbSnrqypmK6utZme2Z21saGjwrTCxLrEtKGzkpeni4yTug__

4.5.7 Prevalence of Low Income

Figure 769: Comparison of Communities - Prevalence of Low Income

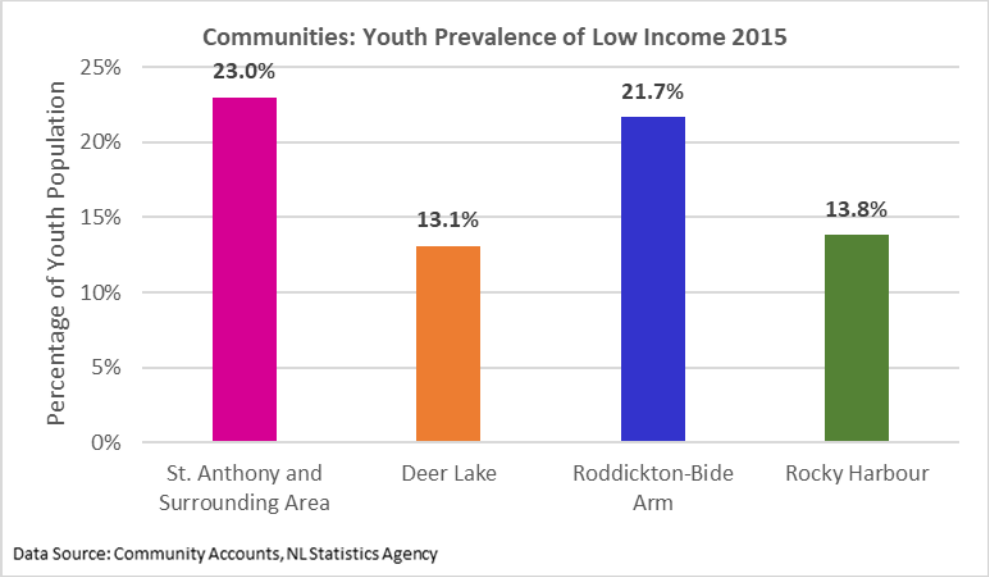


From Figure 769, Deer Lake (14.4%) had the highest prevalence of low income, while St. Anthony and its surrounding area (8.6%) and Rocky Harbour (8.6%) both tied for the lowest prevalence of low income of those four communities. Parson's Pond (20.7%) had the highest prevalence of low income in the Northern Peninsula region .[12] Main Brook (5.1%) had the lowest prevalence of low income of all communities in the Northern Peninsula region in 2015[12].

As illustrated in Figure 770, St. Anthony and its surrounding area (23%) had the highest prevalence of low income for youth of the four largest communities in the Northern Peninsula region. Deer Lake (13.1%) had the lowest youth prevalence of low income of those four communities. Of all communities in the Northern Peninsula region, St. Paul's (38.9%) had the highest youth prevalence of low income, while Anchor Point and Savage Cove-Sandy Cove-Shoal Cove East both tied for the lowest youth prevalence of low income (equal to 9.6% of their youth populations)[12].

[12] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvKWcv6Gji8PKuJW5gJCzldC0mG7GusxZcg__#_=0bfAjIydpaWrnbSTh5-FvKWcv6Gji8PKuJW5gJCzldC0mG7GusxZclXCjpbFxcuRubaLxJ.ifKm2wdFyW2ZXYWyQmsSls8JohsZkrJ.ul4OnsKVTpaG9sZmd0XG3s7Ctray-1LLAsI6vkaqnjZ.WsKyiqcd7aJukq5amx6jQsIl1haGofHWSt8WG25.0s7KNjG25ubrAkJzCkw__

Figure 770: Comparison of Communities - Youth Prevalence of Low Income



In 2015, Deer Lake (15.1%) had the highest working age prevalence of low income of the four most populated communities in the Northern Peninsula region, while St. Anthony and its surrounding area (7.6%) had the lowest working age population share of those four communities (see Figure 770). Additionally, Parson's Pond (21.9%) had the highest working age prevalence of low income of all communities in the Northern Peninsula region. Anchor Point (4.4%) had the lowest working age prevalence of low income in the Northern Peninsula region.

Figure 771: Comparison of Communities - Working Age Prevalence of Low Income

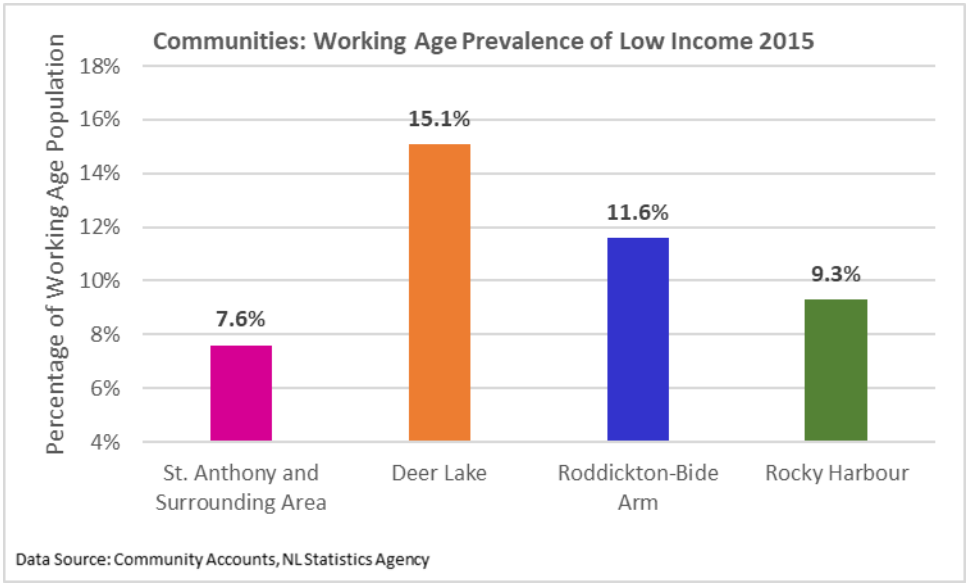
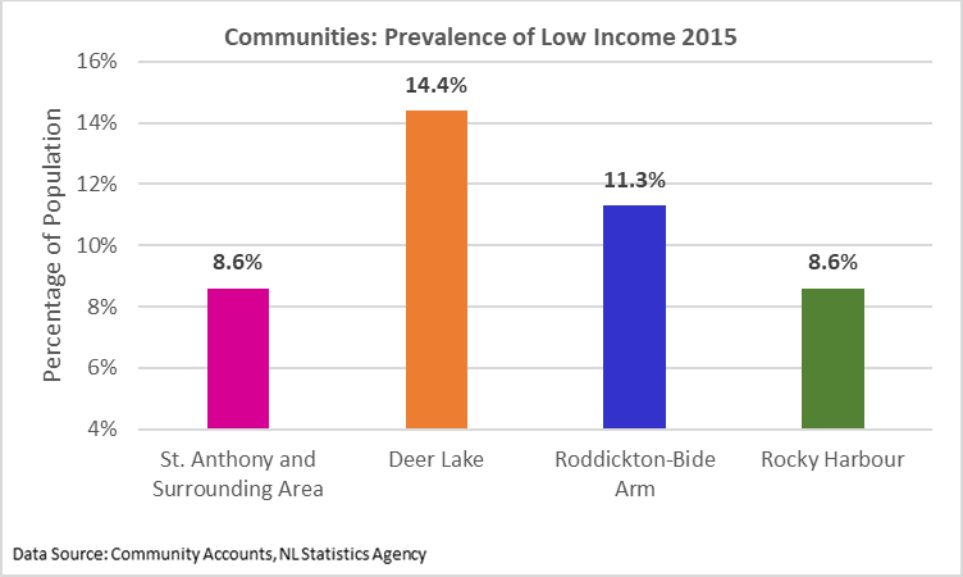


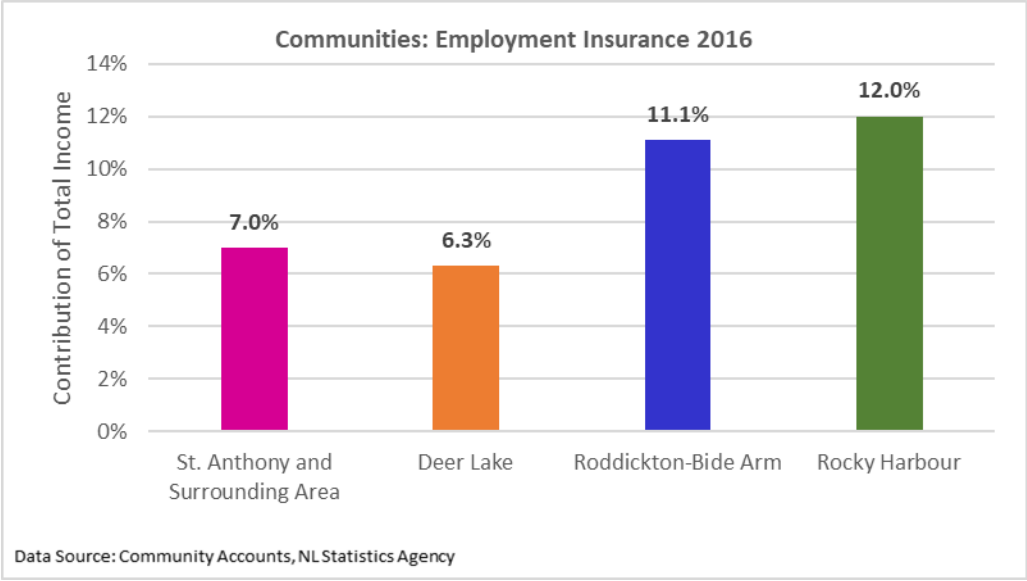
Figure 772: Comparison of Communities - Elderly Prevalence of Low Income



The highest elderly prevalence of low income of the four largest communities in the Northern Peninsula region, as shown in Figure 772, belonged to St. Anthony and its surrounding area (8.5%). Rocky Harbour (2.8%) had the lowest elderly prevalence of all communities in the Northern Peninsula region. Of all communities in the Northern Peninsula region, Green Island Brook (10.9%) had the highest elderly prevalence of low income.

4.5.8 Transfer Payments

Figure 773: Comparison of Communities - Employment Insurance's Contribution of Total Income



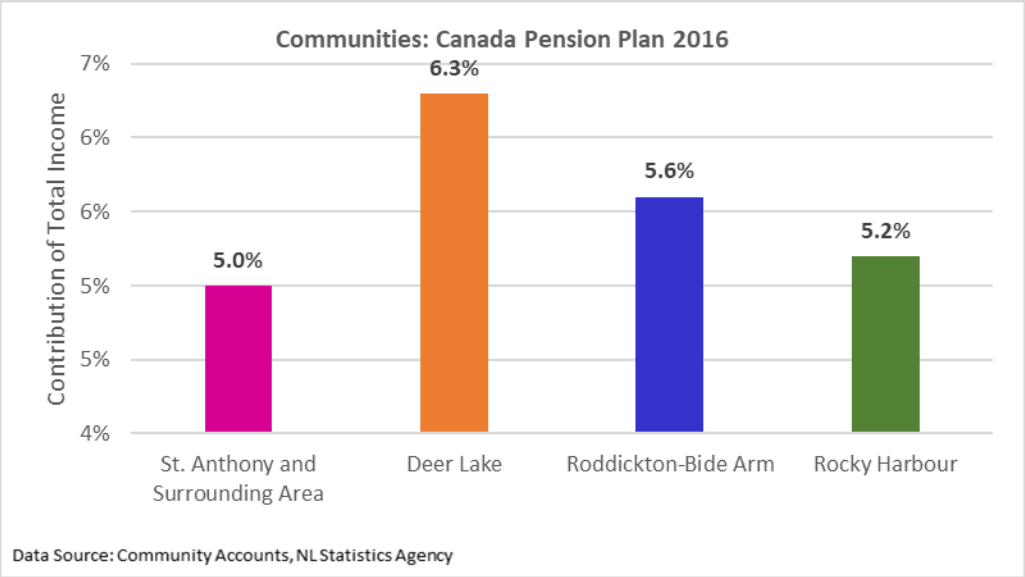
In 2016, as displayed in Figure 773, Rocky Harbour, with 12%, had the highest share of its income accounted for by employment insurance of the four largest communities in the

Northern Peninsula region and Deer Lake, with 6.3%, had the lowest share. In the Northern Peninsula region, Trout River's contribution of total income accruing from employment insurance (25.1% of total income[13]) was the highest of all communities.

From Figure 774, Deer Lake (6.3%) had the highest share of its total income accounted for by the Canada Pension Plan and St. Anthony and its surrounding area (5%) had the lowest of the four largest communities in the Northern Peninsula region in 2016. Howley (9.6%) had the highest share of its total income accruing from the Canada Pension Plan, while St. Paul's had the lowest share of its total income accruing from the Canada Pension Plan of all communities in the Northern Peninsula region in 2016[13].

Of the four largest communities in the Northern Peninsula region in 2016, as indicated in Figure 775, Deer Lake (2%) had the largest share of its total income coming from income support assistance, while St. Anthony and its surrounding area (0.6%), had the lowest share. Income support assistance's share of total income in St. Anthony and its surrounding area was the lowest of all communities in the Northern Peninsula region. St. Paul's (2.9%) had the highest share of its total income accounted for by income support assistance.

Figure 774: Comparison of Communities - Canada Pension Plan



[13] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKiw__#_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKi4CKpmzYl8ewxcOSvbWZd7OTt6KOko9mX1yNkbSNmsh.or.fiL5krJ.ul4OnsKVTpaG9sZmd0XGqvq6qsazM1brEtJm9oZ2amJCXzbSvl8K9oJ.vuaecuLHRnqCrrJCi

Figure 775: Comparison of Communities - Income Support Assistance's Contribution of Total Income

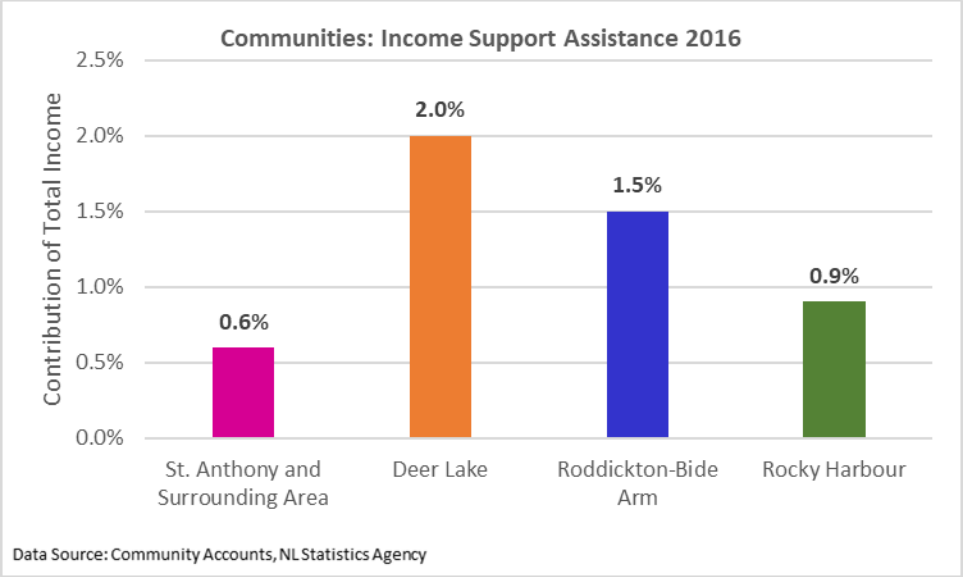


Figure 776 shows that in 2016, Roddickton-Bide Arm (34.2%) was the most reliant on transfer payments of the four largest communities in the Northern Peninsula region and St. Anthony and its surrounding area (20.7%) was the least reliant on transfer incomes of all communities in the Northern Peninsula region in 2016. Trout River (51.9%) was the most reliant on transfer incomes of the four largest communities in the Northern Peninsula region in 2016.[13]

Figure 776: Comparison of Communities - Transfer Payment's Contribution of Total Income

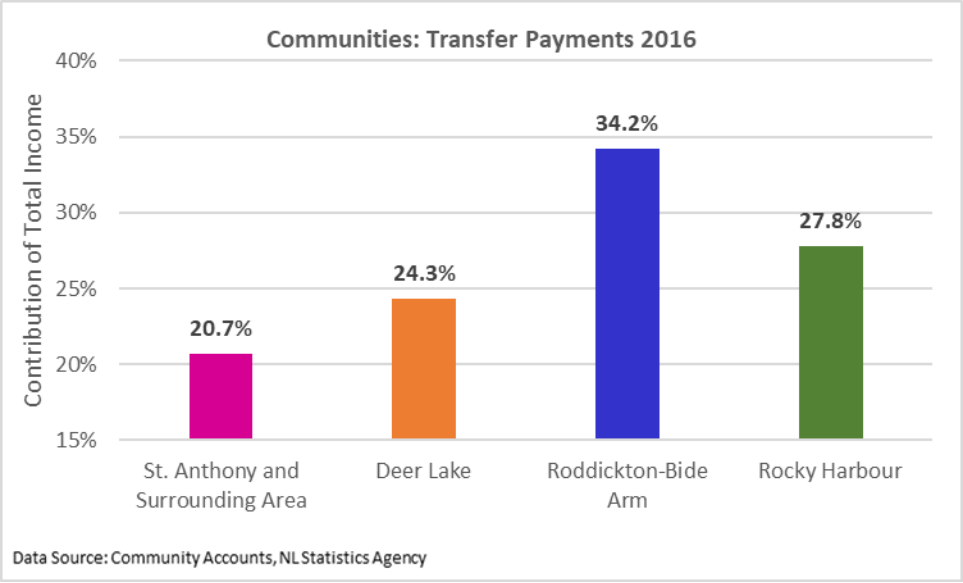
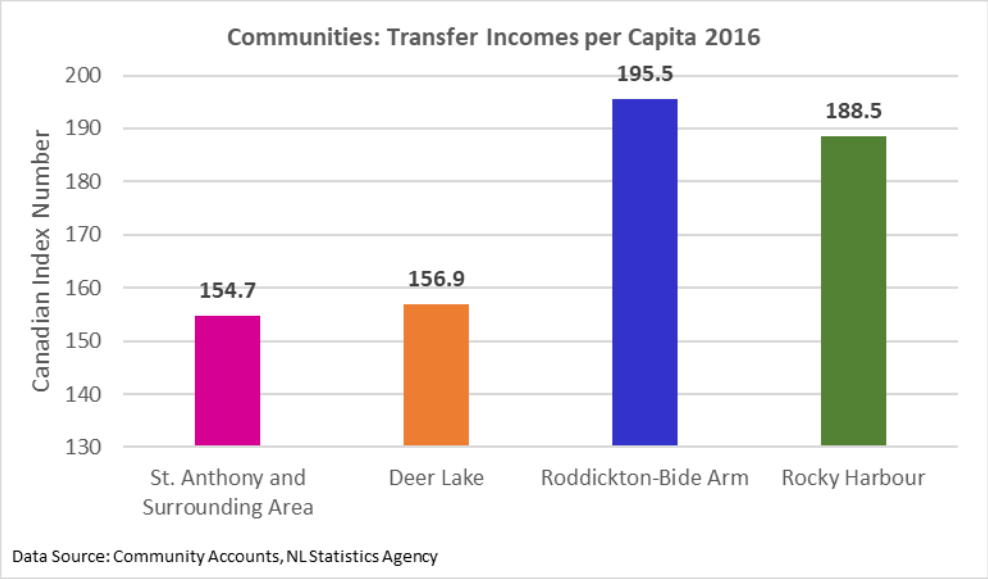
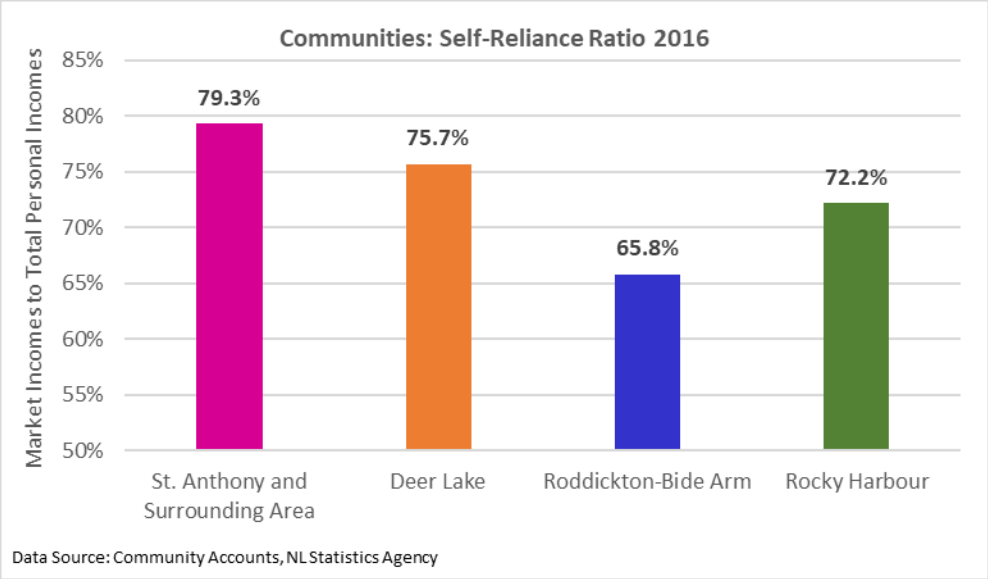


Figure 777: Comparison of Communities - Transfer Incomes per Capita Index



In 2016, as reflected in Figure 777, Roddickton-Bide Arm (195.5%) had the highest Canadian index for transfer incomes per capita of the four largest communities in the Northern Peninsula and St. Anthony and its surrounding area (154.7%) had the lowest Canadian index for transfer incomes per capita. Port au Choix (241.3%) had the highest Canadian index for transfer incomes per capita of all communities in the Northern Peninsula region in 2016. All communities in the Northern Peninsula region were more reliant on transfer incomes than the Canadian average.[13]

Figure 778: Comparison of Communities - Self-Reliance Ratio

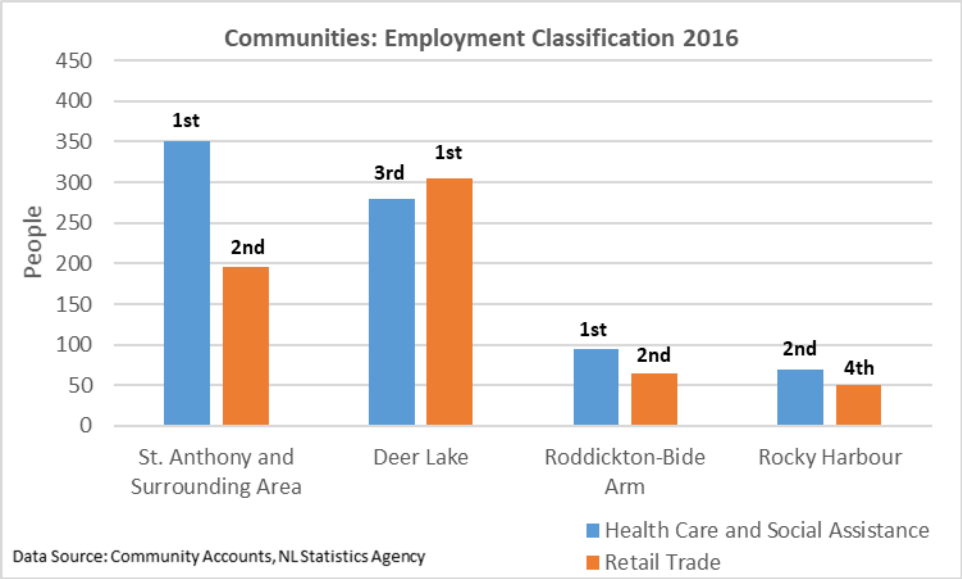


In 2016, St. Anthony and its surrounding area (79.3%) had the highest self-reliance ratio of all communities in the Northern Peninsula region and Roddickton-Bide Arm (65.8%) had the

lowest self-reliance ratio of the four largest communities in the Northern Peninsula region (see Figure 778). Trout River had the lowest self-reliance ratio of all communities in the Northern Peninsula region as only 48.1% of all money flowing into the community came from market sources[14].

4.5.9 Employment Classification

Figure 779: Comparison of Communities - Employment Classification 2016 (Health Care/Retail Trade)



From Figure 779, two industries that are important to the Northern Peninsula region are health care and social assistance and retail trade. Health care and social assistance are important to all regions in the Northern Peninsula region. This may be explained by the ongoing aging process of the region's population places an increased emphasis on health care and the large distance between regions forces certain regions to focus on health needs despite its low population. Of the four largest communities in the Northern Peninsula region in 2016, health care and social assistance was the industry with the highest level of employment in St. Anthony and its surrounding area and Roddickton-Bide Arm and it had the second highest level of employment in Rocky Harbour and the third highest level of employment in Deer Lake in 2016. Deer Lake does not have a hospital or community health centre, while the other three of the four largest communities in the Northern Peninsula region all have a major health centre: Rocky Harbour has the Bonne Bay Health Centre (classified as a community health centre); Roddickton-Bide Arm has the White Bay Central Health Centre (classified as a community health centre); and St. Anthony has the Charles S. Curtis Memorial Hospital (classified as a hospital)[15]. Indeed, the fact

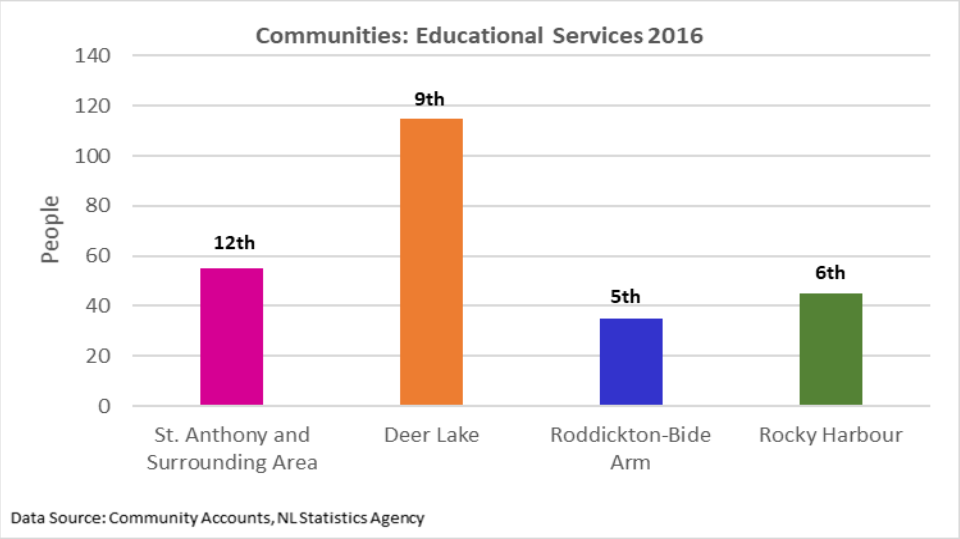
[14] Source: https://nl.communityaccounts.ca/mvrc_new/mvrc.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WpM_#_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WpN5kJeX08mUpZ7EjsywyoOlr7GXjmxeh2Z3x8SpkHOJm7NPq7ezurmem4.xt6w

[15] Source: https://nlcims.ca/CIMS.aspx

that these more remote communities in the Northern Peninsula region possess hospital and community health centres, while Deer Lake does not have either, may explain why health care and social assistance is more important for employment to those communities.

Retail trade is another important industry to the four largest communities in the Northern Peninsula region (see Figure 780). Retail trade was the leading employer of individuals in Deer Lake, the second leading employer of individuals in St. Anthony and its surrounding area and Roddickton-Bide Arm, and the fourth leading employer of individuals in Rocky Harbour in 2016.

Figure 780: Comparison of Communities - Employment Classification (Educational Services)

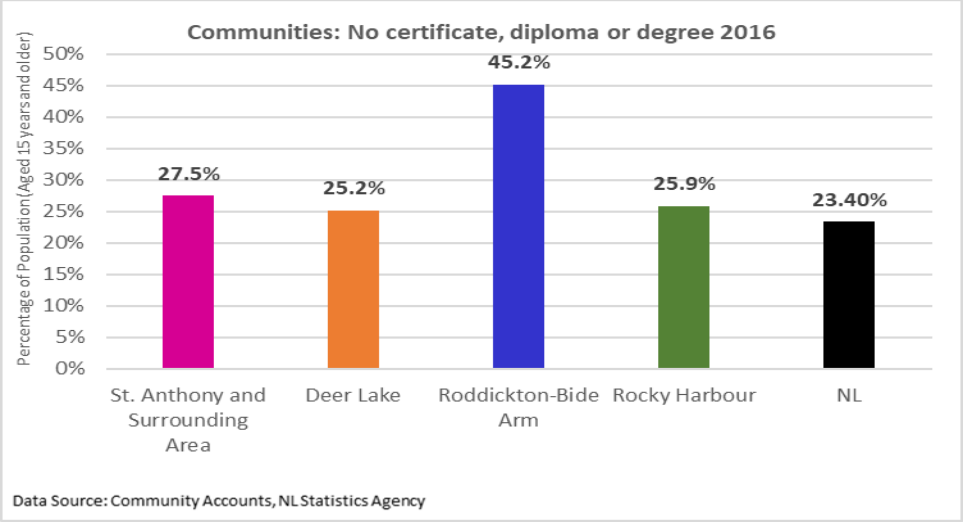


Educational services has a reduced level of importance in the largest communities in the Northern Peninsula region, compared to Newfoundland and Labrador. Educational services had the fifth highest level of employment of all industries in both Roddickton-Bide Arm and Newfoundland and Labrador. However, of all industries, educational services had: the sixth highest level of employment in Rocky Harbour; the ninth highest level of employment in Deer Lake; and the twelfth highest level of employment in St. Anthony and its surrounding area.

4.5.10 Education

In 2016, as reflected in Figure 781, Roddickton-Bide Arm had the largest share of it population with no certificate, diploma or degree of the four largest communities in the Northern Peninsula region, equal to 45.2% of its population aged 15 years and older, while Deer Lake had the lowest share of its population without a certificate, diploma or degree of those four communities, equal to 25.2% of its population aged 15 years and older. All four of the largest communities in the Northern Peninsula region had a higher share of their population without a certificate, diploma, or degree than Newfoundland and Labardor.

Figure 781: Comparison of Communities - No Certificate, Diploma or Degree



From Figure 782, in 2016, Rocky Harbour had the highest share of its population with a high school diploma as their highest level of schooling of the four largest communities in the Northern Peninsula region (equal to 27.1% of its population aged 15 years and older), while Deer Lake finished as a very close second (27% of its population aged 15 years and older). Both Rocky Harbour and Deer Lake had a larger share of their population with a high school diploma as their highest level of education than the provincial average. St. Anthony and its surrounding area (22.2% of its population aged 15 years and older) and Roddickton-Bide Arm (24.1% of its population aged 15 years and older) were the two communities of the four largest in the Northern Peninsula region which had shares of their population with a high school diploma as their highest level of education that were below the provincial average.

Figure 782: Comparison of Communities - High School Diploma or Equivalent

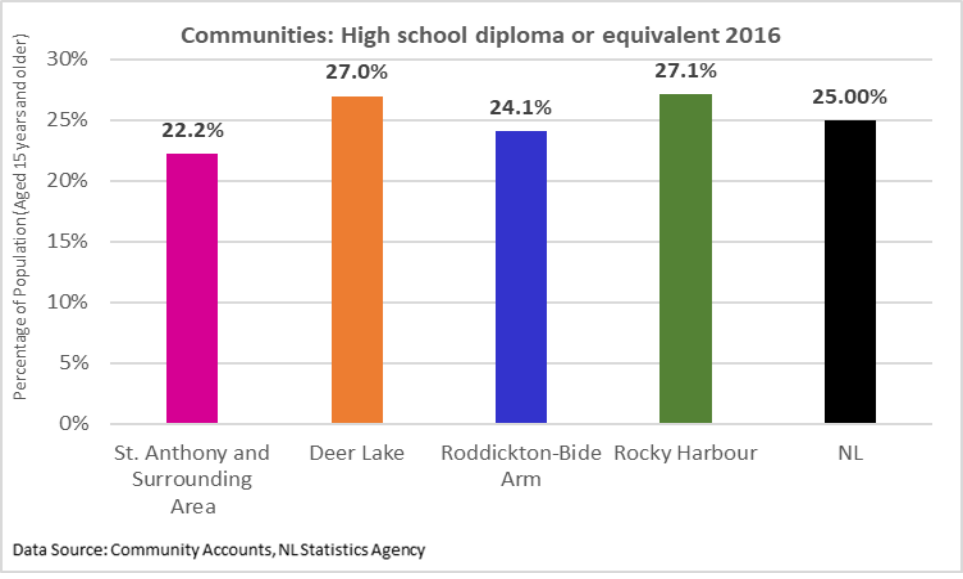


Figure 783: Comparison of Communities - Apprenticeship or Trades Certificate or Degree

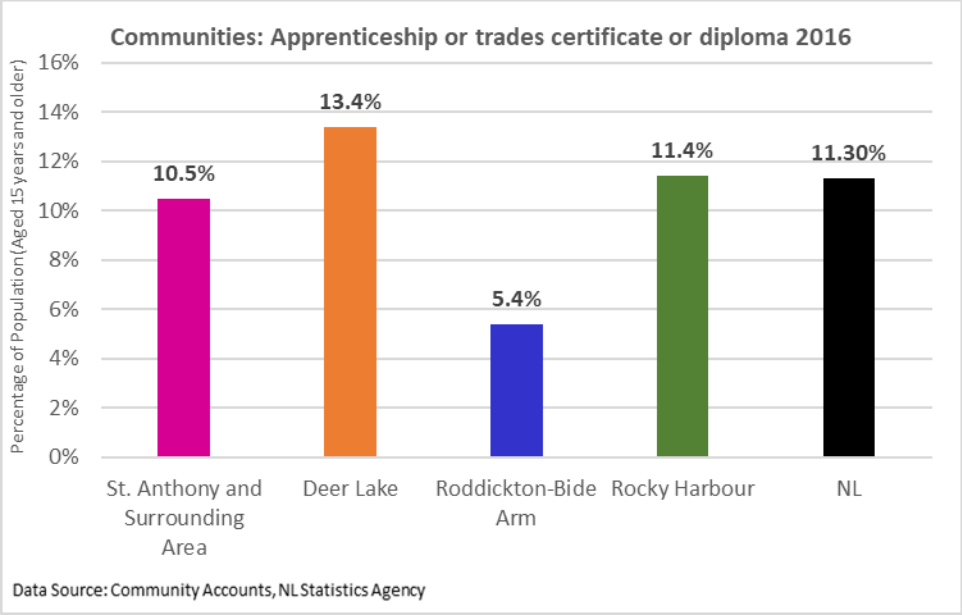
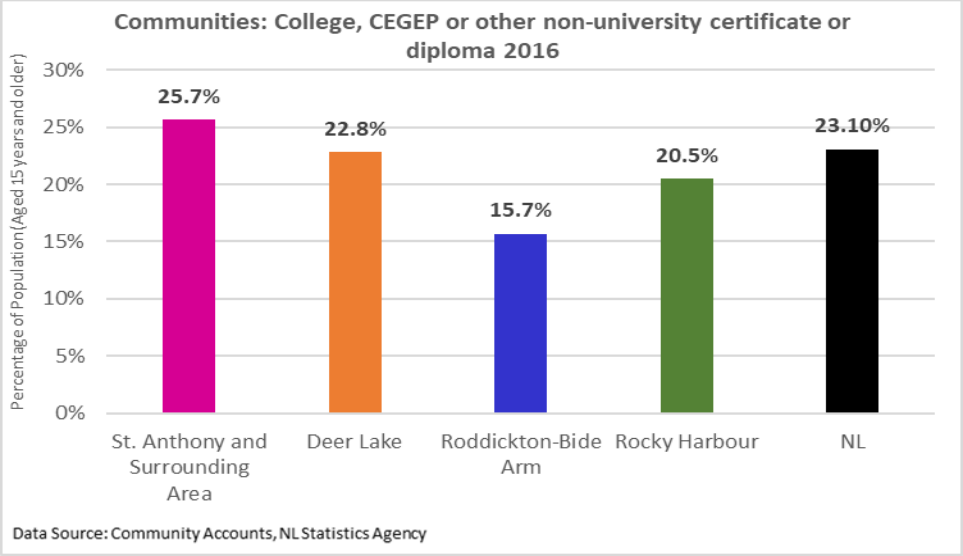


Figure 783 indicates that, of the four largest communities in the Northern Peninsula region, Deer Lake had the largest share of its population with an apprenticeship or trades certificate or diploma (equal to 13.4% of its population aged 15 years and older), while Roddickton-Bide Arm had the lowest share of its population with an apprenticeship or trades certificate or diploma (equal to 5.4% of its population aged 15 years and older). Both Deer Lake and Rocky Harbour had a proportionately larger share of their population with an apprenticeship or trades certificate or diploma than the province, while Roddickton-Bide Arm and St. Anthony and its surrounding area had proportionately smaller shares of their population with an apprenticeship or trades certificate or diploma than Newfoundland and Labrador.

St. Anthony and its surrounding area had the largest share of its population with a college or other non-university certificate of the four largest communities in the Northern Peninsula region in 2016, equal to 25.7% of its population aged 15 years and older (see Figure 784). Likewise, Roddickton-Bide Arm had the lowest percentage of its population with a college or other non-university certificate or diploma in 2016 of the four largest communities in the Northern Peninsula region, equal to just 15.7% of its population aged 15 years and older. St. Anthony and its surrounding area was the only one of the four largest communities in the Northern Peninsula region with a larger share of its population with a college or other non-university certificate in 2016 than the provincial average.

Figure 784: Comparison of Communities: College or other non-university certificate or diploma



In 2016, as illustrated in Figure 785, Rocky Harbour had the highest share of its population with a university certificate, diploma or degree at the bachelor level or above of the four largest communities in the Northern Peninsula region in 2016, equal to 14.5% of its population aged 15 years and older. Roddickton-Bide Arm had the lowest share of its population with a university certificate, diploma or degree at the bachelor level or above of the four largest communities in the Northern Peninsula region in 2016, equal to just 7.8% of its population aged 15 years and older. Nonetheless, all the four largest communities in the Northern Peninsula region in 2016 had a smaller share of their population with a university certificate at the bachelor level or above than Newfoundland and Labrador.

Figure 785: Comparison of Communities - University Certificate, Diploma or Degree at the Bachelor Level or Above

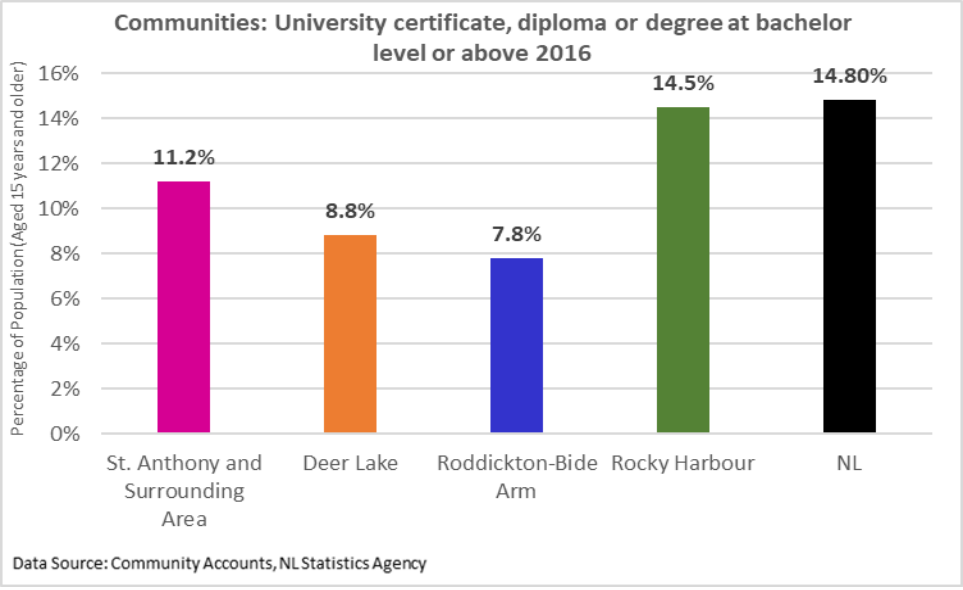
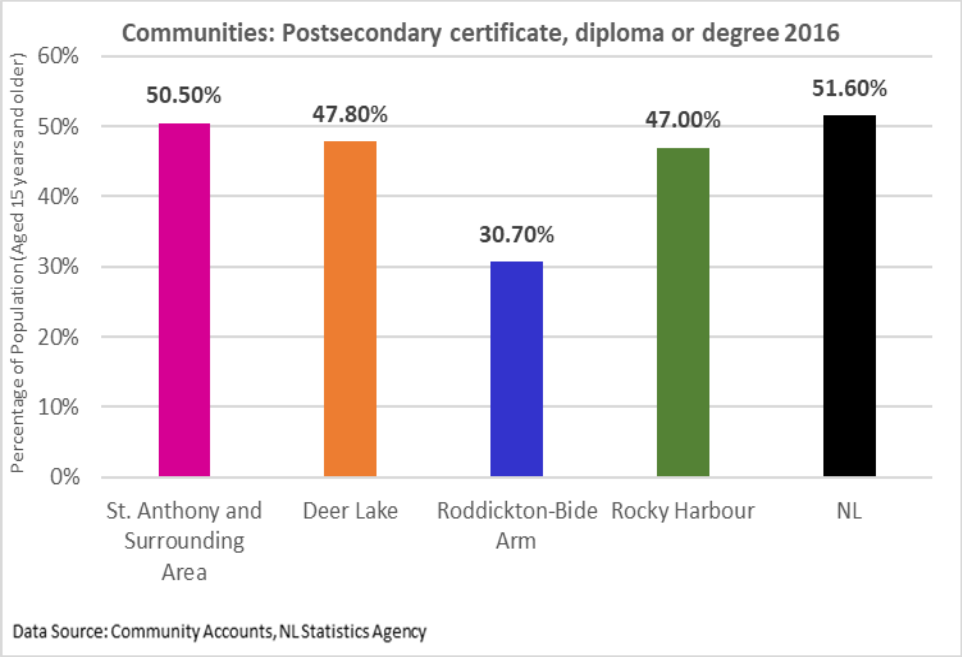


Figure 786: Comparison of Communities - Postsecondary Certificate, Diploma or Degree



St. Anthony and its surrounding area had the highest percentage of its population in 2016 with a postsecondary education of the four largest communities in the Northern Peninsula region, equal to 50.5% of its population aged 15 years and older (see Figure 786). On the other hand, Roddickton-Bide Arm had the lowest percentage of its population with a postsecondary education of the four largest communities in the Northern Peninsula region, equal to 30.7% of its population aged 15 years and older. All four of the largest communities in the Northern Peninsula region had a smaller percentage of their population with a postsecondary education than Newfoundland and Labrador in 2016.

4.6 Port au Choix

4.6.1 Population

In 1996, the population of Port au Choix equaled 1,145 individuals, but it fell to 790 individuals in 2016. Between 1996 and 2016, Port au Choix lost 31% of its population (see Figure 787). Yet, Port au Choix was still the fifth most populated community in the Northern Peninsula region in 2016. As indicated in Figure 788, The population of males in Port au Choix fell from 580 individuals in 1996 to 400 individuals in 2016. The population of females in the community fell from 565 individuals in 1996 to 395 individuals in 2016.

Figure 787: Port au Choix - Population

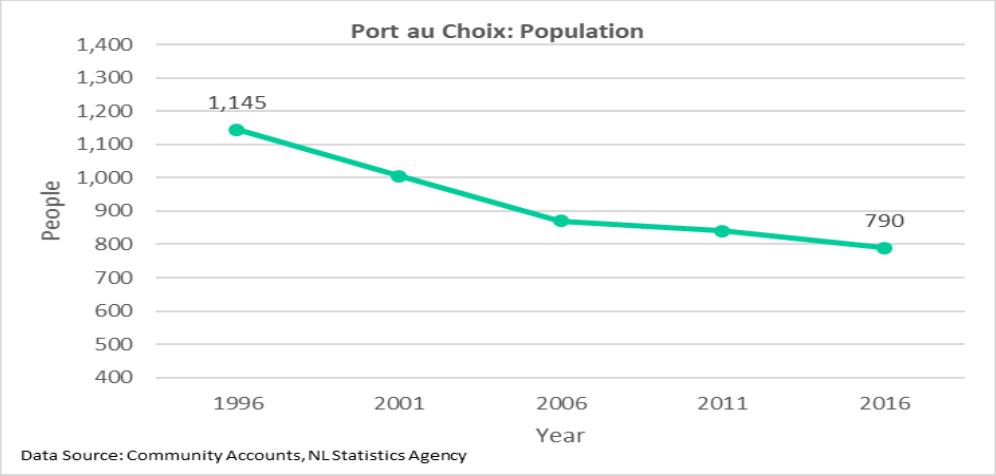
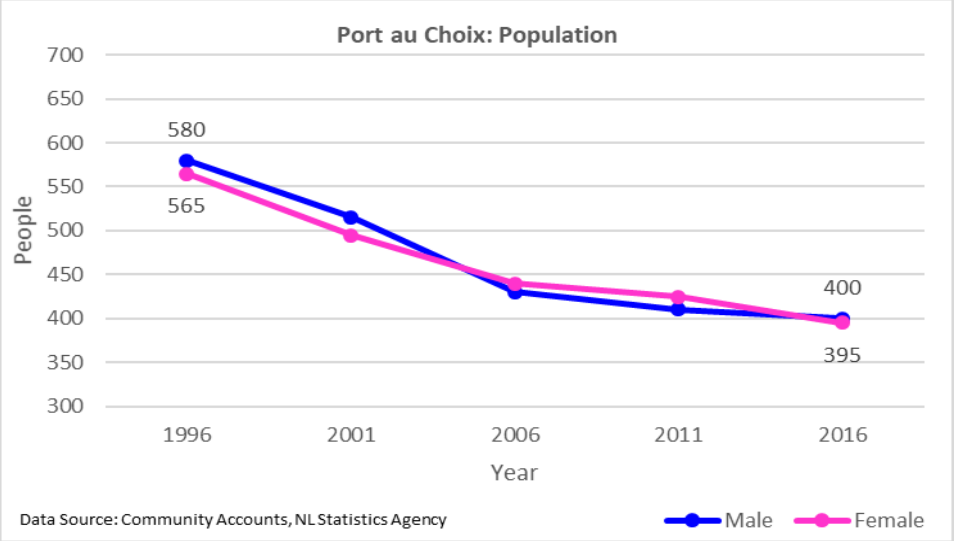


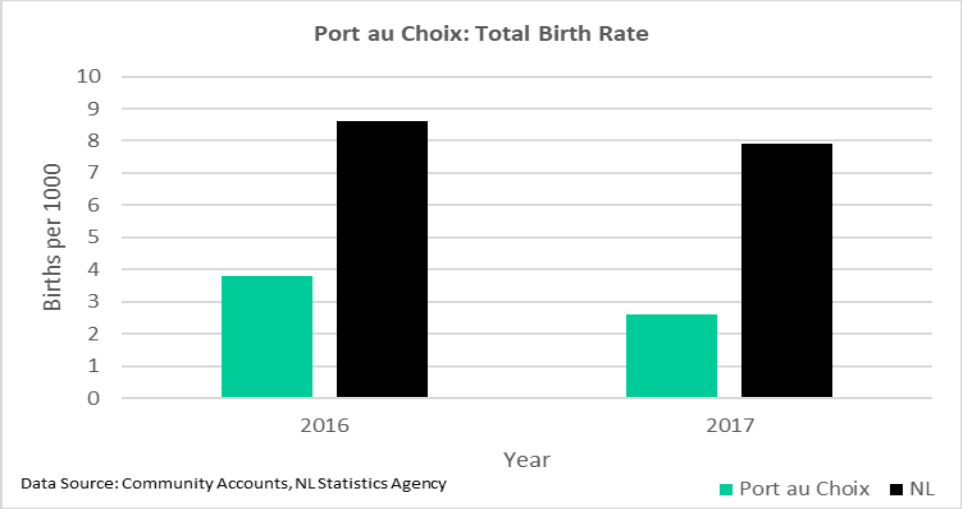
Figure 788: Port au Choix - Population by Gender



4.6.2 Births

Unfortunately, as indicated in Figure 789, data on the total birth rate in Port au Choix was not available in 2014 or 2015. Nonetheless, the total birth rate in the community decreased from 3.8 births per 1,000 in 2017 to 2.6 births per 1,000 in 2017. Additionally, the total birth rate in Port au Choix was 4.8 births per 1,000 below the provincial average in 2017 and was 5.3 births per 1,000 below the provincial total birth rate in 2017. In fact, the total birth rate of Port au Choix in 2017 was the lowest of the five largest communities in the Northern Peninsula region.

Figure 789: Port au Choix - Total Birth Rate



4.6.3 Population by Age Group

From Figure 790 to 792, in 1996, the most populated age group in Port au Choix were the 25-to-29-year-old, the 35-to-39-year-old, the 40-to-44-year-old, and the 45-to-49-year-old age groups which each had 110 individuals. In 2006, the most populated age groups in Port au Choix were the 45-to-49-year-old, the 50-to-54-year-old and the 55-to-59-year-old age groups which had 95 individuals each. In 2016, the 60-to-64-year-old age group was the most populated age cohort in Port au Choix with 100 individuals, while the 55-to-59-year-old and the 65-to-59-year-old age cohorts came in second place with 85 individuals. While Port au Choix's population pyramid did not have a strong base in 1996, it very much resembled an inverted triangle in 2016. In fact, of the 790 individuals in Port au Choix, 270 were aged 55 to 69 years of age.

Figure 790: Port au Choix - Population by Age Group 1996

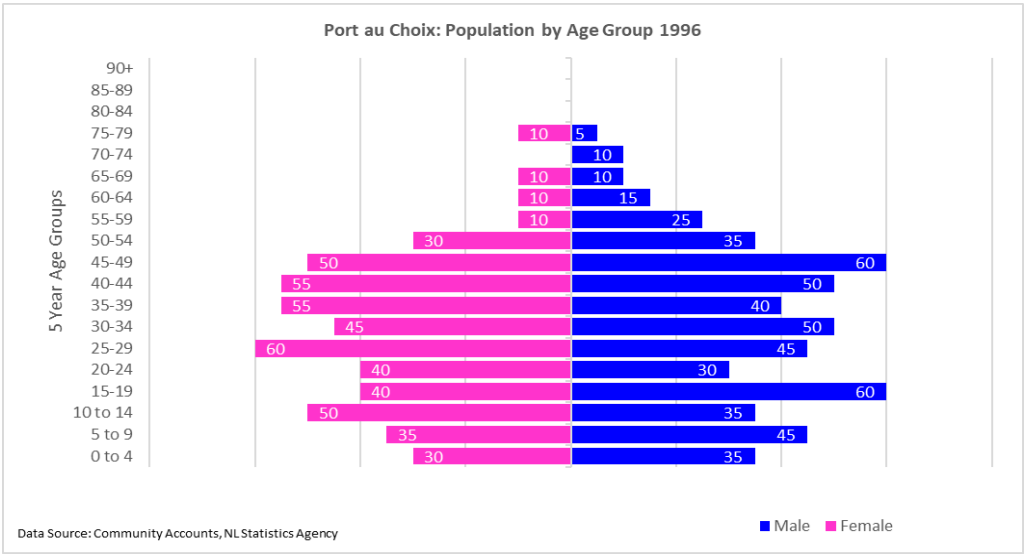


Figure 791: Port au Choix - Population by Age Group 2006

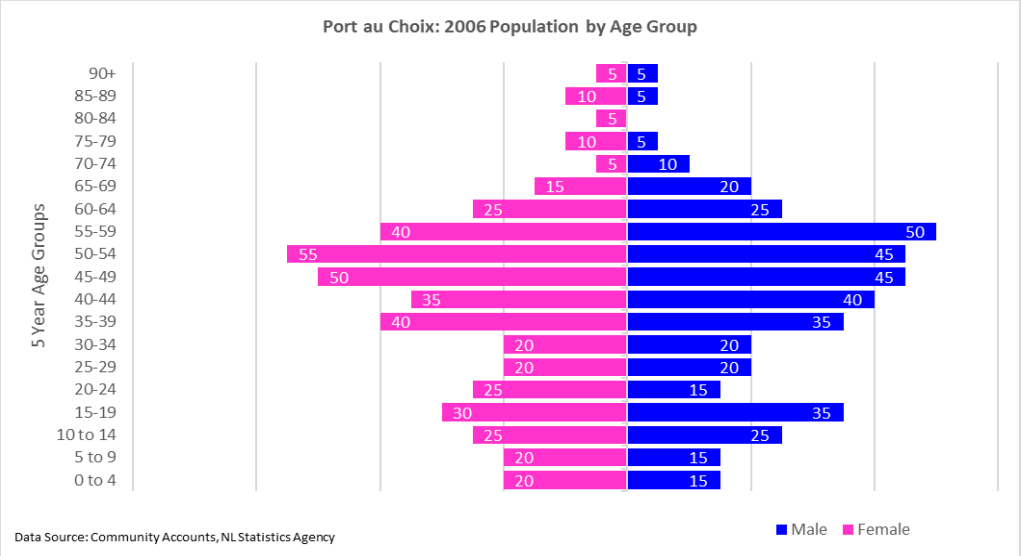
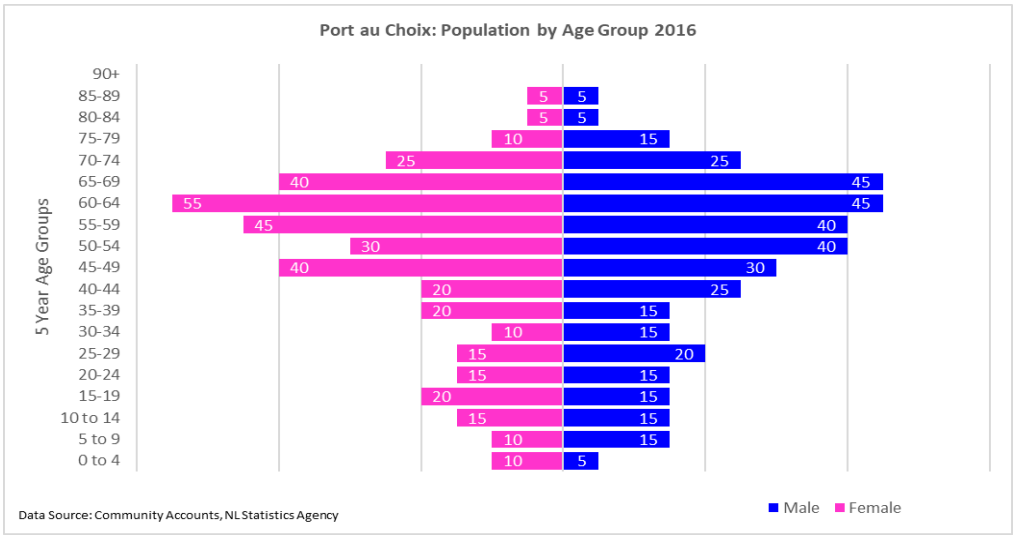


Figure 792: Port au Choix - Population by Age Group 2016



4.6.4 Population Change

In 2006, as shown in Figures 793 and 794, the residual net migration of Port au Choix showed a net out-migration of 45 individuals, while there were five more deaths than births in the community. Port au Choix's natural change equaled -10 in 2015, while its residual net migration equaled 0.

Figure 793: Port au Choix - Population Change

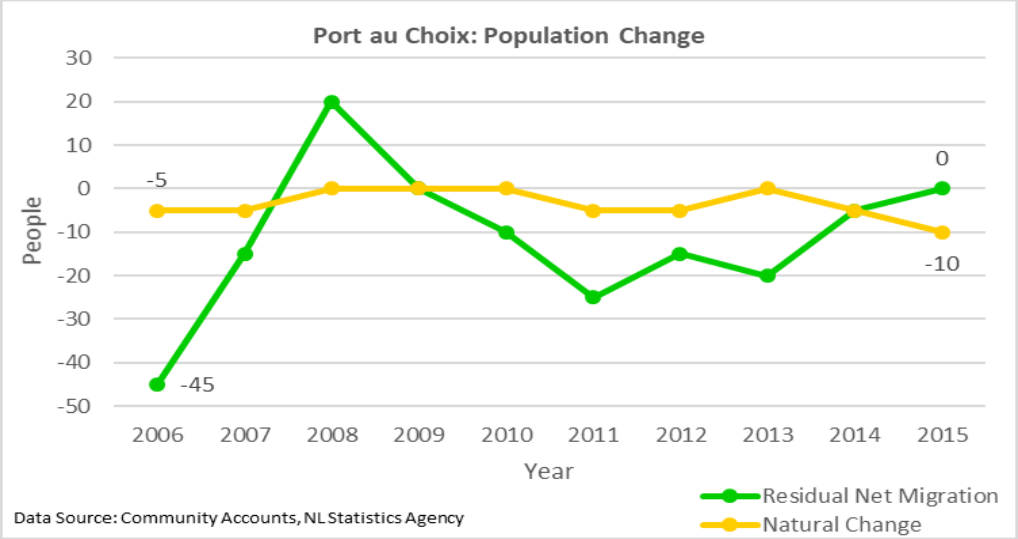
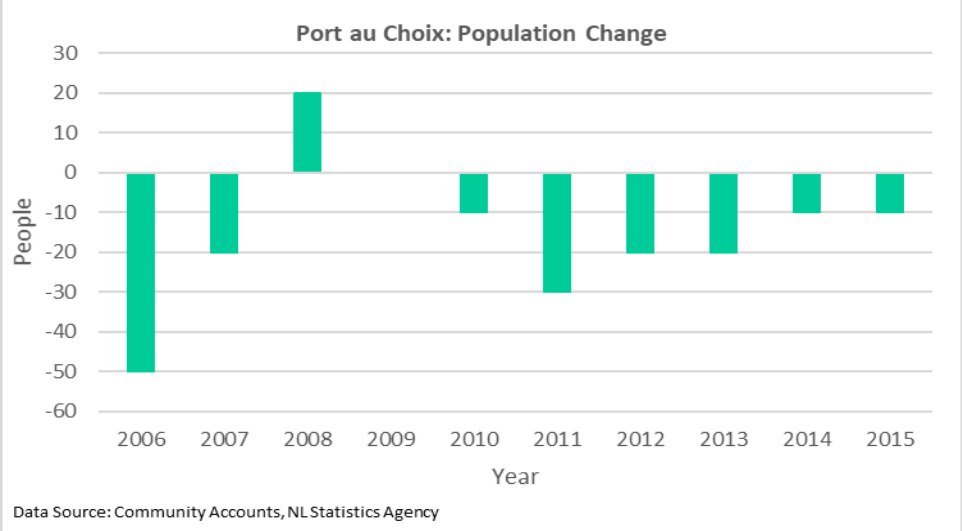
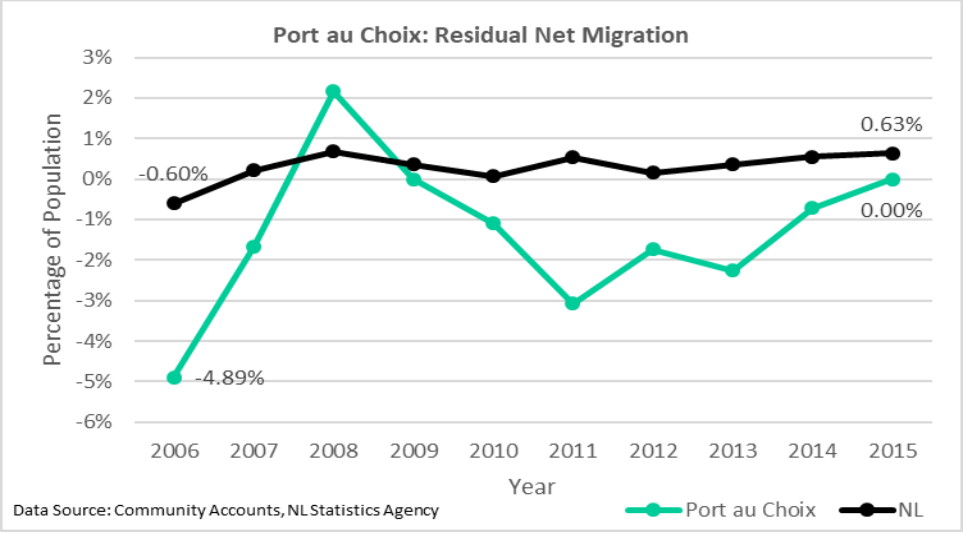


Figure 794: Port au Choix - Population Change



While the residual net migration (expressed as a percentage of the population) of Port au Choix was above the provincial average in 2010, it was lower than the provincial average in nine of the ten years from 2006 to 2015 (see Figure 795). In 2006, the residual net migration of both Port au Choix and Newfoundland and Labrador were negative. However, the residual net migration of Newfoundland and Labrador was positive in 2015, although the residual net migration of Port au Choix remained negative.

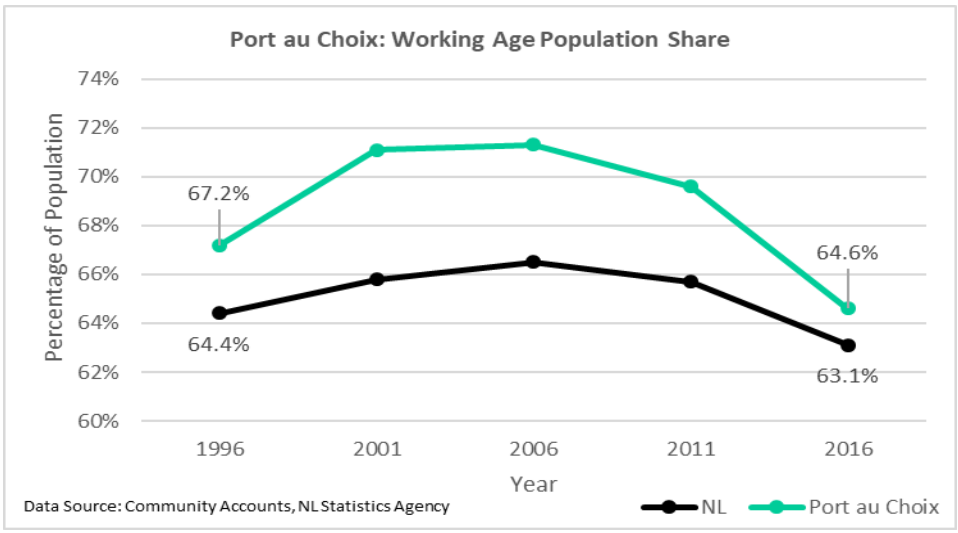
Figure 795: Port au Choix - Residual Net Migration



4.6.5 Population Characteristics

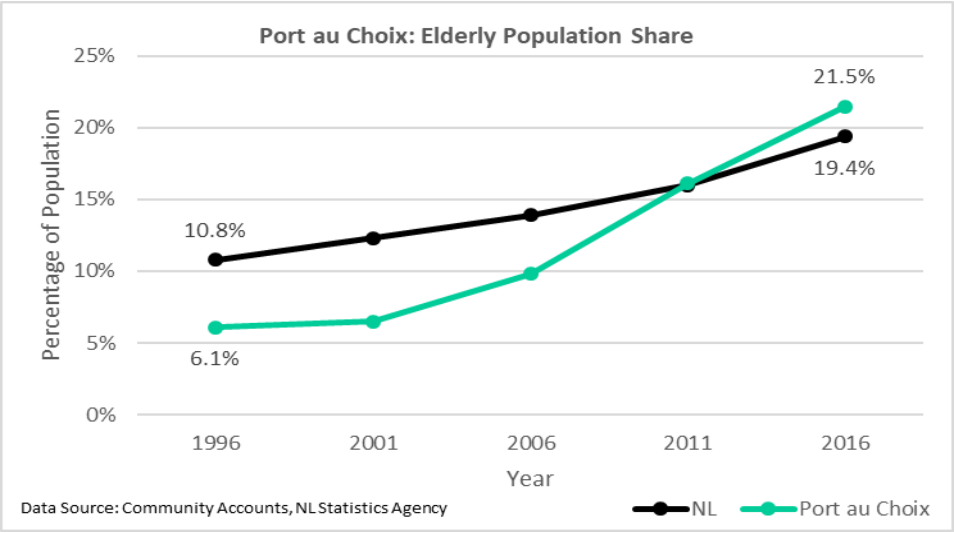
In 1996, an illustrated in Figure 796, 67.2% of the population of Port au Choix was aged 18 to 64 years, which was 2.8 percentage points higher than the provincial average. In 2016, 64.6% of the population of Port au Choix was aged 18 to 64 years, which was 1.5 percentage points higher than the provincial average.

Figure 796: Port au Choix - Working Age Population Share



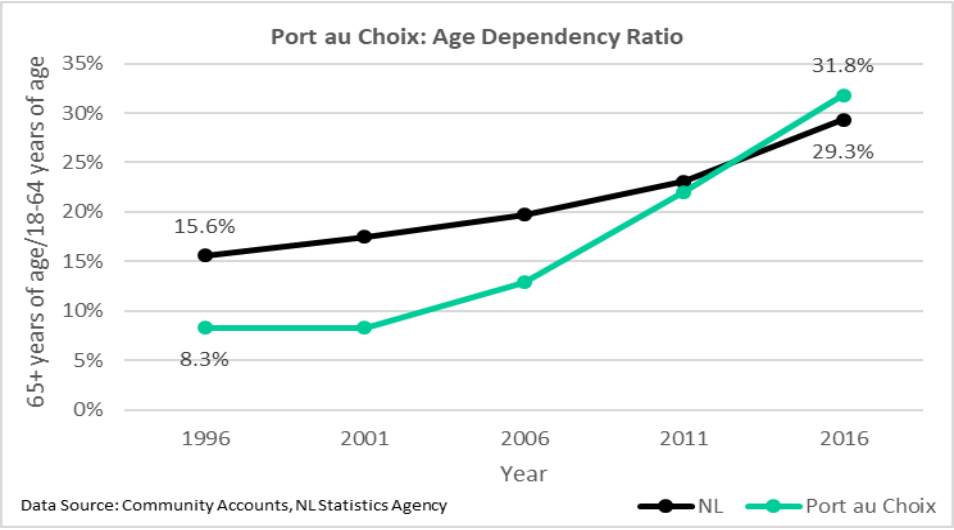
From Figure 797, in 1996, the elderly population share of Port au Choix equaled 6.1% and was 4.7 percentage points below the provincial average. In 2016, the elderly population share of Port au Choix amounted to 21.5% of the population, which was 2.1 percentage points higher than the provincial average.

Figure 797: Port au Choix - Elderly Population Share



In 1996, as reflected in Figure 798, the age dependency ratio of Port au Choix equaled 8.3% and was 7.3 percentage points less than the provincial average. In 2016, the age dependency ratio of Port au Choix amounted to 31.8% and was 2.5 percentage points higher than the provincial age dependency ratio. Between 1996 and 2016, the age dependency ratio of Port au Choix increased by 23.5 percentage points. While the age dependency ratio of Port au Choix was less than that of the province from the 1996 census to the 2011 census, it climbed above the provincial average in the 2016 census. In 1996, there were about one senior citizen for every 10 working aged individuals in Port au Choix, but in 2016, there were about 1 senior citizen for every 3 working aged individuals in Port au Choix. Nonetheless, Port au Choix still had the lowest age dependency ratio of the five largest communities in the Northern Peninsula region.

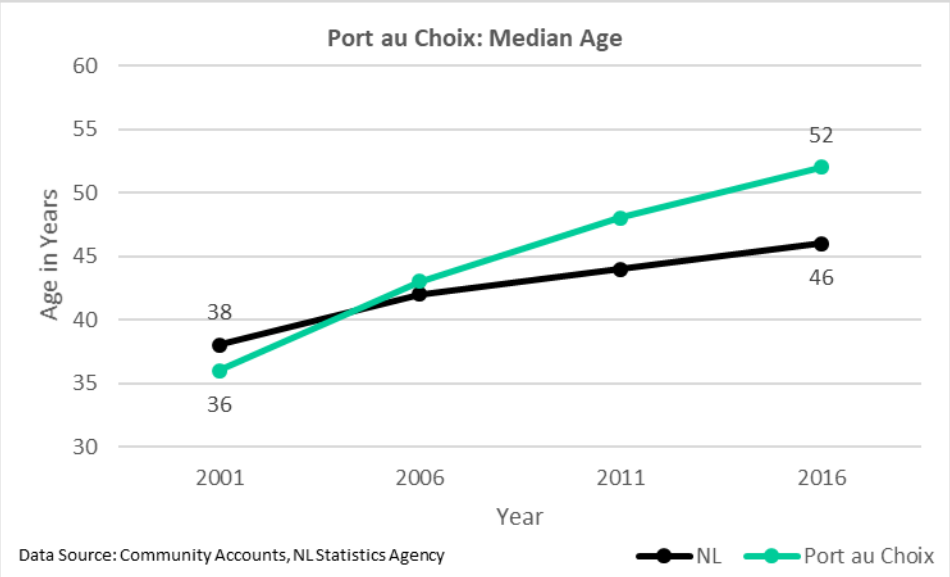
Figure 798: Port au Choix - Age Dependency Ratio



In 2001, the median age of Port au Choix equaled 36 years and was 2 years younger than the median age of Newfoundland and Labardor (see Figure 799). In 2016, the median age of Port au Choix equaled 52 years and was six years older than the provincial median age in Port au Choix. Between 2001 and 2016, the median age of Port au Choix increased by 16 years and was higher than the median age of Newfoundland and Labrador from the 2006 census to the 2016 census.

Port au Choix had the highest working age population share, the lowest elderly population share and the lowest age dependency ratio of the five largest communities in the Northern Peninsula region. Nonetheless, it did have the highest median age of those five communities. While Port au Choix's demographics are the best of the five largest communities in the Northern Peninsula region, its high median age indicates that this town may still be a demographic time bomb waiting to explode like other regions in the Northern Peninsula region.

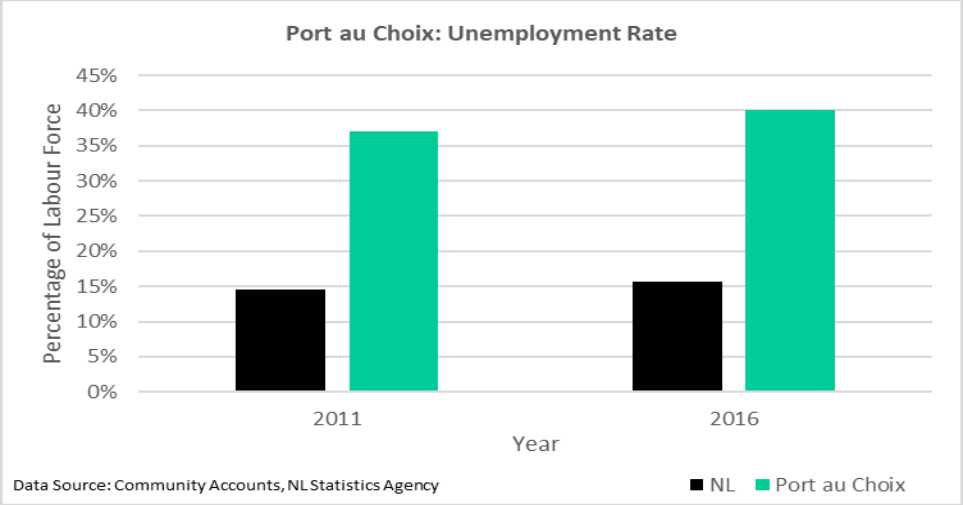
Figure 799: Port au Choix - Median Age



4.6.6 Labour Force

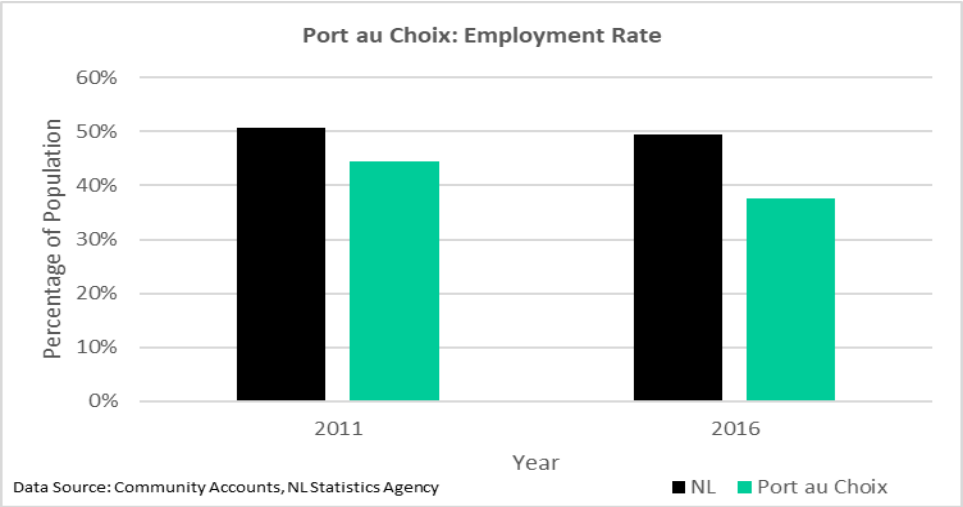
From Figure 800, in 2011, the unemployment rate in Port au Choix equaled 37.1% of its labour force and was 22.5 percentage points higher than the provincial average. In 2016, the unemployment rate in Port au Choix amounted to 40% of its labour force and was 24.4 percentage points higher than the unemployment rate of Newfoundland and Labrador. Between 2011 and 2016, the unemployment rate of Port au Choix increased by 2.9 percentage points and was higher than the provincial unemployment rate in both years.

Figure 800: Port au Choix - Unemployment Rate



In 2011, as illustrated in Figure 801, the employment rate in Port au Choix equaled 44.4% of its labour force and was 6.3 percentage points lower than the provincial employment rate. In 2016, the employment rate of Port au Choix amounted to 37.7% of its labour force, which was 11.8 percentage points lower than the unemployment rate of Newfoundland and Labrador.

Figure 801: Port au Choix - Employment Rate

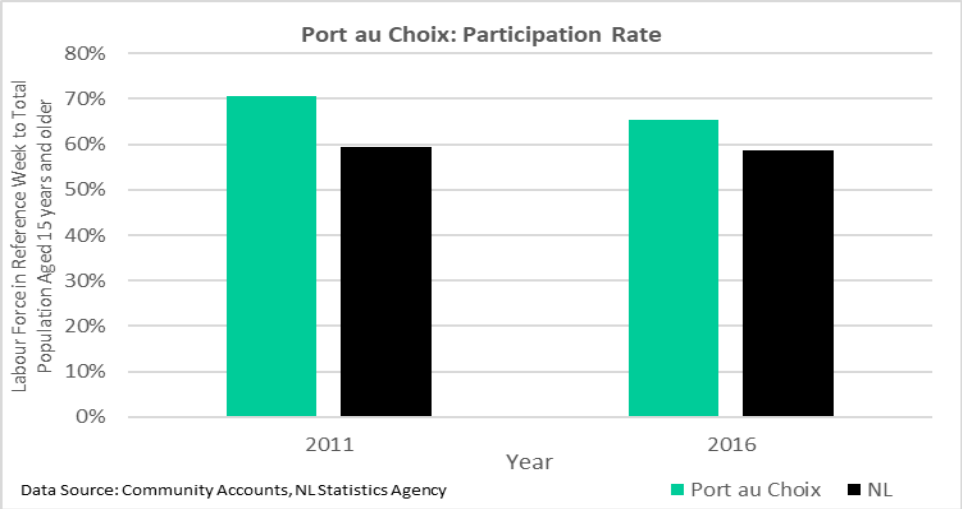


As presented in Figure 802, in 2011, the participation rate in Port au Choix equaled 70.6% of its population aged 15 years and older and was 11.2 percentage points higher than the provincial average. In 2016, the participation rate of Port au Choix amounted to 65.4% of its population aged 15 years and older and was 6.7 percentage points higher than the provincial average..

Of the five largest communities in the Northern Peninsula region, Port au Choix had the highest participation rate of them all in 2016. Nonetheless, Port au Choix also had the highest

unemployment rate and the lowest employment rate of the five largest communities in the Northern Peninsula region in 2016.

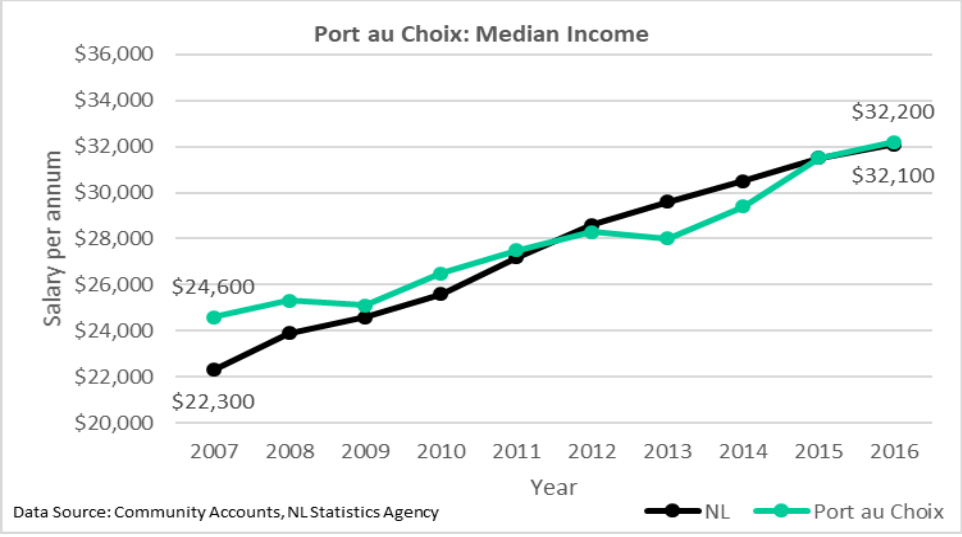
Figure 802: Port au Choix - Participation Rate



4.6.7 Income

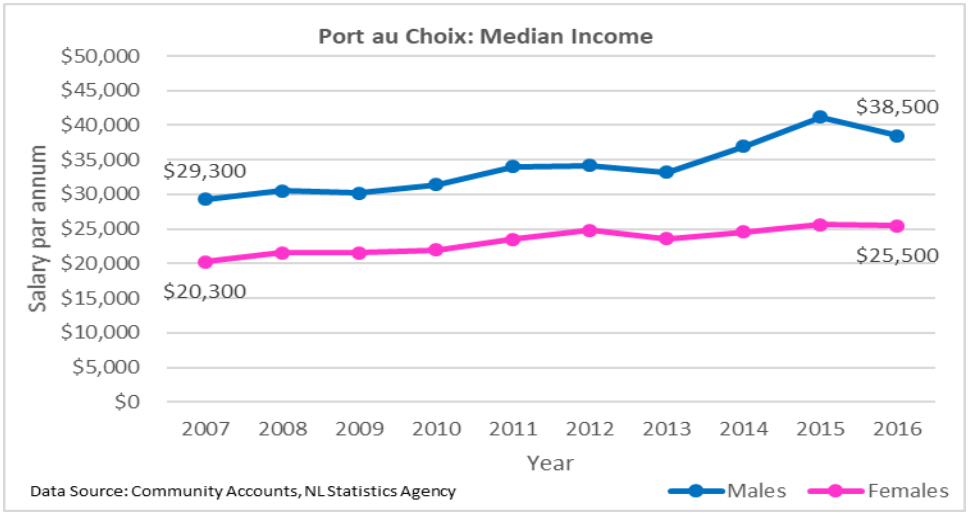
In 2007, as displayed in Figures 803 and 804, Port au Choix had a median income of $24,600, which was $2,300 higher than the median income of Newfoundland and Labrador. In 2016, the median income of Port au Choix equaled $32,200, which was $100 less than the median income of the province.

Figure 803: Port au Choix - Median Income



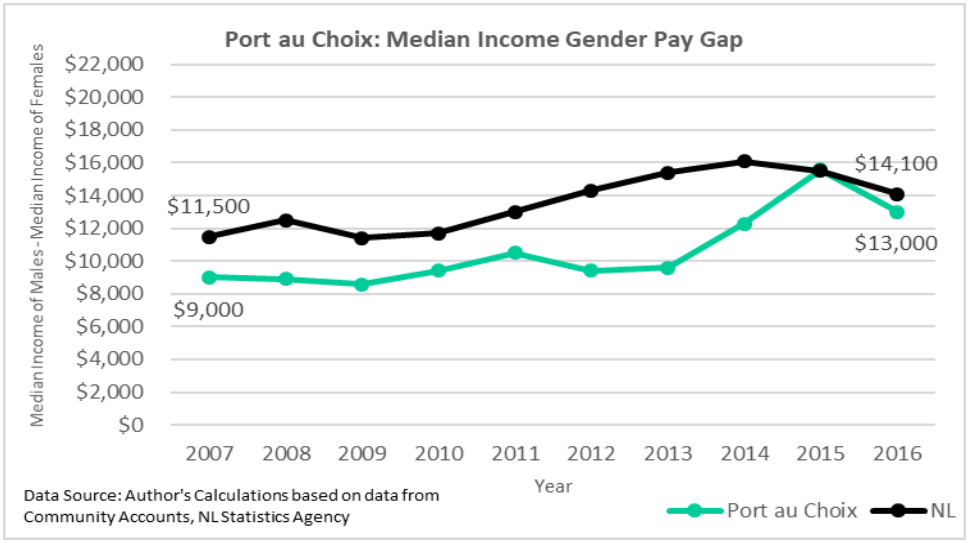
In Port au Choix, the median income equaled $29,300 for males and $20,300 for females in 2007 (see Figure 804). In 2016, the median income equaled $38,500 for males and $25,500 for females in Port au Choix.

Figure 804: Port au Choix Median Income



In 2007, as shown in Figure 805, median income of males was $9,000 higher than females in Port au Choix as the median income gender pay gap of Port au Choix was $2,500 lower than that of the province. In 2016, the median income gender pay gap in Port au Choix equaled $13,000.

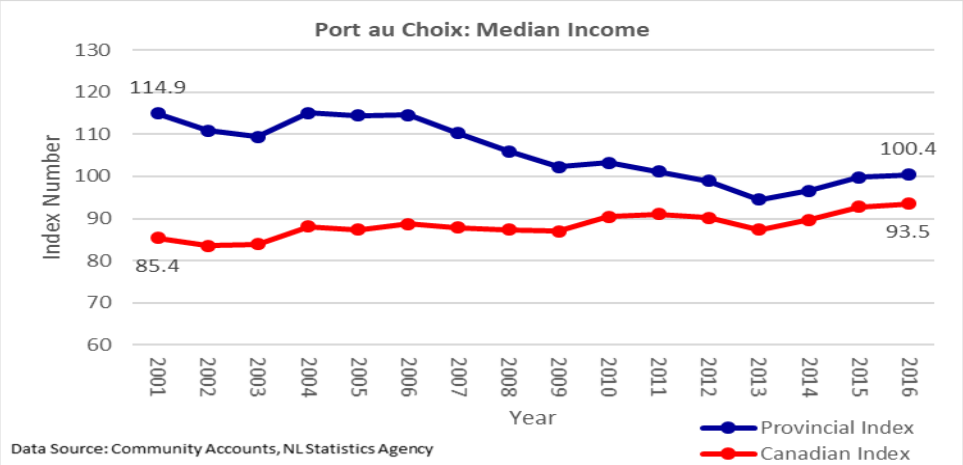
Figure 805: Port au Choix - Median Income Gender Pay Gap



From Figure 806, in 2001, the median income of Port au Choix equaled 114.9% of the provincial median income or 85.4% of the Canadian median income and by 2016, it equaled 100.4% of the median income of Newfoundland and Labrador and 93.5% of the median income of Canada. Port au Choix and St. Anthony are the only communities of the five most populated in the Northern Peninsula region that had a median income higher than that of the province in 2016. The median income was lower than the median income of Canada from 2001 to 2016. While

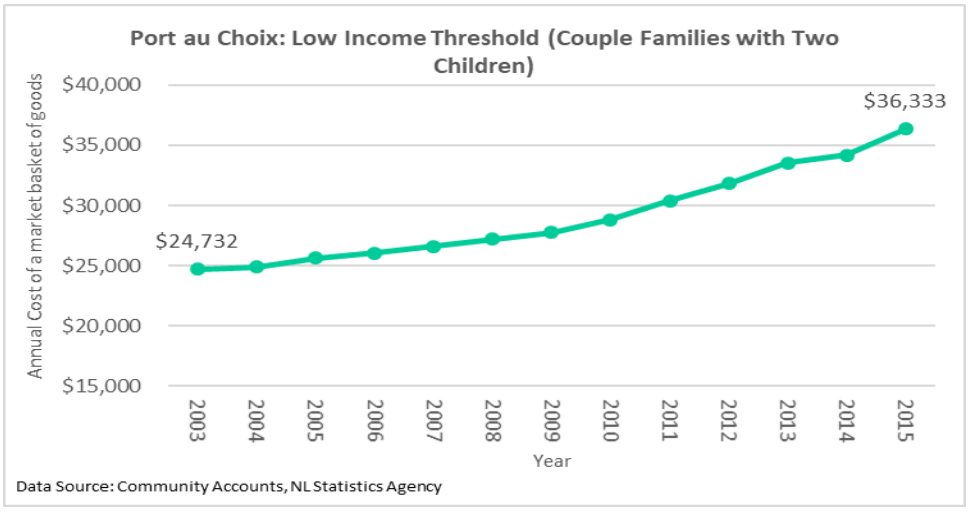
Port au Choix's median income improved relative to the Canadian median income between 2001 and 2016, it lost ground relative to the median income of Newfoundland and Labrador over that same period.

Figure 806: Port au Choix - Median Income Index



The threshold of low income in Port au Choix rose from $24,732 in 2003 to $36,333 in 2015 (see Figure 807). In 2015, the threshold of low income in Port au Choix was higher than that of Roddickton-Bide Arm and Rocky Harbour, but slightly smaller than the threshold of low income in Deer Lake.

Figure 807: Port au Choix - Low-income threshold

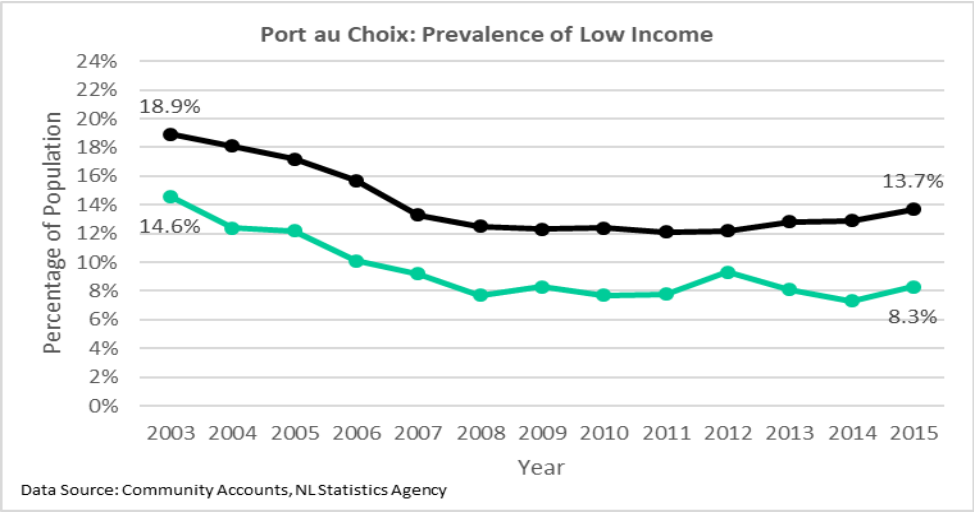


4.6.8 Prevalence of Low Income

In 2003, as shown in Figure 808, 14.6% of the population of Port au Choix had low income, which was 4.3 percentage points less than the provincial average. In 2015, 8.3% of the population of Port au Choix had low income, which was 5.4 percentage points lower than the

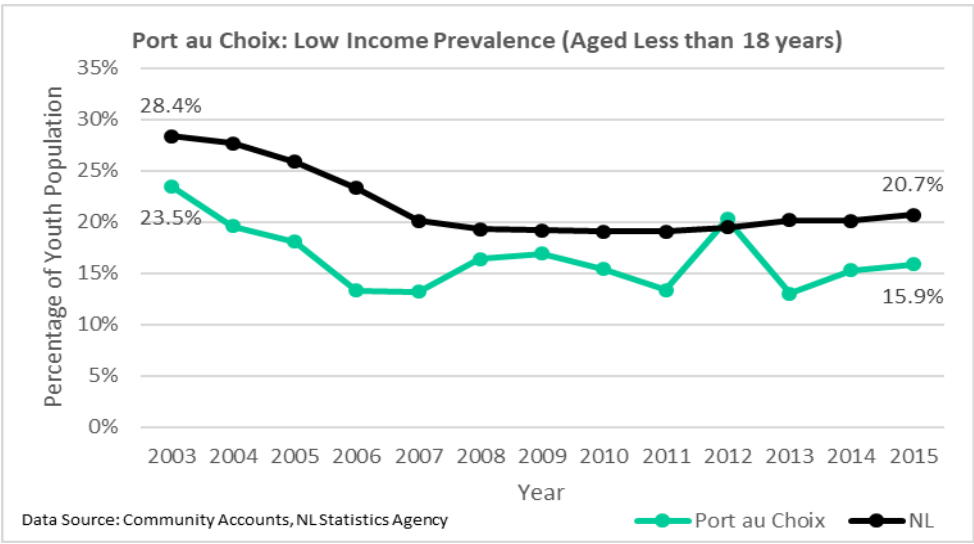
prevalence of low income in Newfoundland and Labrador. Between 2003 and 2015, the prevalence of low income in Port au Choix fell by 6.3 percentage points and was lower than the provincial average over that period.

Figure 808: Port au Choix - Prevalence of Low Income



From Figure 809, in 2003, 23.5% of the population of individuals aged less than 18 years in Port au Choix were classified as living in low income, which was 4.9 percentage points lower than the provincial average. In 2015, 15.9% of the youth population of Port au Choix were classified as living in low income, which was 4.8 percentage points lower than the provincial average.

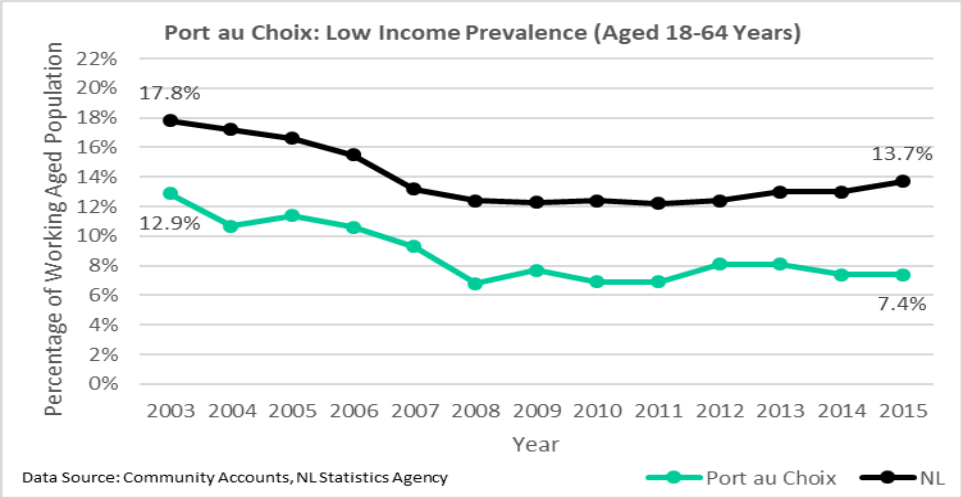
Figure 809: Port au Choix - Youth Prevalence of Low Income



In 2003, 12.9% of the population of individuals aged 18 to 64 years in Port au Choix were classified as living in low income, which was 4.9 percentage points lower than the provincial

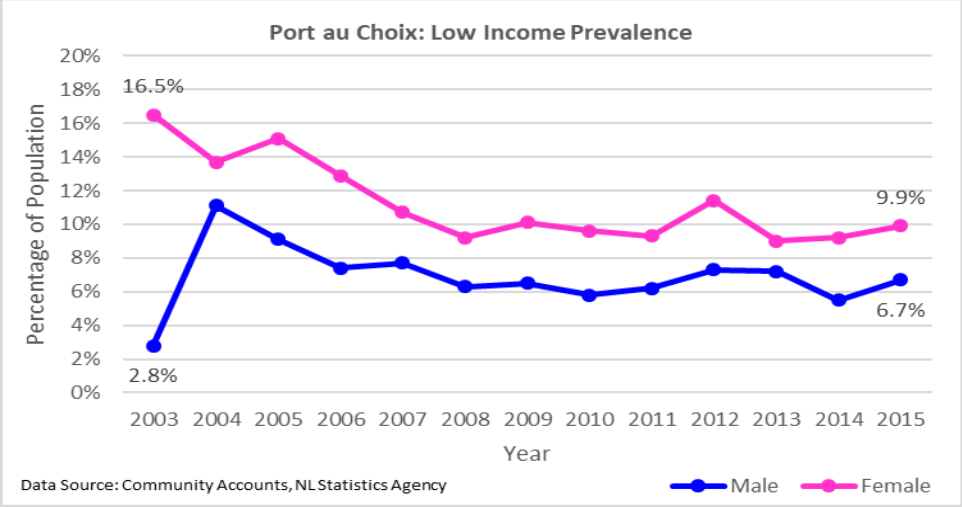
average (see Figure 810). In 2015, 7.4% of the working age population of Port au Choix resided in low income, which was 6.3 percentage points lower than the provincial average.

Figure 810: Port au Choix - Working Age Low-income prevalence



From Figure 811, the elderly prevalence of low income in Port au Choix equaled 8% of the elderly population in 2003, which was 1.1 percentage points lower than the provincial elderly prevalence of low income. In 2015, the elderly prevalence of low income in Port au Choix equaled 6.3% of the elderly population and was 1 percentage point lower than the elderly prevalence of low income in Newfoundland and Labrador. In 2003, the prevalence of low income in Port au Choix equaled 16.5% for females and 2.8% for males. In 2015, the prevalence of low income in Port au Choix equaled 9.9% for females and 6.7% for males.

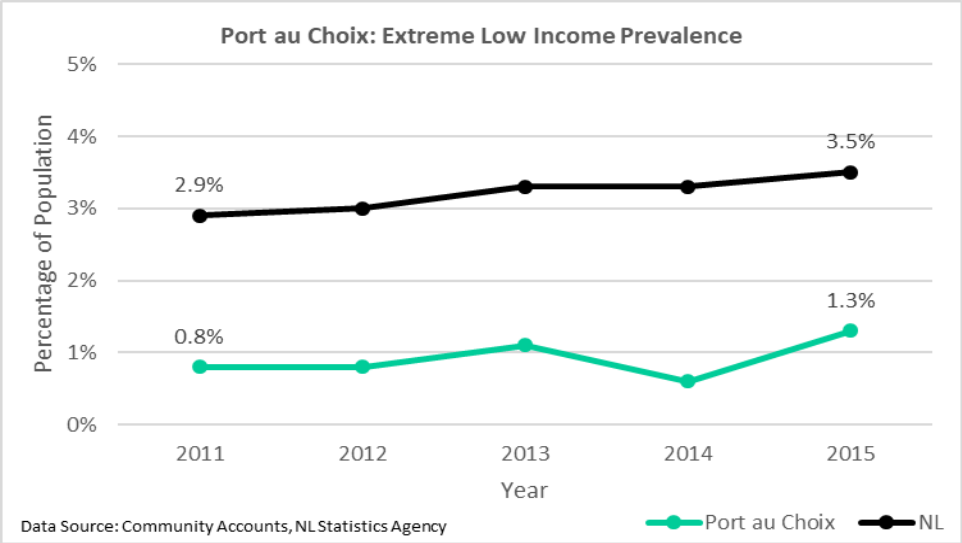
Figure 811: Port au Choix - Low-income prevalence by Gender



In 2011, as indicated in Figure 812, 0.8% of the population of Port au Choix was classified as living in extreme low income, which was 2.1 percentage points lower than the provincial

prevalence of extreme low income. In 2015, 1.3% of the population of Port au Choix resided in extreme low income, which was 2.2 percentage points lower than the provincial average.

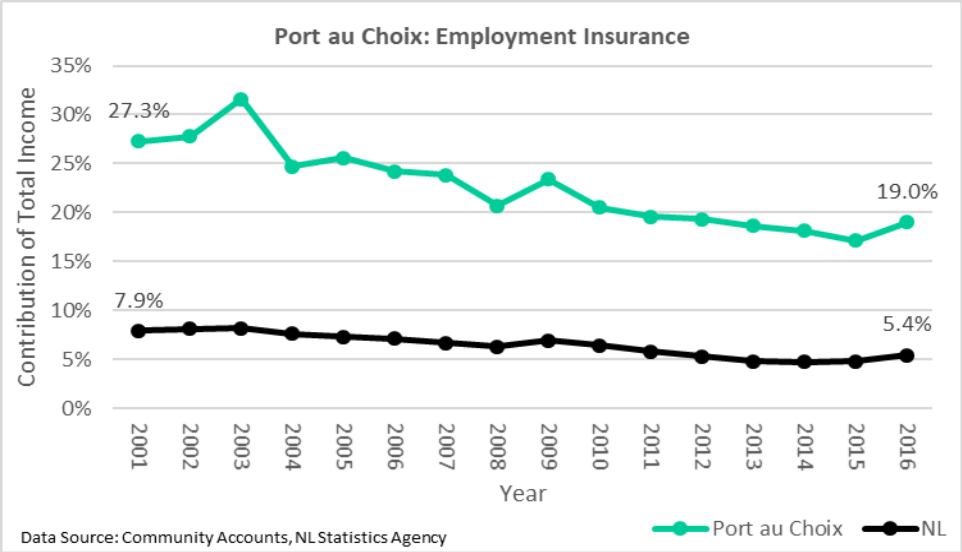
Figure 812: Port au Choix: Extreme Low-income prevalence



4.6.9 Transfer Payments

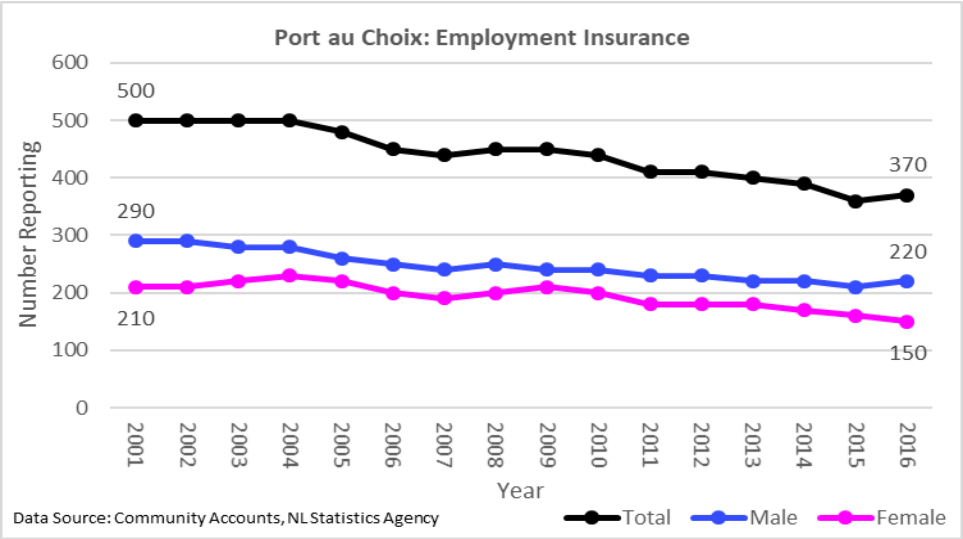
From Figure 813, in 2001, employment insurance accounted for 27.3% of total income in Port au Choix, which was 19.4 percentage points higher than the provincial average. In 2015, employment insurance amounted to 19% of total income in Port au Choix, which was 13.6 percentage points higher than the provincial average.

Figure 813: Port au Choix - Employment Insurance's Contribution of Total Income



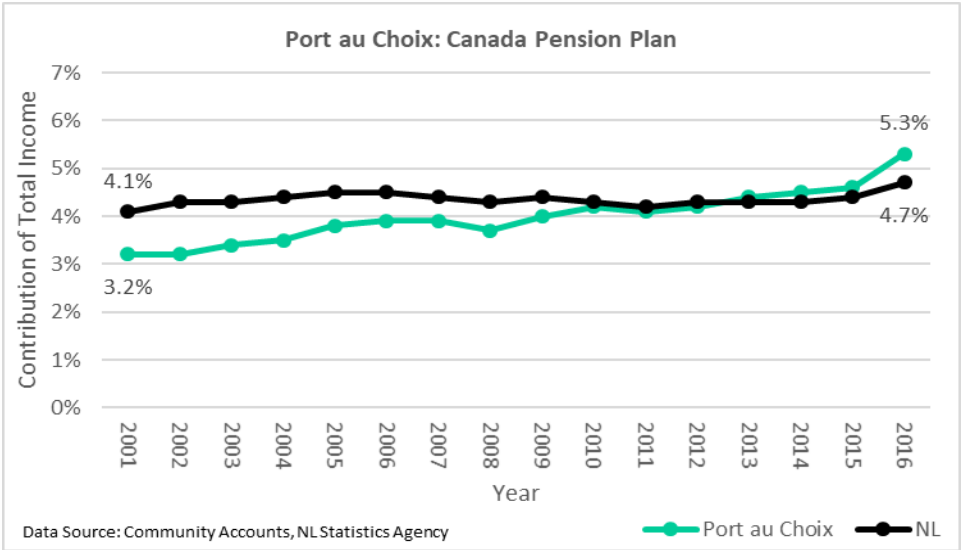
In 2001, as shown in Figure 814, there were 290 males and 210 females receiving employment insurance in Port au Choix. In 2016, there were 220 males and 150 females receiving employment insurance in Port au Choix.

Figure 814: Port au Choix - Number Reporting for Employment Insurance



In 2001, the Canada Pension Plan accounted for 3.2% of total income in Port au Choix, which was 0.9 percentage points lower than the provincial average (see Figure 815). In 2016, 5.3% of total income in Port au Choix originated from the Canada Pension Plan, which was 0.6 percentage points higher than the provincial average.

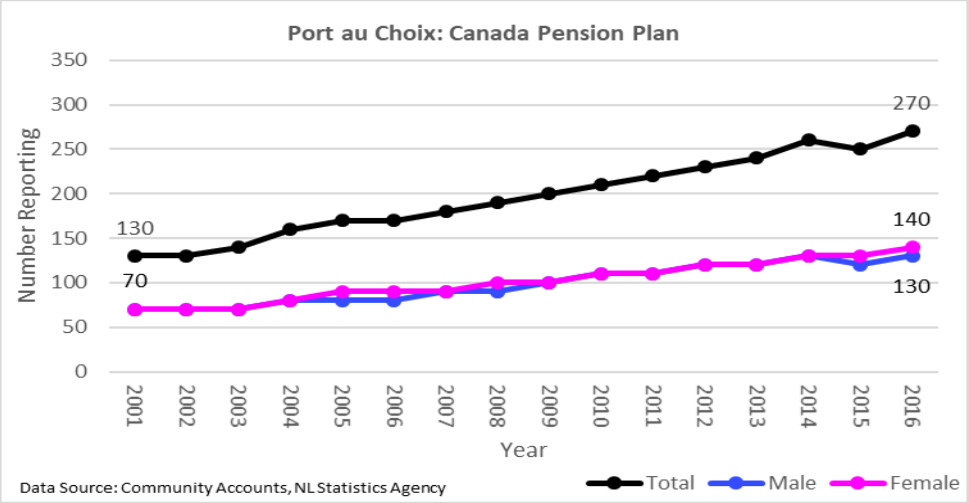
Figure 815: Port au Choix - Canada Pension Plan's Contribution of Total Income



As illustrated in Figure 816, in 2001, there were 70 males and 70 females receiving the Canada Pension Plan in Port au Choix. In 2016, there were 140 females and 130 males receiving the

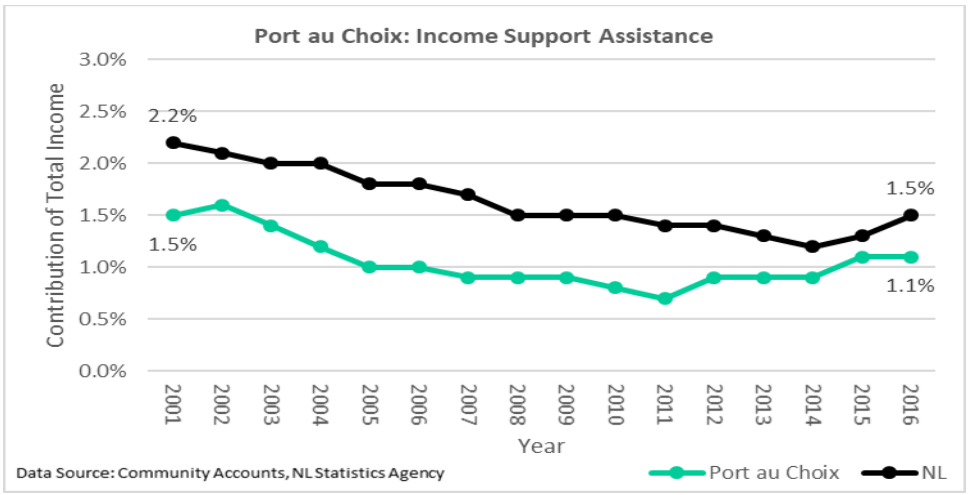
Canada Pension Plan in 2016. From 2001 to 2016, the number of people reporting for the Canada Pension Plan in Port au Choix increased by 70 females and 60 males. Males and females have both reported for the Canada Pension Plan in similar numbers in the community throughout that period.

Figure 816: Port au Choix - Number Reporting for the Canada Pension Plan



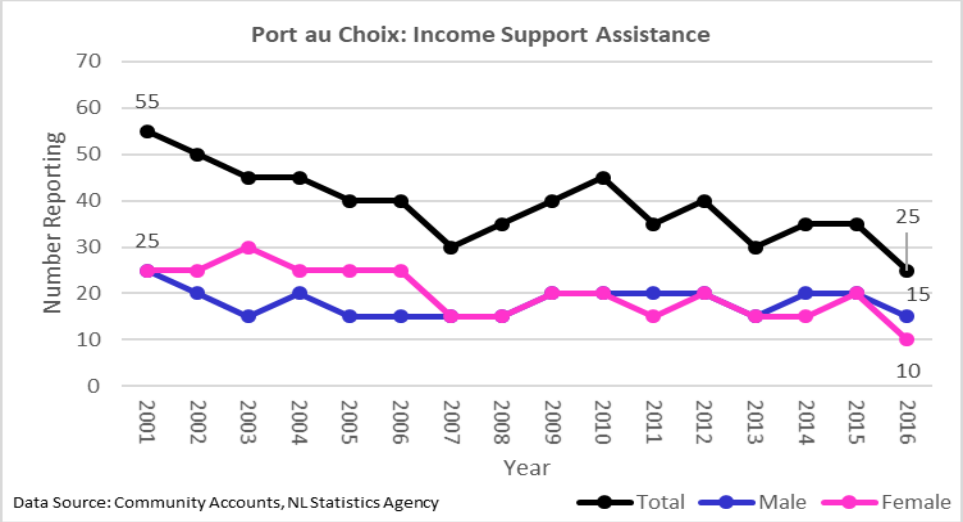
From Figure 817, in 2001, income support assistance accounted for 1.5% of total income in Port au Choix, which was 0.7 percentage points lower than the provincial average. In 2016, income support assistance accounted for 1.1% of total income in Port au Choix, which was 0.4 percentage points lower than that of Newfoundland and Labrador.

Figure 817: Port au Choix - Income Support Assistance's Contribution of Total Income



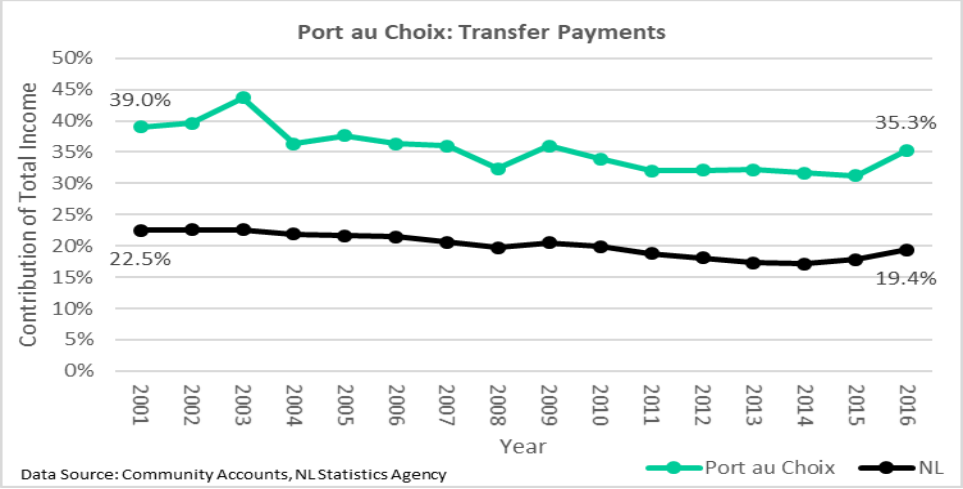
In 2001, as illustrated in Figure 818, there were 25 males and 25 females receiving income support assistance in Port au Choix. In 2016, there were 15 males and 10 females receiving income support assistance in Port au Choix.

Figure 818: Port au Choix - Number Reporting for Income Support Assistance



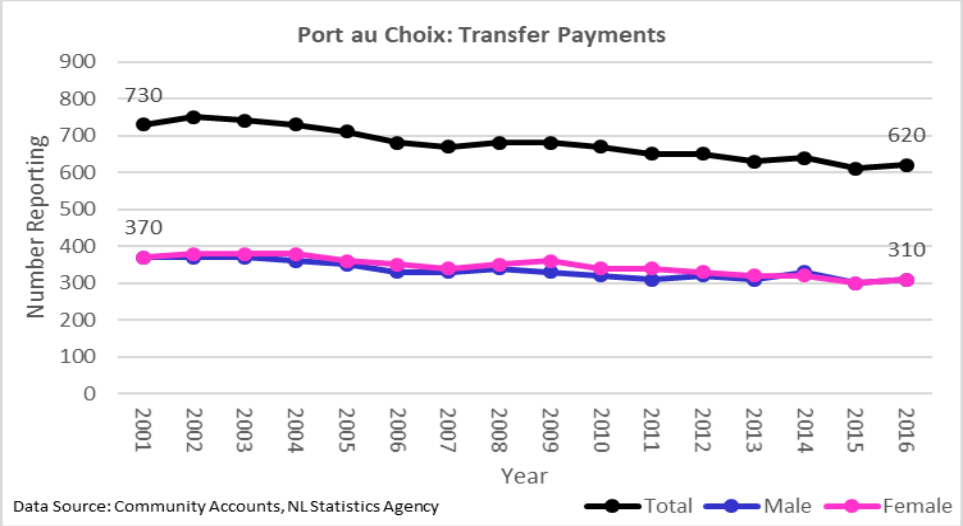
As shown in Figure 819, in 2001, transfer payments' share of total income in Port au Choix equaled 39%, which was 16.5 percentage points higher than transfer payments' share of total income in Newfoundland and Labrador. In 2016, 35.3% of total income in Port au Choix originated from government transfer payments, which was 15.9 percentage points higher than the provincial average.

Figure 819: Port au Choix - Transfer Payments' Contribution of Total Income



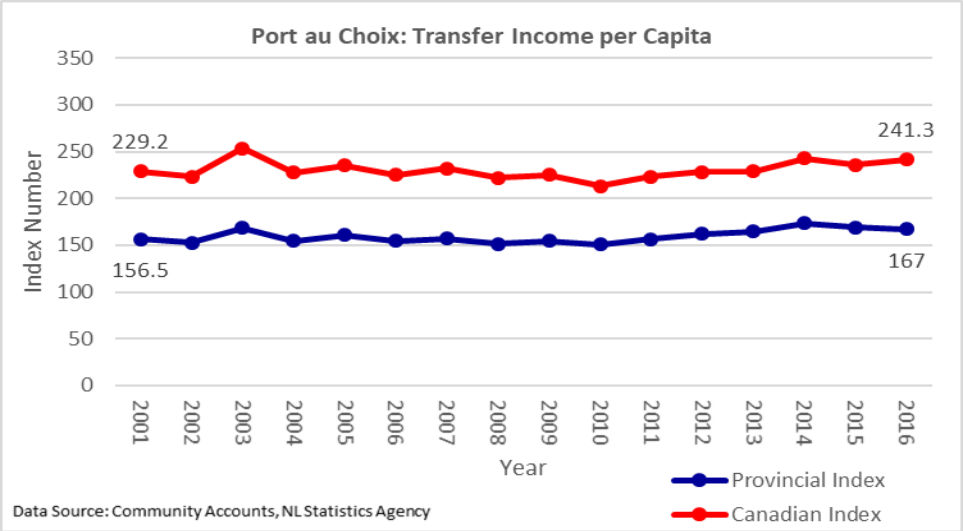
From Figure 820, in 2001, there were 370 males and 370 females receiving transfer payments in Port au Choix. In 2016, there were 310 males and 310 females receiving transfer payments in Port au Choix. The number of males and the number of females receiving transfer payments in the community both fell by 60 individuals between 2001 and 2016 as males and females both received transfer payments in similar numbers in Port au Choix between 2001 and 2016.

Figure 820: Port au Choix - Number Reporting for Transfer Payments



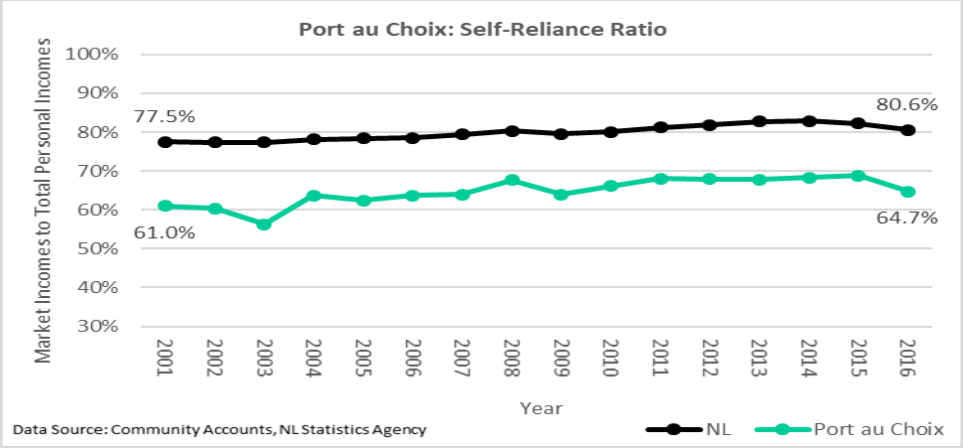
In 2001, as indicated in Figure 821, transfer incomes per capita in Port au Choix amounted to 156.5% of transfer incomes per capita in Newfoundland and Labrador or 229.2% of transfer incomes per capita in Canada. In 2016, transfer incomes per capita in Port au Choix was equal to 167% of the provincial average or 241.3% of the Canadian average.

Figure 821: Port au Choix - Transfer Incomes per Capita Index



In 2001, 61 cents out of every dollar flowing into Port au Choix originated from market sources as the self-reliance ratio in Port au Choix was 16.5 percentage points lower than the provincial self-reliance ratio in 2001 (se Figure 822). In 2016, 64.7% of all money flowing into Port au Choix originated from market sources, which was 15.9 percentage points lower than the self-reliance ratio of Newfoundland and Labrador. Between 2001 and 2016, the self-reliance ratio in Port au Choix increased by 3.7 percentage.

Figure 822: Port au Choix - Self-Reliance Ratio



4.6.10 Employment Classification

From Figures 823 and 824, in 2011, the industry with the highest level of employment in Port au Choix was the agriculture, forestry, fishing and hunting industry, with 125 workers, followed by the health and social assistance industry, with 85 workers. In 2016, the industry with the highest level of employment was the manufacturing industry, with 80 workers, followed by the agriculture, forestry, fishing, and hunting industry, with 75 workers and the health care and social assistance industry, with 60 workers. From 2011 to 2016, manufacturing experienced the biggest boost in employment, with 30 more workers and agriculture, forestry, fishing, and hunting experienced the largest drop in employment over that same period, losing 50 workers. In 2016, agriculture, forestry, fishing, and hunting along with construction and manufacturing all tied for the highest levels of male employment in 2016, with 45 male workers each. In terms of female employment, health care and social assistance led the way with 55 female workers as agriculture, forestry, fishing, and hunting came in second place.

Figure 823: Port au Choix - Employment Classification by Industry

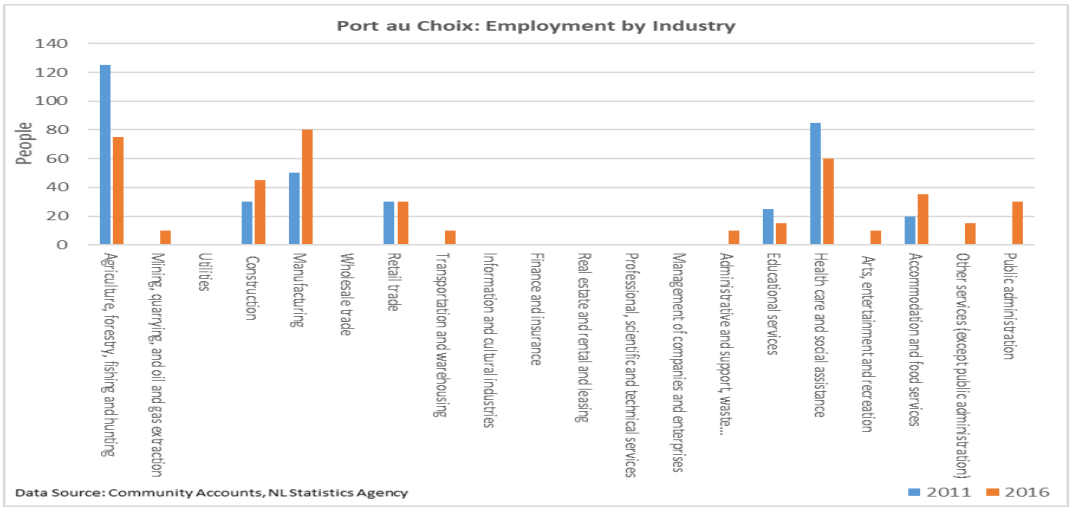
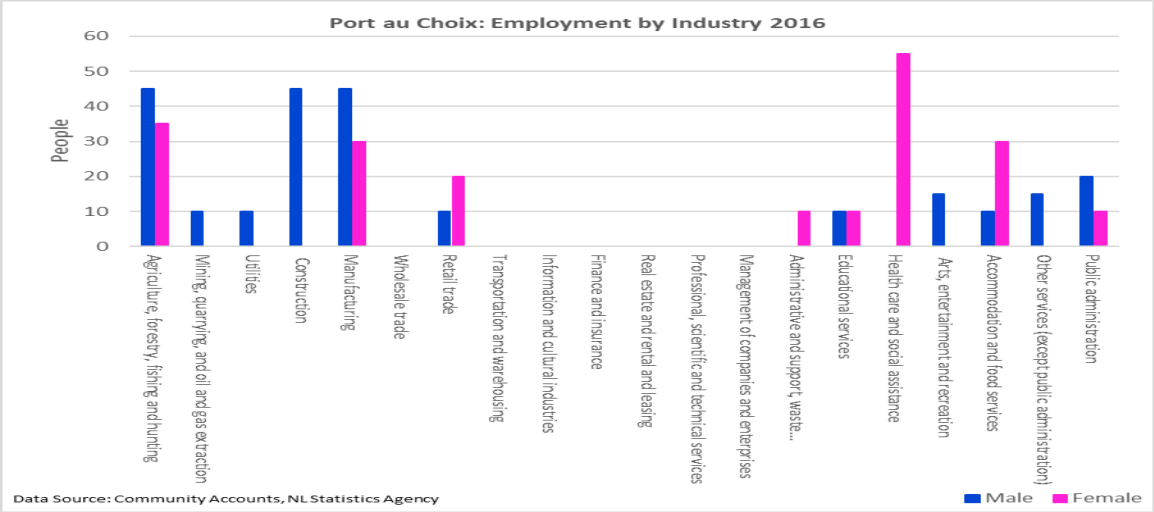


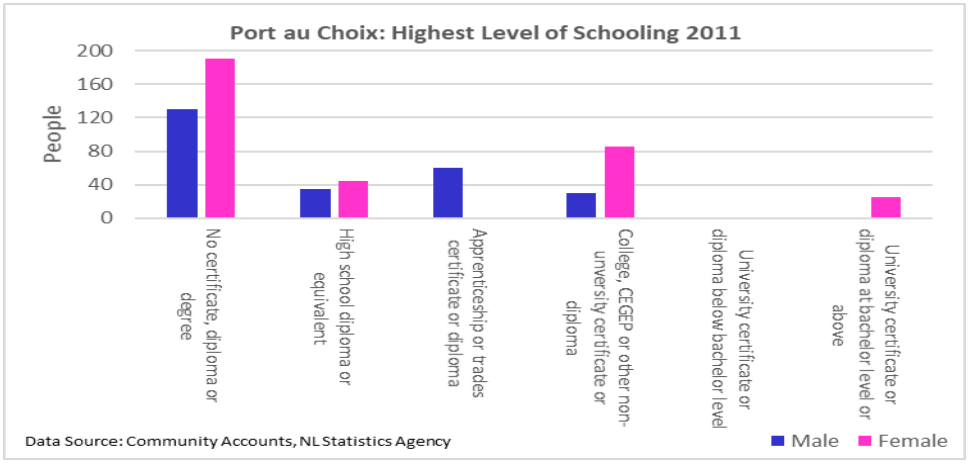
Figure 824: Port au Choix - Employment by Industry 2016



4.6.11 Education

As indicated in Figure 825, in Port au Choix in 2011, there were 60 more males with no certificate, diploma or degree than females; 10 more females with a high school diploma as their highest level of education than males; 60 more males with an apprenticeship or trades certificate or diploma than females; 55 more females with a college or other non-university certificate or diploma; and 25 more females with a university certificate, diploma or degree than males.

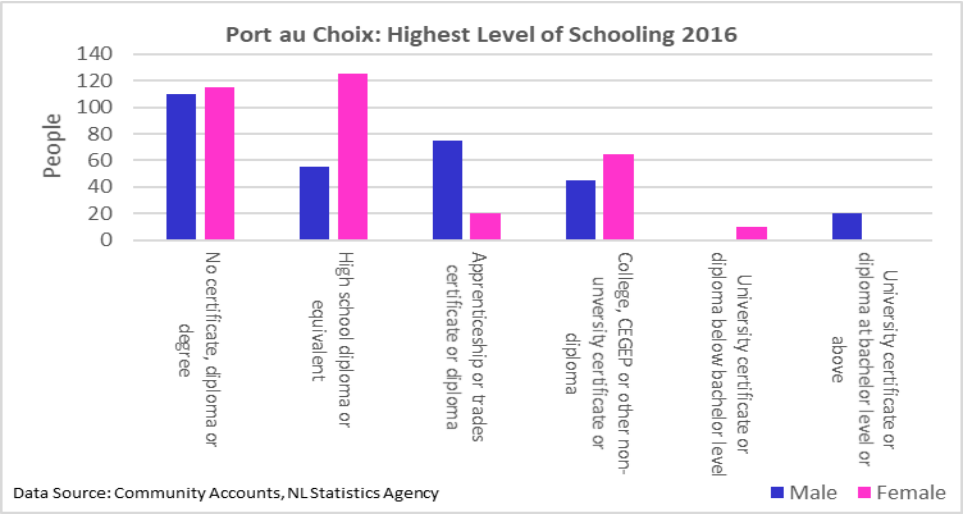
Figure 825: Port au Choix - Highest Level of Schooling 2011



From Figure 826, in Port au Choix in 2016, there were 5 more females with no certificate, diploma or degree than males; 70 more females with a high school diploma as their highest level of education than males; 55 more males with an apprenticeship or trades certificate or

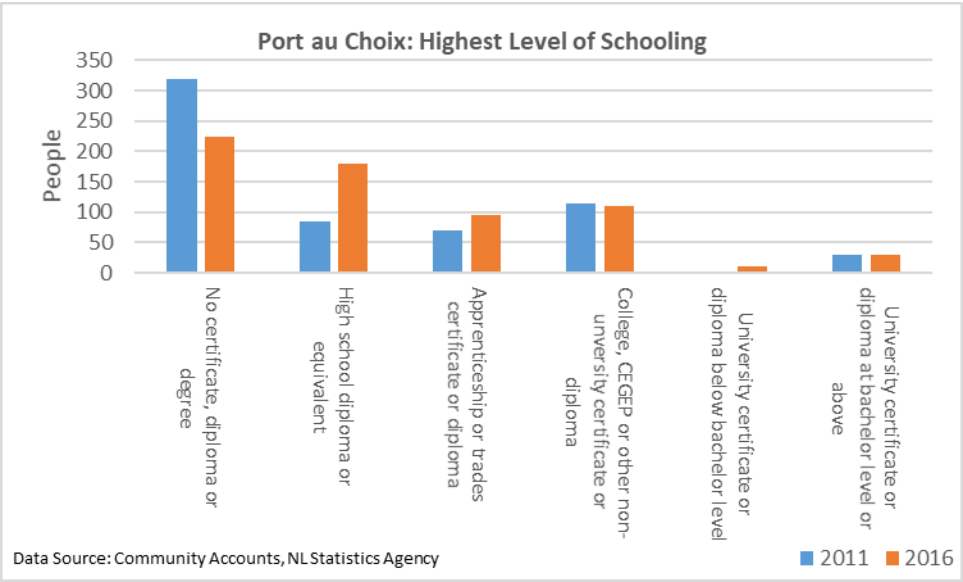
diploma than females; 20 more females with a college or other non-university certificate or diploma; and 20 more males with a university certificate at the bachelor level or above than females.

Figure 826: Port au Choix - Highest Level of Schooling 2016



Between 2011 and 2016 in Port au Choix, the number of people with no certificate, diploma or degree fell by 95 individuals; the number of people with a high school diploma as their highest level of education increased by 95 individuals; the number of people with an apprenticeship or trades certificate or diploma increased by 25 individuals; the number of people with a college or other non-university certificate or diploma fell by 5 individuals; and the number of people with a university certificate, diploma or degree did not change (see Figure 827).

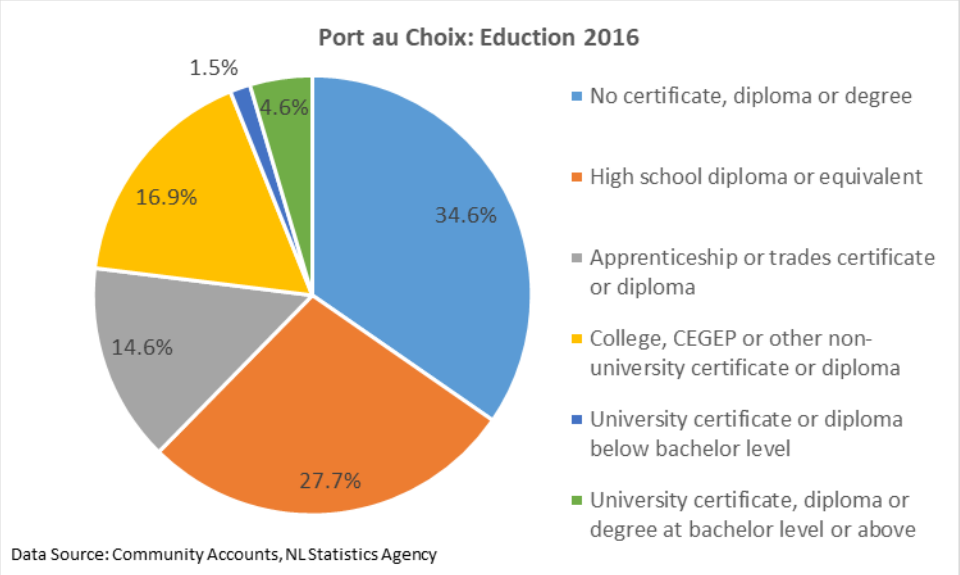
Figure 827: Port au Choix - Highest Level of Schooling by Year



In 2016, as indicated in Figure 828, 34.6% of the population of Port au Choix held no certificate, diploma or degree; 27.7% of the population of Port au Choix held a high school diploma as their highest level of education; 16.9% of the population of Port au Choix held a college or other non-university certificate or diploma; 14.6% of the population of Port au Choix held an apprenticeship or trades certificate or diploma; and 4.6% of the population of Port au Choix held a university certificate, diploma or degree at the bachelor level or above.

In 2016, of the five largest communities in the Northern Peninsula region, Port au Choix had the second highest population share of individuals with no certificate, diploma or degree; the highest population share of people with a high school diploma as their highest level of education; the highest population share of individuals with an apprenticeship or trades certificate or diploma; the second lowest population share of individuals with a college degree; the lowest population share of individuals with a university certificate, diploma or degree at the bachelor level or above; and the second lowest population share of individuals with a postsecondary education. Port au Choix has the highest proportion of individuals with an apprenticeship or trades certificate or diploma of the five largest communities in the Northern Peninsula region, but it still has arguably the lowest levels of education of those five communities.

Figure 828: Port au Choix - Population Shares by Education



4.6.12 Summary

Port au Choix was the fifth most populated community in the Northern Peninsula region in 2016, but still lost 31% of its population between 1996 and 2016, which was the largest amount of population loss of the five largest communities in the Northern Peninsula region. Likewise, Port au Choix experienced population decline from 2010 to 2015. Additionally, Port au Choix

had arguably the best demographics of the five largest communities in the Northern Peninsula region in 2016: the highest working age population share, the lowest elderly population share, and the lowest age dependency ratio, but still had the highest median age. Likewise, of the five largest communities in the Northern Peninsula region, Port au Choix has the second highest median income, the third highest levels of real disposable income per capita (based on 2011 data), the second highest median income gender pay gap, and the lowest prevalence of low income.

Nonetheless, Port au Choix's good demographics and decent income statistics, relative to other communities in the Northern Peninsula region, has not translated into strong labour force statistics or sustainable income sources: of the five largest communities in the Northern Peninsula region, Port au Choix has the highest unemployment rate, the lowest employment rate, the lowest participation rate, the highest share of income originating from employment insurance, the highest share of income originating from transfer payments, the lowest self-reliance ratio and the highest Canadian index for transfer incomes per capita. In fact, transfer incomes per capita in Port au Choix equaled 241.3% of the Canadian levels.

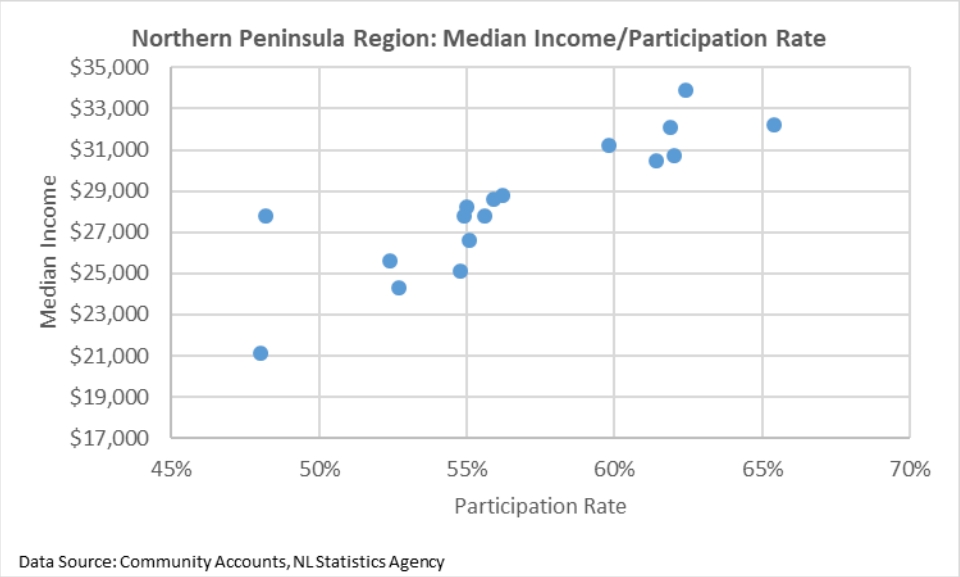
The third variable between Port au Choix's good demographics, on one hand, and its poor labour force statistics and its high reliance on transfer incomes, on the other, are its low levels of education: of the five largest communities in the Northern Peninsula region, Port au Choix has the second highest population share of individuals with no certificate, diploma or degree; the highest population share of individuals with only a high school diploma; the second lowest population share of individuals with a college certificate or diploma; the lowest population share of individuals with a university certificate, diploma or degree at the bachelor level or above; and the second lowest population share of individuals with a postsecondary education in general.

In sum, Port au Choix has some good demographics and a high median income for the Northern Peninsula region, but the community has very low levels of education which hampers its job market, which is the worst of the five largest communities in the Northern Peninsula region, and its reliance on transfer incomes, which is the highest of the five largest communities in the Northern Peninsula region. Additionally, despite the fact that Port au Choix has a higher working age population share than Newfoundland and Labrador as a whole, its high median income suggest that things are going to get worse going into the future as more and more of that working age population share pushes into the elderly age groups and exacerbates the situation. Port au Choix must work to increase its education levels and mitigate its aging population and population decline to ameliorate the community's social and economic structure for the future.

5.0 Correlations Between Economic Variables – Great Northern Peninsula

Using data from Community Accounts, many correlation have been found between the economic and demographic data used to describe the geographies under question in this article. The sample size (n) for these correlations equaled 17: Economic Zone 06, Economic Zone 07, Deer Lake-Cormack Area, Bonne Bay Area, Daniel's Harbour Area, Hawke's Bay-Port au Choix Area, the Strait of Belle Isle, Quirpon-Cook's Harbour Area, Roddickton Area, Jackson's Arm Area, St. Anthony and its surrounding area, Deer Lake, Roddickton-Bide Arm, Rocky Harbour, Port au Choix, Port Saunders and St. Lunaire-Griquet and its surrounding area. This is a small sample size, but all correlation coefficients shown are statistically significant at the level of $\alpha = 0.01$.

Figure 829: Correlations - Median Income/Participation Rate 2016

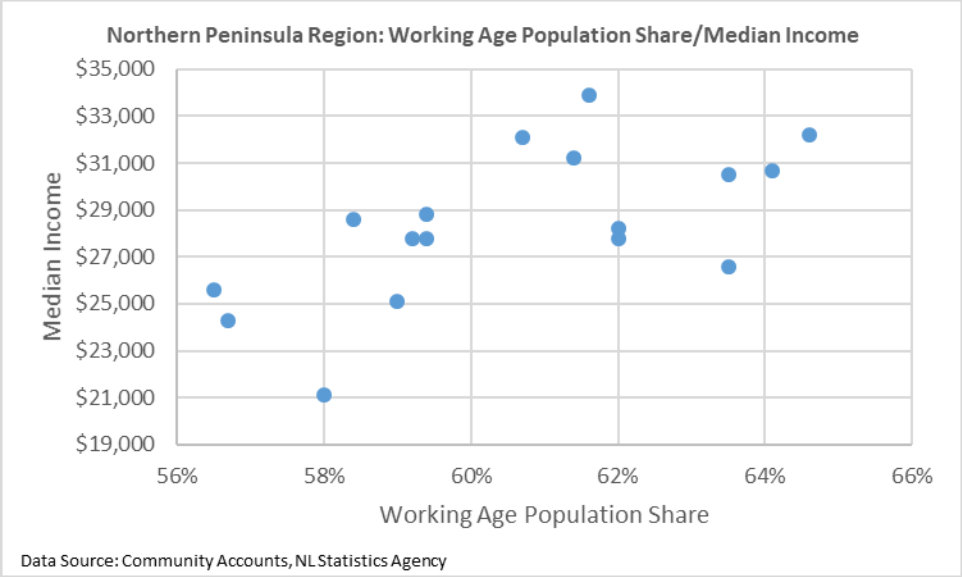


Firstly, there was found to be a strong correlation between median income and the participation rate in 2016 (see Figure 829). The correlation coefficient between the two variables equaled +0.86. While this may seem obvious, the data shows that the participation rate is the most important labour force variable for median income: the correlation coefficient between median income and the employment rate equaled 0.71, while the correlation coefficient between median income and the unemployment rate equaled -0.31. While there is a strong relationship between median income and employment in the Northern Peninsula region, it is not as strong as the relationship between the participation rate and the median income. Likewise, median income and the unemployment rate only have a weak negative relationship.

Evidence for the relationship between the participation rate and median income in the Northern Peninsula region can be showed by the fact that the four Local Area with the highest participation rates also had the highest median incomes in 2016. Similarly, the four Local Areas with the lowest participation rates also had the lowest median incomes. Quirpon-Cook's Harbour Area and Hawke's Bay-Port au Choix Area had the highest median incomes and they also had the highest participation rates in 2016. Likewise, in terms of the four largest communities in the Northern Peninsula region: the order from greatest to least in terms of the median income was the same order for the participation rate: St. Anthony and its surrounding area, Rocky Harbour, Deer Lake, Roddickton-Bide Arm.

But what does this mean? Does a high median income in the region induce more people to join the labour force? Or does a high participation rate lead to a high median income? Or could there be a third variable at play? This cannot be determined from the type of analysis completed in this study.

Figure 830: Correlations: Working Age Population Share/Median Income 2016

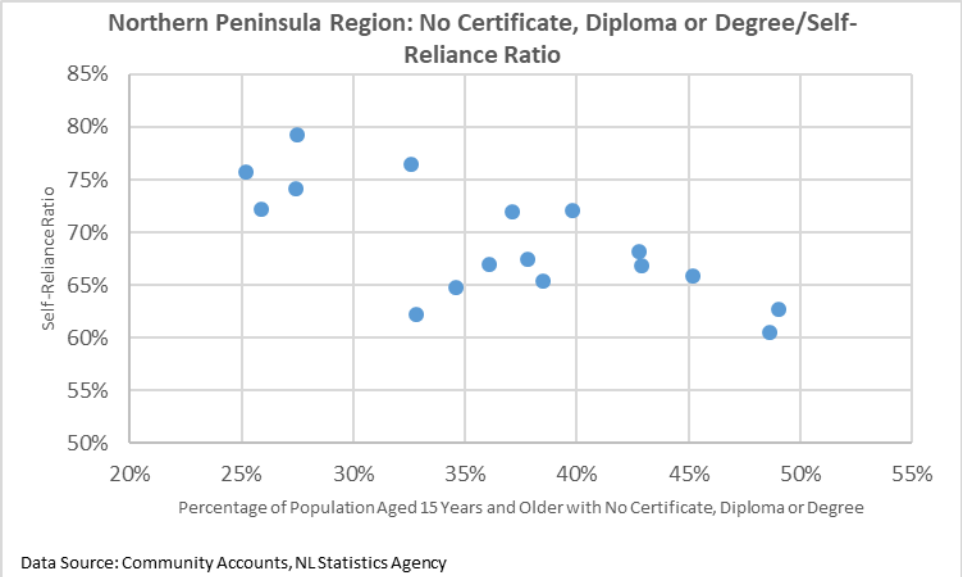


As illustrated in Figure 830, there was also found to be a correlation between the median income and the working age population share in 2016 in the Northern Peninsula region. The correlation coefficient between the two variables equaled +0.64. Evidence for this relationship can be seen by the fact that Hawke's Bay-Port au Choix Area, the Strait of Belle Isle, and Quirpon-Cook's Harbour Area have the largest working age population shares of the 8 Local Areas in the Northern Peninsula region and they also fill out the top three in terms of the highest median incomes. Likewise, Roddickton Area and Jackson's Arm Area have the lowest working age population shares and have the lowest median incomes of the 8 Local Areas in the Northern Peninsula region.

Similarly, Roddickton-Bide Arm has the lowest working age population share and the lowest median income of the four largest communities in the Northern Peninsula region. Additionally, St. Anthony and its surrounding area has the highest median income and the second highest working age population share while Rocky Harbour has the highest working age population share and the second highest median income.

The correlation coefficient for the relationship between the median income and the working age population share does have some intuition to its existence: if there are more people of working age in the region, then there must be more people working and thus more economic activity in the region. However, the correlation coefficient for the relationship between the working age population share and the median income of a region is weaker than the relationship between the participation rate and the median income in the region. For the participation rate tells the size of the labour force that decides to participate, which is more important to determine economic activity than the labour force itself. For example, one region may have a large working age population share, but if it has a low participation rate, then that means that much of its high working age population share is left idle and contributes little to the economy.

Figure 831: Correlations - No Certificate, Diploma or Degree/Self-Reliance Ratio

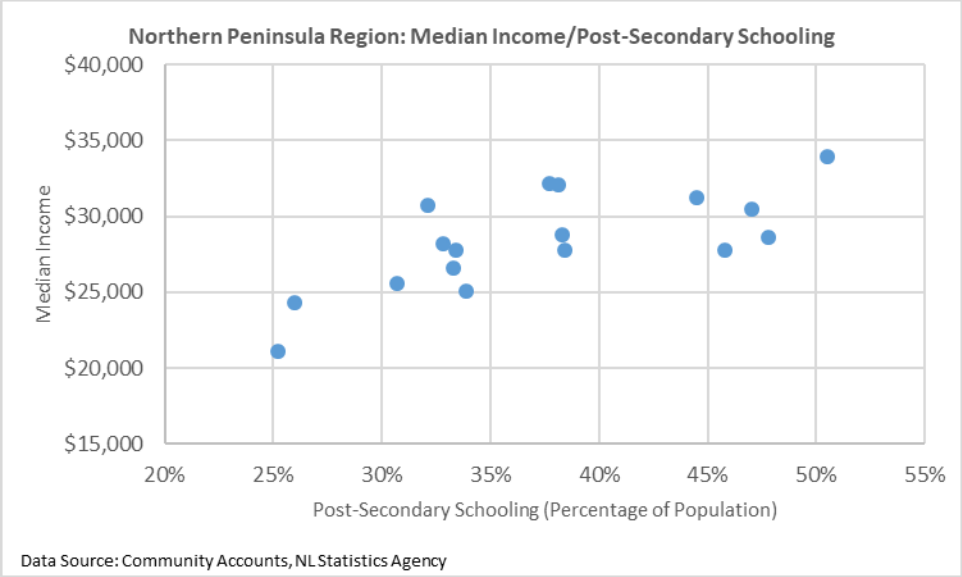


There does seem to be a relationship between economic indicators of well-being and the levels of education in a region. For example, as illustrated in Figure 831, there is a strong negative relationship between the percentage of a region's population with no certificate, diploma or degree and the self-reliance ratio of the region. The correlation coefficient of these two variables is equal to -0.72 and is statistically significant at the $\alpha = 0.01$ level of significance. This implies that there is a strong relationship between the percentage of a region's population that

did not graduate from high school and that region's ability to create income through market sources: as the percentage of the region's population without a high school diploma increases, then the percentage of its income obtained through market sources decreases and the percentage of its income originating from government transfers increases. This correlation has a very simple intuition: if a person has a very low level of education, then its skill sets may not lend to year round stable employment with a high salary and a large share of that person's income may have to come from government transfers.

Evidence for this correlation comes from the fact that Roddickton Area had the second highest population share of individuals without a certificate, diploma or degree and also had the lowest self-reliance ratio of the eight Local Areas in the Northern Peninsula region; Quirpon-Cook's Harbour Area and Deer Lake-Cormack Area had the two lowest population shares of individuals with no certificate, diploma or degree and also had the two highest self-reliance ratios of the eight Local Areas in the Northern Peninsula region.

Figure 832: Correlations - Median Income - Postsecondary Schooling 2016



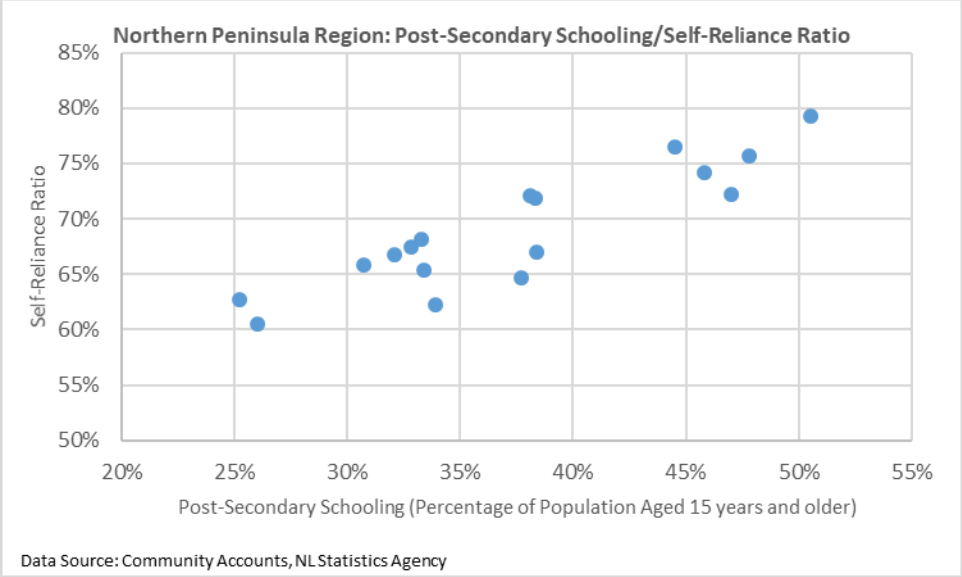
From Figure 832, there is also a strong relationship between the median income of a region and that region's percentage of its population with postsecondary schooling. The correlation coefficient between these two variables is equal to +0.71 and is found to be statistically significant at the $\alpha = 0.01$ level. Evidently, regions that are proportionately more highly educated have higher median incomes than regions that are proportionately less educated.

For instance, Jackson's Arm Area has the lowest population share with postsecondary schooling and the lowest median income of the eight Local Areas in the Northern Peninsula region. Consequently, Roddickton Area has the second lowest population share with postsecondary schooling and the second lowest median income of the eight Local Areas in the Northern

Peninsula region. Likewise, of the four largest communities in the Northern Peninsula region, St. Anthony and its surrounding area has the largest percentage of its population with postsecondary schooling and the highest median income while Roddickton-Bide Arm has the lowest percentage of its population with postsecondary schooling and the lowest median income.

However, the relationship between postsecondary schooling and the median income of a region is not perfect: while Deer Lake had the highest percentage of its population with postsecondary schooling of the eight Local Areas in the Northern Peninsula region, it only had the fourth highest median income. Additionally, while Hawke's Bay-Port au Choix Area had the second highest median income of the eight Local Areas in the Northern Peninsula region, it had the third lowest percentage of its population with postsecondary schooling of those eight Local Areas.

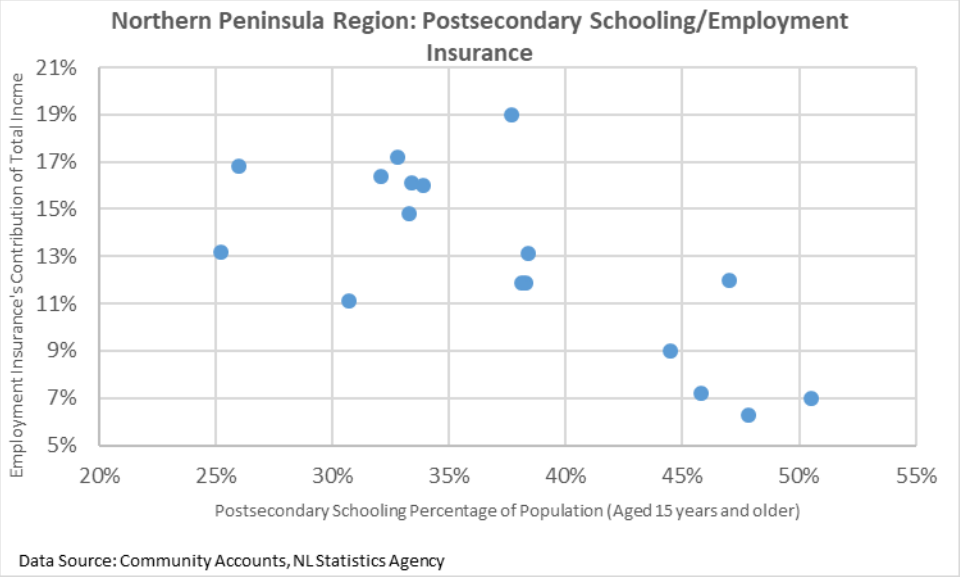
Figure 833: Correlations - Postsecondary Schooling/Self-Reliance Ratio 2016



Additionally, from Figure 833, there was a strong correlation between a region's percentage of its population with postsecondary schooling and that region's self-reliance ratio in 2016. The correlation coefficient between the two variables equaled +0.895 and was found to be statistically significant at the $\alpha = 0.01$ level of significance. The conclusion that can be drawn from this correlation is that a region that has a proportionately high level of education will tend to rely more so on market sources for its income, instead of government transfers, than regions with a less educated population. Additionally, regions that are proportionately less educated will tend to rely more so on government transfers for its income, instead of market sources, than regions that are proportionately more educated.

Evidence for this relationship can be found by the fact that Deer Lake-Cormack Area and Quirpon-Cook's Harbour Area have the highest percentage of their populations with postsecondary schooling and have the highest self-reliance ratio of the 8 Local Areas in the Northern Peninsula region in 2016. By the same token, Roddickton Area had the second lowest percentage of its population with postsecondary schooling and had the lowest self-reliance ratio of the eight Local Areas in the Northern Peninsula region in 2016. Likewise, when ranking the four largest communities in the Northern Peninsula region from greatest to least in terms of both the self-reliance ratio and the percentage of their populations with postsecondary schooling, the lists are exactly the same: St. Anthony and its surrounding area, Deer Lake, Rocky Harbour and Roddickton-Bide Arm.

Figure 834: Correlations - Postsecondary Schooling/Employment Insurance 2016



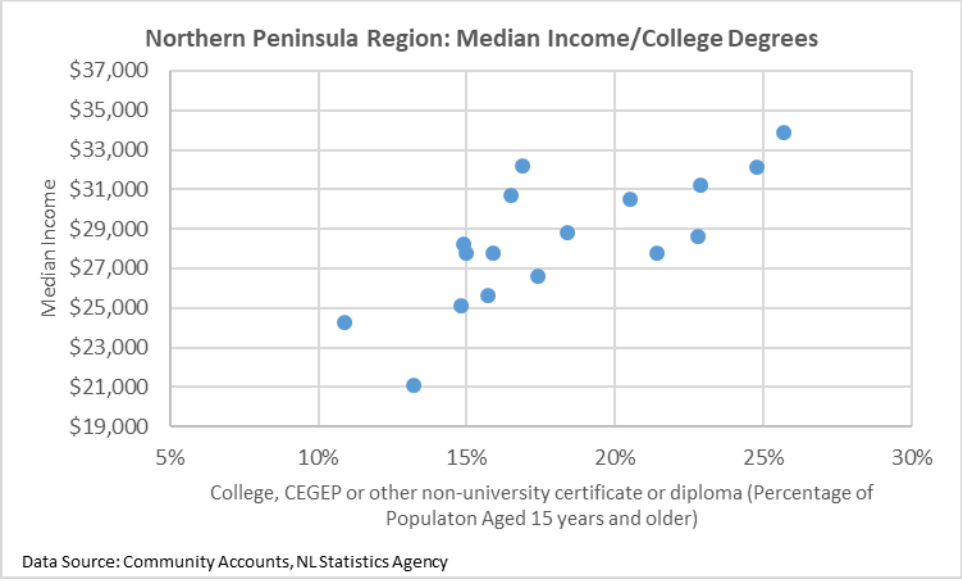
Moreover, the Northern Peninsula region can be characterized by a reliance on transfer payments in general and the region's greatest addiction is to employment insurance. In fact, the 8 Local Areas, both Economic Zones and the four largest communities in the Northern Peninsula region have a higher employment insurance share of total income than Newfoundland and Labrador as a whole. Likewise, in the Northern Peninsula region, the correlation coefficient between employment insurance's share of total income and transfer payments' share of total income equaled +0.82, which was much stronger than the correlations between transfer payments' share of total income and either the Canada Pension Plan or income support assistance's share of total income. Clearly, employment insurance is an important source of income in the Northern Peninsula region.

However, as reflected in Figure 834, there is a strong negative correlation between the percentage of a region's population with postsecondary schooling and that region's

contribution of total income accounted for by employment insurance in 2016 equal to -0.72 and is found to be statistically significant at the $\alpha = 0.01$ level of significance. The intuition behind this correlation is as follows: if a person holds a higher level of education, then his services will be in demand in the job market and that person will easily find employment year-round. Therefore, if a region has a proportionately more educated labour force, then that labour force will theoretically have little trouble finding employment and will have little need for employment insurance.

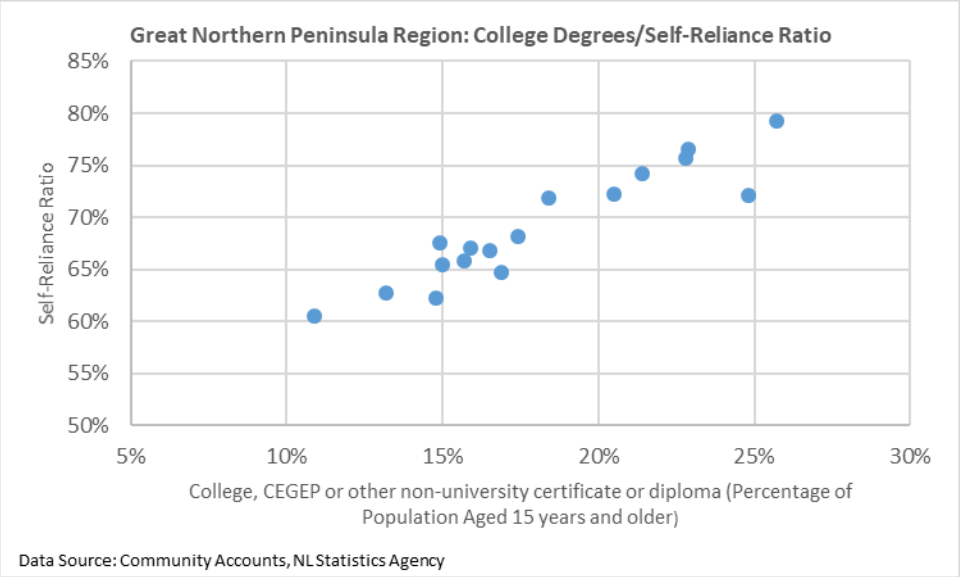
Evidence for this correlation can be given by the fact that Deer Lake-Cormaack Area has the highest percentage of its population with postsecondary schooling and the lowest share of total income coming from employment insurance of the 8 Local Areas in the Northern Peninsula region in 2016; Roddickton Area has the second lowest percentage of its population with postsecondary schooling and the second highest share of total income coming from employment insurance of the 8 Local Areas in the Northern Peninsula region in 2016; and Quirpon-Cook's Harbour Area had the second highest percentage of its population with postsecondary schooling and the second lowest share of total income coming from employment insurance of the 8 Local Areas in the Northern Peninsula region in 2016. Likewise, Roddickton-Bide Arm had the highest share of total income coming from employment insurance and the lowest percentage of its population with postsecondary schooling of the four largest communities in the Northern Peninsula region in 2016. To add, Rocky Harbour had the second highest share of total income coming from employment insurance and the second lowest population share with postsecondary schooling of the four largest communities in the Northern Peninsula region in 2016.

Figure 835: Correlations - Median Income/College Degrees 2016



Nonetheless, as indicated in Figure 835, in the Northern Peninsula region, the percentage of the population with college or other non-university certificates or diplomas seems to have a greater relationship with key economic indicators of well-being than the percentage of the population with apprenticeship or trades diplomas, university degrees at the bachelor level or above and even postsecondary schooling in general. The correlation coefficient between median income and the percentage of the population with a college or other non-university certificate or diploma in 2016 is equal to +0.74 and is significant at the $\alpha = 0.01$ level of significance. Evidently, college degrees seems to be more important to a region's median income than any other type of postsecondary education and postsecondary education in general as the correlation coefficient between a region's median income and the percentage of its population with college degrees shows a slightly stronger relationship than a region's median income and the percentage of its population with postsecondary education in general.

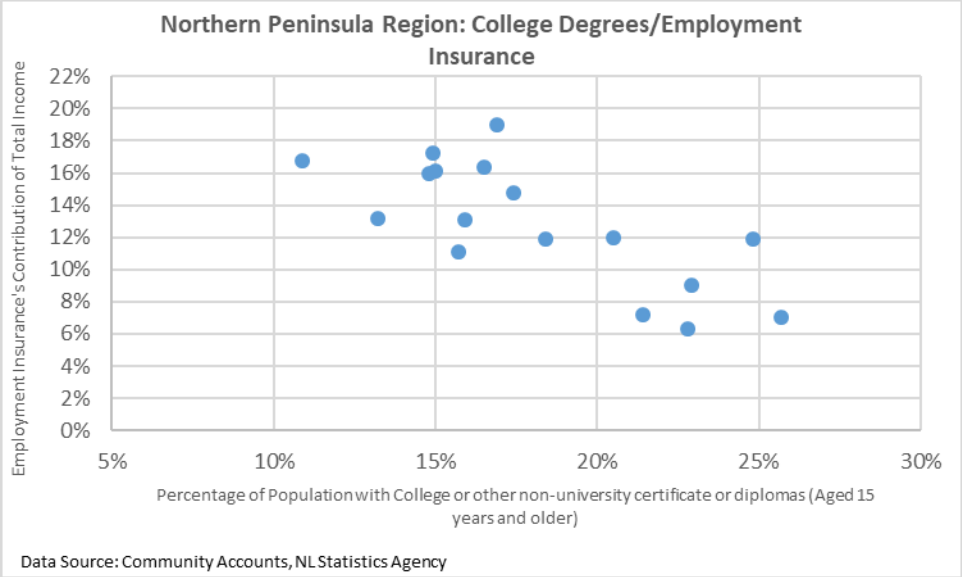
Figure 836: Correlations - College Degrees/Self-Reliance Ratio



In 2016, there was a strong correlation between a region's self-reliance ratio and the percentage of its population with a college or other non-university certificate or diploma. The correlation between those two variables equaled +0.93 and is statistically significant at the $\alpha = 0.01$ level of significance. In the Northern Peninsula region, this correlation is stronger than the correlation between the self-reliance ratio and either university certificates at the bachelor level or above, apprenticeships and trades certificates or diplomas and postsecondary schooling in general. Evidently, college degrees seem to represent the greatest relationship with the ability to provide income through market sources in the Northern Peninsula region of all the forms of postsecondary schooling.

Evidence for this relationship can be found from the fact that Quirpon-Cook's Harbour Area and Deer Lake-Cormack Area have the highest population shares of individuals with college or non-university certificates or diplomas and also have the highest self-reliance ratios of the 8 Local Areas in the Northern Peninsula region. Likewise, Roddickton Area has both the lowest population share with a college or university certificate or diploma and the lowest self-reliance ratio of the four largest communities in the Northern Peninsula region in 2016.

Figure 837: Correlations - College Degrees/Employment Insurance 2016



Likewise, from Figure 837, there is a strong negative correlation between the percentage of a region's population with college or other non-university certificates and diplomas and the percentage of that region's total income accounted for by employment insurance in 2016. The correlation coefficient between the two variables equaled -0.75 and is statistically significant at the $\alpha = 0.01$ level of significance, which is stronger than the correlation between employment insurance's share of total income and the percentage of the population with postsecondary schooling.

Evidence for this correlation can be found from the fact that Deer Lake-Cormack Area and Quirpon-Cook's Harbour had both the highest population shares of people with college degrees and the lowest shares of total income coming from employment insurance of the eight Local Areas in the Northern Peninsula region in 2016. Likewise, Roddickton Area had the highest percentage of its total income coming from employment insurance and the lowest population share with college degrees of the eight Local Areas in the Northern Peninsula region in 2016.

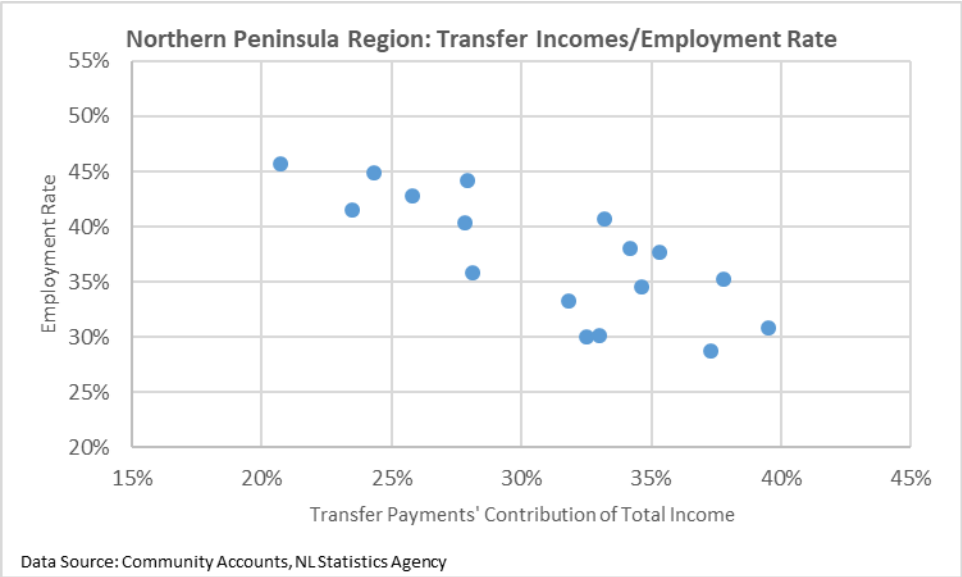
Evidently, the percentage of a region's population with college degrees tend to have a strong impact on employment insurance's share of total income in a region, the median income in a region and the region's self-reliance ratio. In fact, the percentage of a region's population with

college degrees has a stronger relationship with employment insurance's share of total income, the median income and the self-reliance ratio than apprenticeships and trades certificates or diploma; university certificates at the bachelor level or above and postsecondary schooling in general (though only slightly). This would lead one to believe that the economy of the Northern Peninsula region is built around jobs that require skills acquired from a college education.

College degrees have a stronger impact on important economic indicators of well-being than any other forms of postsecondary education and even postsecondary education in general. While Daniel's Harbour Area has the second population share with an apprenticeship or trades certificate or diploma of the 8 Local Areas in the Northern Peninsula region in 2016, it also had the second lowest self-reliance ratio. To add, while Quirpon-Cook's Harbour Area had the highest self-reliance ratio in 2016 of the 8 Local Areas in the Northern Peninsula region in 2016, it had only the fourth highest population share of individuals with an apprenticeship or trades certificate or diploma. Meanwhile, Bonne Bay Area had the highest population share of individuals with university certificates, diplomas or degrees at the bachelor level or above of the eight Local Areas in the Northern Peninsula region in 2016, but it only had the fifth highest median income and the fourth highest self-reliance ratio of those eight Local Areas. Similarly, Roddickton Area had the fourth highest population share of individuals with a university certificate, diploma or degree at the bachelor level or above of the eight Local Areas in the Northern Peninsula region in 2016, but it also had the second lowest median income, the second highest share of total income coming from employment insurance and the lowest self-reliance ratio of those eight Local Areas. Likewise, Rocky Harbour has the highest population share of individuals with a university certificate, diploma or degree at the bachelor level or above of the four largest communities in the Northern Peninsula region in 2016, but it also had the second highest share of total income coming from employment insurance and the second lowest self-reliance ratio of those four communities. Finally, St. Anthony and its surrounding area had the third lowest percentage of its population consisting of individuals with an apprenticeship or trades certificate or diploma of the four largest communities in the Northern Peninsula region in 2016, but it still had the highest median income, the highest self-reliance ratio and the second lowest share of total income coming from employment insurance of those four communities.

Now, while there is a weak to modest relationship between the percentage of the population with either a trades certificate or a university degree at the bachelor level or above and success on key economic indicators of well-being, the success of key economic variables in the Northern Peninsula region is more strongly related with the percentage of the population with a postsecondary education in general, and is even more strongly related with the percentage of the population holding college degrees.

Figure 838: Correlations - Transfer Incomes/Employment Rate



A commonly held belief is that a reliance on transfer incomes arise from a population that consists of a larger number of elderly people and a larger number of people who do not work. Data from the Northern Peninsula region, as illustrated in Figure 838, suggests that both are true, but one is stronger than the other. The correlation coefficient between transfer payments' contribution of total income and the elderly population share of a region is equal to +0.55 and is significant at the $\alpha = 0.05$ level of significance. To add, the correlation coefficient between transfer payments' share of total income and the employment rate is equal to -0.77 and is statistically significant at the $\alpha = 0.01$ level of significance.

Evidently, in the Northern Peninsula region in 2016, the employment rate of had a stronger relationship with that region's share of total income coming from transfer payments than its elderly population share. In fact, the unemployment rate (correlation coefficient equal to +0.68) and the median income (equal to -0.67) both had a stronger relationship with transfer payments' share of total income in a region than the elderly population share. This may be evidenced by the fact that the relationship between the Canada Pension Plan's share of total income and total transfer payments' share of total income (equal to just +0.32) is much weaker than the correlation between employment insurance's share of total income and transfer payments' share of total income (equal to +0.82).

Therefore, regions with a high reliance on employment insurance have a higher reliance on transfer payments in general than regions with a high reliance on the Canada Pension Plan. A high reliance on the Canada Pension Plan would arise out of a high median age and a high elderly population share, but a high reliance on employment insurance would arise out of a high unemployment rate and a low employment rate. Therefore, the relationship between poor

labour force statistics and transfer payments' share of total income is naturally stronger than the relationship between the elderly population share and transfer payments' share of total income in the Northern Peninsula region.

Evidence for this relationship can be found from the fact that Deer Lake-Cormack Area and Quirpon-Cook's Harbour Area had both the two highest employment rates and the two lowest shares of total income coming from transfer payments of the eight Local Areas in the Northern Peninsula region. As well, St. Anthony and its surrounding area had the highest employment rate and the lowest share of total income coming from transfer payments of the four largest communities in the Northern Peninsula region in 2016; Roddickton-Bide Arm had the lowest employment rate and the highest share of total income coming from transfer payments of the four largest communities in the Northern Peninsula region in 2016.

While there is a fairly strong relationship between a region's elderly population share and the percentage of the region's total income originating from government transfers, it is not as strong as the relationship between the percentage of the region's total income originating from government transfers and its employment rate. For instance, Roddickton Area had the highest share of total income coming from transfer payments of the eight Local Areas in the Northern Peninsula region, but it only had the third highest elderly population share of those eight Local Areas in 2016. Likewise, Hawke's Bay-Port au Choix Area had the lowest elderly population share of the Local Areas in the Northern Peninsula region, but it still had the fourth highest share of total income coming from transfer payments of those eight Local Areas in 2016.

There is strong positive relationship between the elderly population share of a region and its reliance on transfer payments: Roddickton-Bide Arm had both the highest elderly population share and the highest share of total income coming from transfer payments of the four largest communities in the Northern Peninsula region in 2016. However, the elderly population share still does not associate as strongly with transfer payments' share of total income than the unemployment rate or the employment rate.

This leads to the conclusion that focusing on ameliorating the employment rate and the unemployment rate in the Northern Peninsula region may have a stronger effect on reducing its population's reliance on transfer payments than mitigating the effects from its elderly population. This is because correlations would tell us that a reliance on employment insurance is more strongly related to a reliance on transfer incomes than a reliance on the Canada Pension Plan. A second insight to draw from this analysis is that the percentage of the population with a postsecondary education has a strong negative correlation with the self-reliance ratio and the median income of a region and the percentage of the population with no certificate, diploma or degree has a strong negative correlation with the self-reliance ratio. Additionally, the percentage of the population with college degrees has a stronger positive

correlation with the region's median income and its self-reliance ratio than any other form of postsecondary education. Therefore, in order to reduce the high reliance on transfer payments in the Northern Peninsula region, a possible solution may be to increase the levels of postsecondary education in the region, especially the percentage of the population with college degrees, and implement jobs in the economy that are conducive to a college education.

5.1 Conclusion

The Great Northern Peninsula of Newfoundland can be characterized by many things, but most include a negative connotation: large amounts of population decline, an aging population, small communities, a large amount of out-migration, a population that is very reliant on employment insurance, poor labour force statistics and poor levels of education. Evidently, the data confirms these belief for the most part: every Local Area in the Northern Peninsula region has a higher age dependency ratio, a higher elderly population share, a higher median age, a higher unemployment rate, a lower employment rate, a lower median income, a lower level of real disposable income per capita, a higher reliance on employment insurance, a higher reliance on transfer payments, a lower self-reliance ratio, a larger population share of individuals with no high school diploma, a lower population share of individuals with a college diploma, a lower population share of individuals with a university education at the bachelor level or above, and a lower population share of individuals with a postsecondary education in general. Additionally, seven of the eight Local Areas in the Northern Peninsula region has a working age population share that is lower than that of Newfoundland and Labrador and seven of those eight Local Areas also has a share of total income from the Canada Pension Plan that is larger than that of the province. Additionally, the Northern Peninsula region holds exceedingly small communities as there are only three communities in the region with a population of 1000 people or more: Deer Lake, St. Anthony and Roddicton-Bide Arm.

It is easy to see that virtually all regions in the Northern Peninsula region are worse off than Newfoundland and Labrador on average; in fact, it is more newsworthy if a region in the Northern Peninsula region is better off on an economic variable than the province as a whole. Nonetheless, there still can be debate as to which regions are better off and which ones are worse off relative to the Northern Peninsula region by itself. There are a wide variety of areas in the Northern Peninsula region: there are regions with large amounts of population growth and in-migration (such as the community of Deer Lake and Deer Lake-Cormack Area); there are regions that punch above their weight on economic variables despite their average to below average demographics and high amounts of population loss (such as St. Anthony and Quirpon-Cook's Harbour Area); there are regions that perform poorly on economic variables despite their relatively favourable demographics (such as Rocky Harbour, the Strait of Belle Isle and Port au Choix); and there are regions that look like they are slowly crumbling from within as

they perform poorly on all measures of economic progress and well-being (such as Jackson's Arm Area, Roddickton Area and Roddickton-Bide Arm).

The Northern Peninsula region is not dead yet: if communities and Local Areas in the Northern Peninsula region can improve their levels of in-migration, lessen the effects of out-migration, increase their populations' education levels, decrease the unemployment rates and lessen their reliance on employment insurance and transfer incomes in general, then a strong foundation can be built in order to create economic growth for the future.

6.0 Population Projections for the Northern Peninsula Region

In September 2017, Alvin Simms and Jamie Ward, while working for the Harris Centre of Memorial University, completed an article entitled "Regional Population Projections for Newfoundland and Labrador 2016-2036". The article details how the population size and structure of Newfoundland and Labrador can change depending on different growth scenarios. While Alvin Simms and Jamie Ward's article use geographies whose borders that do not exactly match the borders of Community Account's Local Areas or Economic Zones, they are aggregates of Community Account's Local Areas. In fact, no Local Area in Community Accounts, from the Northern Peninsula region, is split between two geographies in Simms and Ward's article; each Local Area created by Community Accounts is exclusive to only one of the geography in the article by Simms and Ward.

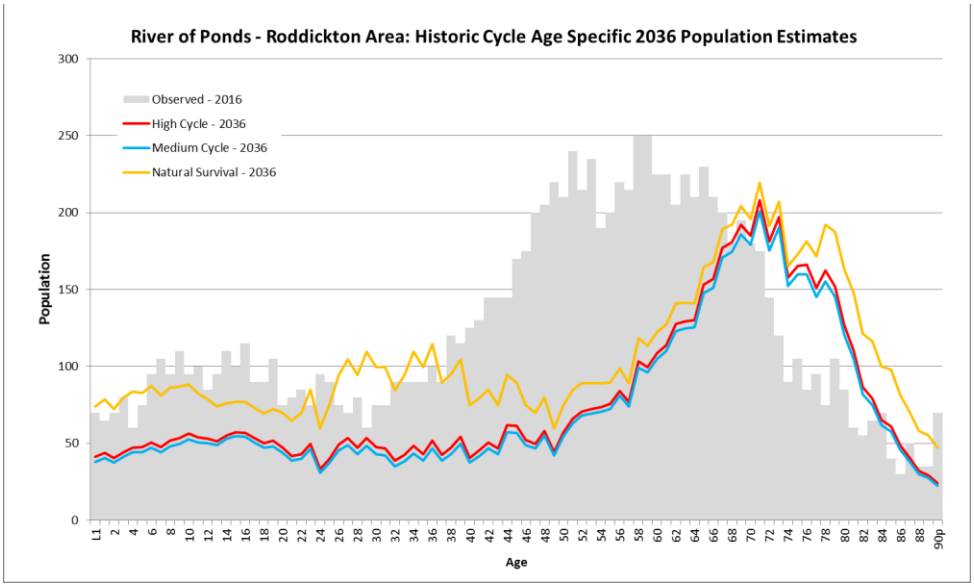
This report refers to two statistical models used by Simms and Ward to estimate populations: the natural survival model and the medium historical survival model. According to Simms and Ward (2017), the natural survival model makes use of only age specific birth and death rates and sets migration effects to zero. The historical survival model makes use of the age specific births and death rates, but it adds to that migration effects as it assumes that migration rates will alternate between periods of high growth and low growth. For the medium cycle model of the historical survival model, as the forecast period alternates between 5 year periods of high migration (2006 to 2011) and low migration (2001 to 2006), as the 2017 to 2021 forecast begins the forecast as a high migration period (Simms and Ward, 2017).

Moreover, there are three geographies in the article by Simms and Ward that are relevant to the current analysis of the Northern Peninsula region: the River of Ponds-Roddickton Area, the Gros Morne Area, and the Deer Lake-Jackson's Arm Area. Firstly, the River of Ponds-Roddickton Area consists of the following Community Accounts Local Areas: Roddickton Area, Quirpon-Cook's Harbour Area, the Strait of Belle Isle, and Hawke's Bay-Port au Choix Area. The population of River of Ponds-Roddickton Area was 11,290 people in 2016 (Simms and Ward, 2017). However, by 2026, the population is expected to fall to 10,677 people under the natural survival model, and to 9,054 under the medium cycle historical survival model. By 2036, the population of River of Ponds-Roddickton Area is expected to fall to 9,653 people under the natural survival model and 6,761 under the medium cycle historical survival model. Between 2016 and 2036, the population of River of Ponds-Roddickton Area is expected to fall by 14.5% under the natural survival model and by 40.11% under the medium cycle (historical survival model (Simms and Ward, 2017).

According to projections of the age structure, River of Ponds-Roddickton Area will have a much older population in 2036 than in 2016 (Simms and Ward, 2017). In Figure 839, the fact that the yellow line, which represents natural survival projections, resides above the blue and red lines,

which represent historical survival projections, means that outmigration will continue to have an important impact on population decline in the region. In fact, Figure 839 shows that there will be large amounts of out-migration in the 20, 20-to-40-year-old age cohorts, which means that River of Ponds-Roddickton Area will face substantial declines in its labour force since individuals in their prime working years are projected to move elsewhere (Simms and Ward, 2017). This cannot be good, especially given the projection that much of River of Ponds-Roddickton Area is expected to be over 65 years of age. In fact, the medium historical survival model projects that the average age in River of Ponds-Roddickton Area will increase to 54 years in 2036, which is up from 48 years in 2016 (Simms and Ward, 2017).

Figure 839: River of Ponds-Roddickton Area - Population by Age Group

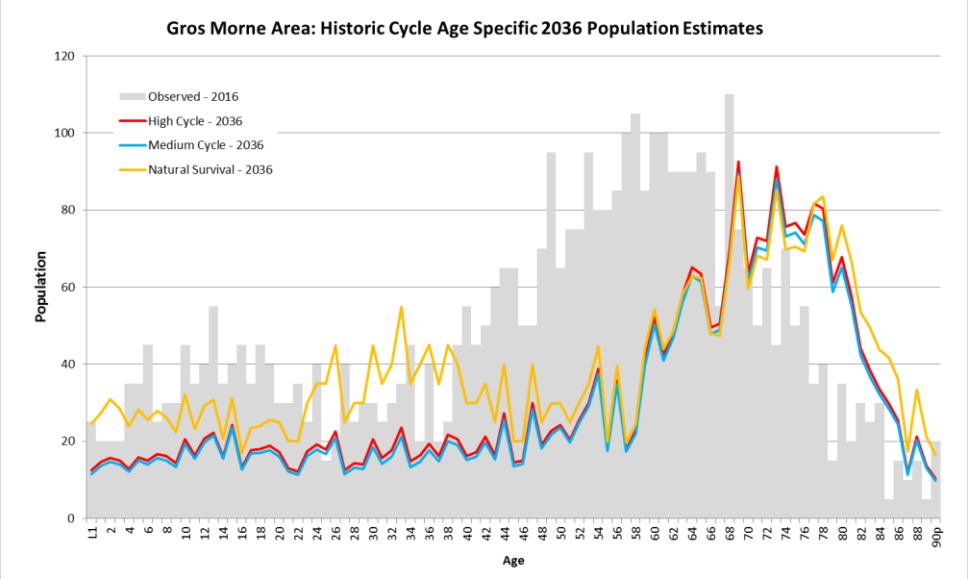


Secondly, the Gros Morne Area in Simms and Ward's article includes both Bonne Bay Area and Daniel's Harbour Area. In 2016, the Gros Morne Area had a population of 4,350 individuals. However, the population is expected to decline to 4,081 individuals under the natural survival model and to 3,604 individuals under the medium cycle historical survival model by 2026 (Simms and Ward, 2017). Likewise, by 2036, the Gros Morne Area's population is expected to fall to 3,598 individuals under the natural survival model and to 2,724 individuals under the medium cycle model. To summarize, the natural survival model projects that the Gros Morne Area will lose 17.28% of its 2016 population by 2036, while the medium cycle historical survival model projects that the Gros Morne Area's population will fall by 37.39% between 2016 and 2036 (Simms and Ward, 2017).

Like the projections for River of Ponds-Roddickton Area, the population of the Gros Morne Area, as shown in Figure 840, is expected to be increasingly more concentrated in the elder age groups by 2036. In fact, the medium cycle historical survival model projects that the average

age of the Gros Morne Area will rise to 57 years in 2036, which is up from 48 years in 2016 (Simms and Ward, 2017). Likewise, the models show that there will be significant outmigration of individuals in their 20s, 30s and 40s which is evident from the fact that the natural survival model projects a much higher population for these age groups in the Gros Morne Area than the medium cycle historical survival model projects.

Figure 840: Gros Morne Area Population by Age Group

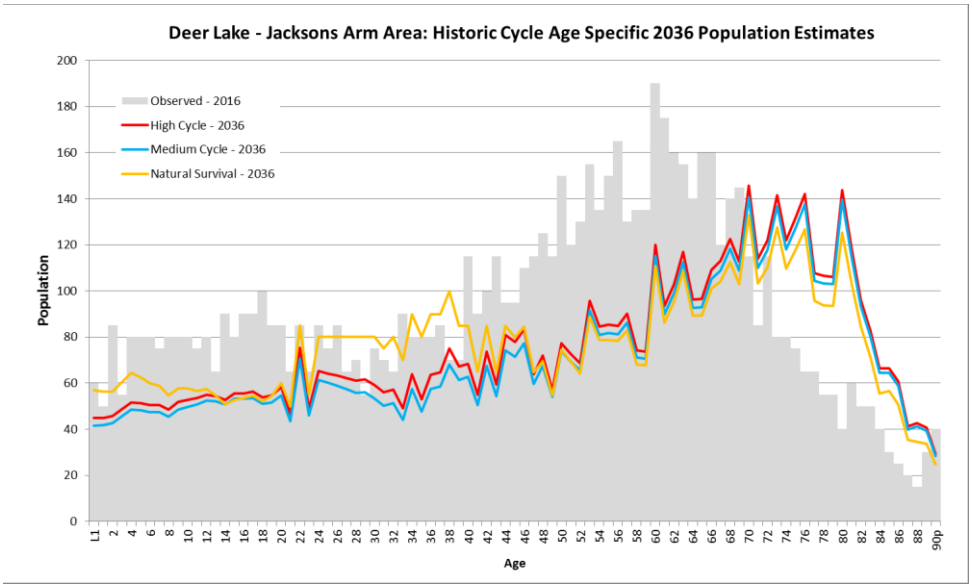


Finally, Simms and Ward (2017) stated that the Deer Lake-Jackson's Arm Area had a baseline population of 8,275 people in 2016. The Deer Lake-Jackson's Arm Area is simply the amalgamation of the Deer Lake-Cormack Area and the Jackson's Arm Area from Community Accounts. By 2026, the population of Deer Lake-Jackson's Arm Area is expected to fall to 7,715 individuals under the natural survival model and to 7,542 individuals under the medium cycle historical survival model. By 2036, Deer Lake-Jackson's Arm Area's population is projected to decrease to 6,975 individuals under the natural survival model and to 6,505 individuals under the medium cycle historical survival model. This means that Deer Lake-Jackson's Arm Area is expected to fall by 15.71% under the natural survival model and by 21.39% under the medium cycle historical survival model by 2036 (Simms and Ward, 2017).

Moreover, the population age structure of Deer Lake-Jackson's Arm Area, as indicated in Figure 841, shows an aging population with low birth rates, increased longevity (Simms and Ward, 2017). There is still projected to be significant outmigration of working aged individuals by 2036 under the medium cycle historical survival model, but this outmigration is not as acute as in River of Ponds-Roddicton Area or the Gros Morne Area. The average age of Deer Lake-Jackson's Arm Area is expected to increase from 45 years to 51 years by 2036 (Simms and Ward, 2017). While the Deer Lake-Jackson's Arm Area is expected to age over the next 20 years, but its

projected 2036 mean age is expected to be below that of both Rover of Ponds-Roddickton Area and Gros Morne Area.

Figure 841: Deer Lake-Jackson's Arm Area Population by Age Group



In brief, the population of the Northern Peninsula region is expected to decline between now and 2036, under both the natural survival model and the medium cycle historical survival model. Similarly, the medium cycle historical survival model projects that the population of the Deer Lake-Jackson's Arm Area, River of Ponds-Roddickton Area, and Gros Morne Area will decrease by more than under the natural survival model. The natural survival model tells us that the population of these geographies cannot be maintained on their own merits: through births and deaths. Yet, when migration data is introduced under the medium cycle historical survival model, the data shows that, given past migration trends in the Northern Peninsula region, the population decline is exacerbated when net migration is added on to the Northern Peninsula region's poor natural change data.

Likewise, according to Simms and Ward (2017), the medium cycle historical survival model shows that there is expected to be significant outmigration of individuals in their prime working years. A possible explanation for the significant outmigration projected for working age individuals could arise because of fewer employment opportunities in the Northern Peninsula region than in other areas. A successful policy for the Northern Peninsula region unquestionably must include a way to retain the region's working age population and its young individuals. A new industry, such as a port, may provide a solution for the Northern Peninsula region's lack of employment opportunities for young people. However, the success of a new industry's ability of retain the Northern Peninsula region's working age population has yet to be seen.

7.0 The Relationship between Ports and the Economy

7.1 Port Impact Studies and the Impact of Ports on the Local Economy

7.1.1 Introduction

Throughout history, ports have been an important component of the transportation system which facilitates trade and enables people to consume foreign goods that otherwise may not have available. This, in turn, generates economic activity and often defines the social fabric of the region. When studying the economic impacts of ports, as is undertaken in this study, it is important appreciate the economic impacts of ports that have been quantified and measured in previous studies. Ports have been instruments of economic development around the world. Most economic impact studies of ports measure similar impacts and measure them in more-or-less the same way. To illustrate the type of impacts typically measured to determine the effect that a port has on its region and the population of people who live near the port and to show the methods used to quantify the port's economic footprint, this study will focus on three ports: the Port of Prince Rupert, the Port of Halifax, and the Port of Boston.

The goal of this section is to describe what other analysts measure and how they measured them, rather than the magnitude of the economic impact in each study. In other words, the goal is to describe the methodology that these analysts have used in their attempt to quantify a port's economic impact. The goal is neither to determine whether the economic impact of a port was large enough or not large enough relative to some perceived metric nor to evaluate whether any given port is financially viable. Those kinds of questions are beyond the scope of the current research.

7.1.2 Types of Economic Impacts

When studying ports and to determine the full scope of the port's effect on the regional economy, there are three main economic impacts that require analysis. Firstly, there are the direct impacts, which measure "the employment directly associated with transporting goods and passengers through the port" (InterVISTAS, 2017). That is, "activities of firms and government service providers for whom port activity comprises a portion of total business activity" (Port of Halifax Economic Impact Report, 22). More specifically, a direct economic impact affects only the individuals and firms who use that specific port for their everyday jobs. An example may be an individual whose main work is refueling ships at the port, piloting the ships into the harbour, repairing and fixing worn out marine parts and even trucking companies that use a large portion of their time transporting cargo, from the port, on land.

The second type of economic impact generated from a port's activities are the indirect impacts. A general definition of indirect economic activity is "activity generated in a sector that supplies raw materials and other inputs to businesses associated with direct economic activity" (Port of

Halifax Economic Impact Report, 24). Put another way, indirect economic activity are "those that result because of the direct impacts. For a port, indirect impacts encompass the economic activities of off-site firms that serve port users" (2017 Economic Impact of Port of Prince Rupert, 9). An indirect economic impact affects any business, which is based outside of the port, but provides services to those who work primarily on the port. An example of an indirect impact of the port would be an increase in the sales of marine parts in a store that is based in the nearby town because it has experienced a spike in the demand for its products due to the marine activity at the port nearby.

The third type of economic impact that must be measured to determine the overall impact of the port is called the induced impact which are "economic impacts created by the spending of wages, salaries, and profits earned in the course of the direct and indirect economic activities. Induced employment is employment generated from expenditures by individuals employed indirectly or directly" (2017 Economic Impact of Port of Prince Rupert, 9). The Halifax Port Authority defines an induced economic impact as "economic activity generated by individuals employed in the direct or indirect activity sectors who spend a portion of their household income on consumer goods in Nova Scotia" (Port of Halifax Economic Impact Report, 24). For example, an induced economic impact may be the increased revenue reported by the local restaurants, since the people who work in the indirect and direct employment positions for the port are spending their disposable income, which they acquired via working at the port, on movie tickets. An induced economic impact is created from port workers spending their incomes, which was generated from activity at the port, on goods and services which are not, in any obvious way, specifically related to the port.

7.1.3 Measurement of Impacts

Of the three types of economic impacts created by a port, the first that must be measured are the direct impacts. To estimate the direct impacts when conducting the economic analysis of the Port of Prince Rupert, InterVISTAS "surveyed all the employers associated with the operation of PPR (e.g., rail, trucking, ferry, container handling, port operations, port concessionaires, etc.). The survey produced estimates of the number of individuals employed in direct-related occupations, as well as the total amount of earnings paid to all employees. The firms surveyed as part of this study are located both on the port (on-site) and off the port site (off-site). The employment survey was used to classify the total employment and average wages paid by business type" (2017 Economic Impact of Port of Prince Rupert, 10).

Similarly, when conducting the analysis on the Port of Boston, MASSPORT measured the direct economic impacts of the port using "a telephone survey of port tenants and firms providing services to the marine terminals, cruise vessels and associated passengers, and seafood processing operations" (Economic Impact of the Port of Boston, 1). Furthermore, "the results of

these surveys were used to develop the passenger expenditure model for the cruise impact analysis" (Economic Impact of the Port of Boston, 1). Finally, when measuring the direct economic impacts of the Port of Halifax, the Chris Lowe Group conducted "consultations with key port users and terminal operators, original research and secondary data sources…to calculate the economic output, contribution to gross domestic product (GDP), wages, jobs (full-time equivalent) and fiscal impacts from port activity" (Port of Halifax Economic Impact Report, 10). Direct economic impacts are measured by directly observing and obtaining them. Typically, the methods of obtaining direct impact data are by mail survey or via a telephone call. The analysts in charge of uncovering the economic impacts of a port obtained data on direct economic impacts by obtaining direct information about each relevant firm's business.

The indirect and induced economic impacts can be much more difficult to obtain. According to the Chris Lowe Group, which conducted the economic analysis on the Port of Halifax, by "applying Statistics Canada's Input – Output Multipliers, the spin-off impacts of direct port activity can be estimated. Nova Scotia multipliers are used or national multipliers where direct effects are not available" (Port of Halifax Economic Impact Report, 24). "The economic impact study then assesses the indirect and induced (or "multiplier") employment supported by PPR's *{Port of Prince Rupert}* operations, as well as economic activity in terms of economic output and GDP using Statistics Canada multipliers and ratios" (2017 Economic Impact of Port of Prince Rupert, 10). Next, when attempting to calculate the indirect and induced economic impacts of a port in Canada, the input-output multipliers created by Statistics Canada are, most likely, the best way to accomplish that goal. Since it would be very difficult to determine the exact amount of a local business' increase in revenue that was caused solely by the activity of a local port, the input-output multipliers provided from Statistics Canada give a way to measure the effects of increased economic activity in a region due to a nearby port. These multipliers attempt to measure how measure economic activity in the region increased due to the presence of the port and its level of activity. Together, the information on induced and indirect impacts provided by Statistics Canada's input-output multipliers, along with the impact given on the direct effects accrued from the answers of a survey provided by the firms who conduct business at the port, the total impact of a port's economic activity in a region can be quantified.

7.1.4 Variables

While there are three different types of impacts, there still need to be variables to be measured to generate a relevant economic analysis of any port. These are the variables that will generate or will constitute the direct, indirect, and induced impacts of the port. When studying the Port of Boston, MASSPORT stated in their analysis that "impacts are estimated in terms of jobs, personal earnings, business revenue, and state and local taxes" (Economic Impact of the Port of Boston, 1). Similarly, "In 2018, a total of 66,091 jobs were in some way related to cargo, cruise, seafood processing, and harbor tours/marina activity within the Port of Boston" (Economic

Impact of the Port of Boston, 25). As well,"9,014 direct jobs were created by cargo, cruise, fish processing and harbor tours activity at the public and private terminals at the Port of Boston. Of these direct jobs, 3,979 direct jobs were created by the activity at the MASSPORT facilities… 7,531 induced were supported by the local purchases by those directly employed" (Economic Impact of the Port of Boston, 25). Furthermore, MASSPORT broke down the employment impacts further by stating the employment created by each industry at the port. For example, "the cruise operations at MASSPORT created 1,102 direct jobs, 490 induced jobs, and 596 indirect jobs, as well as $116.1 million of total income and local consumption expenditures" (Economic Impact of the Port of Boston, 27) and even determined which types of commodities using the port created the most jobs.

Further, MASSPORT estimated the Port of Boston's effect on total economic activity or output, taxes, and personal earnings. For example, "based on data developed by the U.S. Bureau of Economic Analysis, a separate income multiplier was developed for each maritime line of business. Overall, for every dollar of direct personal income earned, an additional $1.634 of income would be created because of re-spending the direct income for purchases of goods and services in the region. This multiplier effect results in a re-spending/local consumption impact of $889.5 million of personal income and consumption expenditures with business and service providers located throughout the New England region. This additional re-spending of the direct income generates the induced job impact of 7,531 jobs… the indirect job holders received $189.2 million of personal wages and salaries. Combining the direct, induced, and indirect income impacts, maritime activity in Boston Harbor created $1.6 billion of wages and salaries and local consumption expenditures" (Economic Impact of the Port of Boston, 39). By using multipliers to estimate the elusive induced and indirect impacts that were generated by the easily recorded and directly observable direct impacts, the total economic impact of the Port of Boston on a myriad of economic variables can be measured. Evidently, 7,531 induced jobs were generated in businesses that had no clear relation to the port itself, but the activity at the port generated further economic activity in the region which created these jobs for the local economy.

Likewise, the Chris Lowe Group measured four economic variables in their analysis on the Port of Halifax: economic output, GDP, employment and wages and salaries. The article reads, "the total impact of the Port of Halifax on Nova Scotia's GDP is $2.713 billion with the direct portion being $964 million" (Port of Halifax Economic Impact Report, 29). To develop their analysis, the Chris Lowe Group broke down the business conducted at the port into two categories: "Port Operations" and "Nova Scotia Exporters Using the Port". The sum of these two categories would reveal the total effects of the port on economic variables. For example, "In 2018, 14,965 FTE positions were created in HRM *{Halifax Regional Municipality}* and Nova Scotia due to port operations… The Port of Halifax enabled Nova Scotia container exporters in 2017 to provide

23,968 FTE jobs with the direct portion being 8,087 FTE jobs. Combined with port operations, the total FTE employment of the Port of Halifax on Nova Scotia in 2017/18 was 38,932 jobs or 8.4% of the employed labour force in December 2018 of 461,200" (Port of Halifax Economic Impact Report, 29). The sum of the jobs created by port operations and the jobs created by Nova Scotia exporters using the Port of Halifax equals the estimated total full time or equivalent job positions created by the Port of Halifax. Similarly, the economic impacts of the two categories, "port operations" and "Nova Scotia Exporters Using Port" were further broken down into their direct, indirect, and induced impacts. Only the sum of the three economic impacts of the "port operations" category added to the sum of the three economic impacts of the "Nova Scotia Exporters Using Port" category will show the total economic effect of the port on a particular variable, whether it be gross domestic product (GDP) or employment. For example, in 2017/2018, the port of Halifax's operations generated $997 million in GDP (the sum total of the direct, indirect and induced economic impacts of the port's operations), while Nova Scotian exporters that used the port generated $1.716 billion in GDP (the sum total of the direct, indirect and induced effect of Nova Scotian exporters using the port), which is a total economic impact of GDP of $2.713 billion.

When conducting the economic analysis of the Port of Prince Rupert, InterVISTAS examined the port's effect on employment, output, GDP, and wages. For example, the article reads, "in terms of the direct impact of port activity, the Port of Prince Rupert generated 3,300 jobs or 3,100 full-time equivalents in Canada, and directly contributed $514 million to national GDP in 2016" and "together with indirect and induced impacts (suppliers and spending in the wider economy), 6,900 jobs or 6,500 FTEs are generated by the Port of Prince Rupert across Canada, and $873 million contributed to national GDP" (2017 Economic Impact of Port of Prince Rupert, 14). Moreover, the analysis breaks down the impacts even further by looking at the impact that each industry in the port has on an economic variable. For example, the article reads, "rail & trucking activities account for 1,674 person years at PPR with 54% of direct employment" and continues with "terminal and stevedoring operations account for the second highest proportion of direct employment at PPR (672 direct person years or 22% of direct employment)" (2017 Economic Impact of Port of Prince Rupert, 16).

Furthermore, the "Economic Impact of Port of Prince Rupert" article delineated the port's impact on taxes as well. Their findings state that "in 2016, total tax contributions from PPR-related direct employment to all levels of government were approximately $112 million" (2017 Economic Impact of Port of Prince Rupert, 21). However, the article only includes the port's impact on taxes via direct employment, since to measure the induced and indirect tax effects from the port would be a challenging task. Furthermore, InterVISTAS broke the analysis down even further to delineate the additional taxes accrued by each level of government due to the Port of Prince Rupert. For example, the article states that "the federal government was the

largest recipient of tax revenue, receiving approximately $72 million (64% of total tax revenue impacts). Most of that total is attributable to taxes paid by employers and employees such as income tax, corporate income tax, EI contributions and CPP contributions" (2017 Economic Impact of Port of Prince Rupert, 21).

Similarly, an analysis was conducted on the effect that the Port of Halifax had on taxes. To measure the impact of personal income taxes from the Port of Halifax, the Chris Lowe Group used data from Statistics Canada's Financial Management System, while, for retail sales taxes, the direct, indirect, and induced effect of the Port of Halifax on the HST were observed. More precisely, "to estimate the personal income and consumption taxes (provincial) created from Port of Halifax activity, the percentage of wages and salaries paid to the Province of Nova Scotia was calculated. In the range of 10.5% of total Nova Scotia personal income goes to personal income and consumption taxes. By multiplying this average personal income tax rate by the wages and salaries listed [for employees at the port], the personal income tax impacts on the Province of Nova Scotia were calculated" (Port of Halifax Economic Impact Report, 48). This exercise revealed that the total impact of the Port of Halifax on personal income and consumption taxes, including both port operations and Nova Scotian exporters using the ports, created $220.8 million for the provincial government of Nova Scotia (Port of Halifax, Economic Impact Report, 48).

Furthermore, the Chris Lowe Group also measured the impact that the Port of Halifax had on retail sales taxes. To do so, it must be understood that "approximately 35% of personal income is spent on retail trade goods and services. By multiplying the wages and salaries… times this value, the dollar value of retail sales created by port activity can be estimated. By multiplying this figure by the HST rate (15%), the retail sales tax impact of port activity can be isolated" (Port of Halifax Economic Impact Report, 49). This revealed that activity at the Port of Halifax increased retail sales taxes revenues by $44.3 million in direct impacts, $39.5 million in indirect impacts, and $26.6 million in induced impacts, which means that $100.4 million in retail sales taxes were generated due to activity at the Port of Halifax.

7.1.5 Additional Factors

Furthermore, InterVISTAS analyzed the impact of certain construction projects taking place at the Port of Prince Rupert on the local economy. According to the article, "based on the estimated throughput to be handled at each of the developments per annum, potential incremental operational economic impacts can be calculated for employment, wages, GDP, and economic output" (2017 Economic Impact of Port of Prince Rupert, 26) and "based on the estimated value of goods and services purchased in British Columbia, the impacts of the cumulative construction costs of planned intermodal expansion projects on employment, wages, GDP, and economic output within the province are calculated for the entire

construction period. The multiplier (indirect and induced) impacts across Canada that are related to the capital expenditure in the province are also estimated" (2017 Economic Impact of Port of Prince Rupert, 27). Using this methodology, the economic impacts of the cumulative construction costs of a planned intermodal expansion project and the annual operations of a planned intermodal expansion project on the economy were estimated. For example, the article states that the cumulative construction costs of planned intermodal expansion projects would affect the GDP of British Columbia with a direct impact of $500 million, an indirect impact of $280 million and an induced impact of $240 million which sums up to a total impact of $1.01 billion (2017 Economic Impact of Port of Prince Rupert, 27).

Likewise, the "Port of Halifax Economic Impact Report" studied the impacts of construction projects as well. In fact, "In total, these projects would impact Nova Scotia's economic output by $1.16 billion, GDP by almost $835 million and created around 12,650 FTE jobs with wages and salaries of $605 million. In a typical year from 2007 to 2024, the Port of Halifax contributes over 700 FTE direct and spin-off construction-type jobs to the Province of Nova Scotia with an average wage of over $50,000" (Port of Halifax Economic Impact Report, 34).

The analysis of the Port of Halifax also considered local businesses that were built on former port lands. The Halifax Seaport is a district focused on education, arts and culture that was [built] on land in the south end of the Halifax waterfront that used to house old warehouses. The "Port of Halifax Economic Impact Report" analyzed the economic impacts of the businesses of the Halifax Seaport that were near the Port of Halifax itself. For example, the article states that "the Halifax Seaport Farmers' Market is the longest continuously running market in North America, with 274 approved day vendors and tenants who annually attracted around 900,000 patrons" (Port of Halifax Economic Impact Report, 41). Likewise, "the market has a direct and spin-off impact of $38 million in economic output, $39.4 million in GDP with wages and salaries of $29.1 million and 675 FTE jobs. The market combined with other downtown businesses that generate sales from customers on a market trip resulted in $52.4 million in economic output, $54.4 million in GDP and wages and salaries of $40.1 million with 930 FTE jobs" (Port of Halifax Economic Impact Report, 46). Obviously, the direct, indirect, and induced economic impacts of the Halifax Seaport Farmers' Market were each estimated.

Additionally, the "Port of Halifax Economic Impact Report" estimated the value of Nova Scotia exporters at the port. The analysis found that "the direct value of exports was $1.59 billion in economic output, $586 million in GDP with 8,087 FTE jobs that had wages of $515 million. The average wage was over $63,600. The indirect and induced impact of containerized exports has a further significant impact on the Nova Scotia economy. The total impact is $2.58 billion in economic output, $1.72 billion in GDP and $1.39 billion in wages for almost 24,000 FTE jobs. The overall average wage is $57,870" (Port of Halifax Economic Impact Report, 36). This was meant to analyze the economic impacts that Halifax's own exporters at the Port of Halifax had

on the regional and provincial economy. In fact, the analysis found that, “excluding the United States, containerized exports from the Port of Halifax in 2017 [represented] 82% of Nova Scotia’s trade with the rest of the world” (Port of Halifax Economic Impact Report, 36). Like with all other activities ongoing at the port, the economic impact of Nova Scotian exporters at the port must be measured in terms of their direct, indirect, and induced impacts on the economy.

In the final report of the “2017 Economic Impact of Port of Prince Rupert,” an analysis of the value of trade moving in and out of the Port of Prince Rupert was conducted. In order to estimate the value of trade moving through the port, “the total annual value per bulk commodity is estimated given the annual bulk traffic volumes and the average annual commodity prices per tonne for 2016 by multiplying the total annual tonnage by the average annual price per tonne for each product type for each year. Summing the total annual value of each commodity type then generates the total value of bulk goods exported and imported through the Port of Prince Rupert for 2016” (2017 Economic Impact of Port of Prince Rupert, 33). In order to estimate the annual value per containerized commodity, “the total container traffic in tonnes was estimated for each of the three scenarios by converting the container traffic volume from TEU to tonnes and the total annual value of containerized goods per product type was estimated by multiplying the total annual tonnage by the average annual price per tonne for each product type” (2017 Economic Impact of Port of Prince Rupert, 34).

Furthermore, “in analyzing the total value of container traffic moving through the Port of Price Rupert, three scenarios (high, middle and low) were analyzed to show the range of potential values dependent on the average load per container, i.e. the average tonnes per TEU, as the average load of containers vary” (2017 Economic Impact of Port of Prince Rupert, 33). The study showed that, “in 2016, the total exports (including bulk and container traffic) moving through the port is estimated to be between $4.7 billion to $6.0 billion, given the three scenarios for estimating the value of container traffic. Total imports are estimated to be between $20.4 billion to $36.7” (2017 Economic Impact of Port of Prince Rupert, 34). To clarify, the study showed that the value of trade was estimated to be $4.7 billion in exports and $20.4 billion in imports under the low scenario; $5.4 billion in exports and $28.6 billion in imports under the medium scenario; and $6.0 billion in exports and $36.7 billion in imports under the high scenario (2017 Economic Impact of Port of Prince Rupert, 34).

Clearly, a port can create employment for many different individuals, but most especially for local exporters who use the port as a primary means of shipping their product. In fact, “the Port of Halifax’s containerized cargo facilities and marine services allow Nova Scotia self-identified businesses in 2017 to export 107,664 TEUs” (Port of Halifax Economic Impact Report, 35). The Halifax Port Authority holds the responsibility of collecting information on commodities and shippers of containerized cargo at the Port of Halifax. Using the information that the Halifax Port Authority collected, it was revealed that Nova Scotia based exporters for containerized

cargo operating from the Port of Halifax created $23,968 FTE jobs, $1.387 billion in wages, $1.716 billion in GDP and $2.583 billion in output in 2017 (Port of Halifax Economic Impact Report, 36). That was the total impact of the exporters of containerized cargo at the Port of Halifax; the impacts are further broken down into their direct, indirect, and induced impacts by the Chris Lowe Group in the "Port of Halifax Economic Impact Report".

Furthermore, the Chris Lowe Group was able to acquire data on the value of various commodities that were exported from the Port of Halifax. For example, "in 2017, the total value of all exports from Nova Scotia was $5.459 billion. The largest value export is tire manufacturing ($1.142 billion) followed by seafood product preparation and packaging ($1.07 billion) and then fishing ($893 million)" (Port of Halifax Economic Impact Report, 36).

7.1.6 Conclusion

A port can be an incredible boost to the economy of a town as it can be a source of employment, tax dollars and value added. In fact, a port can have multiple direct economic impacts on a community such as increasing the employment rate in a region due to the port's need for full time workers, or by increasing the tax revenues of local governments since the port has added more taxable revenue than what would have existed in the region otherwise. These direct economic impacts in a region created simply through the port's activities create substantial benefits to a local economy, which can be in the billions of dollars. However, these direct impacts are not the only positive benefits that a local area can accrue from a nearby port's activities. Similarly, a port can have indirect and induced effects such as the increased revenues for local lumber yard due to the fact that the port may need materials for an ongoing construction project, or increased profits for the local jewelry store since the workers at the port have more disposable income than they would have if the port were not available to offer them employment otherwise. Without a doubt, the economic impact of a port can ripple through the entire economy in a local area as almost every business has the potential to gain from the port's existence. Furthermore, a port may attract businesses to an area that would not have any interest in taking up shop in the community if the port did not exist in that region. In the case of the Port of Halifax, many older buildings at the port were reconfigured into a vibrant business center that attracts even more economic activity for the Halifax area. In conclusion, ports are typically an asset to the economy, but the methods in which their effects are measured and quantified can be quite elaborate and require careful analysis. As well, a port affects virtually all economic variables that can be used to describe a local economy. Therefore, any coherent and accurate economic analysis of a local port requires that a plethora of economic variables are examined, along with the direct, indirect and induced impacts that the port may have on each economic variable, from output and GDP to employment and government tax revenues.

7.2 The Economic Significance of Ports and the Port-City Interface

7.2.1 Introduction

Seaports have been viewed as important features of a nation's economy throughout history. Seaports are commonly regarded as important generators of employment, value added and output. However, before accepting such proclamations as grounded in truth, an honest assessment must be undertaken to determine the validity of this belief.

Similarly, according to Jung (2011), there are two contrasting views on the economic significance of a seaport to its local region. The first view states that ports provide a comparative advantage for their cities and that these port-centered coastal areas precede their inland counterparts in economic development (Jung, 2011). Proponents of this view believe that ports have a positive impact on the economy of the port's local region. The second view, according to Jung (2011), follows that the only role that ports perform is to respond to demand through the physical transfer of goods, which means that economic growth will lead to port demand, but port demand may not lead to economic growth. Proponents of this second view of ports believe that ports have a negative impact on their local regions. These two views of ports and their economic significance are not only different: they are in complete contrast with one another. Yet, both arguments have evidence to suggest that their respective belief is true. There is evidence to suggest that ports are enabling their local economies and there is evidence to suggest that ports are harming, or at least not helping, their local economies.

Firstly, arguments which promote ports as valuable economic assets will be presented. These arguments continue to present a local port as an important feature of its community and economy and can only help whatever economic and social situation in which that community currently resides. Secondly, arguments which oppose the view of ports as drivers of economic growth will be presented. These arguments state that ports have lost some of their shine from previous centuries and are past their prime as critical economic assets to a region. Finally, there are important actions that ports may take to remain valuable economic and social assets to their community and abate some of the problems plaguing modern day ports, which proponents of the second 'anti-port' view preach.

The importance of a port to a region's economic landscape is a debated topic in the modern era. The anti-port arguments can be quite convincing, but the pro-port arguments provide a tantalizing perspective as well. While neither the pro-port nor the anti-port argument may be true in either case, each argument provides important information which may consist of a portion of the truth. Indeed, seaports may be declining in their relative importance to local regions, but important steps can be taken to maintain a port's economic value to their region and prevent them from becoming a liability to industrialized economies.

7.2.2 Pro-Port Arguments

The first view proposed by Jung (2011) states that a seaport provides a comparative advantage for its city. This follows that seaports provide a cheap and easy form of transportation for cargos and passenger ships, which inland communities and coastal cities without a functioning seaport cannot provide. In fact, rail transport burns twice as much energy as sea transport, while road transportation burns ten times as much energy as transport by sea (Dwarakish, 2015). When compared with other forms of transportation, transportation by sea is the cheapest and most effective of all forms of transportation in terms of load carried (Dwarakish, 2015).

Value-added logistics activities at seaports have allowed them to create employment and income for the port-related industry along with others (Jung, 2011). In the past, the role of a port was solely the transit of cargo between the land and the sea and the loading and unloading of cargo was the port's primary function. However, since then, additional functions, namely logistics activities for the modern-day port, have been added. Even more recently, value-added logistics activities have been added to the list of functions occurring near ports. These value-added logistics activities which occur in the vicinity of ports have greatly increased the contribution that ports make to their local and national economies (Jung, 2011). Obviously, the modern-day port has branched out from the typical core competencies that it performed throughout history and has undertaken additional activities. The pro-port argument follows that this evolution of ports into a centers performing a plethora of value-added activities has allowed ports to maintain their status as drivers of economic growth.

In fact, this evolution of the modern-day port may appear quite fluid. According to Goss (1990), it is only natural that where activities, such as intermodal transfers and storage, occur that physical activities, such as re-packaging and processing, and commercial activities, such as trading and financing, take place in that same area. This reasoning follows that it is the transformation of the modern port from a simple point of loading and unloading cargo into a centre performing many difference activities occurred quite organically. However, though this evolution may have taken place without any true conscious effort, it was a necessary and logical step for ports, as economic assets for their local areas, to take. The logistic port clusters, which surround many valuable ports, are important since they prevent ports from becoming simple transport nodes which solely distribute passengers and cargo from the sea to the hinterland and vice versa (Bennachio, 2001). The key to a port's continued economic importance will be its continued evolution into a centre focused on a multitude of value-added activities outside loading and unloading cargo. Ports are no longer simple pit-stops in a supply chain moving cargo from point A to point B; the modern-day port must undertake many additional value-added activities and logistics operations outside of its historical role as a transport node.

The pro-port argument is further expounded by Montwill (2014), where he introduced his three generations in the growth of ports throughout history. He states that seaports, which are in the third generation, play the most important roles in the supply chain network as these third-generation seaports perform similar roles as integrated logistics centres. In fact, the creation of the network delivery system has led to some third-generation seaports taking a step further to become fourth-generation seaports, which perform tasks like logistics centres or platforms. Characteristics of these fourth-generation seaports, according to Montwill (2014), include cargo moved in large containers; a port development strategy based on information technology and advanced automation; activity that involved full integration with the transport forwarder and logistics sector, standardization of information and intermodalism; a management model that focuses on supply chain management, globalization of port activities and control of the environment; and focuses on three fundament factors which are innovation, technology and information. Moreover, activities of third and fourth generation seaports that may be classified as logistics, forwarding and transport services for freight include storing and receiving goods intended for production; consolidation of supply deliveries for production purposes; completion of assembly kits; delivering goods to manufacturing companies and sequential delivery to assembly lines; storage; consolidation and deconsolidation; picking and palletizing; foiling, ticketing and minor repairs; cross docking; management of inventory by logistics operators and forwarders; forwarding services; and transportation, which includes the transportation of cargo in small parcels (Montwill, 2014).

The fourth-generation ports are both information centres for supply chain networks as well as distribution centres, allowing for the optimization of the sequential organization of deliveries to customers in the hinterland and other urban areas. This results in reduced congestion in urban areas by coordinating deadlines and order deliveries and reducing traffic. (Montwill 2014). A good example of the effectiveness of fourth-generation ports, as logistics centres, comes from a service in Italy named “Cityporto Padowa,” which had the goal of providing regulations for the rationalization of freight transport and distribution to reduce air pollution in the Italian city of Padua. To summarize the process, “logistics operators, freight forwarders and other suppliers of goods to companies operating in the center of Padua deliver the goods to a distribution center located in the logistics center of Interporto Padowa. After being accepted to the warehouse, goods are sorted and next selected packages are loaded into environmentally friendly cars. The vehicles distribute the goods in the city, under the so called “last mile” service, which may be just the limited traffic zones or the entire city centre”. (Montwill, 2014). Cityporto Padowa’s environmentally friendly vehicles prevented more than 100 lories and trucks from entering Padua which greatly reduced the air pollution and traffic congestion experienced in the city. In fact, an analysis of the system’s efficiency in 2010 revealed that the Cityporto Padowa system reduced the number of kilometers needed to cover, reduced gas consumption, reduced natural gas consumption of Cityporto’s CNG vehicles, and reduced the

amount of pollutants and greenhouse gases emitted into the atmosphere (Montwill, 2014). While this example may not be of a seaport, it does reveal how integrated logistics centres can improve the efficiency of the transportation system. The pro-port argument lays the ground for seaports continued economic importance in the modern era as being influenced by the continued evolution of their everyday duties from solely transportation and loading and unloading cargo to performing many tasks outside their core competency such as value-added logistics activities and acting as integrated logistics platforms to maximize the efficiency of their supply chain.

Consequently, the control of knowledge intensive activities and the coordination with other nodes of transportation could be important new business activities for ports, which would allow ports to exert control over all of transportation and logistics flows of the cargo arising from and arriving at the port, along with other value added activities (Bennachio, 2001). To add, Munim and Schramm (2018) revealed the following relationships: quality of port infrastructure was positively correlated with the national economy; quality of port infrastructure was positively correlated with the national economy, mediated through logistics performance; logistics performance was positively correlated with seaborne trade; and quality of port infrastructure was positively correlated with logistics performance. Therefore, this information shows that the greatest benefits to a national economy from the standpoint of a seaport would be to improve the quality of the port's infrastructure and its logistics performance. Clearly, these correlations revealed by Munim and Schramm (2018) provide a factual basis for the argument of Montwill (2014) that modern-day seaports must evolve into logistics platforms, on top of their core functions as transportation hubs.

There are other facts and arguments which state that ports remain important economic assets. For instance, Jung (2011) states that the demand for ports will be enhanced for two reasons: (1) improvements in transportation technology (which leads to the integration of world economies and, therefore, more international trade, which will lead to increased demand for ports), and (2) globalization (which leads to more international trade which, in turn, leads to increased demand for ports). Additionally, Berköz (1999) found that the number of ships visiting a port, exports, imports, and burden embarked-disembarked were strongly correlated with gross national income. Finally, Sleeper (2012) found that there was a positive correlation between the number of ports that a port has listed in the "Top 50 World Container Ports" ranking by the World Shipping Council and GDP. Evidence of this correlation was that China, which had 12 ports listed in the "Top 50 World Container Ports" ranking", had a GDP in 2010 that was over double the GDP of Brazil, which had only one ports listed in the "Top 50 World Container Ports" ranking.

The pro-port argument is based on the notion that ports are entities in an evolutionary flux to match their activities with the current environment. The port and its activities are changing, but

this is not a bad thing, since ports can now engage in more complex activities than it could in the past. The port is now an important centre for value-added activities and logistics coordination, as well as a transportation node. The pro-port argument looks at the changing business and economic landscape surrounding the port through rose coloured glasses. The anti-port argument views the landscape in a different light.

7.2.3 Anti-Port Arguments

While the pro-port argument makes an intriguing case, there is also something to be said for the anti-port argument. According to Jung (2011) and his second view of seaports, a port simply responds to the demand of goods through the transfer of goods. This follows that economic growth will lead to increased port demand, but the reverse may not be true. Proponents of this view of ports believe that ports, while once significant to their national and regional economies, are now just shadows of their former selves as they no longer provide the economic growth that they did in centuries past.

A common argument which supports the fall of ports in economic significance is that employment generation from port activities is decreasing. One reason to explain the falling levels of employment at ports is that activities at ports relating to the movement of goods has become increasingly more capital-intensive as advances in transportation technology naturally led to fewer employment opportunities at ports. The generation of employment at ports decreased from 1990 to 2008 because, along with improvements in transportation technology, port industries focused on labour saving (Jung 2011). To further this point, Bennachio (2001) stressed that the innovations taking place in the port industry have been labour saving, capital intensive and land consuming (mostly in containerized traffic). As well, new and different negative impacts on the local economy arising from the port's activities include growing levels of congestion, pollution, and a large amount of public resources. Evidently, these new and growing costs arising from the activities of seaports arise as employment generation at the port has been in decline as port's attempt to improve the coordination of activities results in the use of less labour and higher amounts of capital.

Moreover, the type of employment at ports, as well as the desired skills for the typical port worker, have changed. According to Goss (1990), the pattern of employment at ports has changed to one searching for people with different skills, in both maintenance and operation. While managers and supervisors are still seen as important aspects of the port facility, the old concept of a gang of men working at a port has become obsolete in recent times. A large amount of the jobs at ports nowadays involve working alone and driving mechanical equipment such as cranes or straddle carriers (Goss, 1990). Therefore, not only is the level of employment declining at ports in modern times, but the type of skills required to work at modern ports has been changing, focusing on individuals with skills better suited to these labour saving and

capital-intensive activities. Therefore, relationships between the port and its local economy weaken as traffic flows increase, but port operations decrease, become of lesser importance, and require less labour (Bennachio, 2001). The new capital intensive activities adopted by ports lead to a lesser demand for employment than in the past, which forces the category of workers, formerly employed by port activities that required a great deal of manpower, to search for employment elsewhere since their labour services are no longer demanded at the port. This labour saving phenomenon occurring at ports around the globe has caused ports to separate and grow distant from their local cities.

Likewise, Hoyle (1989) states port relations have become dissociated from that of their local cities because of multiple reasons including: the evolution of maritime technology; the scale of modern day ports and port-related industries along with the large amounts of land and water that their activities require; a marked decline in port-related employment in the port's local city; and an environmental perspective on the port's industrial and urban activities. Hoyle (1989) lays out his view on the current phenomenon occurring in port cities which he calls "waterfront redevelopment" where port functions exit the core zone of the city in favour of more capacious sites and traditional port-based industries move to peripheral areas or greenfield sites since they are no longer dependent on the port city's labour supply.

Related to the capital-intensive and labour saving goals of ports, outsourcing of manufacturing industries to developing countries has caused logistics demand in ports of developed countries to decrease, which means that the contribution of ports to their local economies in developing countries has been increasing, but decreasing in developed countries (Jung 2011). Industries which are no longer restricted to the port areas due to improvements in technology and suffer from the high prices and relative scarcity of space and other important inputs, have moved to regions, typically developing countries, where inputs are available at better conditions (Bennachio, 2001).

A second argument against the economic significance of ports is that the benefits of ports may leak outside of the port's local area. According to Goss (1990), the economic benefits of the port tend to spread increasingly more over the entire area of port customers, while the negative externalities increase and remain concentrated in the local area. The reasons for this include that the final customers of the port's activities may live outside of the local area of the port and the individuals who work at the port may live and spend their income outside of the local port region. Furthermore, assisting the port probably results in helping both import and export trades which means that foreign exporters may be enabled to compete more effectively with domestic producers in the port region and, in turn, reduces the number of jobs at the port (Goss, 1990). According to Bennachio (2001), improvements in transportation technology have transformed the market for port services from a quasi-monopoly to an increasingly more competitive market as modern transportation has rendered the distance between ports as an

ineffective form of monopoly protection. This increased competition between different ports mean that any improvements in the port's economic efficiency will enhance total economic welfare by increasing the producer's surplus of the originators of the good being exporters and increasing the consumer's surplus of the final consumers of the good; these welfare gains will be passed on since the ports are no in competition with one another and thus unable to extract any economic rent. Evidently, these final consumers and exporters may reside far inland and possess no relation to the port itself (Goss, 1990). Indeed, the actors who use the port are increasingly more so extracting the economic rent generated by the activities of ports as the ports themselves are left with only their production inputs and a small payback (Bennachio, 2001).

Consequently, according to Bennachio (2001), the risk of a port and its related activities is that the port would be seen as undesirable for local communities, but more and more necessary for other countries' economies and increasingly less significant for the economies of their local region and city. Bennachio (2001) further expounds upon the problem of territorial distribution effects arising from the port as labour usually comes from the port's own economy and its payback stops in the port region; capital rarely originates from the port's local economy and is often provided by national and international systems as its payback goes beyond the port's local economy; firms may be local actors but vertical integration and horizontal concentration naturally will typically internationalized the firm's ownership. These reasons point to the conclusion that the port and its activities create economic benefits that extend well beyond the port's local economy, but the costs and negative externalities of the port are concentrated in the port's local area.

Some additional negative factors arising from ports to consider include the findings that port size, the number of workers at the port, and stocky capacity were all not correlated with gross national income Berköz (1999). As well, Goss (1990) stated that a negative factor of a given port is that any advancements or improvements in the port itself will undoubtable involve levying taxes in the port's local area or city, which will make the port city a less attractive destination to conduct business and to live in. Likewise, Goss (1990) believed that the creation of a port in any commendable proximity to another port will not raise employment whatsoever. His reason was that since aggregate demand is determined by macroeconomic factors beyond the reach of a port's sphere of influence, the most that any public policy of employment generation can do is simply shift the current demand for employment from one area to another. This means that the supply of workers with suitable skills for the port industry are in fixed supply and the variables which may increase that supply cannot be affected by any actors in the port industry. Therefore, the only influence a port may have on employment is to move port workers from one port to another. The relevance of this idea are not expounded upon by Goss (1990). This phenomenon may be restricted to ports operating in a close geographical area or may extend

to ports operating within a commendable distance from one another. Yet again, this phenomenon may include other industries besides ports since a policy that aims to increase employment in a local area by creating jobs at a port nearby may only displace workers from similar industries in the nearby town to the port, which will have a negligible effect on the employment levels of a given region.

Proponents of the anti-port argument lay the basis for their argument on the changing environment surrounding ports. Firstly, ports no longer generate employment to the same degree as before due to technological innovation, labour saving, capital intensive activities and outsourcing of activities to areas with cheaper inputs. Secondly, the benefits of a port's activities protrude well beyond the port's region, but the cost of the port is concentrated on its local area like the sunlight from a magnifying glass on an ant.

7.2.4 Maintaining the Economic Importance of Ports

There are sounds arguments against the significance of ports to their local economies, but these arguments do not mean that ports are doomed to fail. These are problems which can be overcome to a certain degree so that ports may remain important to their local and national economy. While it is true that ports have changed and may currently experience a more distal relationship with their port cities, this does not sentence ports to an existence characterized by irrelevance to their local regions.

Jung (2011) outlined two major alternatives to overcome the regressing port-city interface. Firstly, ports need to take the role as economic leaders in their port cities, instead of simply acting as supporters for regional development, to integrate themselves with their local region. In order to accomplish this goal, ports need to: involve themselves directly in the conduction of business, such as value-added logistics activities, in order to create employment and income; reduce the amount of time spend on cargo handling activities and increase the number of ancillary and supporting activities which may not be directly related to traditional port activities; and attract transit activities of production and consumption such as transshipment demand.

This argument, that ports need to become economic leaders to re-integrate themselves with their port communities, is harmonious with the belief that ports must extend their business into logistics and value-added activities. As manufacturing industries relocate to areas where factors of production are relatively cheaper and more abundant, ports must change their activities to maintain their economic relevance. Therefore, a natural move would be to increase their focus on distributional activities along with relevant value-added activities which are both synonymous with the transportation of cargo and distinct from traditional port activities.

Secondly, the functions and activities of ports must be harmonized with their relevant port cities. To accomplish this, ports must be sure that their goals and activities are coordinated with the social goals and beliefs of their local regions. Examples of this may include reducing carbon emissions from port activities, creating green buffer zones, and relocating ports to the outskirts of the community. Most importantly, ports must make sure that their business and activities do not hinder the local region, including the waterfront activities of residents, and ports must make sure that the negative impacts that port activities have on the environment of the port city are minimized (Jung, 2011).

Lastly, while the anti-port argument may paint ports as liabilities for their local cities which have no positive effects on their domestic economies, port do indeed provide positive benefits to their local regions. From a mere national perspective, ports remain significant to the economy. Ports generate tax flows and duties; have direct positive effects on gross national income, balance of payments and balance of trade; constitute growth poles for services and national industries such as transport, manufacturing and logistics; act as macroeconomic tools for policies which aim to ameliorate the conditions facing poorer areas; and provide access to international markets and foreign investment (Bennachio, 2001).

7.2.5 Malta Freeport – An Illustration of Upside Potential

Malta is strategically located in the middle of the Mediterranean. The population of Malta (494,00 in 2019) is like that which exists in Newfoundland and Labrador, but it has a GDP ($14.9 US billion in 2019) which is approximately one-half of that which exists within the province.[16]

In 1988 the Malta Freeport was developed. It has grown to be the third largest transshipment facility in the Mediterranean. It is responsible for 1,747 jobs, when spin-off employment is considered. Cargo handled by Malta Freeport has posted significant gains since 2005, the first full year after the port was privatized. In 2005, the terminal handled 1.3 million TEUs, which has since increased to 3.15 million TEUs (20ft containers) in 2017[17]As well, the annual impact of the port was €171 million.[18] In 2015, the economic impact of the port was estimated to be €171 million, which was equivalent to 2.1% of GDP.

Malta Freeport has become one of the Mediterranean's key transshipment ports.[19] It focuses on cargo being discharged from large mother vessels and relayed to a network of regional ports by smaller vessels.

[16] https://en.wikipedia.org/wiki/Economy_of_Malta
[17] http://combinedmaritime.com/the-economic-value-of-maltas-maritime-industry/
[18] https://timesofmalta.com/articles/view/freeport-generates-107m-for-economy.656121
[19] https://www.dixcart.com/in588-increasing-demand-for-malta-freeport-services-and-regulation-of-malta-free-zones-to-promote-further-expansion

From the perspective of the Great Northern Port, the Malta port is a relatively recent development. It shows how a transshipment port can have significant economic impacts for the local area and the broader region.

7.2.6 Conclusion

There are negative consequences to the operation of a seaport in the domestic area, but these obstacles can be mitigated to reap the positive economic benefits arising from port activities. Firstly, the argument was laid out which states that ports have maintained their status as important contributors to the economy of their domestic regions by widening their scope of practice from traditional port activities of loading and unloading cargo into value added and logistics activities. Secondly, the antithesis of that argument was expounded upon, which states that ports no longer maintain their status as valuable economic assets to their domestic economies since ports don't generate employment to the same degree as they once did and the benefits from ports activities spread to areas well beyond the domestic region of the port, while the costs and negative externalities of the port and its activities are in the port region. However, ports can still be valuable to their local economies by integrating themselves into the social fabric of their port cities and by taking economic leadership in their local economies. Ports can remain pillars of their respective cities, but their activities have changed over the years and action must be taken to maintain their ability to generate employment in their local areas.

8.0 Great Northern Port – Project Description

The Great Northern Port Inc. (GNP Inc.) is proposing to develop an industrial subdivision and marine port (the Project) at Crémaillère Harbour on the Great Northern Peninsula of Newfoundland and Labrador. Their economic objective is to create a catalyst for growth based on a cluster of port services, which are driven by current, and projected, onshore and offshore, logistics requirements and military and Coast Guard needs.

GNP Inc. has suggested that the Project has the potential not only to invigorate the Great Northern Peninsula. It is expected that the project will be developed in three phases. Phase I, expected to take two years to complete, consists of facilities and infrastructure which includes Perimeter Security Fencing and Gates, Signage, Lighting, Surveillance, and Gatehouse, American Drive Road Upgrade, Goose Cove Road Upgrade, Site Service Roads (inside site boundaries), Electrical Power Service Grid, Communications Cabling, Navigation Markers and Beacons, Service Dock, 50m x 50m warehouse, Fuel Tank Farm, Emergency Response Building, Potable Water Supply Infrastructure, and Sanitary Wastewater (Sewer) System(s).

Phase II, expected to take three to five years, includes Port Authority Administration and Office Complex, Fabrication Building and Dock, Liquid Drilling Mud Plant (LMP), Ballast Water Disposal and Treatment Facility, Warehousing and Redistribution Facility Site Preparation.

Phase III, expected to take three to five years, includes an Enclosed Graving Dock, Warehouse and Distribution Facility.

The financial/economic information utilized in this report is provided by GNP Inc. The components of the project are:

- **Manufacturing Hub** which includes
  - Manufacturing center associated infrastructures (utilities, roads, security)
  - Flexiport (Logistec) North American manufacturing plant: building and slipway
  - Training and formation support for trades (welders, steel workers and other related manufacturing trades)
  - Procurement and logistics support services
  - Other manufacturing and services including support of military servicing for ships, submarines. Dry docks to support servicing and upgrades. Satellite construction sites for deployment in the arctic region and
  - Basic Vessel repairs associated with heavy engines and marine services.
- **General Harbour Services** which includes
  - Initial berth length requirements, lay down areas

        - Logistics services and support personnel {Stevedoring and general cargo handling equipment. Maintenance of same.
        - ISO container trans-shipment, including reefers Short Sea shipping to Canada and US using appropriately flagged vessels
        - Supporting services for Northern communities (consolidation of shipments and procurement centers, fuel, and other essentials for remove communities.
        - Associated vessel servicing facilities.
        - Environmental Services (Belfor)
    - **Cargo Handling** which includes
        - Unloading, loading, and berthing of bulk cargo ships
        - Storage and handling of raw iron ore.
        - Related crane, crane maintenance and logistics of facility maintenance
        - Potential raw material transformation, including power transmission to the site. Logistics associated with supplying the mill and export facility
    - **Other Businesses** which includes
        - SAR and CCG station (for Ice breakers)
        - Oil Spill research center, including weather forecasting for ice prone areas
        - Value added services for fisheries
        - Marine services cluster – requirements and incentives for start-ups and marine centric business, including those led by indigenous, women and new Canadians
        - Testing facilities for AUV (autonomous vehicles) and other marine vehicles
        - GNP Inshore Fisherman Co Op fleet repair facility
    - **Other Economic Activities** which includes
        - Oil field services support. Centered on accelerated support for the West Orphan basin and south Labrador for marine transit (fuel, fluids, mud and general laydown areas for casings, pipe, chains, and subsea equipment
        - Air support services based on fixed wing transport to San Anthony and shorter helicopter transit to the field. Would need a back-up landing locations for helicopters (GNP and Airport)
        - Medevac base for Northern access. Impact on hospital
        - Satellite Station for military ship monitoring North Atlantic and the North based on shorter sail time than Halifax
        - Shipping of wood products direct to market.
        - Transformation of wood products

- Transformation of sealing products for export
- Direct Air to Fuel facility[20]

The capital and operating profiles that were analyzed in this report are provided in Tables 1 through 4.

Table 1: Capital Costs for the Great Northern Port – Scenario 1 ($ Millions)

Relative Year	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S1	All Scenario 1
1	$7.6	$3.5				$11.1
2	$7.6	$3.5				$11.1
3	$7.6	$3.5				$11.1
4	$7.6	$3.5				$11.1
5	$7.6	$3.5				$11.1
6			$1.2	$2.8	$134.3	$138.3
7			$1.2	$2.8	$134.3	$138.3
8			$1.2	$2.8	$134.3	$138.3
Sum	**$38.0**	**$17.5**	**$3.5**	**$8.4**	**$403.0**	**$470.4**

Table 2: Capital Costs for the Great Northern Port – Scenario 2 ($ Millions)

Relative Year	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S2	All Scenario 2
1	$7.6	$3.5				$11.1
2	$7.6	$3.5				$11.1
3	$7.6	$3.5				$11.1
4	$7.6	$3.5				$11.1
5	$7.6	$3.5				$11.1
6			$1.2	$2.8	$1.0	$5.0
7			$1.2	$2.8	$1.0	$5.0
8			$1.2	$2.8	$1.0	$5.0
Sum	**$38.0**	**$17.5**	**$3.5**	**$8.4**	**$3.0**	**$70.4**

[20] While little information was provided on the air to fuel facility, other than an estimate for capital and operating costs, a search of the internet reveals that Carbon Engineering has developed a technology removes carbon dioxide from the air. This technology combines this carbon dioxide water and electricity, to directly synthesize liquid fuels such as gasoline, diesel, or jet. Given the limited information on this initiative, there are two scenarios run for this analysis: Scenario 1 includes the economic impacts of the air to fuel technology and Scenario 2 excludes it.

Table 3: Operating Costs for the Great Northern Port – Scenario 1 ($ Millions)

Relative Year	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S1	All Scenario 1
1						
2						
3						
4						
5						
6	$28.3	$10.5				$38.8
7	$28.3	$10.5				$38.8
8	$28.3	$10.5				$38.8
9	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
10	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
11	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
12	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
13	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
14	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
15	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
16	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
17	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
18	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
19	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
20	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
21	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
22	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
23	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
24	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
25	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
26	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
27	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
28	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
29	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
30	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
31	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
32	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
33	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
34	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
35	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9

Table 4: Operating Costs for the Great Northern Port – Scenario 2 ($ Millions)

Relative Year	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S2	All Scenario 2
1						
2						
3						
4						
5						
6	$28.3	$10.5				$38.8
7	$28.3	$10.5				$38.8
8	$28.3	$10.5				$38.8
9	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
10	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
11	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
12	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
13	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
14	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
15	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
16	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
17	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
18	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
19	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
20	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
21	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
22	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
23	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
24	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
25	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
26	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
27	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
28	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
29	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
30	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
31	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
32	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
33	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
34	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
35	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4

9.0 Economic Impact Analysis – Descriptions and Inputs Utilized

An important goal of this project is to answer the following research question: Could the Great Northern Port Project have enough positive, strategic economic impact to arrest and reverse the prevailing trends of the downward economic spiral for the entire region of the Northern Peninsula and the communities involved ?

This research does not attempt to validate or confirm the market demand or the feasibility of the many individual business cases and proposals needed to fully realize the full potential businesses that are being contemplated in this project. Rather, the research team has assumed that all necessary due diligence would be conducted by individual government and industry stakeholders before any actual funding or development occurs. This research focuses on the potential economic impacts of each of these project enterprises as they are conceived and known by the subject matter experts at the time of this research.

The project expenditures were subjected to an analysis with EcoTec's Input-Output model. The estimation of potential economic benefits of each project was done using an economic impact model (EIM), which was based on the Statistics Canada Input-Output Model of the Canadian Economy (Interprovincial version) developed and used by EcoTec Consultants.[21] The EIM is based on data from 2015 to 2018 and includes 496 goods and services and 237 industries.

Input-Output (IO) models are widely used to calculate economic impacts throughout Canada. These models provide a reasonable representation of the national, provincial, or regional economy. By following the path taken by each project expenditures throughout the economy, IO models estimate the Gross Domestic Product (GDP), employment, wages and salaries, business incomes, and government tax revenues. For instance, sales within the province are allocated to the industries that produce the specific goods and services purchased; each of these industries will, in turn, purchase goods and services to produce what they sell as determined by their technology mix and use of factors of production (labour and capital). For purchases outside of the province, an interprovincial trade flow matrix is used to allocate production by provinces and industry.

The sub-provincial module of the EIM runs in parallel to the interprovincial module and estimates the economic impacts for each of the 11 Census Divisions within Newfoundland and Labrador. Transactions between industries at the county level are calculated in a manner like the interprovincial module: with a complex three-dimensions matrix of monetary transactions

[21]EcoTec Consultants specialize in the field of economic impact studies and economic development. Over the last 38 years the firm has worked on more than 500 projects from Coast to Coast, most of which involved assessment of economic impacts studies across the country. Their work spans most economic sectors, including energy, mining, transportation, manufacturing, major engineering projects, tourism and Aboriginal communities.

(dimensions 11 Counties by 237 industries by 11 Census Divisions). Sophisticated algorithms were developed to populate this 3-D matrix with trade coefficients. These algorithms incorporate several factors, including local demand, provincial demand, productive capacity of both local industries and industries at the provincial level, etc.

The economic impacts estimated were direct, indirect, induced, and total:

- Employment (person-years),
- Gross Domestic Product (GDP),
- Wages, Salaries and Social Contributions,
- Business Income,
- Federal Tax Revenue, and
- Provincial Tax Revenue.

Each of these impacts were estimated for three geographic regions:

- Great Northern Peninsula,
- Newfoundland and Labrador (including the Great Northern Peninsula), and
- Canada (including Newfoundland and Labrador).

The impacts were estimate for capital and operation expenditures and for various time periods:

- Annually up to 35 years,
- Typical Year of Operation (Year 10),
- Five-year period,
- Ten-year period,
- Twenty-year period, and
- Thirty-five-year period.

The impacts were estimated for the various components of the project:

- All Components,
- Manufacturing Hub,
- General Harbour,
- Other Business, and
- Other Activity.

These results were undertaken for two scenarios:

- Scenario 1 includes the air to fuel technology, and
- Scenario 2 excludes the air to fuel technology.

10.0 Construction - Manufacturing Hub

As described above, the Manufacturing Hub analyzed below includes the manufacturing center associated infrastructures (utilities, roads, security), the Flexiport (Logistec) North American manufacturing plant: building and slipway, the training and formation support for trades (welders, steel workers and other related manufacturing trades), the procurement and logistics support services, the other manufacturing and services including support of military servicing for ships, submarines. Dry docks to support servicing and upgrades. Satellite construction sites for deployment in the arctic region and basic Vessel repairs associated with heavy engines and marine services. The specific analysis presented in Section 10 assesses the economic impacts associated with the capital expenditures utilized to construct the Manufacturing Hub. The corresponding economic impacts for a typical operations year of the Manufacturing Hub are analyzed and presented in Section 18 below.

The specific economic impacts analyzed for the construction phase of the Manufacturing Hub component of the Project and presented below are:

- Direct, indirect, induced, and total person-years of employment (or full-time equivalent employment) for the Great Northern Peninsula, Newfoundland and Labrador (including the Great Northern Peninsula) and Canada (including Newfoundland and Labrador),
- Direct, indirect, induced, and total GDP for the Great Northern Peninsula[22], Newfoundland and Labrador (including the Great Northern Peninsula) and Canada (including Newfoundland and Labrador),
    - GDP in the input-output model is decomposed in taxes net of subsidies,[23] wages, salaries and social contributions[24] and business income.[25] Each of these subcomponents are analyzed separately for their direct, indirect, induced and total impacts for the three geographies considered in this report
- Direct, indirect, induced, and total government taxes for the Great Northern Peninsula, Newfoundland and Labrador (including the Great Northern Peninsula) and Canada (including Newfoundland and Labrador),

[22] The GDP estimated for the Great Northern Peninsula is simply the amount of Newfoundland and Labrador GDP that can reasonable be assigned to the Great Northern Peninsula by the Eco-Tec input-output model.
[23] These four GDP components are added together and split between federal and provincial revenues under the "GST and other indirect taxes" and "PST and other indirect taxes." They include taxes on products, which are sales taxes mostly paid by households, subsidies on products, which are received by businesses, subsidies on production, which are received by business and taxes on production, which are paid by businesses.
[24] Wages and Salaries are obvious, but social contributions are employers' social contributions. They include an employers' contributions to benefits such as medical and dental plans, contributions to retirement plans, etc.
[25] Business income is the sum of gross mixed income - most often found in industries such as fishing, corner stores, etc. where owners will pay themselves a salary. Essentially for industries where there are a lot of small owner-operator businesses and gross operating surplus – this includes depreciation allowances and profits (net revenue).

- Direct, indirect, induced, and total government taxes are estimated for the federal government and separately for the provincial government for each of the geographies analyzed in this report. These taxes include income taxes, taxes on profits, GST/HST and other indirect taxes.[26]

10.1 Employment

The construction phase of the Manufacturing Hub assumes that approximately $38 million will be invested (see Table 5). As shown in Table 5 and Figures 842 to 844, this is estimated to yield 191 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 58 person-years of indirect employment and 33 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 282 person-years. The corresponding total employment for the province is 358 person-years – 191 person-years of direct employment, 100 person-years of indirect employment and 67 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 472 person-years of employment – 191 person-years of direct employment, 161 person-years of indirect employment and 120 person-years of induced employment.

Table 5: Employment Impact Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$37.96	191.1	57.6	33.2	**281.9**
Newfoundland & Labrador	$37.96	191.1	100.0	66.6	**357.7**
Canada	$37.96	191.1	160.9	120.1	**472.1**

[26] In addition to HST/GST, other indirect taxes include excise taxes such as gasoline, tobacco, alcohol, custom duties and various fees for licenses. The Eco-Tec model does not separately calculate property taxes but are considered part of indirect taxes.

Figure 842: Employment Impact for the Great Northern Peninsula Associated with Constructing the Manufacturing Hub of the Great Northern Port

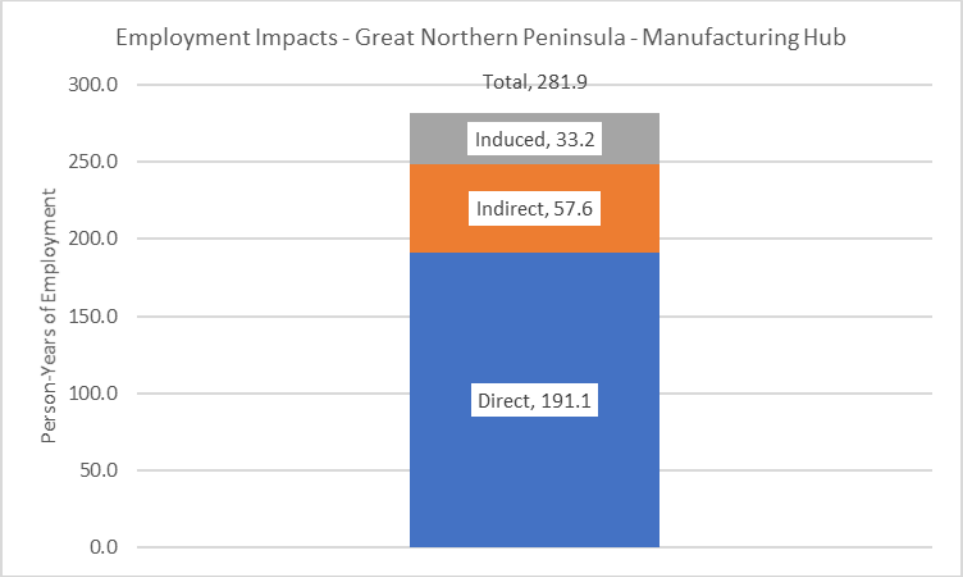


Figure 843: Employment Impact for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

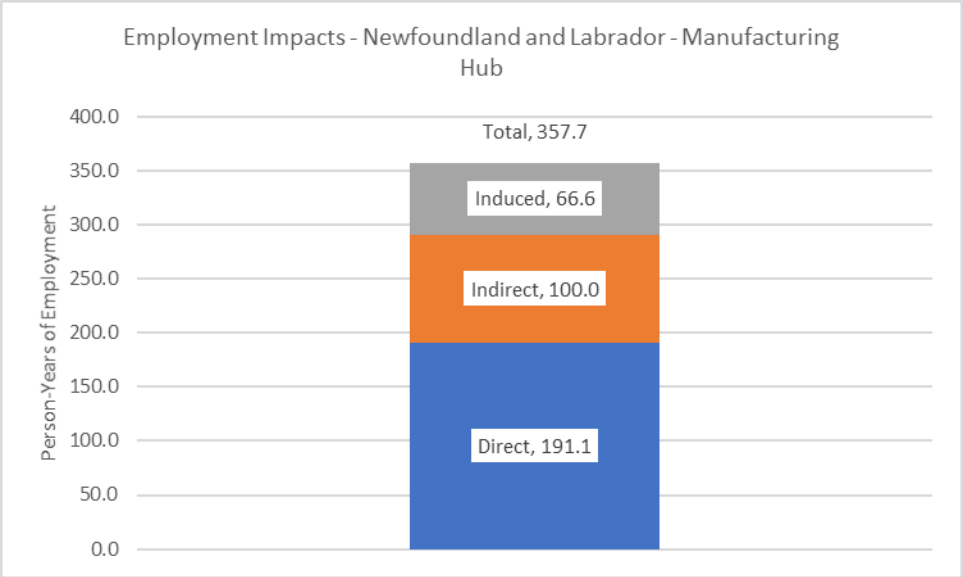
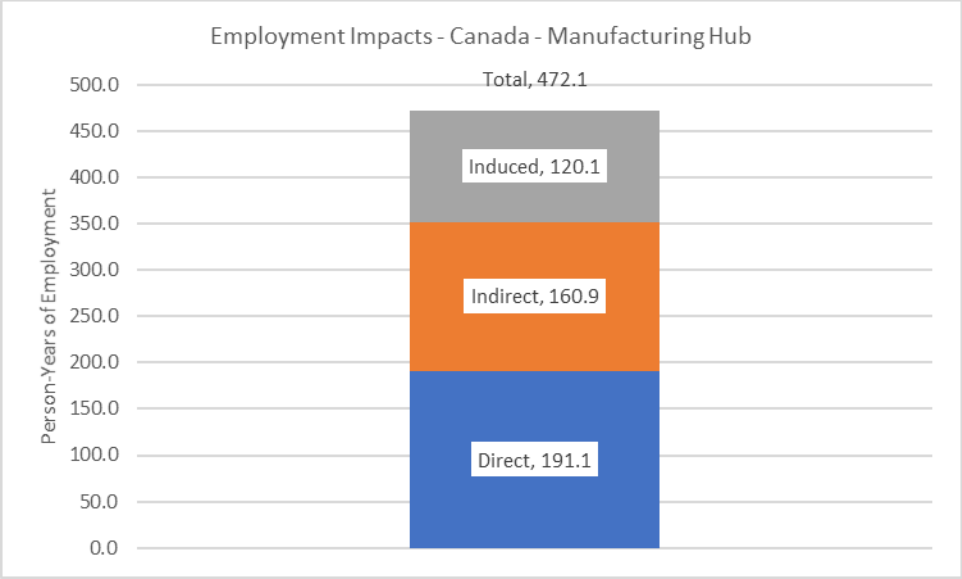


Figure 844: Employment Impact for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.2 GDP

As shown in Table 6 and Figures 845 to 847, constructing the Manufacturing Hub is estimated to yield $15 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $5 million of indirect GDP and $4 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $24 million. The corresponding total GDP for the province is $32 million – $15 million of direct GDP, $10 million of indirect GDP and $7 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $44 million in GDP – $15 million of direct GDP, $16 million of indirect GDP and $12 million of induced GDP.

Table 6: GDP Impact Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$37.96	$15.02	$5.12	$3.94	**$24.07**
Newfoundland & Labrador	$37.96	$15.02	$9.87	$7.15	**$32.05**
Canada	$37.96	$15.02	$16.15	$12.40	**$43.57**

Figure 845: GDP Impact for the Great Northern Peninsula Associated with Constructing the Manufacturing Hub of the Great Northern Port

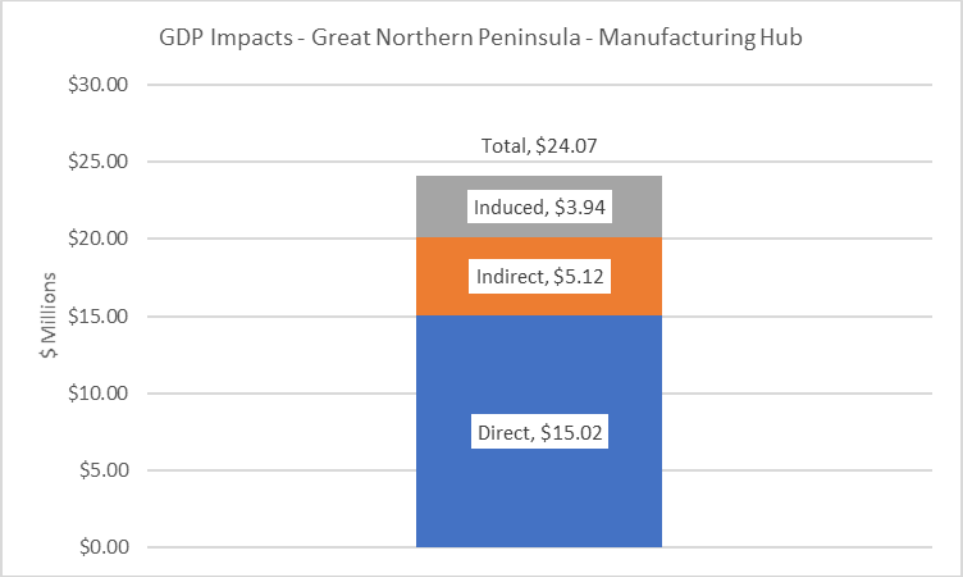


Figure 846: GDP Impact for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

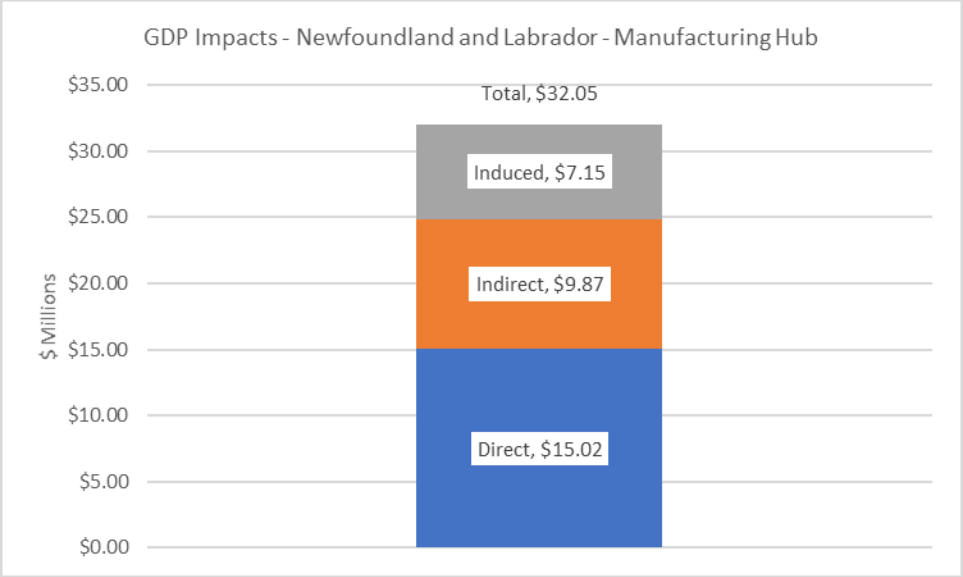
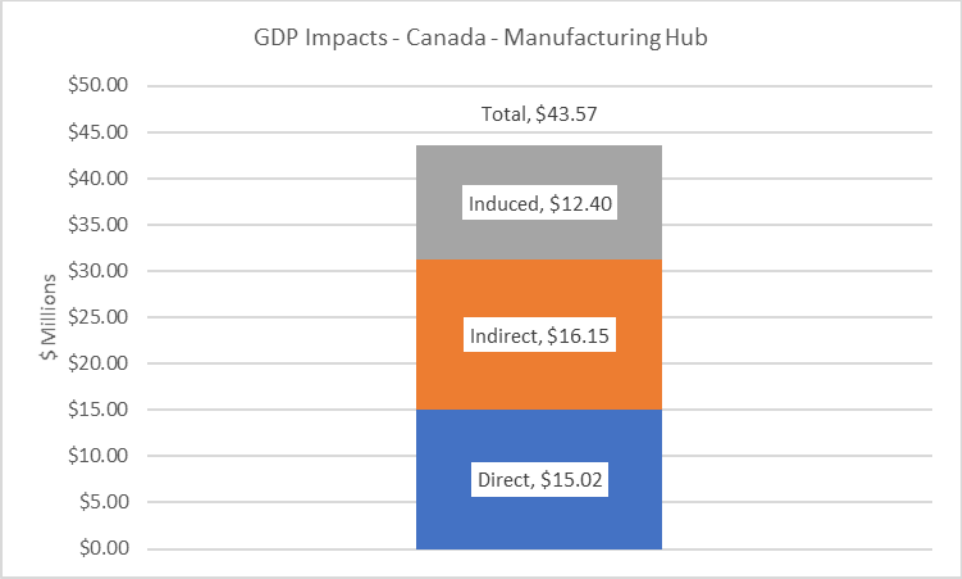


Figure 847: GDP Impact for Canada with Constructing the Manufacturing Hub of the Great Northern Port



10.2.1 Taxes Net of Subsidies

As shown in Table 7 and Figures 848 to 850, constructing the Manufacturing Hub is estimated to yield $0.33 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.36 million of indirect taxes net of subsidies and $1.14 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $1.8 million. The corresponding total direct taxes net of subsidies for the province is $2.52 million – $0.33 million of direct taxes net of subsidies, $0.6 million of indirect taxes net of subsidies and $1.6 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $3.6 million in taxes net of subsidies – $0.33 million of direct taxes net of subsidies, $0.94 million of indirect taxes net of subsidies and $2.3 million of induced taxes net of subsidies.

Table 7: GDP Impacts - Taxes Net of Subsidies Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$37.96	$0.33	$0.36	$1.14	**$1.83**
Newfoundland & Labrador	$37.96	$0.33	$0.60	$1.59	**$2.52**
Canada	$37.96	$0.33	$0.94	$2.34	**$3.61**

Figure 848: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing the Manufacturing Hub of the Great Northern Port

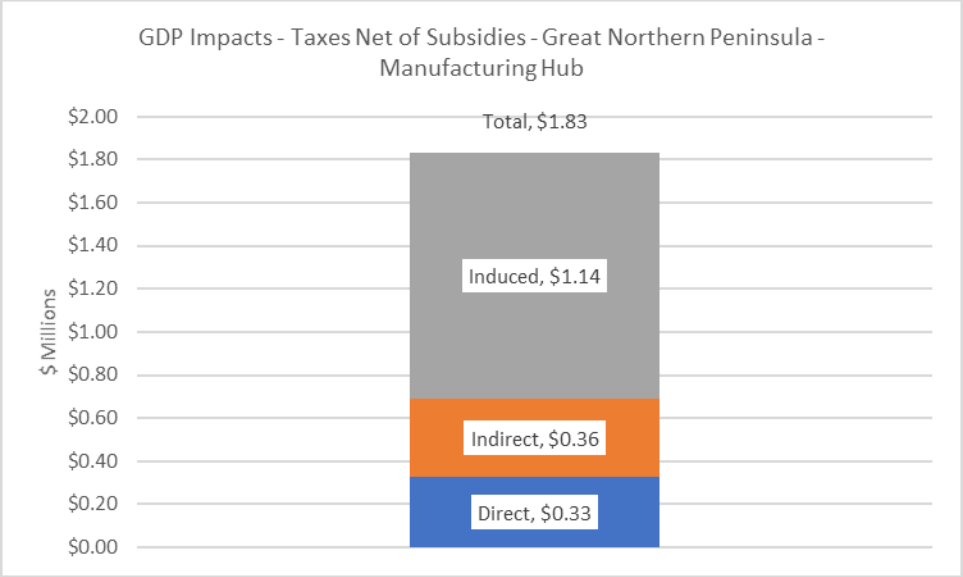


Figure 849: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

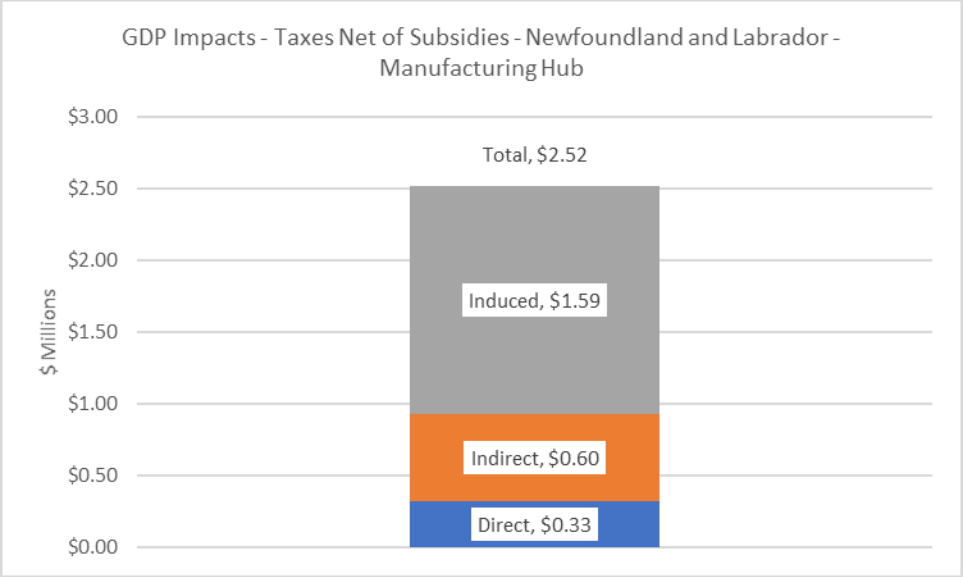
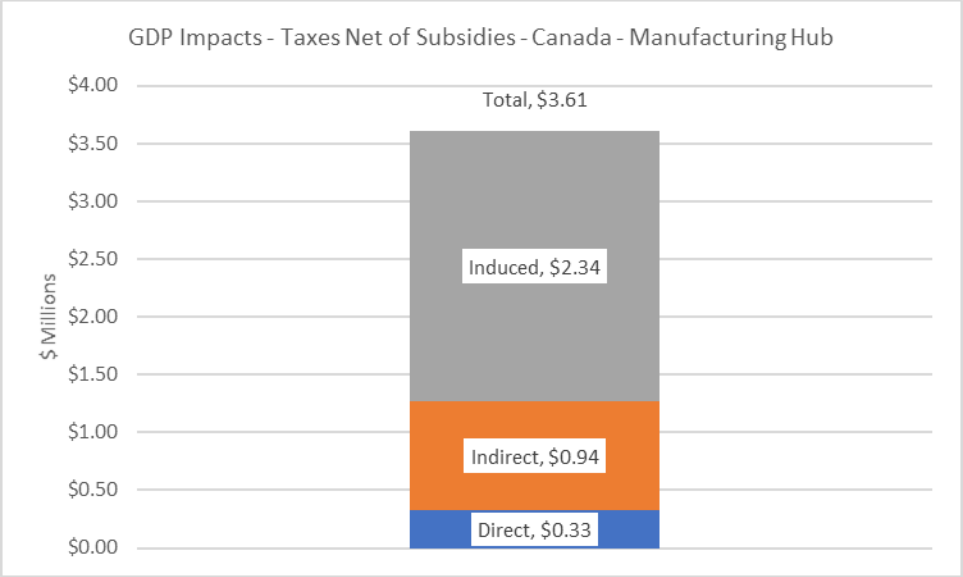


Figure 850: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.2.2 Wages, Salaries and Social Contributions

As shown in Table 8 and Figures 851 to 853, constructing the Manufacturing Hub is estimated to yield $11.8 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $3.2 million of indirect wages, salaries, and social contributions and $1.3 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $16.3 million. The corresponding total wages, salaries and social contributions for the province is $20.8 million – $11.8 million of direct wages, salaries, and social contributions, $6.1 million of indirect wages, salaries, and social contributions and $3.0 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $27.2 million in wages, salaries, and social contributions – $11.8 million of direct wages, salaries, and social contributions $9.9 million of indirect wages, salaries, and social contributions and $5.6 million of induced wages, salaries and social contributions.

Table 8: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions	Indirect Wages, Salaries & Social Contributions	Induced Wages, Salaries & Social Contributions	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$37.96	$11.75	$3.24	$1.30	**$16.29**

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions	Indirect Wages, Salaries & Social Contributions	Induced Wages, Salaries & Social Contributions	Total Wages, Salaries & Social Contributions ($M)
Newfoundland & Labrador	$37.96	$11.75	$6.07	$3.03	**$20.84**
Canada	$37.96	$11.75	$9.87	$5.58	**$27.20**

Figure 851: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing the Manufacturing Hub of the Great Northern Port

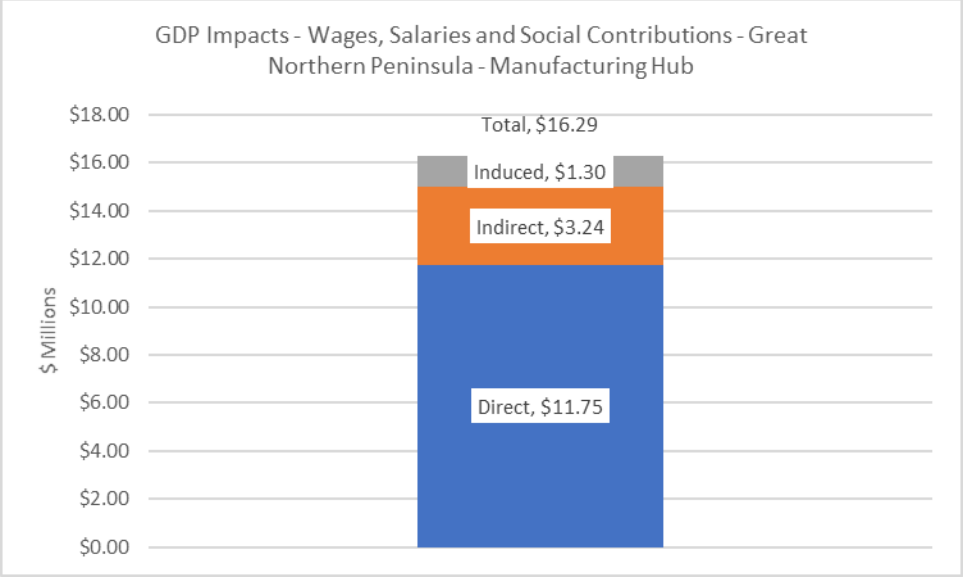


Figure 852: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

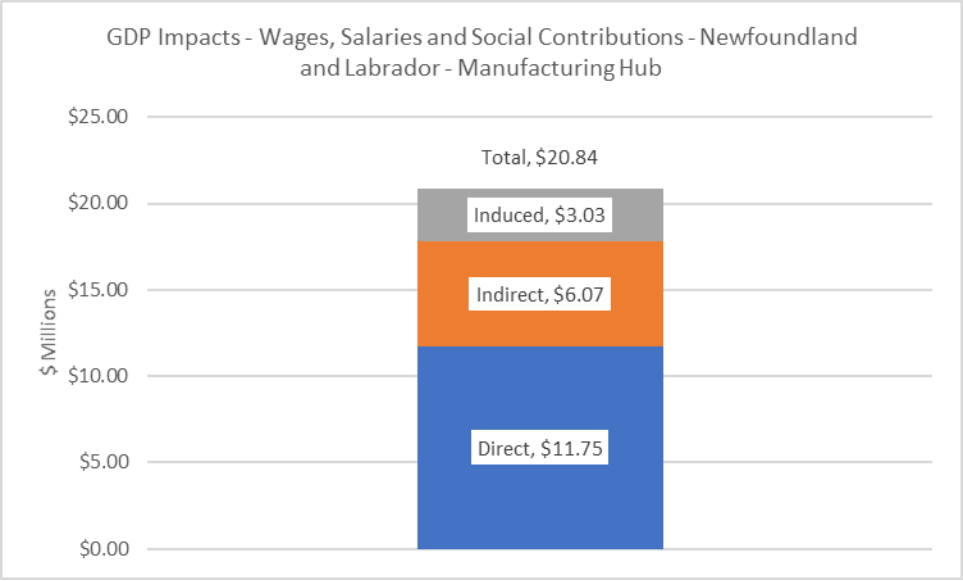
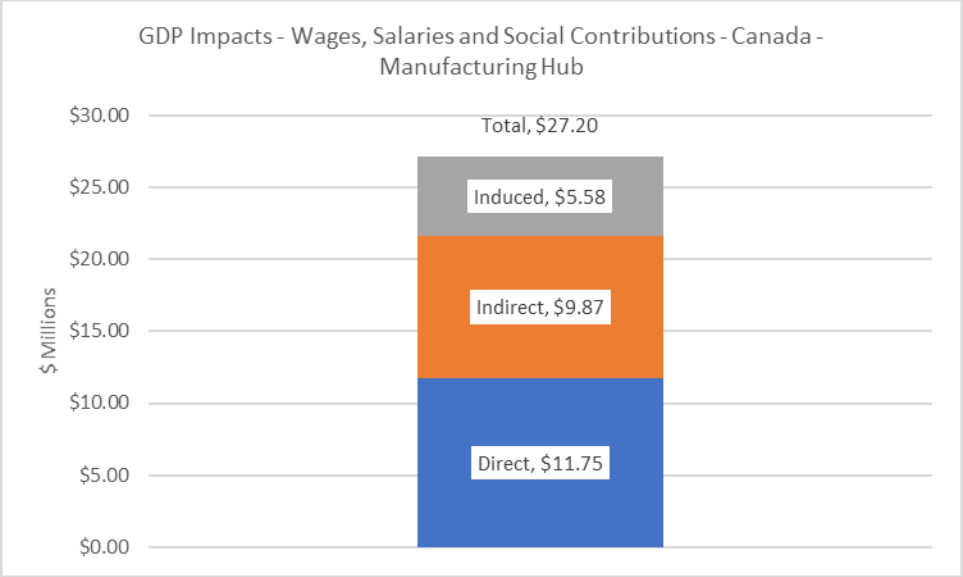


Figure 853: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.2.3 Business Income

As shown in Table 9 and Figures 854 to 856, constructing the Manufacturing Hub is estimated to yield $3 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $1.7 million of indirect business income and $1.5 million of induced business income for the Great Northern Peninsula for a total local business income impact of $6.2 million. The corresponding total business income for the province is $9.1 million – $3 million of direct business income, $3.5 million of indirect business income and $2.6 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $13.4 million in business income – $3.0 million of direct business income $5.8 million of indirect business income and $4.7 million of induced business income.

Table 9: GDP Impacts – Business Income Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$37.96	$2.95	$1.69	$1.51	**$6.15**
Newfoundland & Labrador	$37.96	$2.95	$3.53	$2.60	**$9.07**
Canada	$37.96	$2.95	$5.76	$4.65	**$13.36**

Figure 854: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing the Manufacturing Hub of the Great Northern Port

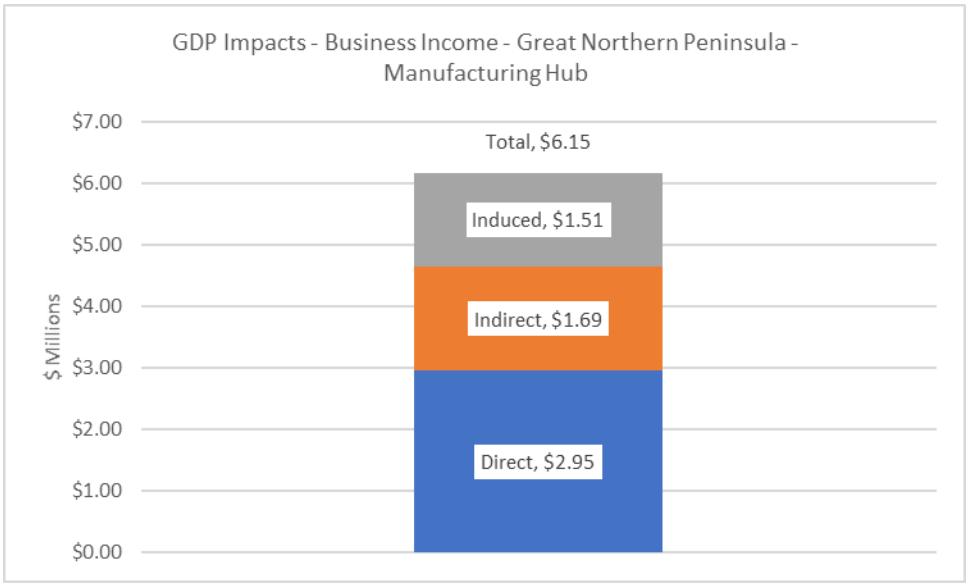


Figure 855: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

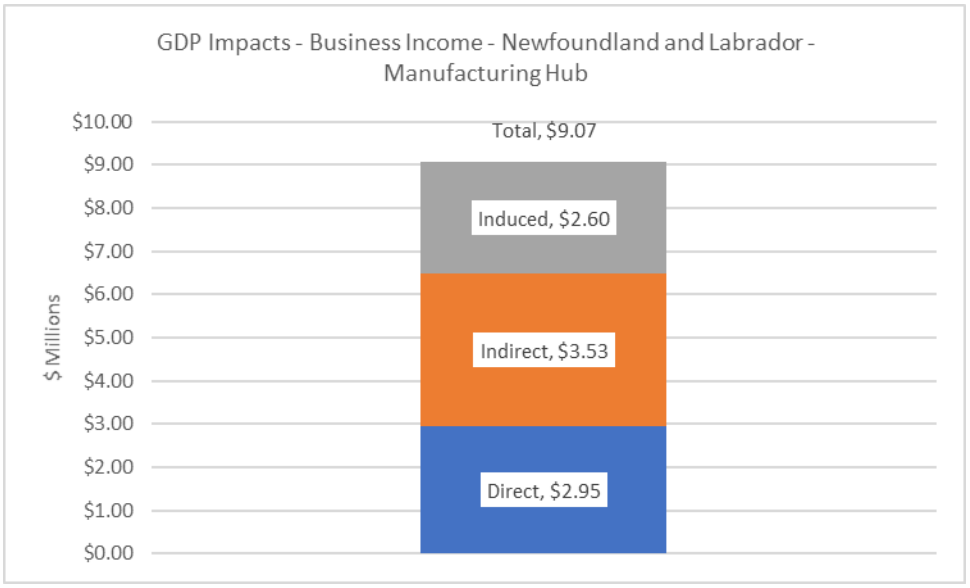
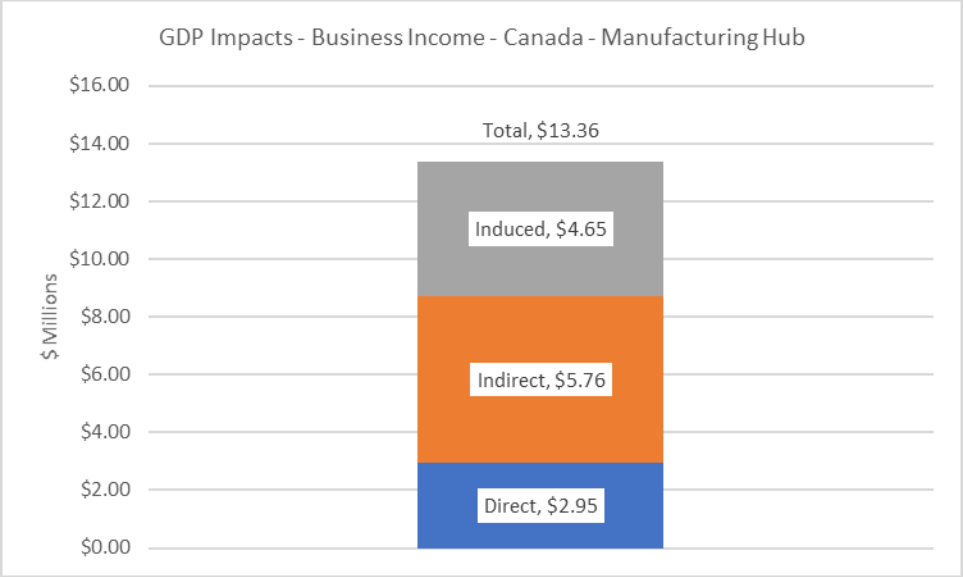


Figure 856: GDP Impact – Business Income for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3 Government Taxes

As shown in Table 10 and Figures 857 and 858, constructing the Manufacturing Hub is estimated to yield total government taxes for the province of $6.3 million – $2.9 million of direct government taxes, $1.5 million of indirect government taxes and $3.1 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $8.5 million in government taxes – $2.9 million of direct government taxes $2.5 million of indirect government taxes and $3.1 million of induced government taxes.

Table 10: Government Taxes Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$2.90	$1.48	$1.95	**$6.33**
Canada	$37.96	$2.90	$2.54	$3.07	**$8.51**

Figure 857: Government Taxes for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

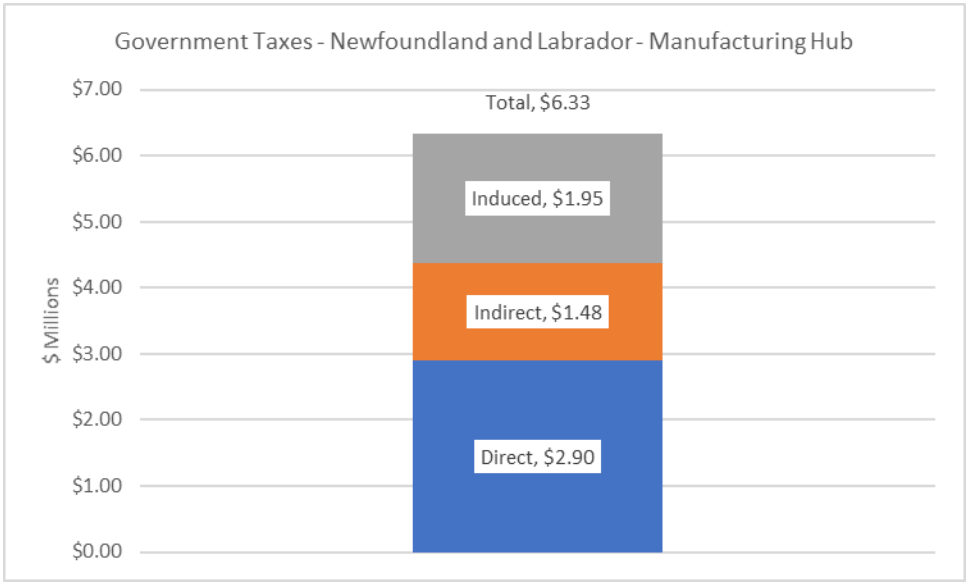
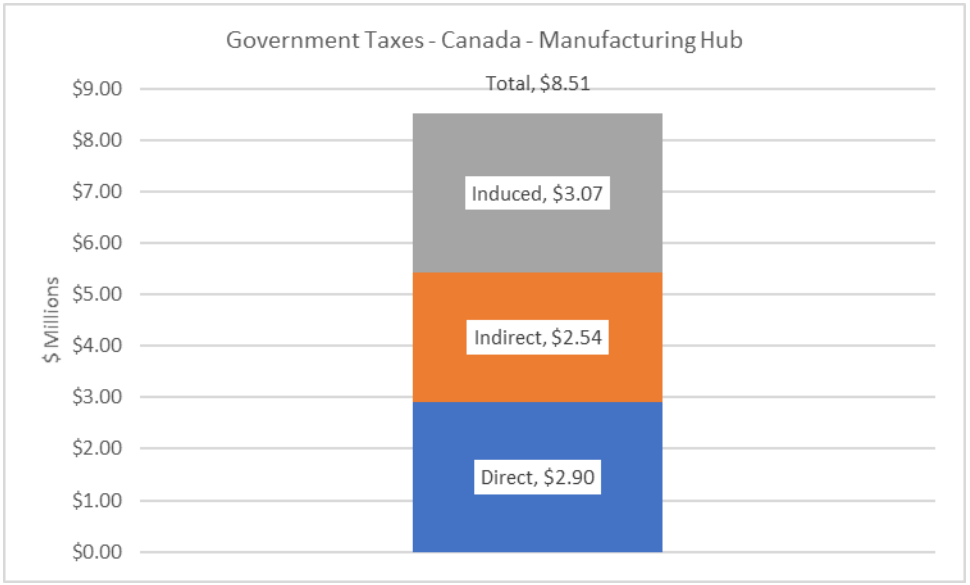


Figure 858: Government Taxes for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.1 Federal Income Tax

As shown in Table 11 and Figures 859 and 860, constructing the Manufacturing Hub is estimated to yield total federal income taxes for the province of $2.1 million – $1.3 million of direct federal income taxes, $0.6 million of indirect federal income taxes and $0.2 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $2.6 million in federal income taxes – $1.3 million of direct federal income taxes $0.9 million of indirect federal income taxes and $0.4 million of induced federal income taxes.

Table 11: Federal Income Tax Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$1.28	$0.60	$0.21	**$2.08**
Canada	$37.96	$1.28	$0.92	$0.39	**$2.60**

Figure 859: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

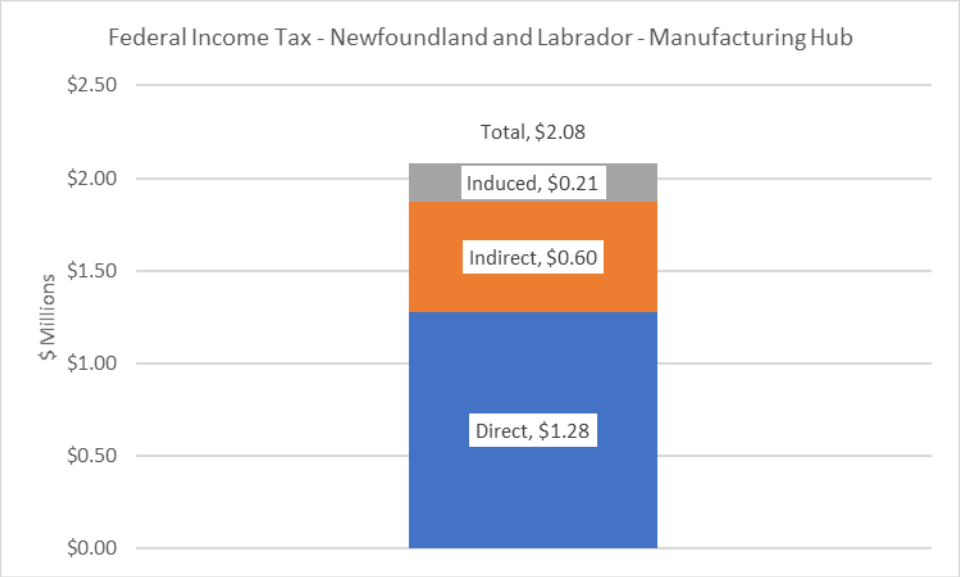
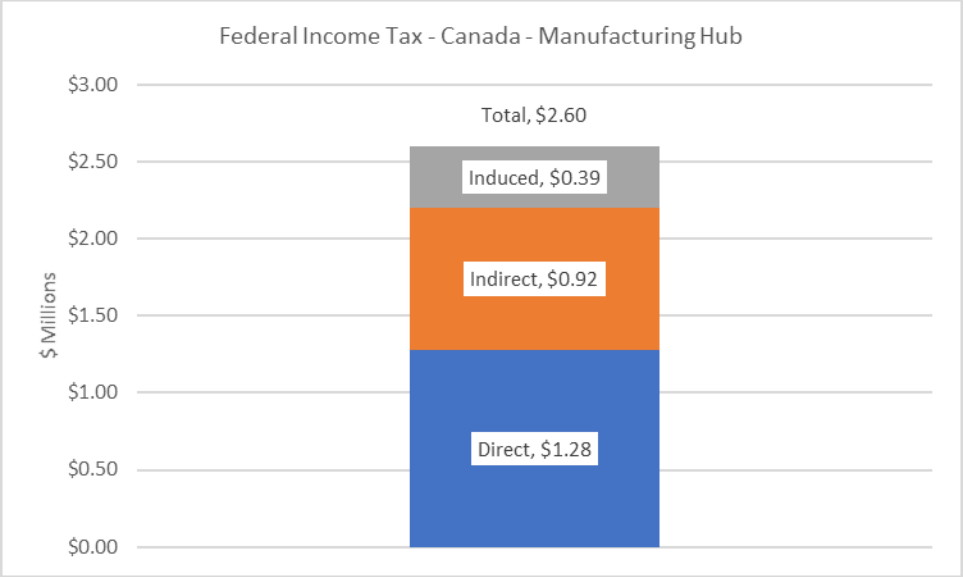


Figure 860: Government Taxes – Federal Income Tax for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.2 Federal HST/Indirect Taxes

As shown in Table 12 and Figures 861 and 862, constructing the Manufacturing Hub is estimated to yield total federal HST/indirect taxes for the province of $0.58 million – $0.09 million of direct federal HST/indirect taxes, $0.08 million of indirect federal HST/indirect taxes and $0.41 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.85 million in federal HST/indirect taxes – $0.61 million of direct federal HST/indirect taxes $0.15 million of indirect federal HST/indirect taxes and $0.4 million of induced federal HST/indirect taxes.

Table 12: Federal HST/Indirect Taxes Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$0.09	$0.08	$0.41	**$0.58**
Canada	$37.96	$0.09	$0.15	$0.61	**$0.85**

Figure 861: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

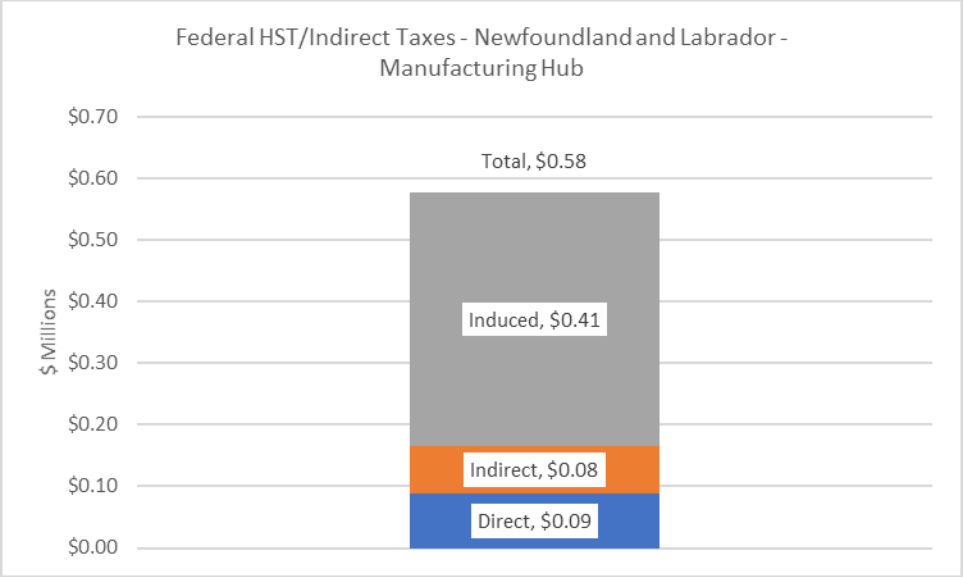
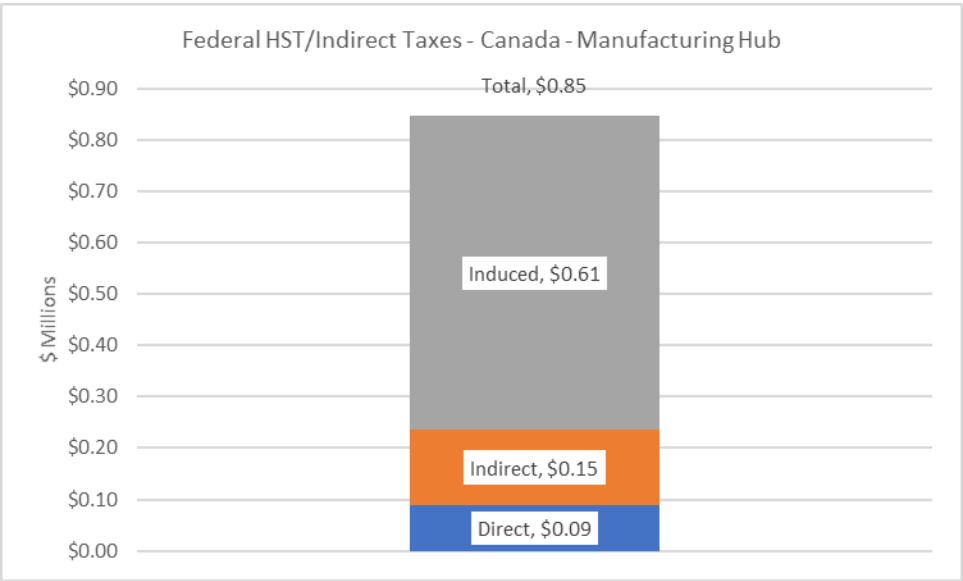


Figure 862: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.3 Federal Tax on Profits

As shown in Table 13 and Figures 863 and 864, constructing the Manufacturing Hub is estimated to yield total federal taxes on profits for the province of $0.45 million – $0.29 million of direct federal taxes on profits, $0.12 million of indirect federal taxes on profits and $0.04 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.71 million in federal taxes on profits – $0.29 million of direct federal taxes on profits

$0.28 million of indirect federal taxes on profits and $0.15 million of induced federal taxes on profits.

Table 13: Federal Tax on Profits Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$0.29	$0.12	$0.04	**$0.45**
Canada	$37.96	$0.29	$0.28	$0.15	**$0.71**

Figure 863: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

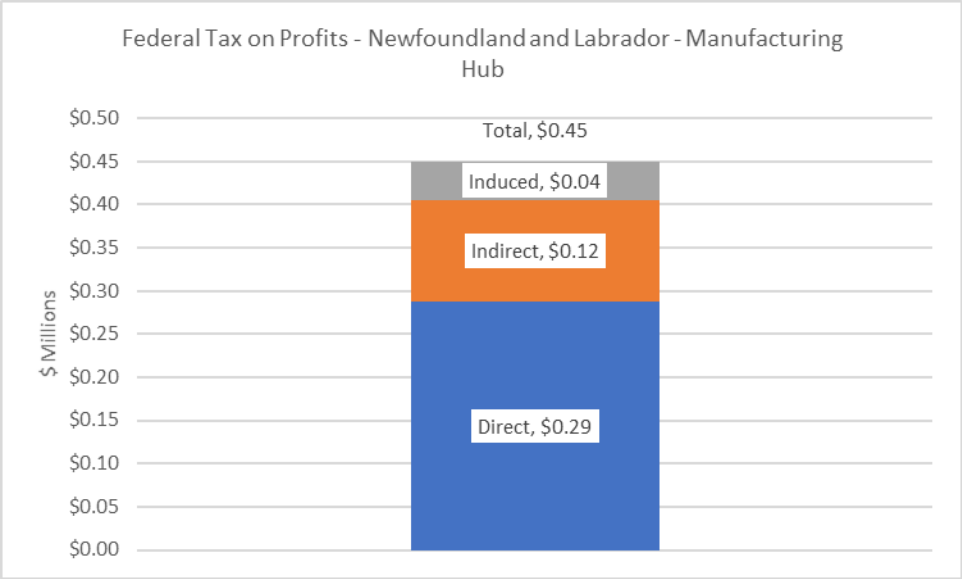
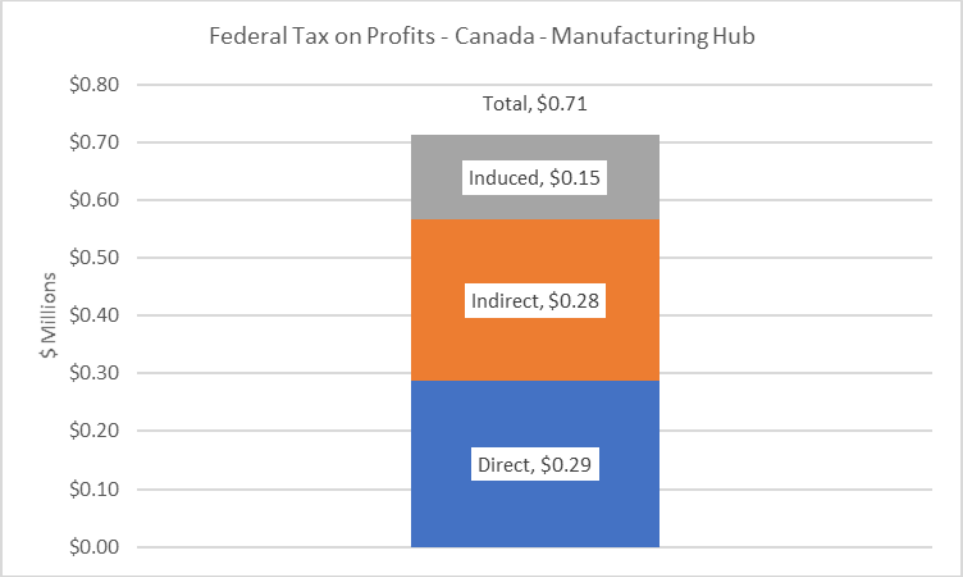


Figure 864: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.4 Federal Tax Revenue

As shown in Table 14 and Figures 865 and 866, constructing the Manufacturing Hub is estimated to yield total federal tax revenue for the province of $3.11 million – $1.65 million of direct federal tax revenue, $0.79 million of indirect federal tax revenue and $0.67 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $4.15 million in federal tax revenue – $1.65 million of direct federal tax revenue $1.35 million of indirect federal tax revenue and $1.15 million of induced federal tax revenue.

Table 14: Federal Tax Revenue Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$1.65	$0.79	$0.67	**$3.11**
Canada	$37.96	$1.65	$1.35	$1.15	**$4.15**

Figure 865: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

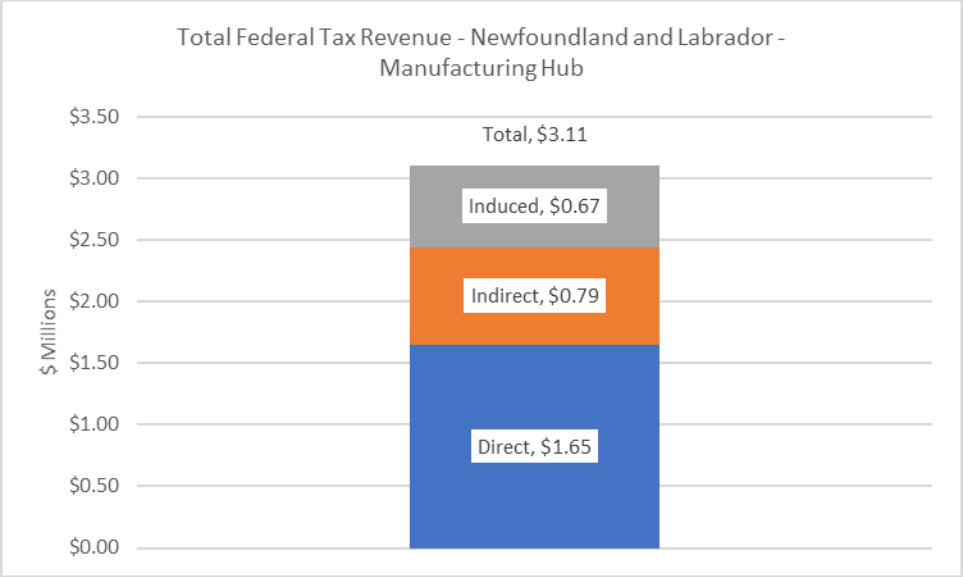
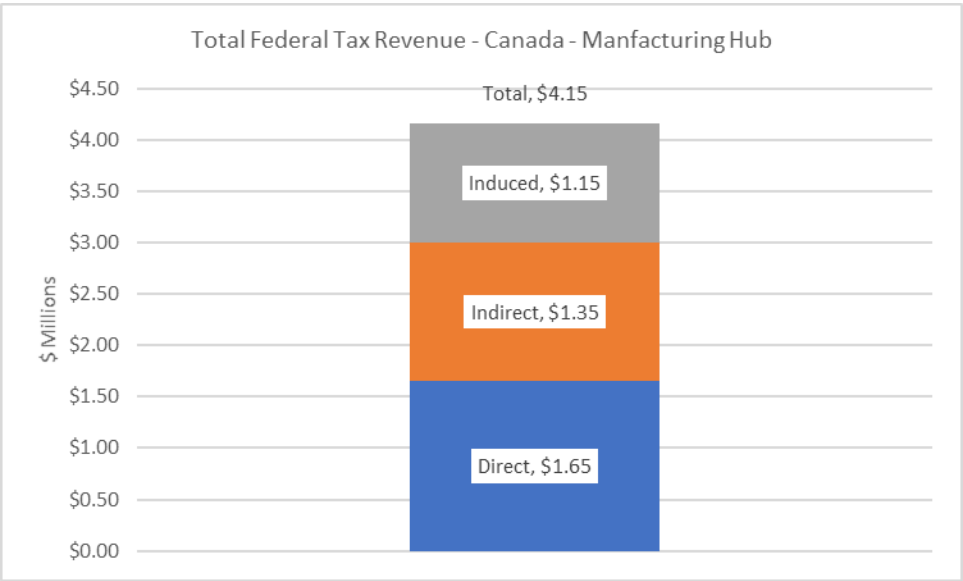


Figure 866: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.5 Provincial Income Tax

As shown in Table 15 and Figures 867 and 868, constructing the Manufacturing Hub is estimated to yield total provincial income tax for the province of $1.37 million – $0.82 million of direct provincial income tax, $0.40 million of indirect provincial income tax and $0.14 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $1.71 million in provincial income tax – $0.82 million of direct provincial income tax $0.62 million of indirect provincial income tax and $0.27 million of induced provincial income tax.

Table 15: Provincial Income Tax Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$0.82	$0.40	$0.14	**$1.37**
Canada	$37.96	$0.82	$0.62	$0.27	**$1.71**

Figure 867: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

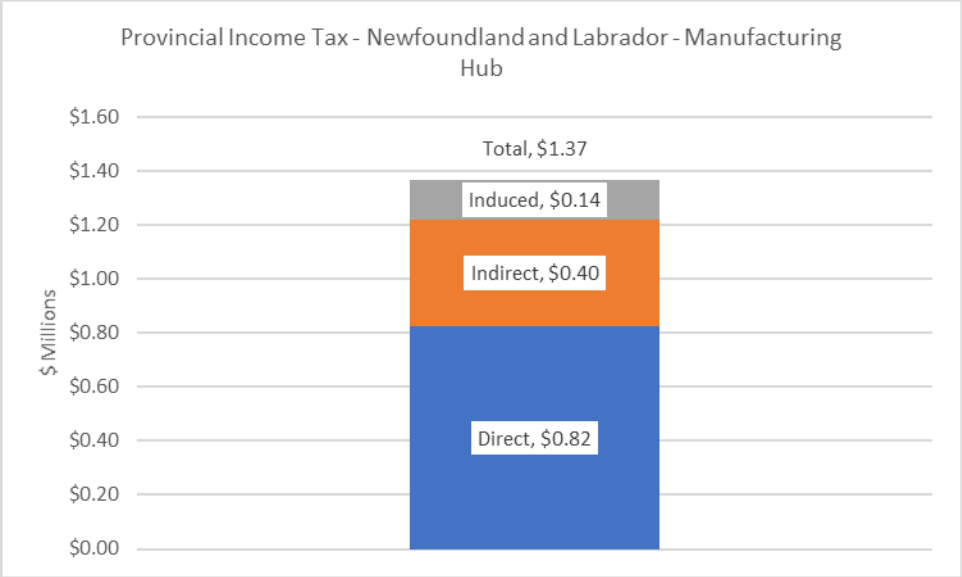
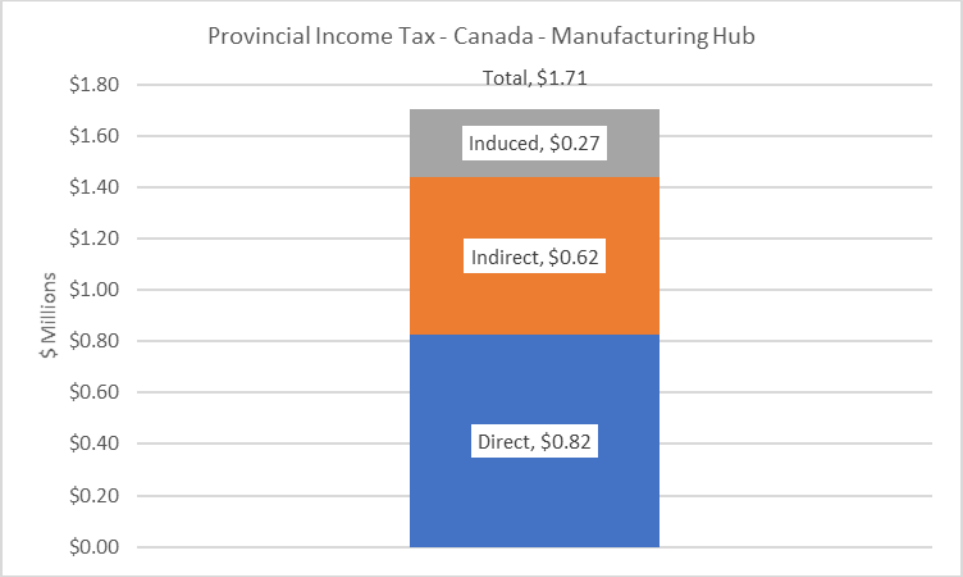


Figure 868: Government Taxes – Provincial Income Tax for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.6 Provincial HST/Indirect Taxes

As shown in Table 16 and Figures 869 and 870, constructing the Manufacturing Hub is estimated to yield total provincial HST/Indirect taxes for the province of $1.55 million – $0.24 million of direct provincial HST/Indirect taxes, $0.21 million of indirect provincial HST/Indirect taxes and $1.11 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $2.16 million in provincial HST/Indirect taxes – $0.24 million of direct provincial HST/Indirect taxes $0.37 million of indirect provincial HST/Indirect taxes and $1.55 million of induced provincial HST/Indirect taxes.

Table 16: Provincial HST/Indirect Taxes Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$0.24	$0.21	$1.11	**$1.55**
Canada	$37.96	$0.24	$0.37	$1.55	**$2.16**

Figure 869: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

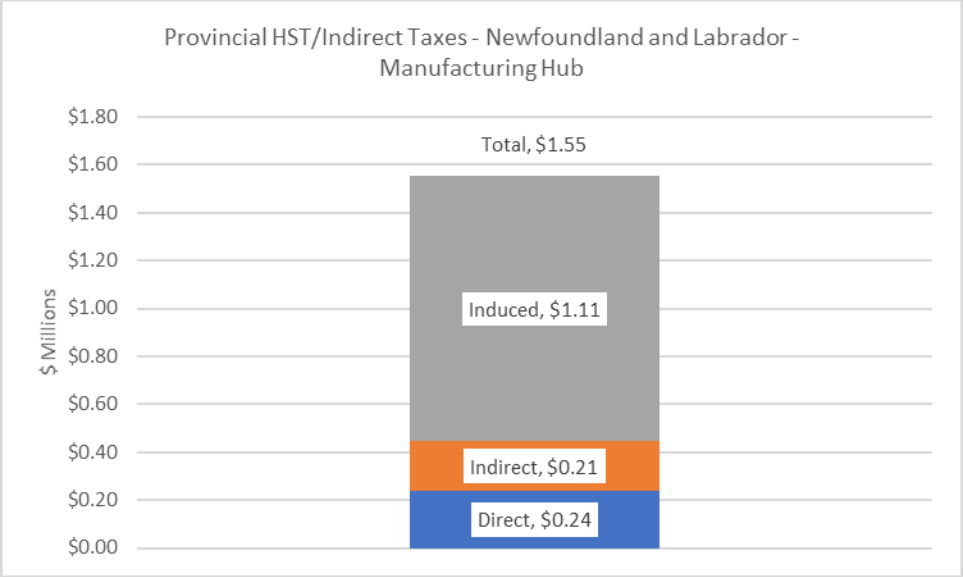
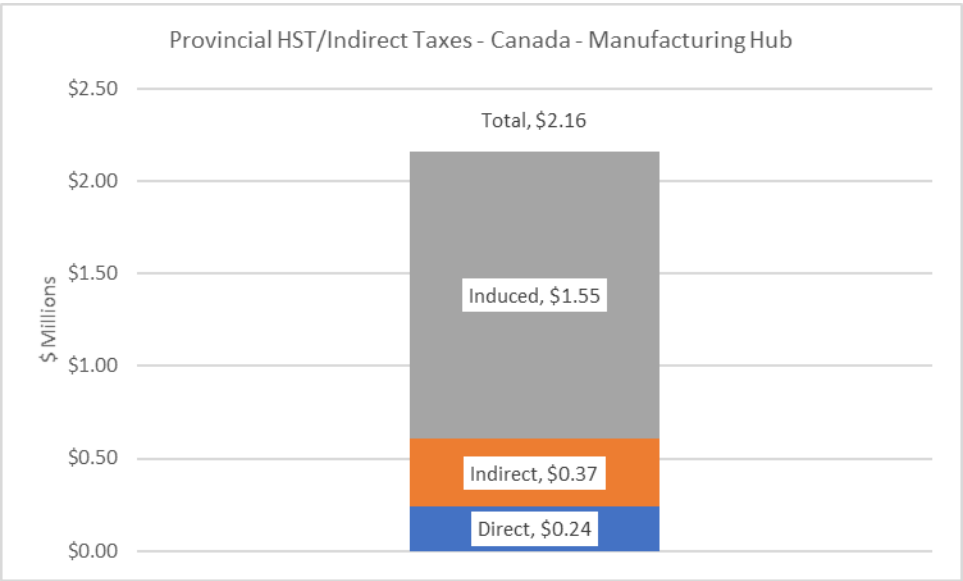


Figure 870: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.7 Provincial Tax on Profits

As shown in Table 17 and Figures 871 and 872, constructing the Manufacturing Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.30 million – $0.18 million of direct provincial HST/Indirect taxes, $0.09 million of indirect provincial HST/Indirect taxes and $0.03 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.49 million in provincial HST/Indirect taxes – $0.18 million of direct

provincial HST/Indirect taxes $0.21 million of indirect provincial HST/Indirect taxes and $0.10 million of induced provincial HST/Indirect taxes.

Table 17: Provincial Tax on Profits Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$0.18	$0.09	$0.03	**$0.30**
Canada	$37.96	$0.18	$0.21	$0.10	**$0.49**

Figure 871: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

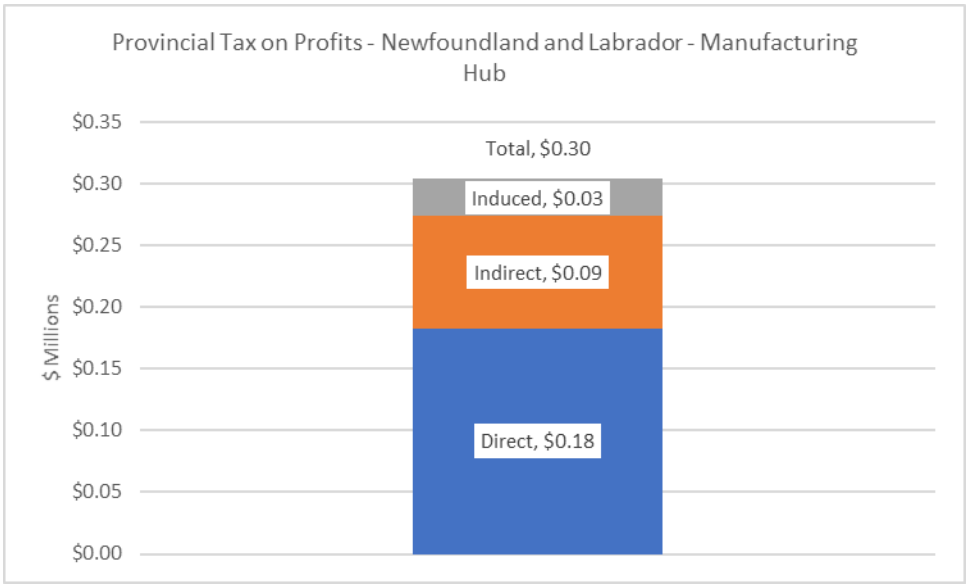
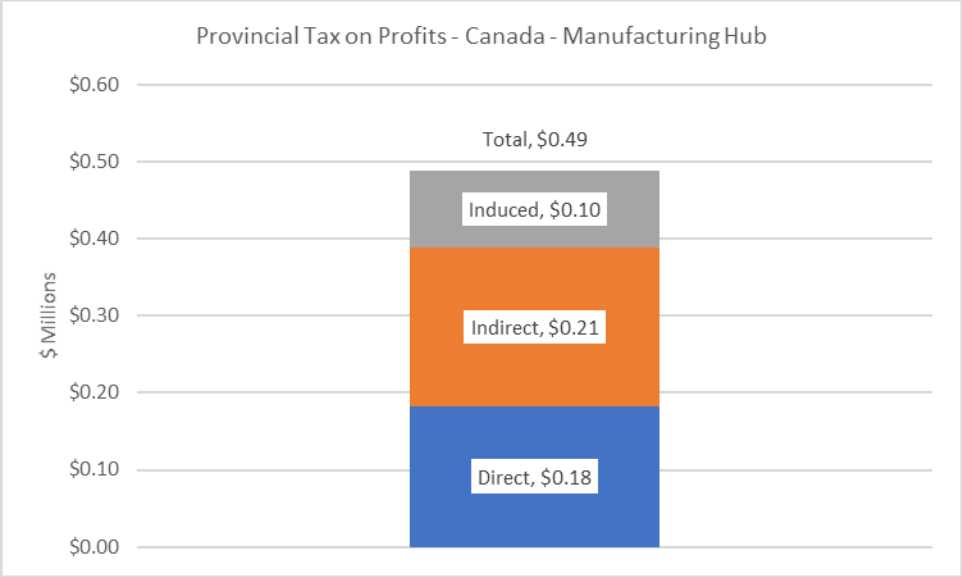


Figure 872: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



10.3.8 Provincial Tax Revenue

As shown in Table 18 and Figures 873 and 874, constructing the Manufacturing Hub is estimated to yield total provincial tax revenue for the province of $3.22 million – $1.24 million of direct provincial tax revenue, $1.19 million of indirect provincial tax revenue and $1.92 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $4.35 million in provincial tax revenue – $1.24 million of direct provincial tax revenue $1.19 million of indirect provincial tax revenue and $1.92 million of induced provincial tax revenue.

Table 18: Provincial Tax Revenue Associated with Constructing the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$37.96	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.96	$1.24	$0.69	$1.28	**$3.22**
Canada	$37.96	$1.24	$1.19	$1.92	**$4.35**

Figure 873: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing the Manufacturing Hub of the Great Northern Port

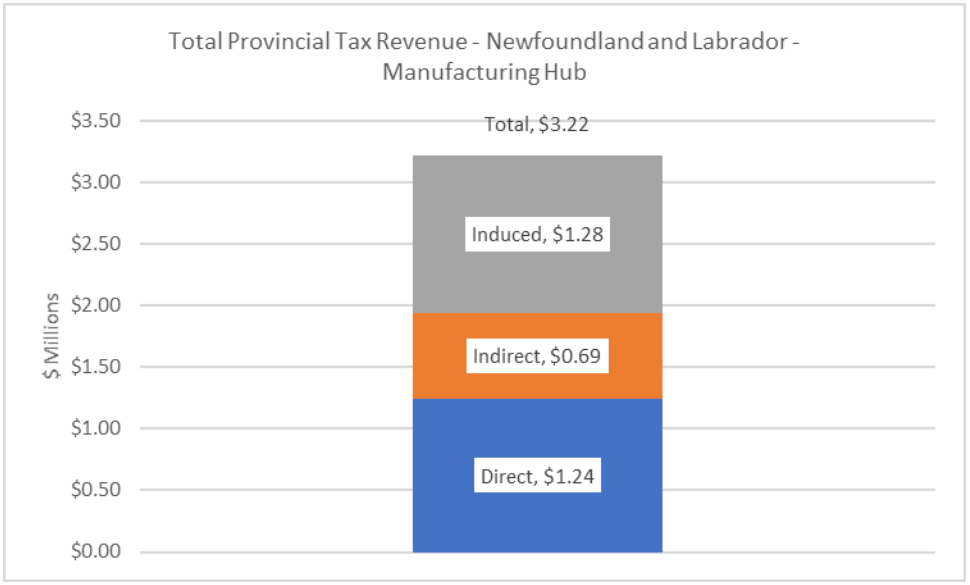
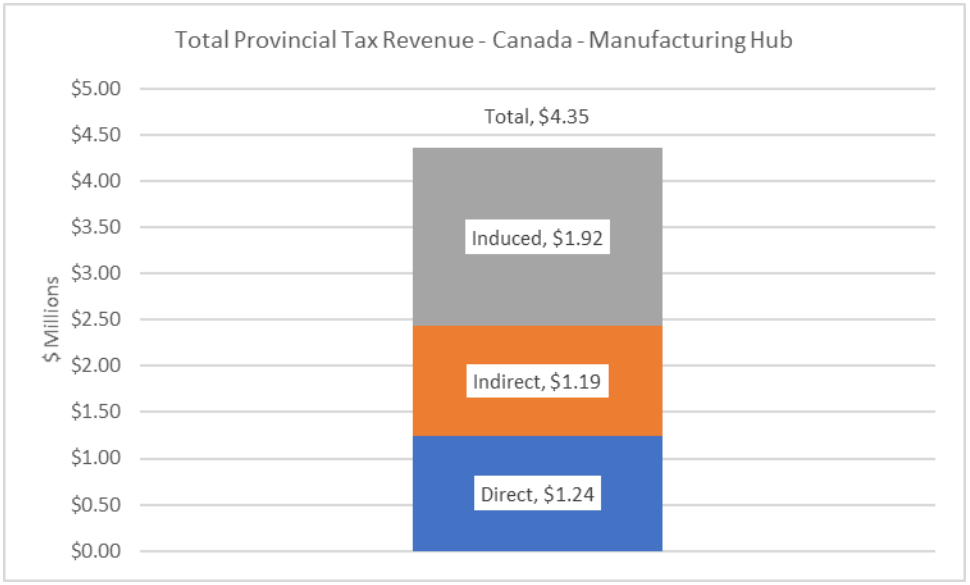


Figure 874: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing the Manufacturing Hub of the Great Northern Port



11.0 Construction – General Harbour Services

As described above, the General Harbour Services analyzed below includes the initial berth length requirements, lay down areas, logistics services and support personnel, Stevedoring and general cargo handling equipment, maintenance of same, ISO container trans-shipment, including reefers short sea shipping to Canada and US using appropriately flagged vessels, supporting services for Northern communities (consolidation of shipments and procurement centers, fuel and other essentials for remove communities, associated vessel servicing facilities, and environmental Services (Belfor). The specific analysis presented in Section 11 assesses the economic impacts associated with the capital expenditures utilized to construct the General Harbour Services. The corresponding economic impacts for a typical operations year of the General Harbour Services are analyzed and presented in Section 19 below.

11.1 Employment

The construction phase of the General Harbour Services assumes that approximately $18 million will be invested (see Table 19). As shown in Table 19 and Figures 875 to 877, this is estimated to yield 87 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 15 person-years of indirect employment and 16 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 118 person-years. The corresponding total employment for the province is 155 person-years – 87 person-years of direct employment, 36 person-years of indirect employment and 31 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 210 person-years of employment – 87 person-years of direct employment, 67 person-years of indirect employment and 56 person-years of induced employment.

Table 19: Employment Impact Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$17.55	87.0	14.8	15.7	**117.5**
Newfoundland & Labrador	$17.55	87.0	36.3	31.4	**154.7**
Canada	$17.55	87.0	66.6	56.4	**210.0**

Figure 875: Employment Impact for the Great Northern Peninsula Associated with Constructing General Harbour Services of the Great Northern Port

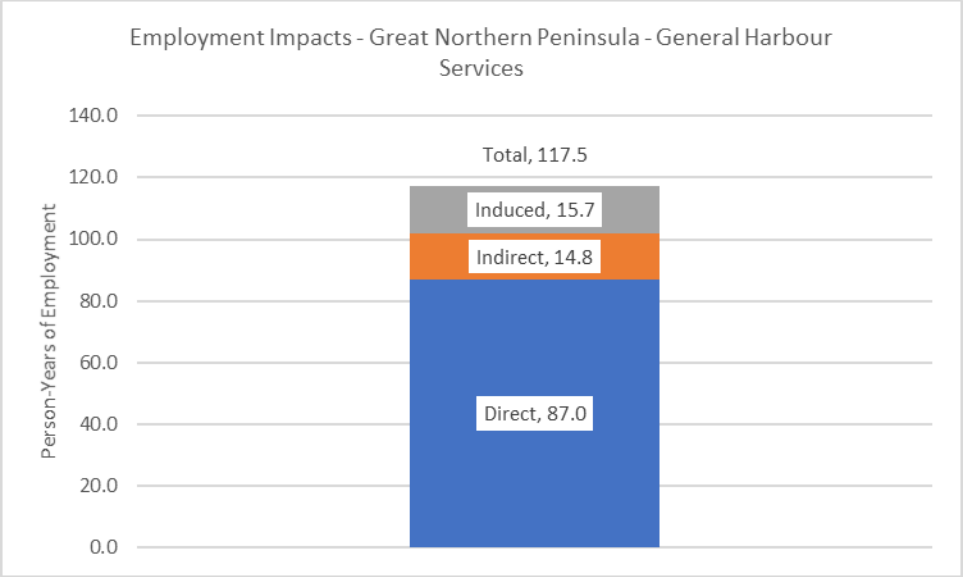


Figure 876: Employment Impact for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

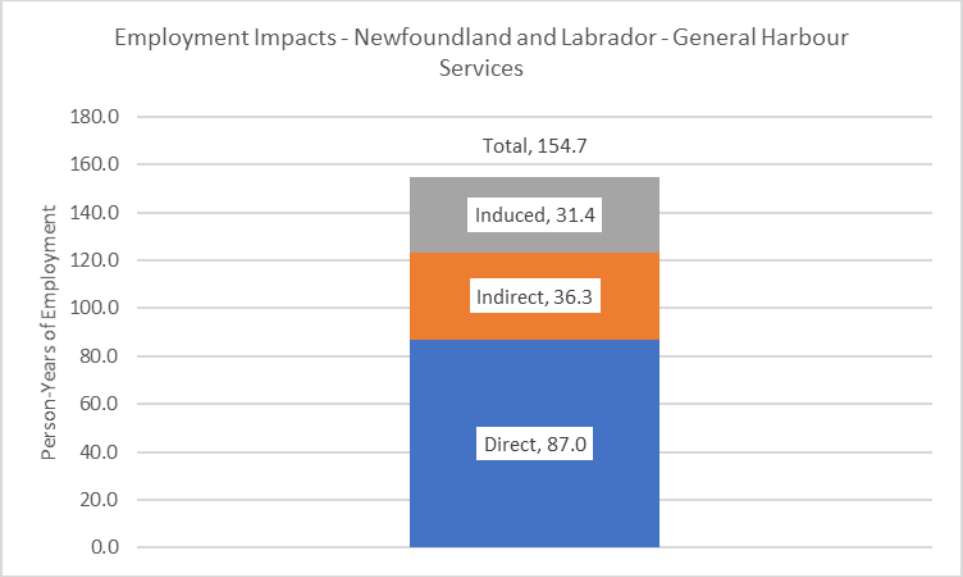
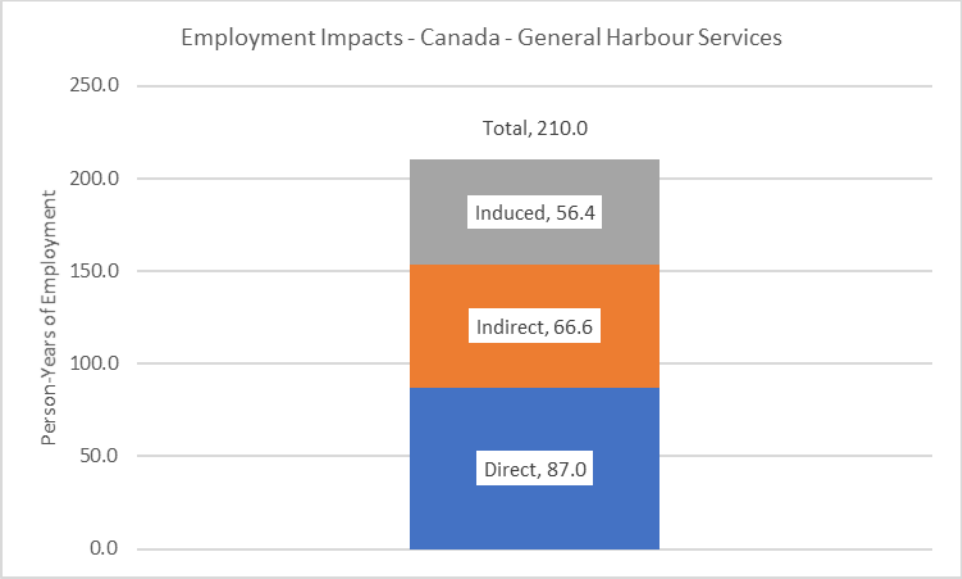


Figure 877: Employment Impact for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.2 GDP

As shown in Table 20 and Figures 878 to 880, constructing the General Harbour Services is estimated to yield $7.4 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $1.1 million of indirect GDP and $1.9 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $10.5 million. The corresponding total GDP for the province is $14 million – $7.4 million of direct GDP, $3.1 million of indirect GDP and $3.4 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $19.3 million in GDP – $7.4 million of direct GDP, $6 million of indirect GDP and $5.9 million of induced GDP.

Table 20: GDP Impact Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$17.55	$7.42	$1.13	$1.89	**$10.45**
Newfoundland & Labrador	$17.55	$7.42	$3.12	$3.41	**$13.95**
Canada	$17.55	$7.42	$6.03	$5.87	**$19.32**

Figure 878: GDP Impact for the Great Northern Peninsula Associated with Constructing General Harbour Services of the Great Northern Port

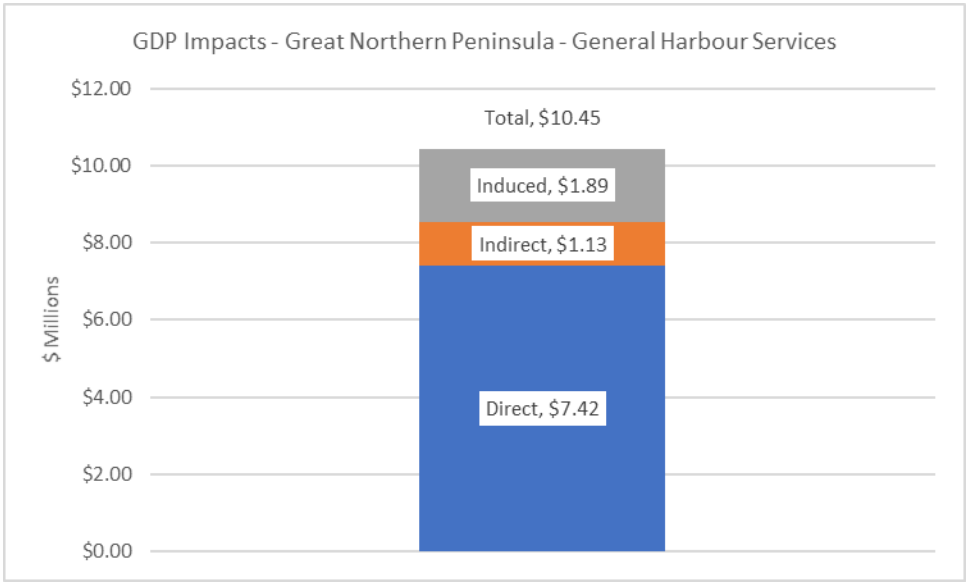


Figure 879: GDP Impact for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

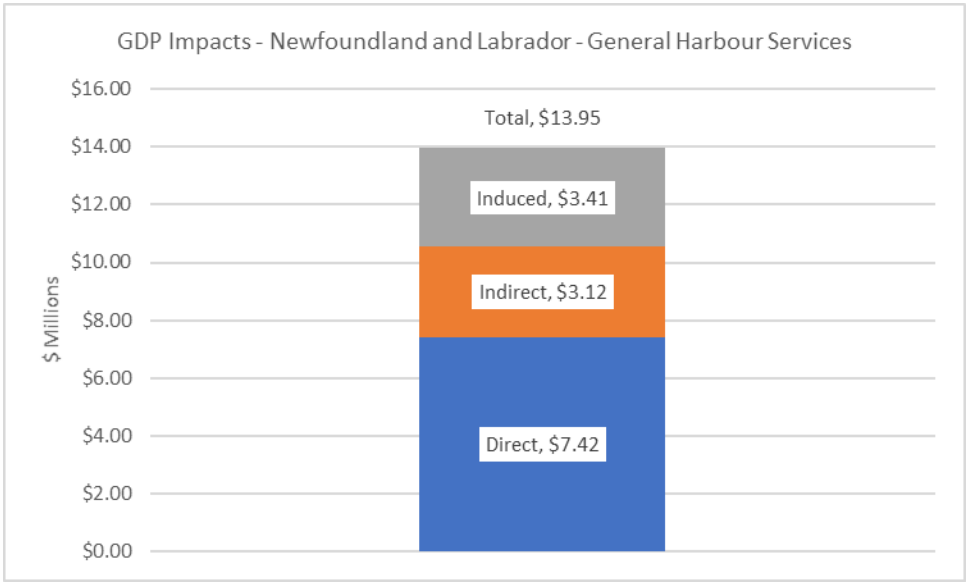
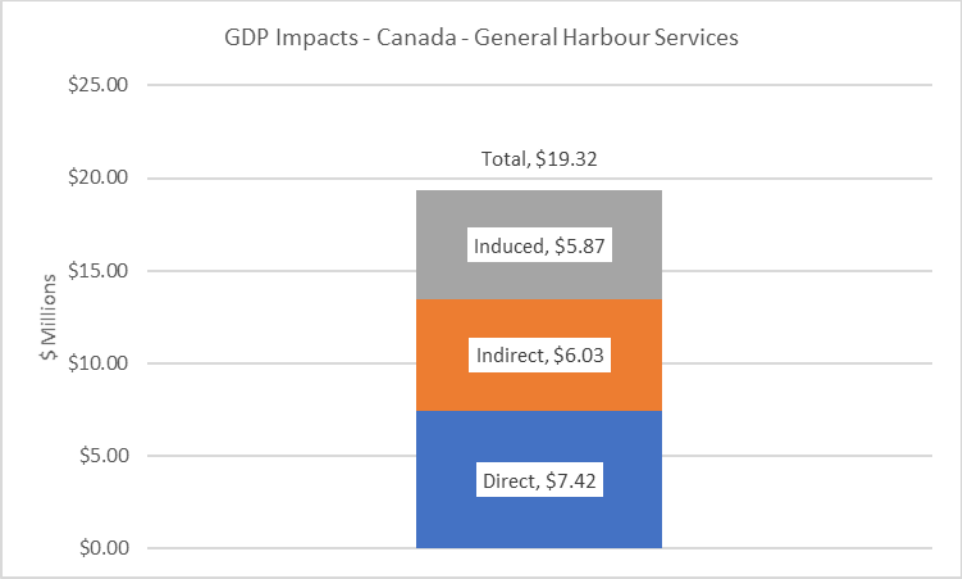


Figure 880: GDP Impact for Canada with Constructing General Harbour Services of the Great Northern Port



11.2.1 Taxes Net of Subsidies

As shown in Table 21 and Figures 881 to 883, constructing the General Harbour Services is estimated to yield $0.26 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.05 million of indirect taxes net of subsidies and $0.58 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.88 million. The corresponding total direct taxes net of subsidies for the province is $1.19 million – $0.26 million of direct taxes net of subsidies, $0.15 million of indirect taxes net of subsidies and $0.79 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $1.71 million in taxes net of subsidies – $0.26 million of direct taxes net of subsidies, $0.31 million of indirect taxes net of subsidies and $1.1 million of induced taxes net of subsidies.

Table 21: GDP Impacts - Taxes Net of Subsidies Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$17.55	$0.26	$0.05	$0.58	**$0.88**
Newfoundland & Labrador	$17.55	$0.26	$0.15	$0.79	**$1.19**
Canada	$17.55	$0.26	$0.31	$1.14	**$1.71**

Figure 881: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing General Harbour Services of the Great Northern Port

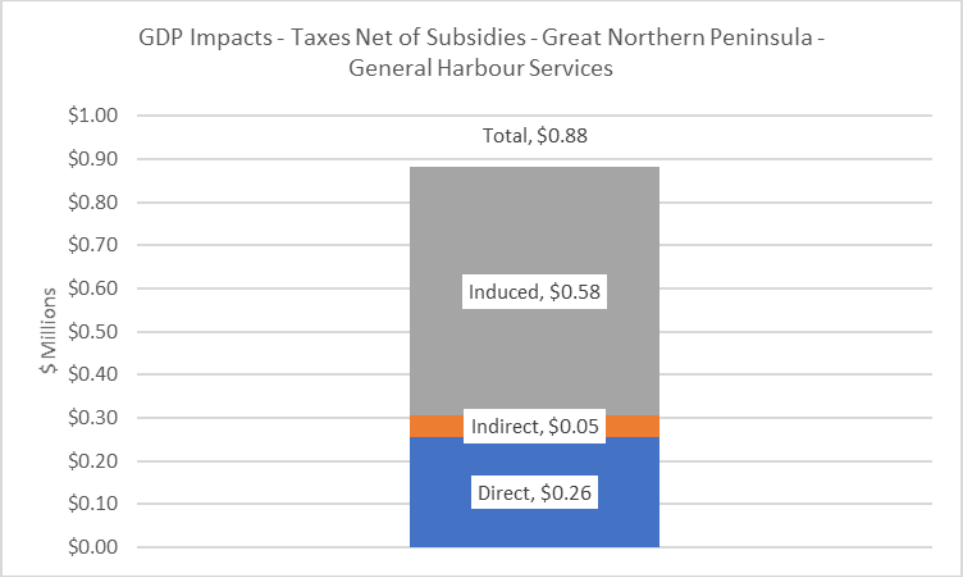


Figure 882: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

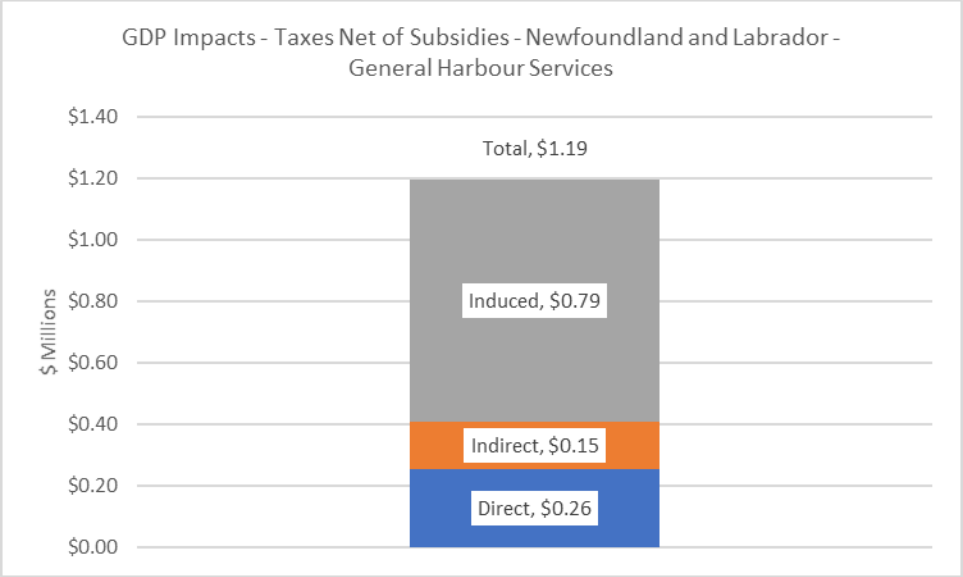
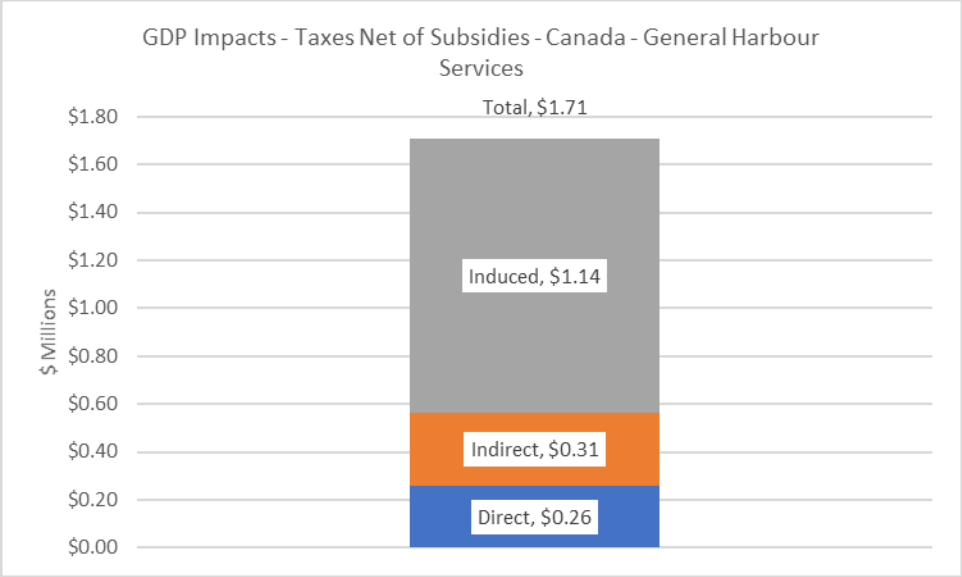


Figure 883: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.2.2 Wages, Salaries and Social Contributions

As shown in Table 22 and Figures 884 to 886, constructing the General Harbour Services is estimated to yield $6.8 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.7 million of indirect wages, salaries, and social contributions and $0.6 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $8.2 million. The corresponding total wages, salaries and social contributions for the province is $10.3 million – $6.8 million of direct wages, salaries, and social contributions, $2.0 million of indirect wages, salaries, and social contributions and $1.4 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $13.3 million in wages, salaries, and social contributions – $6.8 million of direct wages, salaries, and social contributions $3.8 million of indirect wages, salaries, and social contributions and $2.6 million of induced wages, salaries and social contributions.

Table 22: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$17.55	$6.84	$0.74	$0.61	**$8.20**
Newfoundland & Labrador	$17.55	$6.84	$2.04	$1.43	**$10.31**
Canada	$17.55	$6.84	$3.81	$2.62	**$13.28**

Figure 884: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing General Harbour Services of the Great Northern Port

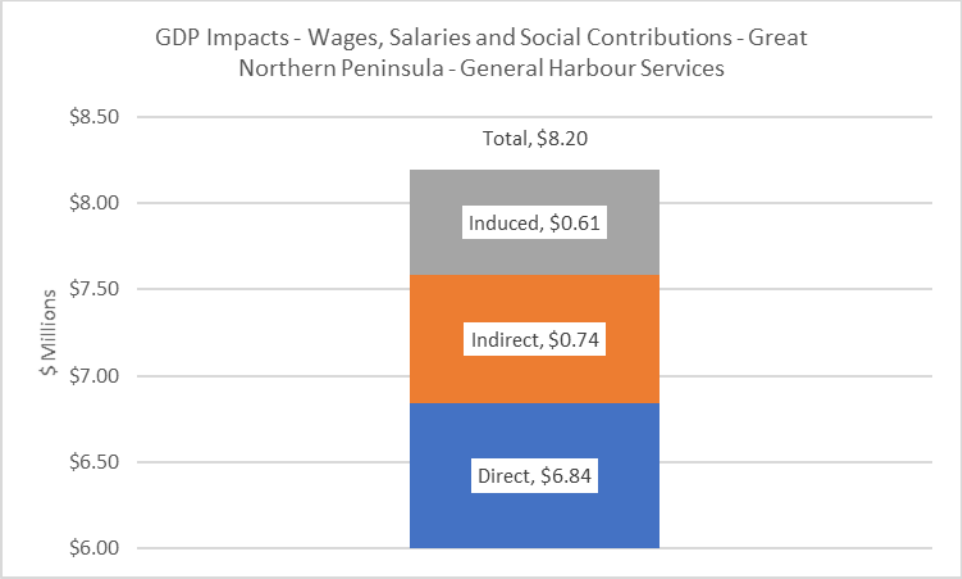


Figure 885: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

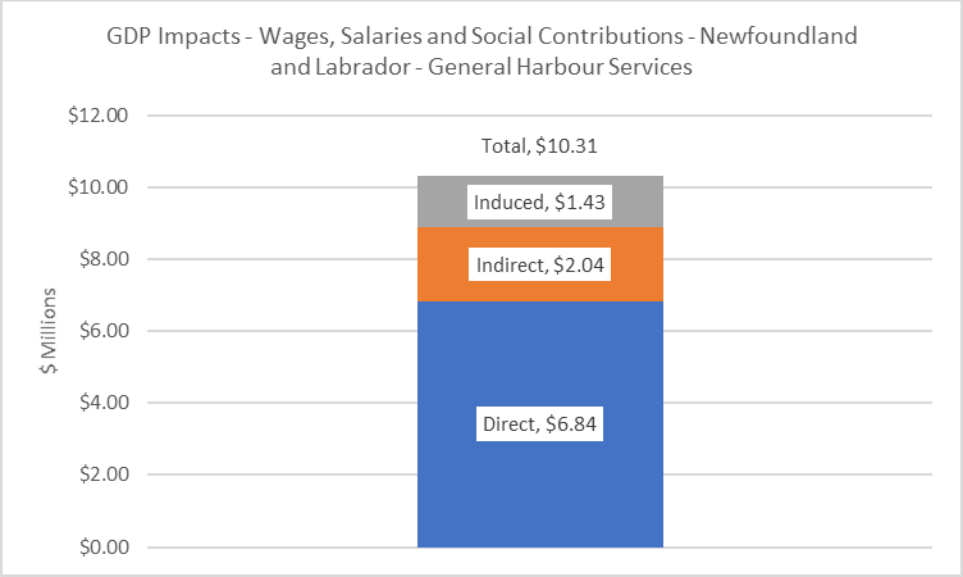
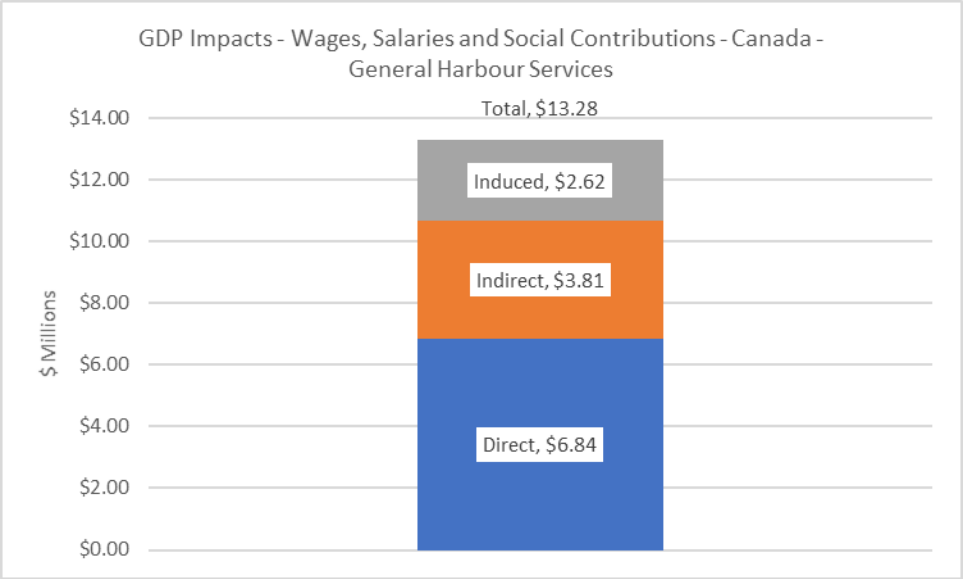


Figure 886: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.2.3 Business Income

As shown in Table 23 and Figures 887 to 889, constructing the General Harbour Services is estimated to yield $0.3 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.4 million of indirect business income and $0.7 million of induced business income for the Great Northern Peninsula for a total local business income impact of $1.4 million. The corresponding total business income for the province is $2.6 million – $0.3 million of direct business income,

$1.0 million of indirect business income and $1.2 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $4.6 million in business income – $0.3 million of direct business income $2.1 million of indirect business income and $2.2 million of induced business income.

Table 23: GDP Impacts – Business Income Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$17.55	$0.32	$0.35	$0.71	**$1.39**
Newfoundland & Labrador	$17.55	$0.32	$1.02	$1.22	**$2.57**
Canada	$17.55	$0.32	$2.06	$2.19	**$4.57**

Figure 887: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing General Harbour Services of the Great Northern Port

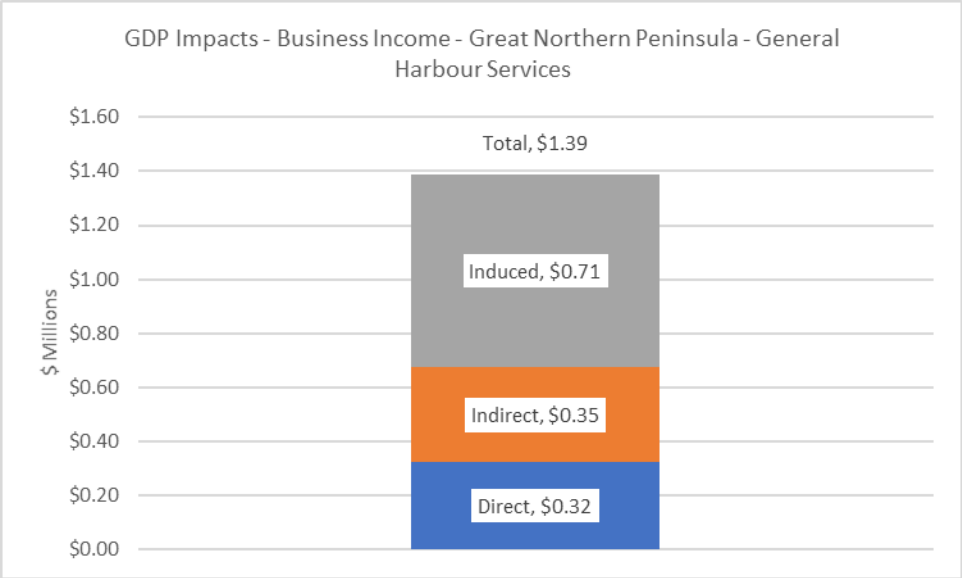


Figure 888: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

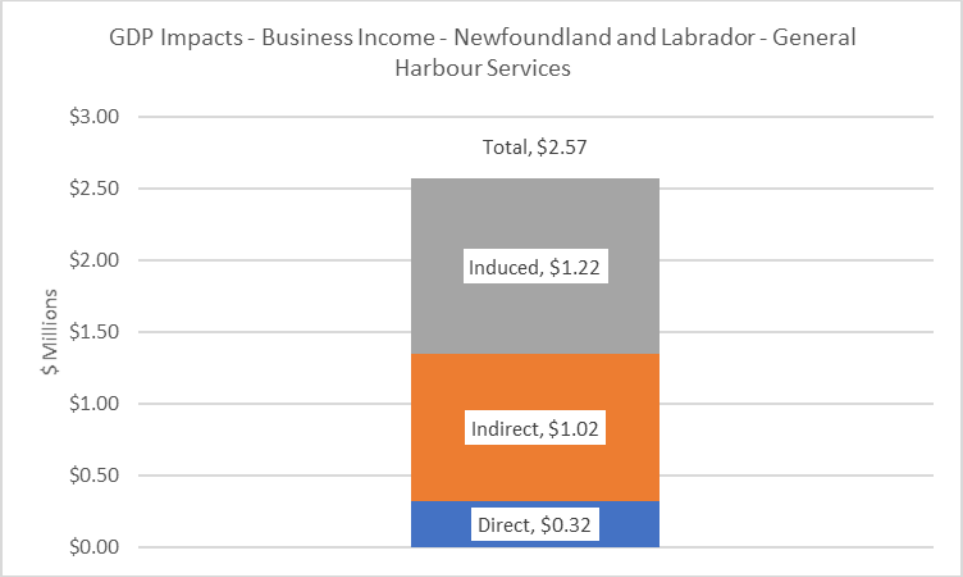
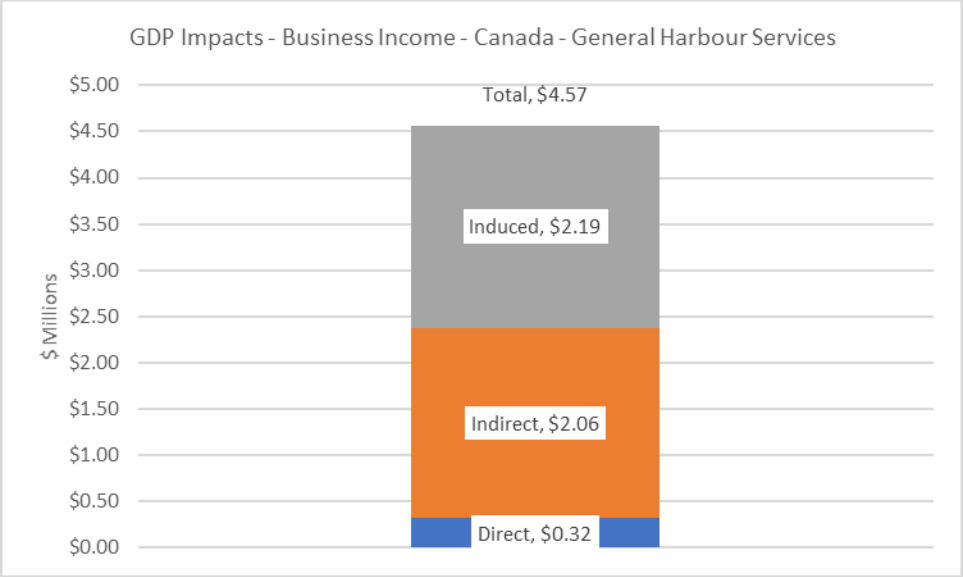


Figure 889: GDP Impact – Business Income for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3 Government Taxes

As shown in Table 24 and Figures 890 and 891, constructing the General Harbour Services is estimated to yield total government taxes for the province of $3.1 million – $1.7 million of direct government taxes, $0.4 million of indirect government taxes and $1.0 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $4.1 million in government taxes – $1.7 million of direct government taxes $0.9 million of indirect government taxes and $1.5 million of induced government taxes.

Table 24: Government Taxes Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$1.67	$0.44	$0.96	**$3.07**
Canada	$17.55	$1.67	$0.92	$1.48	**$4.07**

Figure 890: Government Taxes for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

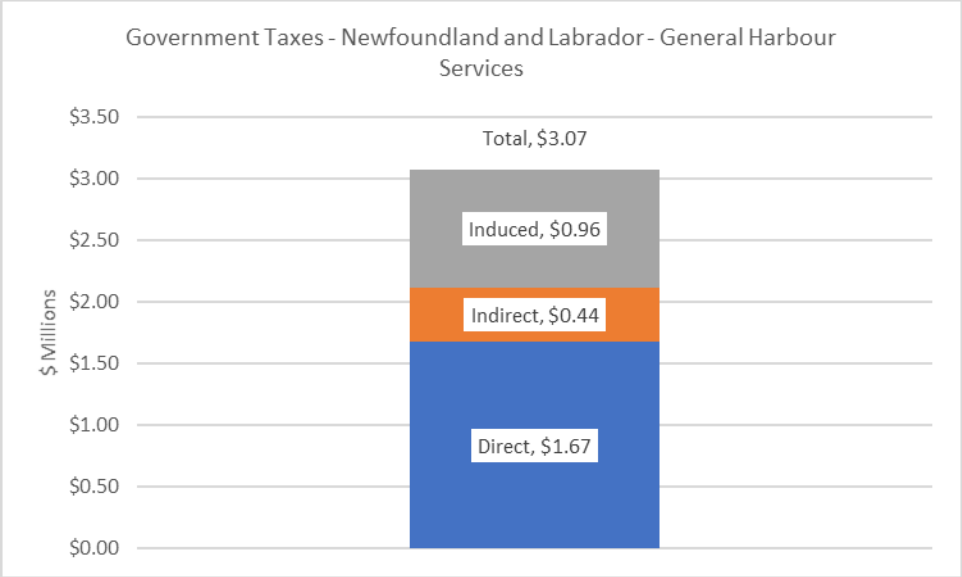
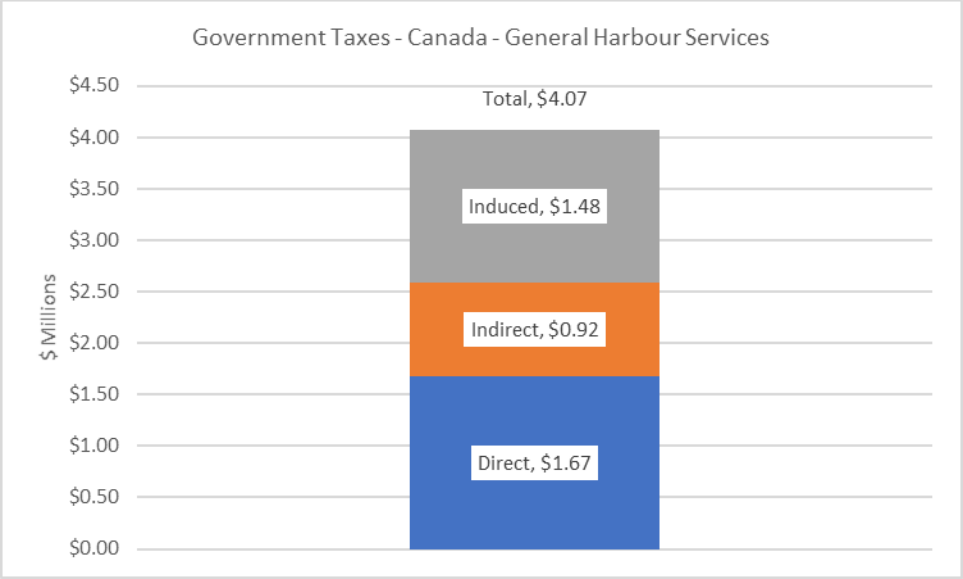


Figure 891: Government Taxes for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.1 Federal Income Tax

As shown in Table 25 and Figures 892 and 893, constructing the General Harbour Services is estimated to yield total federal income taxes for the province of $1.1 million – $0.8 million of direct federal income taxes, $0.2 million of indirect federal income taxes and $0.1 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $1.3 million in federal income taxes – $0.8 million of direct federal income taxes $0.3 million of indirect federal income taxes and $0.2 million of induced federal income taxes.

Table 25: Federal Income Tax Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.84	$0.18	$0.10	**$1.11**
Canada	$17.55	$0.84	$0.32	$0.19	**$1.34**

Figure 892: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

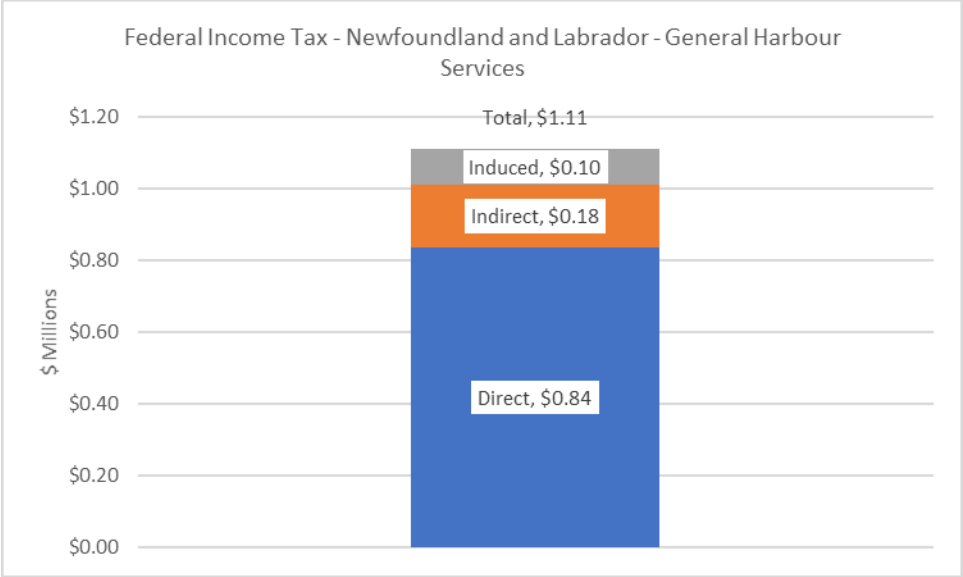
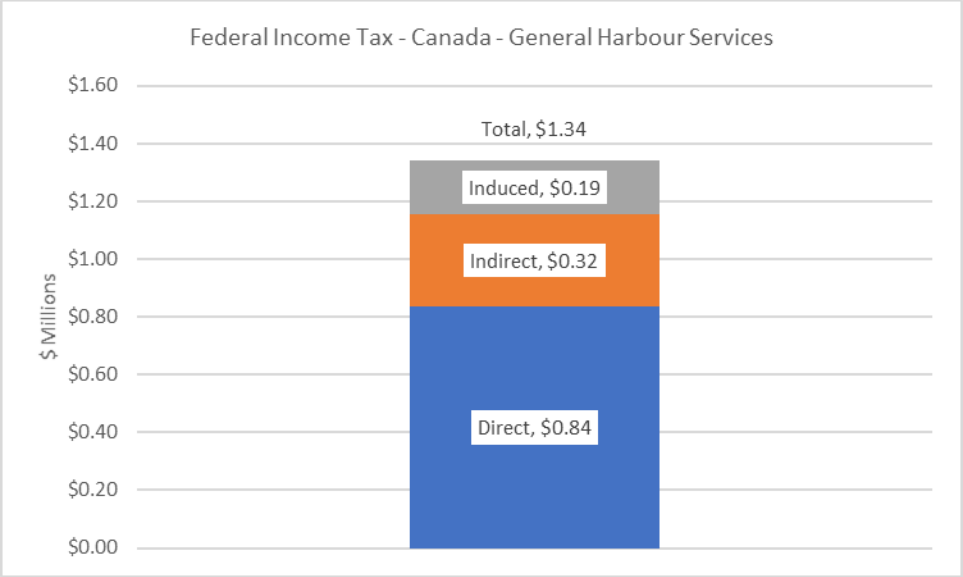


Figure 893: Government Taxes – Federal Income Tax for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.2 Federal HST/Indirect Taxes

As shown in Table 26 and Figures 894 and 895, constructing the General Harbour Services is estimated to yield total federal HST/indirect taxes for the province of $0.29 million – $0.07 million of direct federal HST/indirect taxes, $0.02 million of indirect federal HST/indirect taxes and $0.20 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.41 million in federal HST/indirect taxes – $0.07 million of direct federal

HST/indirect taxes $0.05 million of indirect federal HST/indirect taxes and $0.30 million of induced federal HST/indirect taxes.

Table 26: Federal HST/Indirect Taxes Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.07	$0.02	$0.20	**$0.29**
Canada	$17.55	$0.07	$0.05	$0.30	**$0.41**

Figure 894: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

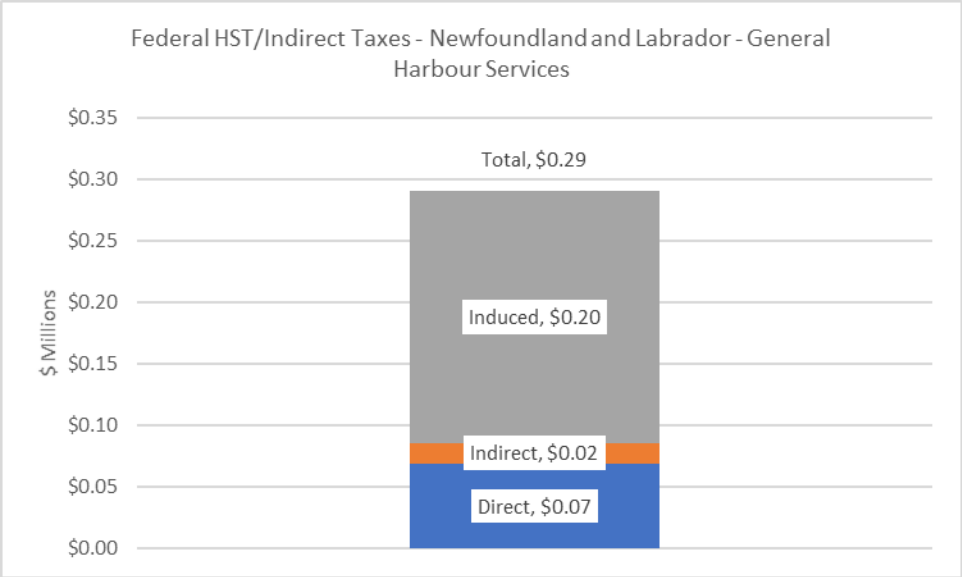
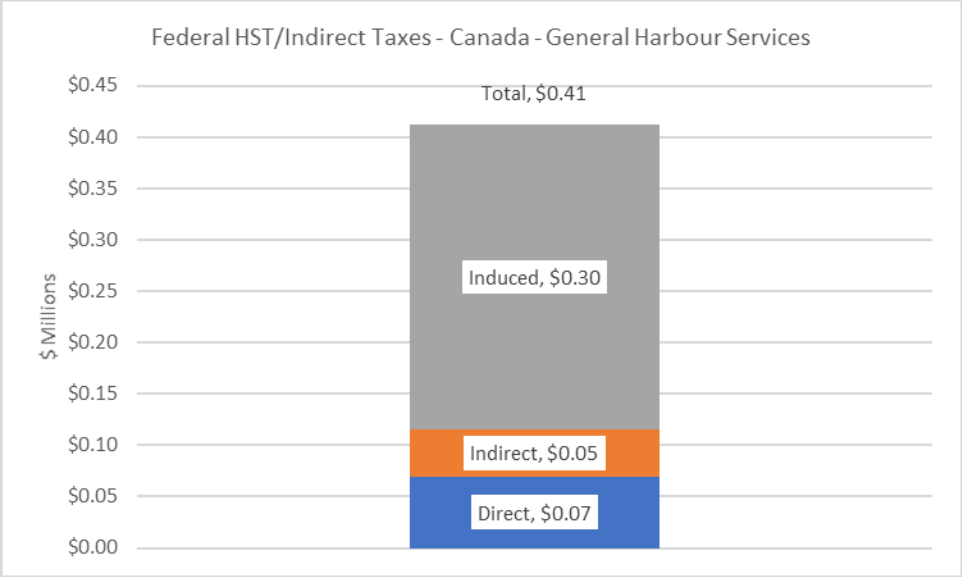


Figure 895: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.3 Federal Tax on Profits

As shown in Table 27 and Figures 896 and 897, constructing the General Harbour Services is estimated to yield total federal taxes on profits for the province of $0.10 million – $0.03 million of direct federal taxes on profits, $0.05 million of indirect federal taxes on profits and $0.02 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.23 million in federal taxes on profits – $0.03 million of direct federal taxes on profits $0.05 million of indirect federal taxes on profits and $0.07 million of induced federal taxes on profits.

Table 27: Federal Tax on Profits Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.03	$0.05	$0.02	**$0.10**
Canada	$17.55	$0.03	$0.13	$0.07	**$0.23**

Figure 896: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

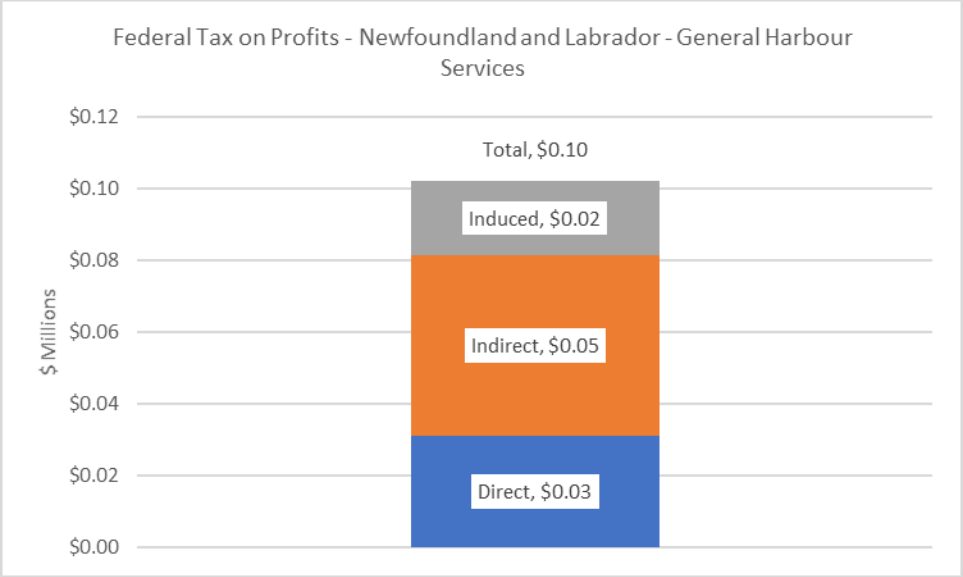
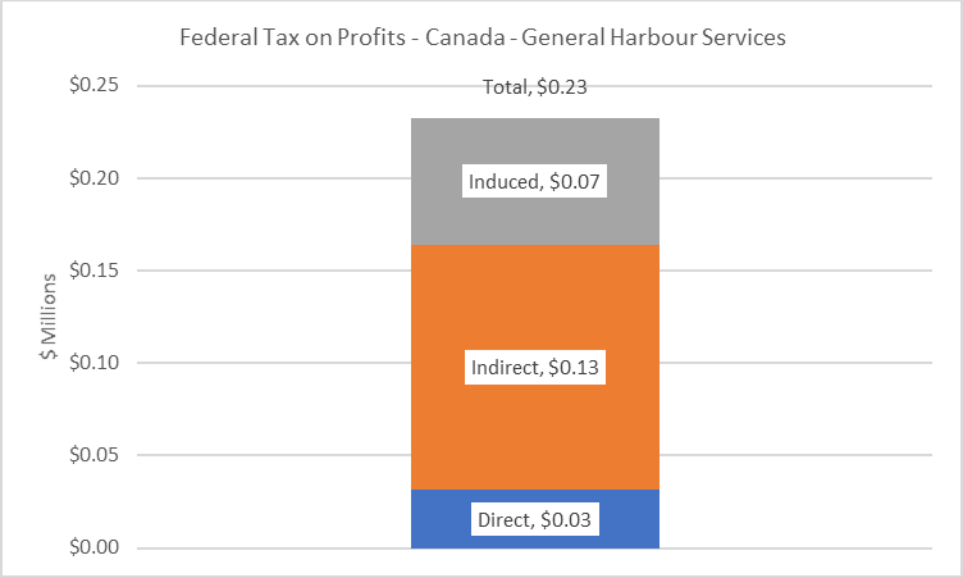


Figure 897: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.4 Federal Tax Revenue

As shown in Table 28 and Figures 898 and 899, constructing the General Harbour Services is estimated to yield total federal tax revenue for the province of $1.50 million – $0.94 million of direct federal tax revenue, $0.24 million of indirect federal tax revenue and $0.32 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $1.99 million in federal tax revenue – $0.94 million of direct federal tax revenue $0.50 million of indirect federal tax revenue and $0.55 million of induced federal tax revenue.

Table 28: Federal Tax Revenue Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.94	$0.24	$0.32	**$1.50**
Canada	$17.55	$0.94	$0.50	$0.55	**$1.99**

Figure 898: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

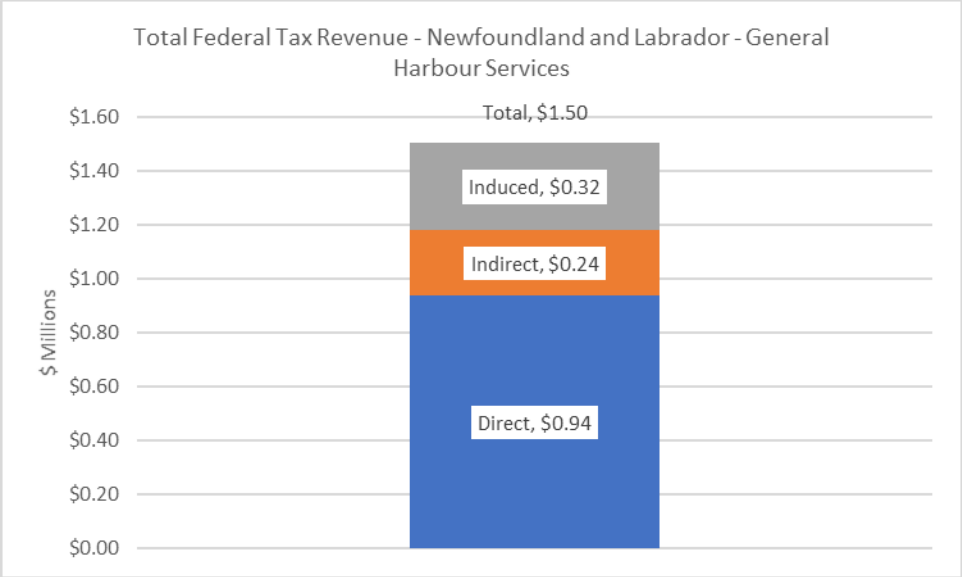
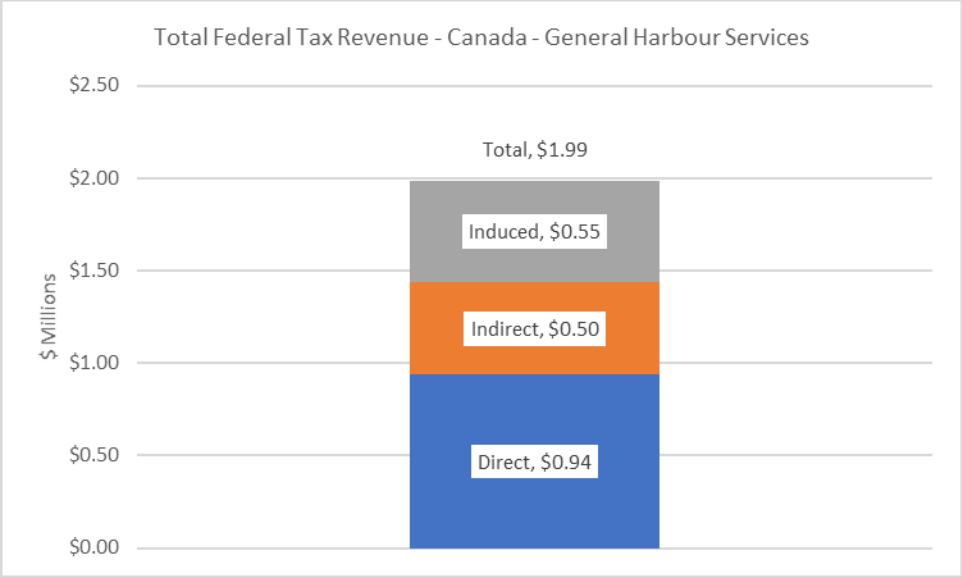


Figure 899: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.5 Provincial Income Tax

As shown in Table 29 and Figures 900 and 901, constructing the General Harbour Services is estimated to yield total provincial income tax for the province of $0.72 million – $0.53 million of direct provincial income tax, $0.12 million of indirect provincial income tax and $0.07 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.87 million in provincial income tax – $0.53 million of direct provincial income tax $0.21 million of indirect provincial income tax and $0.12 million of induced provincial income tax.

Table 29: Provincial Income Tax Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.53	$0.12	$0.07	**$0.72**
Canada	$17.55	$0.53	$0.21	$0.12	**$0.87**

Figure 900: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

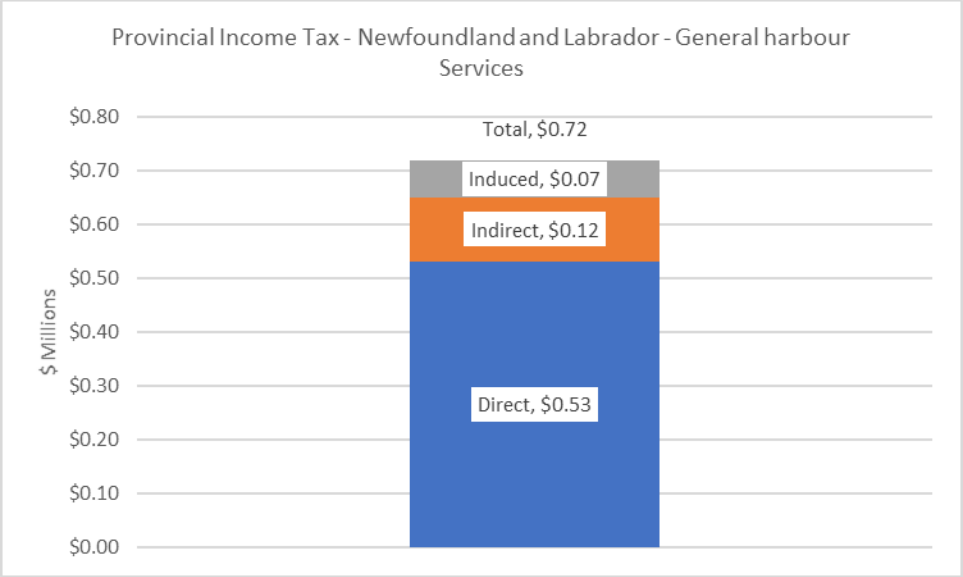
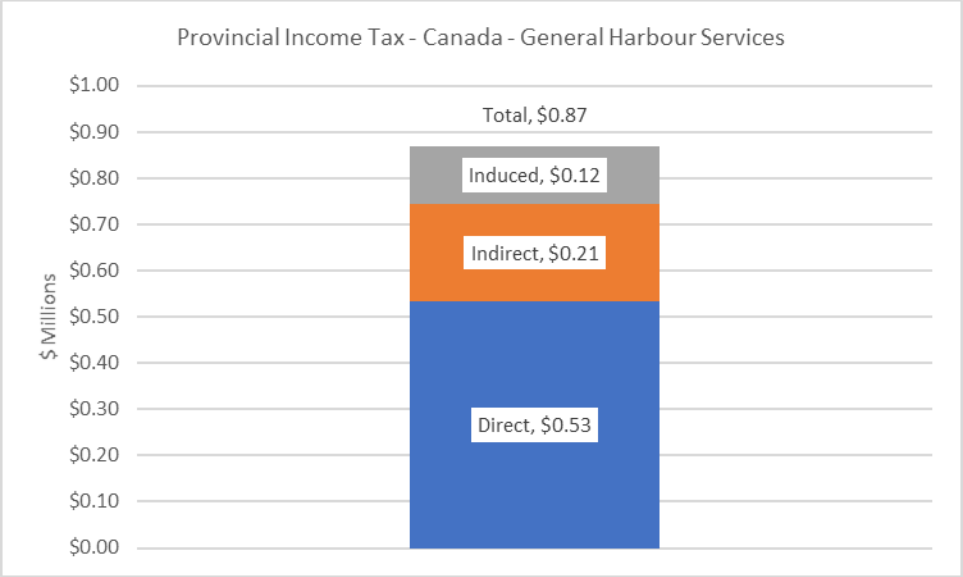


Figure 901: Government Taxes – Provincial Income Tax for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.6 Provincial HST/Indirect Taxes

As shown in Table 30 and Figures 902 and 903, constructing the General Harbour Services is estimated to yield total provincial HST/Indirect taxes for the province of $0.78 million – $0.19 million of direct provincial HST/Indirect taxes, $0.04 million of indirect provincial HST/Indirect taxes and $0.55 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $1.1 million in provincial HST/Indirect taxes – $0.19 million of direct

provincial HST/Indirect taxes $0.11 million of indirect provincial HST/Indirect taxes and $0.76 million of induced provincial HST/Indirect taxes.

Table 30: Provincial HST/Indirect Taxes Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.19	$0.04	$0.55	**$0.78**
Canada	$17.55	$0.19	$0.11	$0.76	**$1.06**

Figure 902: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

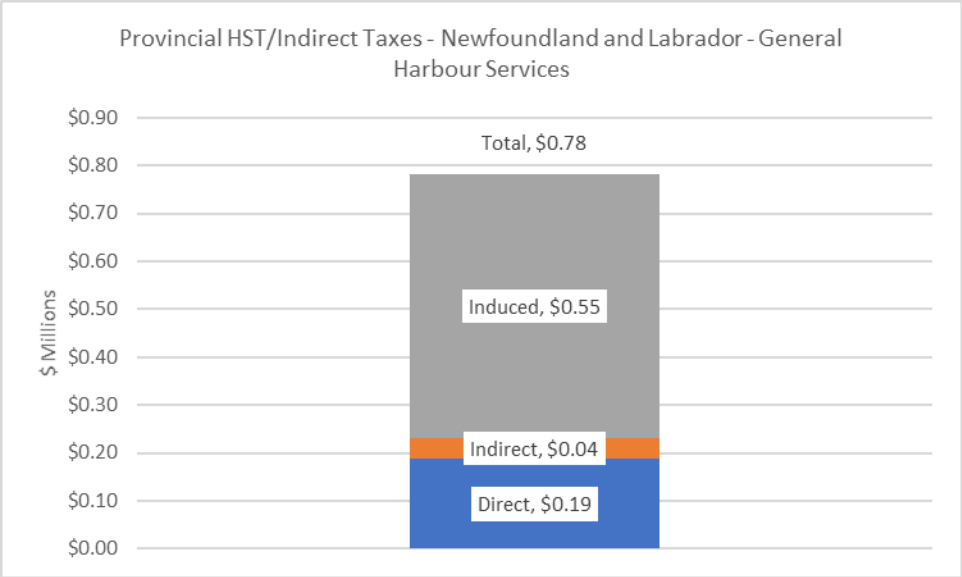
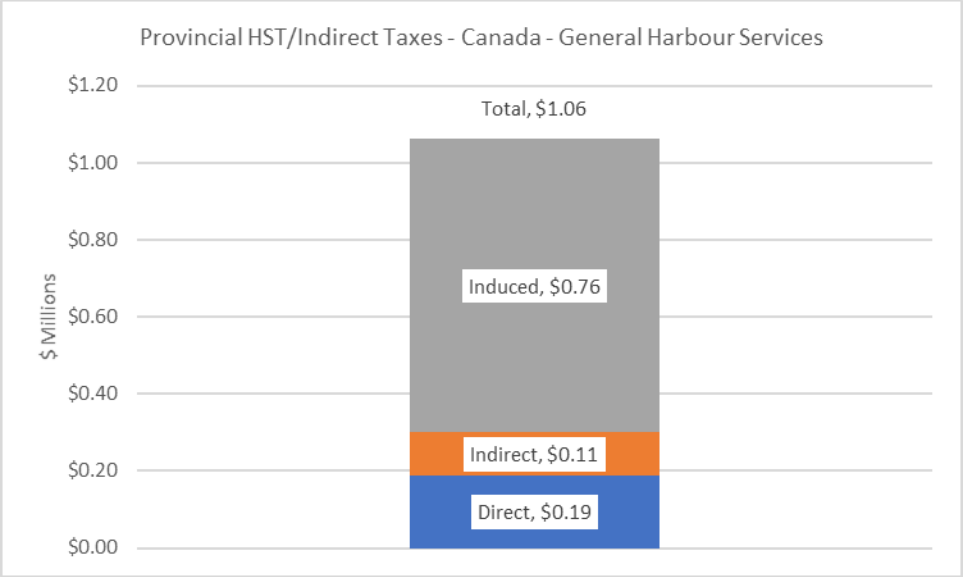


Figure 903: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.7 Provincial Tax on Profits

As shown in Table 31 and Figures 904 and 905, constructing the General Harbour Services is estimated to yield total provincial HST/Indirect taxes for the province of $0.07 million – $0.02 million of direct provincial HST/Indirect taxes, $0.04 million of indirect provincial HST/Indirect taxes and $0.01 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.16 million in provincial HST/Indirect taxes – $0.02 million of direct provincial HST/Indirect taxes $0.09 million of indirect provincial HST/Indirect taxes and $0.05 million of induced provincial HST/Indirect taxes.

Table 31: Provincial Tax on Profits Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.02	$0.04	$0.01	**$0.07**
Canada	$17.55	$0.02	$0.09	$0.05	**$0.16**

Figure 904: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

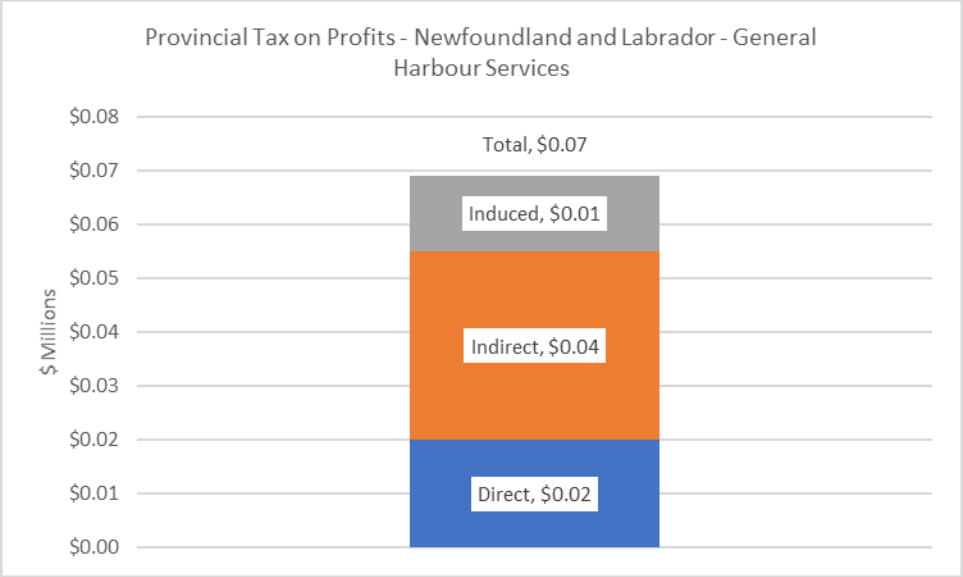
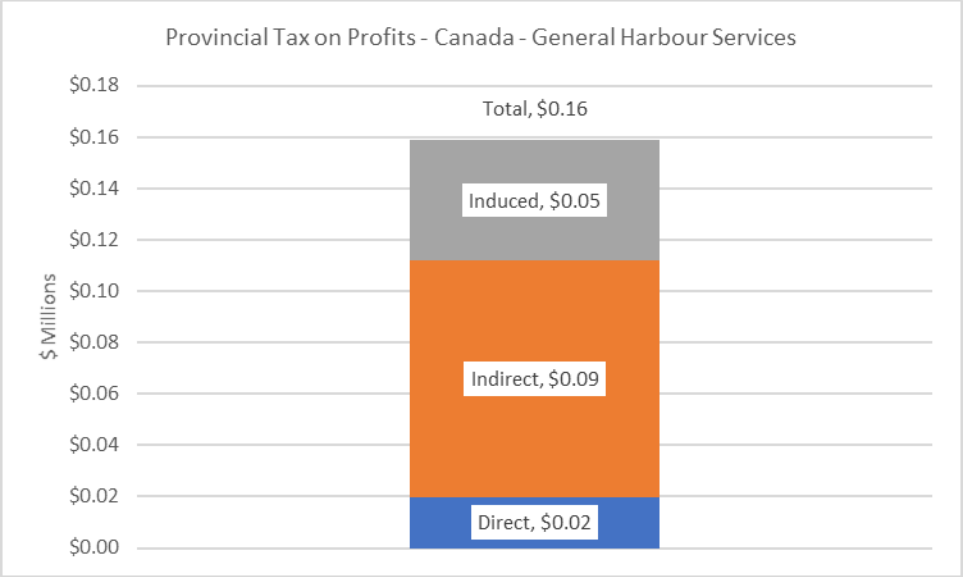


Figure 905: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing General Harbour Services of the Great Northern Port



11.3.8 Provincial Tax Revenue

As shown in Table 32 and Figures 906 and 907, constructing the General Harbour Services is estimated to yield total provincial tax revenue for the province of $1.57 million – $0.74 million of direct provincial tax revenue, $0.20 million of indirect provincial tax revenue and $0.63 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $2.09 million in provincial tax revenue – $0.74 million of direct provincial tax revenue $0.42 million of indirect provincial Tax revenue and $0.93 million of induced provincial tax revenue.

Table 32: Provincial Tax Revenue Associated with Constructing General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$17.55	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$17.55	$0.74	$0.20	$0.63	**$1.57**
Canada	$17.55	$0.74	$0.42	$0.93	**$2.09**

Figure 906: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing General Harbour Services of the Great Northern Port

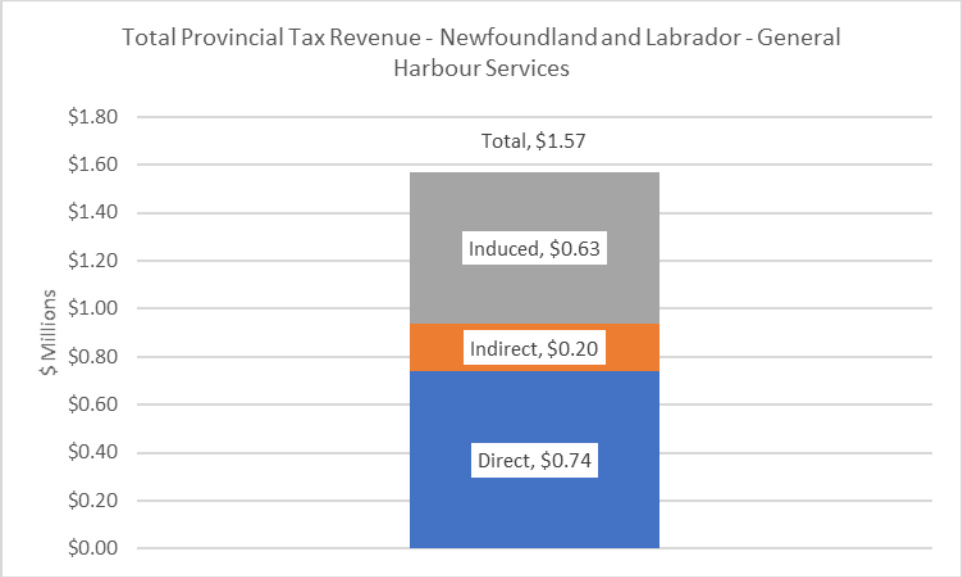
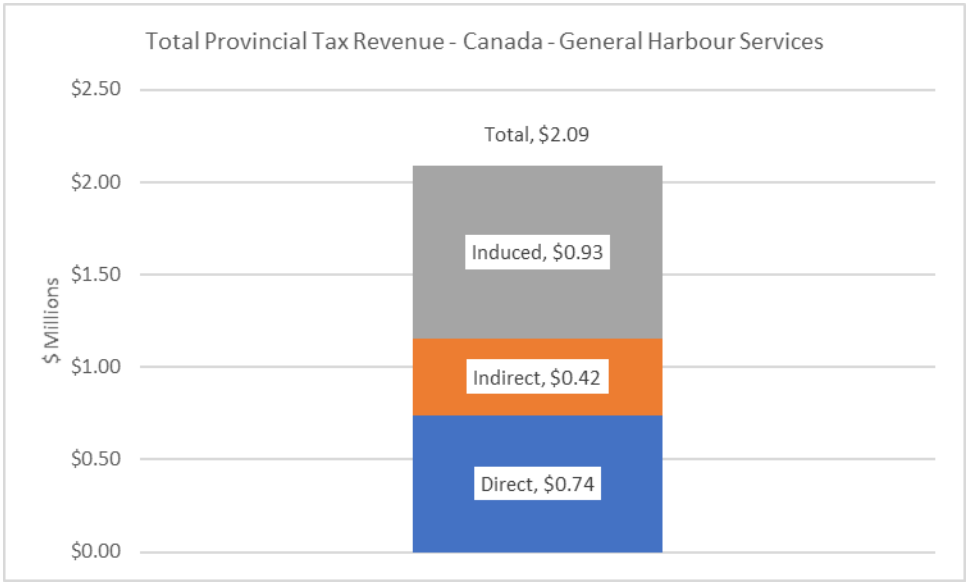


Figure 907: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing General Harbour Services of the Great Northern Port



12.0 Construction – Cargo Transportation Hub

As described above, the Cargo Transportation Hub analyzed below includes unloading, loading and berthing of bulk cargo ships, storage and handling of raw iron ore, related crane, crane maintenance and logistics of facility maintenance, and potential raw material transformation, including power transmission to the site. Logistics associated with supplying the mill and export facility. The specific analysis presented in Section 12 assesses the economic impacts associated with the capital expenditures utilized to construct the Cargo Transportation Hub. The corresponding economic impacts for a typical operations year of the Cargo Transportation Hub are analyzed and presented in Section 20 below.

12.1 Employment

The construction phase of the Cargo Transportation Hub assumes that approximately $3.5 million will be invested (see Table 33). As shown in Table 33 and Figures 908 to 910, this is estimated to yield 23 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 3.8 person-years of indirect employment and 2.9 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 29.7 person-years. The corresponding total employment for the province is 39.9 person-years – 23 person-years of direct employment, 10.2 person-years of indirect employment and 6.6 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 51 person-years of employment – 23 person-years of direct employment, 16.3 person-years of indirect employment and 11.7 person-years of induced employment.

Table 33: Employment Impact Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$3.50	23.0	3.8	2.9	**29.7**
Newfoundland & Labrador	$3.50	23.0	10.2	6.6	**39.9**
Canada	$3.50	23.0	16.3	11.7	**51.0**

Figure 908: Employment Impact for the Great Northern Peninsula Associated with Constructing Cargo Transportation Hub of the Great Northern Port

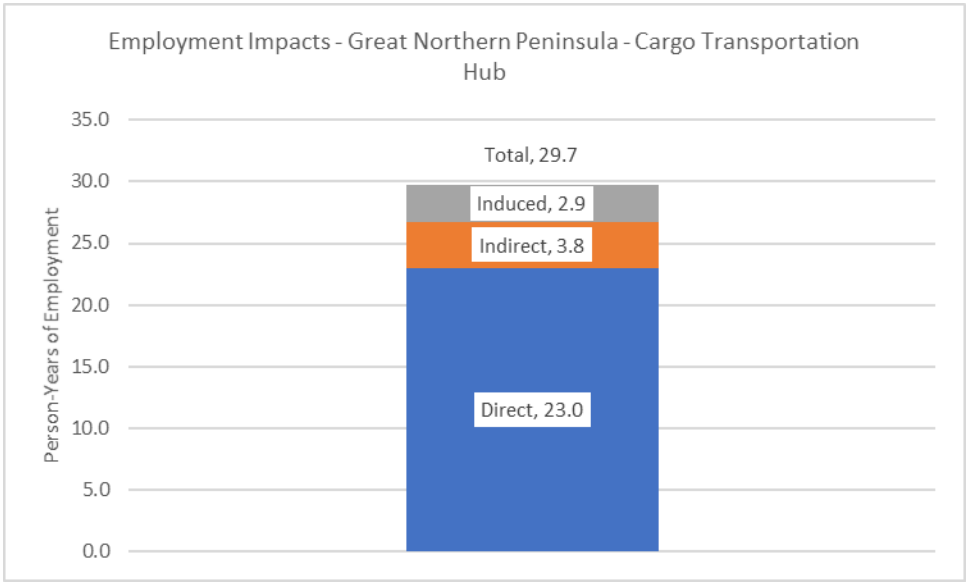


Figure 909: Employment Impact for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

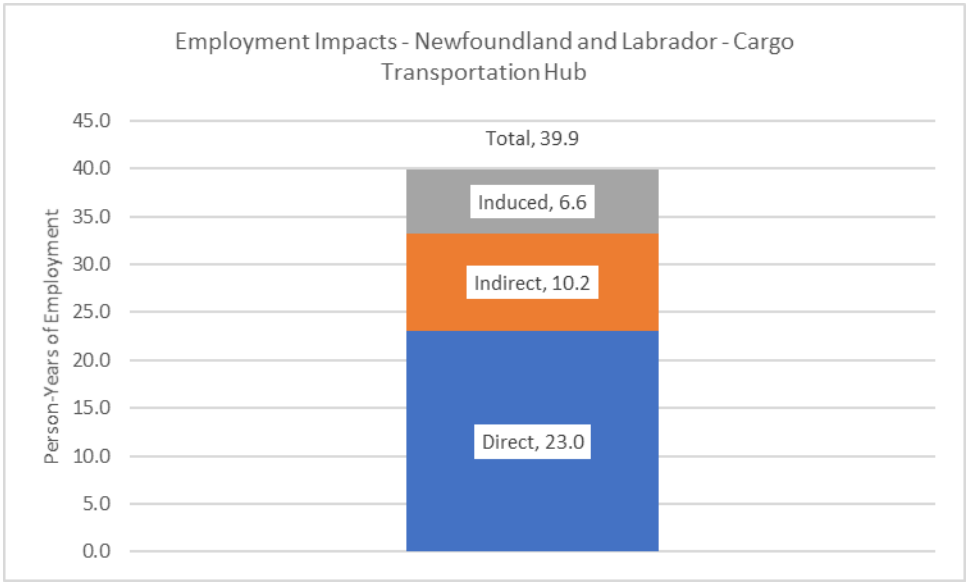
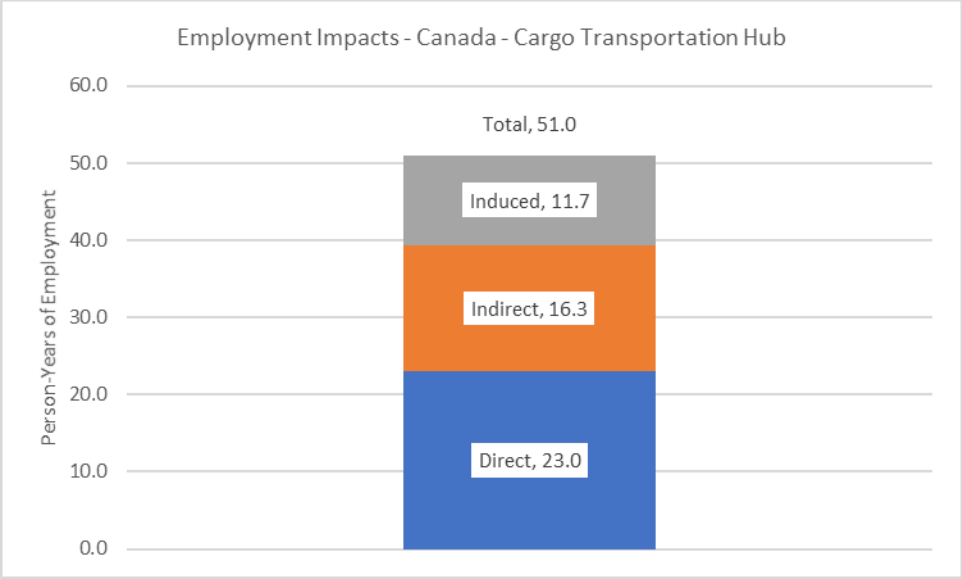


Figure 910: Employment Impact for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.2 GDP

As shown in Table 34 and Figures 911 to 913, constructing the Cargo Transportation Hub is estimated to yield $1.31 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.31 million of indirect GDP and $0.35 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $1.98 million. The corresponding total GDP for the province is $2.99 million – $1.31 million of direct GDP, $0.96 million of indirect GDP and $0.72 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $4.07 million in GDP – $1.31 million of direct GDP, $1.54 million of indirect GDP and $1.22 million of induced GDP.

Table 34: GDP Impact Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$3.50	$1.31	$0.31	$0.35	**$1.98**
Newfoundland & Labrador	$3.50	$1.31	$0.96	$0.72	**$2.99**
Canada	$3.50	$1.31	$1.54	$1.22	**$4.07**

Figure 911: GDP Impact for the Great Northern Peninsula Associated with Constructing Cargo Transportation Hub of the Great Northern Port

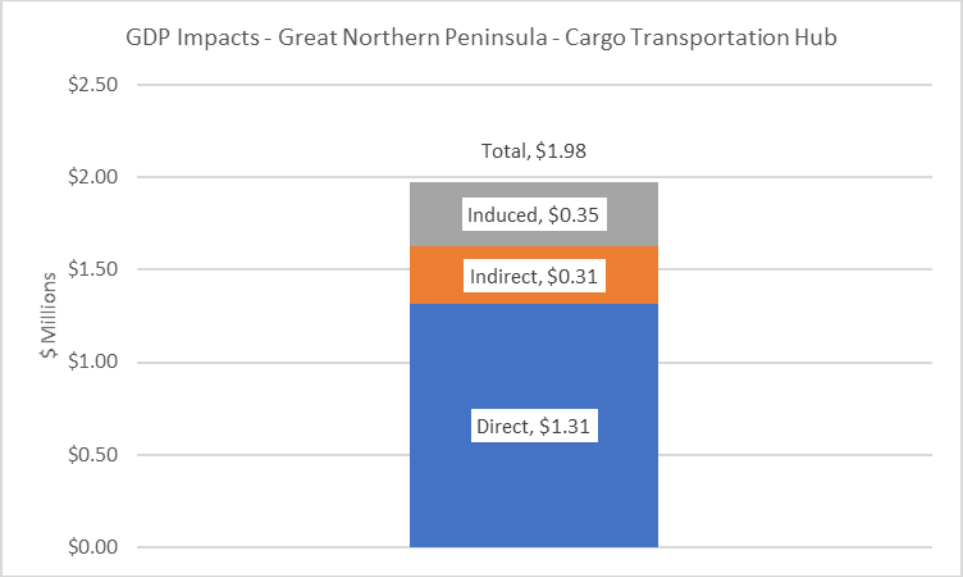


Figure 912: GDP Impact for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

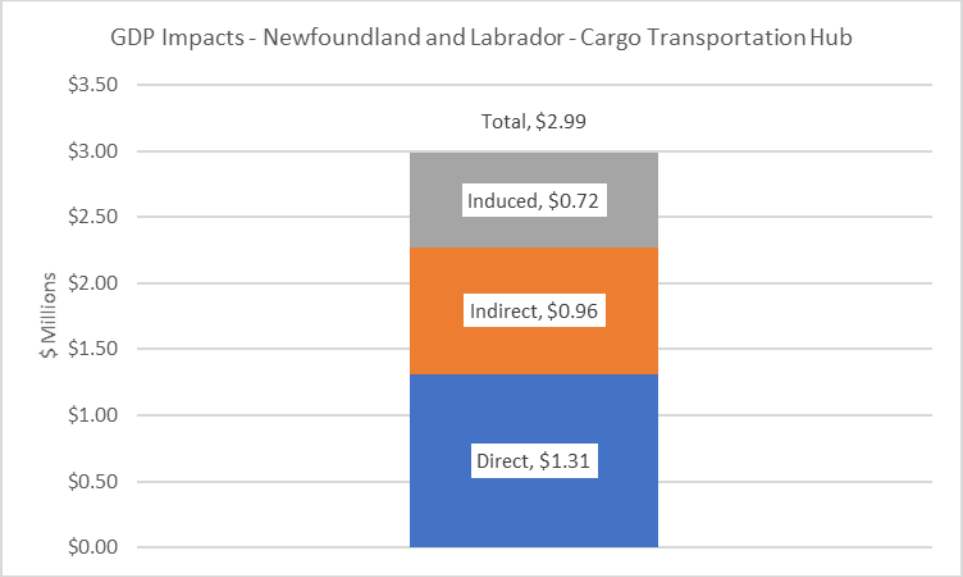
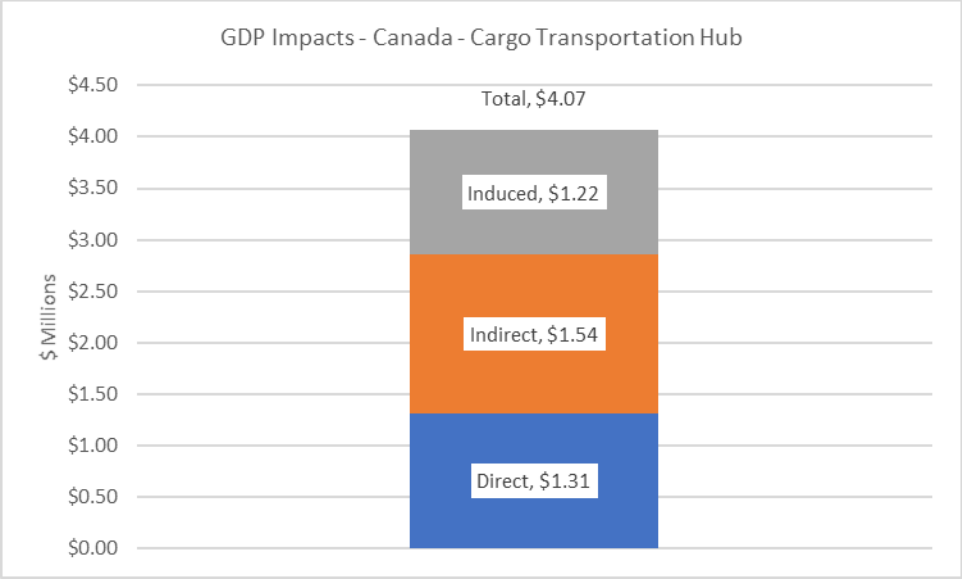


Figure 913: GDP Impact for Canada with Constructing Cargo Transportation Hub of the Great Northern Port



12.2.1 Taxes Net of Subsidies

As shown in Table 35 and Figures 914 to 916, constructing the Cargo Transportation Hub is estimated to yield $0.06 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.01 million of indirect taxes net of subsidies and $0.11 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.17 million. The corresponding total direct taxes net of subsidies for the province is $0.26 million – $0.06 million of direct taxes net of subsidies, $0.04 million of indirect taxes net of subsidies and $0.16 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $0.36 million in taxes net of subsidies – $0.06 million of direct taxes net of subsidies, $0.07 million of indirect taxes net of subsidies and $0.23 million of induced taxes net of subsidies.

Table 35: GDP Impacts - Taxes Net of Subsidies Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$3.50	$0.06	$0.01	$0.11	**$0.17**
Newfoundland & Labrador	$3.50	$0.06	$0.04	$0.16	**$0.26**
Canada	$3.50	$0.06	$0.07	$0.23	**$0.36**

Figure 914: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing Cargo Transportation Hub of the Great Northern Port

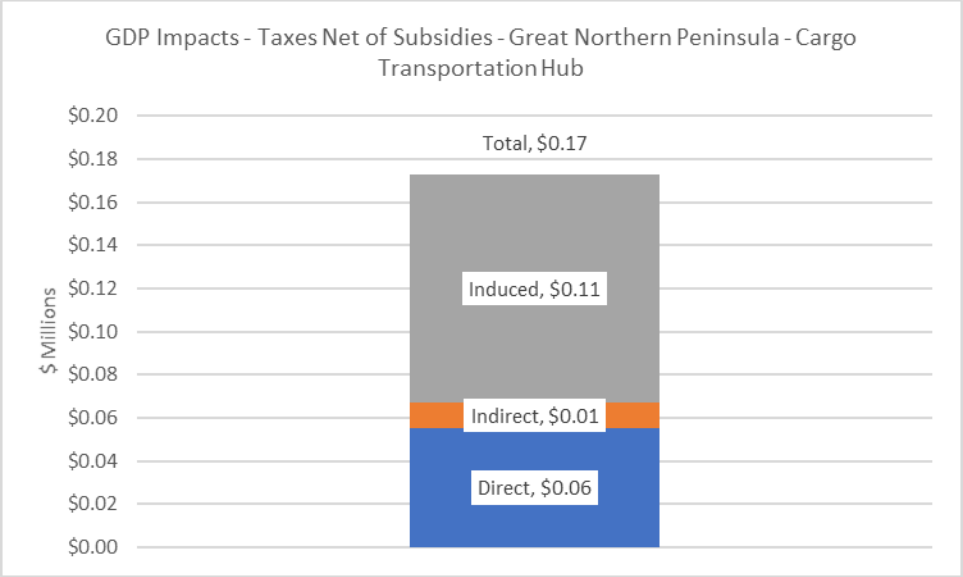


Figure 915: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

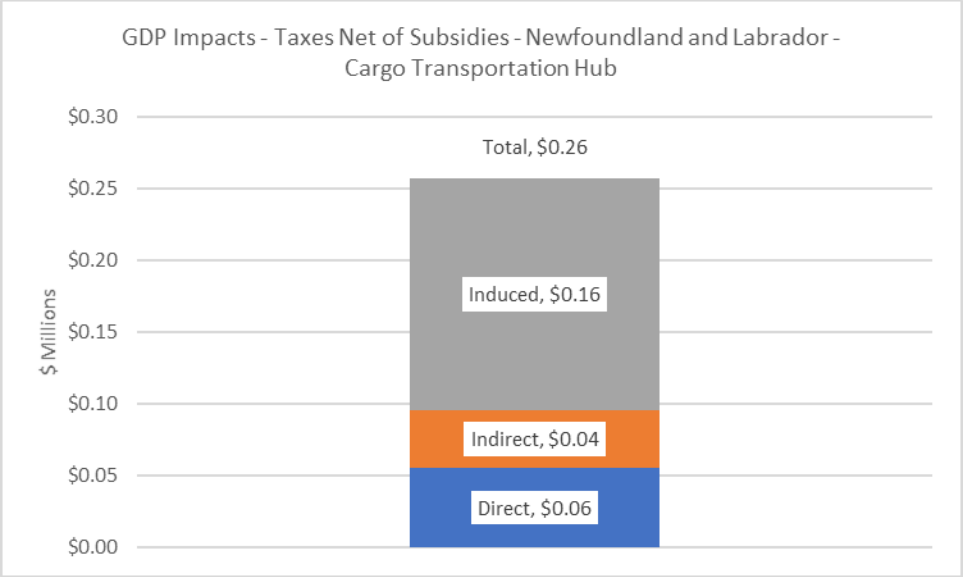
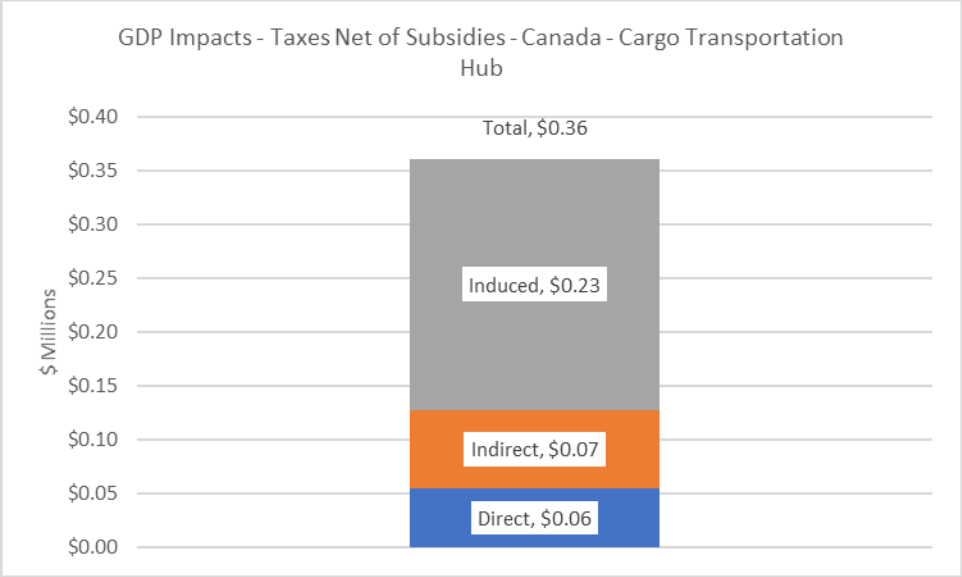


Figure 916: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.2.2 Wages, Salaries and Social Contributions

As shown in Table 36 and Figures 917 to 919, constructing the Cargo Transportation Hub is estimated to yield $1.19 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.20 million of indirect wages, salaries, and social contributions and $0.11 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $1.50 million. The corresponding total wages, salaries and social contributions for the province is $2.11 million – $1.19 million of direct wages, salaries, and social contributions, $0.61 million of indirect wages, salaries, and social contributions and $0.30 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $2.70 million in wages, salaries, and social contributions – $1.19 million of direct wages, salaries, and social contributions $0.97 million of indirect wages, salaries, and social contributions and $0.55 million of induced wages, salaries and social contributions.

Table 36: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$3.50	$1.19	$0.20	$0.11	**$1.50**
Newfoundland & Labrador	$3.50	$1.19	$0.61	$0.30	**$2.11**
Canada	$3.50	$1.19	$0.97	$0.55	**$2.70**

Figure 917: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing Cargo Transportation Hub of the Great Northern Port

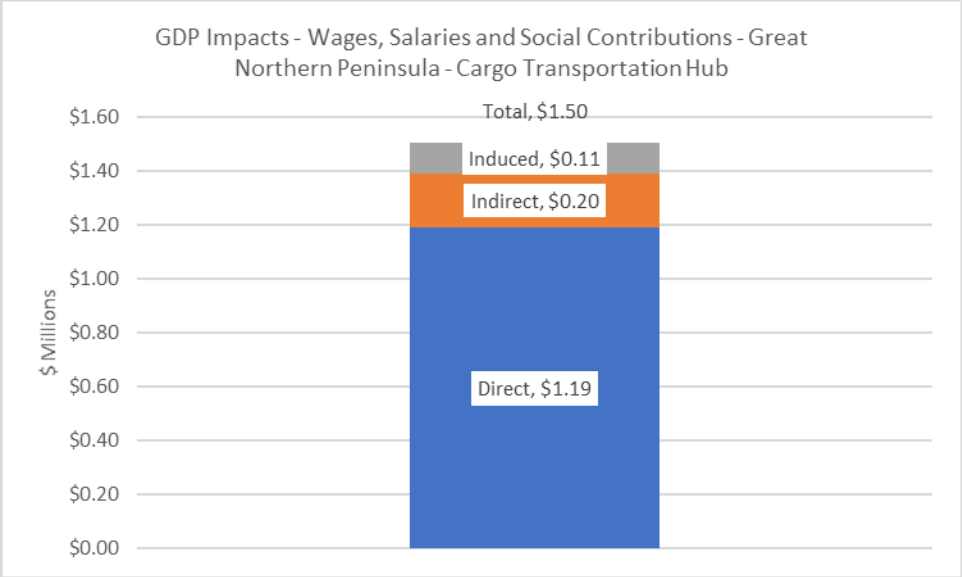


Figure 918: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

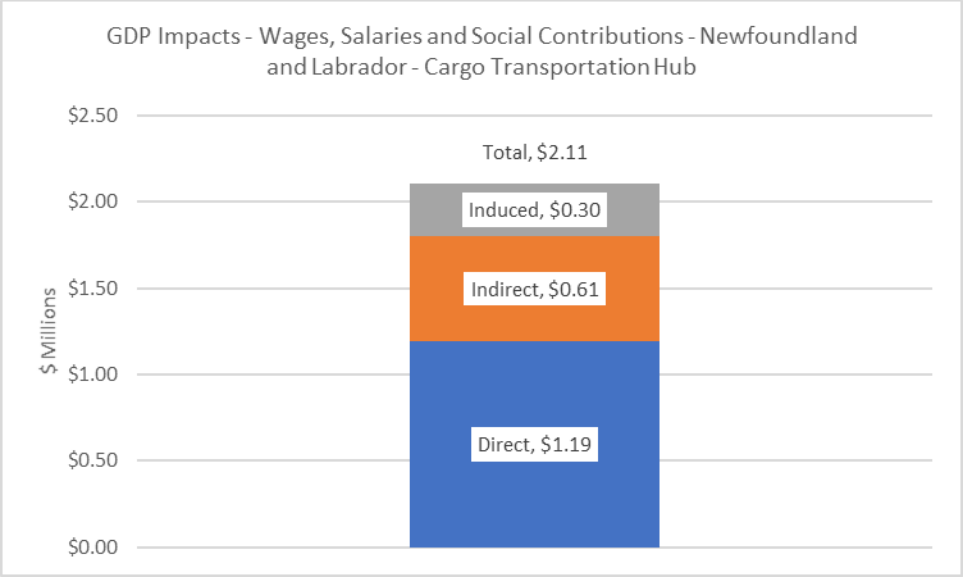
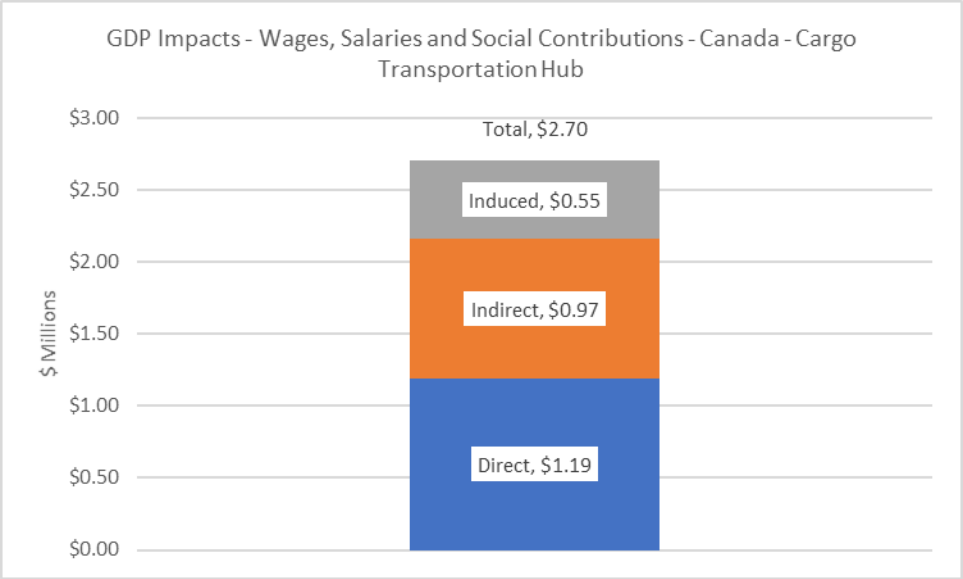


Figure 919: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.2.3 Business Income

As shown in Table 920 and Figures 920 to 922, constructing the Cargo Transportation Hub is estimated to yield $0.07 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.10 million of indirect business income and $0.13 million of induced business income for the Great Northern Peninsula for a total local business income impact of $0.3 million. The corresponding total business income for the province is $0.66 million – $0.07 million of direct business income,

$0.33 million of indirect business income and $0.26 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $1.06 million in business income – $0.07 million of direct business income $0.53 million of indirect business income and $0.45 million of induced business income.

Table 37: GDP Impacts – Business Income Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$3.50	$0.07	$0.10	$0.13	**$0.30**
Newfoundland & Labrador	$3.50	$0.07	$0.33	$0.26	**$0.66**
Canada	$3.50	$0.07	$0.53	$0.45	**$1.06**

Figure 920: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing Cargo Transportation Hub of the Great Northern Port

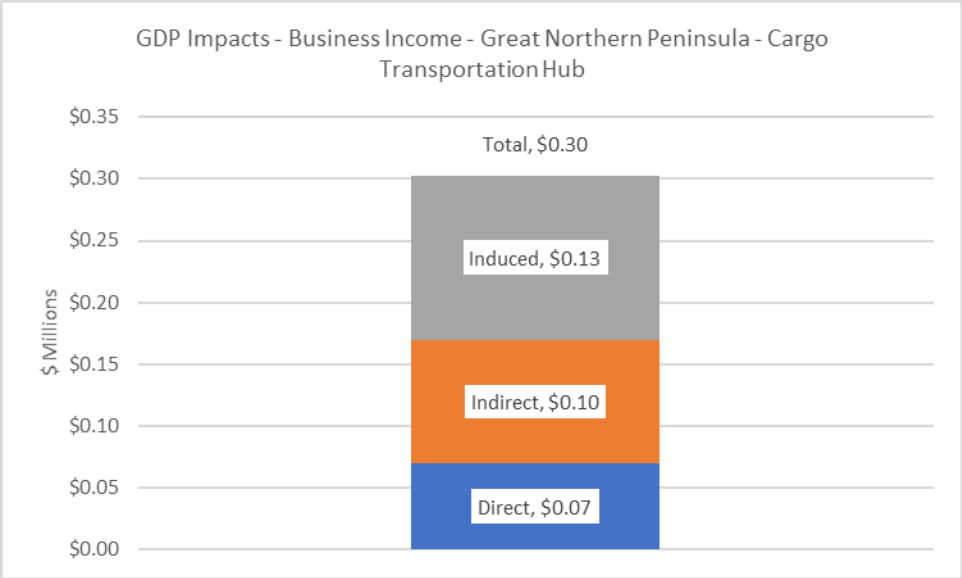


Figure 921: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

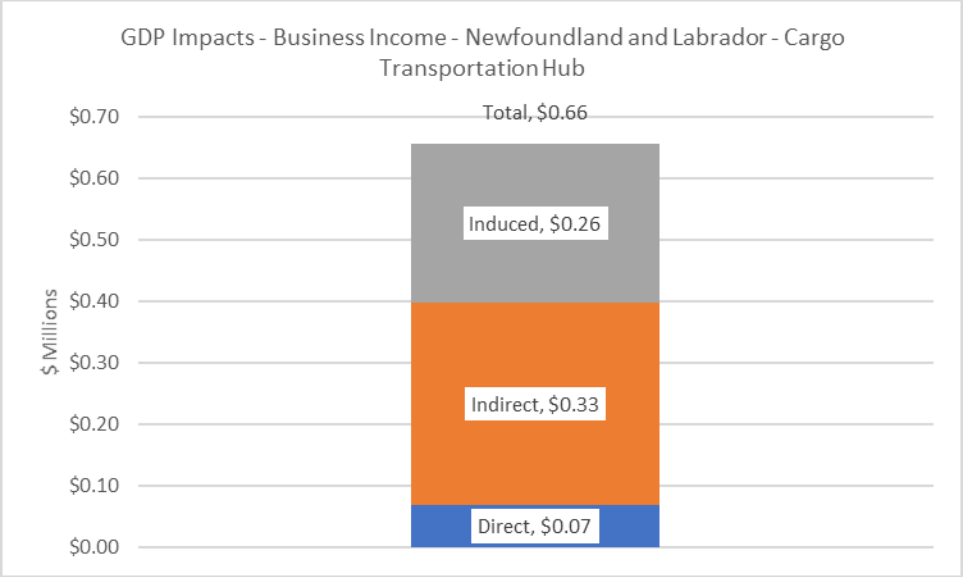
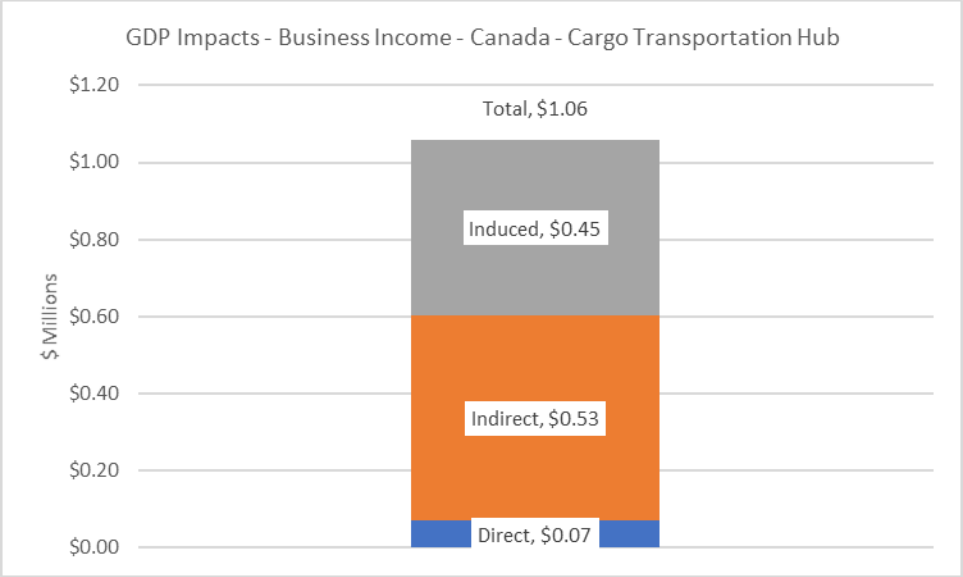


Figure 922: GDP Impact – Business Income for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3 Government Taxes

As shown in Table 38 and Figures 923 and 925, constructing the Cargo Transportation Hub is estimated to yield total government taxes for the province of $0.64 million – $0.30 million of direct government taxes, $0.13 million of indirect government taxes and $0.20 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $0.84 million in government taxes – $0.30 million of direct government taxes $0.23 million of indirect government taxes and $0.30 million of induced government taxes.

Table 38: Government Taxes Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.30	$0.13	$0.20	**$0.64**
Canada	$3.50	$0.30	$0.23	$0.30	**$0.84**

Figure 923: Government Taxes for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

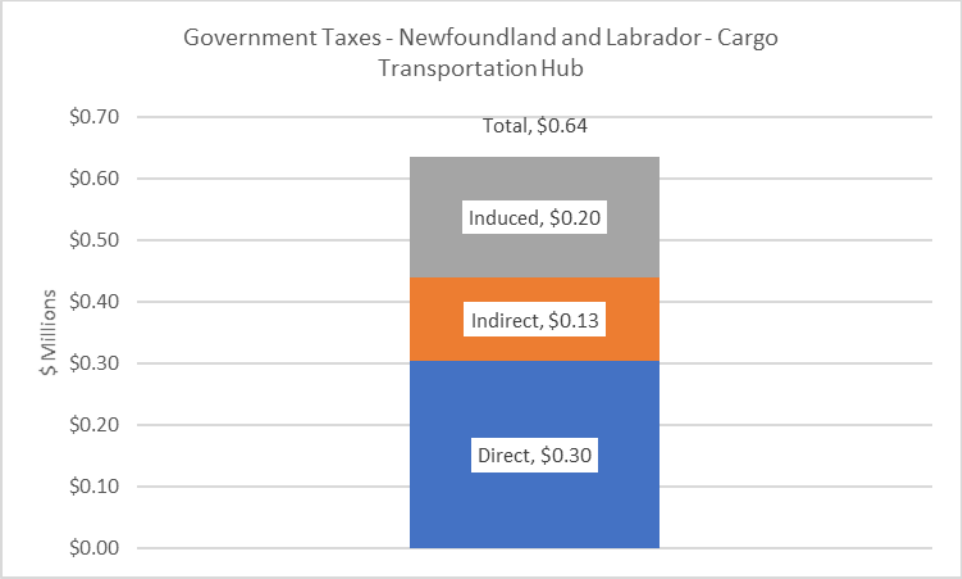
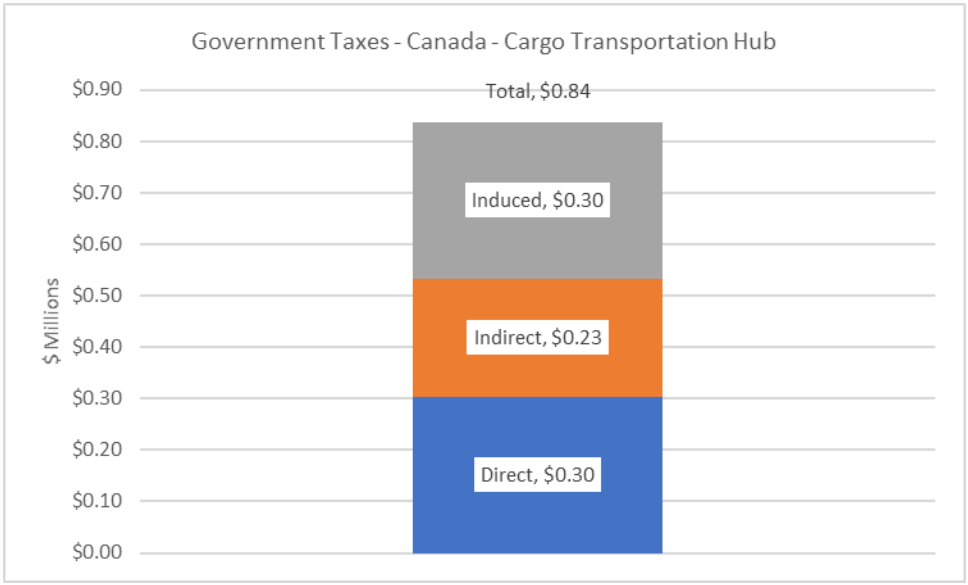


Figure 924: Government Taxes for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.1 Federal Income Tax

As shown in Table 39 and Figures 925 and 926, constructing the Cargo Transportation Hub is estimated to yield total federal income taxes for the province of $0.22 million – $0.15 million of direct federal income taxes, $0.05 million of indirect federal income taxes and $0.02 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.27 million in federal income taxes – $0.15 million of direct federal income taxes $0.08 million of indirect federal income taxes and $0.04 million of induced federal income taxes.

Table 39: Federal Income Tax Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.15	$0.05	$0.02	**$0.22**
Canada	$3.50	$0.15	$0.08	$0.04	**$0.27**

Figure 925: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

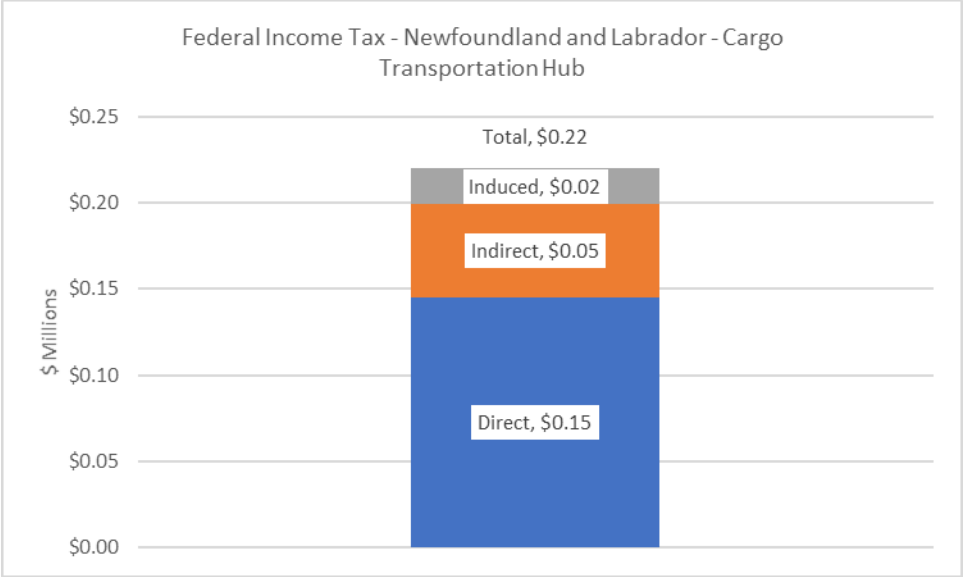
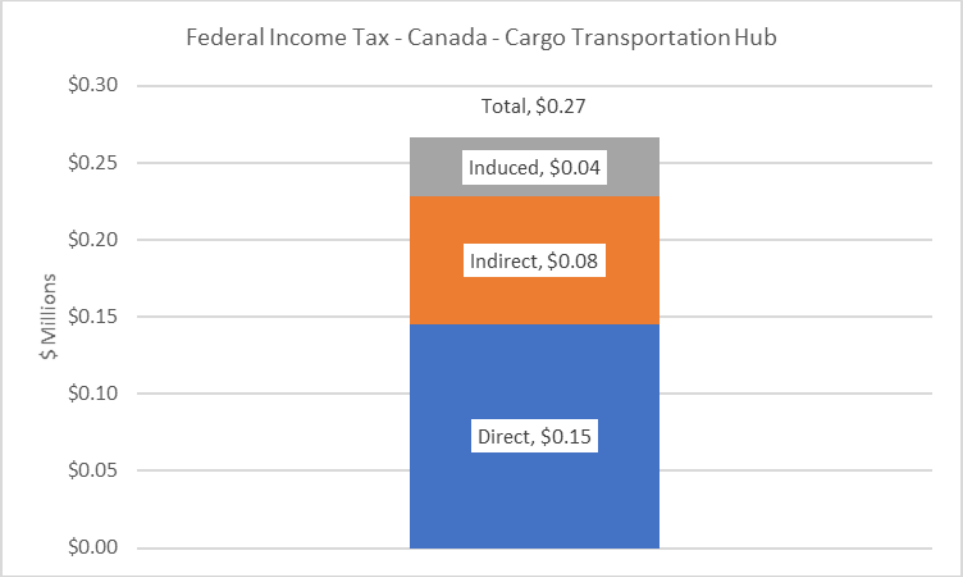


Figure 926: Government Taxes – Federal Income Tax for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.2 Federal HST/Indirect Taxes

As shown in Table 40 and Figures 927 and 928, constructing the Cargo Transportation Hub is estimated to yield total federal HST/indirect taxes for the province of $0.06 million – $0.01 million of direct federal HST/indirect taxes, $0.00 million of indirect federal HST/indirect taxes and $0.04 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.09 million in federal HST/indirect taxes – $0.01 million of direct federal

HST/indirect taxes $0.01 million of indirect federal HST/indirect taxes and $0.06 million of induced federal HST/indirect taxes.

Table 40: Federal HST/Indirect Taxes Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.01	$0.00	$0.04	**$0.06**
Canada	$3.50	$0.01	$0.01	$0.06	**$0.09**

Figure 927: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

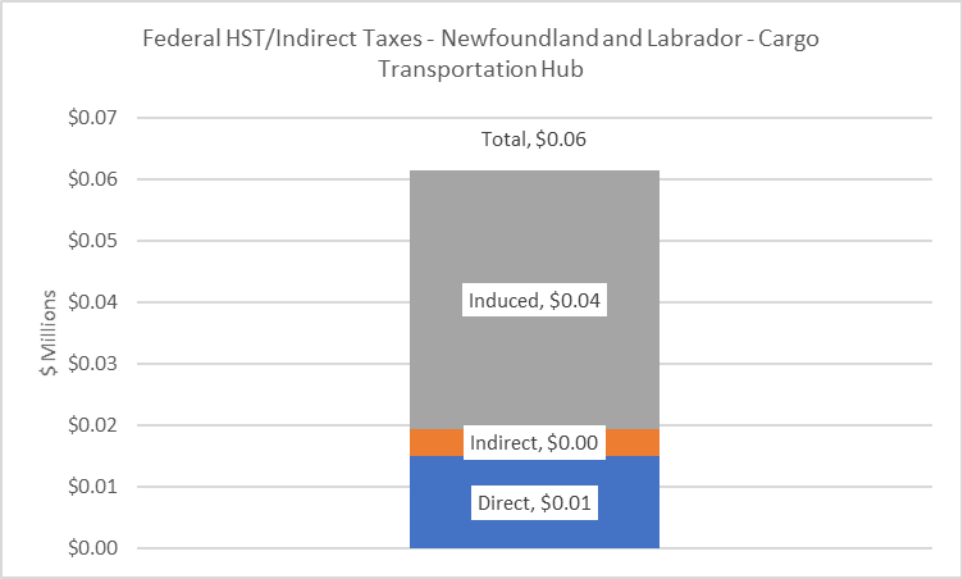
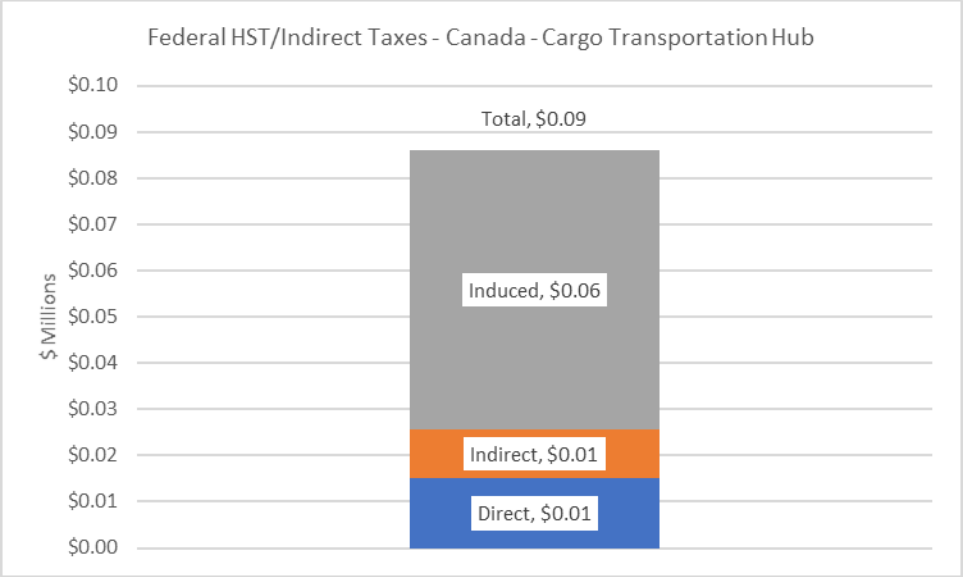


Figure 928: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.3 Federal Tax on Profits

As shown in Table 41 and Figures 929 and 930, constructing the Cargo Transportation Hub is estimated to yield total federal taxes on profits for the province of $0.03 million – $0.01 million of direct federal taxes on profits, $0.03 million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.05 million in federal taxes on profits – $0.01 million of direct federal taxes on profits $0.03 million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits.

Table 41: Federal Tax on Profits Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.01	$0.02	$0.00	**$0.03**
Canada	$3.50	$0.01	$0.03	$0.01	**$0.05**

Figure 929: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

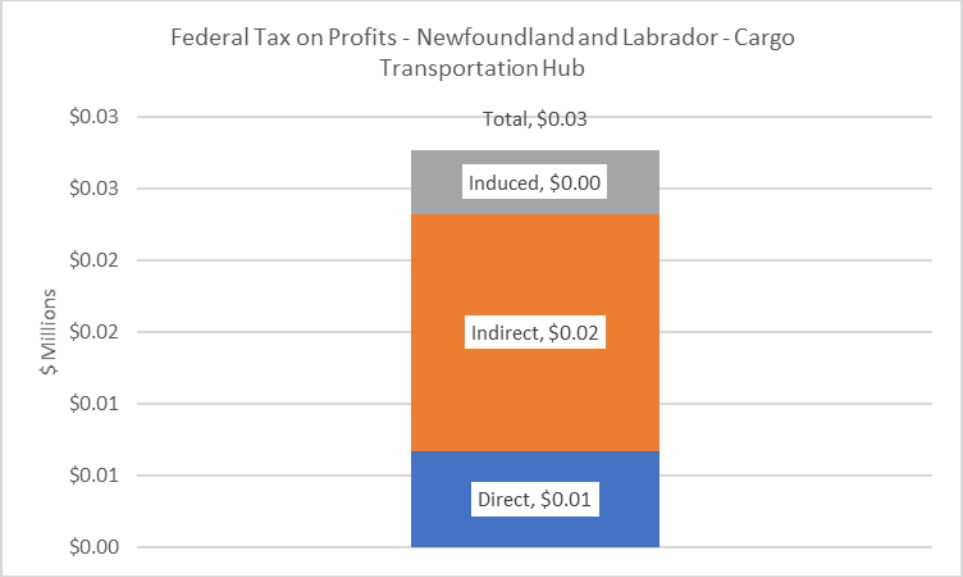
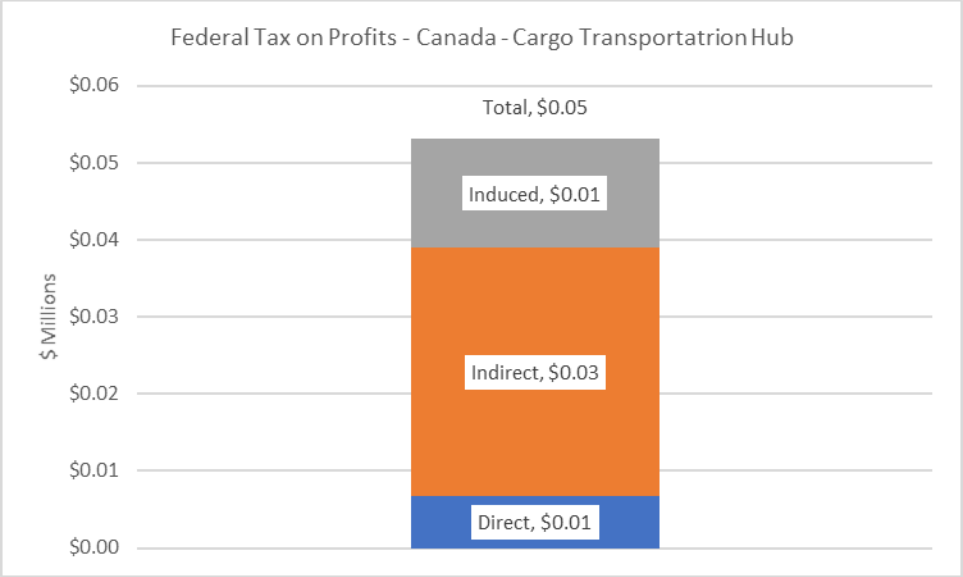


Figure 930: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.4 Federal Tax Revenue

As shown in Table 42 and Figures 931 and 932, constructing the Cargo Transportation Hub is estimated to yield total federal tax revenue for the province of $0.31 million – $0.17 million of direct federal tax revenue, $0.07 million of indirect federal tax revenue and $0.07 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.41 million in federal tax revenue – $0.17 million of direct federal tax revenue $0.13 million of indirect federal tax revenue and $0.11 million of induced federal tax revenue.

Table 42: Federal Tax Revenue Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.17	$0.07	$0.07	**$0.31**
Canada	$3.50	$0.17	$0.13	$0.11	**$0.41**

Figure 931: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

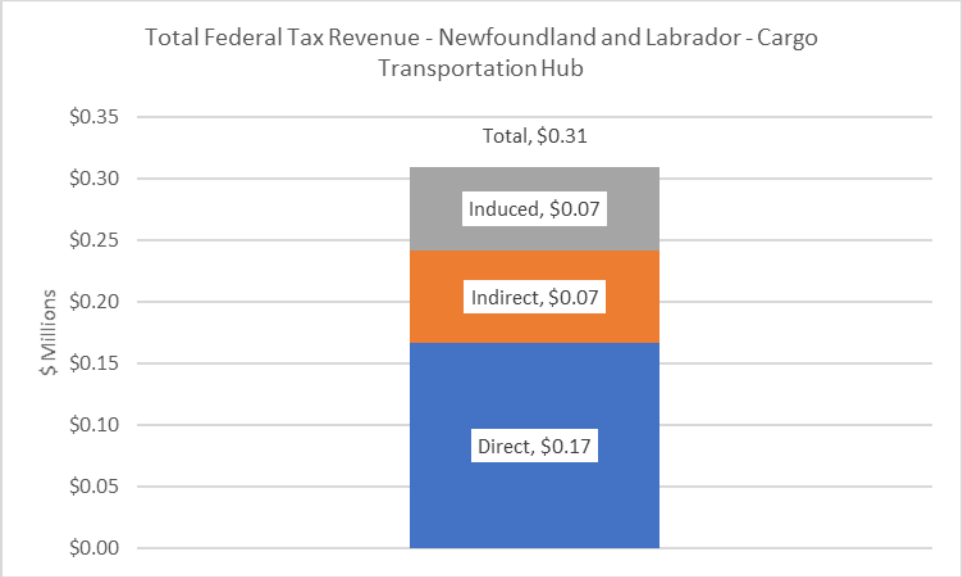
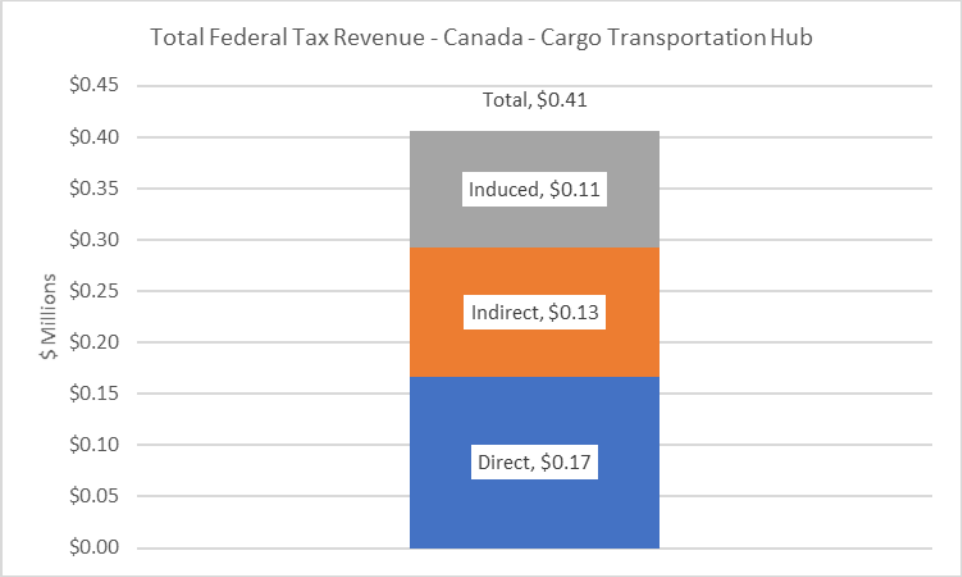


Figure 932: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.5 Provincial Income Tax

As shown in Table 43 and Figures 933 and 934, constructing the Cargo Transportation Hub is estimated to yield total provincial income tax for the province of $0.14 million – $0.09 million of direct provincial income tax, $0.04 million of indirect provincial income tax and $0.01 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.17 million in provincial income tax – $0.09 million of direct provincial income tax $0.06 million of indirect provincial income tax and $0.03 million of induced provincial income tax.

Table 43: Provincial Income Tax Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.09	$0.04	$0.01	**$0.14**
Canada	$3.50	$0.09	$0.06	$0.03	**$0.17**

Figure 933: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

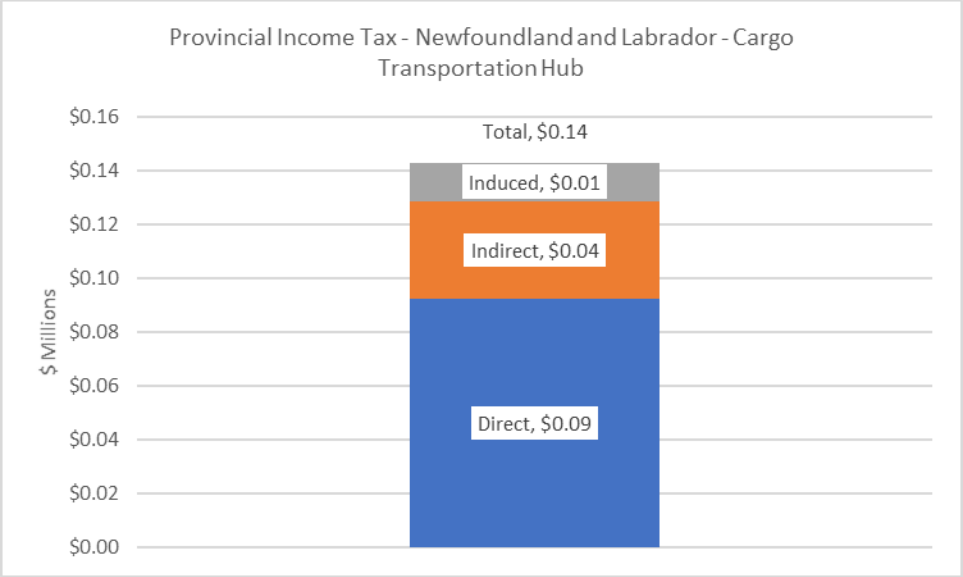
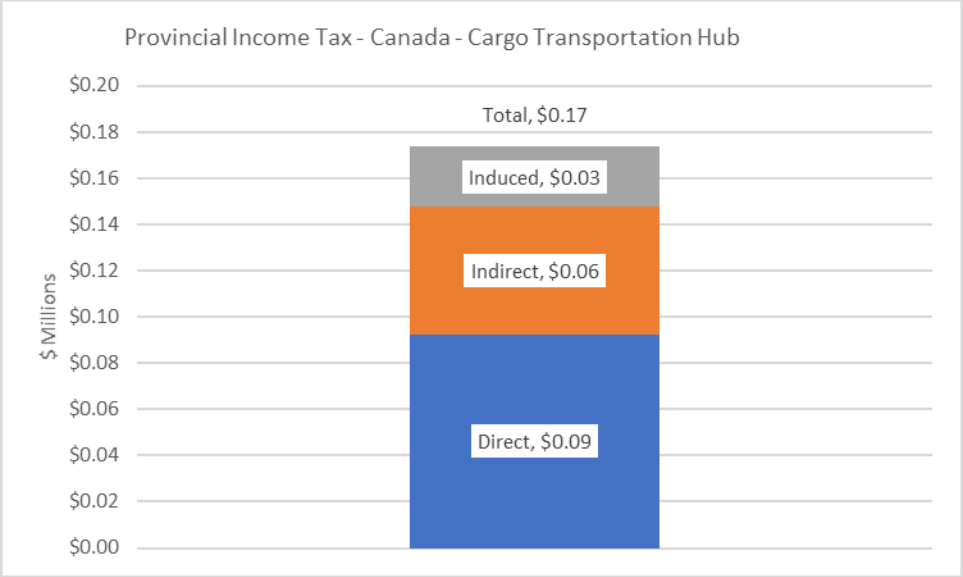


Figure 934: Government Taxes – Provincial Income Tax for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.6 Provincial HST/Indirect Taxes

As shown in Table 44 and Figures 935 and 936, constructing the Cargo Transportation Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.17 million – $0.04 million of direct provincial HST/Indirect taxes, $0.01 million of indirect provincial HST/Indirect taxes and $0.11 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.22 million in provincial HST/Indirect taxes – $0.04 million of direct

provincial HST/Indirect taxes $0.03 million of indirect provincial HST/Indirect taxes and $0.15 million of induced provincial HST/Indirect taxes.

Table 44: Provincial HST/Indirect Taxes Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.04	$0.01	$0.11	**$0.17**
Canada	$3.50	$0.04	$0.03	$0.15	**$0.22**

Figure 935: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

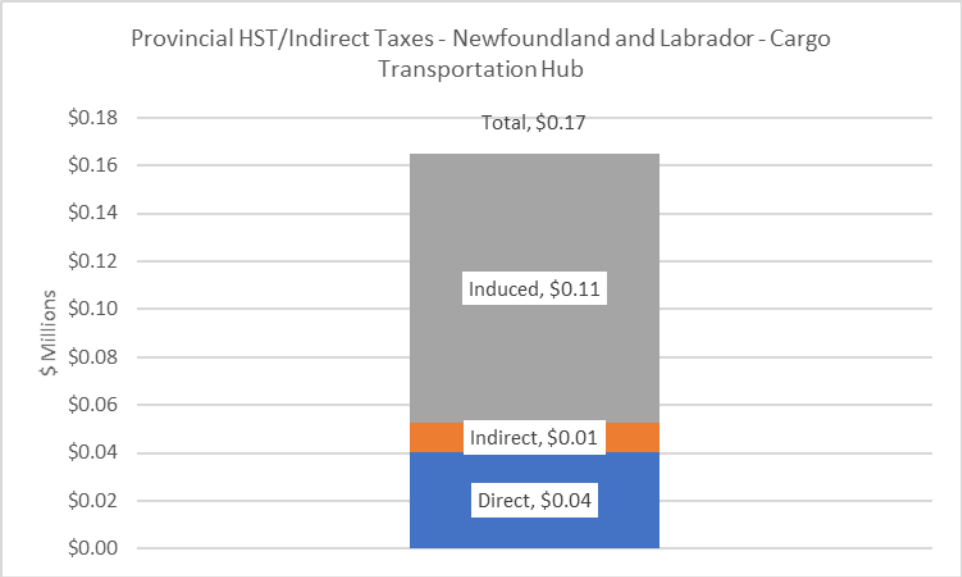
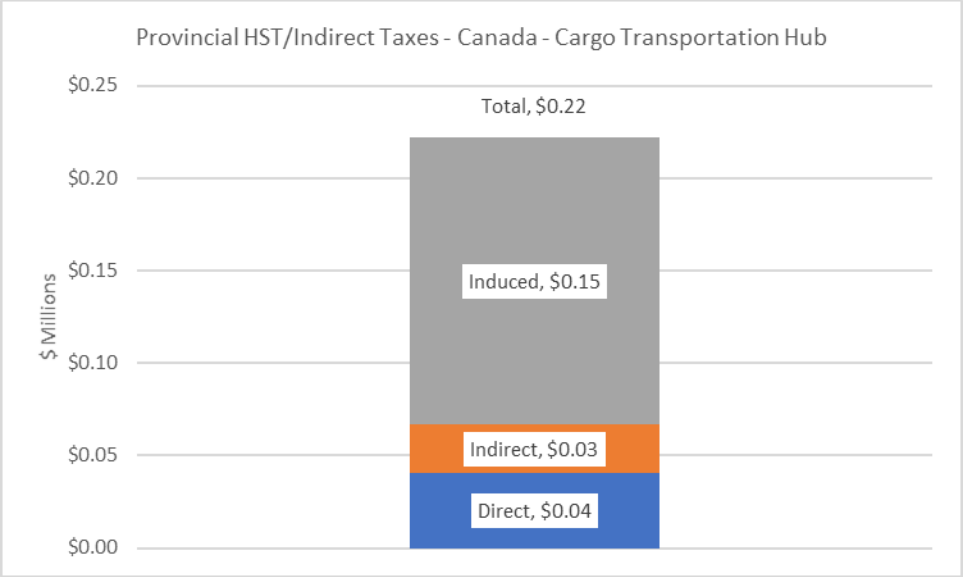


Figure 936: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.7 Provincial Tax on Profits

As shown in Table 45 and Figures 937 and 938, constructing the Cargo Transportation Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.020 million – $0.00 million of direct provincial HST/Indirect taxes, $0.01 million of indirect provincial HST/Indirect taxes and $0.00 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.04 million in provincial HST/Indirect taxes – $0.00 million of direct provincial HST/Indirect taxes $0.02 million of indirect provincial HST/Indirect taxes and $0.01 million of induced provincial HST/Indirect taxes.

Table 45: Provincial Tax on Profits Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.00	$0.01	$0.00	**$0.02**
Canada	$3.50	$0.00	$0.02	$0.01	**$0.04**

Figure 937: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

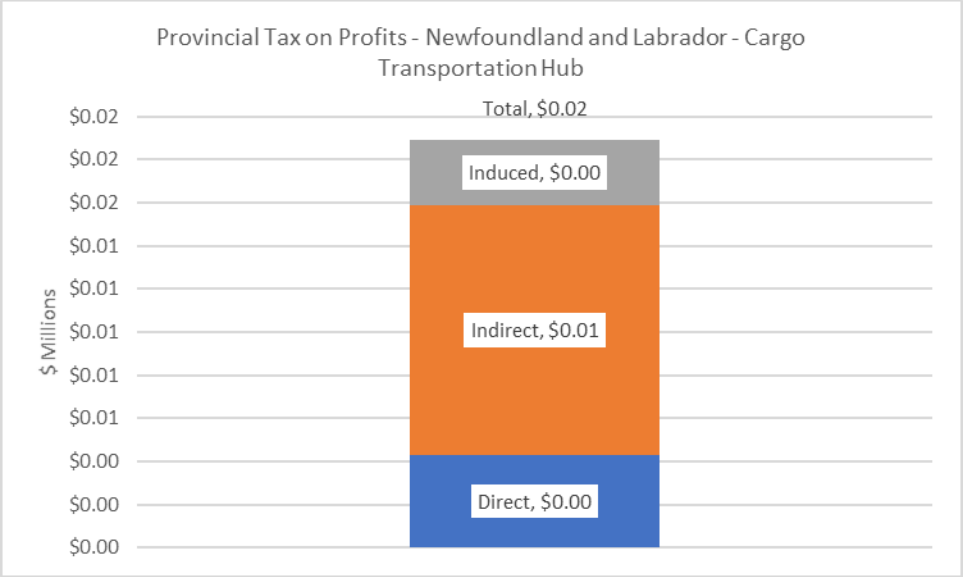
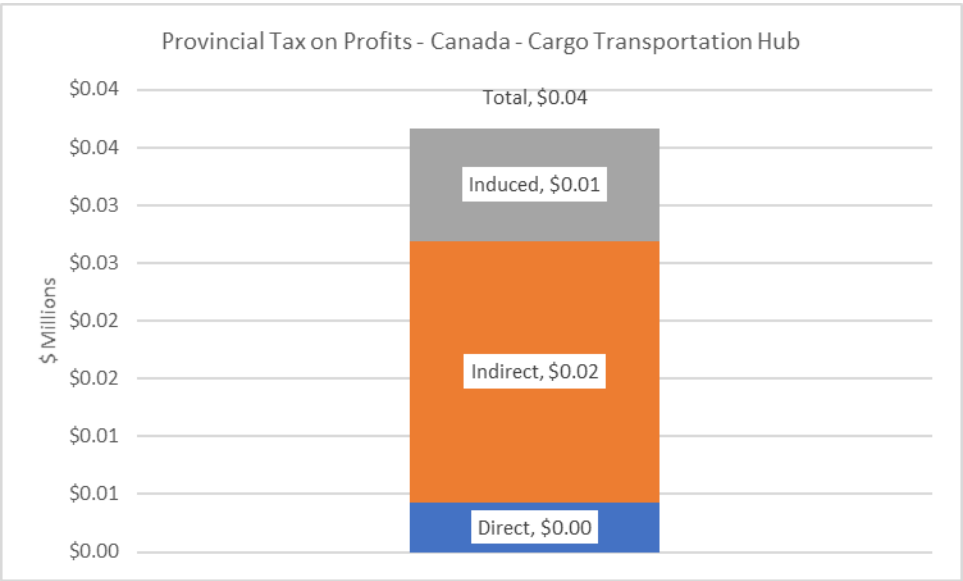


Figure 938: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



12.3.8 Provincial Tax Revenue

As shown in Table 46 and Figures 939 and 940, constructing the Cargo Transportation Hub is estimated to yield total provincial tax revenue for the province of $0.33 million – $0.14 million of direct provincial tax revenue, $0.06 million of indirect provincial tax revenue and $0.13 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.43 million in provincial tax revenue – $0.14 million of direct provincial tax revenue $0.10 million of indirect provincial Tax revenue and $0.19 million of induced provincial tax revenue.

Table 46: Provincial Tax Revenue Associated with Constructing Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$3.50	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$3.50	$0.14	$0.06	$0.13	**$0.33**
Canada	$3.50	$0.14	$0.10	$0.19	**$0.43**

Figure 939: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing Cargo Transportation Hub of the Great Northern Port

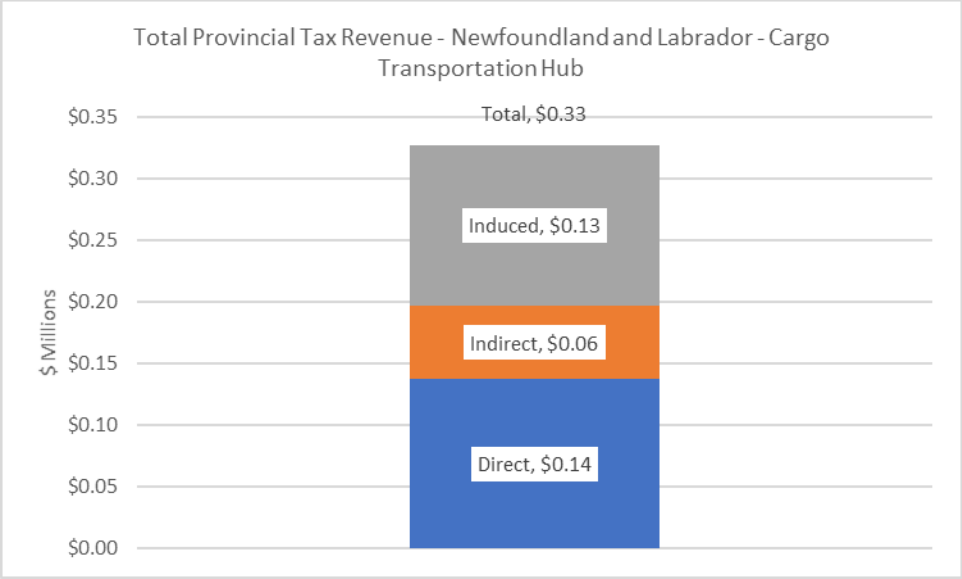
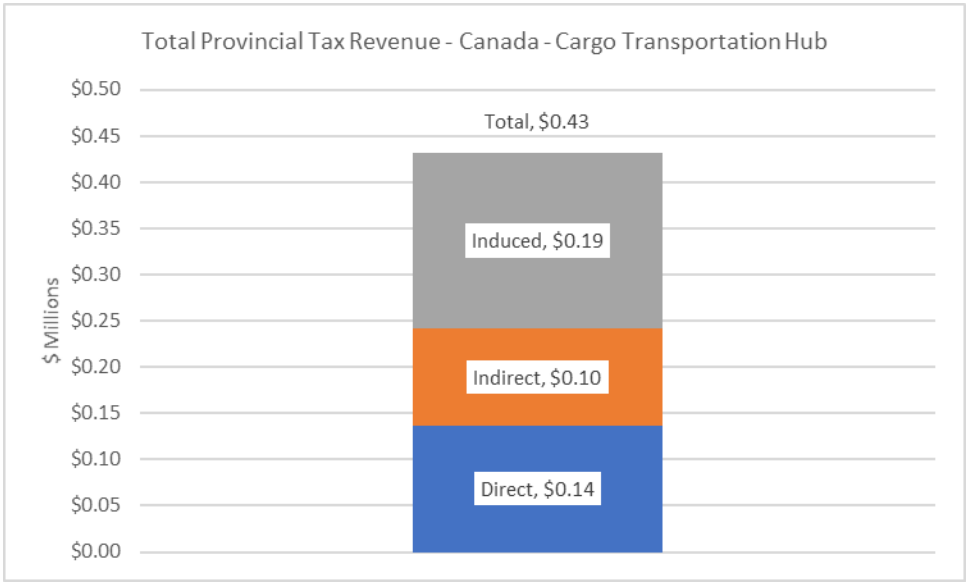


Figure 940: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing Cargo Transportation Hub of the Great Northern Port



13.0 Construction – Other Business Opportunities

As described above, the Other Business Opportunities analyzed below includes SAR and CCG station (for Ice breakers), oil spill research center, including weather forecasting for ice prone areas, value-added services for fisheries, marine services cluster – requirements and incentives for start-ups and marine centric business, including those led by indigenous, women and new Canadians, testing facilities for AUV (autonomous vehicles) and other marine vehicles and GNP Inshore Fisherman Co Op fleet repair facility. The specific analysis presented in Section 13 assesses the economic impacts associated with the capital expenditures utilized to construct the Other Business Opportunities. The corresponding economic impacts for a typical operations year of the Other Business Opportunities are analyzed and presented in Section 21 below.

13.1 Employment

The construction phase of the Other Business Opportunities assumes that approximately $8.4 million will be invested (see Table 47). As shown in Table 47 and Figures 941 to 943, this is estimated to yield 40.8 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 6.9 person-years of indirect employment and 5.7 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 53.5 person-years. The corresponding total employment for the province is 68.2 person-years – 40.8 person-years of direct employment, 15.7 person-years of indirect employment and 11.7 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 92.2 person-years of employment – 40.8 person-years of direct employment, 29.4 person-years of indirect employment and 22.0 person-years of induced employment.

Table 47: Employment Impact Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$8.40	40.8	6.9	5.7	**53.5**
Newfoundland & Labrador	$8.40	40.8	15.7	11.7	**68.2**
Canada	$8.40	40.8	29.4	22.0	**92.2**

Figure 941: Employment Impact for the Great Northern Peninsula Associated with Constructing Other Business Opportunities of the Great Northern Port

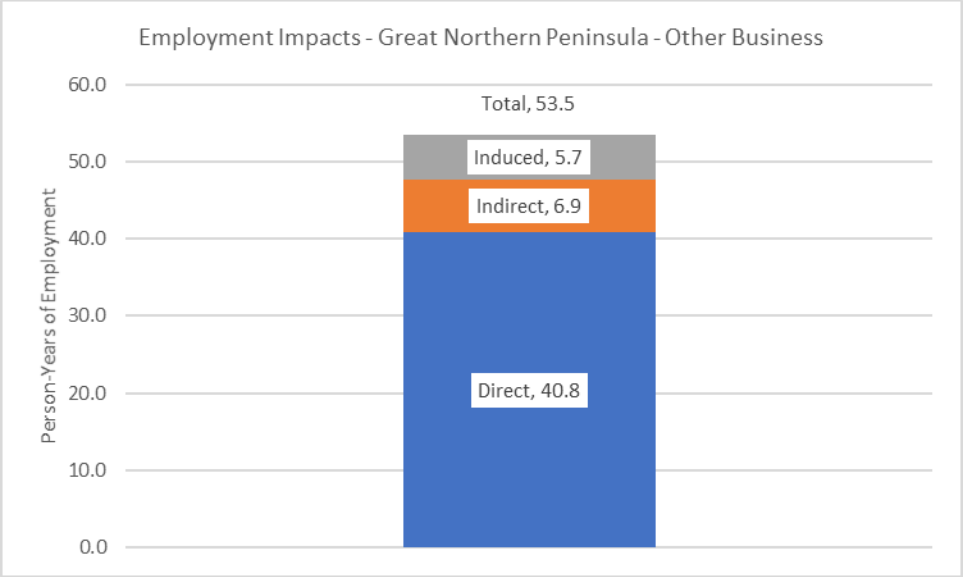


Figure 942: Employment Impact for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

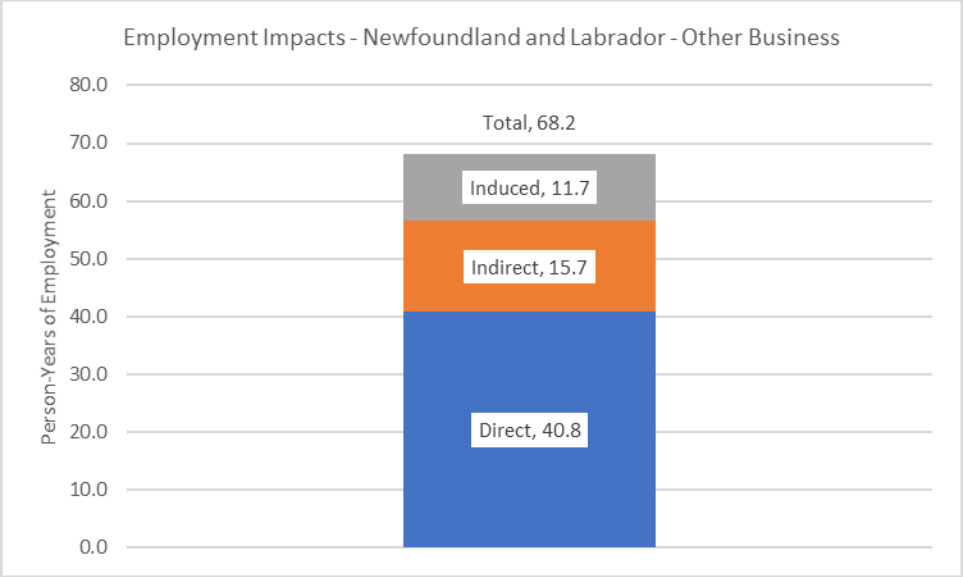
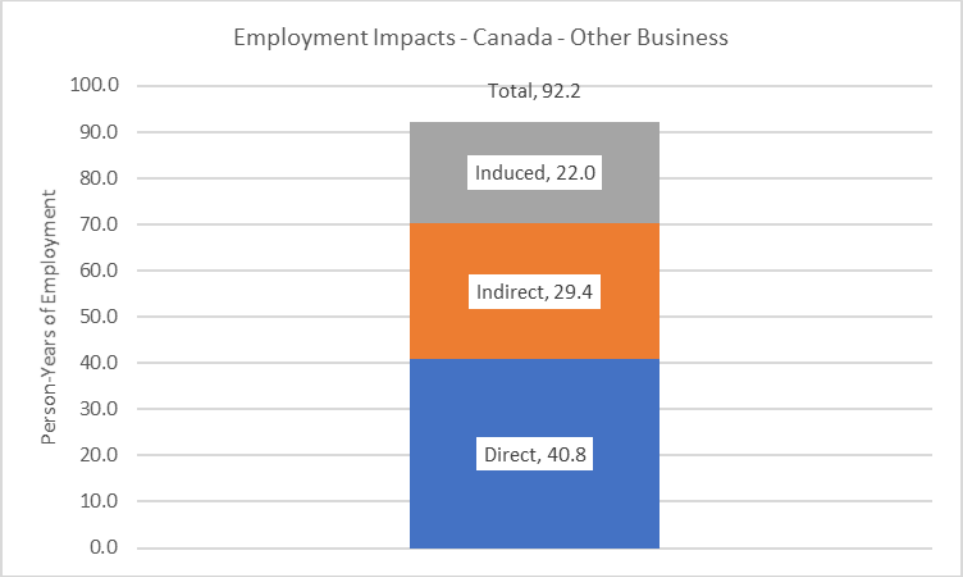


Figure 943: Employment Impact for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.2 GDP

As shown in Table 48 and Figures 944 to 946, constructing the Other Business Opportunities is estimated to yield $3.09 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.74 million of indirect GDP and $0.74 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $4.58 million. The corresponding total GDP for the province is $6.15 million – $3.09 million of direct GDP, $1.68 million of indirect GDP and $1.38 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $8.72 million in GDP – $3.09 million of direct GDP, $3.14 million of indirect GDP and $2.49 million of induced GDP.

Table 48: GDP Impact Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$8.40	$3.09	$0.74	$0.74	**$4.58**
Newfoundland & Labrador	$8.40	$3.09	$1.68	$1.38	**$6.15**
Canada	$8.40	$3.09	$3.14	$2.49	**$8.72**

Figure 944: GDP Impact for the Great Northern Peninsula Associated with Constructing Other Business Opportunities of the Great Northern Port

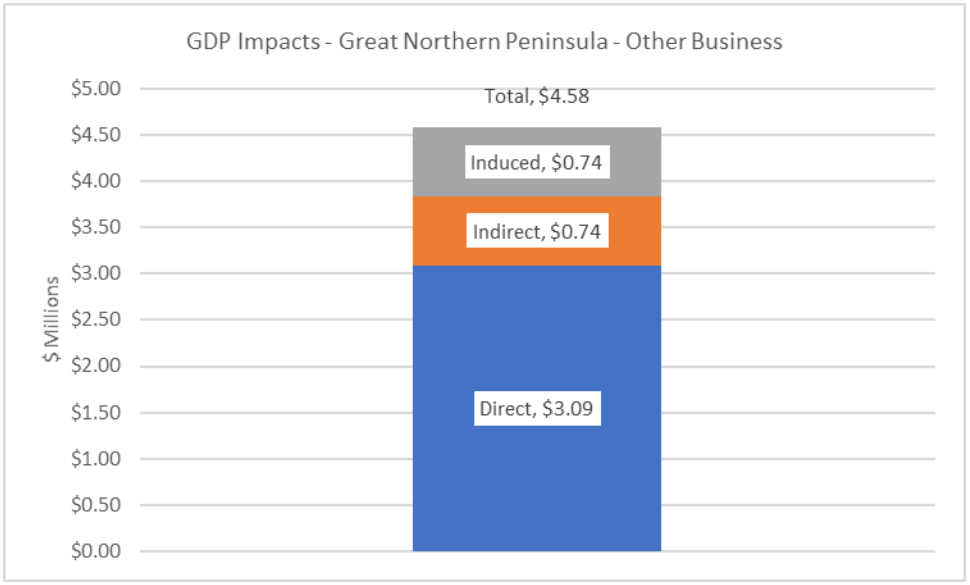


Figure 945: GDP Impact for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

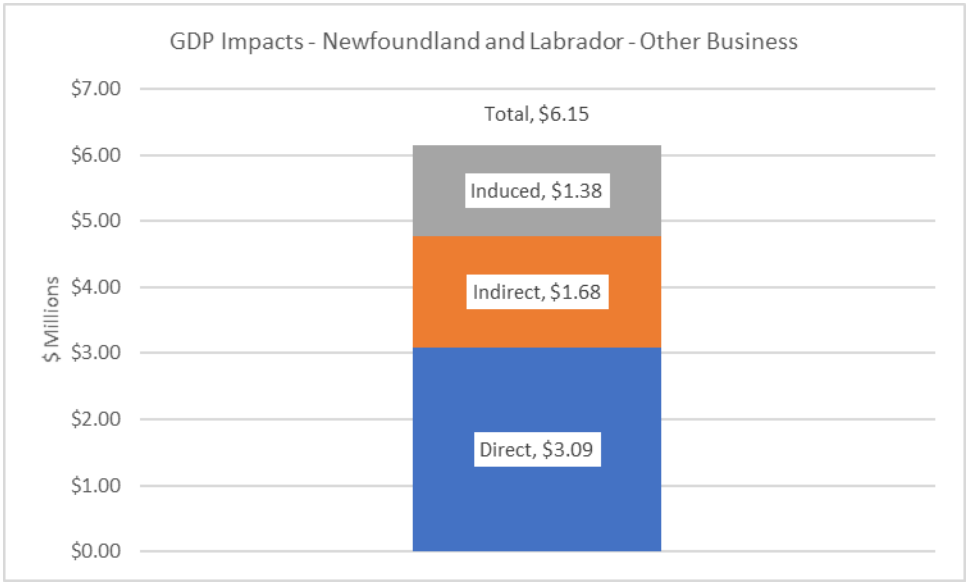
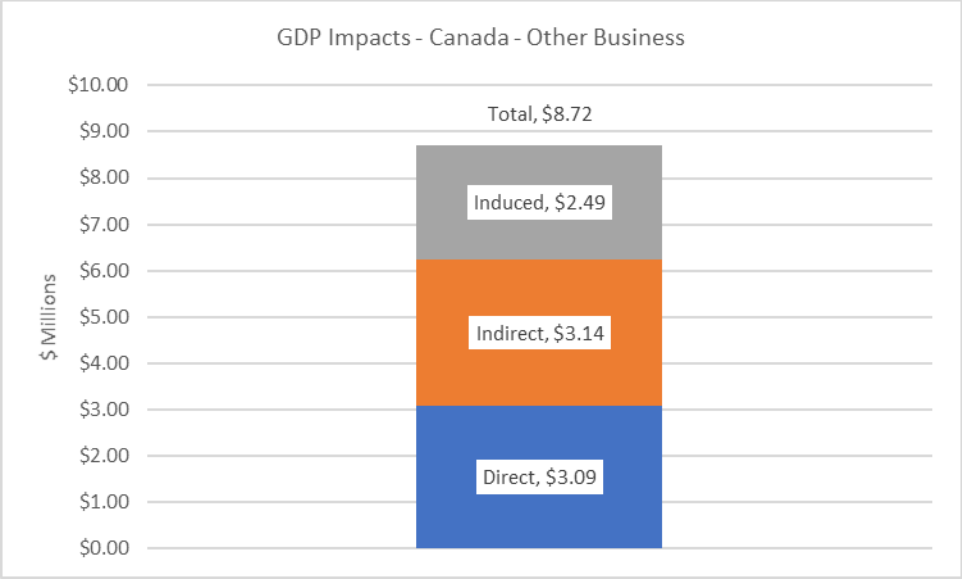


Figure 946: GDP Impact for Canada with Constructing Other Business Opportunities of the Great Northern Port



13.2.1 Taxes Net of Subsidies

As shown in Table 49 and Figures 947 to 949, constructing the Other Business Opportunities is estimated to yield $0.12 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.03 million of indirect taxes net of subsidies and $0.22 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.37 million. The corresponding total direct taxes net of subsidies for the province is $0.51 million – $0.12 million of direct taxes net of subsidies, $0.08 million of indirect taxes net of subsidies and $0.31 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $0.75 million in taxes net of subsidies – $0.12 million of direct taxes net of subsidies, $0.16 million of indirect taxes net of subsidies and $0.48 million of induced taxes net of subsidies.

Table 49: GDP Impacts - Taxes Net of Subsidies Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$8.40	$0.12	$0.03	$0.22	**$0.37**
Newfoundland & Labrador	$8.40	$0.12	$0.08	$0.31	**$0.51**
Canada	$8.40	$0.12	$0.16	$0.48	**$0.75**

Figure 947: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing Other Business Opportunities of the Great Northern Port

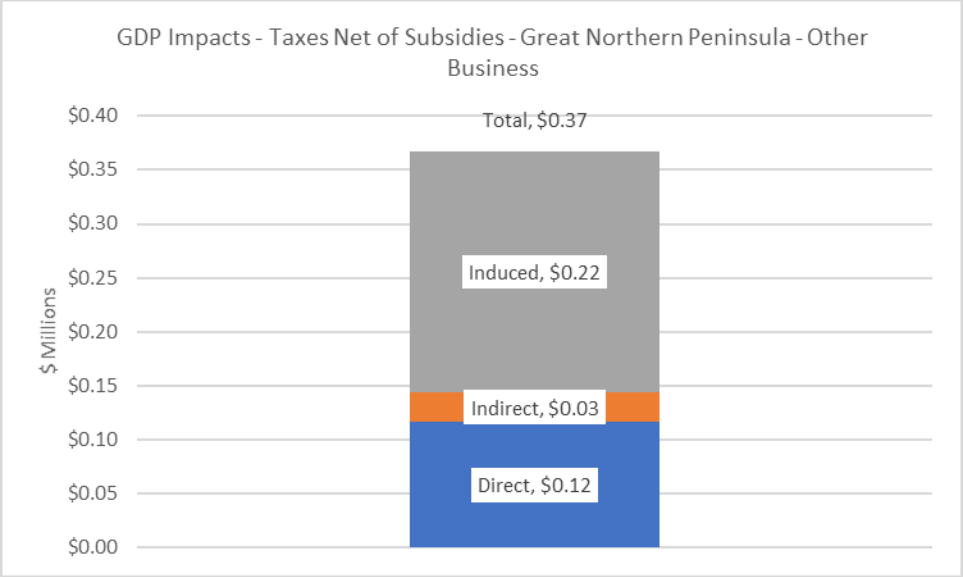


Figure 948: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

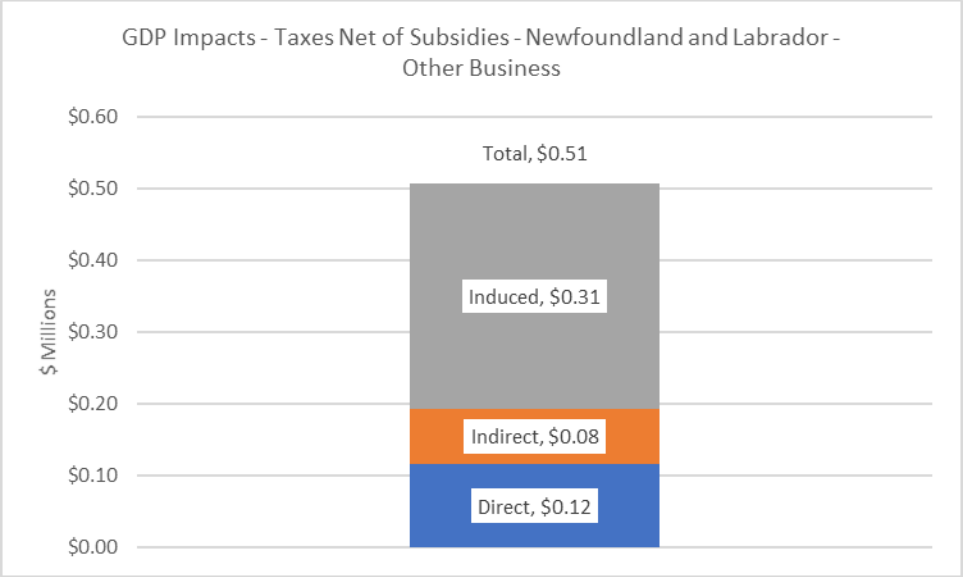
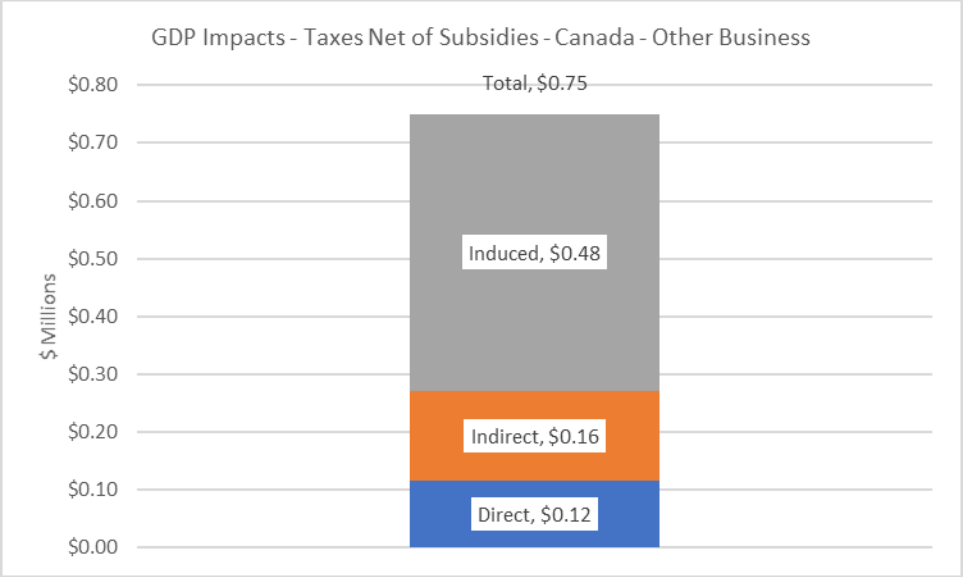


Figure 949: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.2.2 Wages, Salaries and Social Contributions

As shown in Table 50 and Figures 950 to 952, constructing the Other Business Opportunities is estimated to yield $2.51 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.44 million of indirect wages, salaries, and social contributions and $0.24 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $3.19 million. The corresponding total wages, salaries and social contributions for the province is $4.13 million – $2.51 million of direct wages, salaries, and social contributions, $1.04 million of indirect wages, salaries, and social contributions and $0.58 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $5.55 million in wages, salaries, and social contributions – $2.51 million of direct wages, salaries, and social contributions $1.93 million of indirect wages, salaries, and social contributions and $1.12 million of induced wages, salaries and social contributions.

Table 50: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$8.40	$2.51	$0.44	$0.24	**$3.19**
Newfoundland & Labrador	$8.40	$2.51	$1.04	$0.58	**$4.13**
Canada	$8.40	$2.51	$1.93	$1.12	**$5.55**

Figure 950: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing Other Business Opportunities of the Great Northern Port

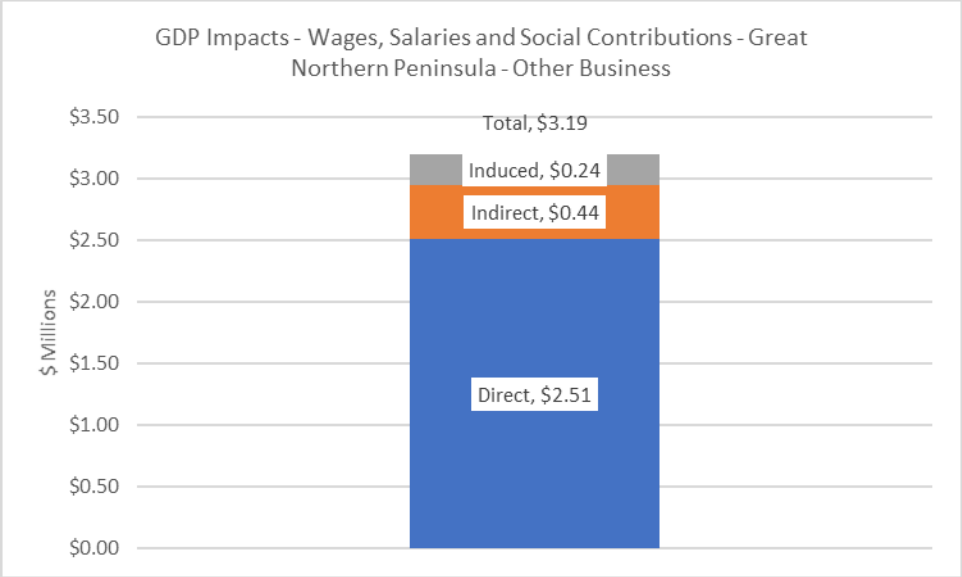


Figure 951: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

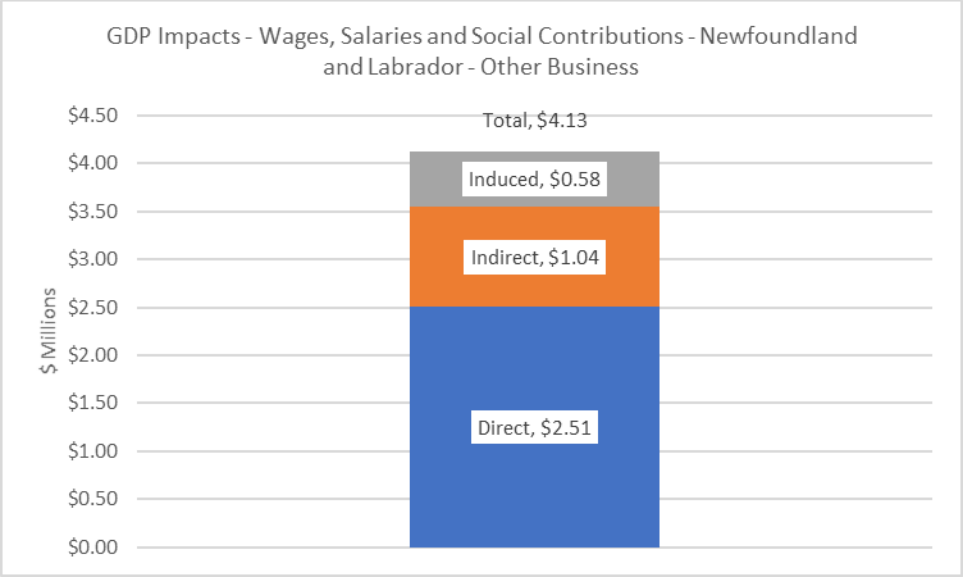
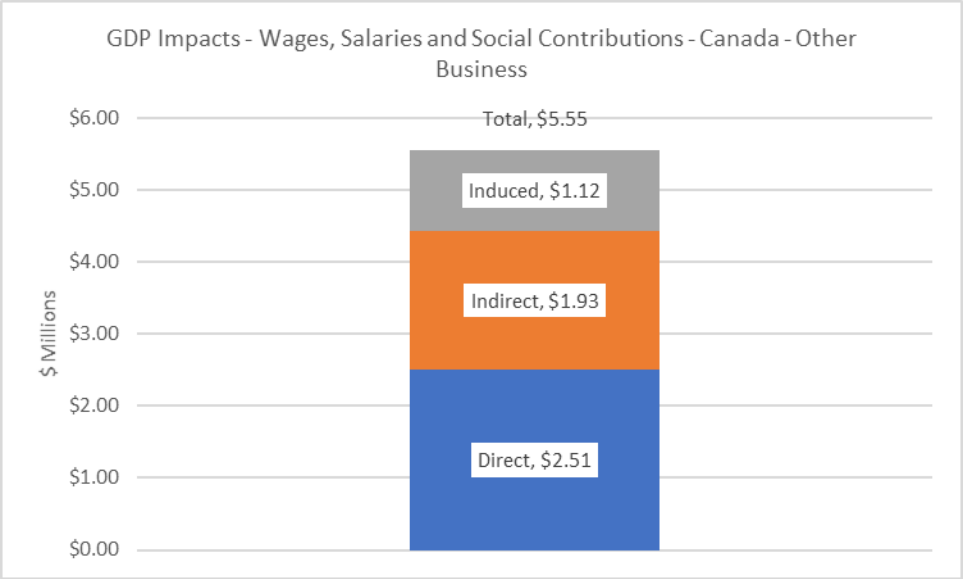


Figure 952: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.2.3 Business Income

As shown in Table 51 and Figures 953 to 955, constructing the Other Business Opportunities is estimated to yield $0.47million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.28 million of indirect business income and $0.28 million of induced business income for the Great Northern Peninsula for a total local business income impact of $1.03 million. The corresponding total business income for the province is $1.57 million – $0.47 million of direct

business income, $0.60 million of indirect business income and $0.50 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $2.52 million in business income – $0.47 million of direct business income $1.12 million of indirect business income and $0.93 million of induced business income.

Table 51: GDP Impacts – Business Income Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$8.40	$0.47	$0.28	$0.28	**$1.03**
Newfoundland & Labrador	$8.40	$0.47	$0.60	$0.50	**$1.57**
Canada	$8.40	$0.47	$1.12	$0.93	**$2.52**

Figure 953: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing Other Business Opportunities of the Great Northern Port

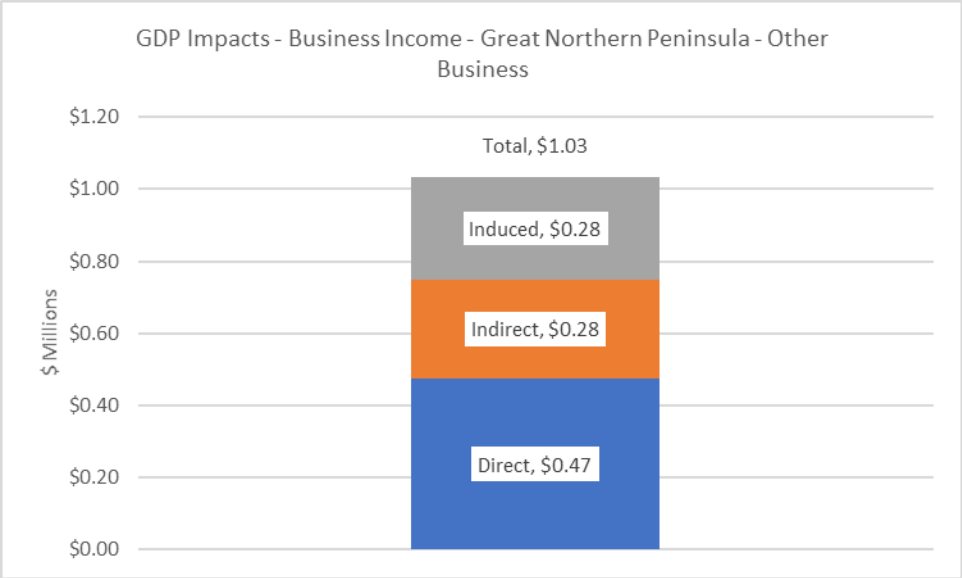


Figure 954: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

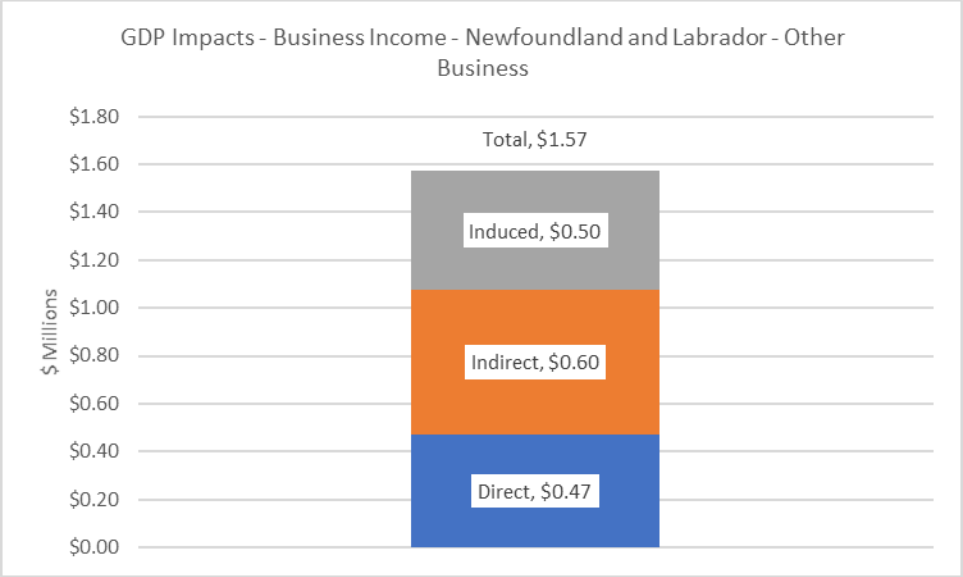
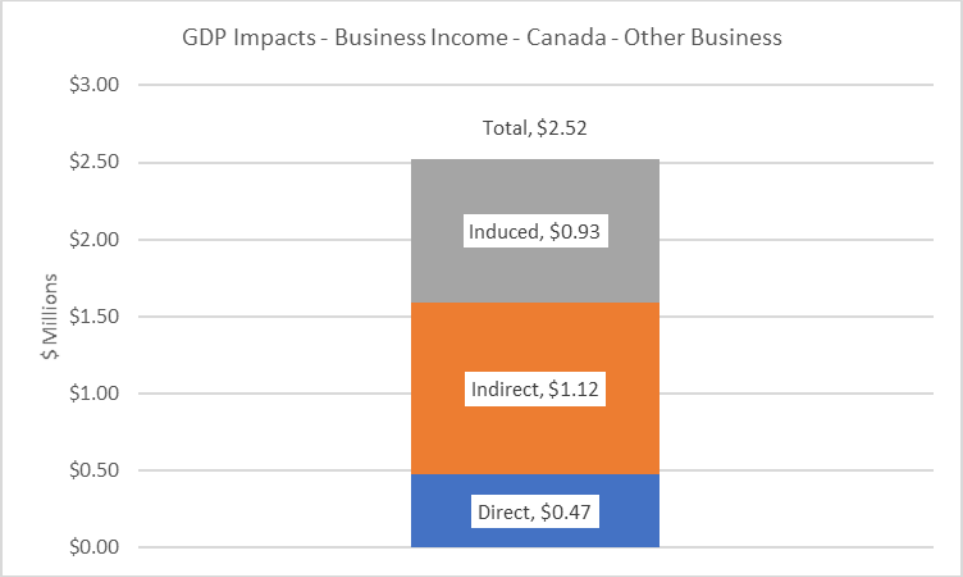


Figure 955: GDP Impact – Business Income for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3 Government Taxes

As shown in Table 52 and Figures 956 and 957, constructing the Other Business Opportunities is estimated to yield total government taxes for the province of $1.3 million – $0.68 million of direct government taxes, $0.23 million of indirect government taxes and $0.38 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $1.78 million in government taxes – $0.68 million of direct government taxes $0.48 million of indirect government taxes and $0.62 million of induced government taxes.

Table 52: Government Taxes Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.68	$0.23	$0.38	**$1.30**
Canada	$8.40	$0.68	$0.48	$0.62	**$1.78**

Figure 956: Government Taxes for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

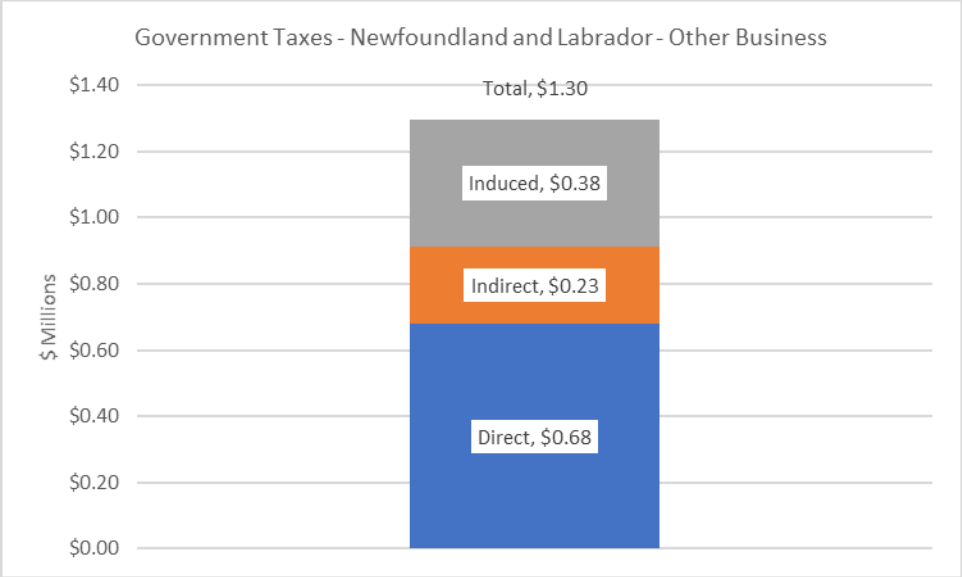
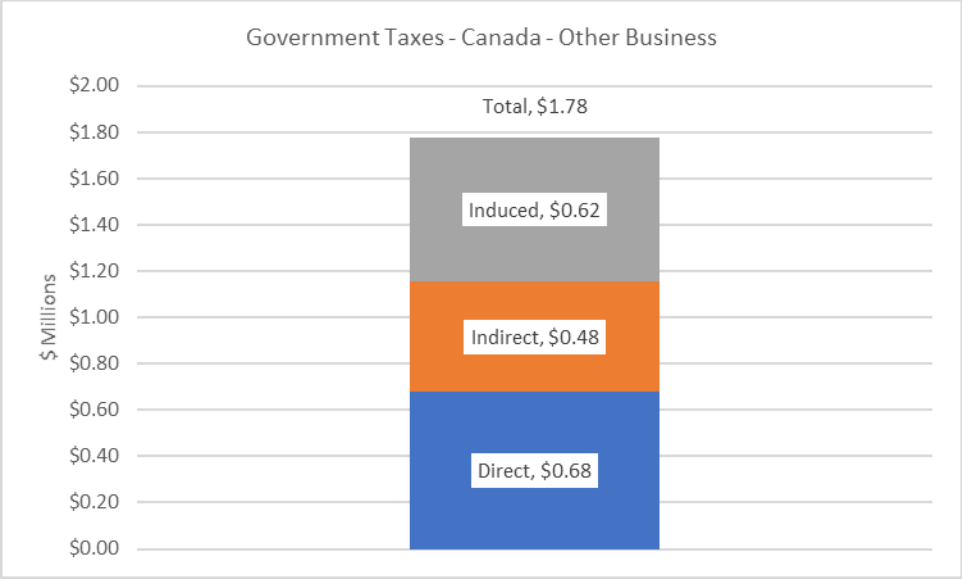


Figure 957: Government Taxes for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.1 Federal Income Tax

As shown in Table 53 and Figures 958 and 959, constructing the Other Business Opportunities is estimated to yield total federal income taxes for the province of $0.43 million – $0.30 million of direct federal income taxes, $0.09 million of indirect federal income taxes and $0.04 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.54 million in federal income taxes – $0.30 million of direct federal income taxes $0.17 million of indirect federal income taxes and $0.08 million of induced federal income taxes.

Table 53: Federal Income Tax Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.30	$0.09	$0.04	**$0.43**
Canada	$8.40	$0.30	$0.17	$0.08	**$0.54**

Figure 958: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

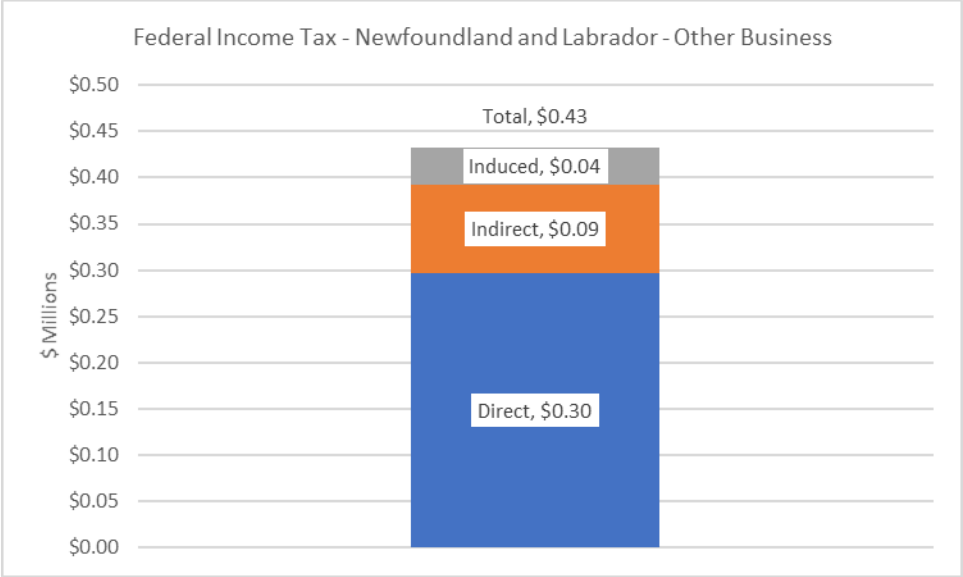
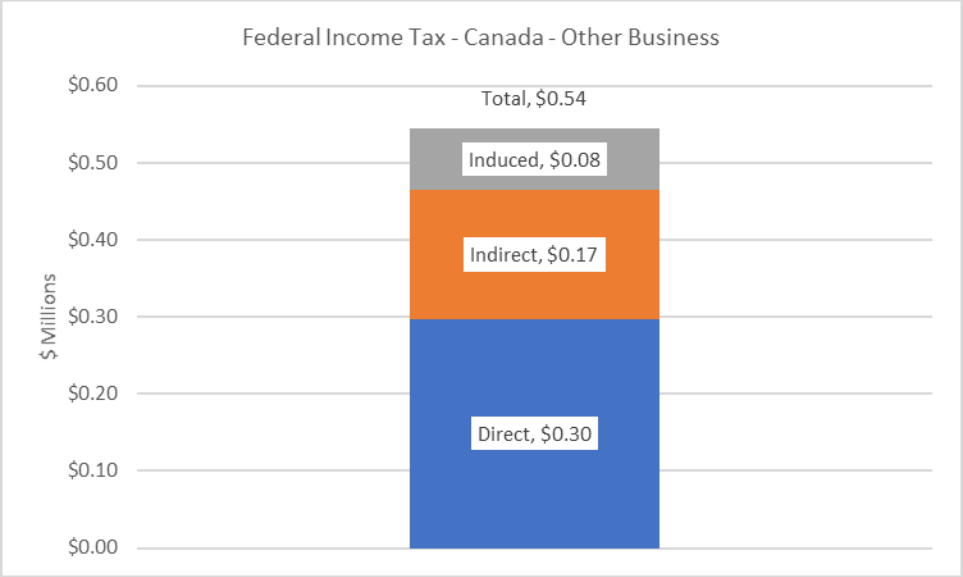


Figure 959: Government Taxes – Federal Income Tax for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.2 Federal HST/Indirect Taxes

As shown in Table 54 and Figures 960 and 961, constructing the Other Business Opportunities is estimated to yield total federal HST/indirect taxes for the province of $0.12 million – $0.03 million of direct federal HST/indirect taxes, $0.01 million of indirect federal HST/indirect taxes and $0.08 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.0.18 million in federal HST/indirect taxes – $0.03 million of direct federal

HST/indirect taxes $0.02 million of indirect federal HST/indirect taxes and $0.12 million of induced federal HST/indirect taxes.

Table 54: Federal HST/Indirect Taxes Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.03	$0.01	$0.08	**$0.12**
Canada	$8.40	$0.03	$0.02	$0.12	**$0.18**

Figure 960: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

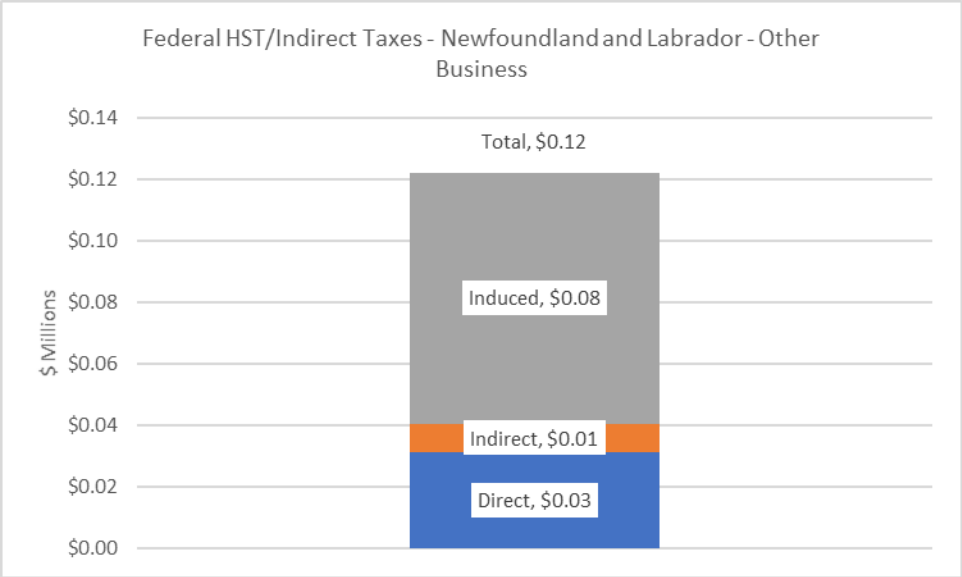
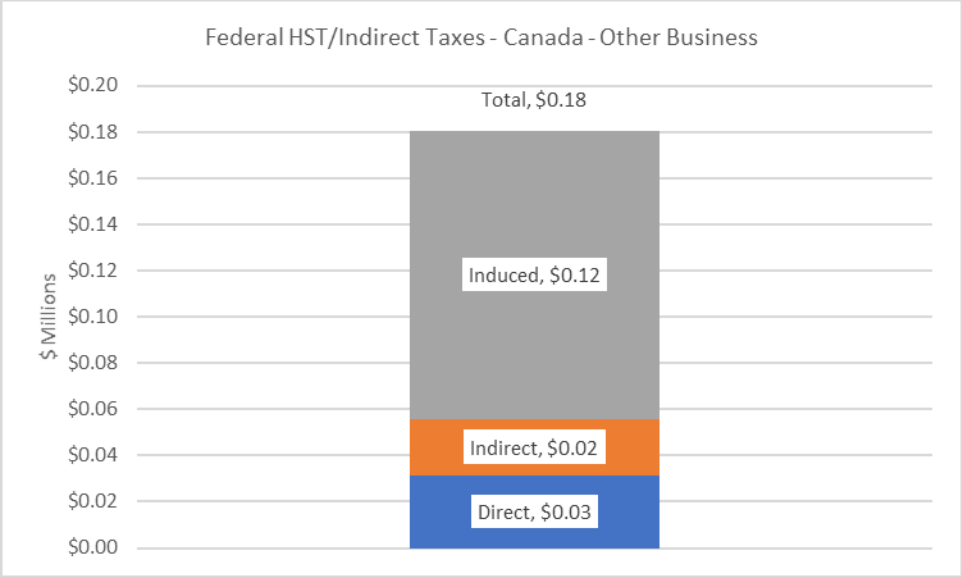


Figure 961: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.3 Federal Tax on Profits

As shown in Table 55 and Figures 962 and 963, constructing the Other Business Opportunities is estimated to yield total federal taxes on profits for the province of $0.08 million – $0.05 million of direct federal taxes on profits, $0.02 million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.14 million in federal taxes on profits – $0.05 million of direct federal taxes on profits $0.07 million of indirect federal taxes on profits and $0.03 million of induced federal taxes on profits.

Table 55: Federal Tax on Profits Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.05	$0.02	$0.01	**$0.08**
Canada	$8.40	$0.05	$0.07	$0.03	**$0.14**

Figure 962: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

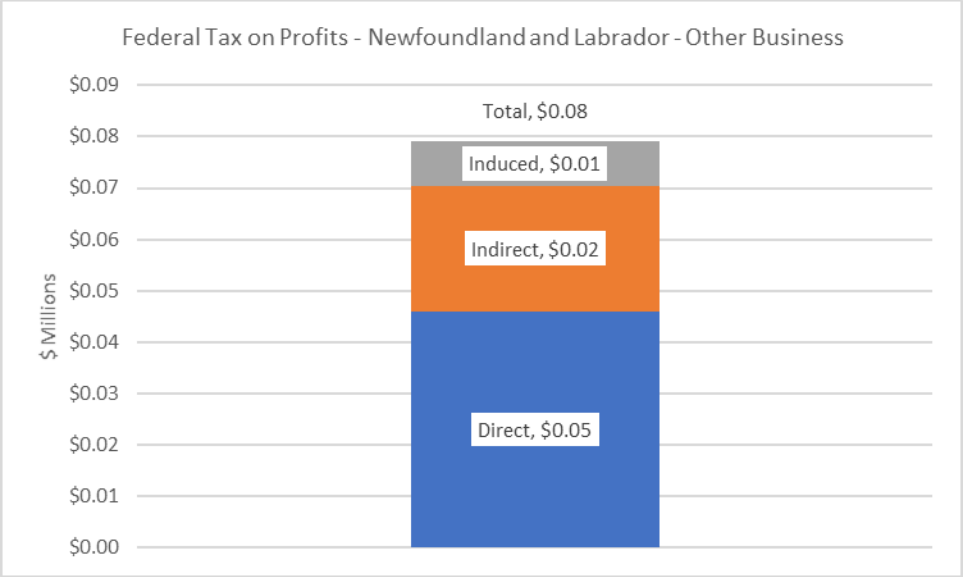
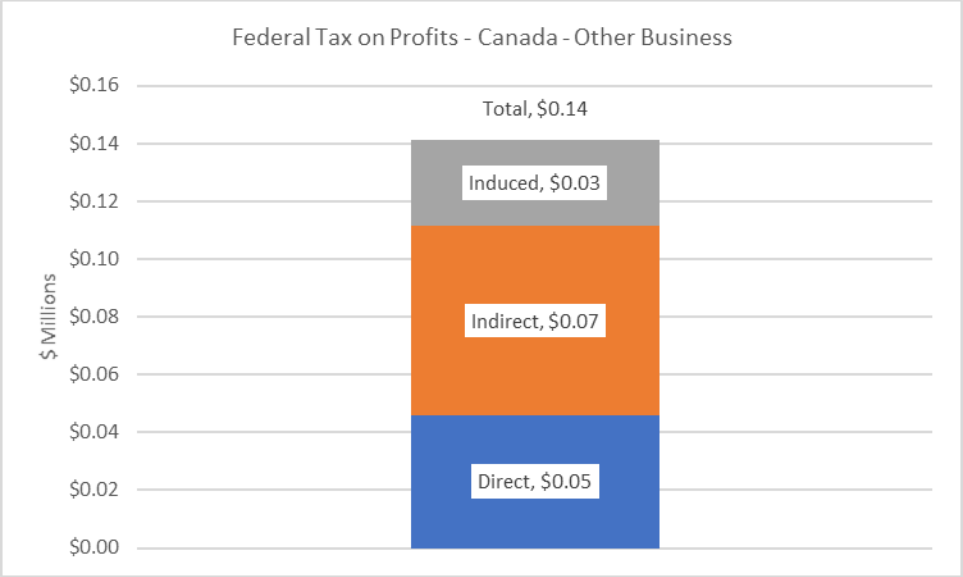


Figure 963: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.4 Federal Tax Revenue

As shown in Table 56 and Figures 964 and 965, constructing the Other Business Opportunities is estimated to yield total federal tax revenue for the province of $0.63 million – $0.37 million of direct federal tax revenue, $0.13 million of indirect federal tax revenue and $0.13 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.87 million in federal tax revenue – $0.37 million of direct federal tax revenue $0.26 million of indirect federal tax revenue and $0.23 million of induced federal tax revenue.

Table 56: Federal Tax Revenue Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.37	$0.13	$0.13	**$0.63**
Canada	$8.40	$0.37	$0.26	$0.23	**$0.87**

Figure 964: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

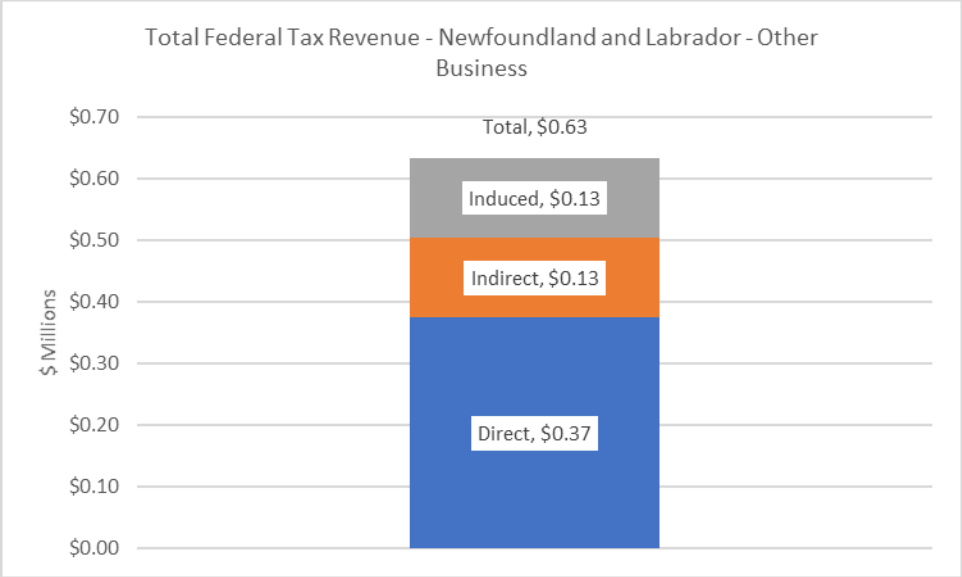
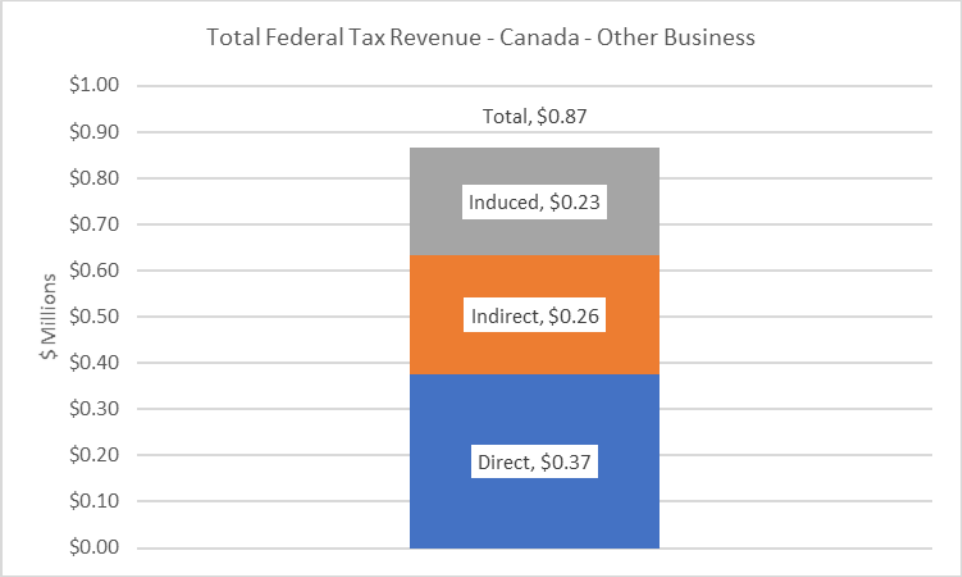


Figure 965: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.5 Provincial Income Tax

As shown in Table 57 and Figures 966 and 967, constructing the Other Business Opportunities is estimated to yield total provincial income tax for the province of $0.28 million – $0.19 million of direct provincial income tax, $0.06 million of indirect provincial income tax and $0.03 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.35 million in provincial income tax – $0.19 million of direct provincial income tax $0.11 million of indirect provincial income tax and $0.05 million of induced provincial income tax.

Table 57: Provincial Income Tax Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.19	$0.06	$0.03	**$0.28**
Canada	$8.40	$0.19	$0.11	$0.05	**$0.35**

Figure 966: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

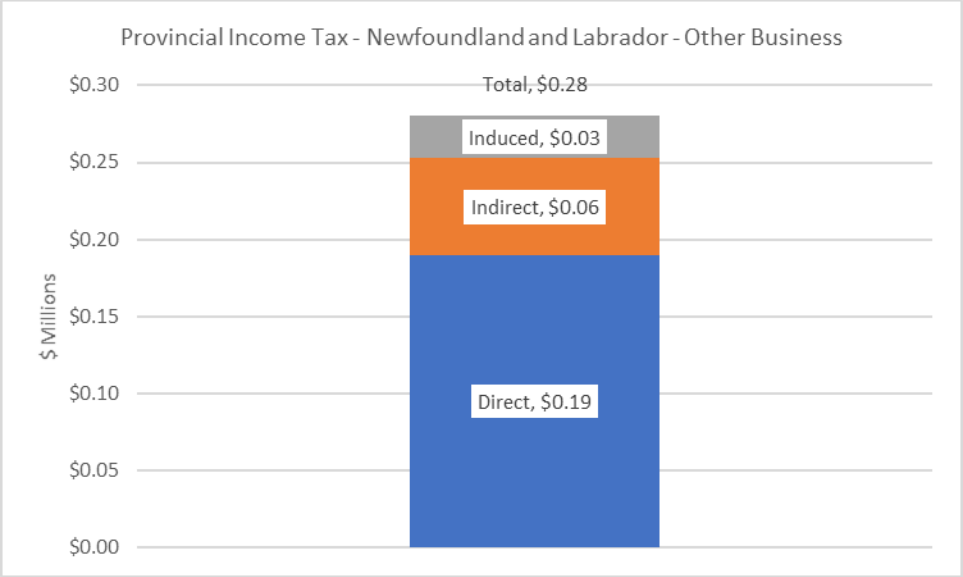
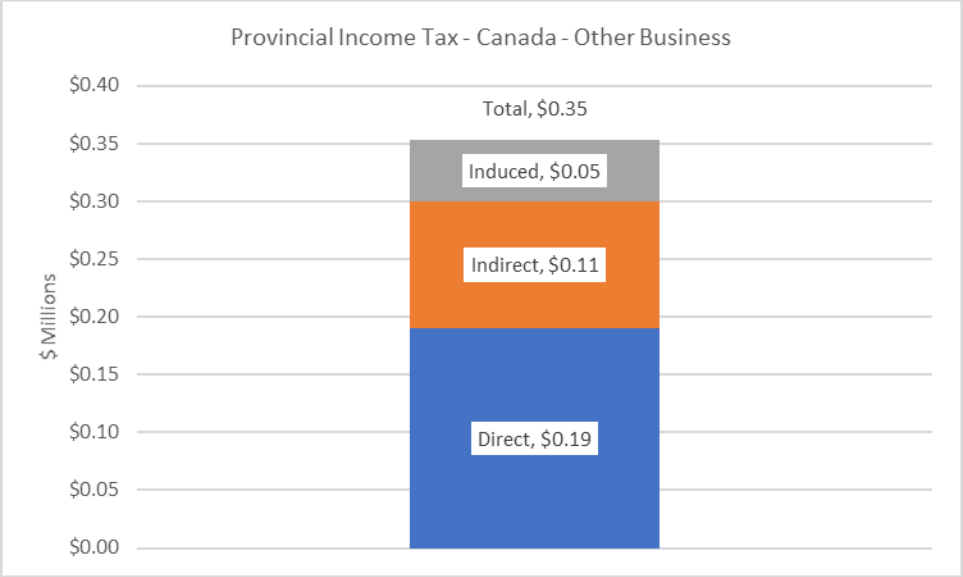


Figure 967: Government Taxes – Provincial Income Tax for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.6 Provincial HST/Indirect Taxes

As shown in Table 58 and Figures 968 and 969, constructing the Other Business Opportunities is estimated to yield total provincial HST/Indirect taxes for the province of $0.33 million – $0.08 million of direct provincial HST/Indirect taxes, $0.02 million of indirect provincial HST/Indirect taxes and $0.22 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.46 million in provincial HST/Indirect taxes – $0.08 million of direct

provincial HST/Indirect taxes $0.06 million of indirect provincial HST/Indirect taxes and $0.32 million of induced provincial HST/Indirect taxes.

Table 58: Provincial HST/Indirect Taxes Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.08	$0.02	$0.22	**$0.33**
Canada	$8.40	$0.08	$0.06	$0.32	**$0.46**

Figure 968: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

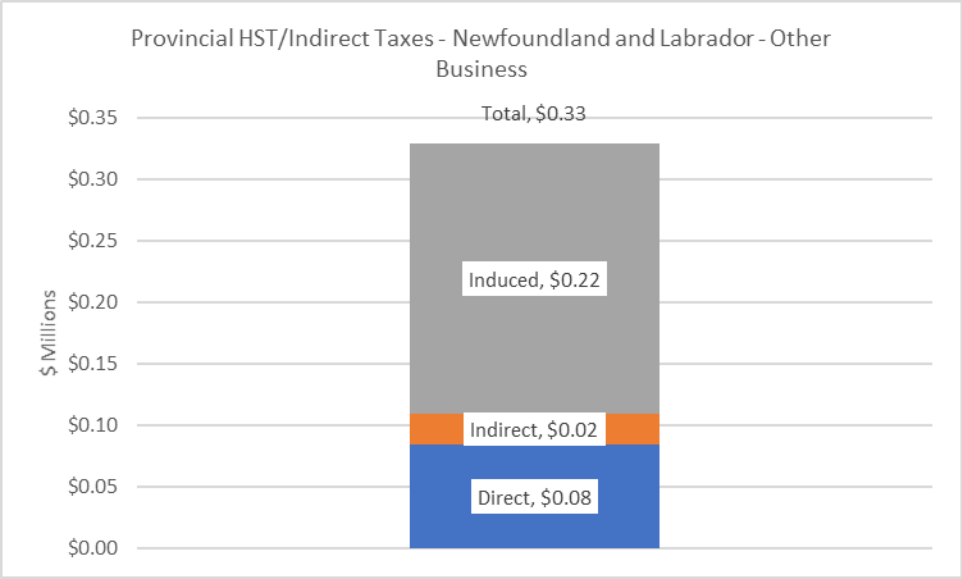
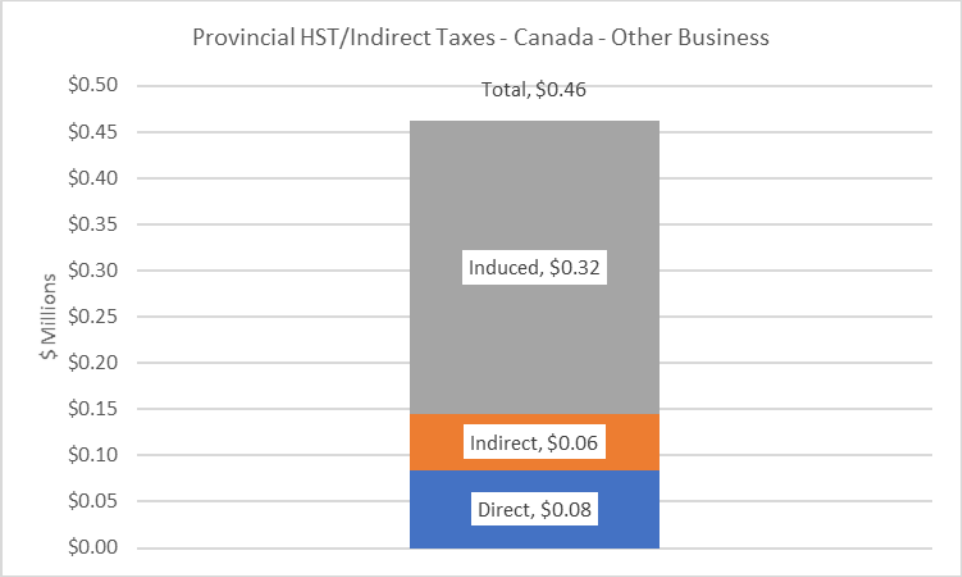


Figure 969: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.7 Provincial Tax on Profits

As shown in Table 59 and Figures 970 and 971, constructing the Other Business Opportunities is estimated to yield total provincial HST/Indirect taxes for the province of $0.05 million – $0.03 million of direct provincial HST/Indirect taxes, $0.02 million of indirect provincial HST/Indirect taxes and $0.01 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.10 million in provincial HST/Indirect taxes – $0.03 million of direct provincial HST/Indirect taxes $0.05 million of indirect provincial HST/Indirect taxes and $0.02 million of induced provincial HST/Indirect taxes.

Table 59: Provincial Tax on Profits Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.03	$0.02	$0.01	**$0.05**
Canada	$8.40	$0.03	$0.05	$0.02	**$0.10**

Figure 970: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

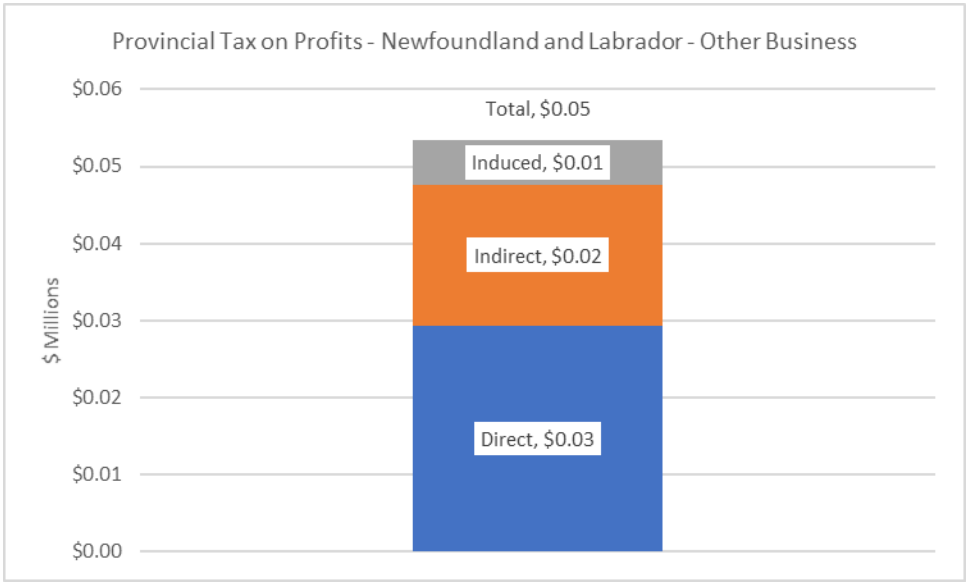
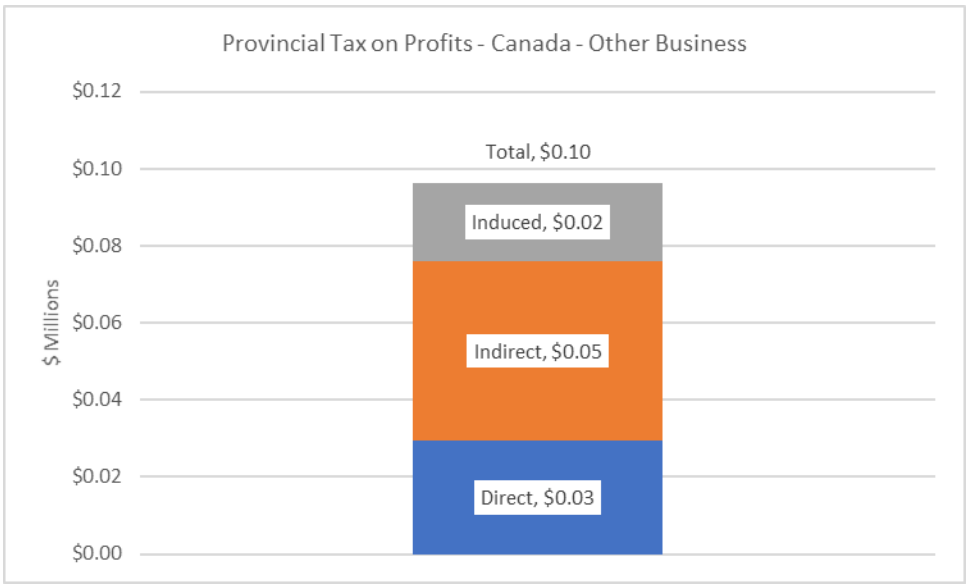


Figure 971: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



13.3.8 Provincial Tax Revenue

As shown in Table 60 and Figures 972 and 973, constructing the Other Business Opportunities is estimated to yield total provincial tax revenue for the province of $0.66 million – $0.30 million of direct provincial tax revenue, $0.11 million of indirect provincial tax revenue and $0.25 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.91 million in provincial tax revenue – $0.30 million of direct provincial tax revenue $0.22 million of indirect provincial tax revenue and $0.39 million of induced provincial tax revenue.

Table 60: Provincial Tax Revenue Associated with Constructing Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$8.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.40	$0.30	$0.11	$0.25	**$0.66**
Canada	$8.40	$0.30	$0.22	$0.39	**$0.91**

Figure 972: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing Other Business Opportunities of the Great Northern Port

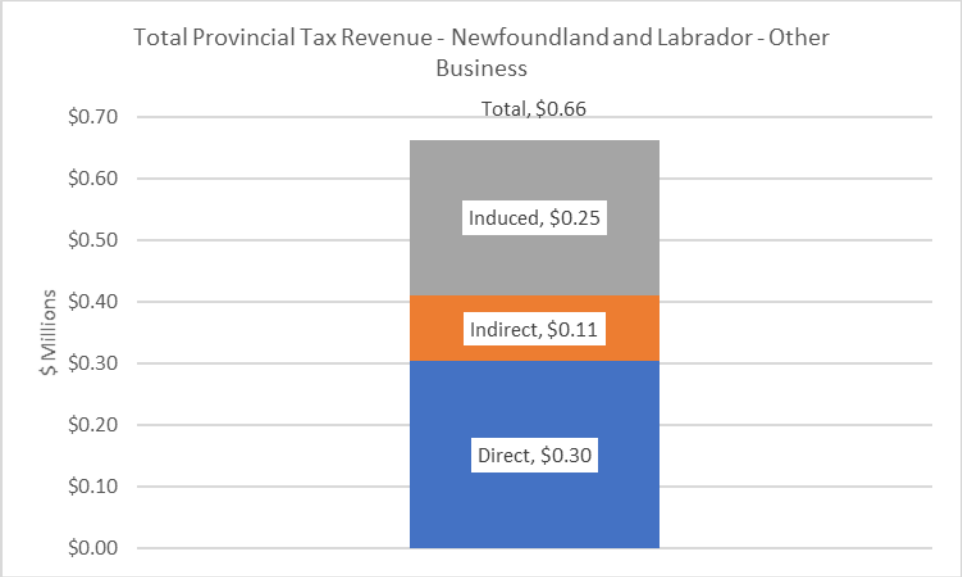
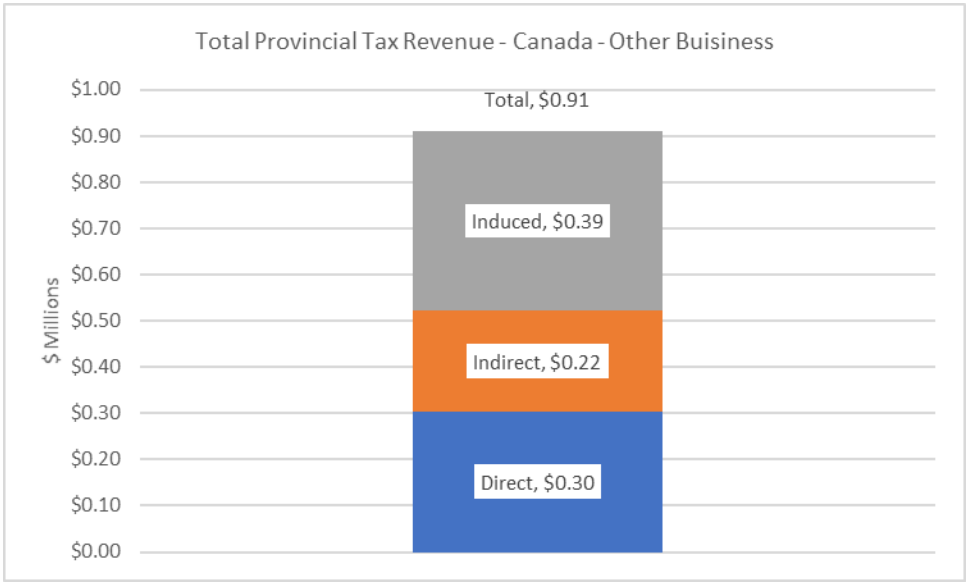


Figure 973: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing Other Business Opportunities of the Great Northern Port



14.0 Construction – Other Economic Activity (Scenario 1)

As described above, the Other Economic Activity (Scenario 1) analyzed below includes oil field services support which is centered on accelerated support for the West Orphan basin and south Labrador for marine transit of fuel, fluids, mud and general laydown areas for casings, pipe, chains and subsea equipment, air support services based on fixed wing transport to Saint Anthony and shorter helicopter transit to the field and would need a back-up landing locations for helicopters (GNP and Airport), medevac base for Northern access and impact on hospital, satellite station for military ship monitoring North Atlantic and the North based on shorter sail time than Halifax, shipping of wood products direct to market, transformation of wood products, transformation of sealing products for export, and a direct Air to Fuel facility. The specific analysis presented in Section 14 assesses the economic impacts associated with the capital expenditures utilized to construct the Other Economic Activity (Scenario 1). The corresponding economic impacts for a typical operations year of the Other Economic Activity (Scenario 1) are analyzed and presented in Section 22 below.

14.1 Employment

The construction phase of the Other Economic Activity (Scenario 1) assumes that approximately $403 million will be invested (see Table615). As shown in Table 61 and Figures 974 to 976, this is estimated to yield 659 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 251 person-years of indirect employment and 200 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 1,110 person-years. The corresponding total employment for the province is 1,718 person-years – 659 person-years of direct employment, 623 person-years of indirect employment and 435 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 3,409 person-years of employment – 659 person-years of direct employment, 1,687 person-years of indirect employment and 1,063 person-years of induced employment.

Table 61: Employment Impact Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$402.98	659.0	250.7	199.8	**1,109.5**
Newfoundland & Labrador	$402.98	659.0	623.3	435.4	**1,717.7**
Canada	$402.98	659.0	1,686.9	1,063.0	**3,408.9**

Figure 974: Employment Impact for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

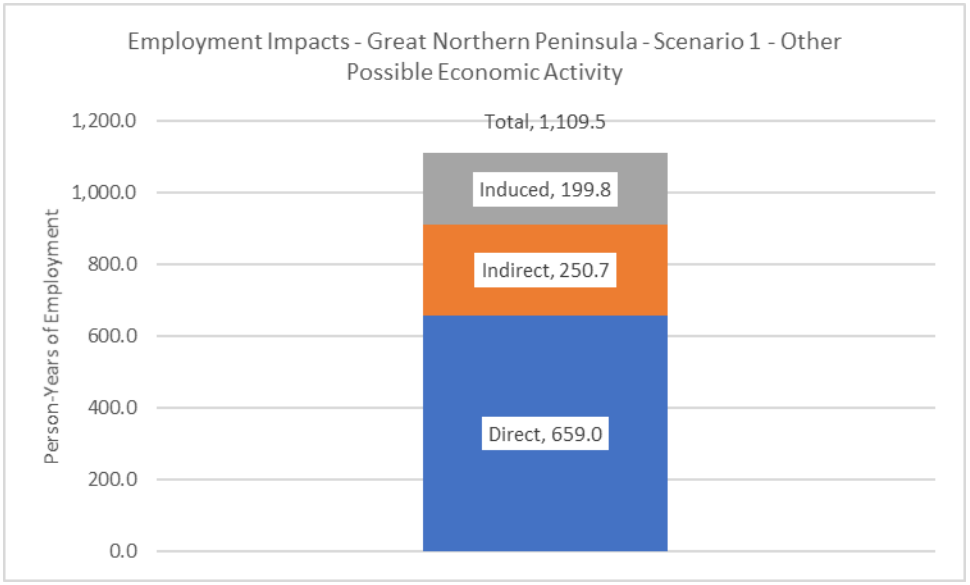


Figure 975: Employment Impact for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

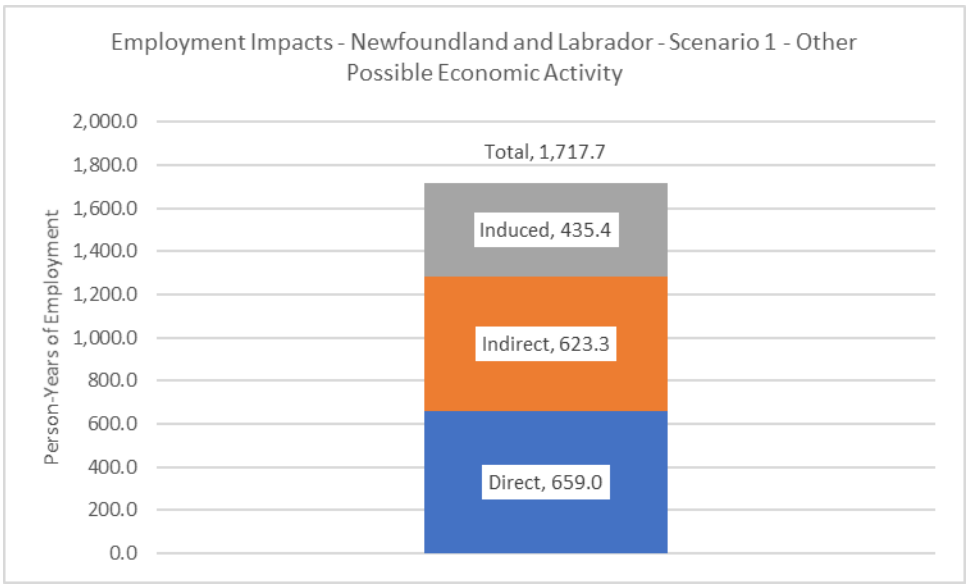
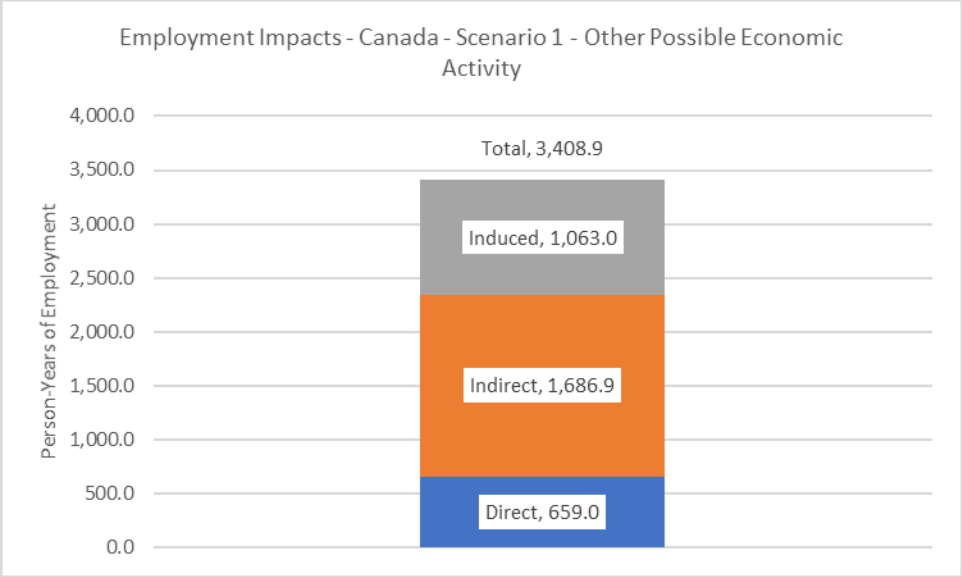


Figure 976: Employment Impact for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.2 GDP

As shown in Table 62 and Figures 977 to 979, constructing the Other Economic Activity (Scenario 1) is estimated to yield $99 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $21 million of indirect GDP and $24 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $143 million. The corresponding total GDP for the province is $204 million – $99 million of direct GDP, $59 million of indirect GDP and $47 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $369million in GDP – $99 million of direct GDP, $161 million of indirect GDP and $110 million of induced GDP.

Table 62: GDP Impact Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$402.98	$98.56	$20.50	$24.03	**$143.09**
Newfoundland & Labrador	$402.98	$98.56	$58.83	$47.03	**$204.41**
Canada	$402.98	$98.56	$160.74	$109.63	**$368.92**

Figure 977: GDP Impact for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

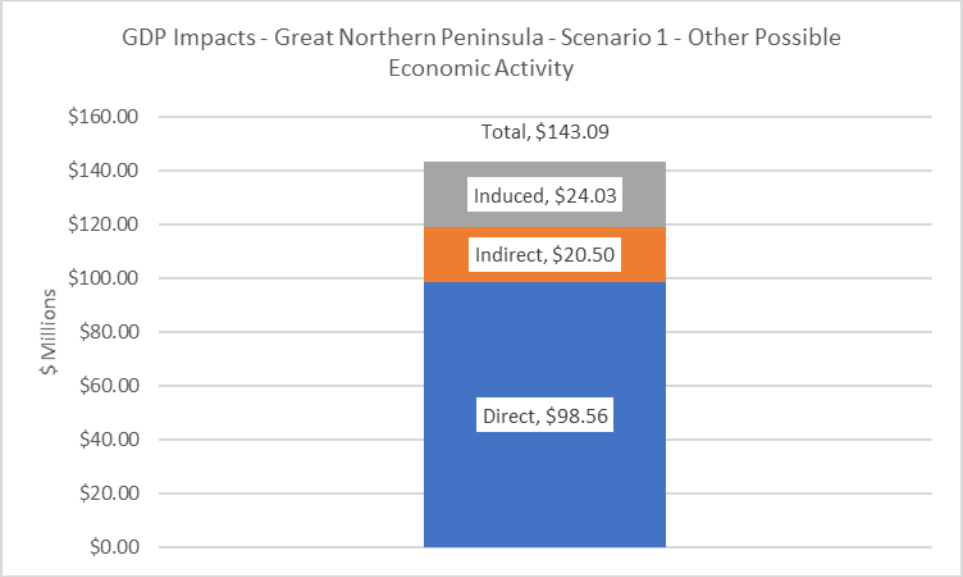


Figure 978: GDP Impact for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

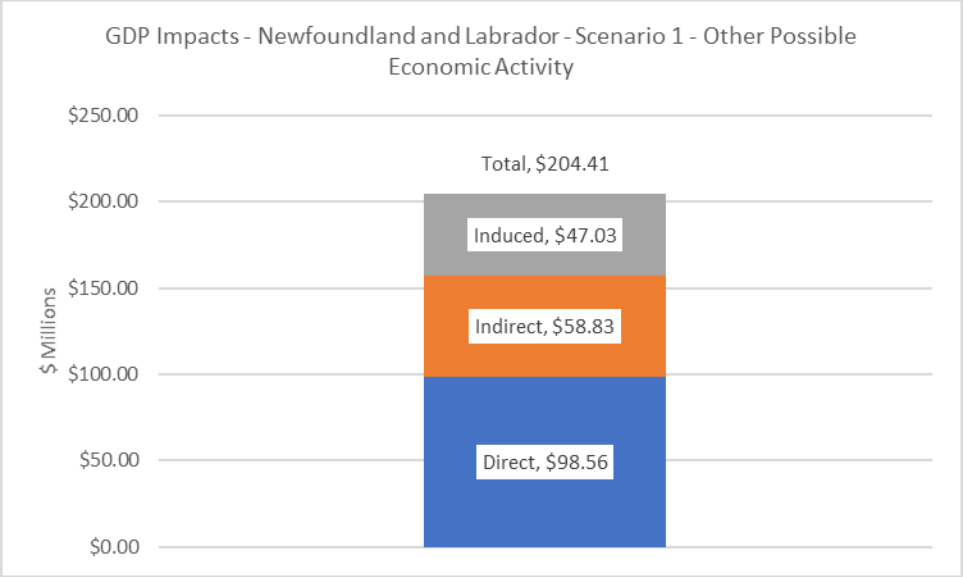
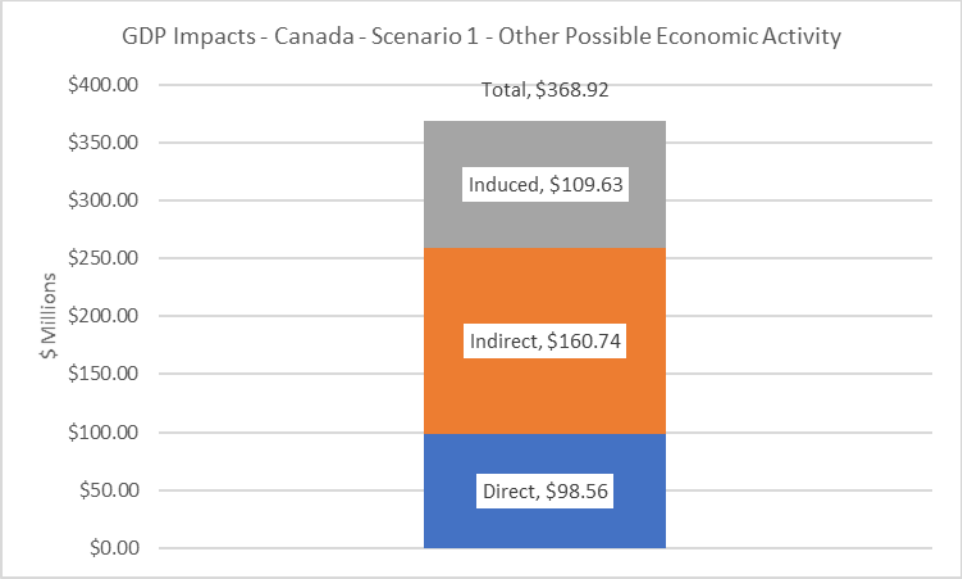


Figure 979: GDP Impact for Canada with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.2.1 Taxes Net of Subsidies

As shown in Table 63 and Figures 980 to 982, constructing the Other Economic Activity (Scenario 1) is estimated to yield $7.7 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.85 million of indirect taxes net of subsidies and $7.23 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $15.77 million. The corresponding total direct taxes net of subsidies for the province is $20.76 million – $7.70 million of direct taxes net of subsidies, $2.44 million of indirect taxes net of subsidies and $10.63 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $36.10 million in taxes net of subsidies – $7.70 million of direct taxes net of subsidies, $7.76 million of indirect taxes net of subsidies and $20.64 million of induced taxes net of subsidies.

Table 63: GDP Impacts - Taxes Net of Subsidies Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$402.98	$7.70	$0.85	$7.23	**$15.77**
Newfoundland & Labrador	$402.98	$7.70	$2.44	$10.63	**$20.76**
Canada	$402.98	$7.70	$7.76	$20.64	**$36.10**

Figure 980: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

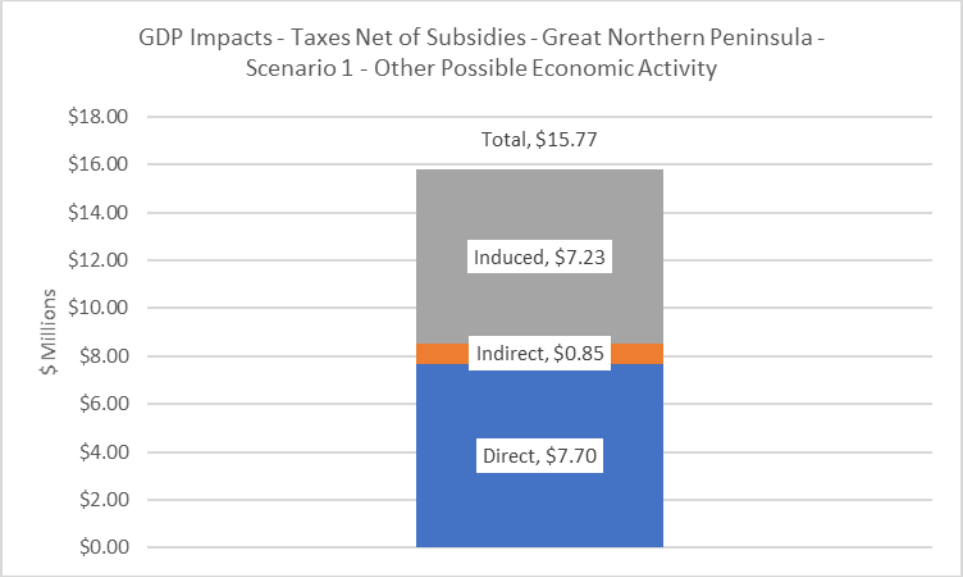


Figure 981: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

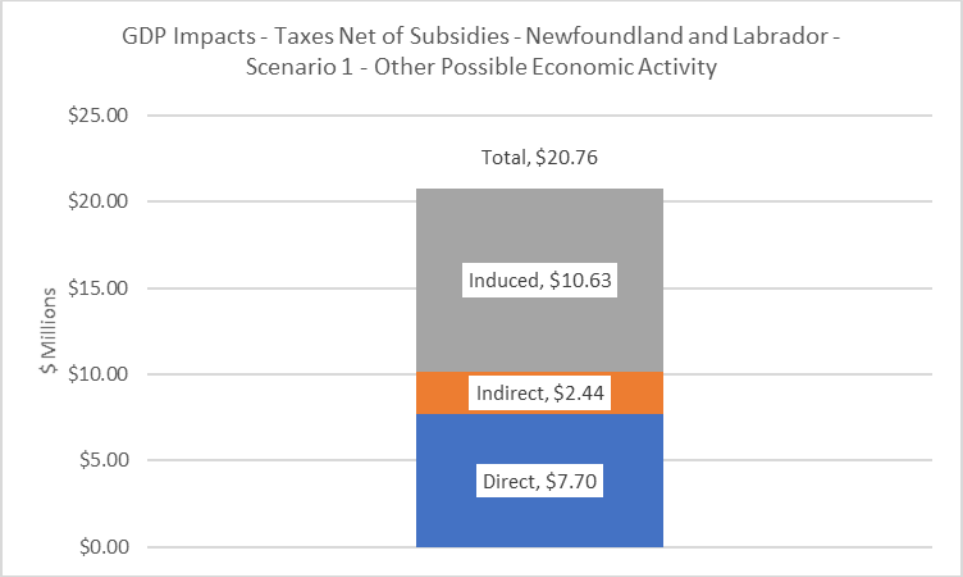
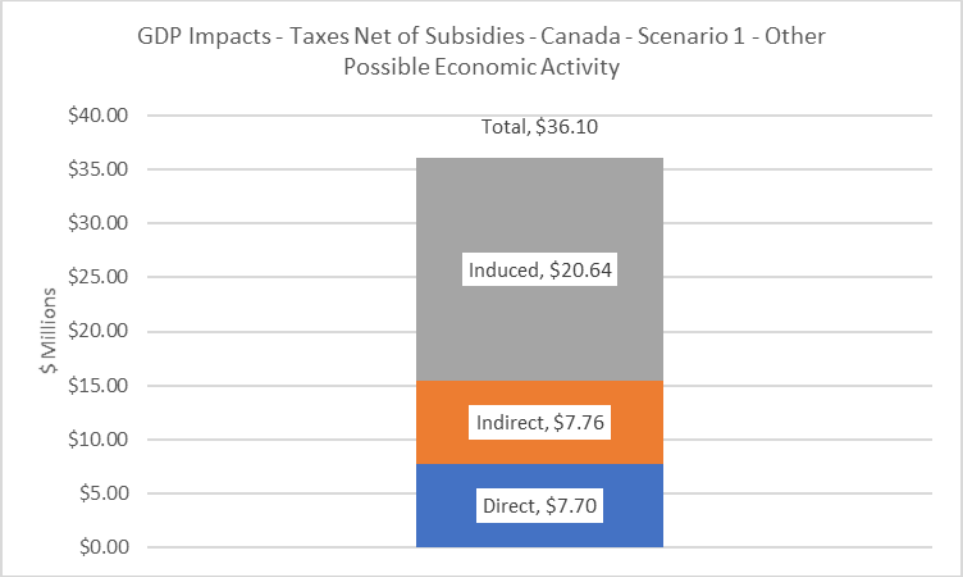


Figure 982: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.2.2 Wages, Salaries and Social Contributions

As shown in Table 64 and Figures 983 to 985, constructing the Other Economic Activity (Scenario 1) is estimated to yield $81.07 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $14.03 million of indirect wages, salaries, and social contributions and $7.82 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $102.92 million. The corresponding total wages, salaries and social contributions for the province is $139.06 million – $81.07 million of direct wages, salaries, and social contributions, $38.16 million of indirect wages, salaries, and social contributions and $19.83 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $231.99 million in wages, salaries, and social contributions – $81.07 million of direct wages, salaries, and social contributions $101.56 million of indirect wages, salaries, and social contributions and $49.37 million of induced wages, salaries and social contributions.

Table 64: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$402.98	$81.07	$14.03	$7.82	**$102.92**
Newfoundland & Labrador	$402.98	$81.07	$38.16	$19.83	**$139.06**
Canada	$402.98	$81.07	$101.56	$49.37	**$231.99**

Figure 983: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

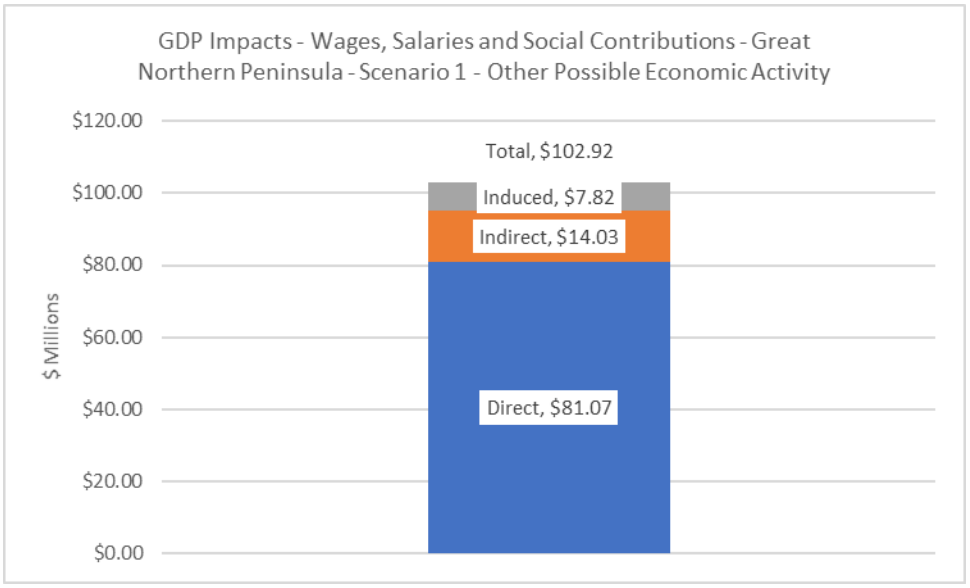


Figure 984: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

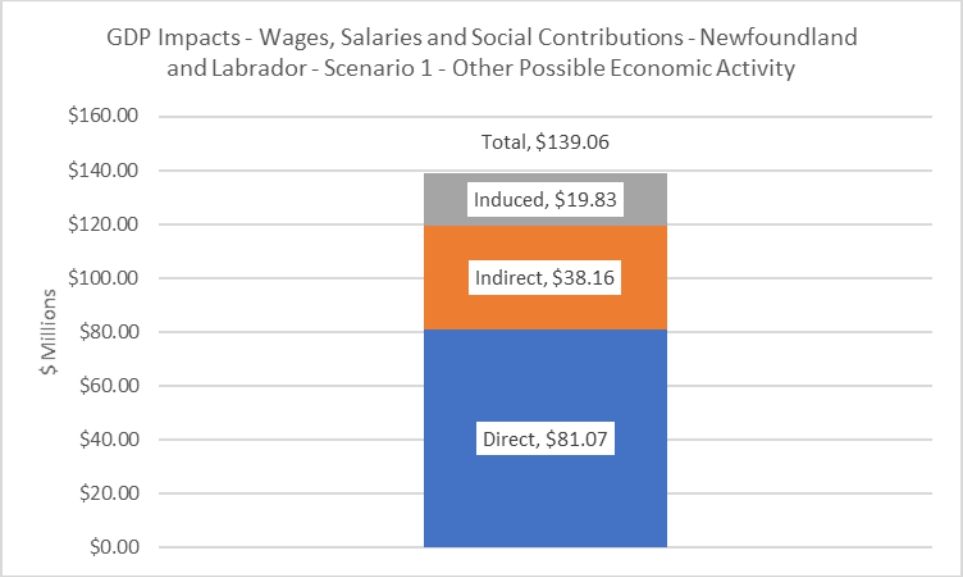
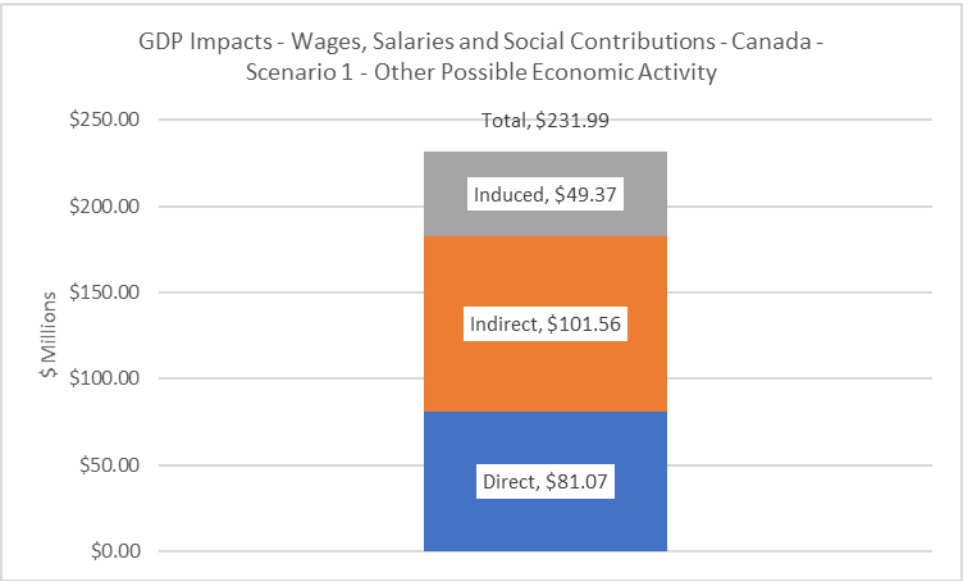


Figure 985: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.2.3 Business Income

As shown in Table 65 and Figures 986 to 988, constructing the Other Economic Activity (Scenario 1) is estimated to yield $9.79 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $5.89 million of indirect business income and $9.10 million of induced business income for the Great Northern Peninsula for a total local business income impact of $24.78 million. The corresponding total business income for the province is $46.18 million – $9.79

million of direct business income, $19.39 million of indirect business income and $17.00 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $105.59 million in business income – $9.79 million of direct business income $54.44 million of indirect business income and $41.37 million of induced business income.

Table 65: GDP Impacts – Business Income Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$402.98	$9.79	$5.89	$9.10	**$24.78**
Newfoundland & Labrador	$402.98	$9.79	$19.39	$17.00	**$46.18**
Canada	$402.98	$9.79	$54.44	$41.37	**$105.59**

Figure 986: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

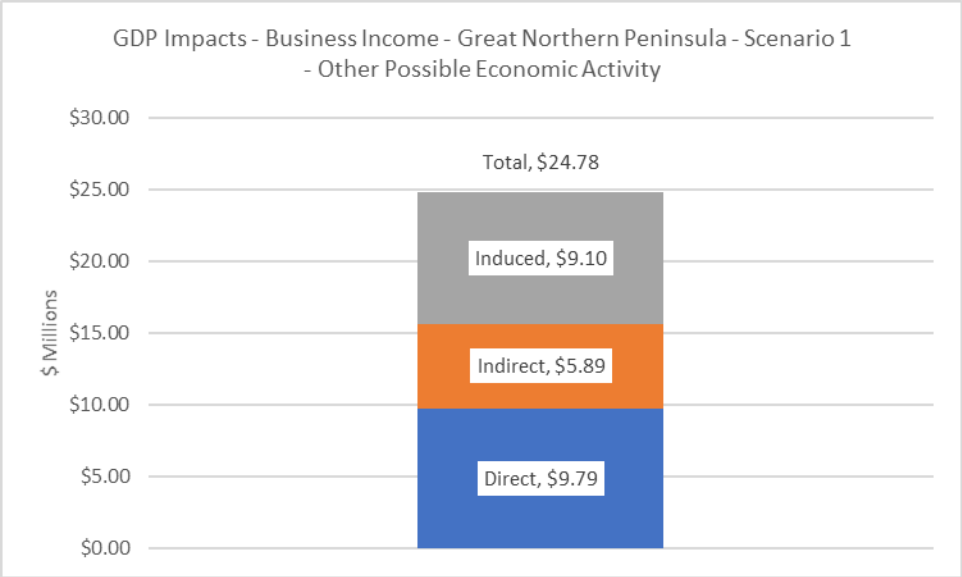


Figure 987: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

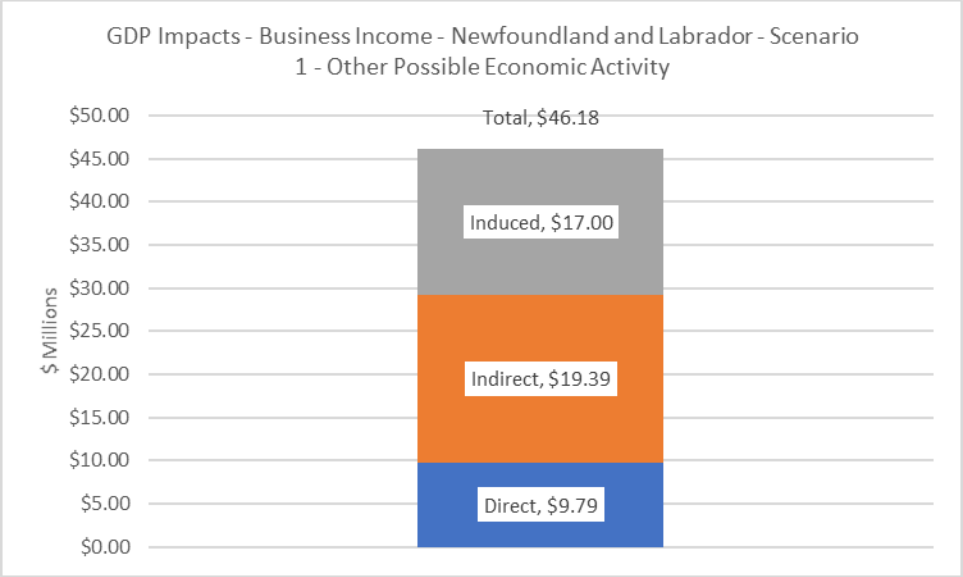
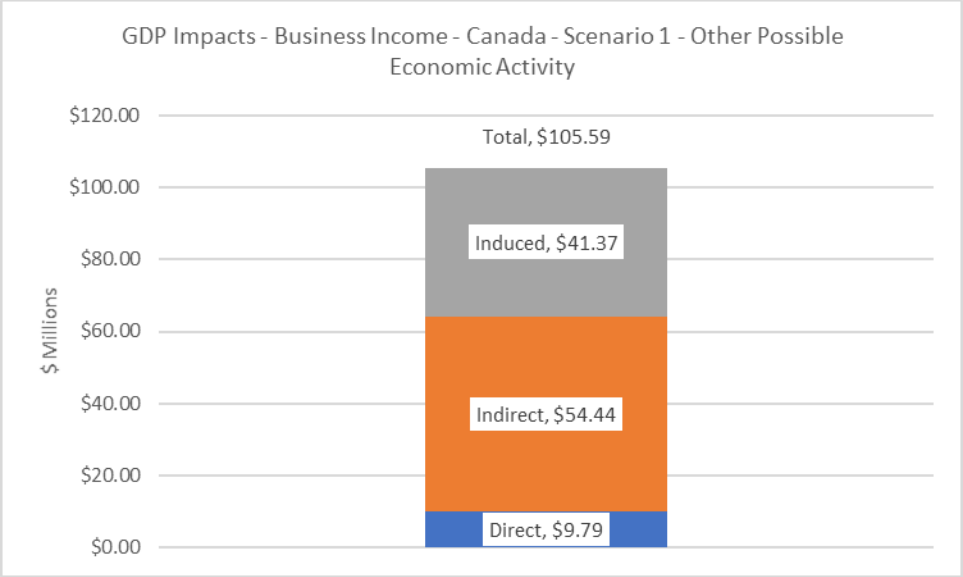


Figure 988: GDP Impact – Business Income for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3 Government Taxes

As shown in Table 66 and Figures 989 and 990, constructing the Other Economic Activity (Scenario 1) is estimated to yield total government taxes for the province of $47.03 million – $25.43 million of direct government taxes, $8.61 million of indirect government taxes and $12.99 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $77.88 million in government taxes – $25.43 million of direct government taxes $25.42 million of indirect government taxes and $27.03 million of induced government taxes.

Table 66: Government Taxes Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$25.43	$8.61	$12.99	**$47.03**
Canada	$402.98	$25.43	$25.42	$27.03	**$77.88**

Figure 989: Government Taxes for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

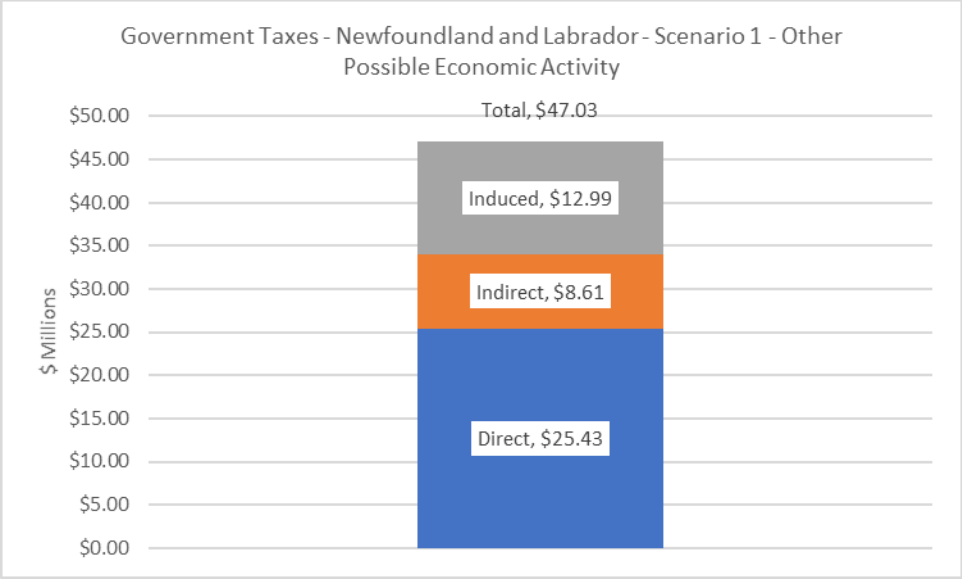
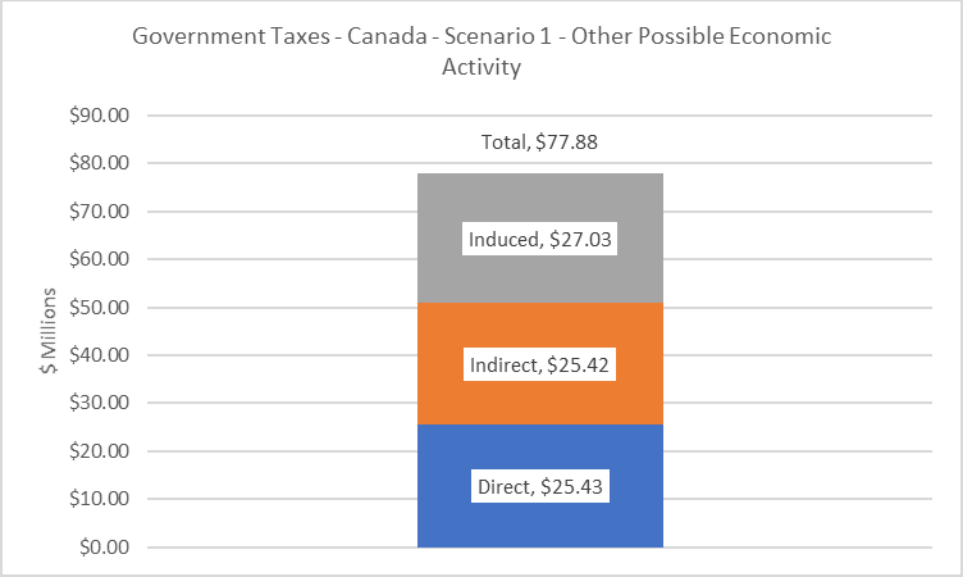


Figure 990: Government Taxes for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.1 Federal Income Tax

As shown in Table 67 and Figures 991 and 992, constructing the Other Economic Activity (Scenario 1) is estimated to yield total federal income taxes for the province of $14.75 million – $9.88 million of direct federal income taxes, $3.51 million of indirect federal income taxes and $1.36 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $22.05 million in federal income taxes – $9.88 million of direct federal income taxes $8.68 million of indirect federal income taxes and $3.49 million of induced federal income taxes.

Table 67: Federal Income Tax Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$9.88	$3.51	$1.36	**$14.75**
Canada	$402.98	$9.88	$8.68	$3.49	**$22.05**

Figure 991: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

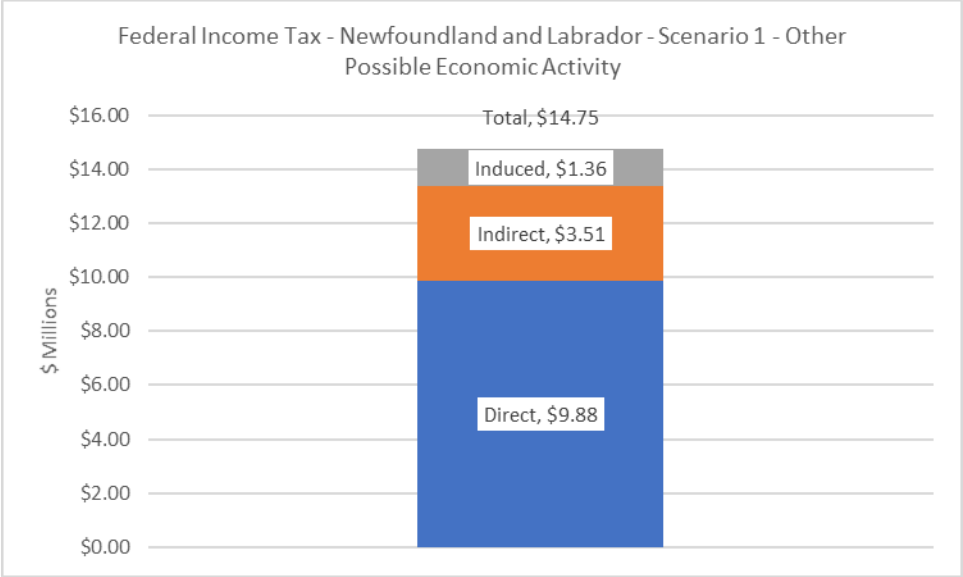
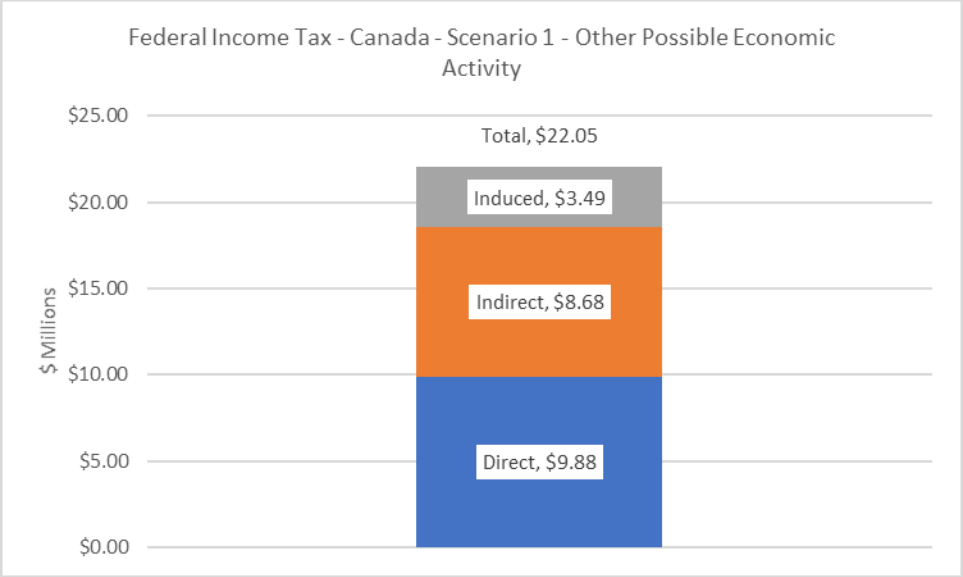


Figure 992: Government Taxes – Federal Income Tax for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.2 Federal HST/Indirect Taxes

As shown in Table 68 and Figures 993 and 994, constructing the Other Economic Activity (Scenario 1) is estimated to yield total federal HST/indirect taxes for the province of $5.20 million – $2.09 million of direct federal HST/indirect taxes, $0.35 million of indirect federal HST/indirect taxes and $2.76 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $8.92 million in federal HST/indirect taxes – $2.09

million of direct federal HST/indirect taxes $1.40 million of indirect federal HST/indirect taxes and $5.43 million of induced federal HST/indirect taxes.

Table 68: Federal HST/Indirect Taxes Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$2.09	$0.35	$2.76	**$5.20**
Canada	$402.98	$2.09	$1.40	$5.43	**$8.92**

Figure 993: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

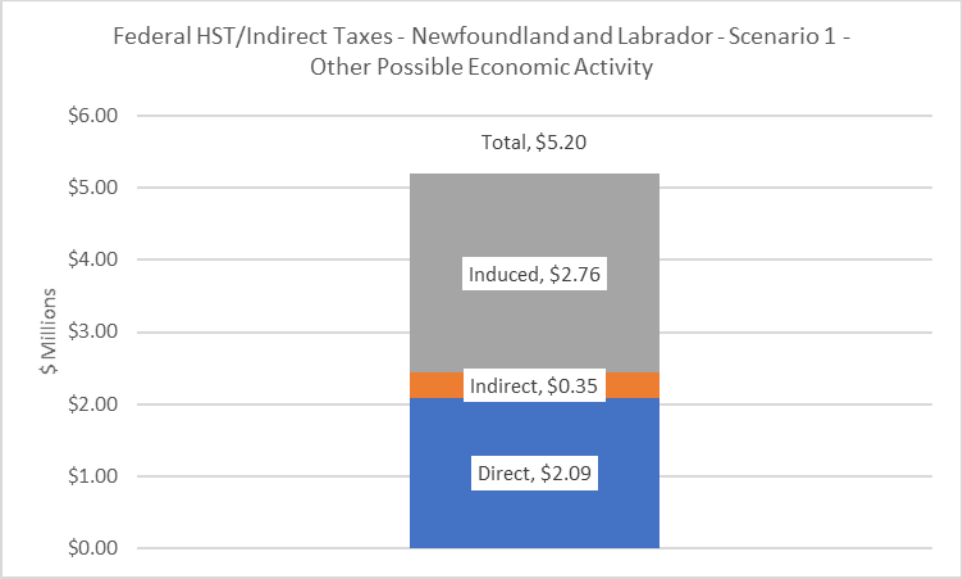
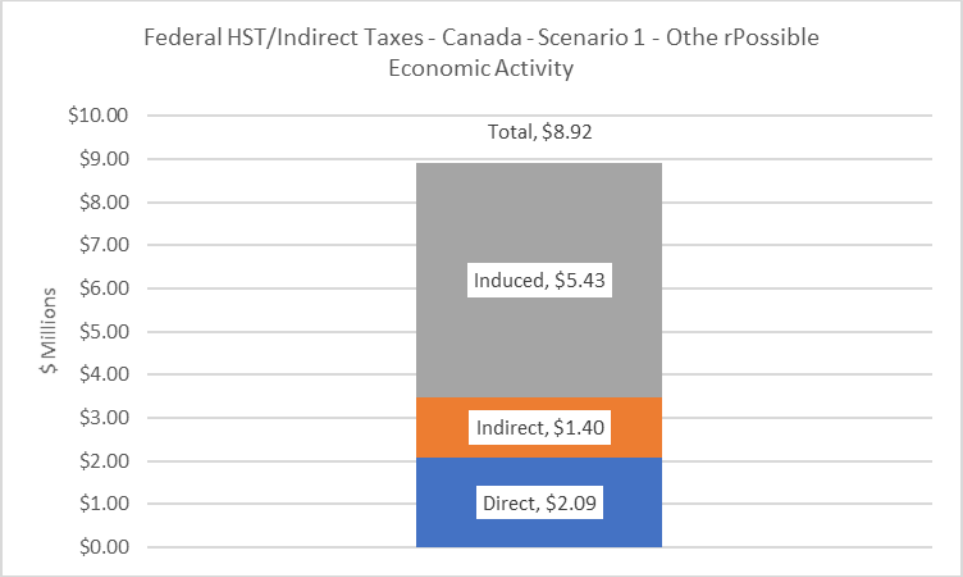


Figure 994: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.3 Federal Tax on Profits

As shown in Table 69 and Figures 995 and 996, constructing the Other Economic Activity (Scenario 1)is estimated to yield total federal taxes on profits for the province of $2.11 million – $0.95 million of direct federal taxes on profits, $0.87 million of indirect federal taxes on profits and $0.29 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $6.11 million in federal taxes on profits – $0.95 million of direct federal taxes on profits $3.76 million of indirect federal taxes on profits and $1.40 million of induced federal taxes on profits.

Table 69: Federal Tax on Profits Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$0.95	$0.87	$0.29	**$2.11**
Canada	$402.98	$0.95	$3.76	$1.40	**$6.11**

Figure 995: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

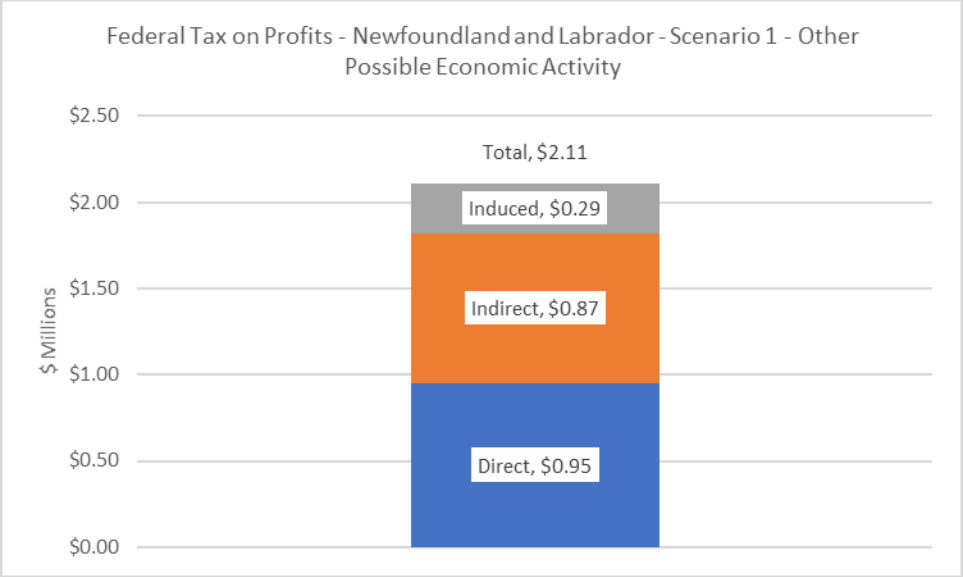
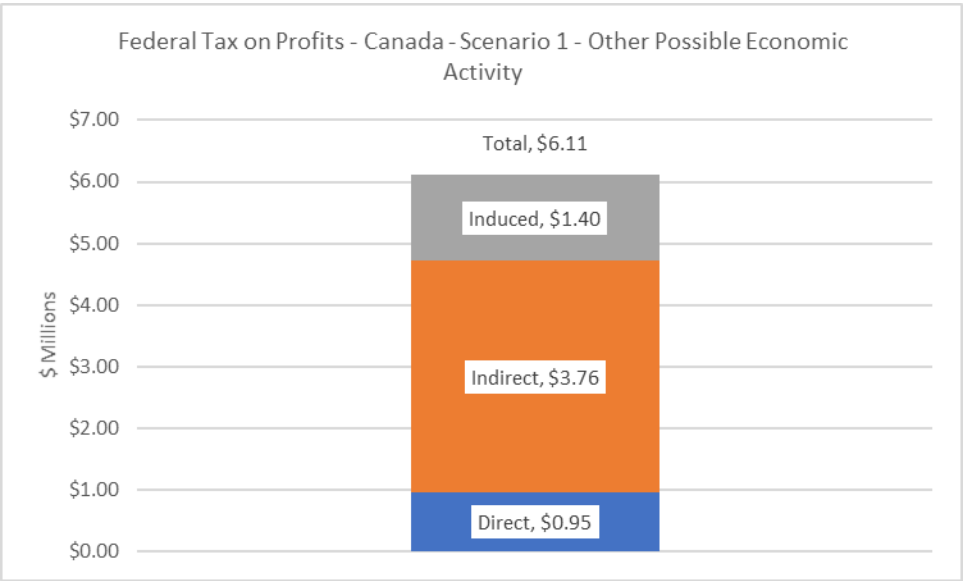


Figure 996: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.4 Federal Tax Revenue

As shown in Table 70 and Figures 997 and 998, constructing the Other Economic Activity (Scenario 1) is estimated to yield total federal tax revenue for the province of $22.06 million – $12.92 million of direct federal tax revenue, $4.73 million of indirect federal tax revenue and $4.41 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $37.08 million in federal tax revenue – $12.92 million of direct federal tax revenue

$13.83 million of indirect federal tax revenue and $10.32 million of induced federal tax revenue.

Table 70: Federal Tax Revenue Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$12.92	$4.73	$4.41	**$22.06**
Canada	$402.98	$12.92	$13.83	$10.32	**$37.08**

Figure 997: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

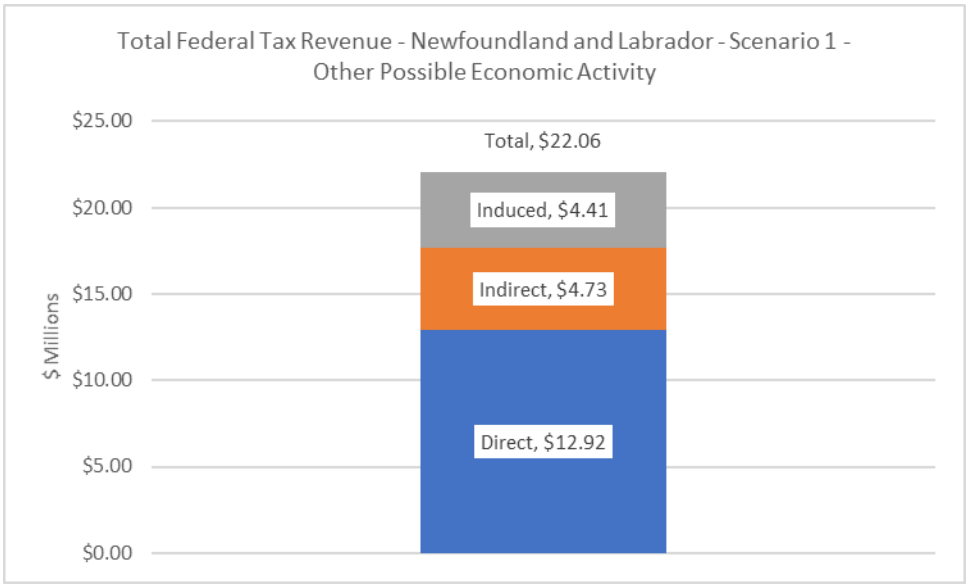
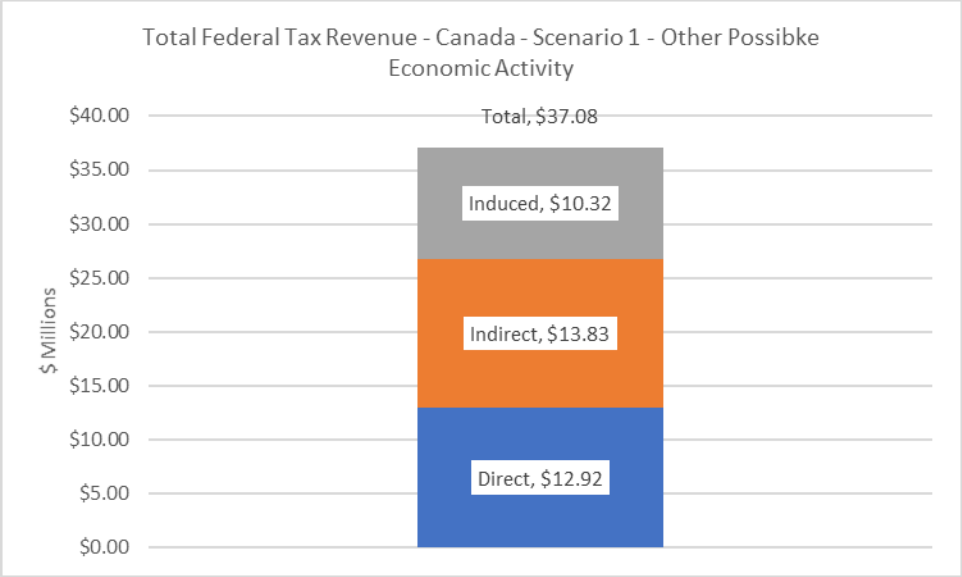


Figure 998: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.5 Provincial Income Tax

As shown in Table 71 and Figures 999 and 1000, constructing the Other Economic Activity (Scenario 1) is estimated to yield total provincial income tax for the province of $9.59 million – $6.29 million of direct provincial income tax, $2.35 million of indirect provincial income tax and $0.95 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $14.21 million in provincial income tax – $6.29 million of direct provincial income tax $5.62 million of indirect provincial income tax and $2.29 million of induced provincial income tax.

Table 71: Provincial Income Tax Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$6.29	$2.35	$0.95	**$9.59**
Canada	$402.98	$6.29	$5.62	$2.29	**$14.21**

Figure 999: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

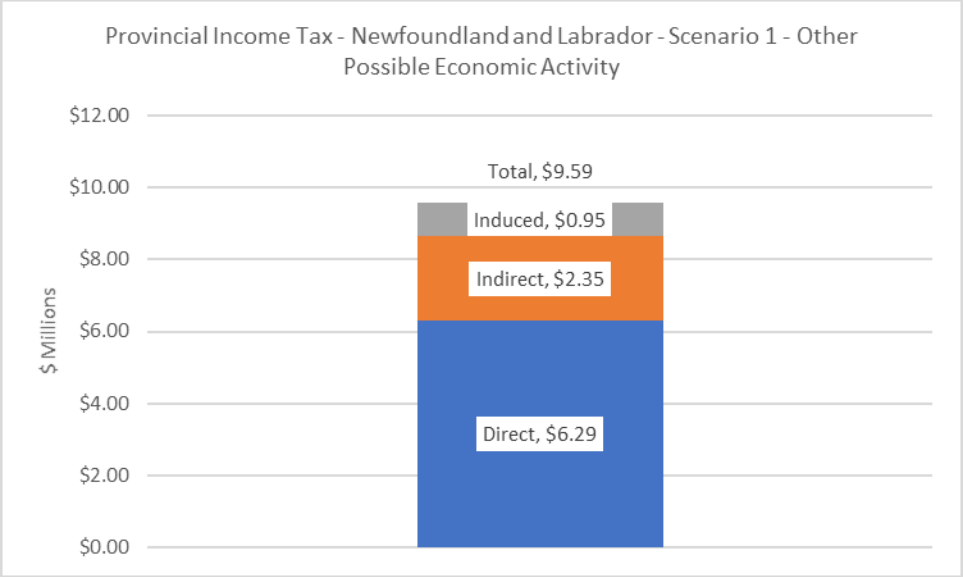
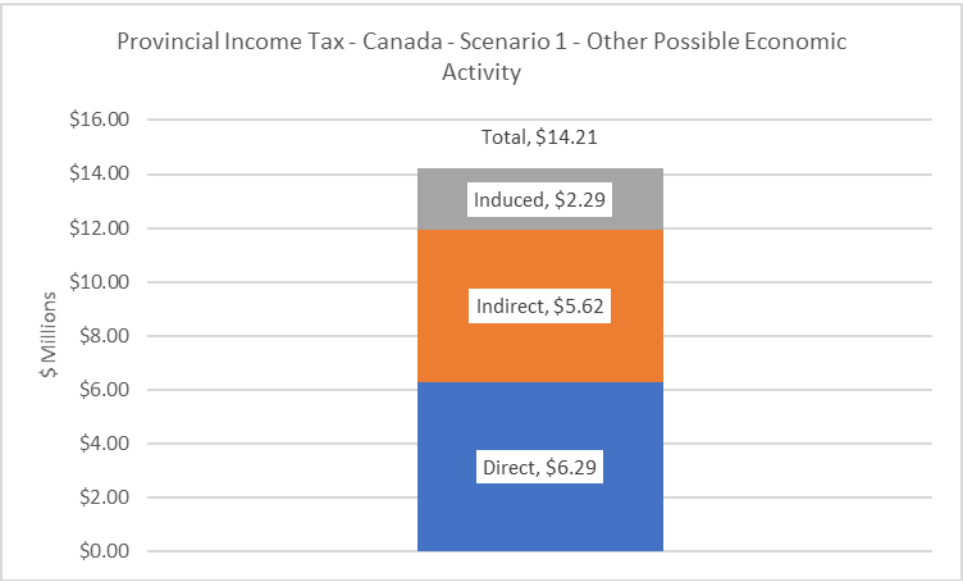


Figure 1000: Government Taxes – Provincial Income Tax for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.6 Provincial HST/Indirect Taxes

As shown in Table 72 and Figures 1001 and 1002, constructing the Other Economic Activity (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $13.98 million – $5.61 million of direct provincial HST/Indirect taxes, $0.93 million of indirect provincial HST/Indirect taxes and $7.43 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $22.42 million in provincial HST/Indirect taxes –

$5.61 million of direct provincial HST/Indirect taxes $3.35 million of indirect provincial HST/Indirect taxes and $13.46 million of induced provincial HST/Indirect taxes.

Table 72: Provincial HST/Indirect Taxes Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$5.61	$0.93	$7.43	**$13.98**
Canada	$402.98	$5.61	$3.35	$13.46	**$22.42**

Figure 1001: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

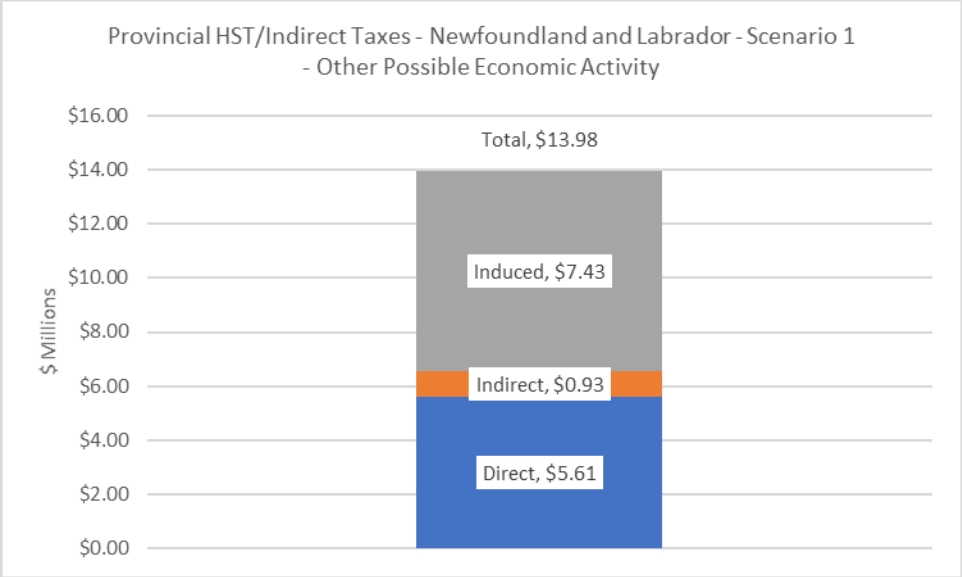
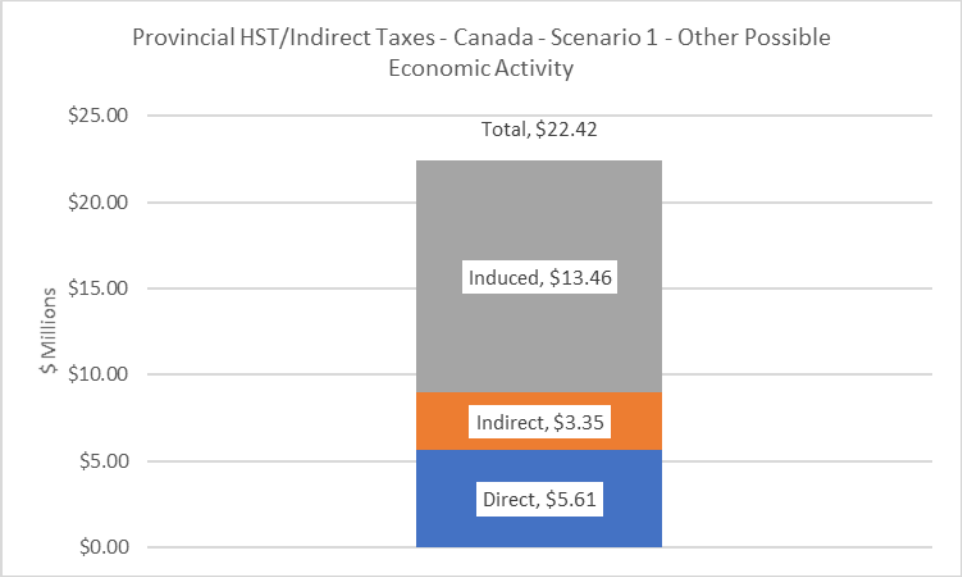


Figure 1002: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.7 Provincial Tax on Profits

As shown in Table 73 and Figures 1003 and 1004, constructing the Other Economic Activity (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $1.40 million – $0.61 million of direct provincial HST/Indirect taxes, $0.60 million of indirect provincial HST/Indirect taxes and $0.20 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $4.18 million in provincial HST/Indirect taxes – $0.61million of direct provincial HST/Indirect taxes $2.62 million of indirect provincial HST/Indirect taxes and $0.95 million of induced provincial HST/Indirect taxes.

Table 73: Provincial Tax on Profits Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$0.61	$0.60	$0.20	**$1.40**
Canada	$402.98	$0.61	$2.62	$0.95	**$4.18**

Figure 1003: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

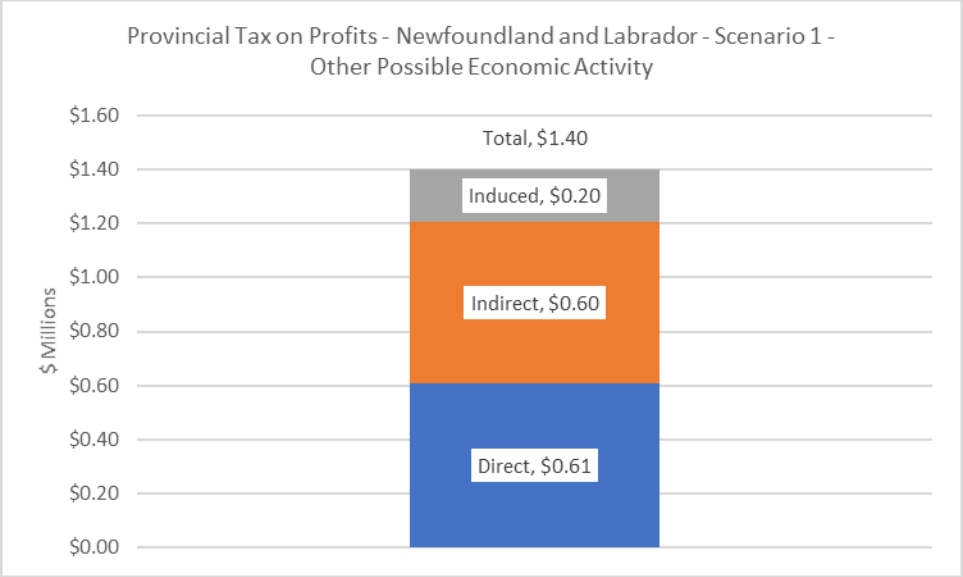
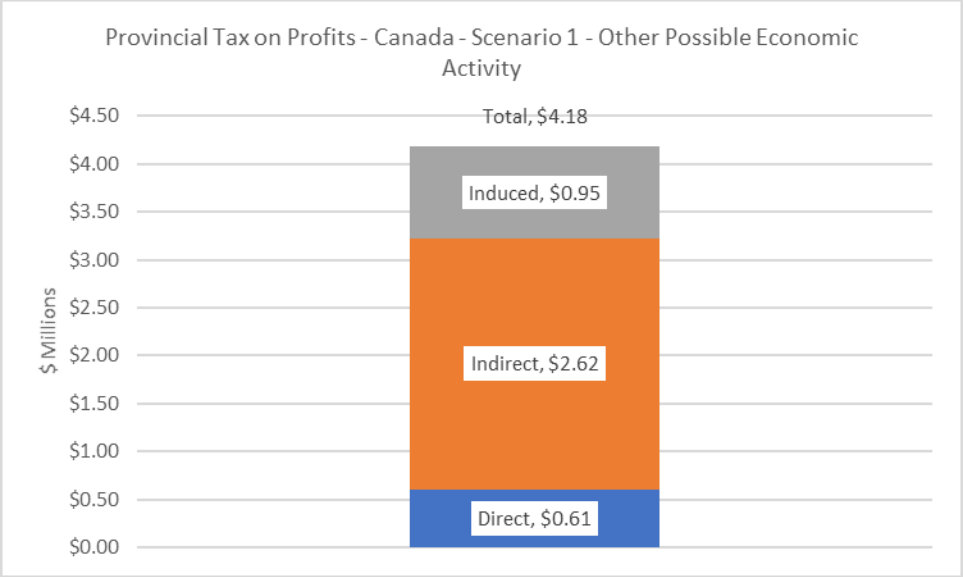


Figure 1004: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



14.3.8 Provincial Tax Revenue

As shown in Table 74 and Figures 1005 and 1006, constructing the Other Economic Activity (Scenario 1) is estimated to yield total provincial tax revenue for the province of $24.97 million – $12.51 million of direct provincial tax revenue, $3.88 million of indirect provincial tax revenue and $8.57 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $40.80 million in provincial tax revenue – $12.514 million of direct provincial

Tax revenue $11.59 million of indirect provincial Tax revenue and $16.70 million of induced provincial Tax revenue.

Table 74: Provincial Tax Revenue Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$402.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$402.98	$12.51	$3.88	$8.57	**$24.97**
Canada	$402.98	$12.51	$11.59	$16.70	**$40.80**

Figure 1005: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port

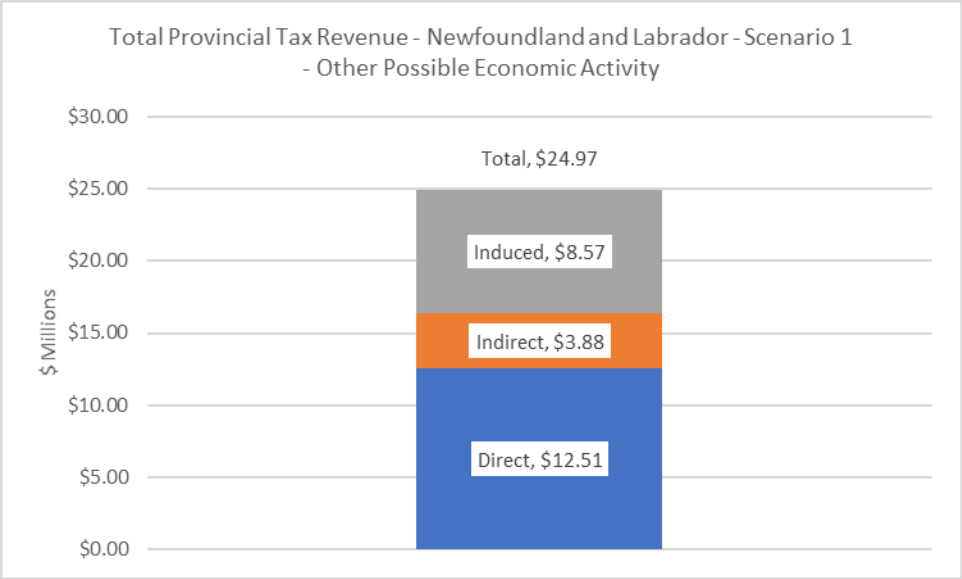
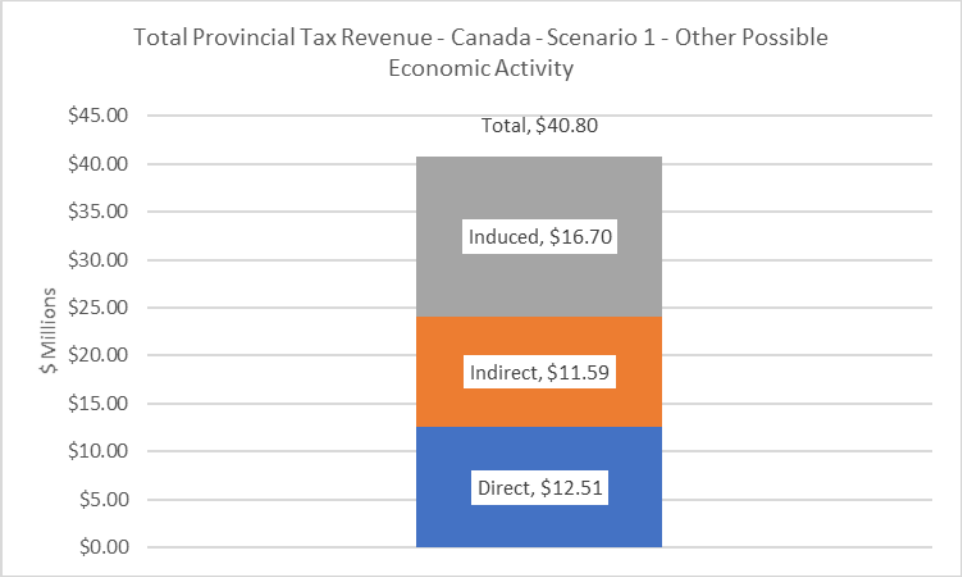


Figure 1006: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing Other Economic Activity (Scenario 1) of the Great Northern Port



15.0 Construction – Other Economic Activity (Scenario 2)

As described above, the Other Economic Activity (Scenario 2) analyzed below includes everything in scenario 1 except the direct Air to Fuel facility. The specific analysis presented in Section 15 assesses the economic impacts associated with the capital expenditures utilized to construct the Other Economic Activity (Scenario 2). The corresponding economic impacts for a typical operations year of the Other Economic Activity (Scenario 2) are analyzed and presented in Section 23 below.

15.1 Employment

The construction phase of the Other Economic Activity (Scenario 2) assumes that approximately $3 million will be invested (see Table 75). As shown in Table 75 and Figures 1007 to 1009, this is estimated to yield 9 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 2 person-years of indirect employment and 2.5 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 13.5 person-years. The corresponding total employment for the province is 19.2 person-years – 9 person-years of direct employment, 5.2 person-years of indirect employment and 4.9 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 28.6 person-years of employment – 9 person-years of direct employment, 10.5 person-years of indirect employment and 9.1 person-years of induced employment.

Table 75: Employment Impact Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$2.98	9.0	2.0	2.5	**13.5**
Newfoundland & Labrador	$2.98	9.0	5.2	4.9	**19.2**
Canada	$2.98	9.0	10.5	9.1	**28.6**

Figure 1007: Employment Impact for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

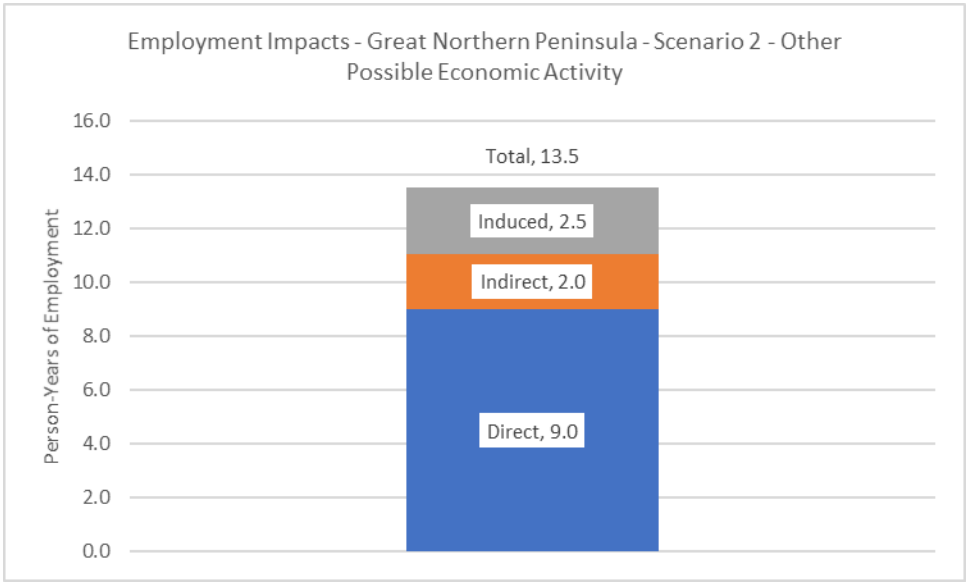


Figure 1008: Employment Impact for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

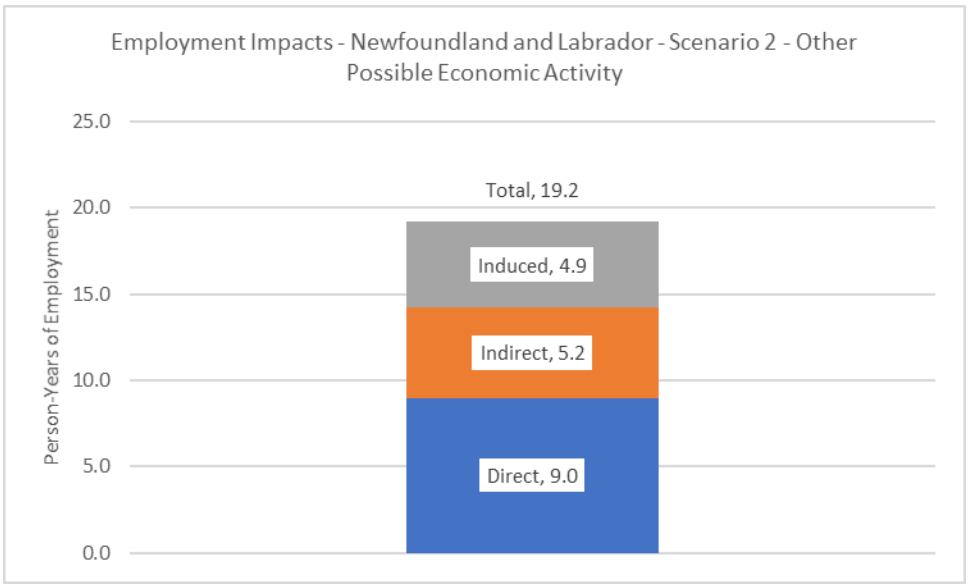
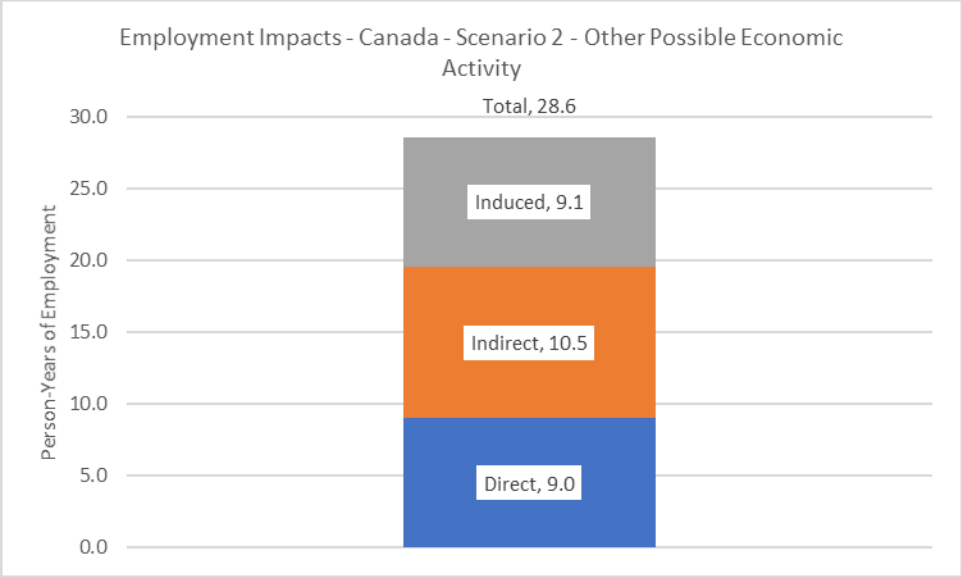


Figure 1009: Employment Impact for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.2 GDP

As shown in Table 76 and Figures 1010 to 1012, constructing the Other Economic Activity (Scenario 2) is estimated to yield $1.30 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.18 million of indirect GDP and $0.30 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $1.77 million. The corresponding total GDP for the province is $2.36 million – $1.30 million of direct GDP, $0.53 million of indirect GDP and $0.53 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $3.30 million in GDP – $1.30 million of direct GDP, $1.06 million of indirect GDP and $0.94 million of induced GDP.

Table 76: GDP Impact Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$2.98	$1.30	$0.18	$0.30	**$1.77**
Newfoundland & Labrador	$2.98	$1.30	$0.53	$0.53	**$2.36**
Canada	$2.98	$1.30	$1.06	$0.94	**$3.30**

Figure 1010: GDP Impact for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

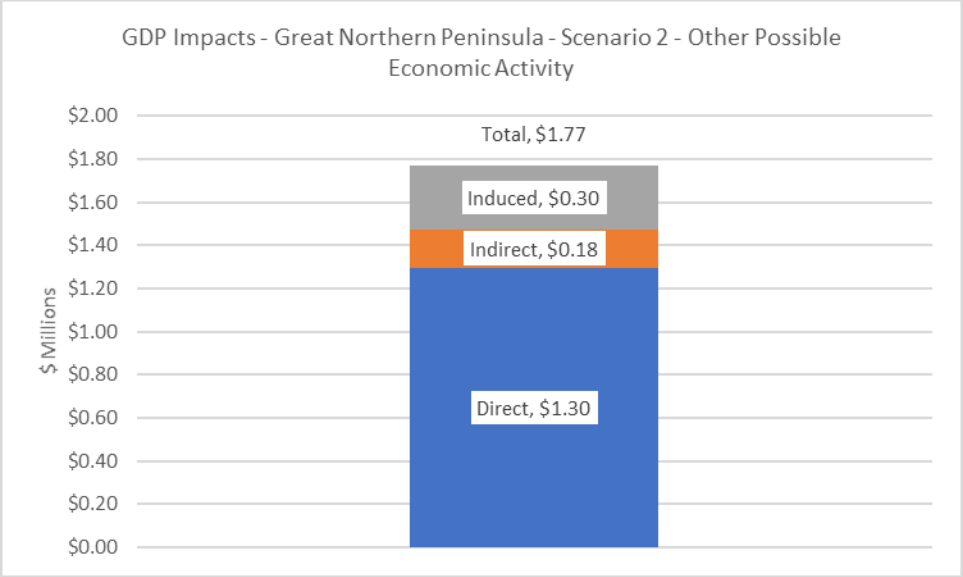


Figure 1011: GDP Impact for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

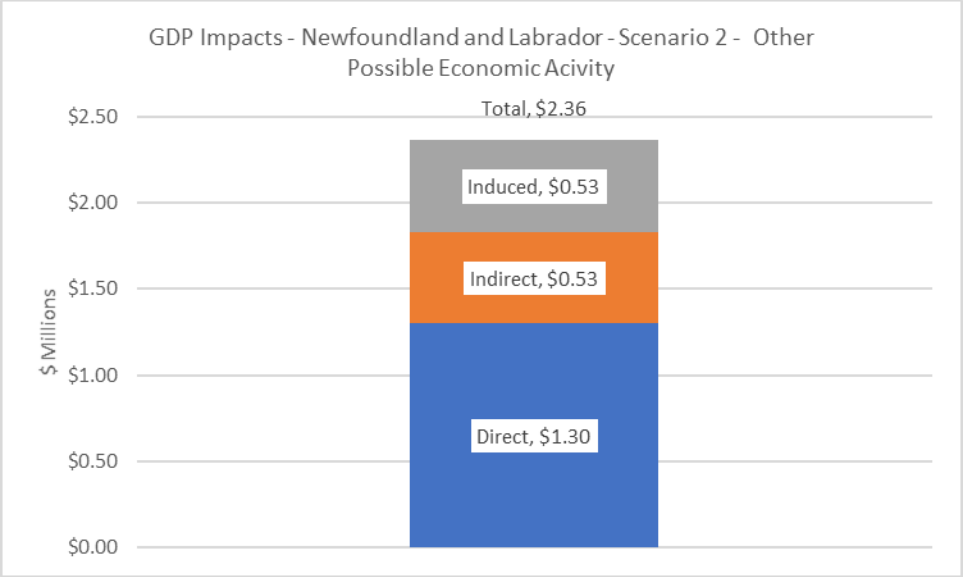
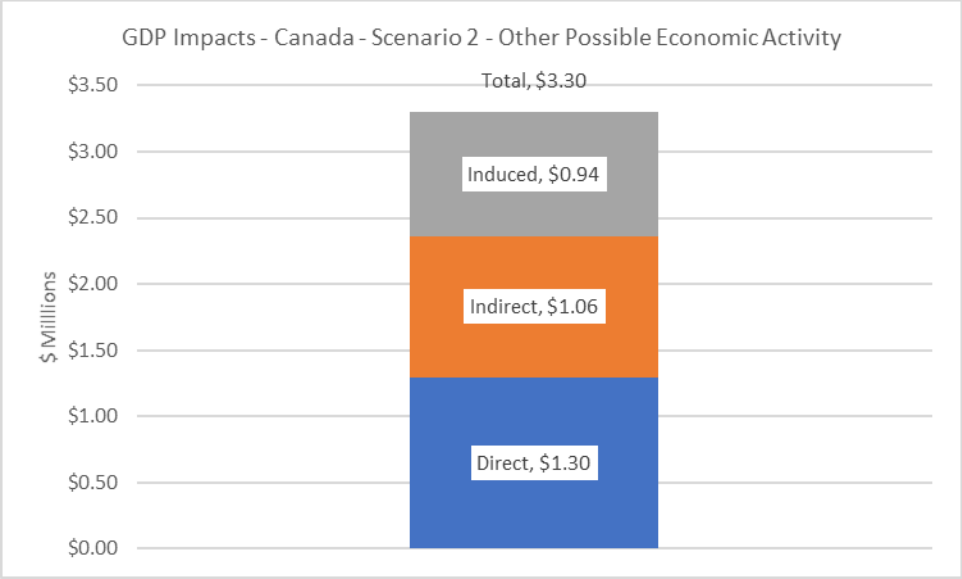


Figure 1012: GDP Impact for Canada with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.2.1 Taxes Net of Subsidies

As shown in Table 77 and Figures 1013 to 1015, constructing the Other Economic Activity (Scenario 2) is estimated to yield $0.03 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.01 million of indirect taxes net of subsidies and $0.09 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.13 million. The corresponding total direct taxes net of subsidies for the province is $0.18 million – $0.03 million of direct taxes net of subsidies, $0.03 million of indirect taxes net of subsidies and $0.12 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $0.27 million in taxes net of subsidies – $0.03 million of direct taxes net of subsidies, $0.05 million of indirect taxes net of subsidies and $0.18 million of induced taxes net of subsidies.

Table 77: GDP Impacts - Taxes Net of Subsidies Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$2.98	$0.03	$0.01	$0.09	**$0.13**
Newfoundland & Labrador	$2.98	$0.03	$0.03	$0.12	**$0.18**
Canada	$2.98	$0.03	$0.05	$0.18	**$0.27**

Figure 1013: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

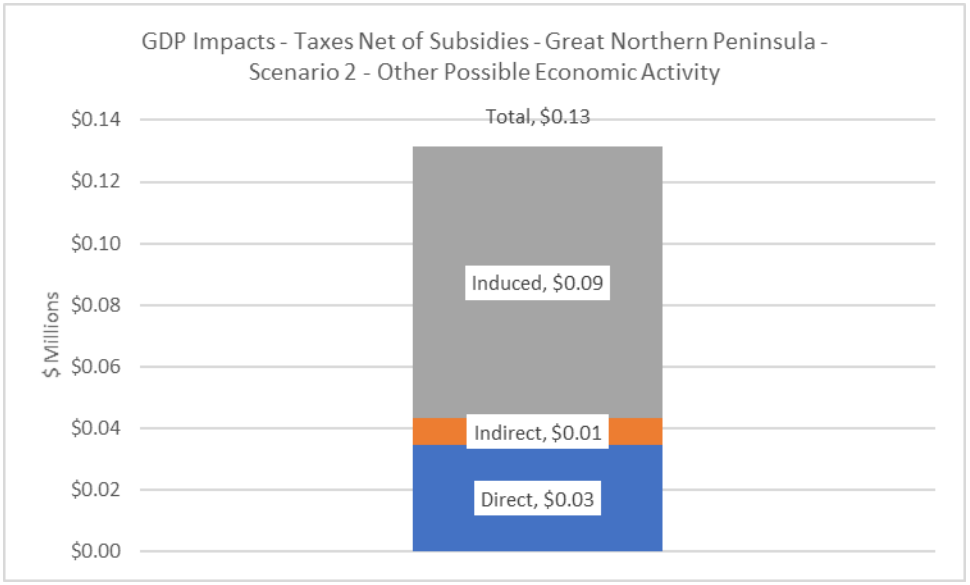


Figure 1014: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

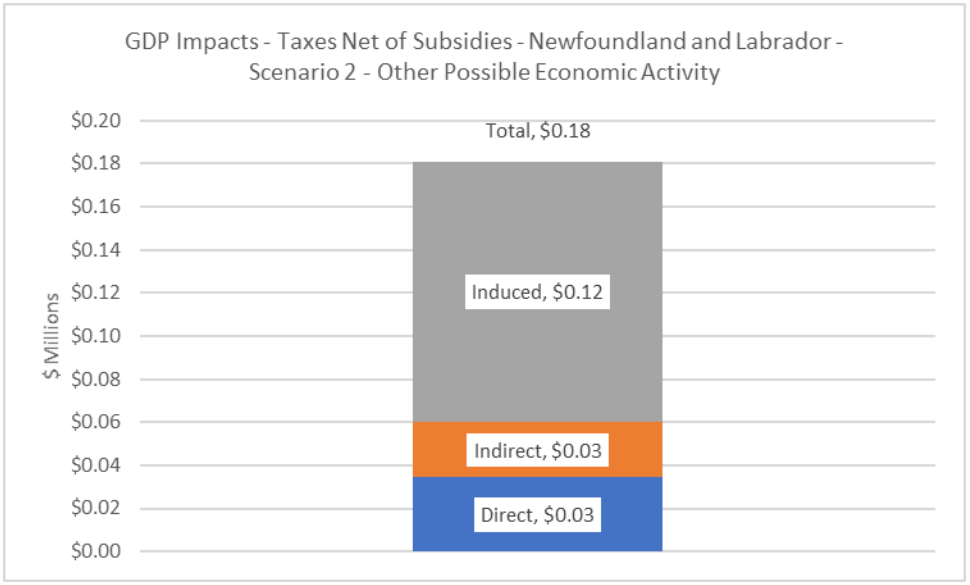
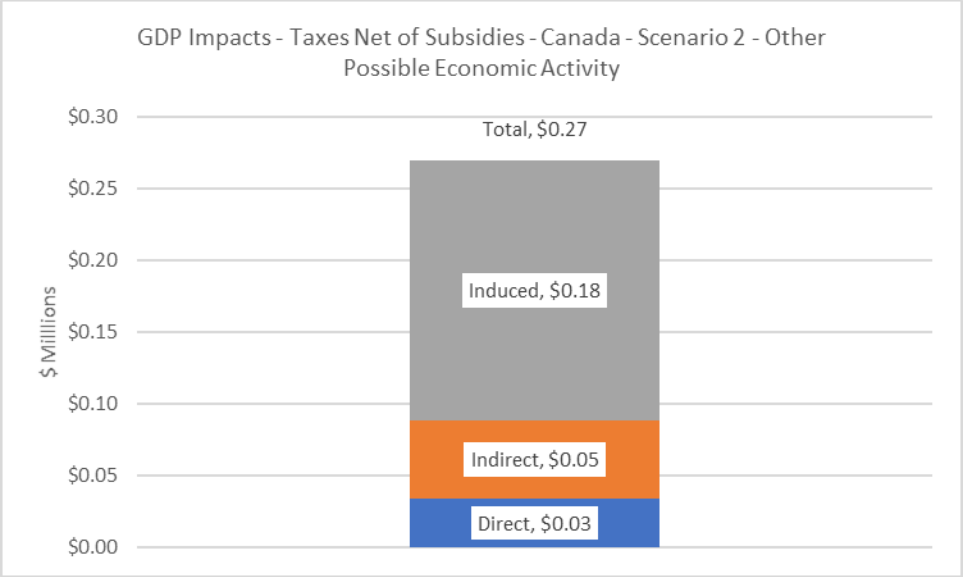


Figure 1015: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.2.2 Wages, Salaries and Social Contributions

As shown in Table 78 and Figures 1016 to 1018, constructing the Other Economic Activity (Scenario 2) is estimated to yield $1.07 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.11 million of indirect wages, salaries, and social contributions and $0.10 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $1.27 million. The corresponding total wages, salaries and social contributions for the province is $1.61 million – $1.07 million of direct wages, salaries, and social contributions, $0.32 million of indirect wages, salaries, and social contributions and $0.23 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $2.12 million in wages, salaries, and social contributions – $1.07 million of direct wages, salaries, and social contributions $0.63 million of indirect wages, salaries, and social contributions and $0.42 million of induced wages, salaries and social contributions.

Table 78: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$2.98	$1.07	$0.11	$0.10	**$1.27**
Newfoundland & Labrador	$2.98	$1.07	$0.32	$0.23	**$1.61**
Canada	$2.98	$1.07	$0.63	$0.42	**$2.12**

Figure 1016: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

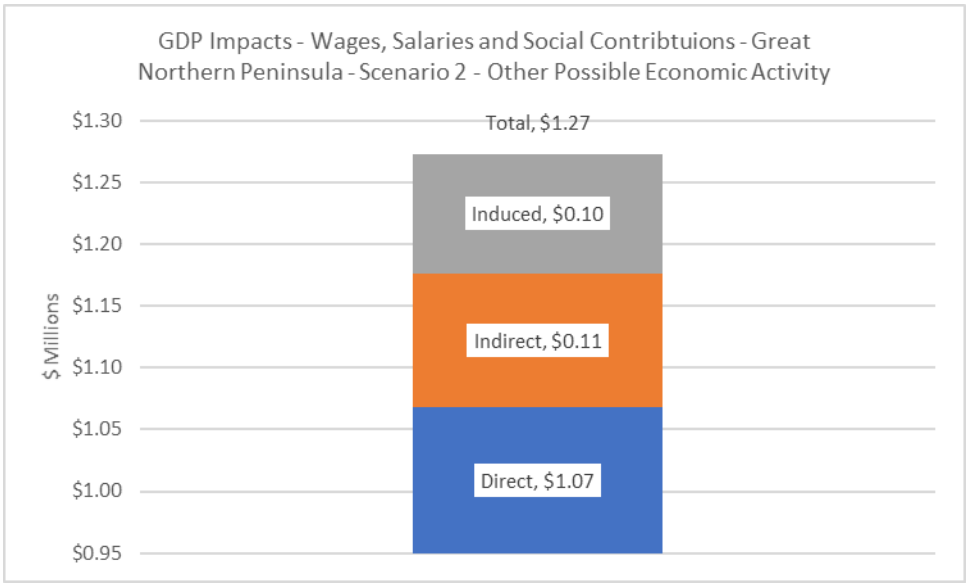


Figure 1017: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

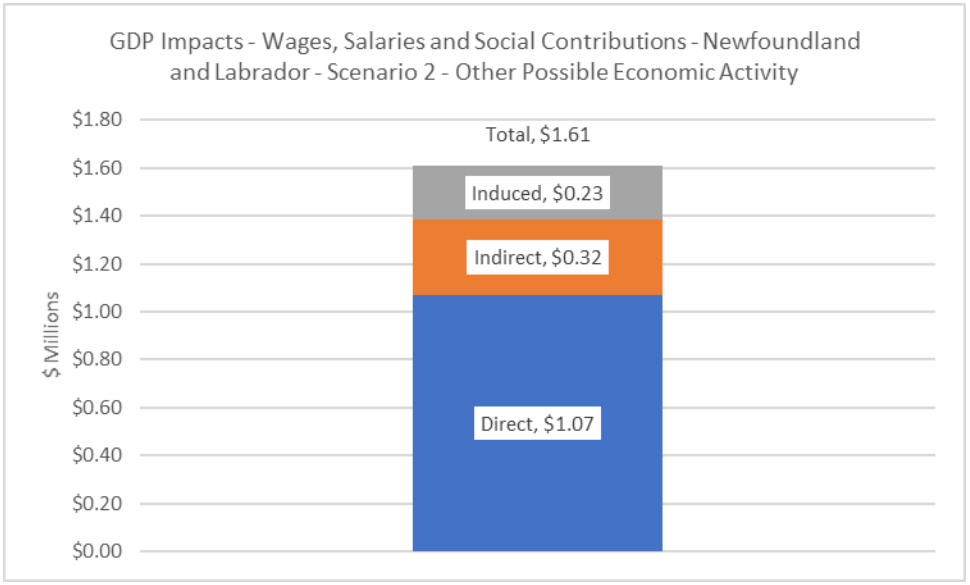
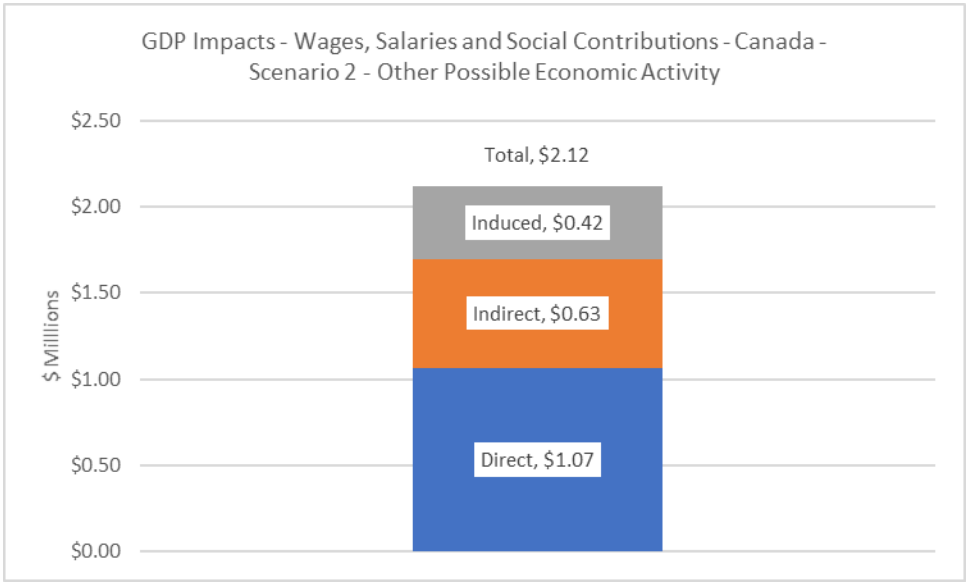


Figure 1018: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.2.3 Business Income

As shown in Table 79 and Figures 1019 to 1021, constructing the Other Economic Activity (Scenario 2) is estimated to yield $0.20 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.06 million of indirect business income and $0.11 million of induced business income for the Great Northern Peninsula for a total local business income impact of $0.37 million. The corresponding total business income for the province is $0.59 million – $0.20

million of direct business income, $0.20 million of indirect business income and $0.19 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $0.95 million in business income – $0.20 million of direct business income $0.40 million of indirect business income and $0.35 million of induced business income.

Table 79: GDP Impacts – Business Income Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$2.98	$0.20	$0.06	$0.11	**$0.37**
Newfoundland & Labrador	$2.98	$0.20	$0.20	$0.19	**$0.59**
Canada	$2.98	$0.20	$0.40	$0.35	**$0.95**

Figure 1019: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

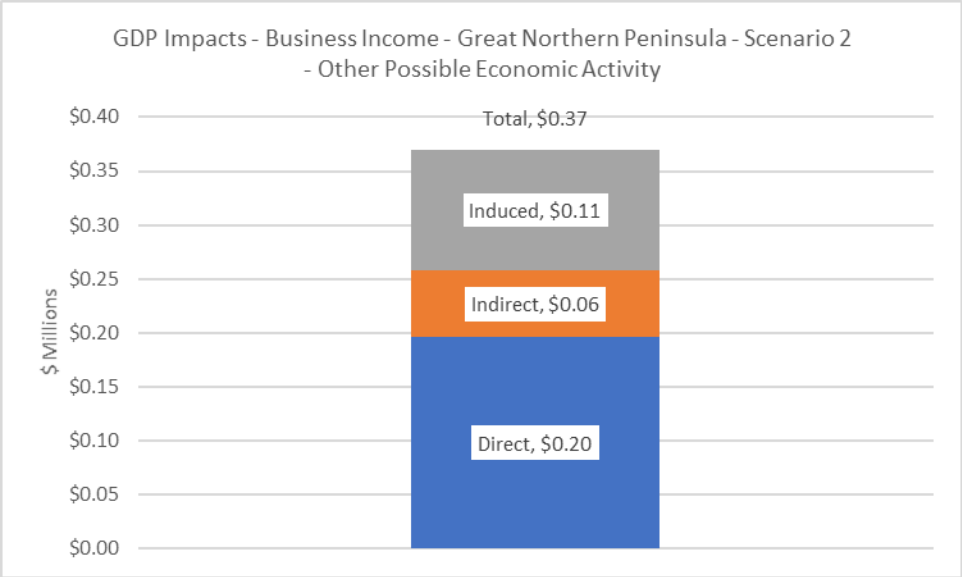


Figure 1020: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

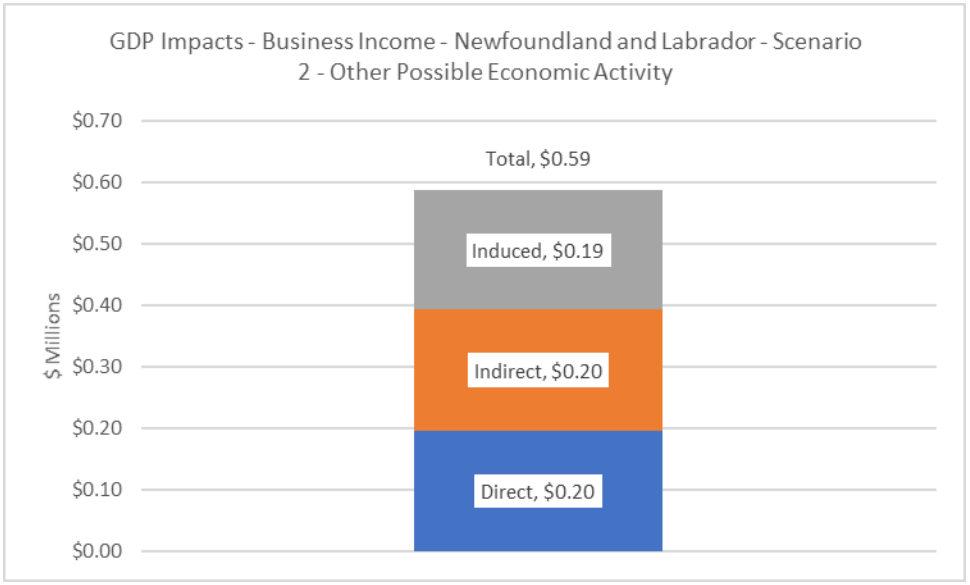
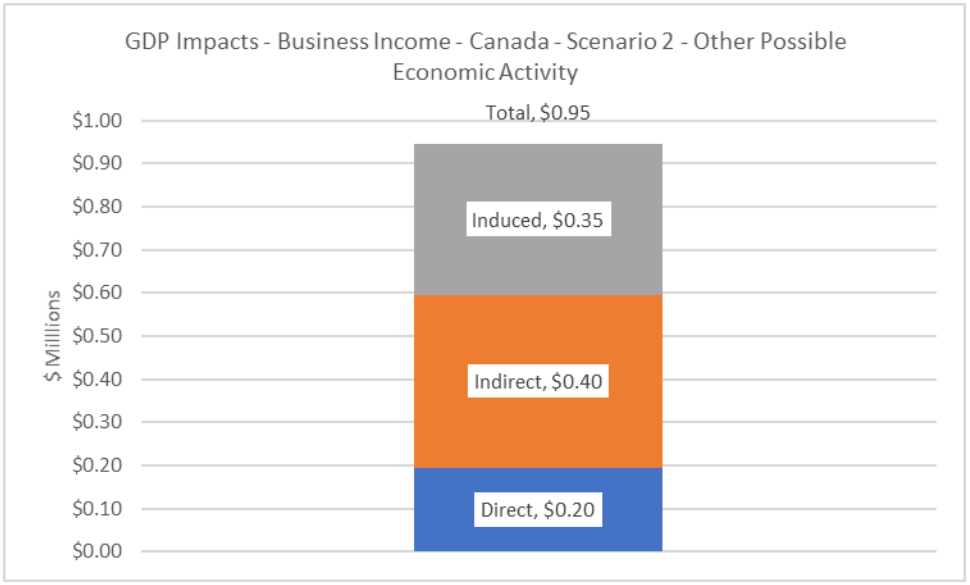


Figure 1021: GDP Impact – Business Income for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3 Government Taxes

As shown in Table 80 and Figures 1022 and 1023, constructing the Other Economic Activity (Scenario 2) is estimated to yield total government taxes for the province of $0.49 million – $0.26 million of direct government taxes, $0.08 million of indirect government taxes and $0.15 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $0.66 million in government taxes – $0.26 million of direct government taxes $0.16 million of indirect government taxes and $0.24 million of induced government taxes.

Table 80: Government Taxes Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.26	$0.08	$0.15	**$0.49**
Canada	$2.98	$0.26	$0.16	$0.24	**$0.66**

Figure 1022: Government Taxes for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

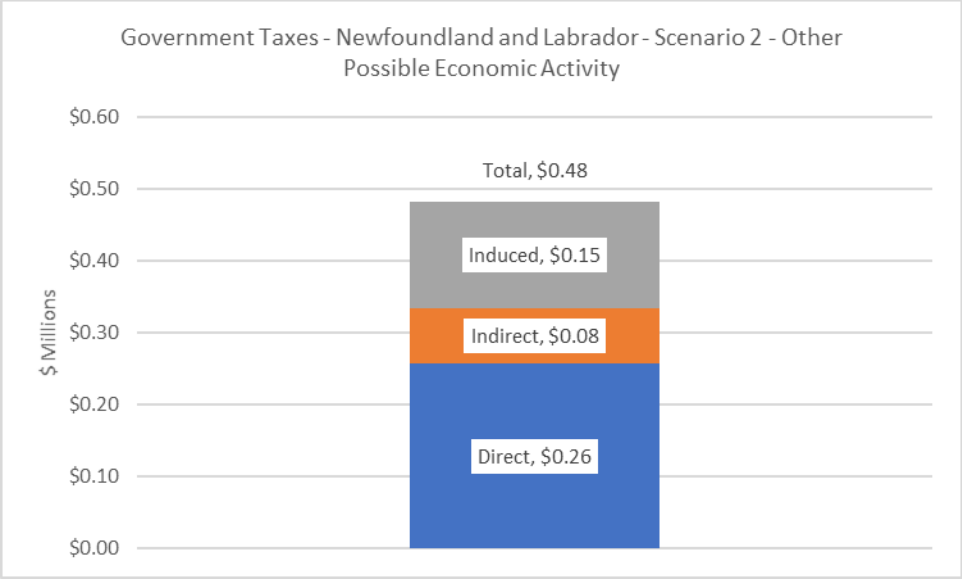
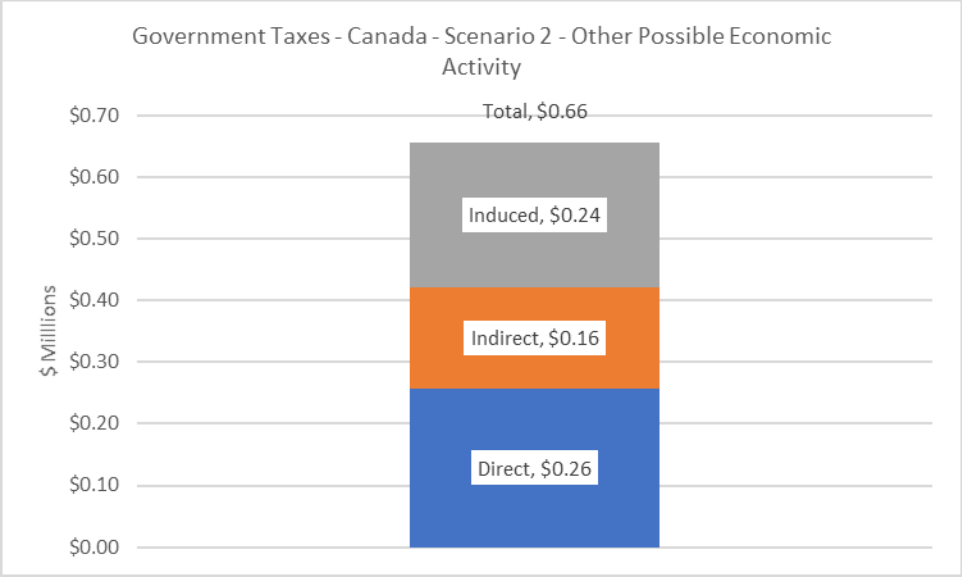


Figure 1023: Government Taxes for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.1 Federal Income Tax

As shown in Table 81 and Figures 1024 and 1025, constructing the Other Economic Activity (Scenario 2) is estimated to yield total federal income taxes for the province of $0.16 million – $0.12 million of direct federal income taxes, $0.03 million of indirect federal income taxes and $0.02 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.20 million in federal income taxes – $0.12 million of direct federal income taxes $0.05 million of indirect federal income taxes and $0.03 million of induced federal income taxes.

Table 81: Federal Income Tax Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.12	$0.03	$0.02	**$0.16**
Canada	$2.98	$0.12	$0.05	$0.03	**$0.20**

Figure 1024: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

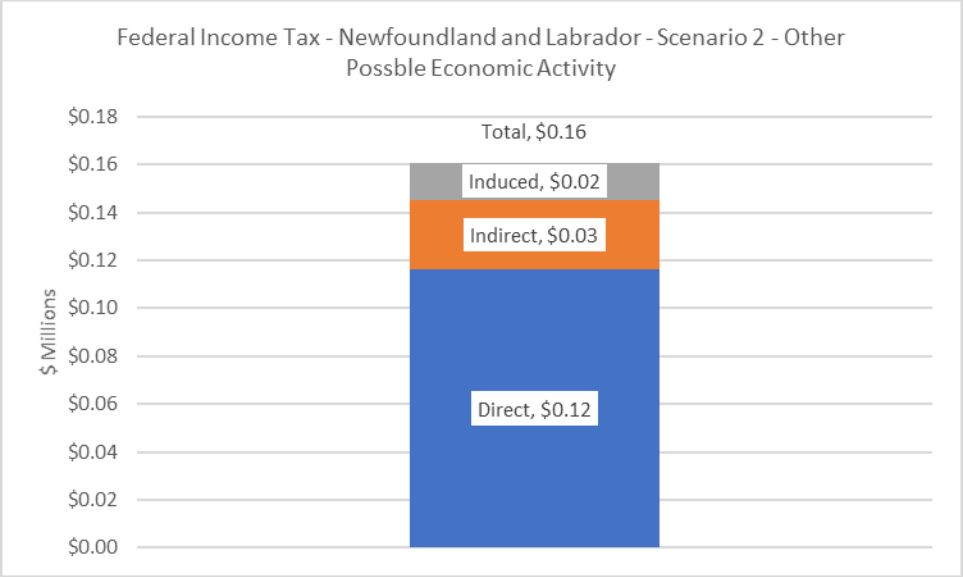
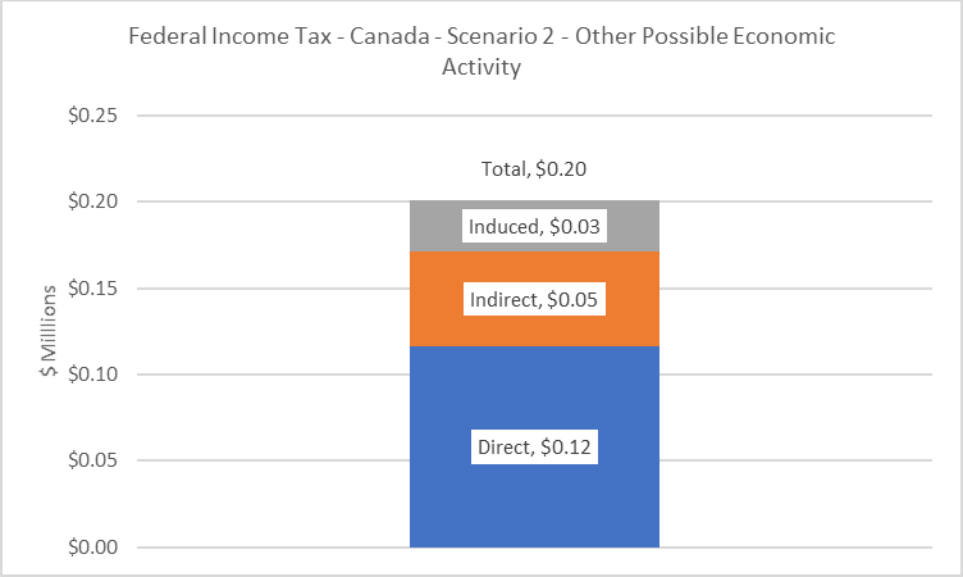


Figure 1025: Government Taxes – Federal Income Tax for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.2 Federal HST/Indirect Taxes

As shown in Table 82 and Figures 1026 and 1027, constructing the Other Economic Activity (Scenario 2) is estimated to yield total federal HST/indirect taxes for the province of $0.04 million – $0.01 million of direct federal HST/indirect taxes, $0.01 million of indirect federal HST/indirect taxes and $0.03 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.07 million in federal HST/indirect taxes – $0.01

million of direct federal HST/indirect taxes $0.01 million of indirect federal HST/indirect taxes and $0.05 million of induced federal HST/indirect taxes.

Table 82: Federal HST/Indirect Taxes Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.01	$0.00	$0.03	**$0.04**
Canada	$2.98	$0.01	$0.01	$0.05	**$0.07**

Figure 1026: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

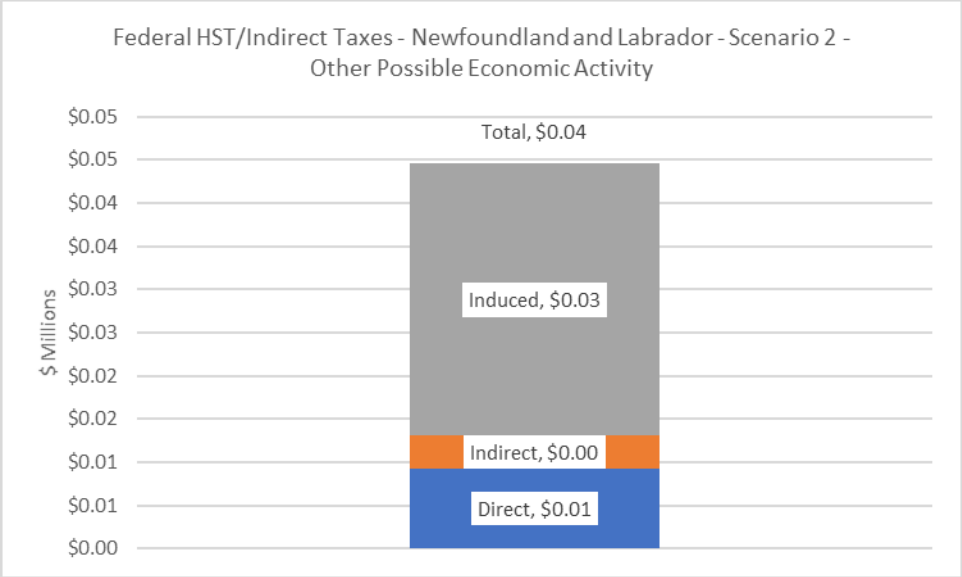
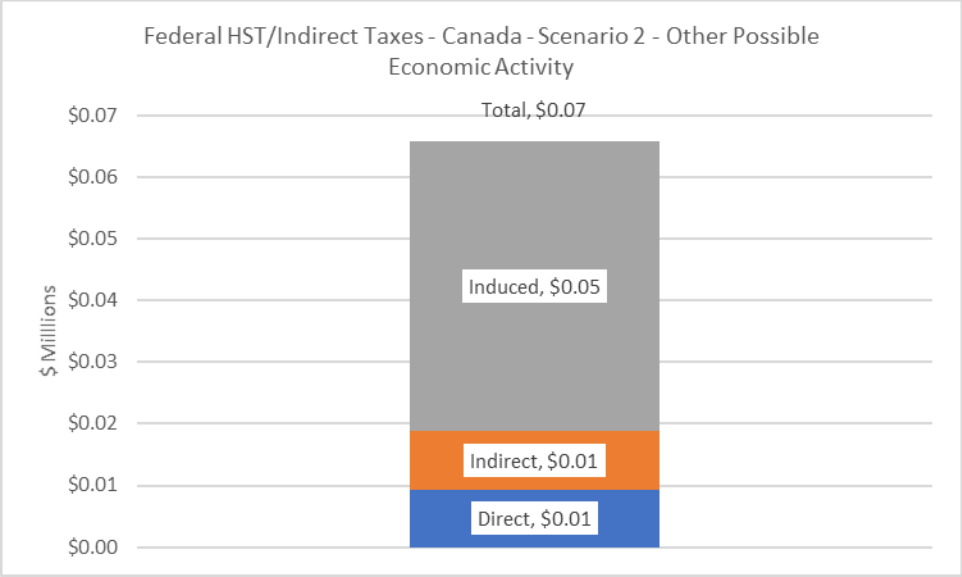


Figure 1027: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.3 Federal Tax on Profits

As shown in Table 83 and Figures 1028 and 1029, constructing the Other Economic Activity (Scenario 2) is estimated to yield total federal taxes on profits for the province of $0.03 million – $0.02 million of direct federal taxes on profits, $0.01 million of indirect federal taxes on profits and $0.00 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.05 million in federal taxes on profits – $0.02 million of direct federal taxes on profits $0.02million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits.

Table 83: Federal Tax on Profits Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.02	$0.01	$0.00	**$0.03**
Canada	$2.98	$0.02	$0.02	$0.01	**$0.05**

Figure 1028: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

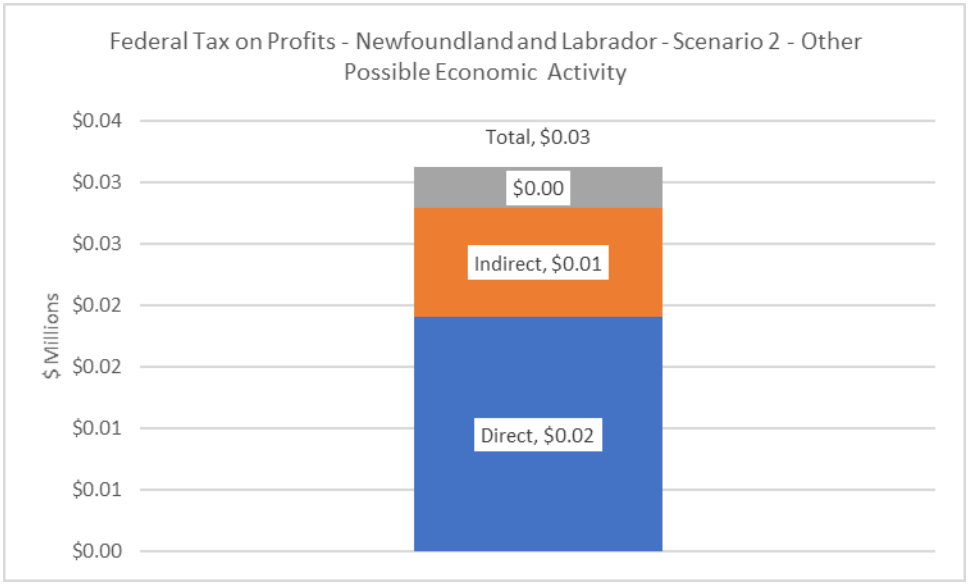
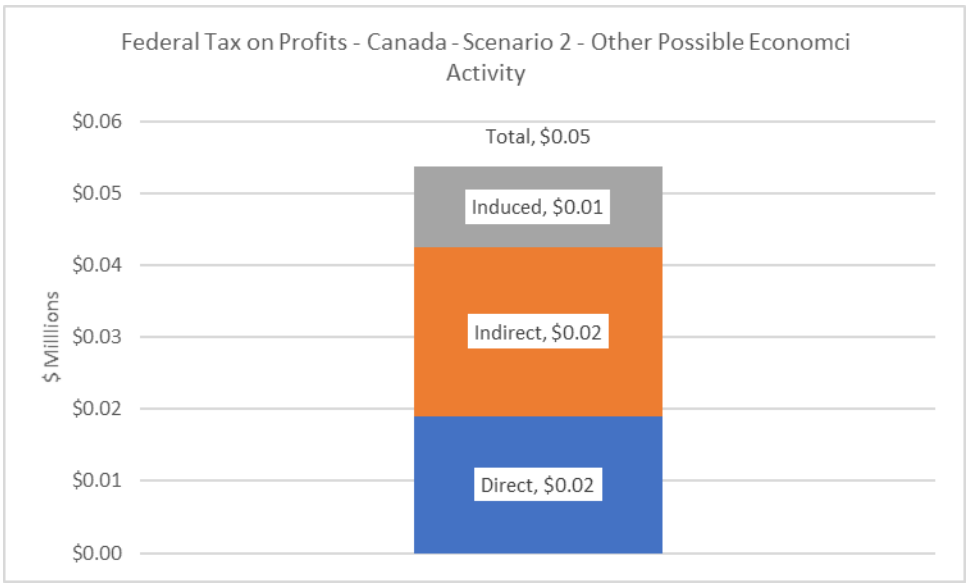


Figure 1029: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.4 Federal Tax Revenue

As shown in Table 84 and Figures 1030 and 1031, constructing the Other Economic Activity (Scenario 2) is estimated to yield total federal tax revenue for the province of $0.24 million – $0.14 million of direct federal tax revenue, $0.04 million of indirect federal tax revenue and $0.05 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.32 million in federal tax revenue – $0.14 million of direct federal tax revenue $0.09 million of indirect federal tax revenue and $0.09 million of induced federal tax revenue.

Table 84: Federal Tax Revenue Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.14	$0.04	$0.05	**$0.24**
Canada	$2.98	$0.14	$0.09	$0.09	**$0.32**

Figure 1030: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

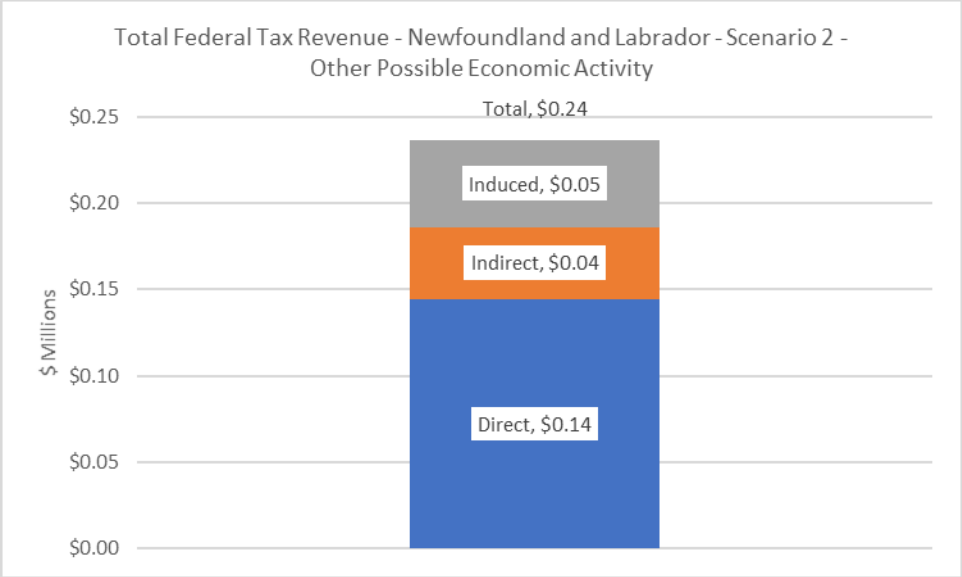
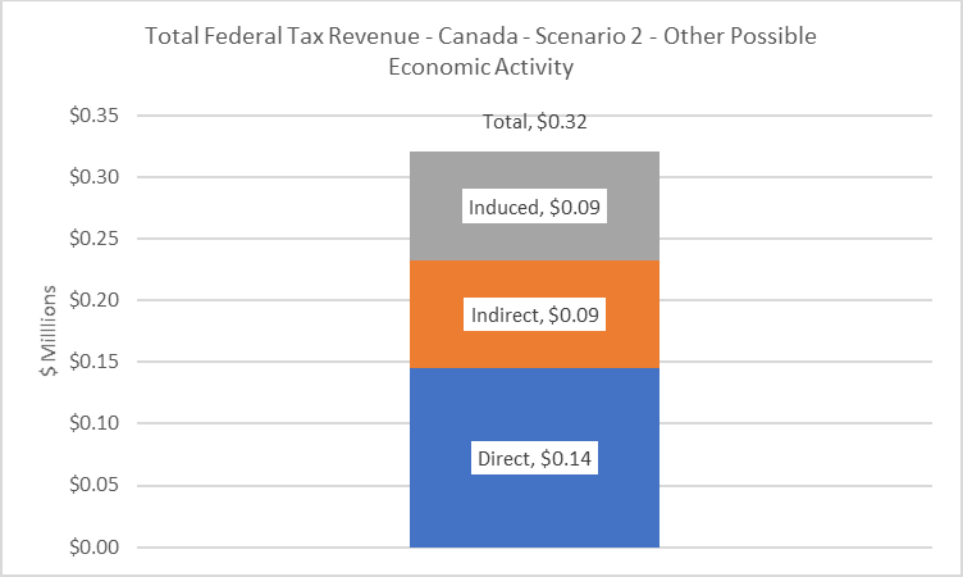


Figure 1031: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.5 Provincial Income Tax

As shown in Table 85 and Figures 1032 and 1033, constructing the Other Economic Activity (Scenario 2) is estimated to yield total provincial income tax for the province of $0.11 million – $0.08 million of direct provincial income tax, $0.02million of indirect provincial income tax and $0.01 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.13 million in provincial income tax – $0.08 million of direct provincial income tax $0.04 million of indirect provincial income tax and $0.02 million of induced provincial income tax.

Table 85: Provincial Income Tax Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.08	$0.02	$0.01	**$0.11**
Canada	$2.98	$0.08	$0.04	$0.02	**$0.13**

Figure 1032: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

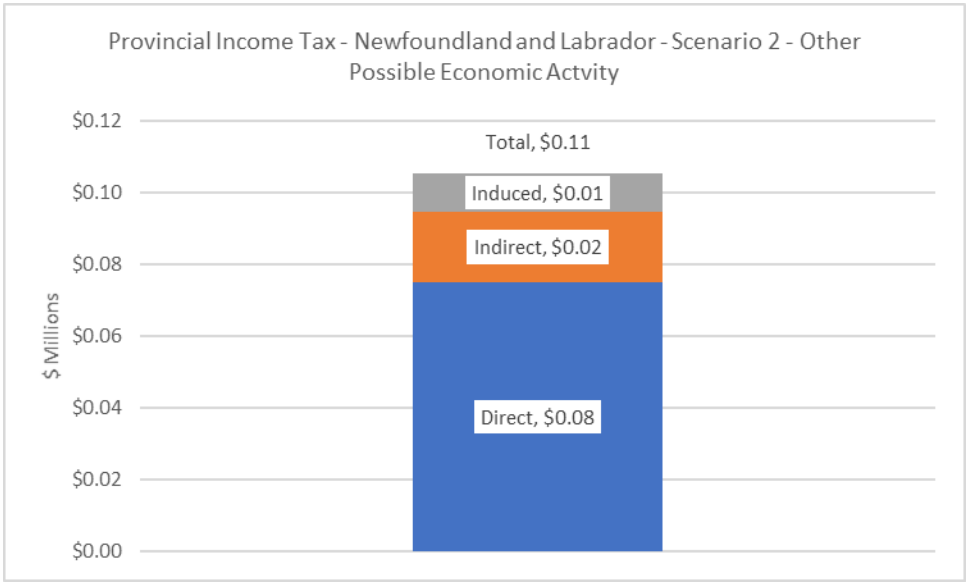
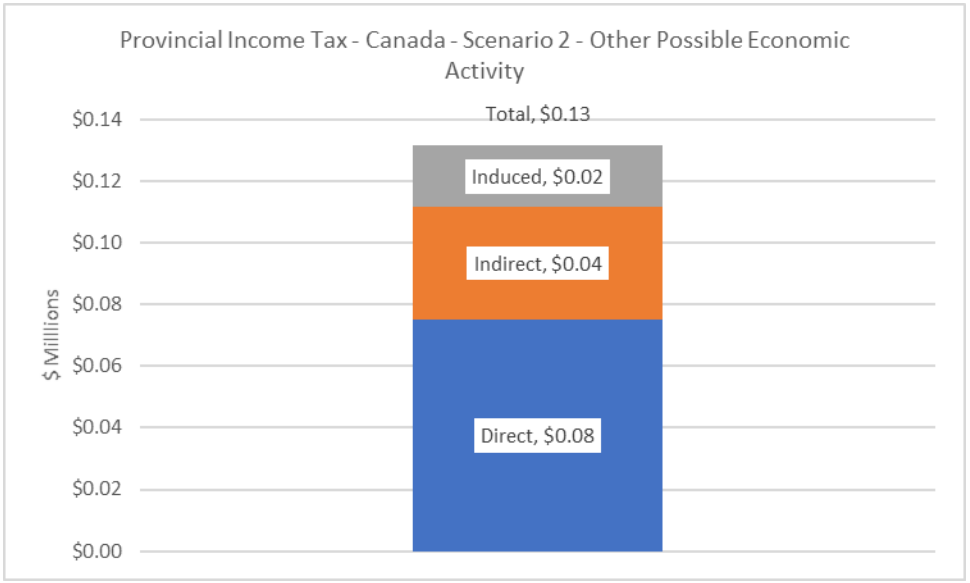


Figure 1033: Government Taxes – Provincial Income Tax for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.6 Provincial HST/Indirect Taxes

As shown in Table 86 and Figures 1034 and 1035, constructing the Other Economic Activity (Scenario 2) is estimated to yield total provincial HST/Indirect taxes for the province of $0.12 million – $0.03 million of direct provincial HST/Indirect taxes, $0.01 million of indirect provincial HST/Indirect taxes and $0.08 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.17 million in provincial HST/Indirect taxes – $0.03

million of direct provincial HST/Indirect taxes $0.02 million of indirect provincial HST/Indirect taxes and $0.12 million of induced provincial HST/Indirect taxes.

Table 86: Provincial HST/Indirect Taxes Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.03	$0.01	$0.08	**$0.12**
Canada	$2.98	$0.03	$0.02	$0.12	**$0.17**

Figure 1034: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

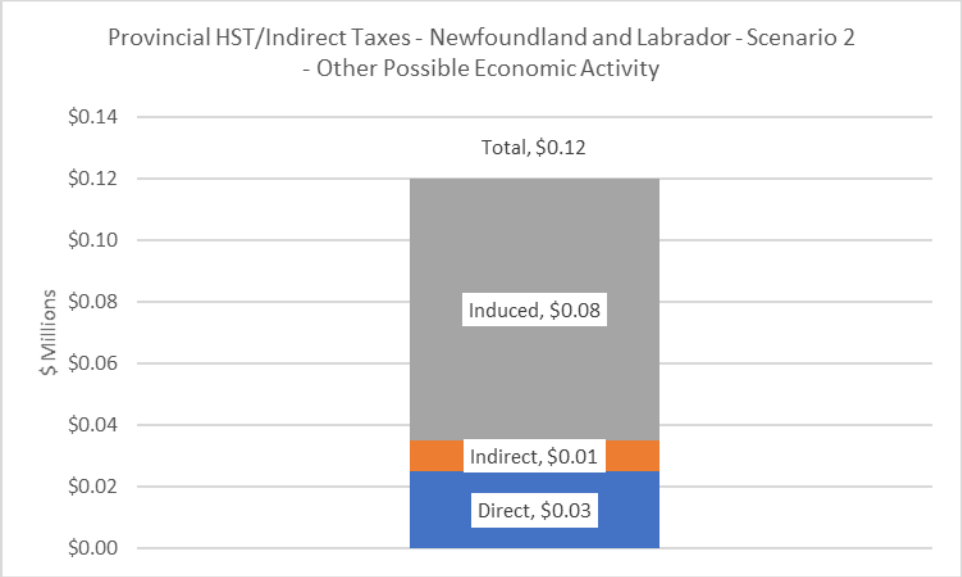
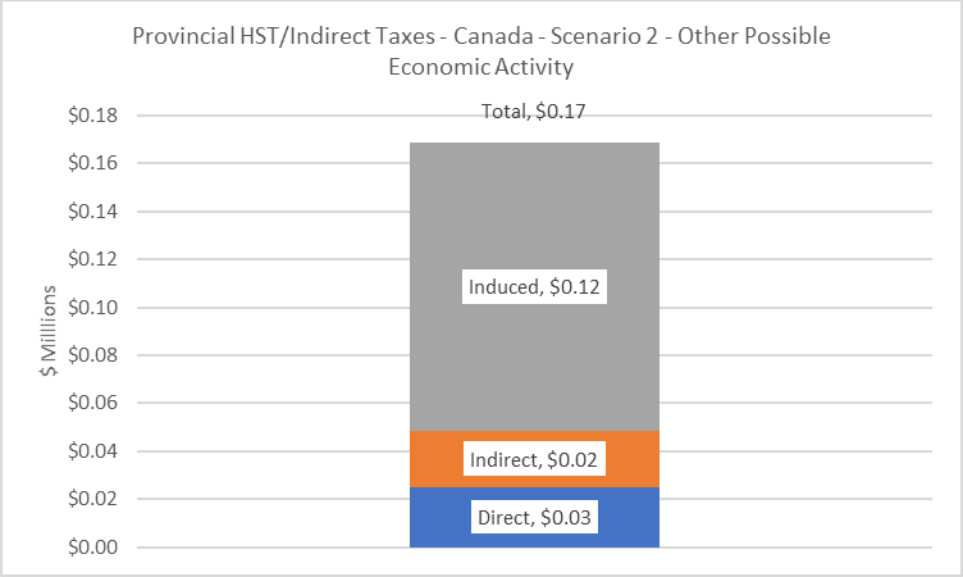


Figure 1035: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.7 Provincial Tax on Profits

As shown in Table 87 and Figures 1036 and 1037, constructing the Other Economic Activity (Scenario 2) is estimated to yield total provincial HST/Indirect taxes for the province of $0.02 million – $0.01 million of direct provincial HST/Indirect taxes, $0.01 million of indirect provincial HST/Indirect taxes and $0.00 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.04 million in provincial HST/Indirect taxes – $0.01 million of direct provincial HST/Indirect taxes $0.02 million of indirect provincial HST/Indirect taxes and $0.01 million of induced provincial HST/Indirect taxes.

Table 87: Provincial Tax on Profits Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.01	$0.01	$0.00	**$0.02**
Canada	$2.98	$0.01	$0.02	$0.01	**$0.04**

Figure 1036: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

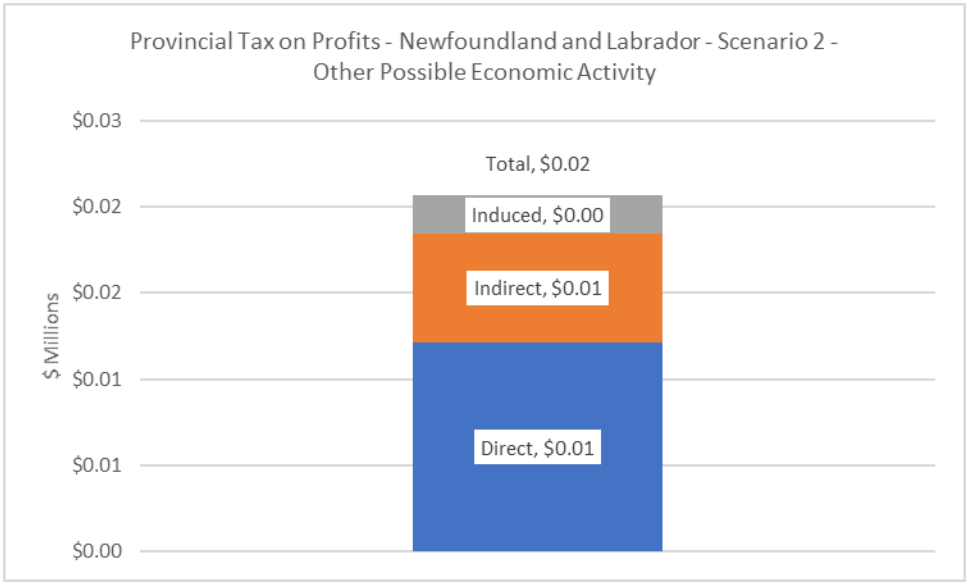
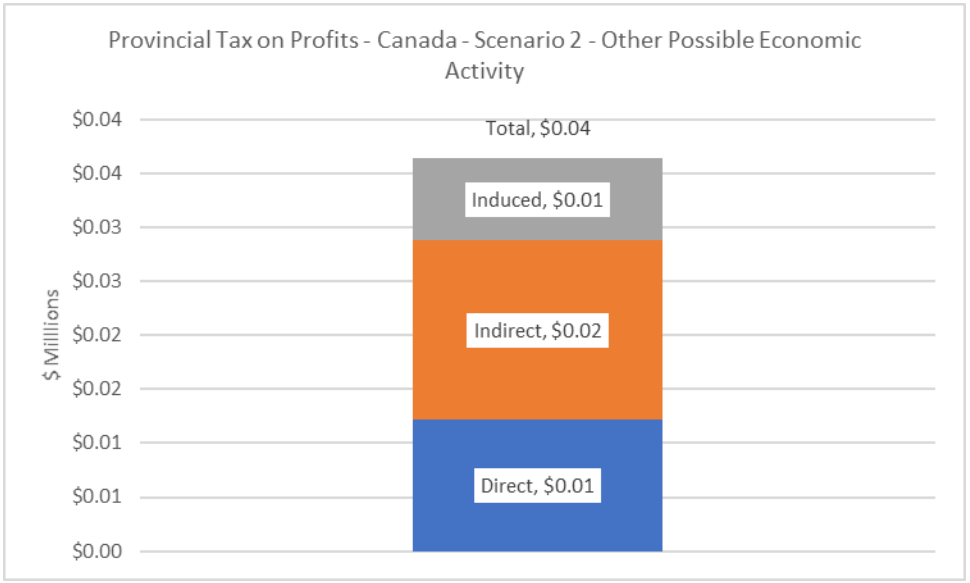


Figure 1037: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



15.3.8 Provincial Tax Revenue

As shown in Table 88 and Figures 1038 and 1039, constructing the Other Economic Activity (Scenario 2) is estimated to yield total provincial tax revenue for the province of $0.25 million – $0.11 million of direct provincial tax revenue, $0.04 million of indirect provincial tax revenue and $0.10 million of induced provincial tax revenue. Likewise, the anticipated total Canada-

wide impacts are $0.34 million in provincial tax revenue – $0.11 million of direct provincial tax revenue $0.08 million of indirect provincial Tax revenue and $0.15 million of induced provincial tax revenue.

Table 88: Provincial Tax Revenue Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$2.98	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$2.98	$0.11	$0.04	$0.10	**$0.25**
Canada	$2.98	$0.11	$0.08	$0.15	**$0.34**

Figure 1038: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port

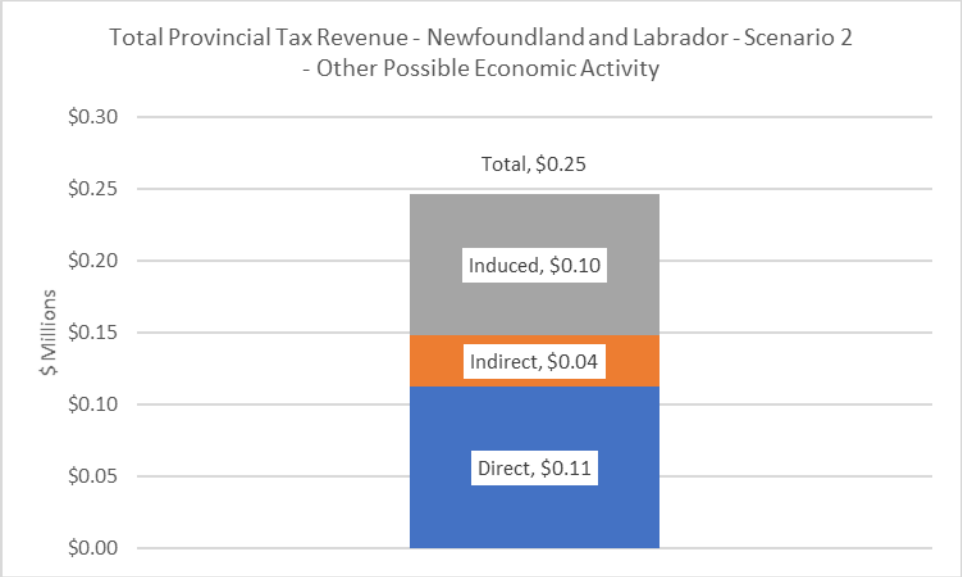
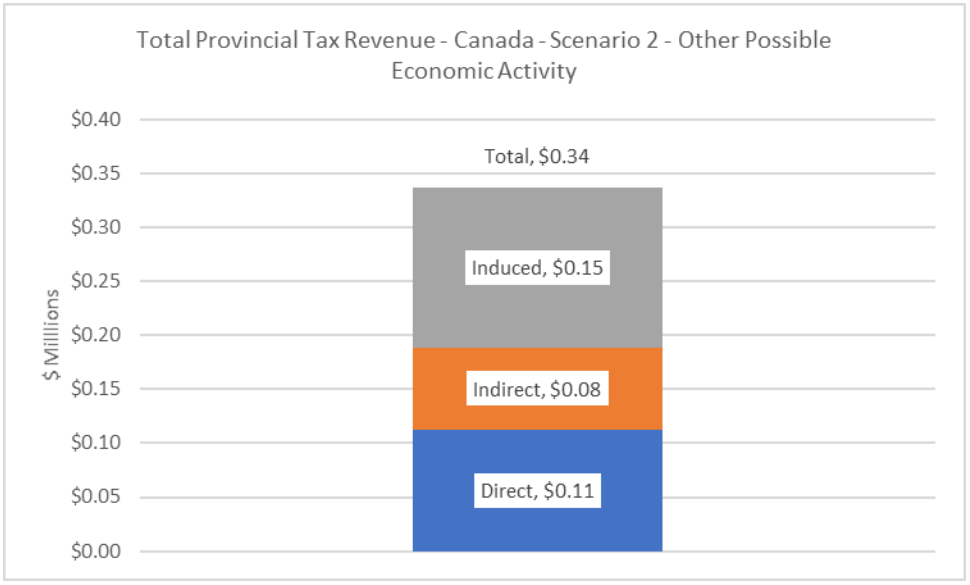


Figure 1039: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing Other Economic Activity (Scenario 2) of the Great Northern Port



16.0 Construction – All Construction Projects (Scenario 1)

Section 16 section evaluates the economic impacts associated with constructing all the project components included in Scenario 1. That is, it includes the Manufacturing Hub, the General Harbour Services, the Cargo Transportation Hub, Other Business and Other Activities (Scenario 1).

16.1 Employment

The construction phase of the All Construction Projects (Scenario 1) assumes that approximately $470 million will be invested (see Table 89). As shown in Table 89 and Figures 1040 to 1042, this is estimated to yield 1,001 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 334 person-years of indirect employment and 257 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 1,592 person-years. The corresponding total employment for the province is 2,338 person-years – 1,001 person-years of direct employment, 786 person-years of indirect employment and 552 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 4,234 person-years of employment – 1,001 person-years of direct employment, 1,960 person-years of indirect employment and 1,273 person-years of induced employment.

Table 89: Employment Impact Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$470.39	1,000.9	333.8	257.3	**1,592.0**
Newfoundland & Labrador	$470.39	1,000.9	785.6	551.7	**2,338.2**
Canada	$470.39	1,000.9	1,960.1	1,273.2	**4,234.3**

Figure 1040: Employment Impact for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

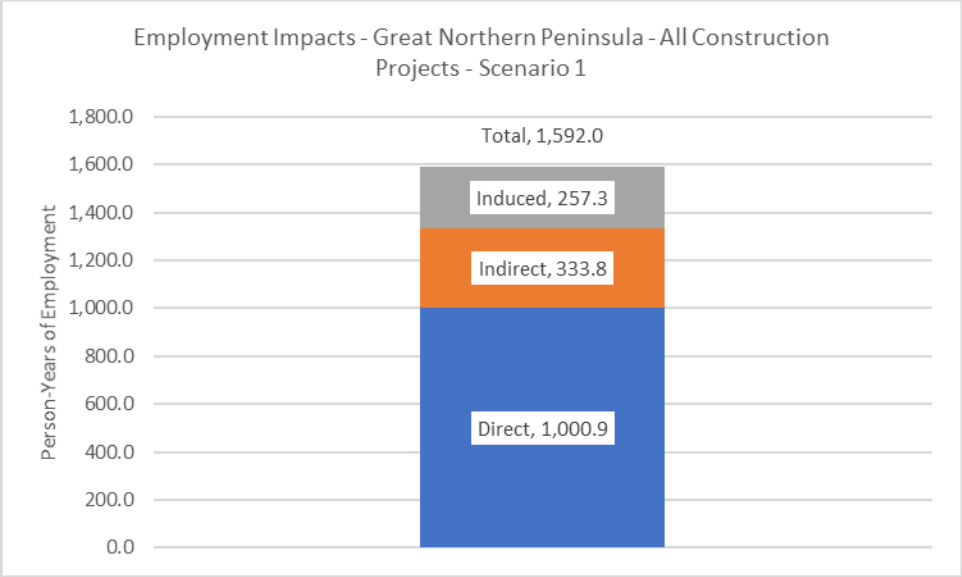


Figure 1041: Employment Impact for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

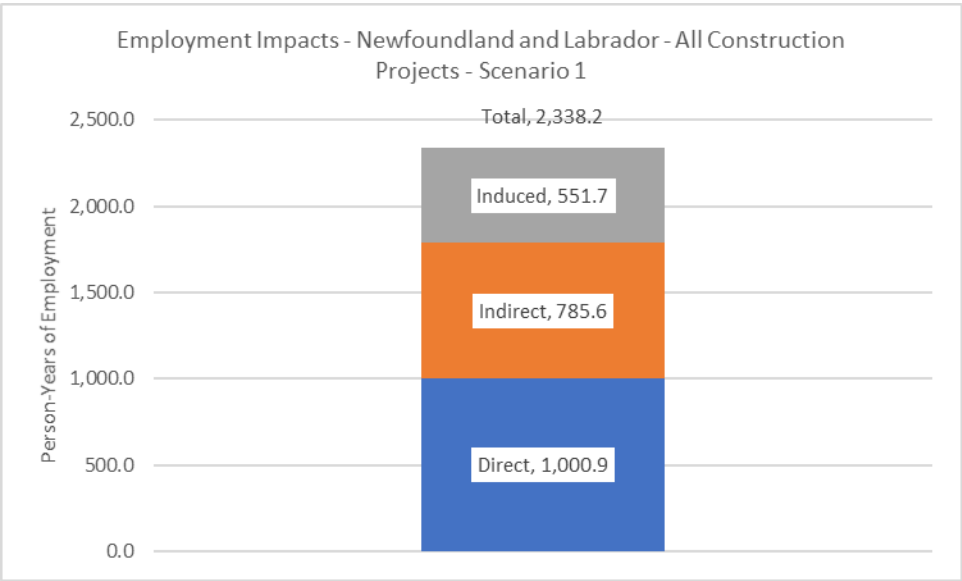
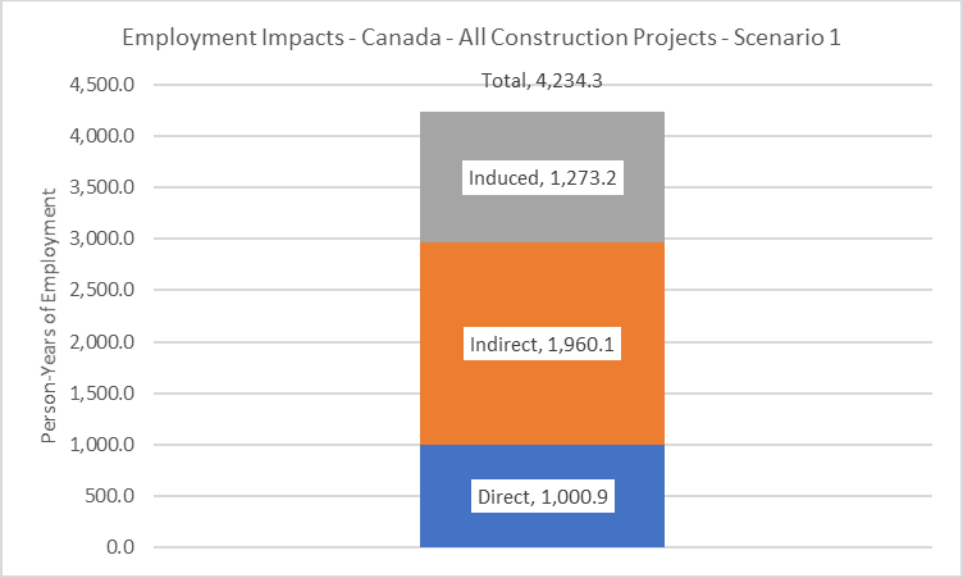


Figure 1042: Employment Impact for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.2 GDP

As shown in Table 90 and Figures 1043 to 1045, constructing the All Construction Projects (Scenario 1) is estimated to yield $125.40 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $27.80 million of indirect GDP and $30.96 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $184.16 million. The corresponding total GDP for the province is $259.55 million – $125.40 million of direct GDP, $74.46 million of indirect GDP and $59.68 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $444.60 million in GDP – $125.40 million of direct GDP, $187.59 million of indirect GDP and $131.60 million of induced GDP.

Table 90: GDP Impact Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$470.39	$125.40	$27.80	$30.96	**$184.16**
Newfoundland & Labrador	$470.39	$125.40	$74.46	$59.68	**$259.55**
Canada	$470.39	$125.40	$187.59	$131.60	**$444.60**

Figure 1043: GDP Impact for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

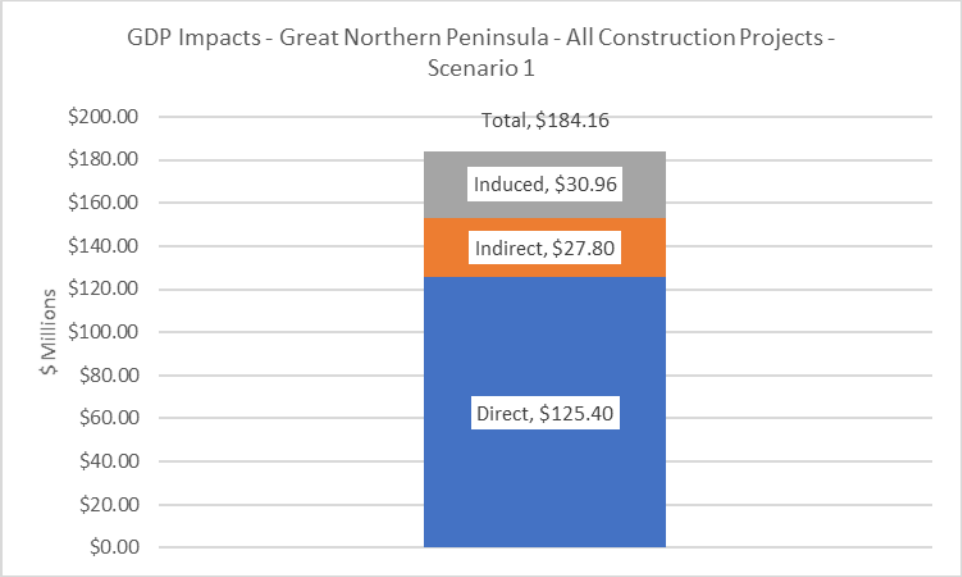


Figure 1044: GDP Impact for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

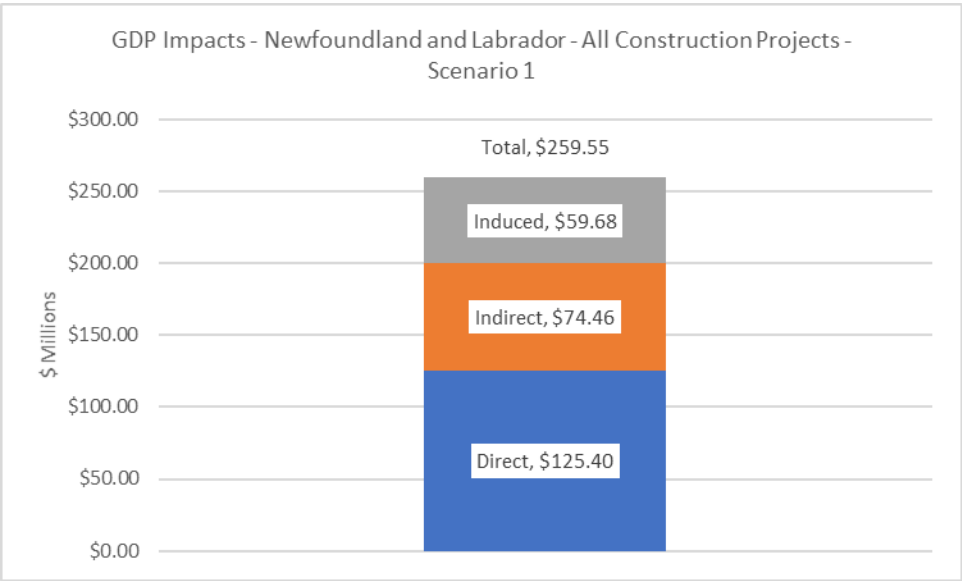
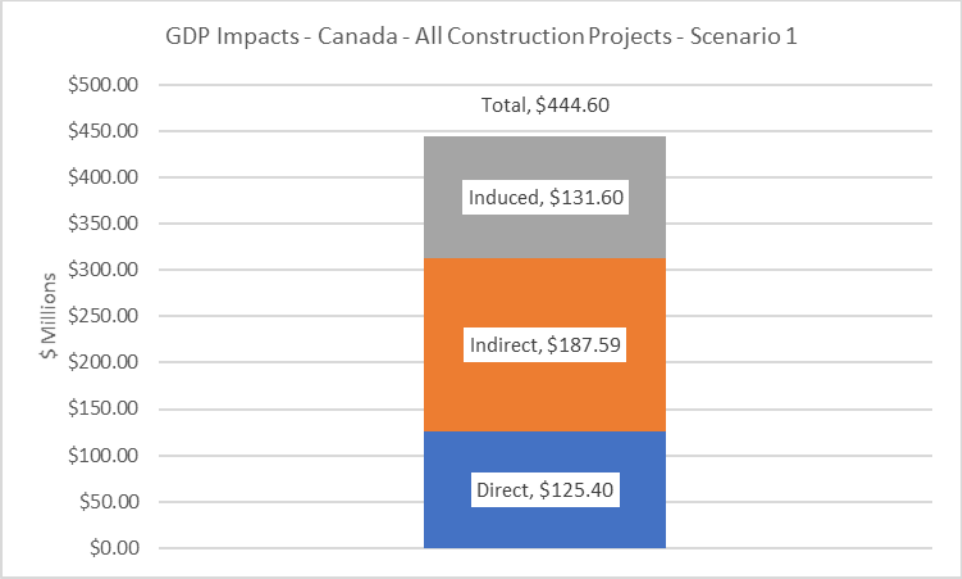


Figure 1045: GDP Impact for Canada with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.2.1 Taxes Net of Subsidies

As shown in Table 91 and Figures 1046 to 1048, constructing the All Construction Projects (Scenario 1) is estimated to yield $8.45 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $1.30 million of indirect taxes net of subsidies and $9.28 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $19.03 million. The corresponding total direct taxes net of subsidies for the province is $25.23 million – $8.45 million of direct taxes net of subsidies, $3.32 million of indirect taxes net of subsidies and $13.47 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $42.53 million in taxes net of subsidies – $8.45 million of direct taxes net of subsidies, $9.24 million of indirect taxes net of subsidies and $24.84 million of induced taxes net of subsidies.

Table 91: GDP Impacts - Taxes Net of Subsidies Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$470.39	$8.45	$1.30	$9.28	**$19.03**
Newfoundland & Labrador	$470.39	$8.45	$3.32	$13.47	**$25.23**
Canada	$470.39	$8.45	$9.24	$24.84	**$42.53**

Figure 1046: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

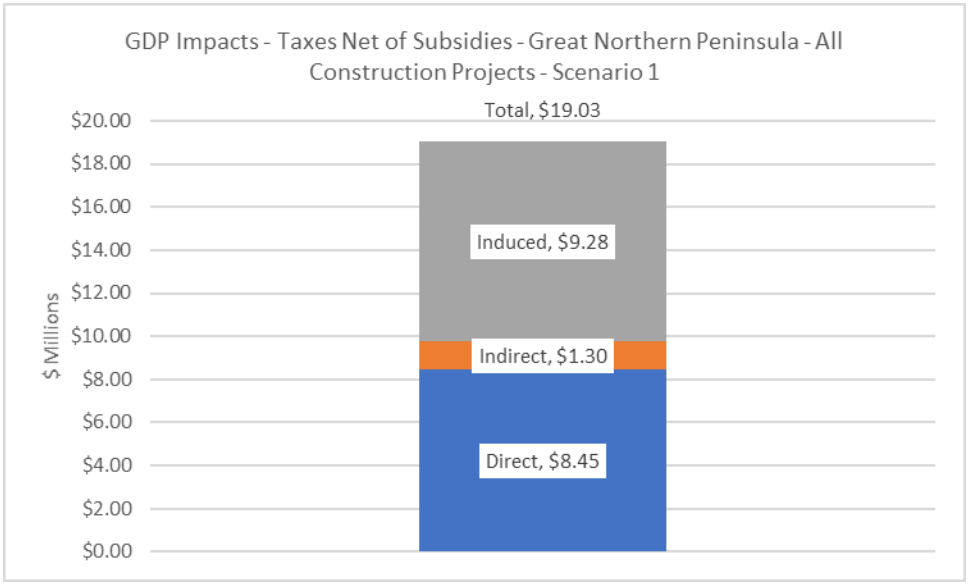


Figure 1047: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

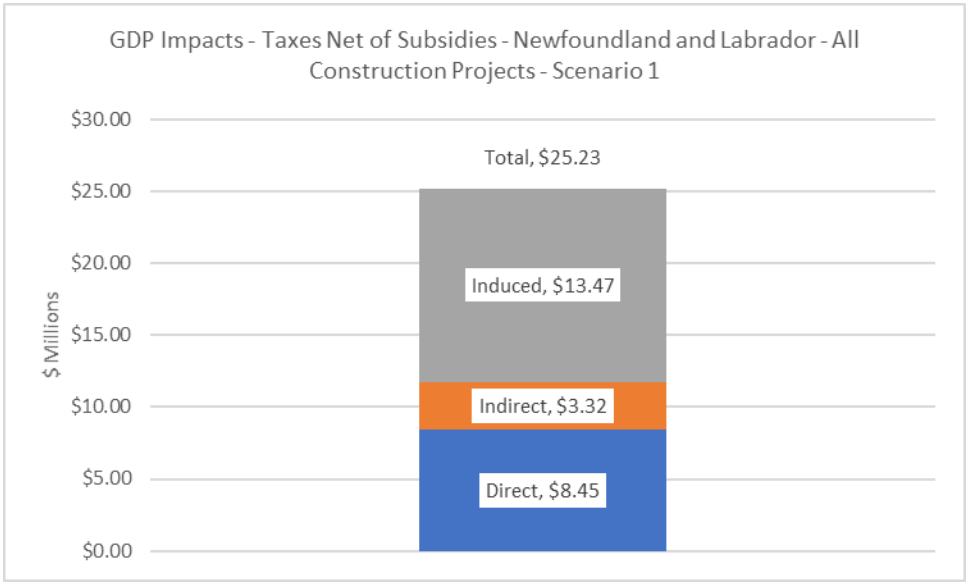
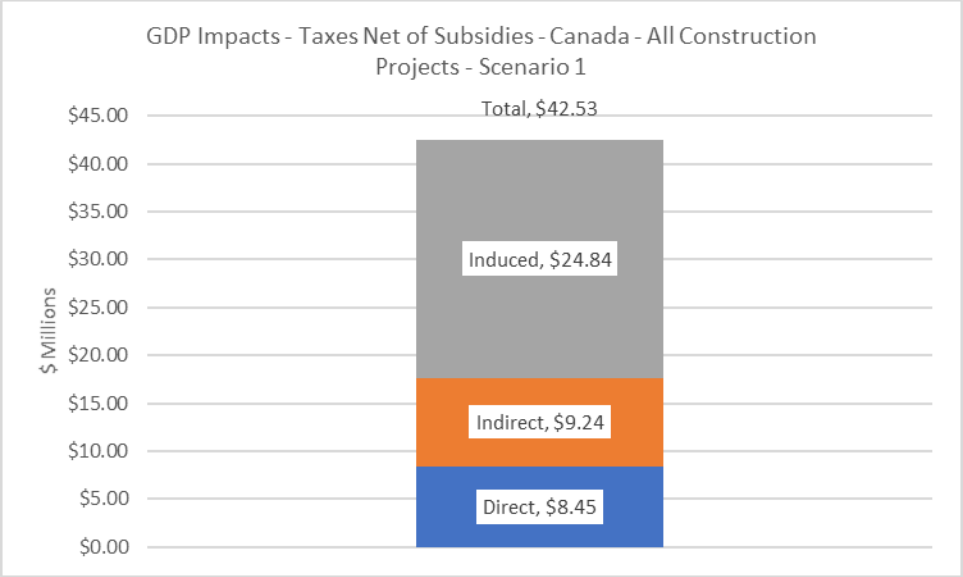


Figure 1048: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.2.2 Wages, Salaries and Social Contributions

As shown in Table 92 and Figures 1049 to 1051, constructing the All Construction Projects (Scenario 1) is estimated to yield $103.35 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $18.66 million of indirect wages, salaries, and social contributions and $10.09 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $132.11 million. The corresponding total wages, salaries and social contributions for the province is $176.45 million – $103.35 million of direct wages, salaries, and social contributions, $47.92 million of indirect wages, salaries, and social contributions and $25.17 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $280.73 million in wages, salaries, and social contributions – $103.35 million of direct wages, salaries, and social contributions $118.14 million of indirect wages, salaries, and social contributions and $59.23 million of induced wages, salaries and social contributions.

Table 92: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$470.39	$103.35	$18.66	$10.09	**$132.11**
Newfoundland & Labrador	$470.39	$103.35	$47.92	$25.17	**$176.45**
Canada	$470.39	$103.35	$118.14	$59.23	**$280.73**

Figure 1049: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

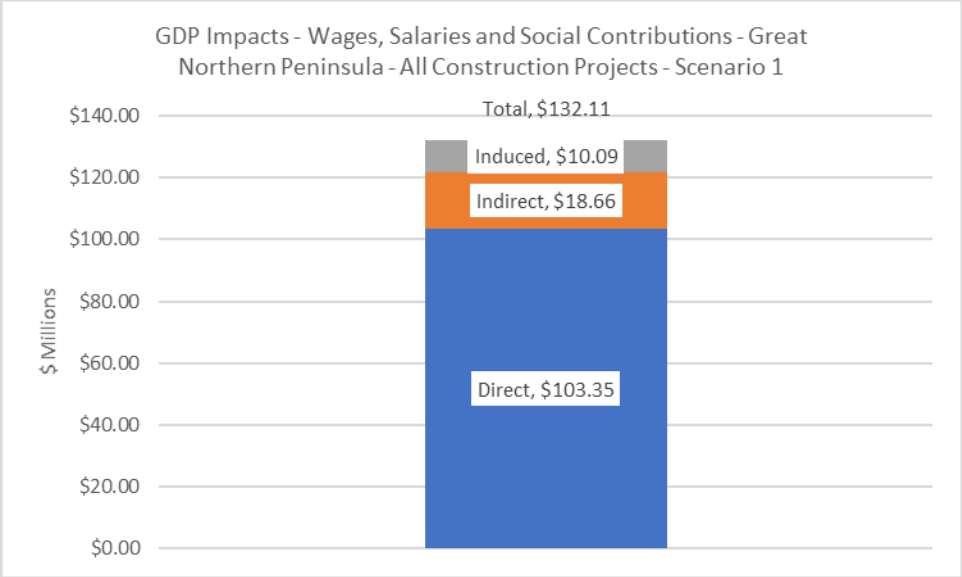


Figure 1050: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

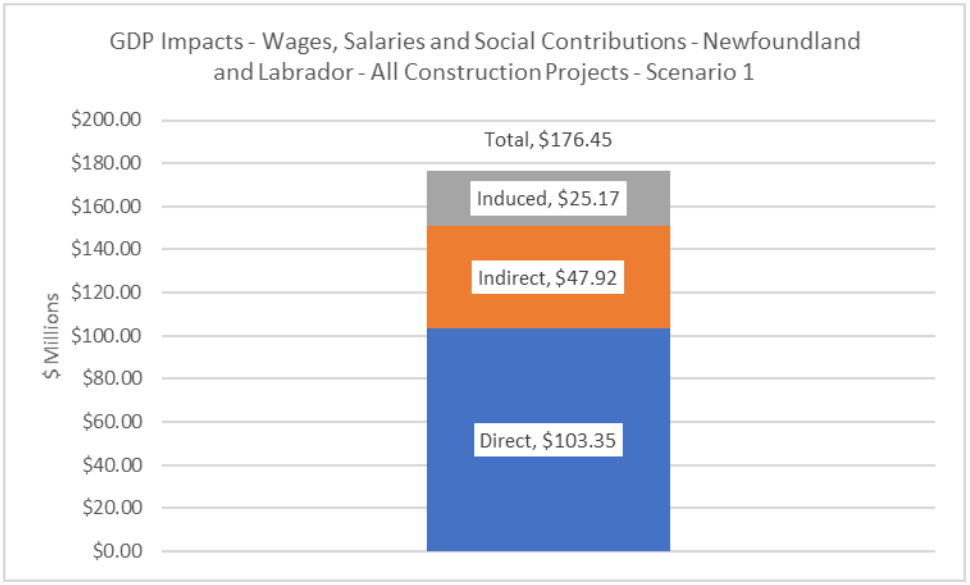
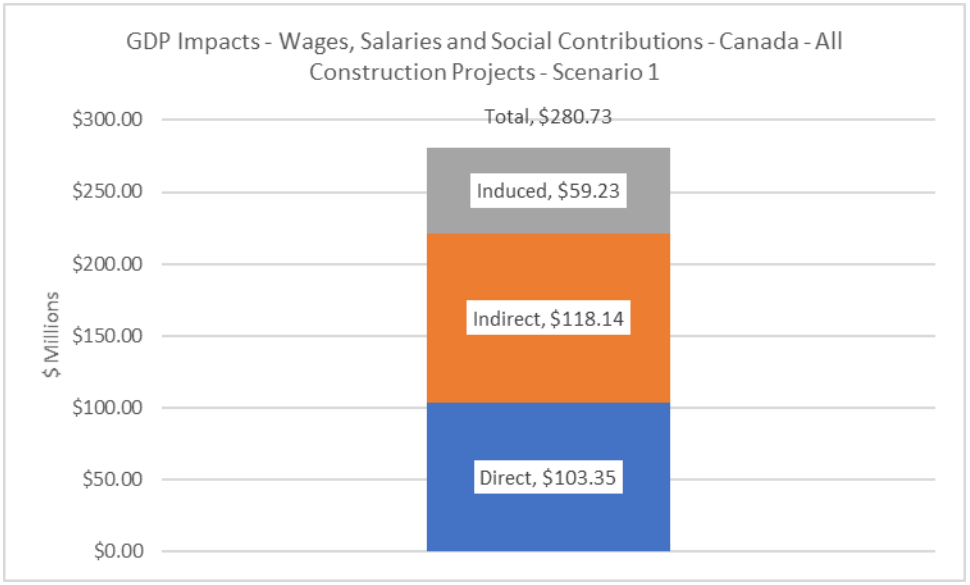


Figure 1051: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.2.3 Business Income

As shown in Table 93 and Figures 1052 to 1054, constructing the All Construction Projects (Scenario 1) is estimated to yield $13.60 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $8.31 million of indirect business income and $11.75 million of induced business income for the Great Northern Peninsula for a total local business income impact of $33.66 million. The corresponding total business income for the province is $60.05 million – $13.60

million of direct business income, $24.87 million of indirect business income and $21.59 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $127.10 million in business income – $13.60 million of direct business income $63.91 million of indirect business income and $49.59 million of induced business income.

Table 93: GDP Impacts – Business Income Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$470.39	$13.60	$8.31	$11.75	**$33.66**
Newfoundland & Labrador	$470.39	$13.60	$24.87	$21.59	**$60.05**
Canada	$470.39	$13.60	$63.91	$49.59	**$127.10**

Figure 1052: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

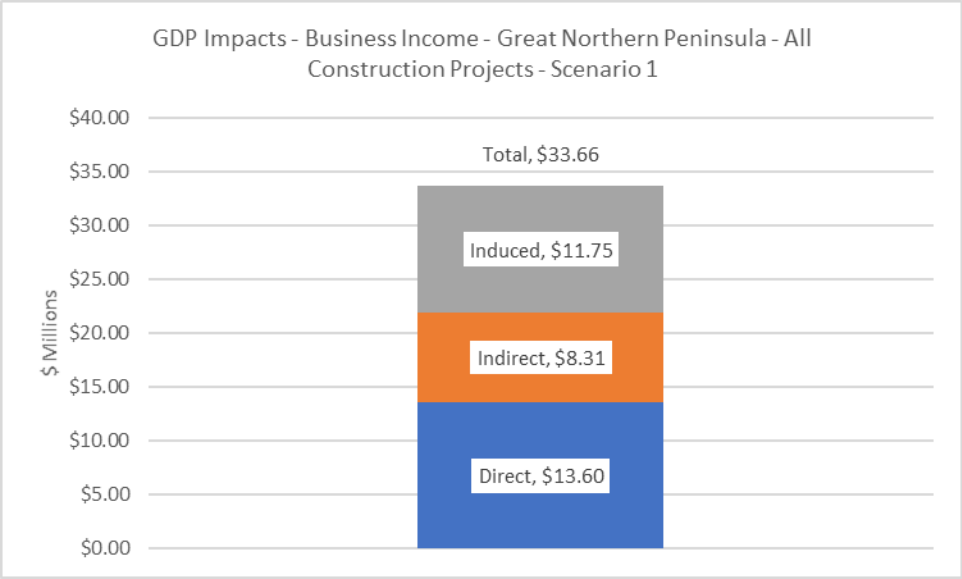


Figure 1053: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

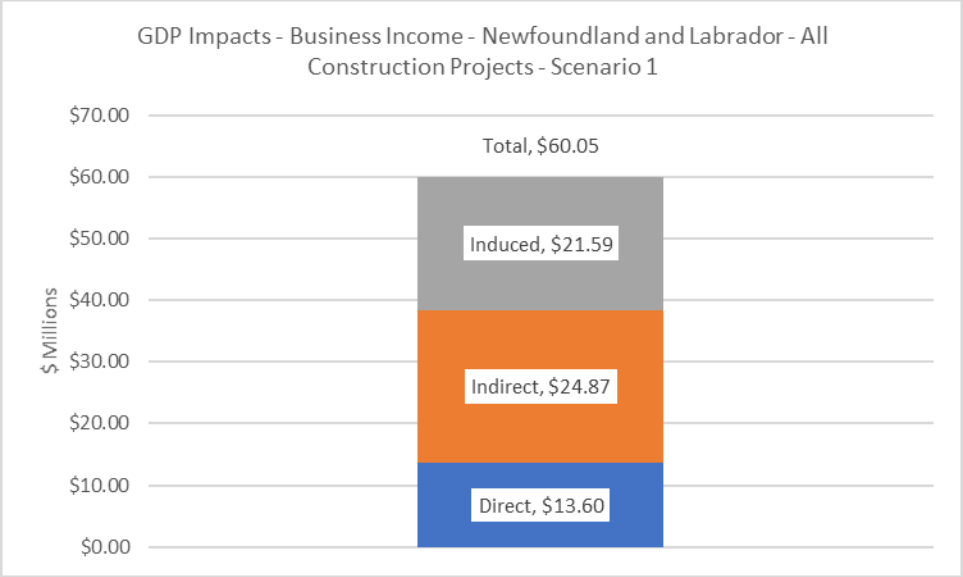
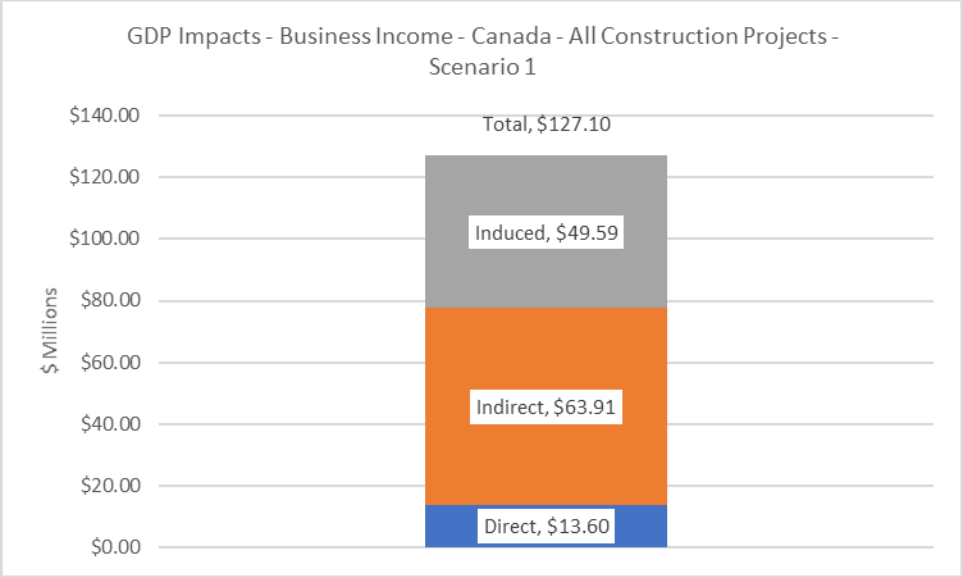


Figure 1054: GDP Impact – Business Income for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3 Government Taxes

As shown in Table 94 and Figures 1055 and 1056, constructing the All Construction Projects (Scenario 1) is estimated to yield total government taxes for the province of $58.36 million – $30.98 million of direct government taxes, $10.90 million of indirect government taxes and $16.47 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $93.07 million in government taxes – $30.98 million of direct government taxes $29.58 million of indirect government taxes and $32.51 million of induced government taxes.

Table 94: Government Taxes Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$30.98	$10.90	$16.47	**$58.36**
Canada	$470.39	$30.98	$29.58	$32.51	**$93.07**

Figure 1055: Government Taxes for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

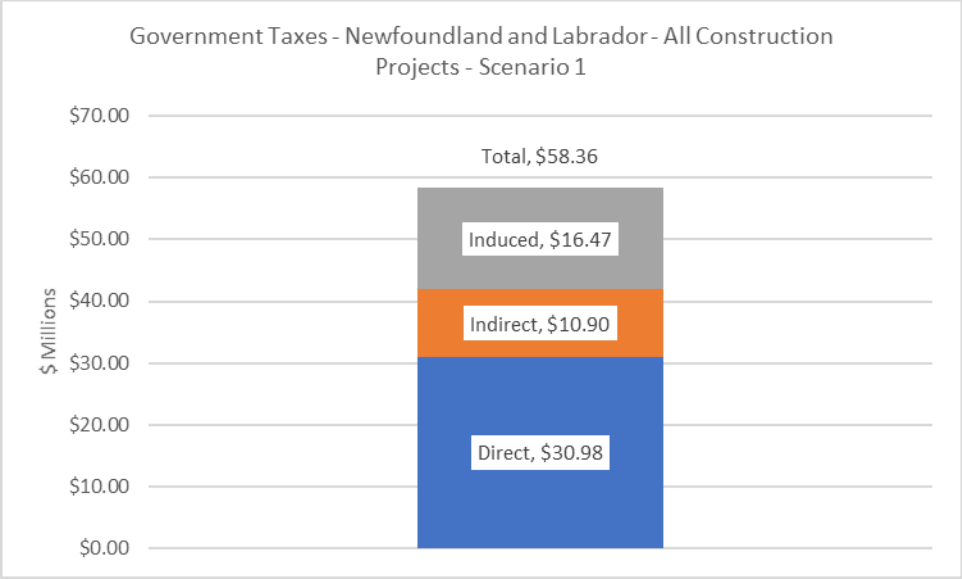
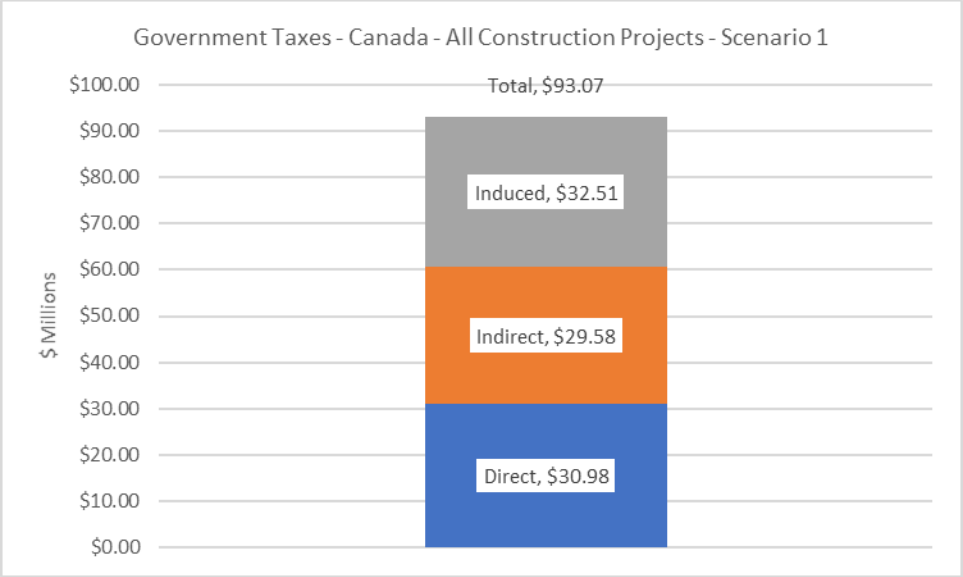


Figure 1056: Government Taxes for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.1 Federal Income Tax

As shown in Table 95 and Figures 1057 and 1058, constructing the All Construction Projects (Scenario 1) is estimated to yield total federal income taxes for the province of $18.59 million – $12.43 million of direct federal income taxes, $4.43 million of indirect federal income taxes and $1.73 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $26.80 million in federal income taxes – $12.43 million of direct federal income taxes $10.17 million of indirect federal income taxes and $4.19 million of induced federal income taxes.

Table 95: Federal Income Tax Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$12.43	$4.43	$1.73	**$18.59**
Canada	$470.39	$12.43	$10.17	$4.19	**$26.80**

Figure 1057: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

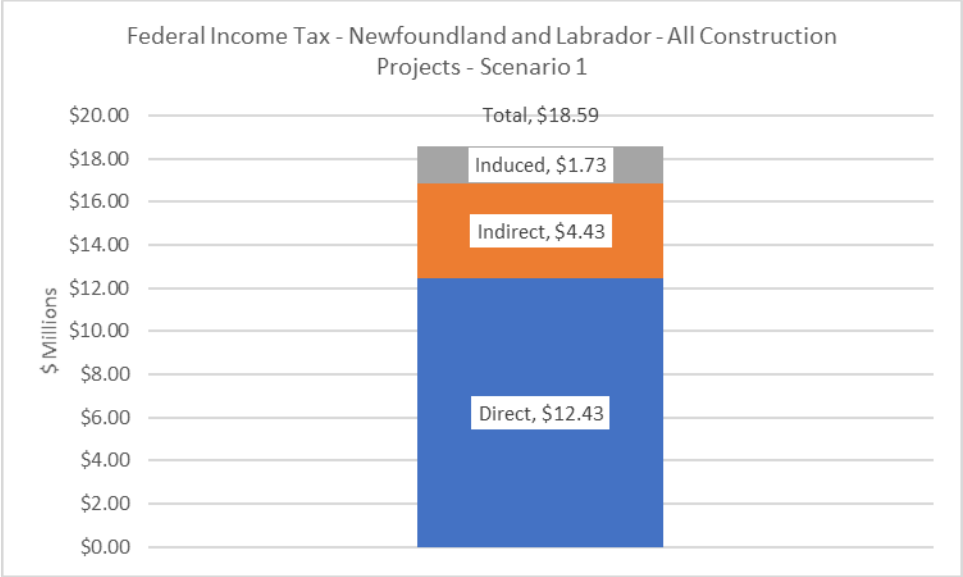
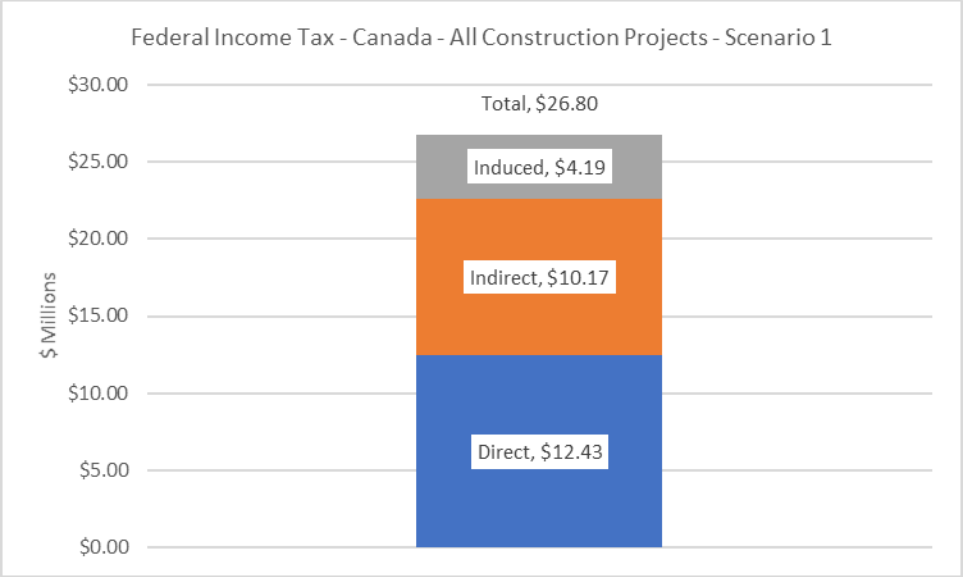


Figure 1058: Government Taxes – Federal Income Tax for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.2 Federal HST/Indirect Taxes

As shown in Table 96 and Figures 1059 and 1060, constructing the All Construction Projects (Scenario 1) is estimated to yield total federal HST/indirect taxes for the province of $6.25 million – $2.29 million of direct federal HST/indirect taxes, $0.45 million of indirect federal HST/indirect taxes and $3.50 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $10.44 million in federal HST/indirect taxes – $2.29

million of direct federal HST/indirect taxes $1.62 million of indirect federal HST/indirect taxes and $6.53 million of induced federal HST/indirect taxes.

Table 96: Federal HST/Indirect Taxes Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$2.29	$0.45	$3.50	**$6.25**
Canada	$470.39	$2.29	$1.62	$6.53	**$10.44**

Figure 1059: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

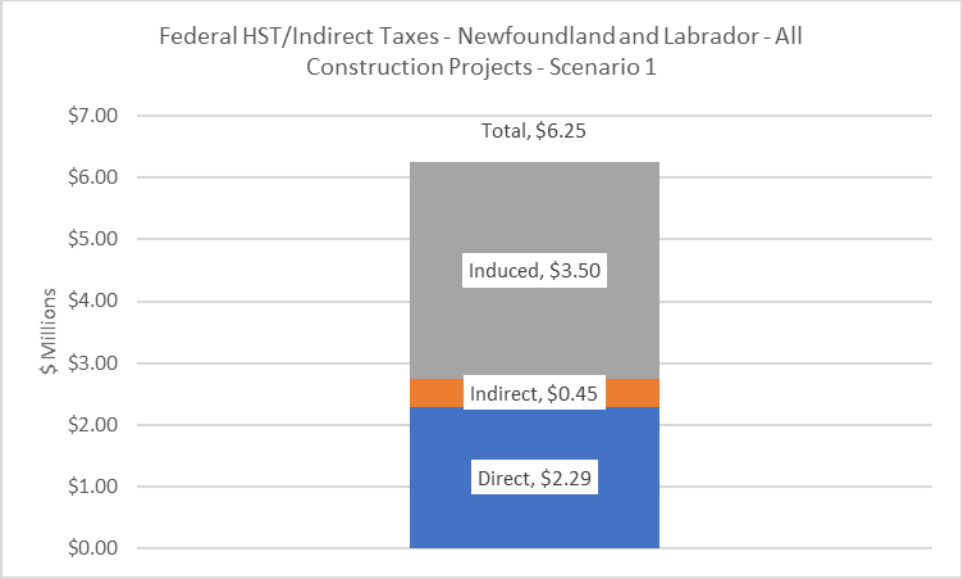
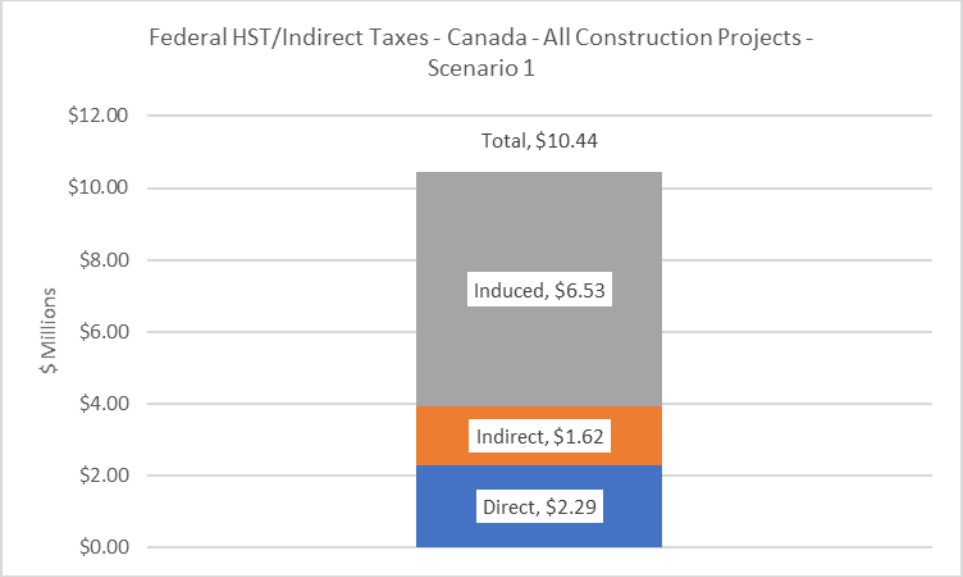


Figure 1060: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.3 Federal Tax on Profits

As shown in Table 97 and Figures 1061 and 1062, constructing the All Construction Projects (Scenario 1) is estimated to yield total federal taxes on profits for the province of $2.77 million – $1.32 million of direct federal taxes on profits, $1.08 million of indirect federal taxes on profits and $0.37 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $7.25 million in federal taxes on profits – $1.32 million of direct federal taxes on profits $4.27 million of indirect federal taxes on profits and $1.65 million of induced federal taxes on profits.

Table 97: Federal Tax on Profits Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$1.32	$1.08	$0.37	**$2.77**
Canada	$470.39	$1.32	$4.27	$1.65	**$7.25**

Figure 1061: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

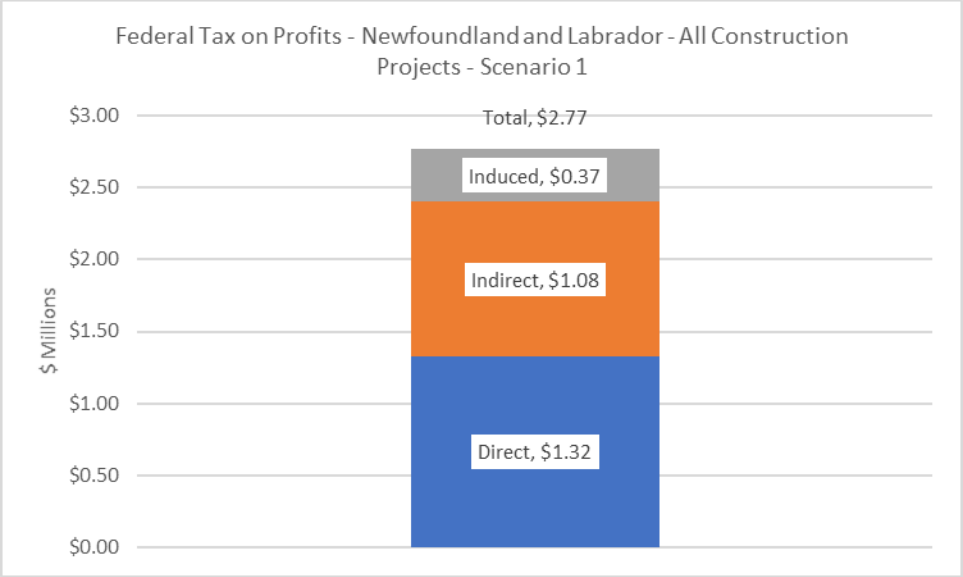
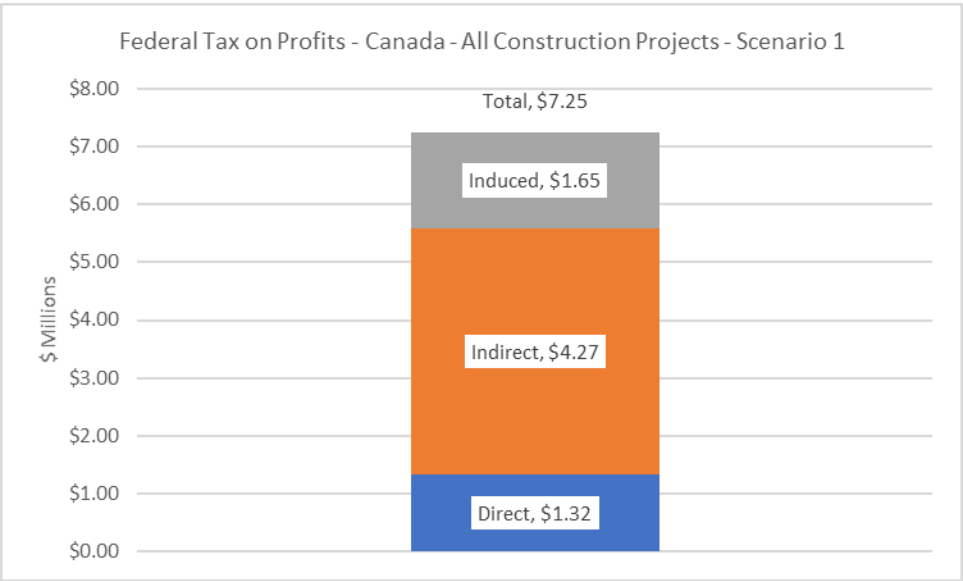


Figure 1062: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.4 Federal Tax Revenue

As shown in Table 98 and Figures 1063 and 1064, constructing the All Construction Projects (Scenario 1) is estimated to yield total federal tax revenue for the province of $27.61 million – $16.05 million of direct federal tax revenue, $5.96 million of indirect federal tax revenue and $5.60 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $44.49 million in federal tax revenue – $16.05 million of direct federal tax revenue

$16.07 million of indirect federal tax revenue and $12.37 million of induced federal tax revenue.

Table 98: Federal Tax Revenue Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$16.05	$5.96	$5.60	**$27.61**
Canada	$470.39	$16.05	$16.07	$12.37	**$44.49**

Figure 1063: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

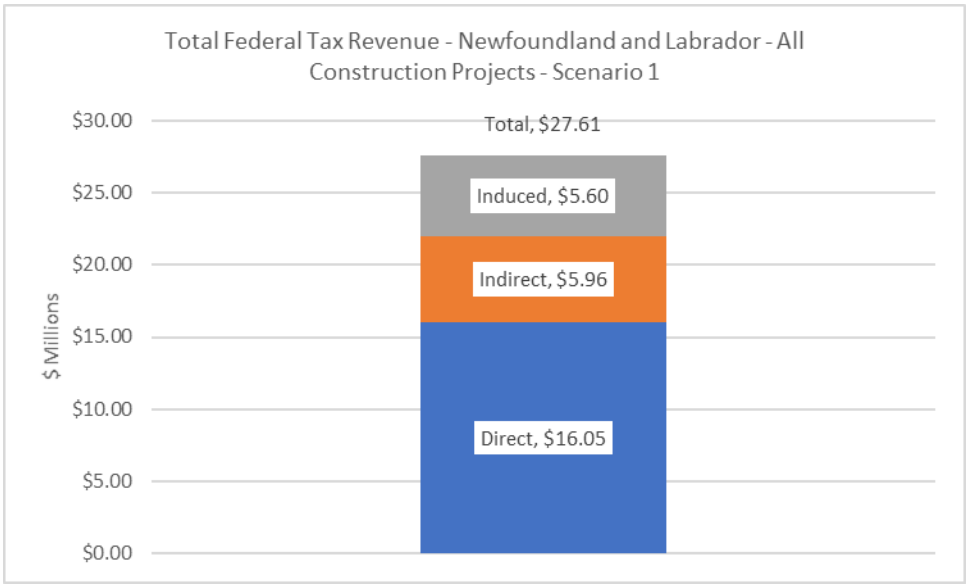
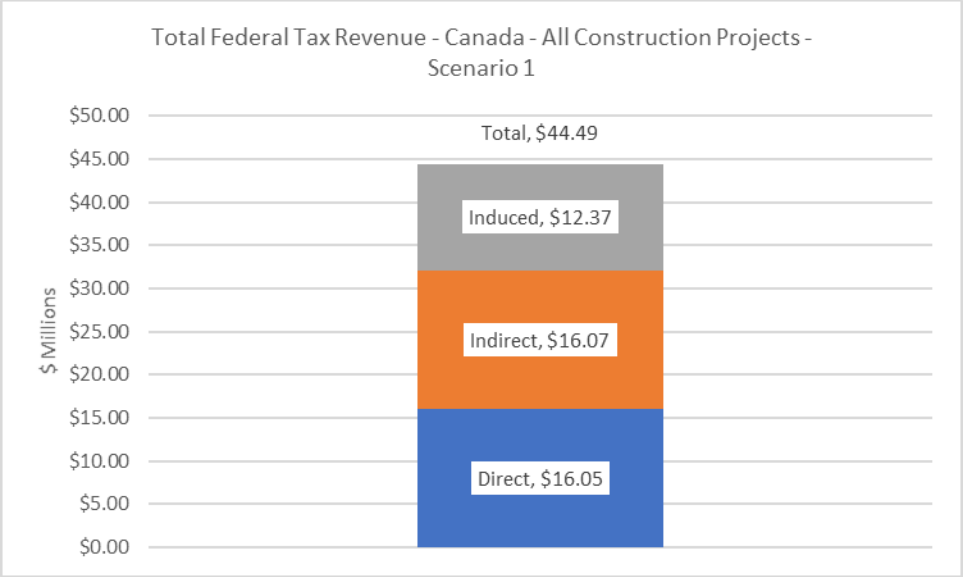


Figure 1064: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.5 Provincial Income Tax

As shown in Table 99 and Figures 1065 and 1066, constructing the All Construction Projects (Scenario 1) is estimated to yield total provincial income tax for the province of $12.10 million – $7.93 million of direct provincial income tax, $2.96 million of indirect provincial income tax and $1.20 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $17.31 million in provincial income tax – $7.93 million of direct provincial income tax $6.62 million of indirect provincial income tax and $2.76 million of induced provincial income tax.

Table 99: Provincial Income Tax Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$7.93	$2.96	$1.20	**$12.10**
Canada	$470.39	$7.93	$6.62	$2.76	**$17.31**

Figure 1065: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

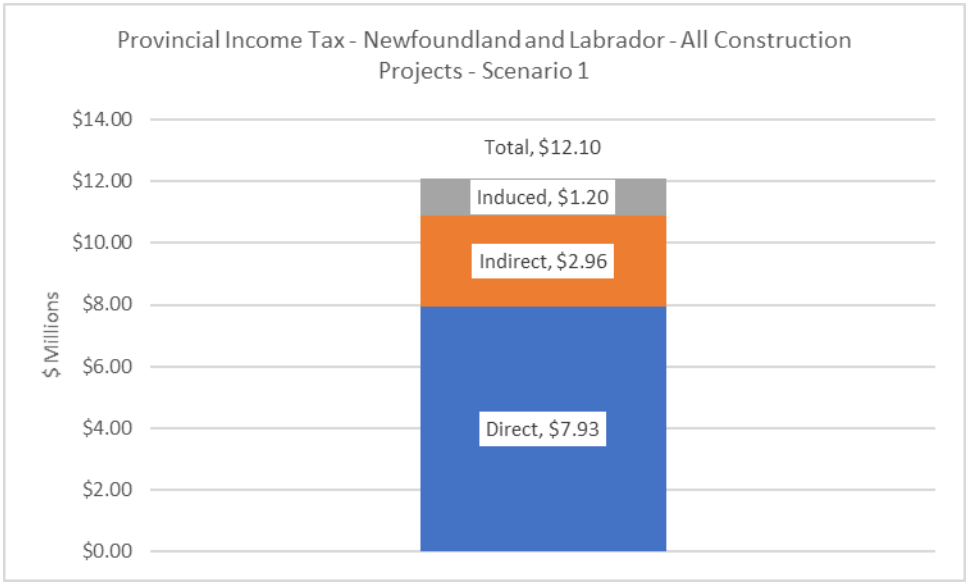
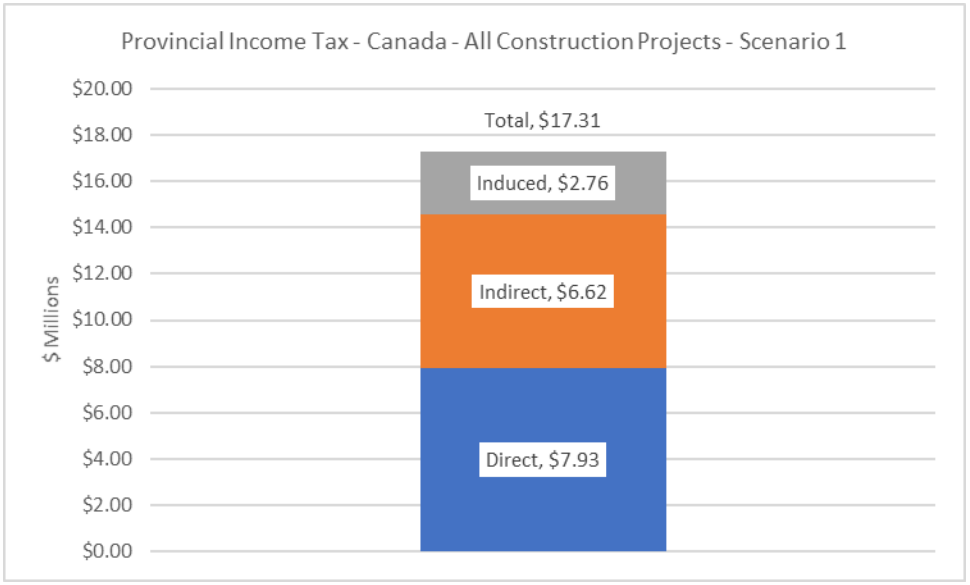


Figure 1066: Government Taxes – Provincial Income Tax for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.6 Provincial HST/Indirect Taxes

As shown in Table 100 and Figures 1067 and 1068, constructing the All Construction Projects (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $16.80 million – $6.16 million of direct provincial HST/Indirect taxes, $1.22 million of indirect provincial HST/Indirect taxes and $9.42 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $26.32 million in provincial HST/Indirect taxes –

$6.16 million of direct provincial HST/Indirect taxes $3.92 million of indirect provincial HST/Indirect taxes and $16.25 million of induced provincial HST/Indirect taxes.

Table 100: Provincial HST/Indirect Taxes Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$6.16	$1.22	$9.42	**$16.80**
Canada	$470.39	$6.16	$3.92	$16.25	**$26.32**

Figure 1067: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

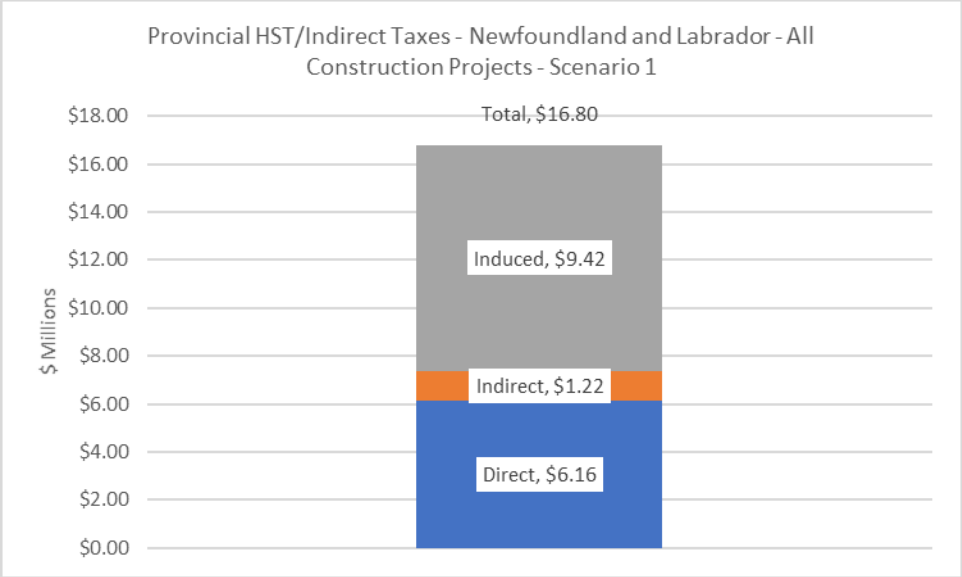
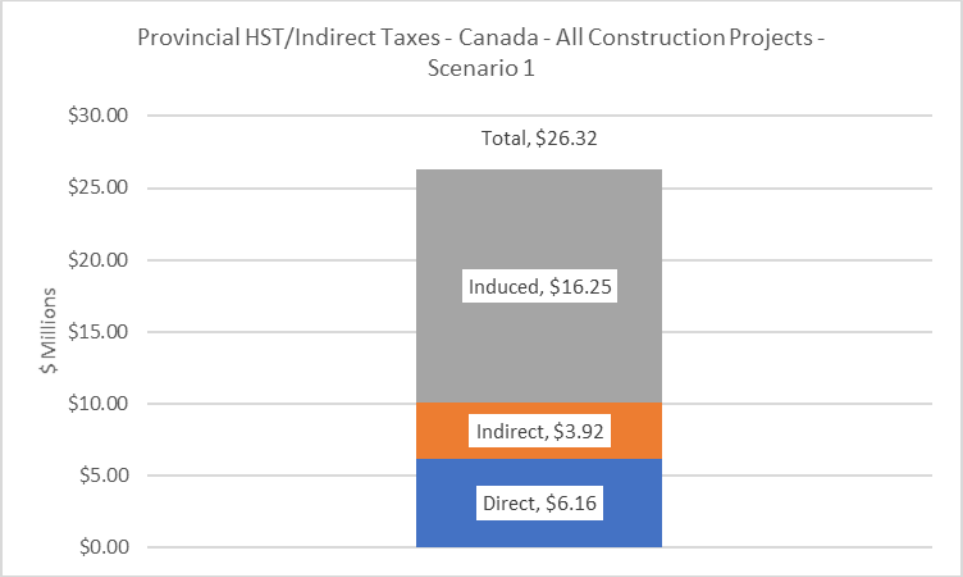


Figure 1068: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.7 Provincial Tax on Profits

As shown in Table 101 and Figures 1069 and 1070, constructing the All Construction Projects (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $1.85 million – $0.84 million of direct provincial HST/Indirect taxes, $0.75 million of indirect provincial HST/Indirect taxes and $0.25 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $4.96 million in provincial HST/Indirect taxes – $0.84 million of direct provincial HST/Indirect taxes $2.99 million of indirect provincial HST/Indirect taxes and $1.13 million of induced provincial HST/Indirect taxes.

Table 101: Provincial Tax on Profits Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$0.84	$0.75	$0.25	**$1.85**
Canada	$470.39	$0.84	$2.99	$1.13	**$4.96**

Figure 1069: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

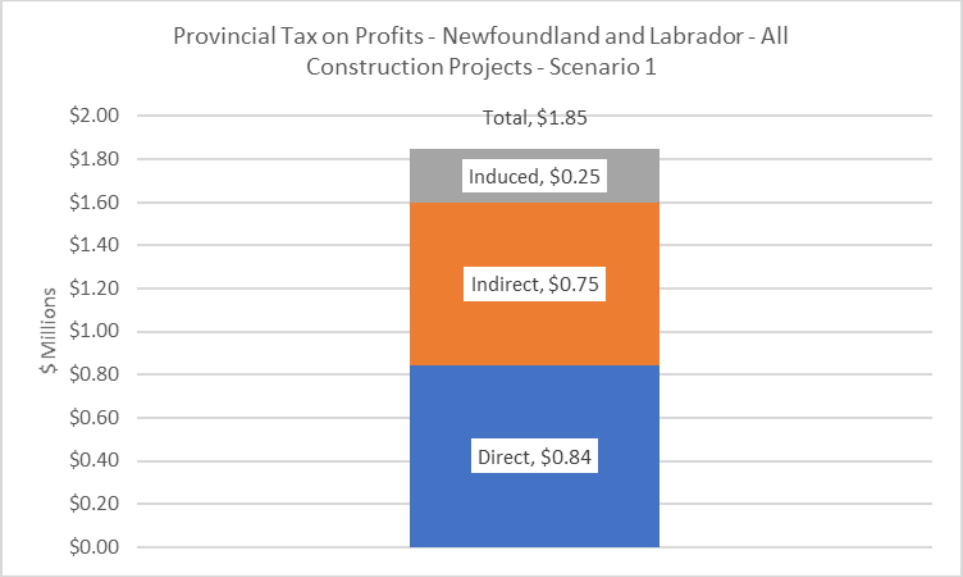
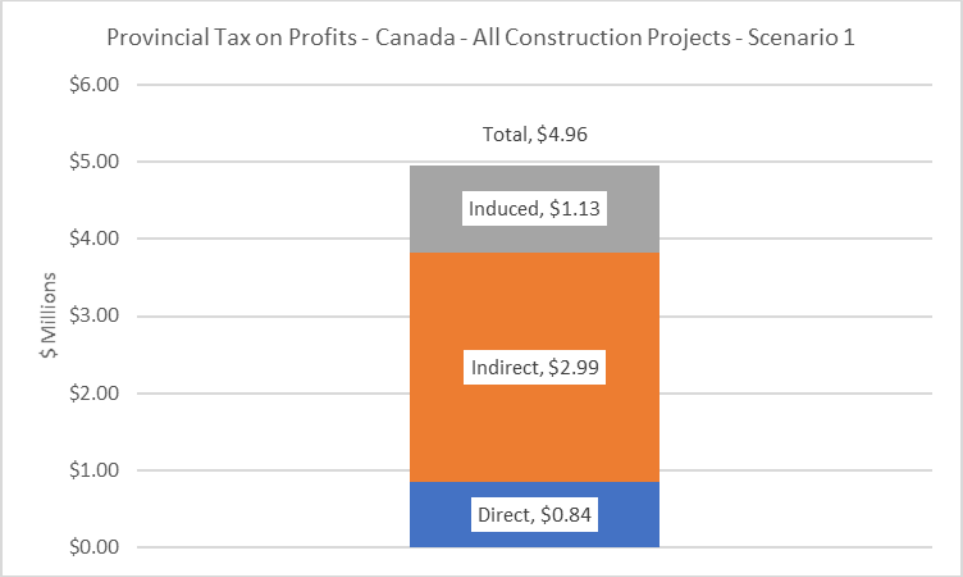


Figure 1070: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



16.3.8 Provincial Tax Revenue

As shown in Table 102 and Figures 1071 and 1072, constructing the All Construction Projects (Scenario 1) is estimated to yield total provincial tax revenue for the province of $30.75 million – $14.93 million of direct provincial tax revenue, $4.94 million of indirect provincial tax revenue and $10.87 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $48.59 million in provincial tax revenue – $14.93 million of direct provincial

tax revenue $13.52 million of indirect provincial tax revenue and $20.14 million of induced provincial tax revenue.

Table 102: Provincial Tax Revenue Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$470.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$470.39	$14.93	$4.94	$10.87	**$30.75**
Canada	$470.39	$14.93	$13.52	$20.14	**$48.59**

Figure 1071: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port

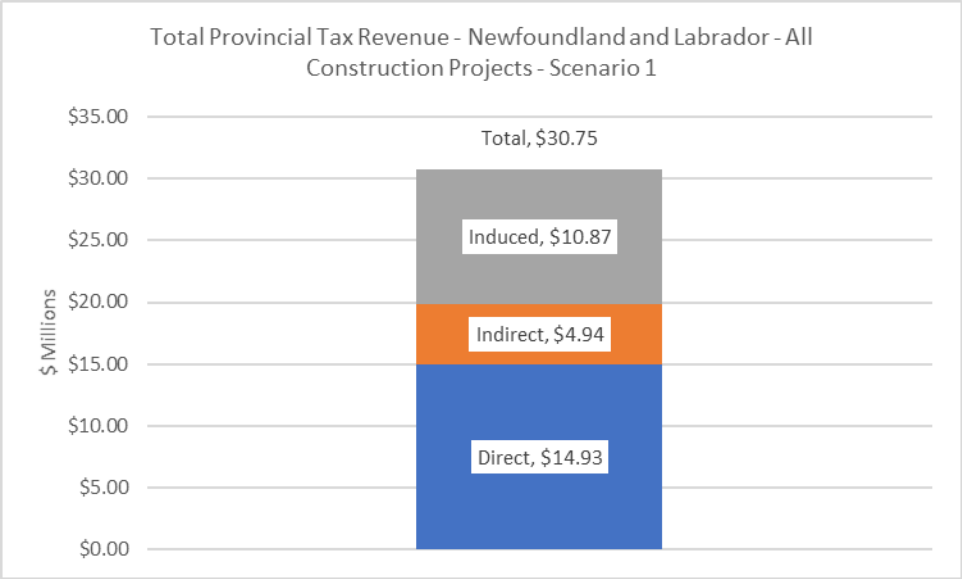
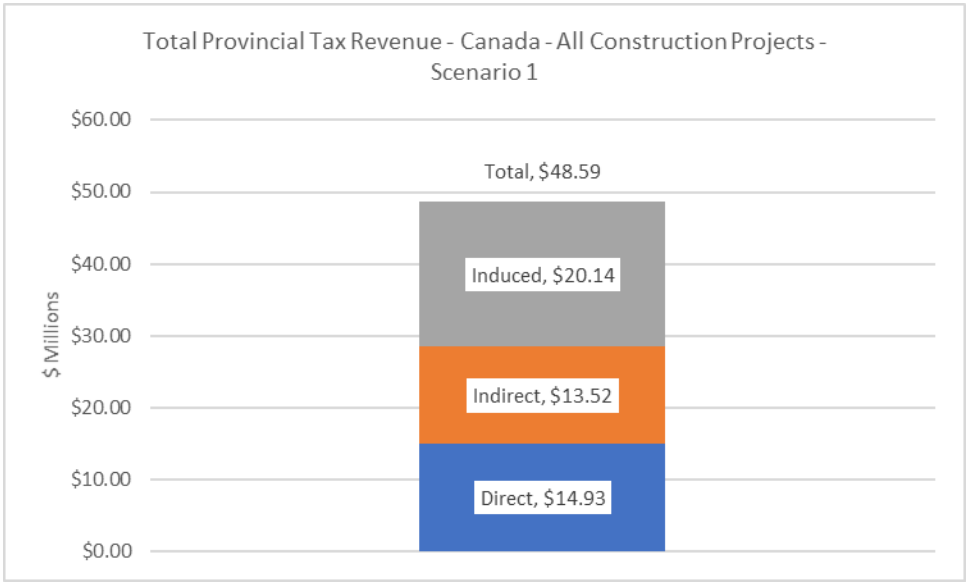


Figure 1072: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing All Construction Projects (Scenario 1) of the Great Northern Port



17.0 Construction – All Construction Projects (Scenario 2)

Section 17 section evaluates the economic impacts associated with constructing all the project components included in Scenario 2. That is, it includes the Manufacturing Hub, the General Harbour Services, the Cargo Transportation Hub, Other Business and Other Activities (Scenario 2).

17.1 Employment

The construction phase of the All Construction Projects (Scenario 2) assumes that approximately $70 million will be invested (see Table 103). As shown in Table 103 and Figures 1073 to 1075, this is estimated to yield 350.9 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 85.2 person-years of indirect employment and 60.0 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 496.1 person-years. The corresponding total employment for the province is 639.7 person-years – 350.9 person-years of direct employment, 167.5 person-years of indirect employment and 121.3 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 853.9 person-years of employment – 350.9 person-years of direct employment, 283.7 person-years of indirect employment and 219.3 person-years of induced employment.

Table 103: Employment Impact Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$70.39	350.9	85.2	60.0	496.1
Newfoundland & Labrador	$70.39	350.9	167.5	121.3	639.7
Canada	$70.39	350.9	283.7	219.3	853.9

Figure 1073: Employment Impact for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

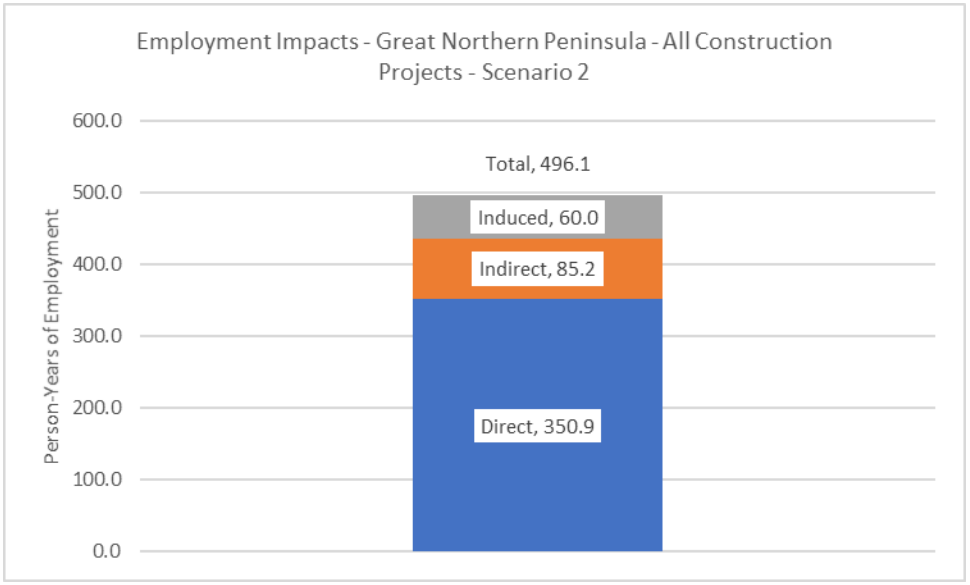


Figure 1074: Employment Impact for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

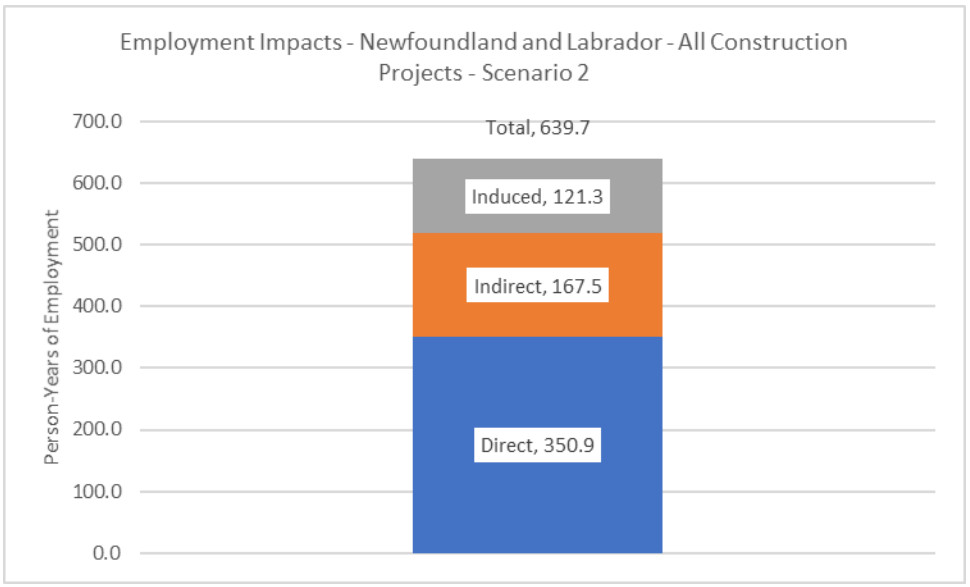
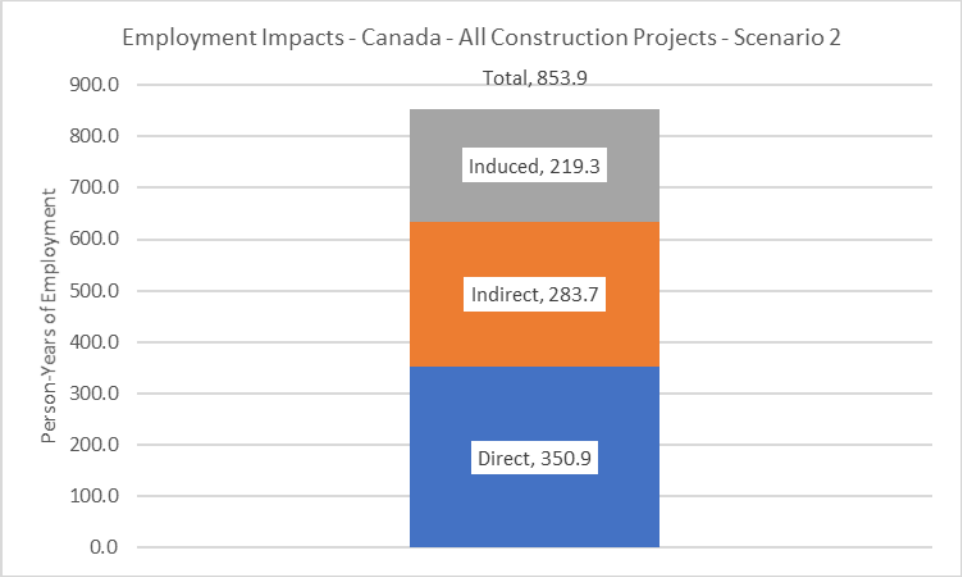


Figure 1075: Employment Impact for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.2 GDP

As shown in Table 104 and Figures 1076 to 1078, constructing the All Construction Projects (Scenario 2) is estimated to yield $28.15million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $7.48 million of indirect GDP and $7.22 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $42.85 million. The corresponding total GDP for the province is $57.49 million – $28.15 million of direct GDP, $16.16 million of indirect GDP and $13.19 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $78.97 million in GDP – $28.15 million of direct GDP, $27.92 million of indirect GDP and $22.91 million of induced GDP.

Table 104: GDP Impact Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$70.39	$28.15	$7.48	$7.22	**$42.85**
Newfoundland & Labrador	$70.39	$28.15	$16.16	$13.19	**$57.49**
Canada	$70.39	$28.15	$27.92	$22.91	**$78.97**

Figure 1076: GDP Impact for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

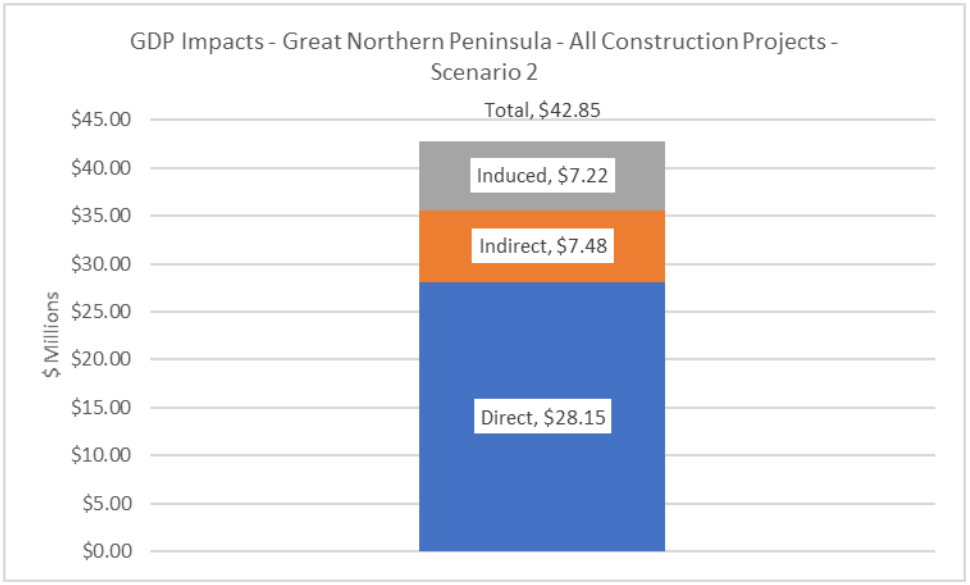


Figure 1077: GDP Impact for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

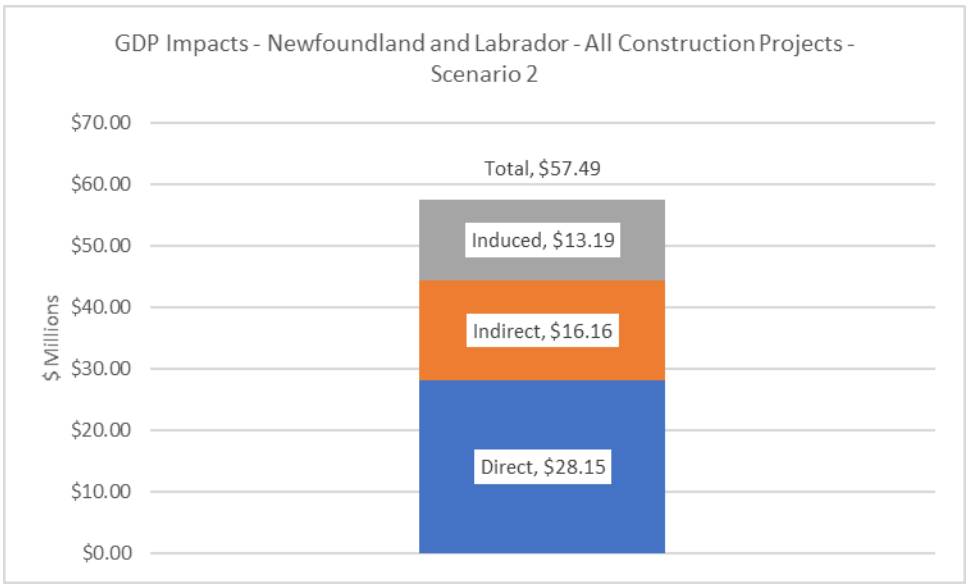
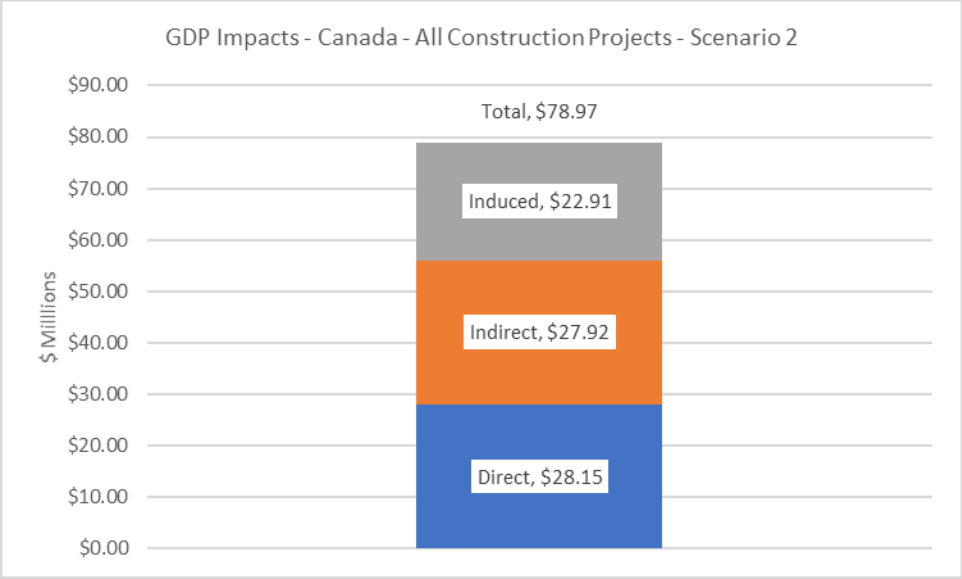


Figure 1078: GDP Impact for Canada with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.2.1 Taxes Net of Subsidies

As shown in Table 105 and Figures 1079 to 1081, constructing the All Construction Projects (Scenario 2) is estimated to yield $0.79 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.46 million of indirect taxes net of subsidies and $2.13 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $3.38 million. The corresponding total direct taxes net of subsidies for the province is $4.65 million – $0.79 million of direct taxes net of subsidies, $0.90 million of indirect taxes net of subsidies and $2.97 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $6.69 million in taxes net of subsidies – $0.79 million of direct taxes net of subsidies, $1.53 million of indirect taxes net of subsidies and $4.38 million of induced taxes net of subsidies.

Table 105: GDP Impacts - Taxes Net of Subsidies Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$70.39	$0.79	$0.46	$2.13	**$3.38**
Newfoundland & Labrador	$70.39	$0.79	$0.90	$2.97	**$4.65**
Canada	$70.39	$0.79	$1.53	$4.38	**$6.69**

Figure 1079: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

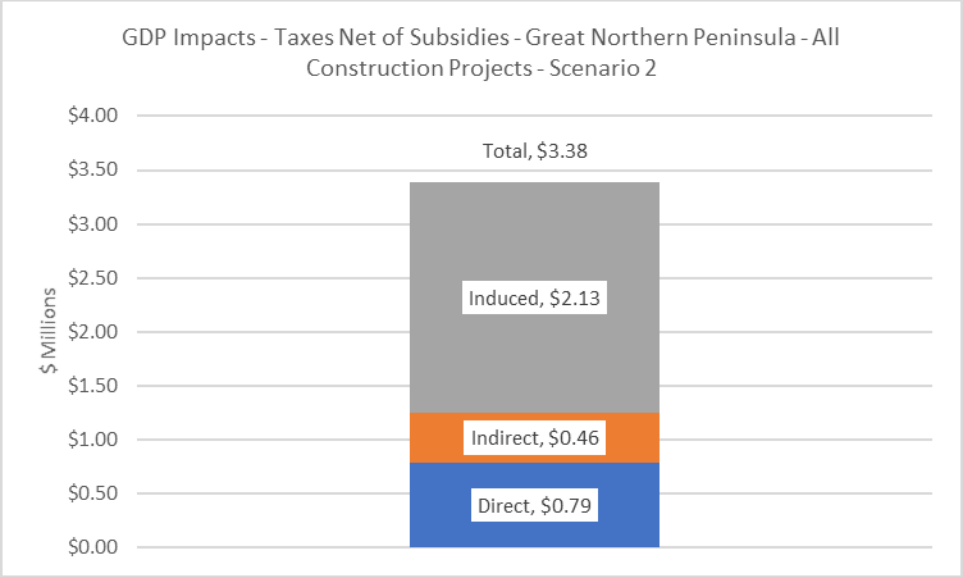


Figure 1080: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

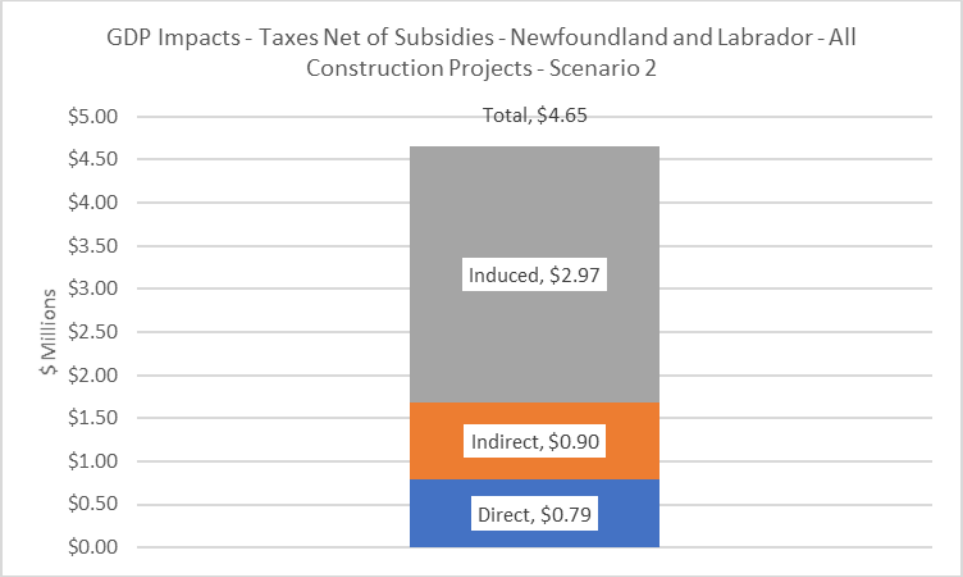
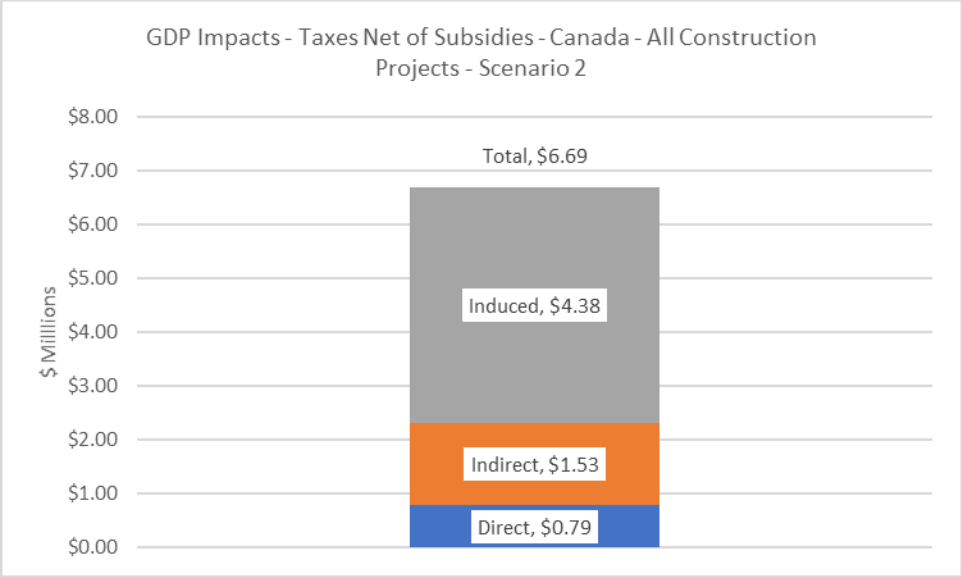


Figure 1081: GDP Impact - Taxes Net of Subsidies for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.2.2 Wages, Salaries and Social Contributions

As shown in Table 106 and Figures 1082 to 1084, constructing the All Construction Projects (Scenario 2) is estimated to yield $23.35 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $4.74 million of indirect wages, salaries, and social contributions and $2.37 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $30.46 million. The corresponding total wages, salaries and social contributions for the province is $39.00 million – $23.35 million of direct wages, salaries, and social contributions, $10.07 million of indirect wages, salaries, and social contributions and $5.57 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $50.86 million in wages, salaries, and social contributions – $23.35 million of direct wages, salaries, and social contributions $17.22 million of indirect wages, salaries, and social contributions and $10.29 million of induced wages, salaries and social contributions.

Table 106: GDP Impacts – Wages, Salaries and Social Contributions Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$70.39	$23.35	$4.74	$2.37	**$30.46**
Newfoundland & Labrador	$70.39	$23.35	$10.07	$5.57	**$39.00**
Canada	$70.39	$23.35	$17.22	$10.29	**$50.86**

Figure 1082: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

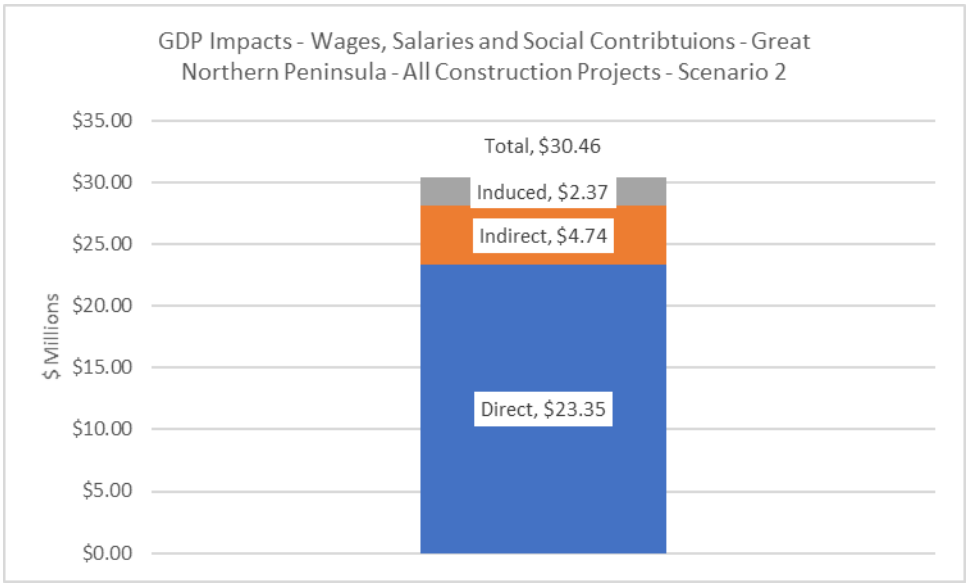


Figure 1083: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

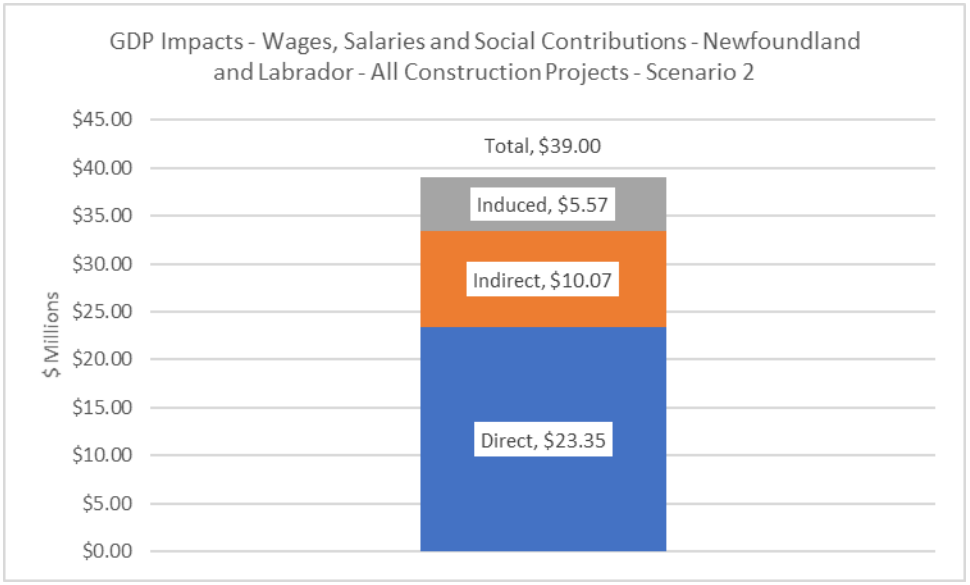
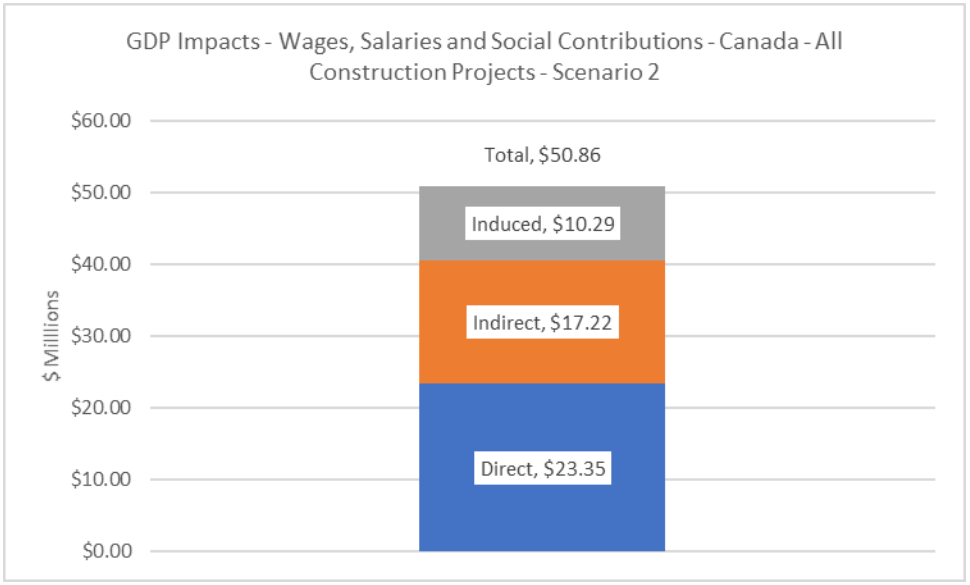


Figure 1084: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.2.3 Business Income

As shown in Table 107 and Figures 1085 to 1087, constructing the All Construction Projects (Scenario 2) is estimated to yield $4.01 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $2.49 million of indirect business income and $2.76 million of induced business income for the Great Northern Peninsula for a total local business income impact of $9.25 million. The corresponding total business income for the province is $14.46 million – $4.01

million of direct business income, $5.68 million of indirect business income and $4.77 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $22.45 million in business income – $4.01 million of direct business income $9.87 million of indirect business income and $8.58 million of induced business income.

Table 107: GDP Impacts – Business Income Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$70.39	$4.01	$2.49	$2.76	**$9.25**
Newfoundland & Labrador	$70.39	$4.01	$5.68	$4.77	**$14.46**
Canada	$70.39	$4.01	$9.87	$8.58	**$22.45**

Figure 1085: GDP Impact – Business Income for the Great Northern Peninsula Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

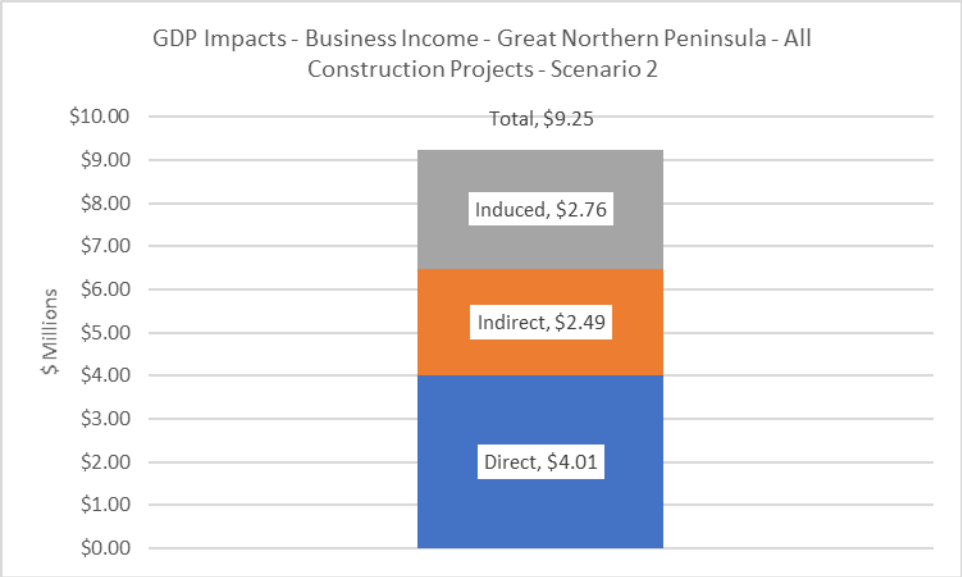


Figure 1086: GDP Impact – Business Income for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

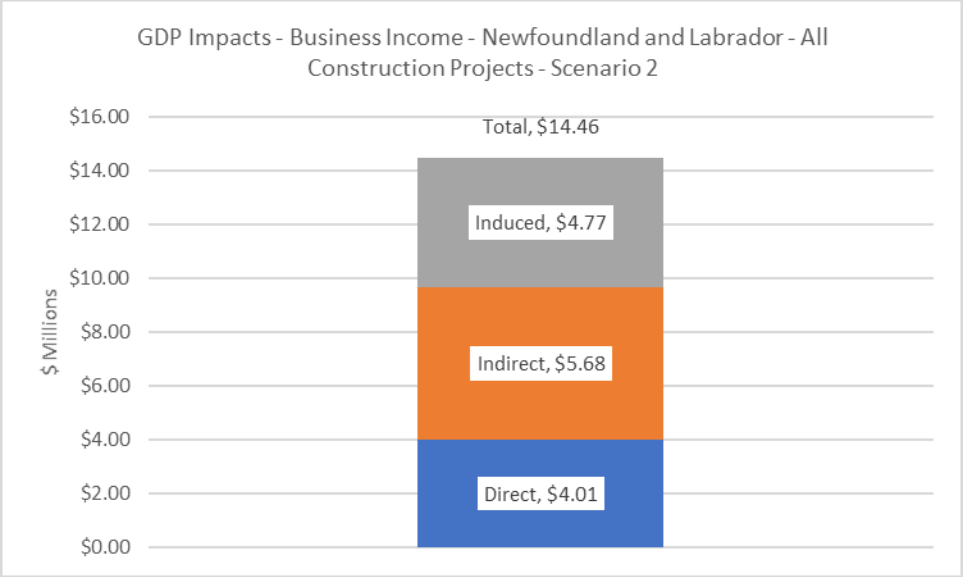
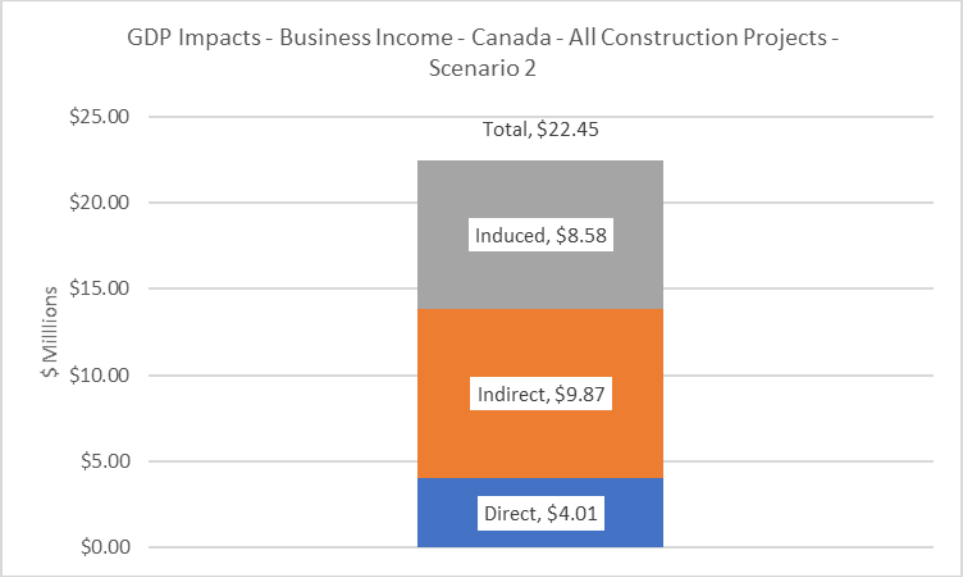


Figure 1087: GDP Impact – Business Income for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3 Government Taxes

As shown in Table 108 and Figures 1088 and 1089, constructing the All Construction Projects (Scenario 2) is estimated to yield total government taxes for the province of $11.81 million – $5.81 million of direct government taxes, $2.37 million of indirect government taxes and $3.63 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $15.85 million in government taxes – $5.81 million of direct government taxes $4.32 million of indirect government taxes and $5.72 million of induced government taxes.

Table 108: Government Taxes Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$5.81	$2.37	$3.63	**$11.81**
Canada	$70.39	$5.81	$4.32	$5.72	**$15.85**

Figure 1088: Government Taxes for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

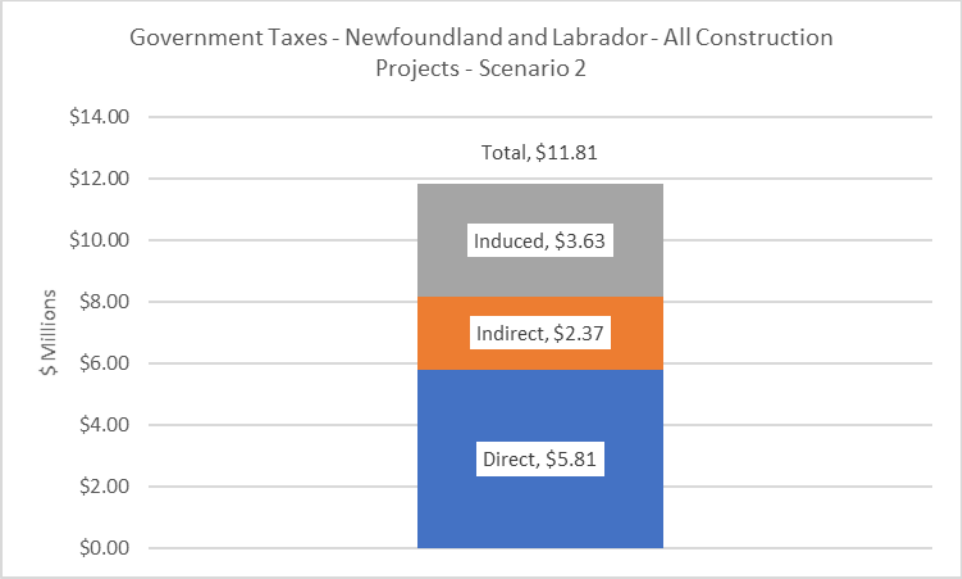
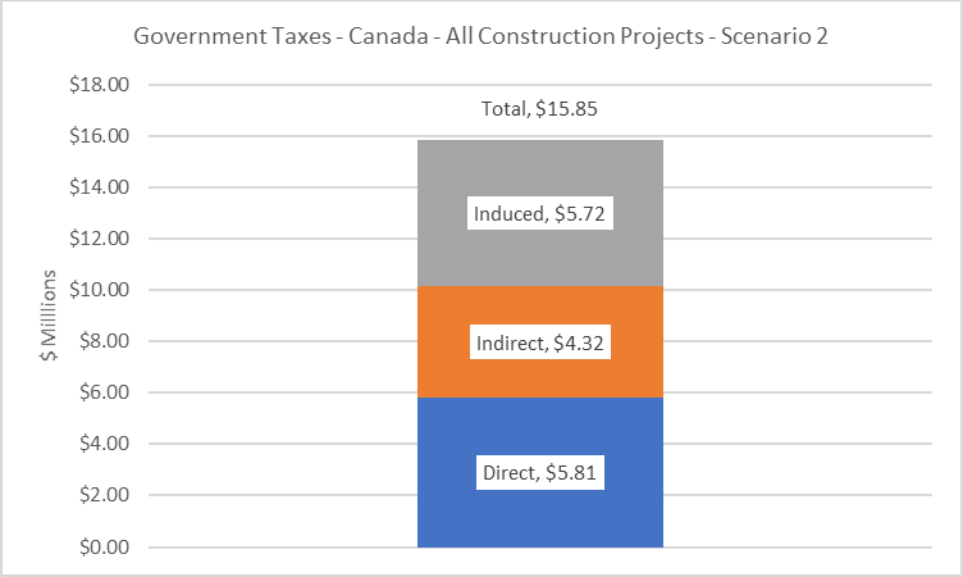


Figure 1089: Government Taxes for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.1 Federal Income Tax

As shown in Table 109 and Figures 1090 and 1091, constructing the All Construction Projects (Scenario 2) is estimated to yield total federal income taxes for the province of $4.00 million – $2.67 million of direct federal income taxes, $0.95 million of indirect federal income taxes and $0.38 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $4.95 million in federal income taxes – $2.67 million of direct federal income taxes $1.55 million of indirect federal income taxes and $0.73 million of induced federal income taxes.

Table 109: Federal Income Tax Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$2.67	$0.95	$0.38	**$4.00**
Canada	$70.39	$2.67	$1.55	$0.73	**$4.95**

Figure 1090: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

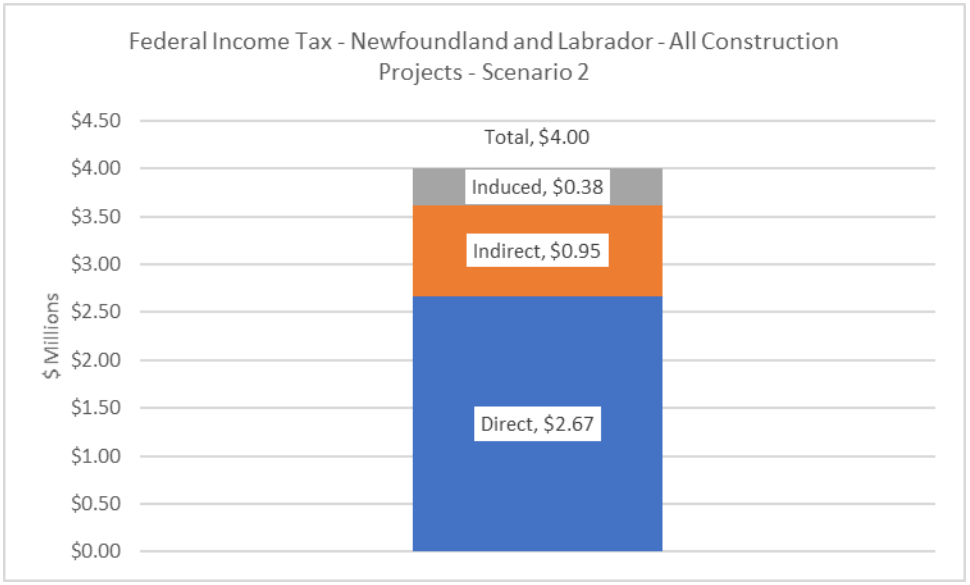
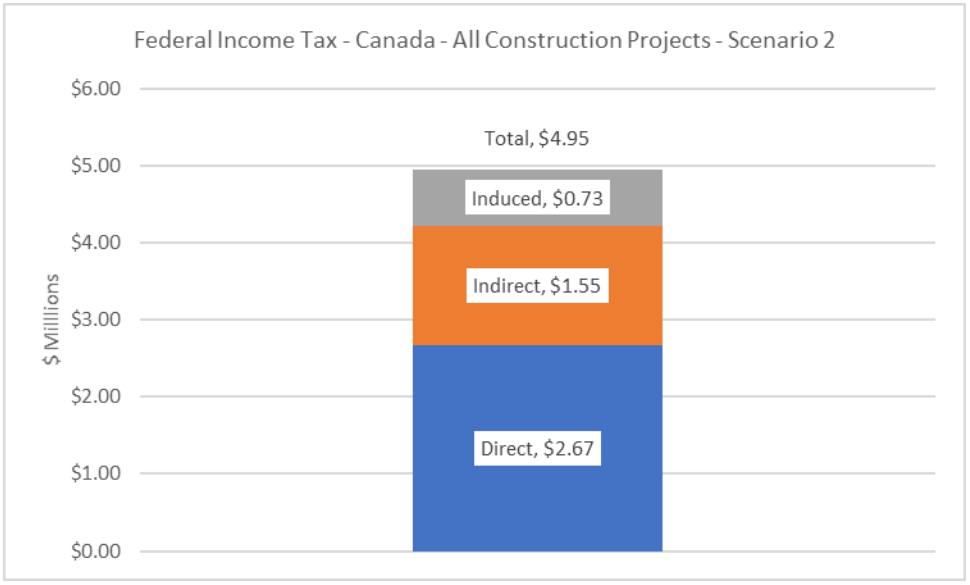


Figure 1091: Government Taxes – Federal Income Tax for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.2 Federal HST/Indirect Taxes

As shown in Table 110 and Figures 1092 and 1093, constructing the All Construction Projects (Scenario 2) is estimated to yield total federal HST/indirect taxes for the province of $1.10 million – $0.21 million of direct federal HST/indirect taxes, $0.11 million of indirect federal HST/indirect taxes and $0.77 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $1.59 million in federal HST/indirect taxes – $0.21

million of direct federal HST/indirect taxes $0.24 million of indirect federal HST/indirect taxes and $1.14 million of induced federal HST/indirect taxes.

Table 110: Federal HST/Indirect Taxes Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$0.21	$0.11	$0.77	**$1.10**
Canada	$70.39	$0.21	$0.24	$1.14	**$1.59**

Figure 1092: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

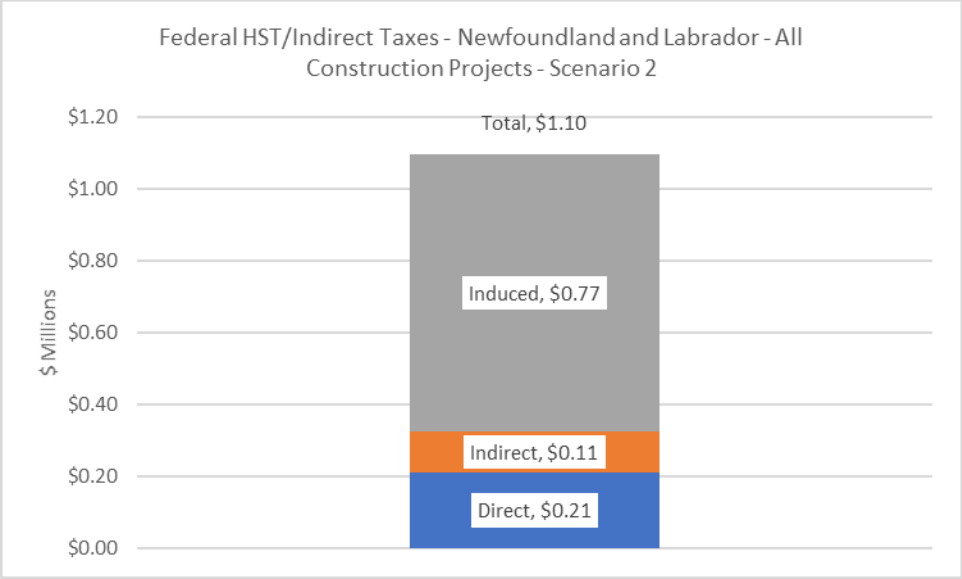
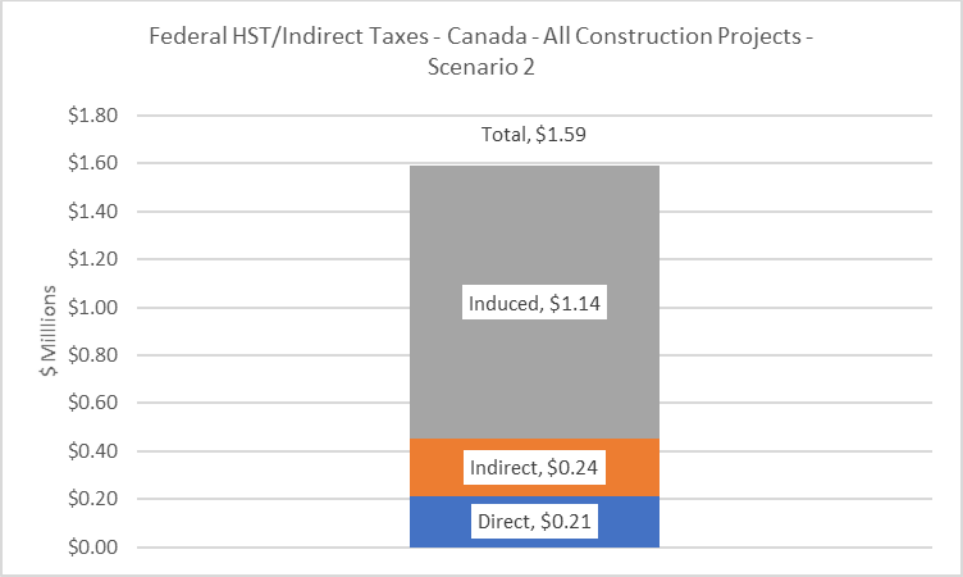


Figure 1093: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.3 Federal Tax on Profits

As shown in Table 111 and Figures 1094 and 1095, constructing the All Construction Projects (Scenario 2) is estimated to yield total federal taxes on profits for the province of $0.69 million – $0.39 million of direct federal taxes on profits, $0.22 million of indirect federal taxes on profits and $0.08 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $1.19 million in federal taxes on profits – $0.39 million of direct federal taxes on profits $0.53 million of indirect federal taxes on profits and $0.27 million of induced federal taxes on profits.

Table 111: Federal Tax on Profits Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$0.39	$0.22	$0.08	**$0.69**
Canada	$70.39	$0.39	$0.53	$0.27	**$1.19**

Figure 1094: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

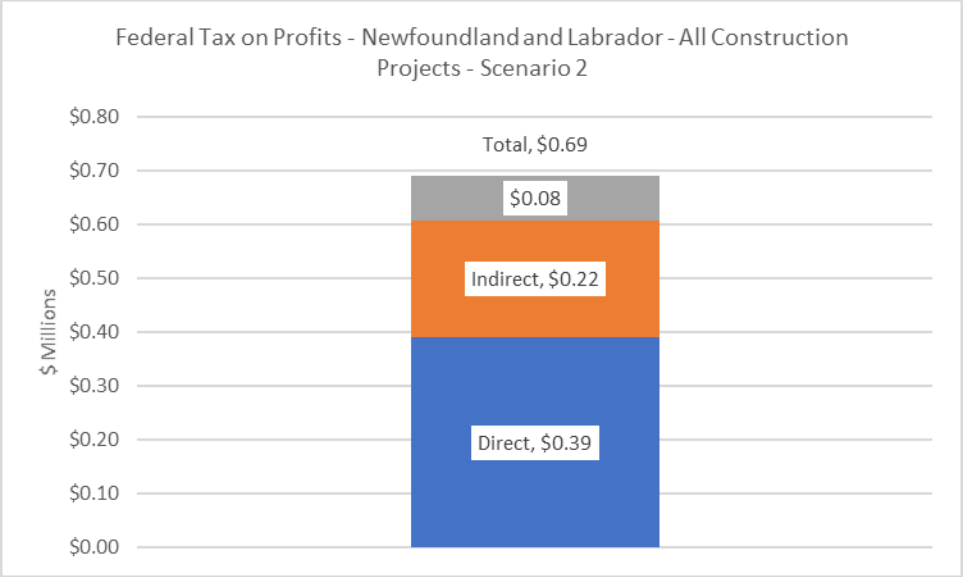
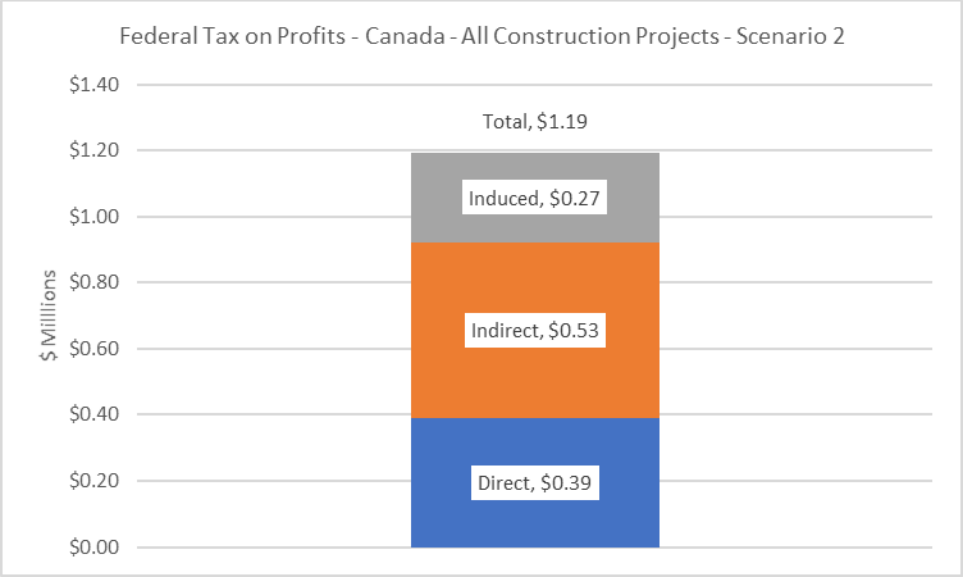


Figure 1095: Government Taxes – Federal Tax on Profits for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.4 Federal Tax Revenue

As shown in Table 112 and Figures 1096 and 1097, constructing the All Construction Projects (Scenario 2) is estimated to yield total federal tax revenue for the province of $5.79 million – $3.27 million of direct federal tax revenue, $1.28 million of indirect federal tax revenue and $1.24 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $7.73 million in federal tax revenue – $3.27 million of direct federal tax revenue $2.32 million of indirect federal tax revenue and $2.14 million of induced federal tax revenue.

Table 112: Federal Tax Revenue Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$3.27	$1.28	$1.24	**$5.79**
Canada	$70.39	$3.27	$2.32	$2.14	**$7.73**

Figure 1096: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

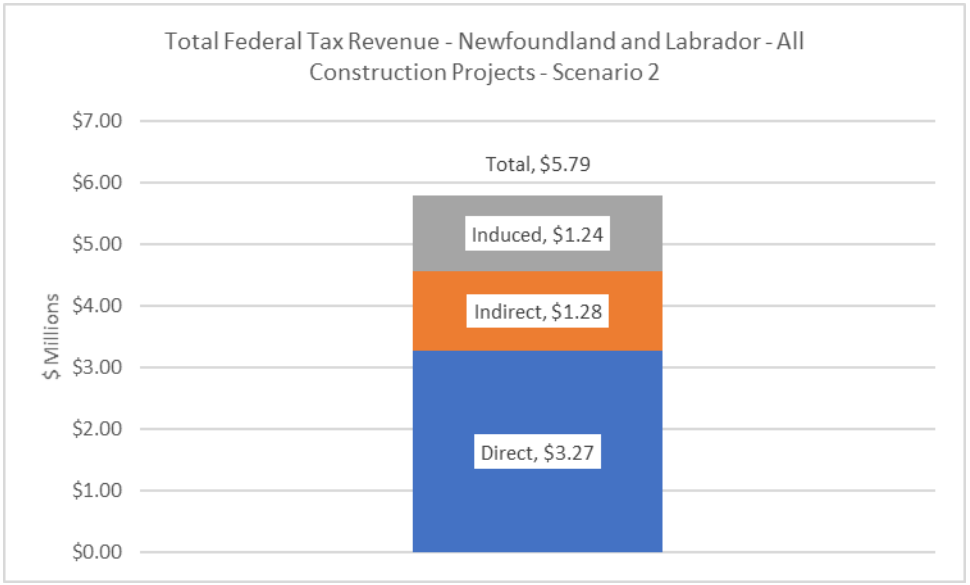
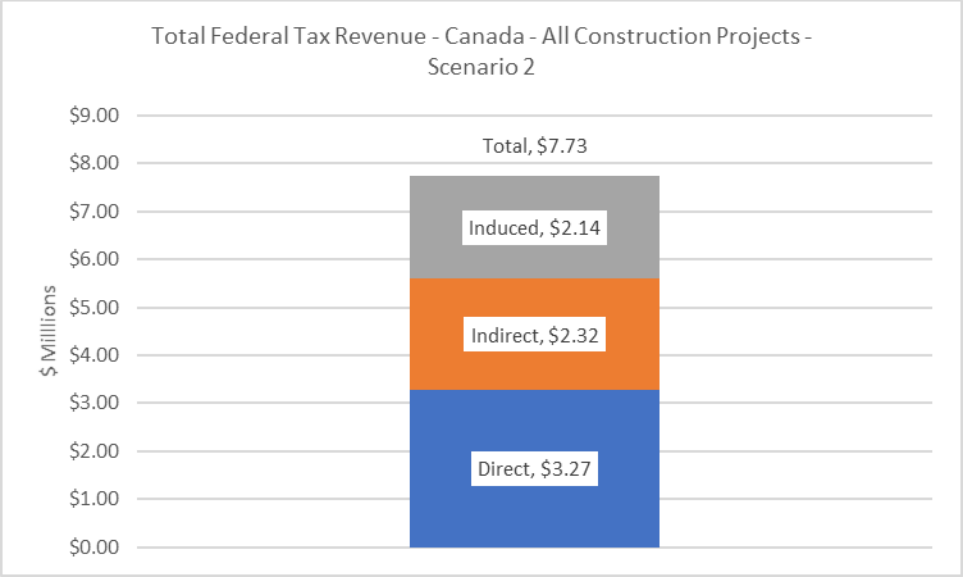


Figure 1097: Government Taxes – Federal Tax Revenue for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.5 Provincial Income Tax

As shown in Table 113 and Figures 1098 and 1099, constructing the All Construction Projects (Scenario 2) is estimated to yield total provincial income tax for the province of $2.61 million – $1.71 million of direct provincial income tax, $0.63 million of indirect provincial income tax and $0.27 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $3.23 million in provincial income tax – $1.71 million of direct provincial income tax $1.03 million of indirect provincial income tax and $0.49 million of induced provincial income tax.

Table 113: Provincial Income Tax Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$1.71	$0.63	$0.27	**$2.61**
Canada	$70.39	$1.71	$1.03	$0.49	**$3.23**

Figure 1098: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

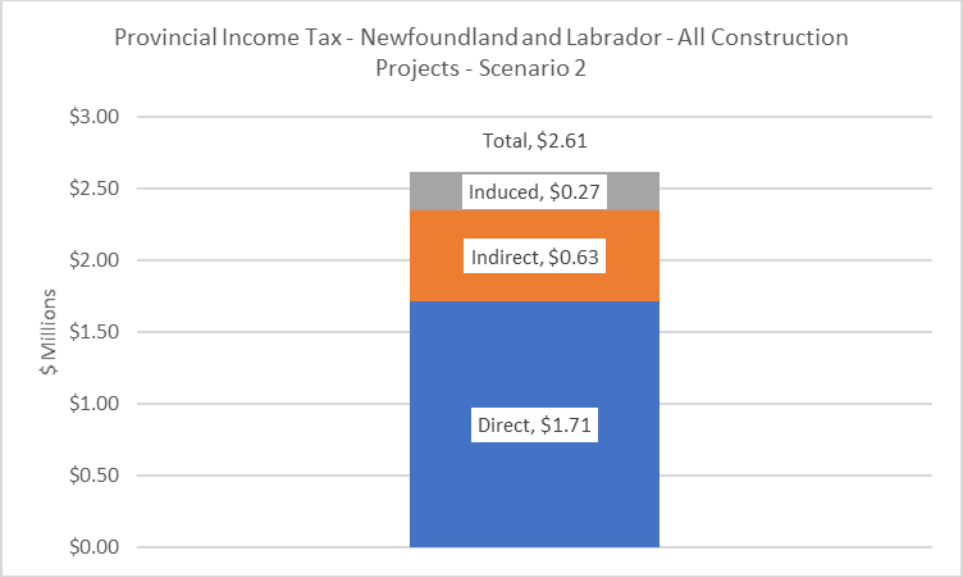
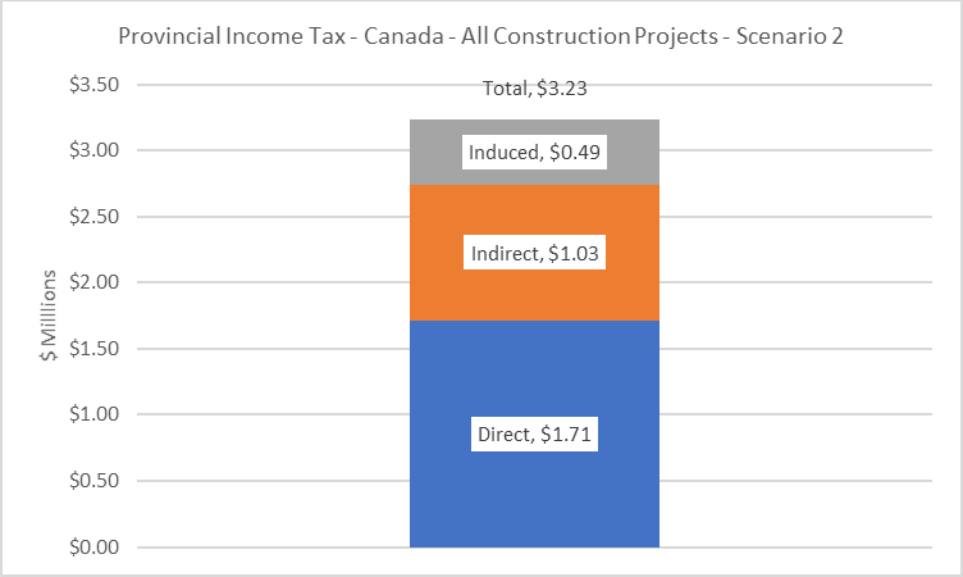


Figure 1099: Government Taxes – Provincial Income Tax for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.6 Provincial HST/Indirect Taxes

As shown in Table 114 and Figures 1100 and 1101, constructing the All Construction Projects (Scenario 2) is estimated to yield total provincial HST/Indirect taxes for the province of $2.95 million – $0.57 million of direct provincial HST/Indirect taxes, $0.30 million of indirect provincial HST/Indirect taxes and $2.08 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $4.07 million in provincial HST/Indirect taxes – $0.57

million of direct provincial HST/Indirect taxes $0.59 million of indirect provincial HST/Indirect taxes and $2.91 million of induced provincial HST/Indirect taxes.

Table 114: Provincial HST/Indirect Taxes Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$0.57	$0.30	$2.08	**$2.95**
Canada	$70.39	$0.57	$0.59	$2.91	**$4.07**

Figure 1100: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

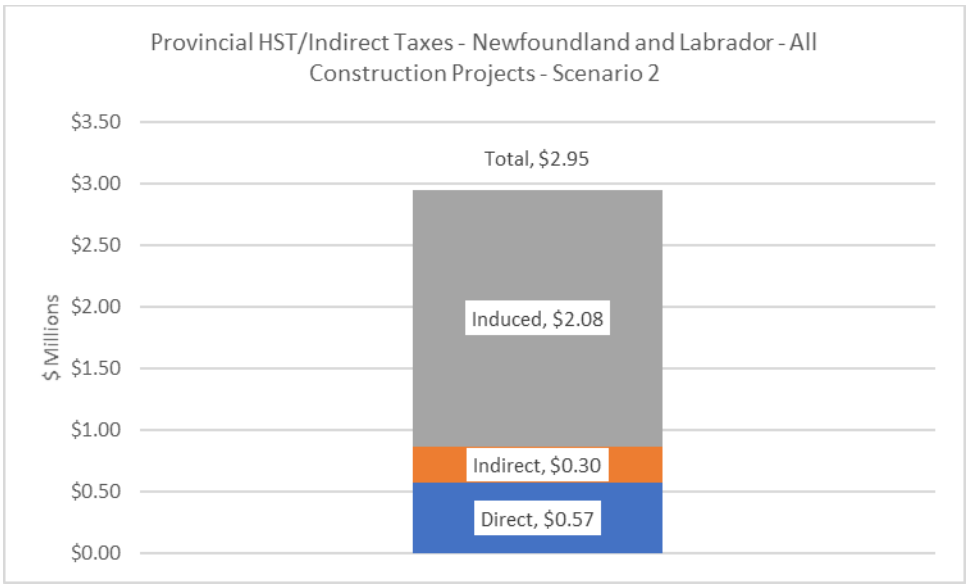
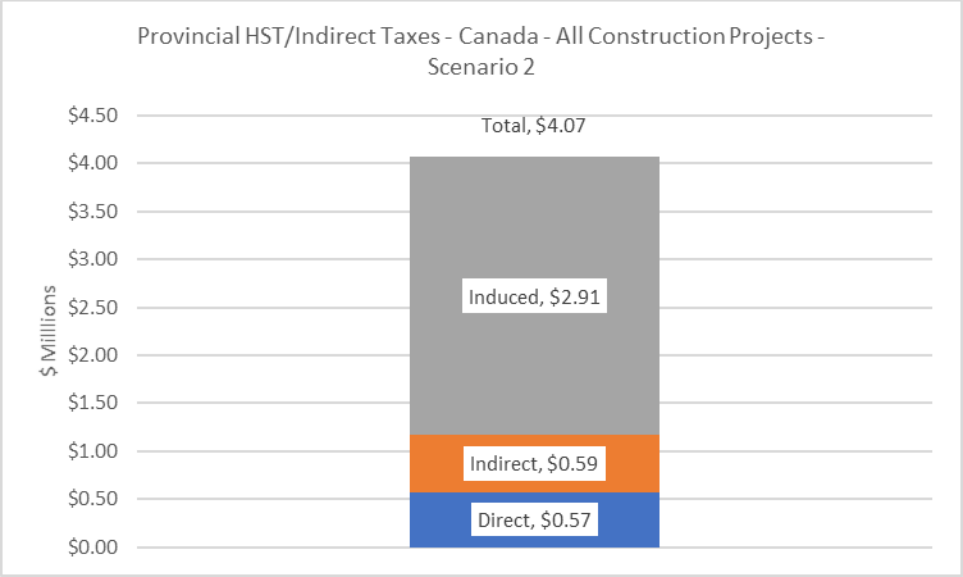


Figure 1101: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.7 Provincial Tax on Profits

As shown in Table 1115 and Figures 1102 and 1103, constructing the All Construction Projects (Scenario 2) is estimated to yield total provincial HST/Indirect taxes for the province of $0.47 million – $0.25 million of direct provincial HST/Indirect taxes, $0.16 million of indirect provincial HST/Indirect taxes and $0.06 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.82 million in provincial HST/Indirect taxes – $0.25 million of direct provincial HST/Indirect taxes $0.38 million of indirect provincial HST/Indirect taxes and $0.18 million of induced provincial HST/Indirect taxes.

Table 115: Provincial Tax on Profits Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$0.25	$0.16	$0.06	**$0.47**
Canada	$70.39	$0.25	$0.38	$0.18	**$0.82**

Figure 1102: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

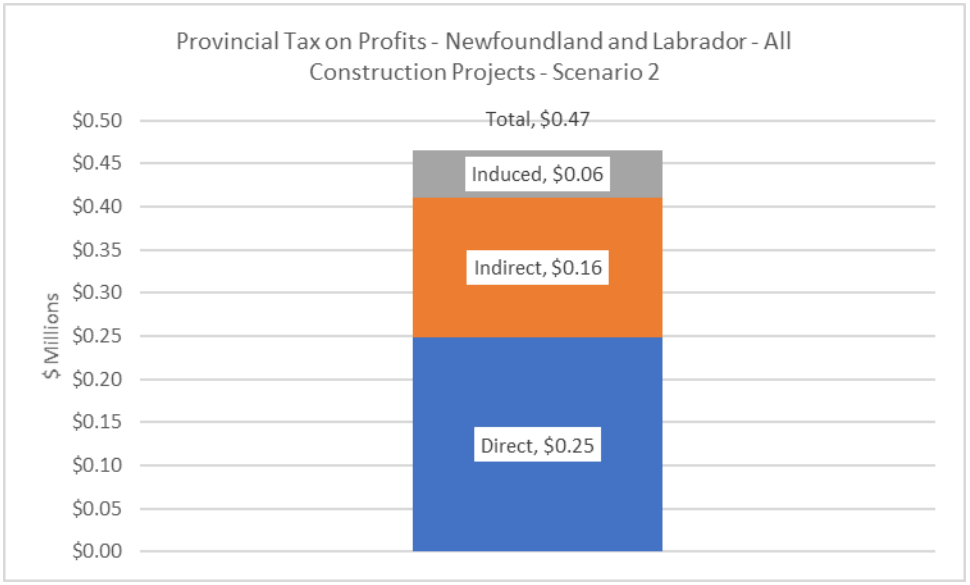
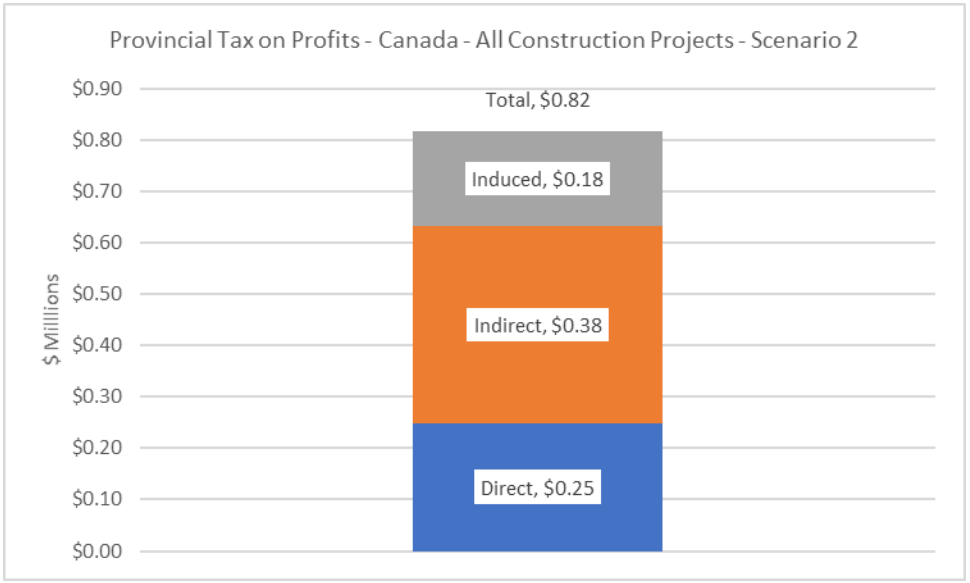


Figure 1103: Government Taxes – Provincial Tax on Profits for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



17.3.8 Provincial Tax Revenue

As shown in Table 116 and Figures 1104 and 1105, constructing the All Construction Projects (Scenario 2) is estimated to yield total provincial tax revenue for the province of $6.03 million – $2.54 million of direct provincial tax revenue, $1.09 million of indirect provincial tax revenue and $2.40 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $8.12 million in provincial tax revenue – $2.54 million of direct provincial tax

revenue $2.00 million of indirect provincial tax revenue and $3.58 million of induced provincial tax revenue.

Table 116: Provincial Tax Revenue Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$70.39	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$70.39	$2.54	$1.09	$2.40	**$6.03**
Canada	$70.39	$2.54	$2.00	$3.58	**$8.12**

Figure 1104: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port

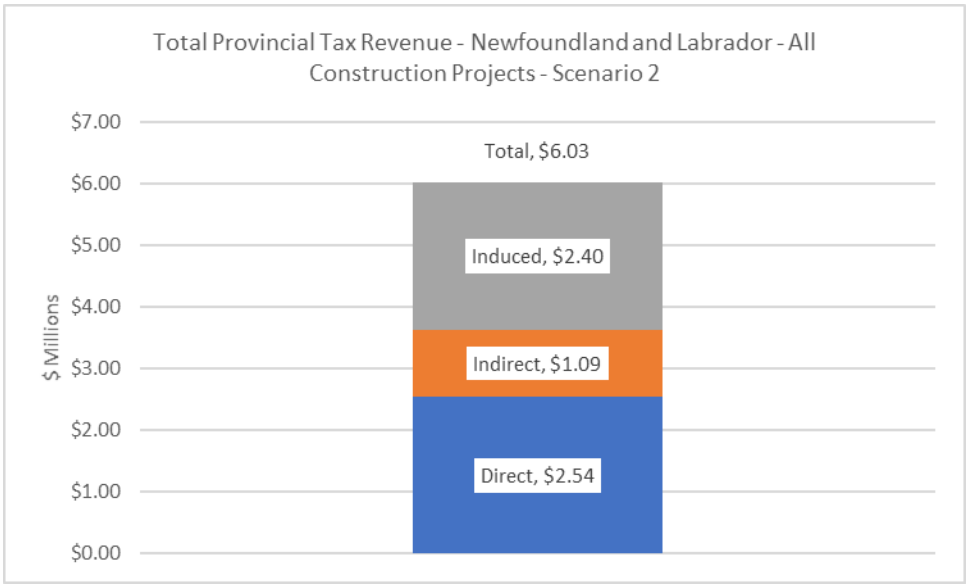
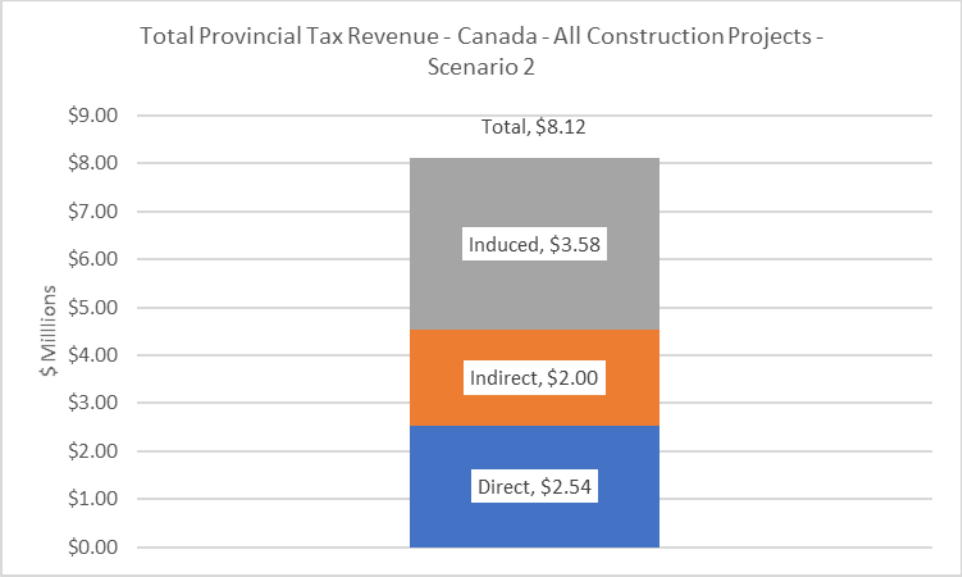


Figure 1105: Government Taxes – Provincial Tax Revenue for Canada Associated with Constructing All Construction Projects (Scenario 2) of the Great Northern Port



18.0 Typical Year of Operations - Manufacturing Hub

18.1 Employment

A typical year of operations for Manufacturing Hub assumes that approximately $28 million will be expended annually (see Table 117). As shown in Table 117 and Figures 1106 to 1108, this is estimated to yield 137.0 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 14.2 person-years of indirect employment and 19.0 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 170.2 person-years. The corresponding total employment for the province is 202.1 person-years – 137.0 person-years of direct employment, 29.9 person-years of indirect employment and 35.2 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 273.9 person-years of employment – 137.0 person-years of direct employment, 70.5 person-years of indirect employment and 66.4 person-years of induced employment.

Table 117: Employment Impact Associated with a Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$28.28	137.0	14.2	19.0	**170.2**
Newfoundland & Labrador	$28.28	137.0	29.9	35.2	**202.1**
Canada	$28.28	137.0	70.5	66.4	**273.9**

Figure 1106: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

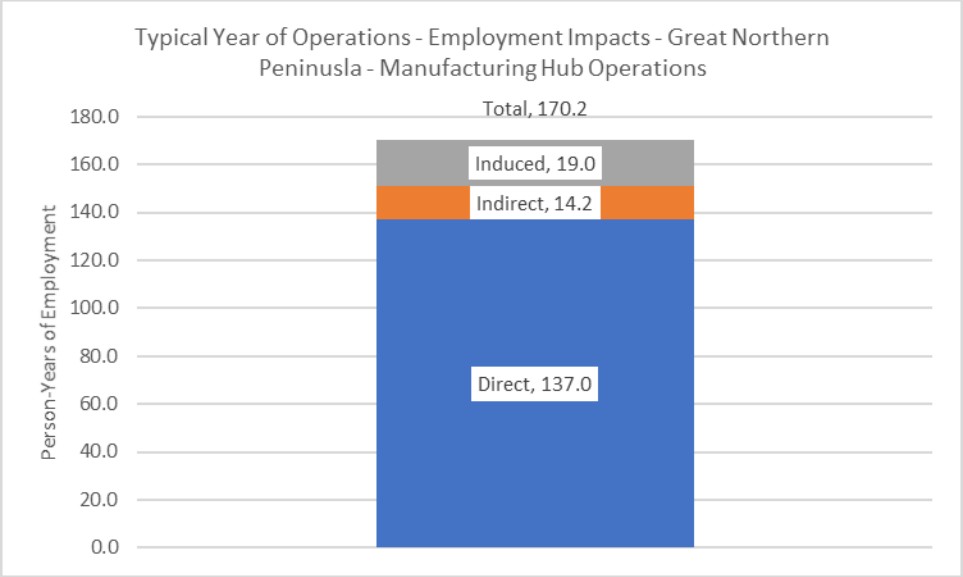


Figure 1107: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

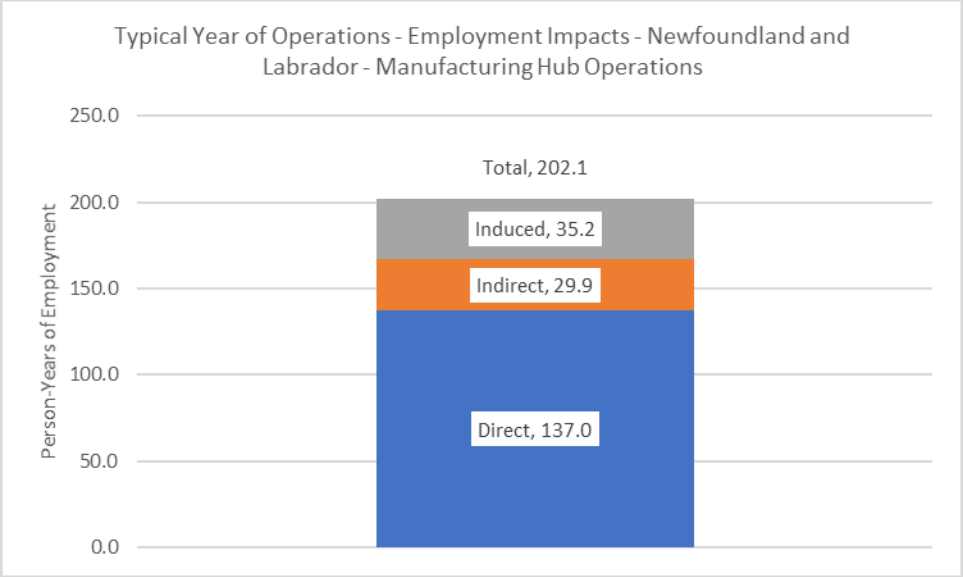
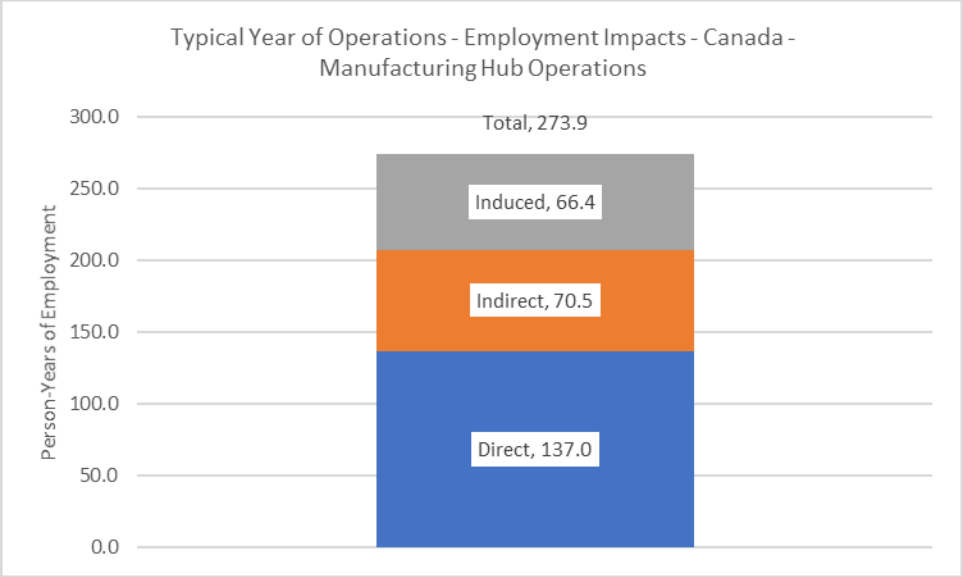


Figure 1108: Employment Impact for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.2 GDP

As shown in Table 118 and Figures 1109 to 1111, a typical year of operations for Manufacturing Hub is estimated to yield $17.27 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $1.16 million of indirect GDP and $2.23 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $24 million. The corresponding total GDP for the province is $23.68 million – $17.27 million of direct GDP, $2.65 million of indirect GDP and $3.76 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $30.66 million in GDP – $17.27 million of direct GDP, $6.56 million of indirect GDP and $6.83 million of induced GDP.

Table 118: GDP Impact Associated with a Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$28.28	$17.27	$1.16	$2.23	**$20.66**
Newfoundland & Labrador	$28.28	$17.27	$2.65	$3.76	**$23.68**
Canada	$28.28	$17.27	$6.56	$6.83	**$30.66**

Figure 1109: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

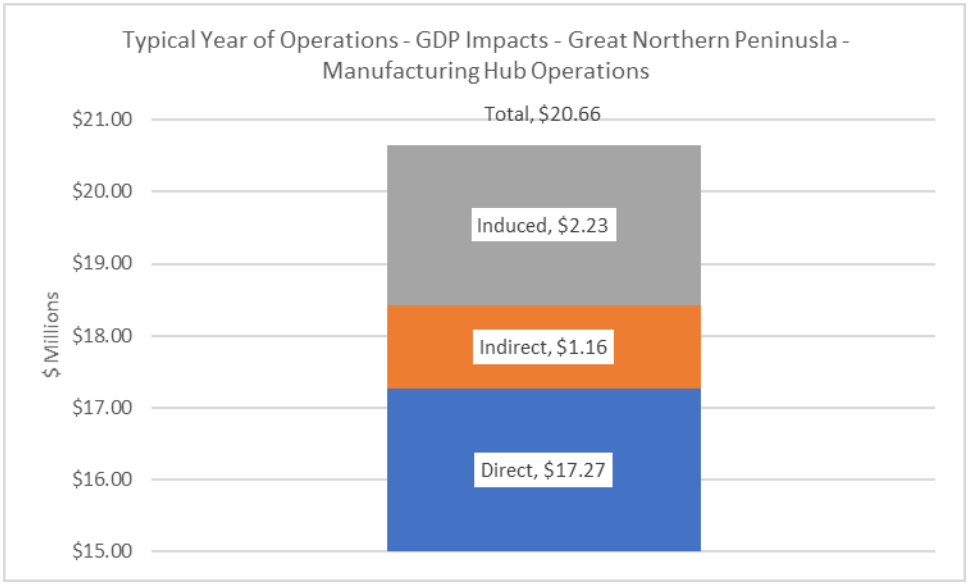


Figure 1110: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

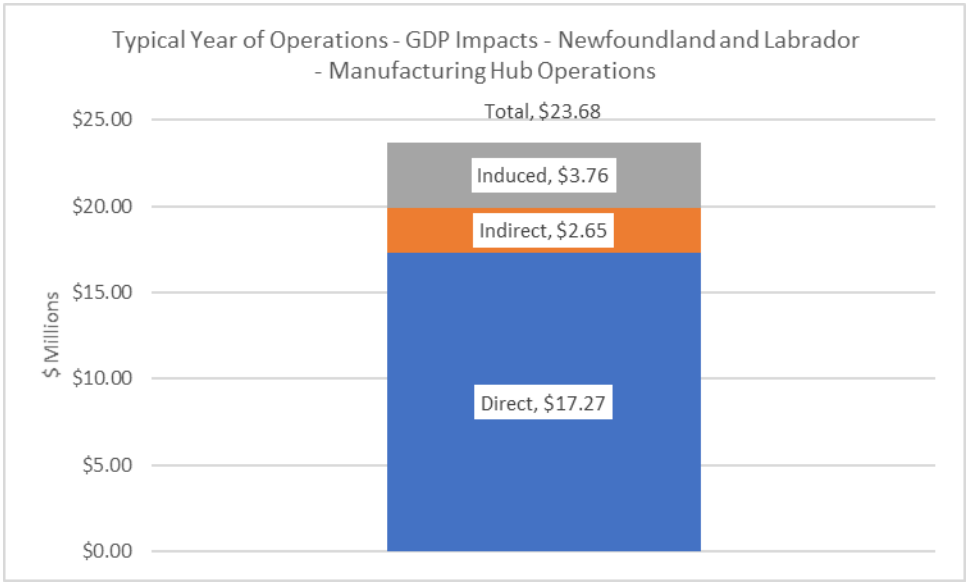
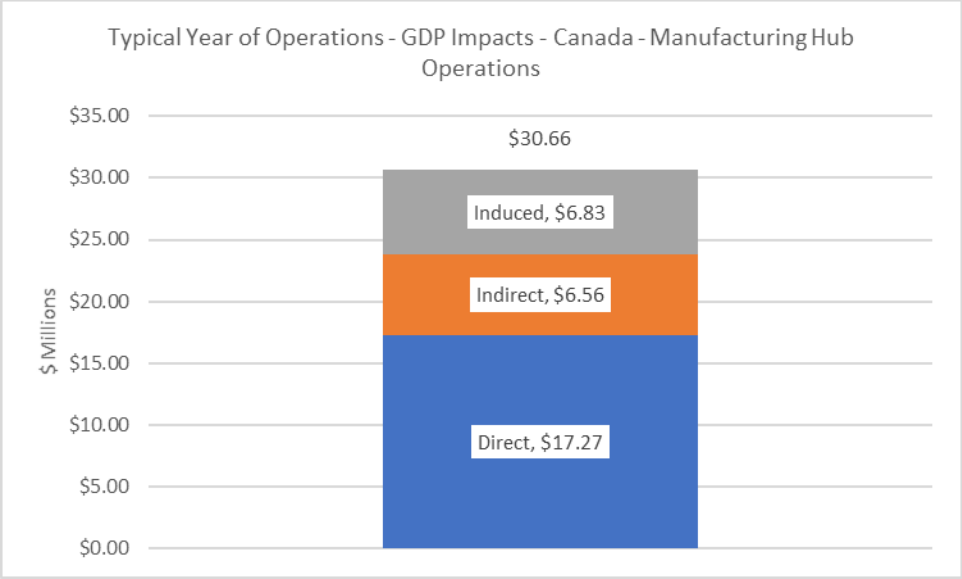


Figure 1111: GDP Impact for Canada with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.2.1 Taxes Net of Subsidies

As shown in Table 119 and Figures 1112 to 1114, a typical year of operations for Manufacturing Hub is estimated to yield $0.14 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.05 million of indirect taxes net of subsidies and $0.63 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.82 million. The corresponding total direct taxes net of subsidies for the province is $1.08 million – $0.14 million of direct taxes net of subsidies, $0.12million of indirect taxes net of subsidies and $0.82 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $1.73 million in taxes net of subsidies – $0.14 million of direct taxes net of subsidies, $0.31million of indirect taxes net of subsidies and $1.28 million of induced taxes net of subsidies.

Table 119: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$28.28	$0.14	$0.05	$0.63	**$0.82**
Newfoundland & Labrador	$28.28	$0.14	$0.12	$0.82	**$1.08**
Canada	$28.28	$0.14	$0.31	$1.28	**$1.73**

Figure 1112: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

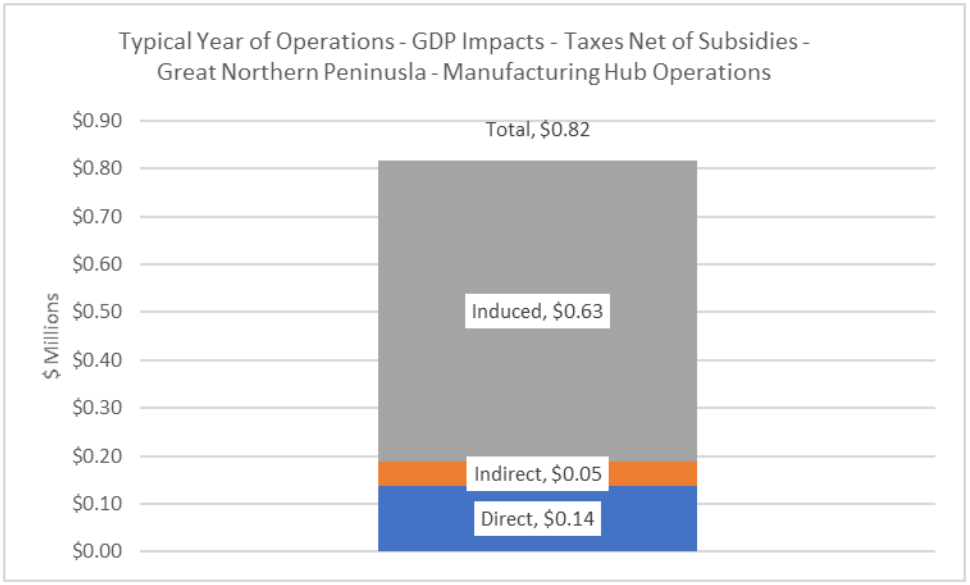


Figure 1113: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

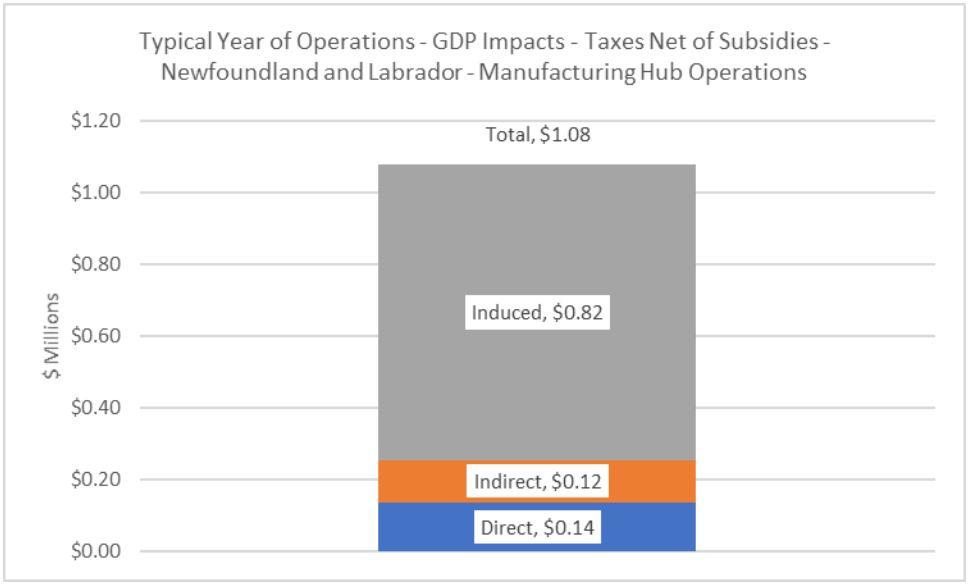
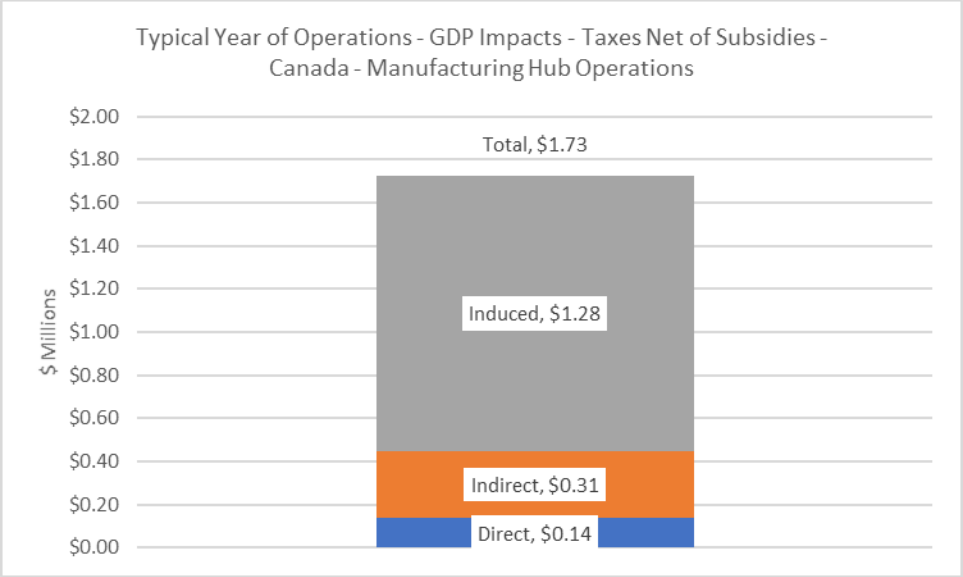


Figure 1114: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.2.2 Wages, Salaries and Social Contributions

As shown in Table 120 and Figures 1115 to 1117, a typical year of operations for Manufacturing Hub is estimated to yield $9.27 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.74 million of indirect wages, salaries, and social contributions and $0.75 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $10.75 million. The corresponding total wages, salaries and social contributions for the province is $12.57 million – $9.27 million of direct wages, salaries, and social contributions, $1.71 million of indirect wages, salaries, and social contributions and $1.60 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $16.58 million in wages, salaries, and social contributions – $9.27 million of direct wages, salaries, and social contributions $4.23 million of indirect wages, salaries and social contributions and $3.08 million of induced wages, salaries and social contributions.

Table 120: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$28.28	$9.27	$0.74	$0.75	**$10.75**
Newfoundland & Labrador	$28.28	$9.27	$1.71	$1.60	**$12.57**
Canada	$28.28	$9.27	$4.23	$3.08	**$16.58**

Figure 1115: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

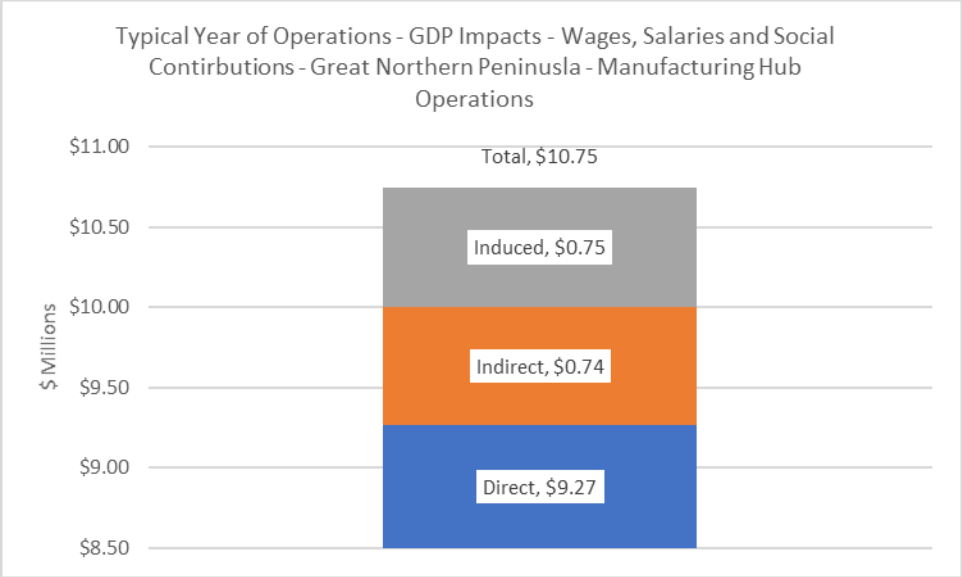


Figure 1116: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

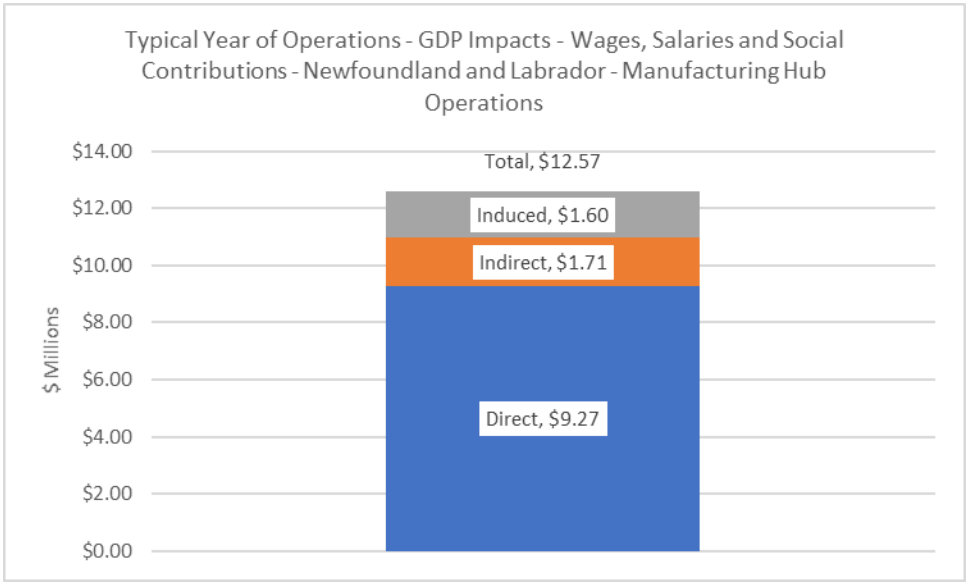
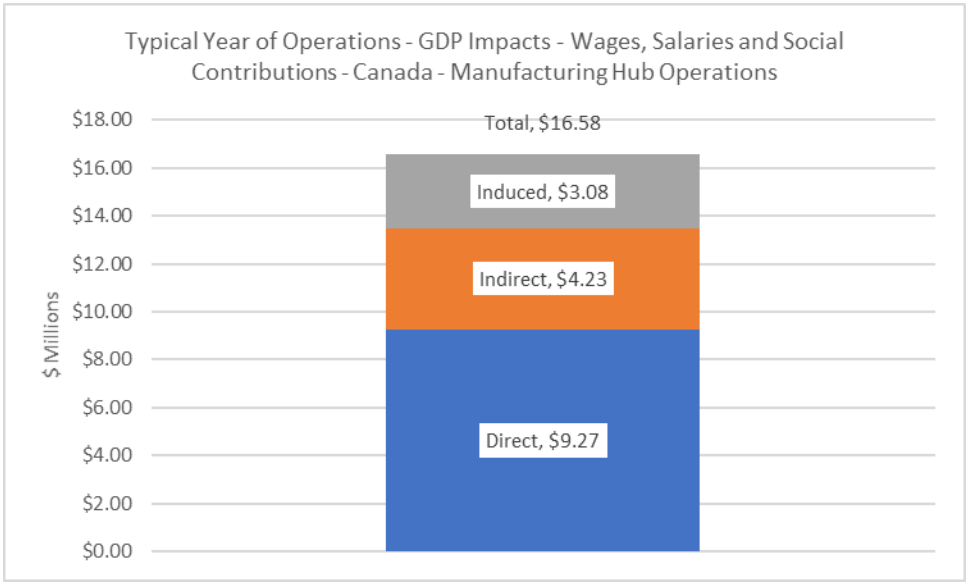


Figure 1117: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.2.3 Business Income

As shown in Table 121 and Figures 1118 to 1120, a typical year of operations for Manufacturing Hub is estimated to yield $7.88 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.38 million of indirect business income and $0.87 million of induced business income for the Great Northern Peninsula for a total local business income impact of $9.12 million. The corresponding total business income for the province is $10.2 million – $7.88million of direct

business income, $0.86 million of indirect business income and $1.37 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $12.56 million in business income – $7.88 million of direct business income $2.11 million of indirect business income and $2.57 million of induced business income.

Table 121: GDP Impacts – Business Income Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$28.28	$7.88	$0.38	$0.87	**$9.12**
Newfoundland & Labrador	$28.28	$7.88	$0.86	$1.37	**$10.12**
Canada	$28.28	$7.88	$2.11	$2.57	**$12.56**

Figure 1118: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

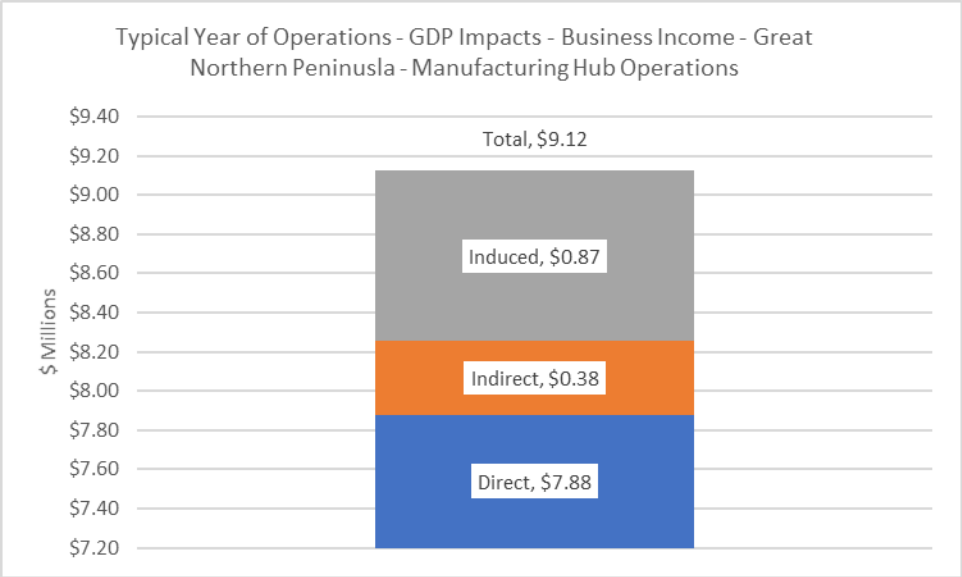


Figure 1119: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

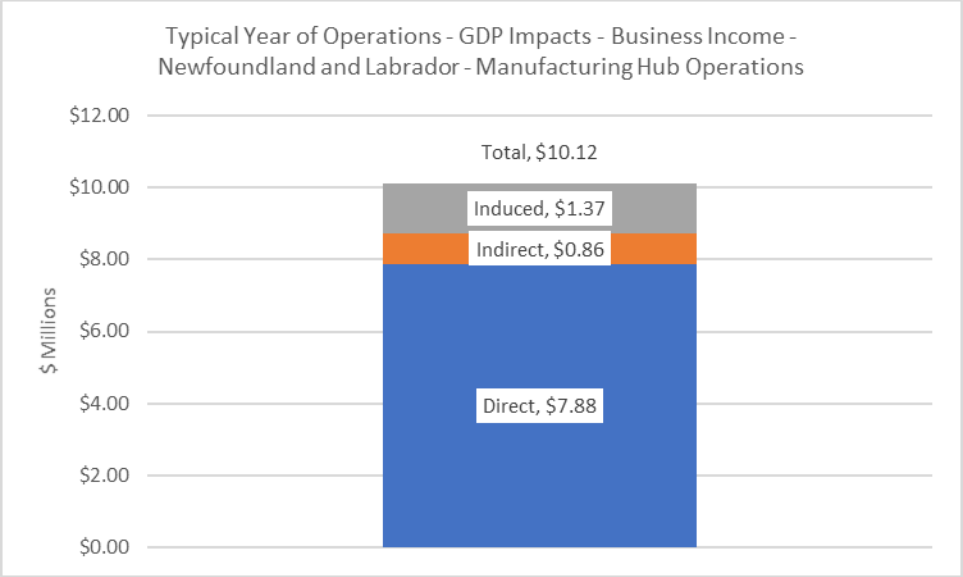
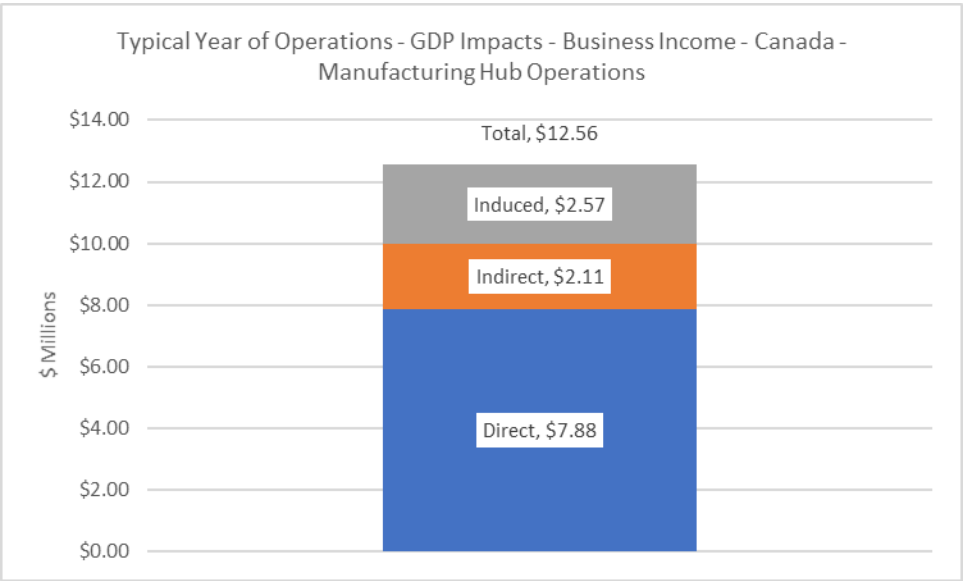


Figure 1120: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3 Government Taxes

As shown in Table 122 and Figures 1121 and 1122, a typical year of operations for Manufacturing Hub is estimated to yield total government taxes for the province of $3.34 million – $1.94 million of direct government taxes, $0.38 million of indirect government taxes and $1.01 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $4.61 million in government taxes – $1.94 million of direct government taxes $0.99 million of indirect government taxes and $1.68 million of induced government taxes.

Table 122: Government Taxes Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$1.94	$0.38	$1.01	**$3.34**
Canada	$28.28	$1.94	$0.99	$1.68	**$4.61**

Figure 1121: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

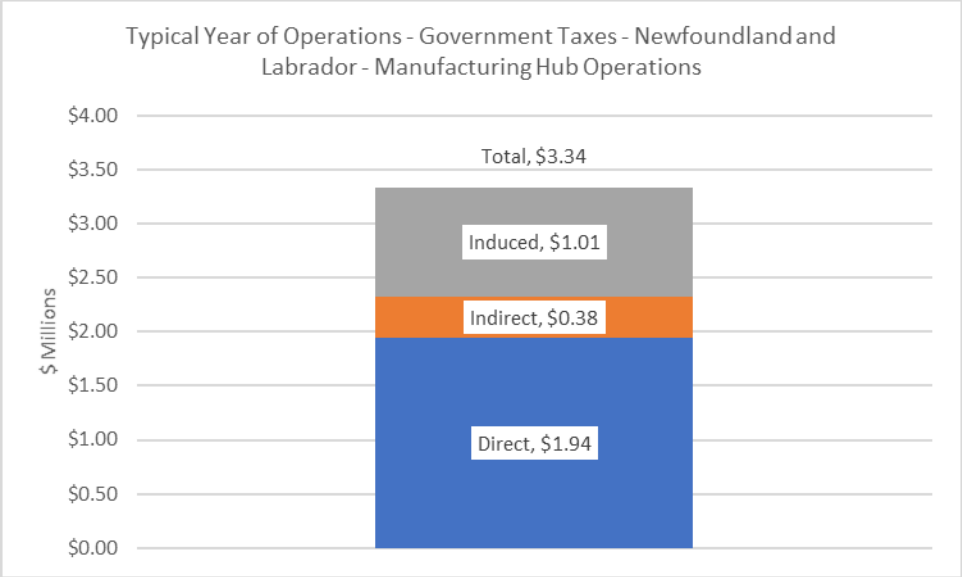
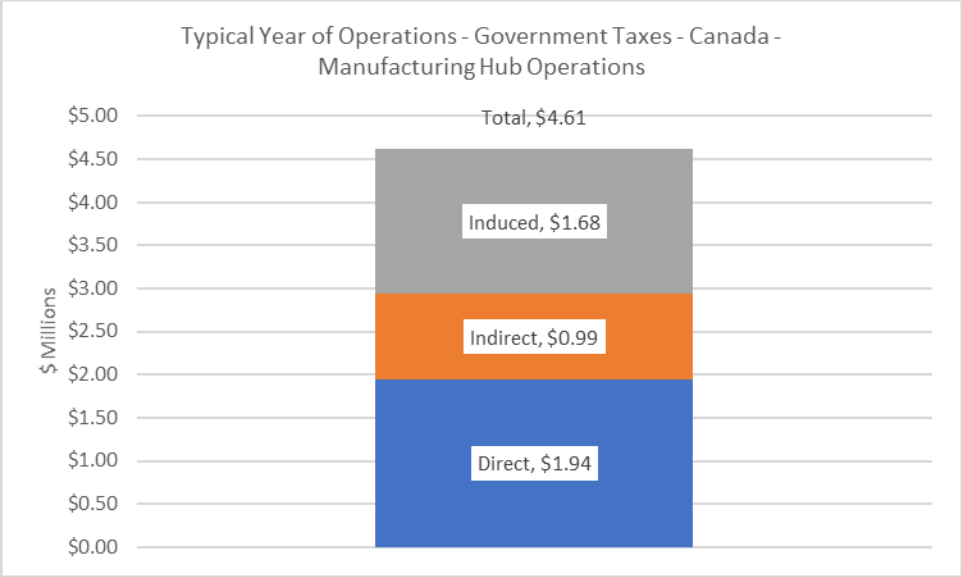


Figure 1122: Government Taxes for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.1 Federal Income Tax

As shown in Table 123 and Figures 1123 and 1124, a typical year of operations for Manufacturing Hub is estimated to yield total federal income taxes for the province of $0.87 million – $0.63 million of direct federal income taxes, $0.13 million of indirect federal income taxes and $0.11 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $1.16 million in federal income taxes – $0.63 million of direct federal income taxes $0.32 million of indirect federal income taxes and $0.22 million of induced federal income taxes.

Table 123: Federal Income Tax Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.63	$0.13	$0.11	**$0.87**
Canada	$28.28	$0.63	$0.32	$0.22	**$1.16**

Figure 1123: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

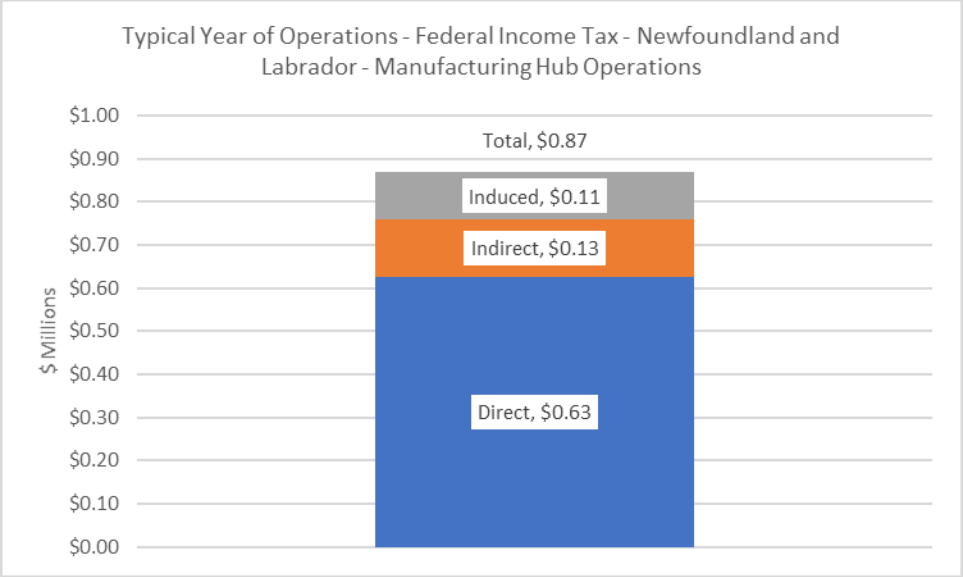
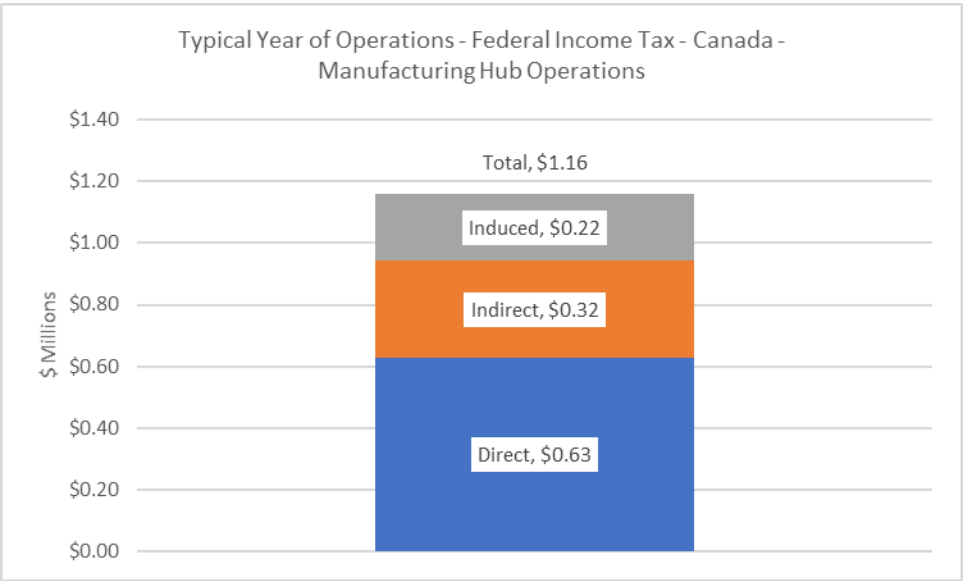


Figure 1124: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.2 Federal HST/Indirect Taxes

As shown in Table 124 and Figures 1125 and 1126, a typical year of operations for Manufacturing Hub is estimated to yield total federal HST/indirect taxes for the province of $0.27 million – $0.03 million of direct federal HST/indirect taxes, $0.02 million of indirect federal HST/indirect taxes and $0.21 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.43 million in federal HST/indirect taxes –

$0.03 million of direct federal HST/indirect taxes $0.06 million of indirect federal HST/indirect taxes and $0.33 million of induced federal HST/indirect taxes.

Table 124: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.03	$0.02	$0.21	**$0.27**
Canada	$28.28	$0.03	$0.06	$0.33	**$0.43**

Figure 1125: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

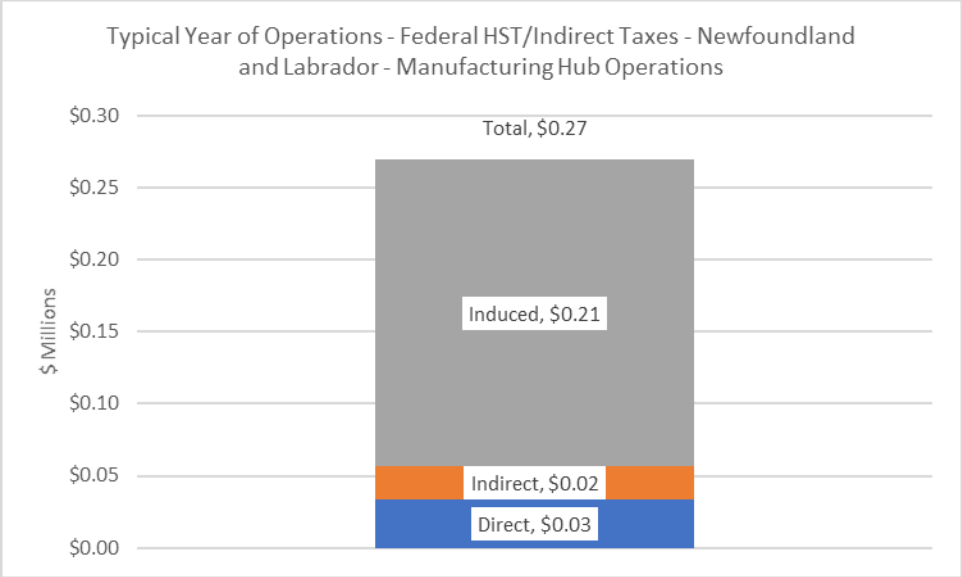
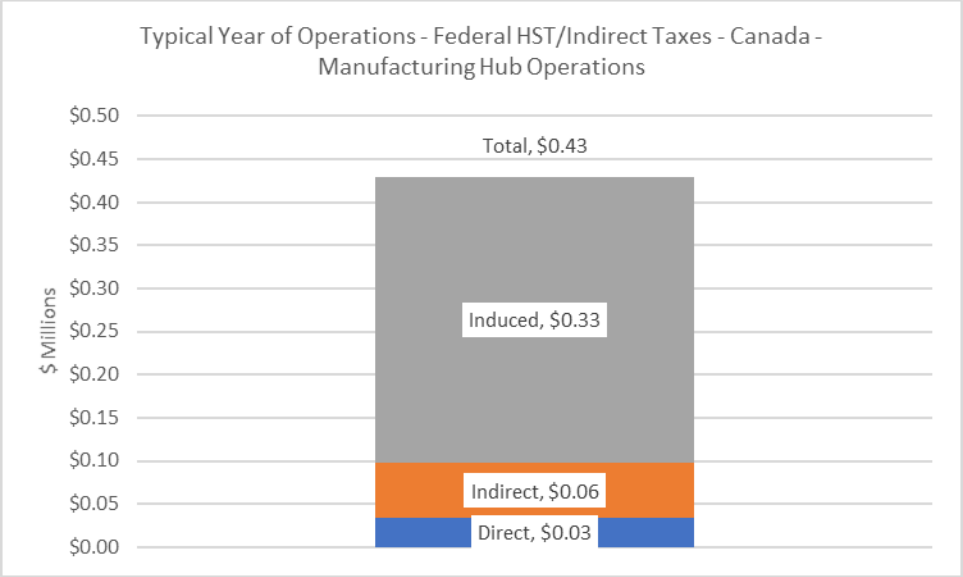


Figure 1126: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.3 Federal Tax on Profits

As shown in Table 125 and Figures 1127 and 1128, a typical year of operations for Manufacturing Hub is estimated to yield total federal taxes on profits for the province of $0.50 million – $0.43 million of direct federal taxes on profits, $0.04 million of indirect federal taxes on profits and $0.02 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.65 million in federal taxes on profits – $0.43 million of direct federal taxes on profits $0.14 million of indirect federal taxes on profits and $0.08 million of induced federal taxes on profits.

Table 125: Federal Tax on Profits Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.43	$0.04	$0.02	**$0.50**
Canada	$28.28	$0.43	$0.14	$0.08	**$0.65**

Figure 1127: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

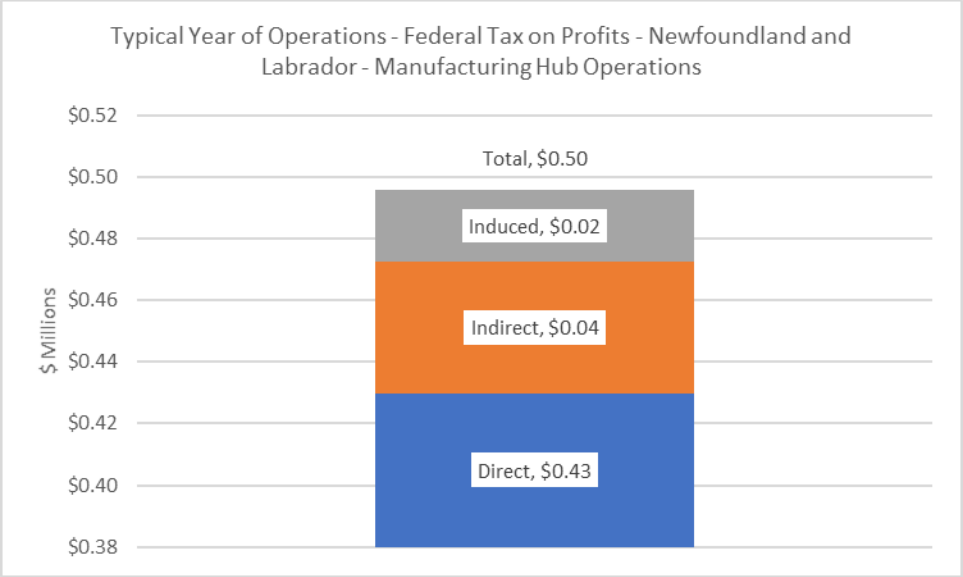
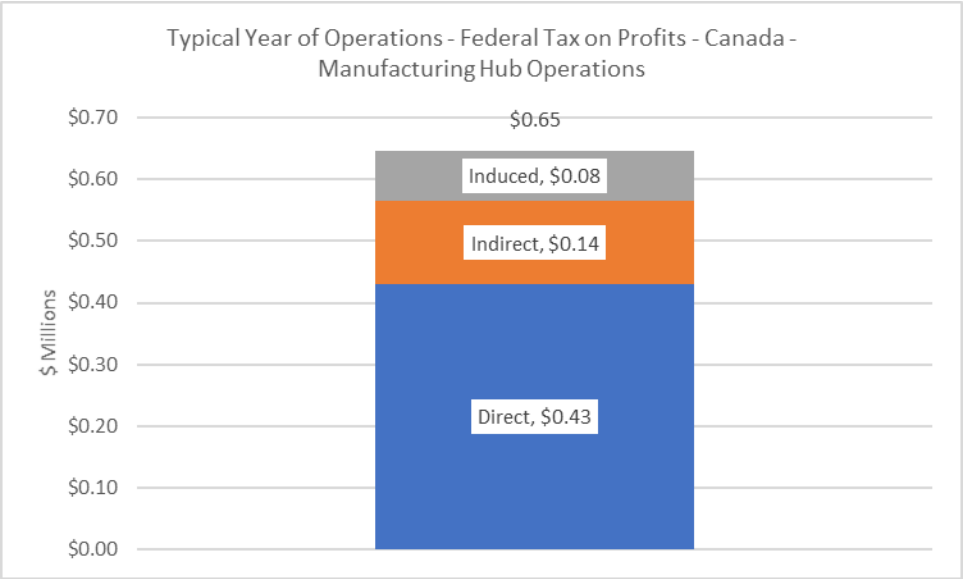


Figure 1128: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.4 Federal Tax Revenue

As shown in Table 126 and Figures 1129 and 1130, a typical year of operations for Manufacturing Hub is estimated to yield total federal tax revenue for the province of $1.63 million – $1.09 million of direct federal tax revenue, $0.20 million of indirect federal tax revenue and $0.35 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $2.23 million in federal tax revenue – $1.09 million of direct federal

tax revenue $0.52 million of indirect federal tax revenue and $0.63 million of induced federal tax revenue.

Table 126: Federal Tax Revenue Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$1.09	$0.20	$0.35	**$1.63**
Canada	$28.28	$1.09	$0.52	$0.63	**$2.23**

Figure 1129: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

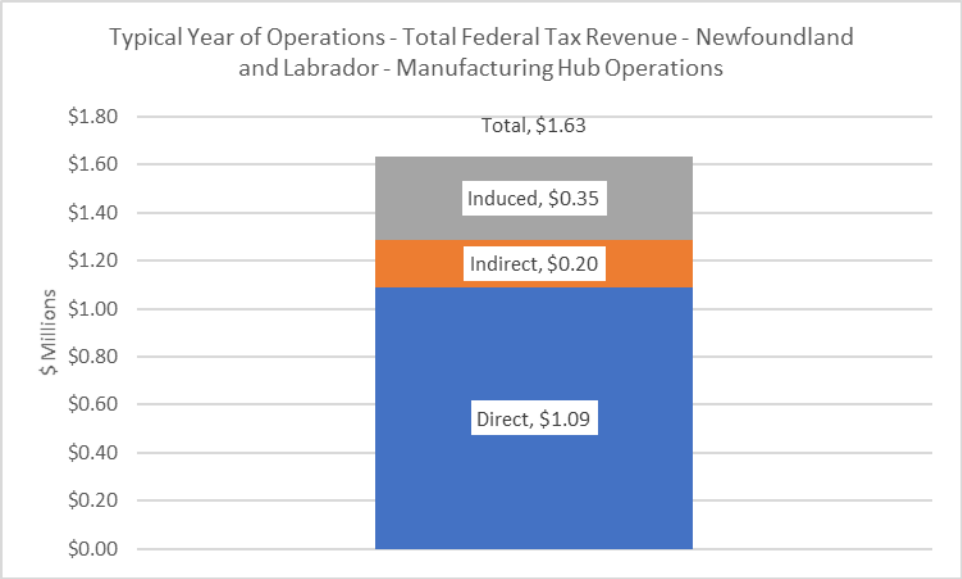
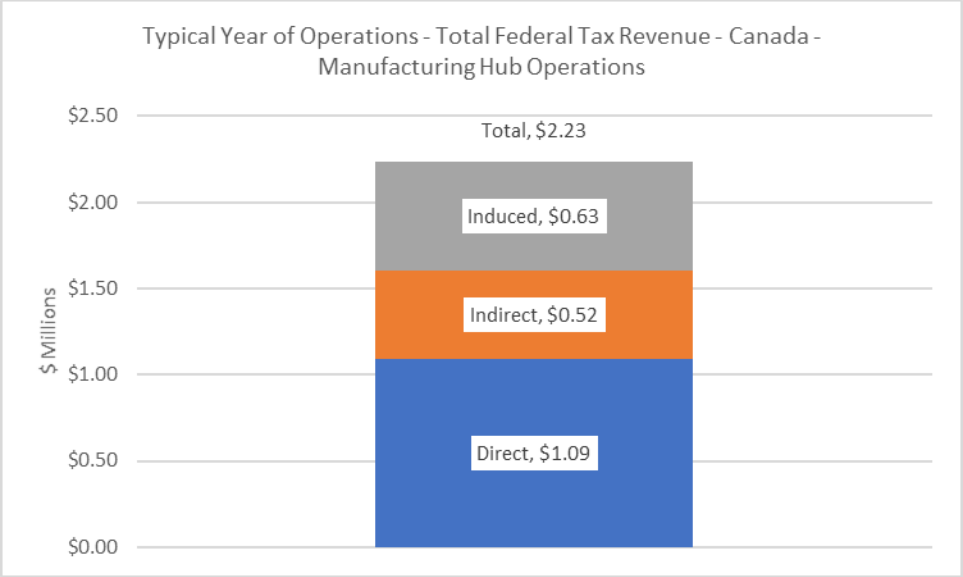


Figure 1130: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.5 Provincial Income Tax

As shown in Table 127 and Figures 1131 and 1132, a typical year of operations for Manufacturing Hub is estimated to yield total provincial income tax for the province of $0.60 million – $0.43 million of direct provincial income tax, $0.09 million of indirect provincial income tax and $0.08 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.80million in provincial income tax – $0.43 million of direct provincial income tax $0.22 million of indirect provincial income tax and $0.15 million of induced provincial income tax.

Table 127: Provincial Income Tax Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.43	$0.09	$0.08	**$0.60**
Canada	$28.28	$0.43	$0.22	$0.15	**$0.80**

Figure 1131: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

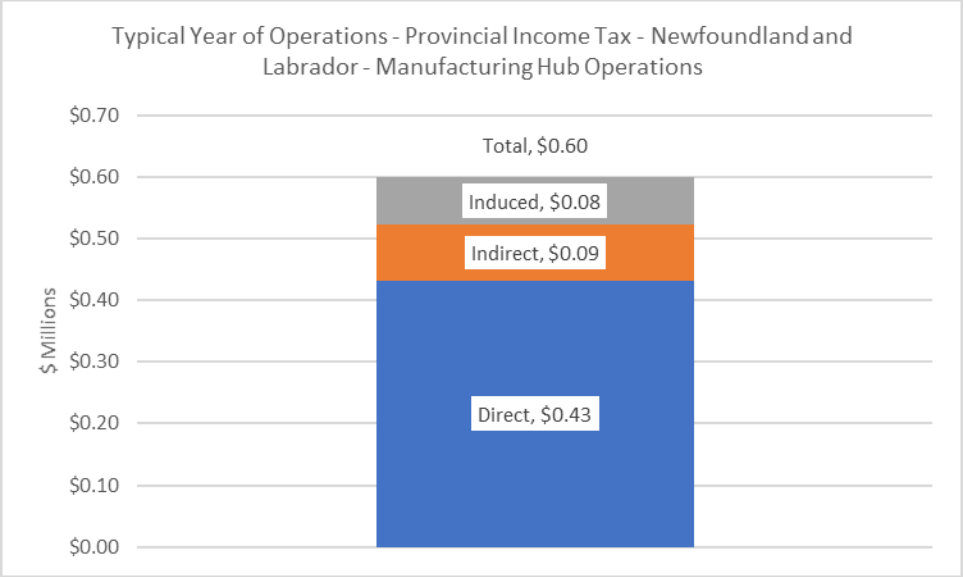
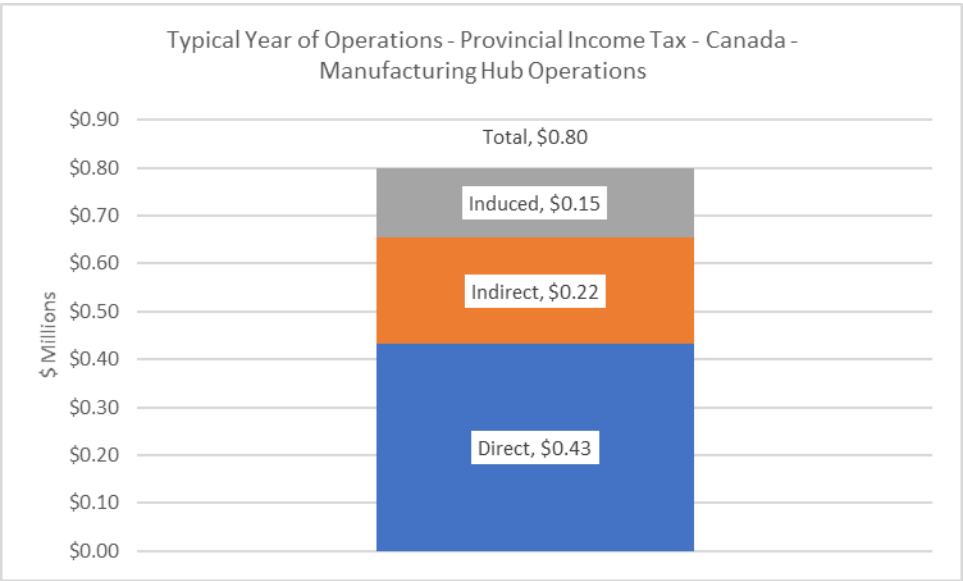


Figure 1132: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.6 Provincial HST/Indirect Taxes

As shown in Table 128 and Figures 1133 and 1134, a typical year of operations for Manufacturing Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.72 million – $0.09 million of direct provincial HST/Indirect taxes, $0.06 million of indirect provincial HST/Indirect taxes and $0.57 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $1.09 million in provincial HST/Indirect

taxes – $0.09 million of direct provincial HST/Indirect taxes $0.16 million of indirect provincial HST/Indirect taxes and $0.85 million of induced provincial HST/Indirect taxes.

Table 128: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.09	$0.06	$0.57	**$0.72**
Canada	$28.28	$0.09	$0.16	$0.85	**$1.09**

Figure 1133: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

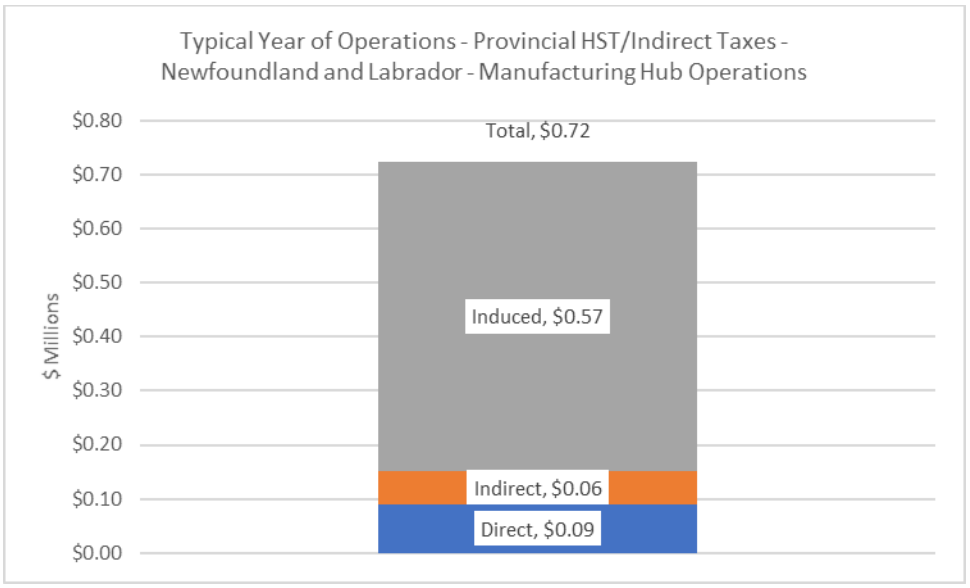
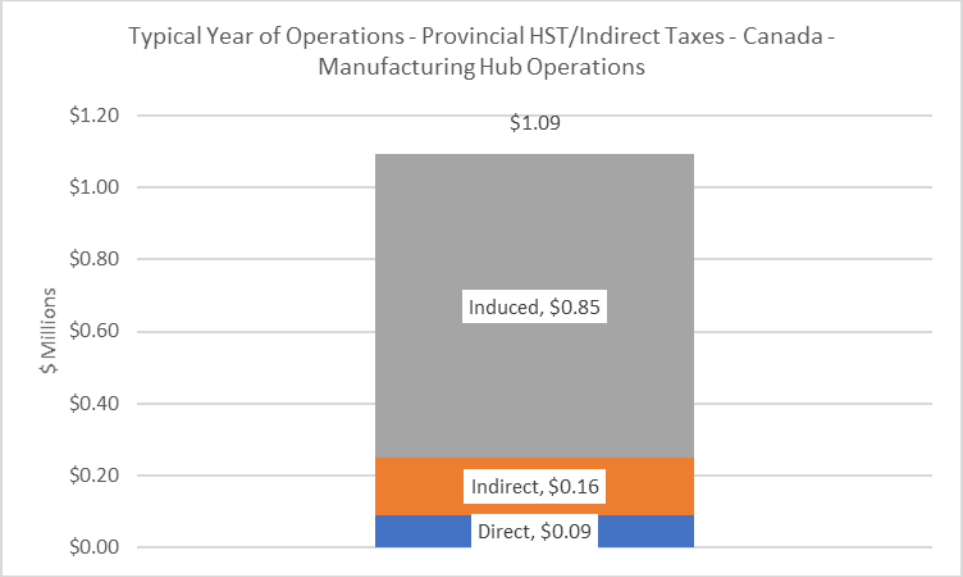


Figure 1134: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.7 Provincial Tax on Profits

As shown in Table 129 and Figures 1135 and 1136, a typical year of operations for Manufacturing Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.38 million – $0.33 million of direct provincial HST/Indirect taxes, $0.03 million of indirect provincial HST/Indirect taxes and $0.02 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.49 million in provincial HST/Indirect taxes – $0.33 million of direct provincial HST/Indirect taxes $0.10 million of indirect provincial HST/Indirect taxes and $0.06 million of induced provincial HST/Indirect taxes.

Table 129: Provincial Tax on Profits Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.33	$0.03	$0.02	**$0.38**
Canada	$28.28	$0.33	$0.10	$0.06	**$0.49**

Figure 1135: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

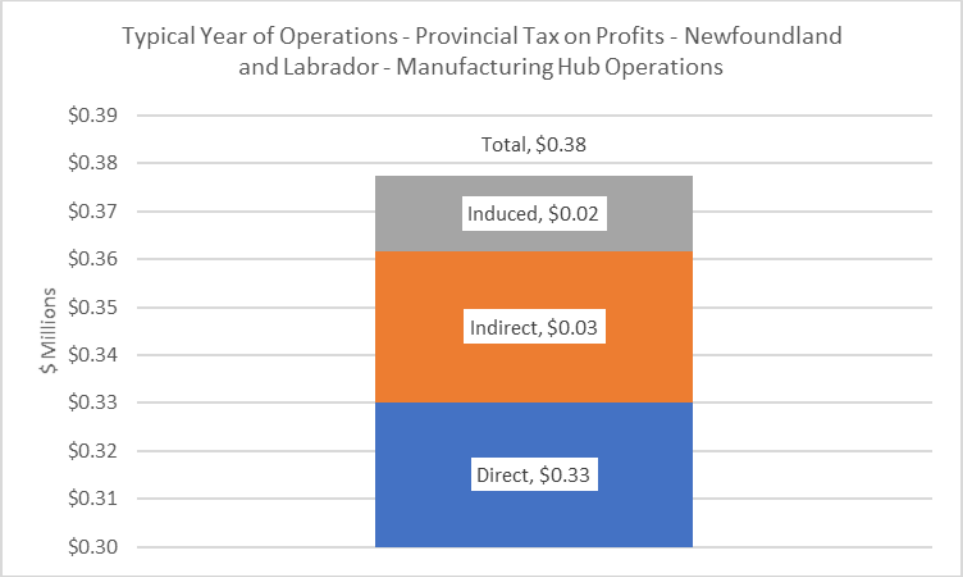
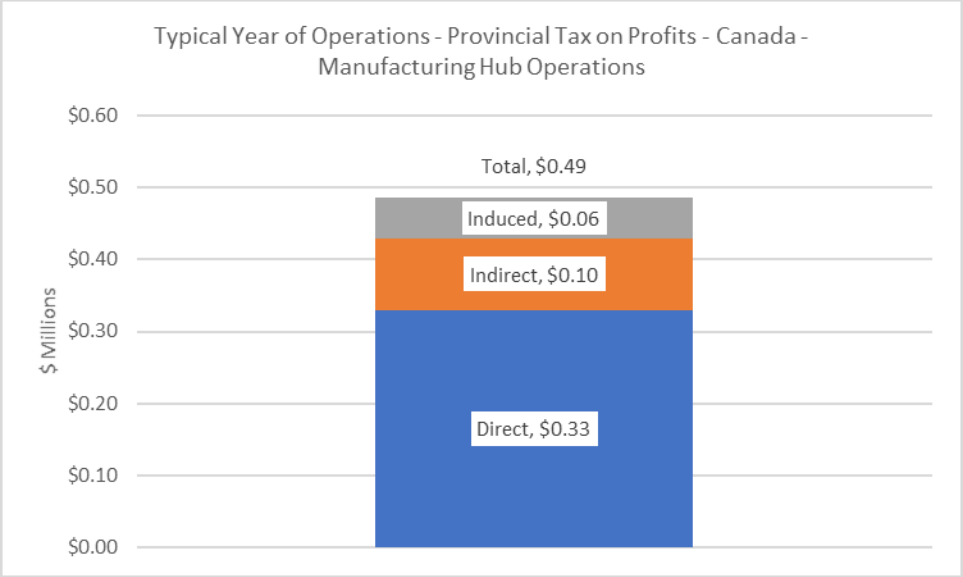


Figure 1136: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



18.3.8 Provincial Tax Revenue

As shown in Table 130 and Figures 1137 and 1138, a typical year of operations for Manufacturing Hub is estimated to yield total provincial tax revenue for the province of $1.70 million – $0.85 million of direct provincial tax revenue, $0.18 million of indirect provincial tax revenue and $0.66 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $2.38 million in provincial tax revenue – $0.85 million of direct

provincial Tax revenue $0.48 million of indirect provincial Tax revenue and $1.05 million of induced provincial Tax revenue.

Table 130: Provincial Tax Revenue Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$28.28	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$28.28	$0.85	$0.18	$0.66	**$1.70**
Canada	$28.28	$0.85	$0.48	$1.05	**$2.38**

Figure 1137: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port

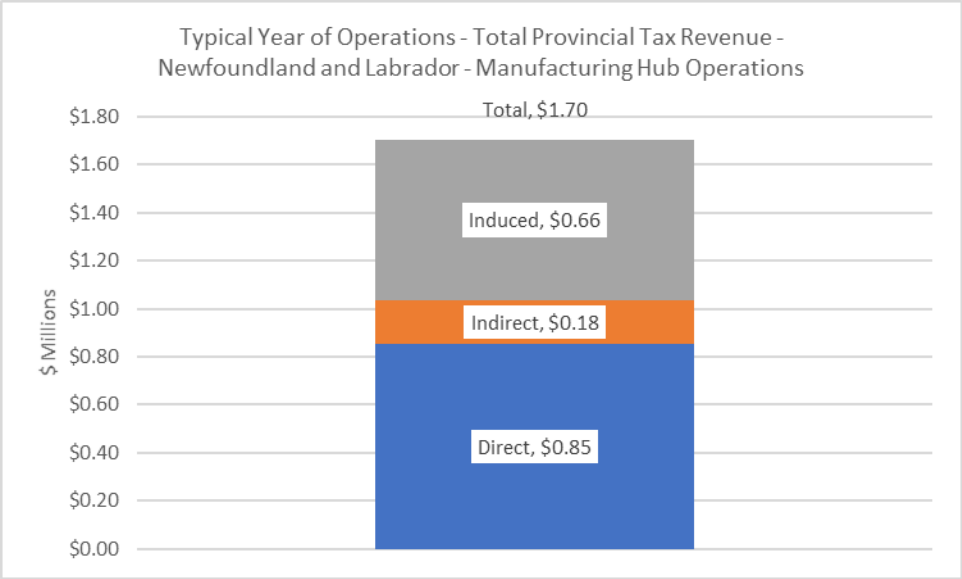
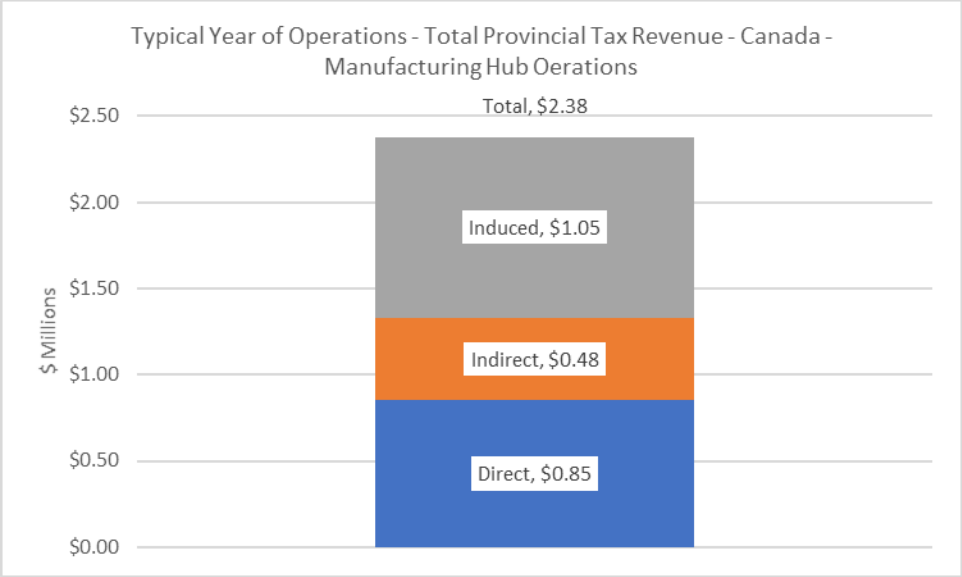


Figure 1138: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for the Manufacturing Hub of the Great Northern Port



19.0 Typical Year of Operations for – General Harbour Services

19.1 Employment

A typical year of operations for General Harbour Services assumes that approximately $10.5 million will be expended annually (see Table 131). As shown in Table 131 and Figures 1139 to 1141, this is estimated to yield 49 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 9 person-years of indirect employment and 7person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 65 person-years. The corresponding total employment for the province is 76 person-years – 49 person-years of direct employment, 14 person-years of indirect employment and 13 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 104 person-years of employment – 49 person-years of direct employment, 31 person-years of indirect employment and 24 person-years of induced employment.

Table 131: Employment Impact Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$10.48	49	9	7	**65**
Newfoundland & Labrador	$10.48	49	14	13	**76**
Canada	$10.48	49	31	24	**104**

Figure 1139: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

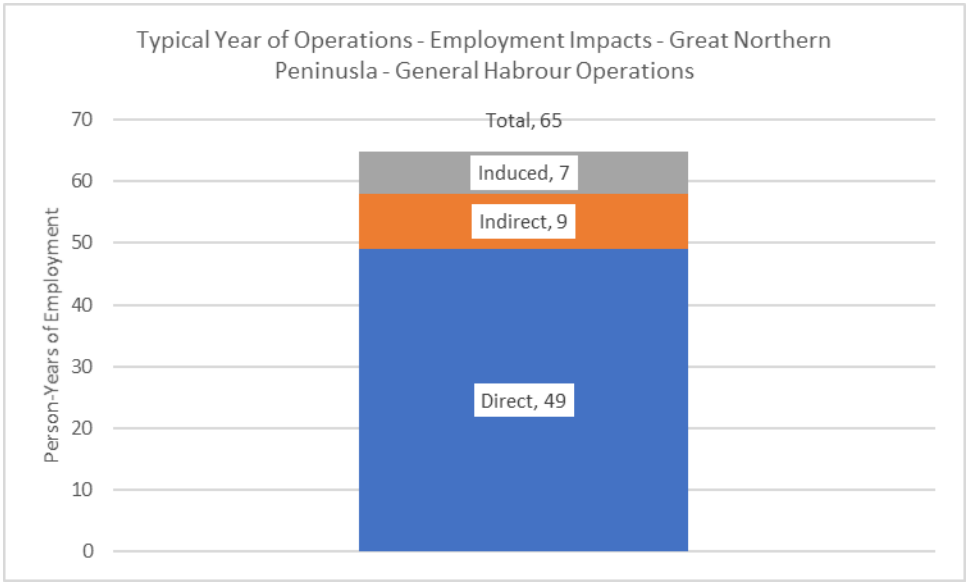


Figure 1140: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

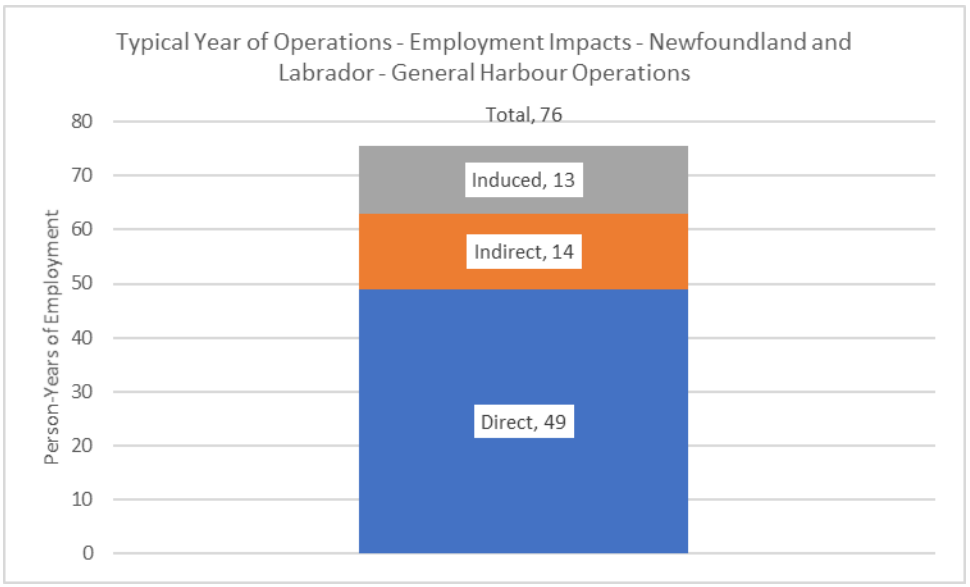
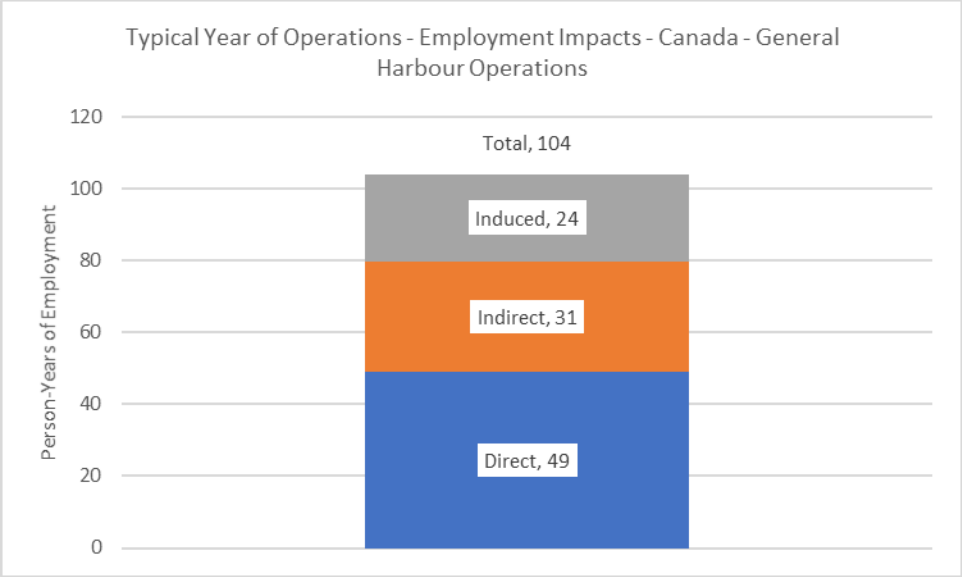


Figure 1141: Employment Impact for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.2 GDP

As shown in Table 132 and Figures 1142 to 1144, a typical year of operations for General Harbour Services is estimated to yield $6.52 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.61 million of indirect GDP and $0.82 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $7.96 million. The corresponding total GDP for the province is $8.94 million – $6.52 million of direct GDP, $1.07 million of indirect GDP and $1.35 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $11.78 million in GDP – $6.52 million of direct GDP, $2.76 million of indirect GDP and $2.50 million of induced GDP.

Table 132: GDP Impact Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$10.48	$6.52	$0.61	$0.82	**$7.96**
Newfoundland & Labrador	$10.48	$6.52	$1.07	$1.35	**$8.94**
Canada	$10.48	$6.52	$2.76	$2.50	**$11.78**

Figure 1142: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

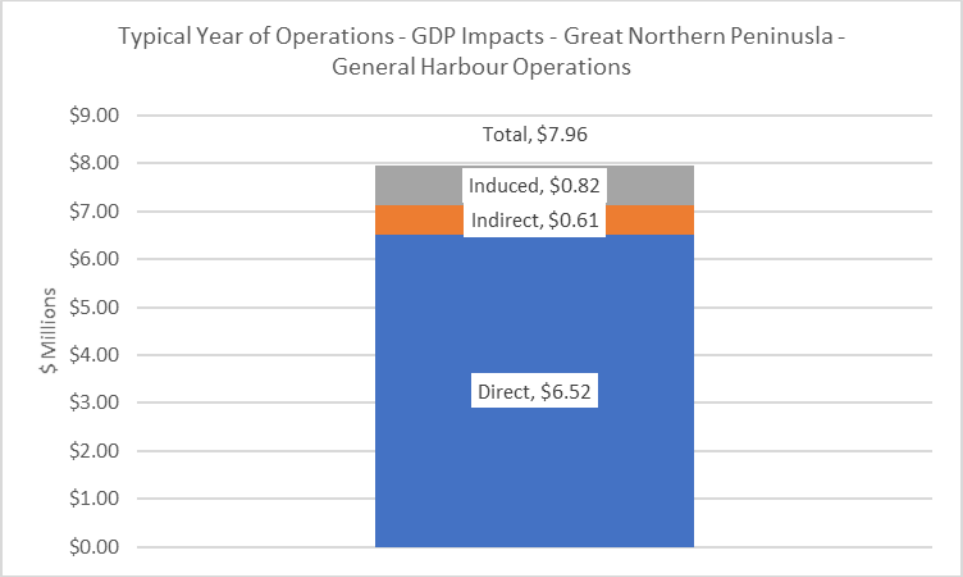


Figure 1143: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

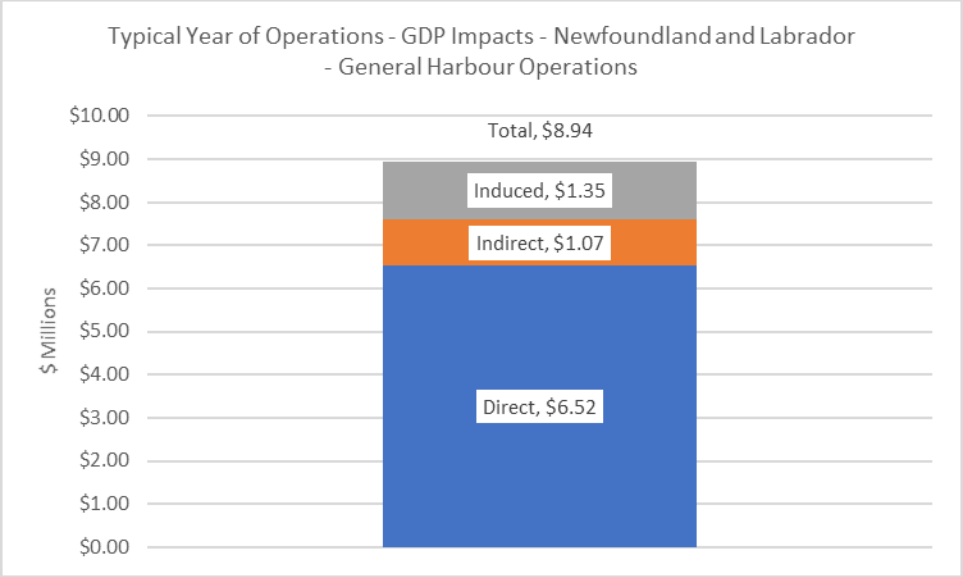
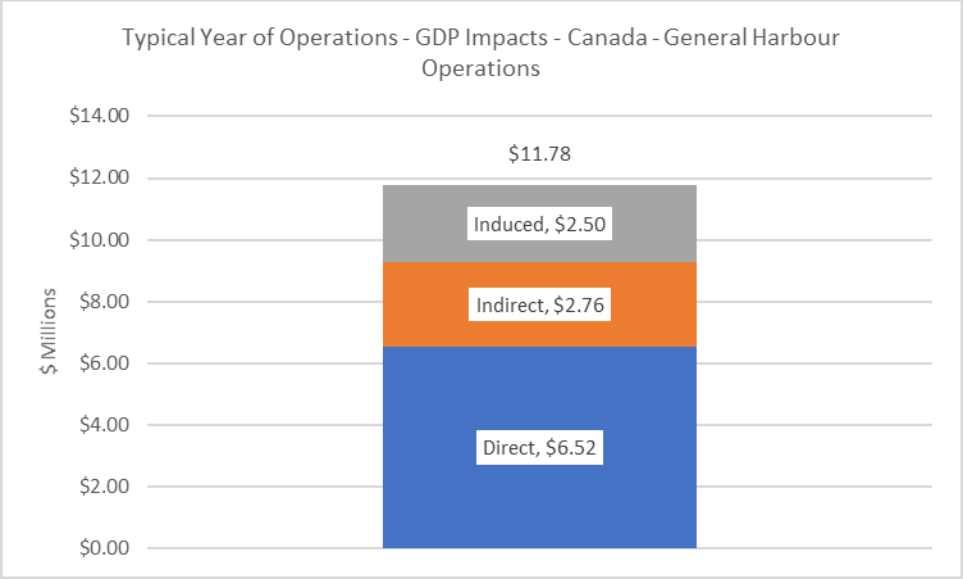


Figure 1144: GDP Impact for Canada with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.2.1 Taxes Net of Subsidies

As shown in Table 133 and Figures 1145 to 1147, a typical year of operations for General Harbour Services is estimated to yield $0.17 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.04 million of indirect taxes net of subsidies and $0.23 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.45 million. The corresponding total direct taxes net of subsidies for the province is $0.55 million – $0.17 million of direct taxes net of subsidies, $0.8 million of indirect taxes net of subsidies and $0.30 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $0.85 million in taxes net of subsidies – $0.17 million of direct taxes net of subsidies, $0.20 million of indirect taxes net of subsidies and $0.47 million of induced taxes net of subsidies.

Table 133: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$10.48	$0.17	$0.04	$0.23	**$0.45**
Newfoundland & Labrador	$10.48	$0.17	$0.08	$0.30	**$0.55**
Canada	$10.48	$0.17	$0.20	$0.47	**$0.85**

Figure 1145: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

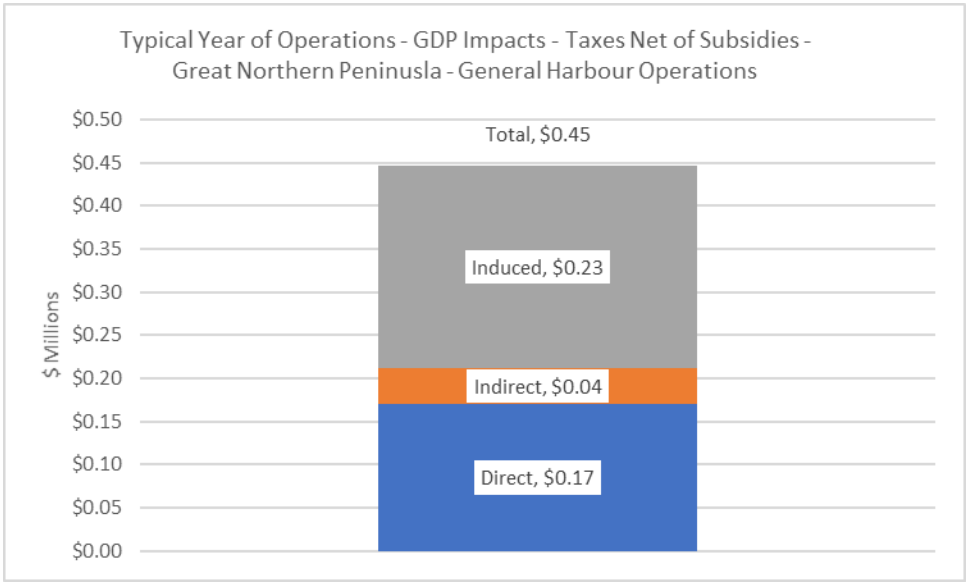


Figure 1146: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

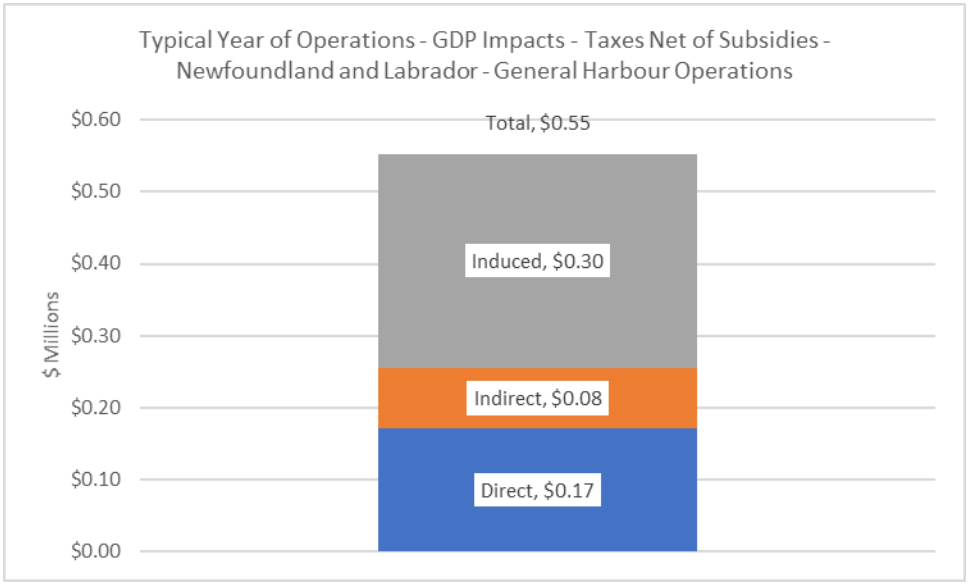
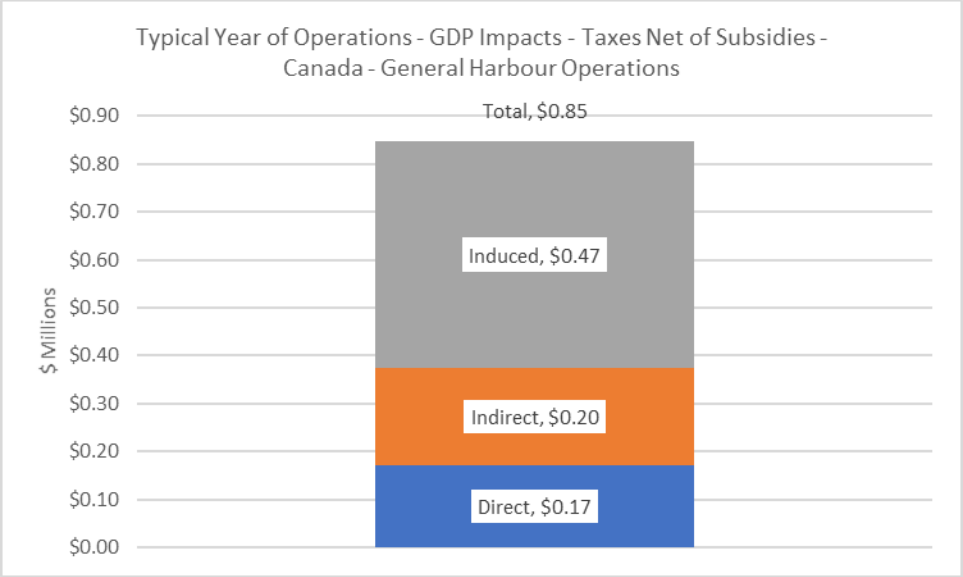


Figure 1147: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.2.2 Wages, Salaries and Social Contributions

As shown in Table 134 and Figures 1148 to 1150, a typical year of operations for General Harbour Services is estimated to yield $2.85 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.39 million of indirect wages, salaries, and social contributions and $0.27 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $3.50 million. The corresponding total wages, salaries and social contributions for the province is $4.08 million – $2.85 million of direct wages, salaries, and social contributions, $0.67 million of indirect wages, salaries, and social contributions and $0.57 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $5.58 million in wages, salaries, and social contributions – $2.85 million of direct wages, salaries, and social contributions $1.61 million of indirect wages, salaries and social contributions and $1.12 million of induced wages, salaries and social contributions.

Table 134: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$10.48	$2.85	$0.39	$0.27	**$3.50**
Newfoundland & Labrador	$10.48	$2.85	$0.67	$0.57	**$4.08**
Canada	$10.48	$2.85	$1.61	$1.12	**$5.58**

Figure 1148: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

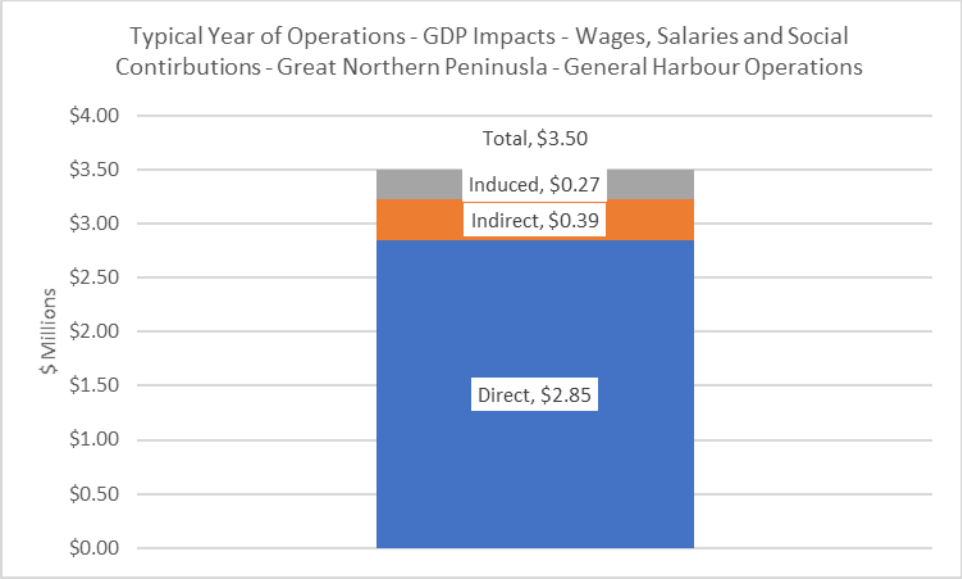


Figure 1149: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

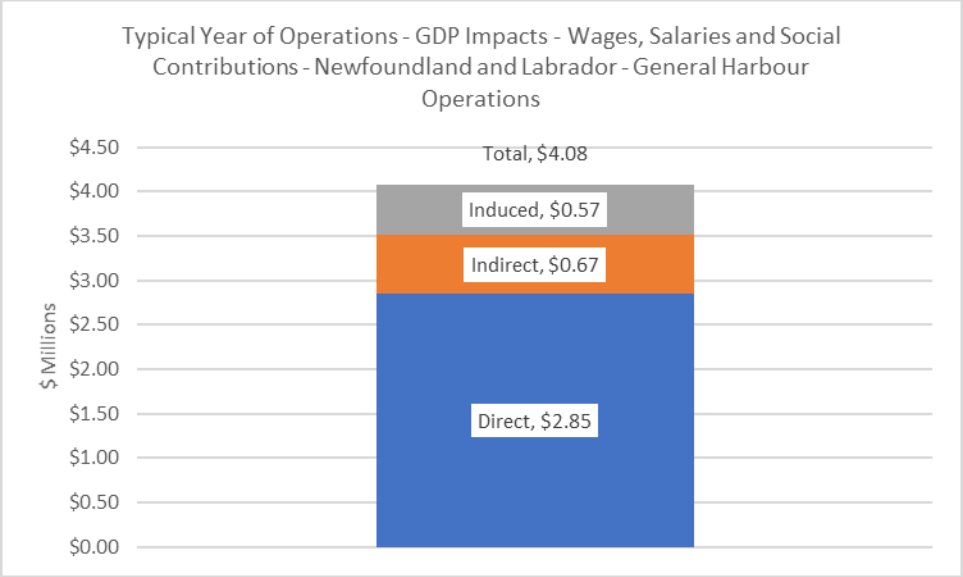
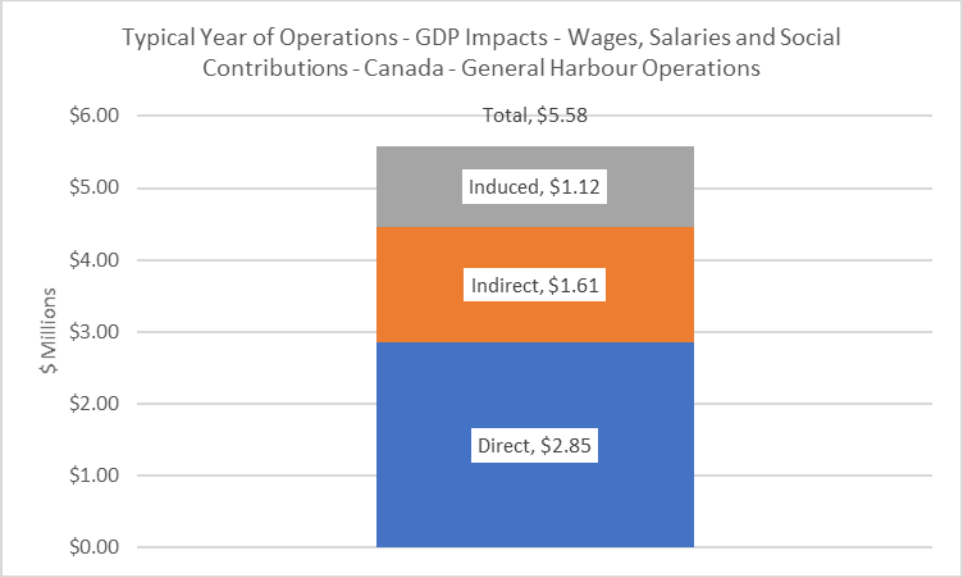


Figure 1150: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.2.3 Business Income

As shown in Table 135 and Figures 1151 to 1153, a typical year of operations for General Harbour Services is estimated to yield $3.56million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.20 million of indirect business income and $0.32 million of induced business income for the Great Northern Peninsula for a total local business income impact of $4.07 million. The corresponding total business income for the province is $4.43 million – $3.56

million of direct business income, $0.38 million of indirect business income and $0.49 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $5.54 million in business income – $3.56 million of direct business income $1.04 million of indirect business income and $0.94 million of induced business income.

Table 135: GDP Impacts – Business Income Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$10.48	$3.56	$0.20	$0.32	**$4.07**
Newfoundland & Labrador	$10.48	$3.56	$0.38	$0.49	**$4.43**
Canada	$10.48	$3.56	$1.04	$0.94	**$5.54**

Figure 1151: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

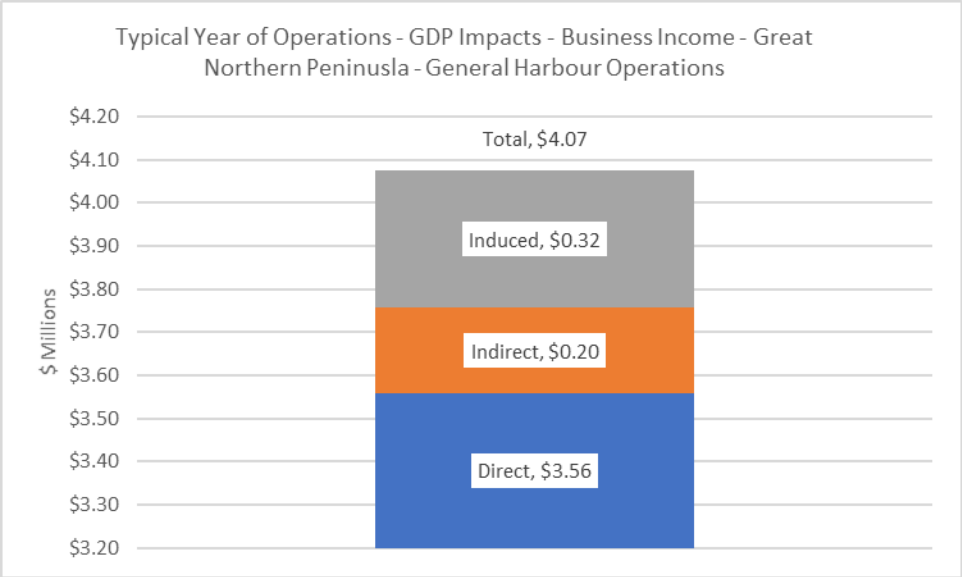


Figure 1152: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

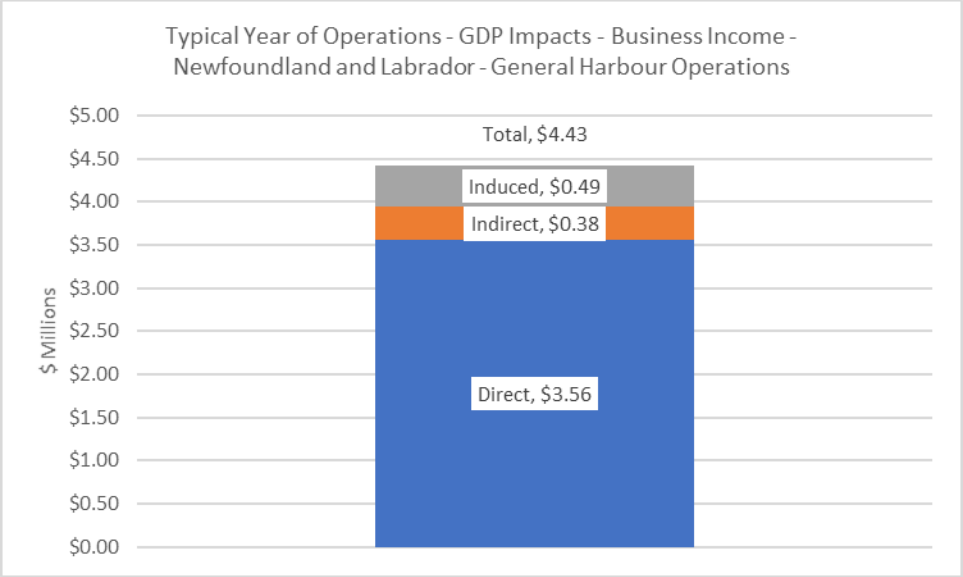
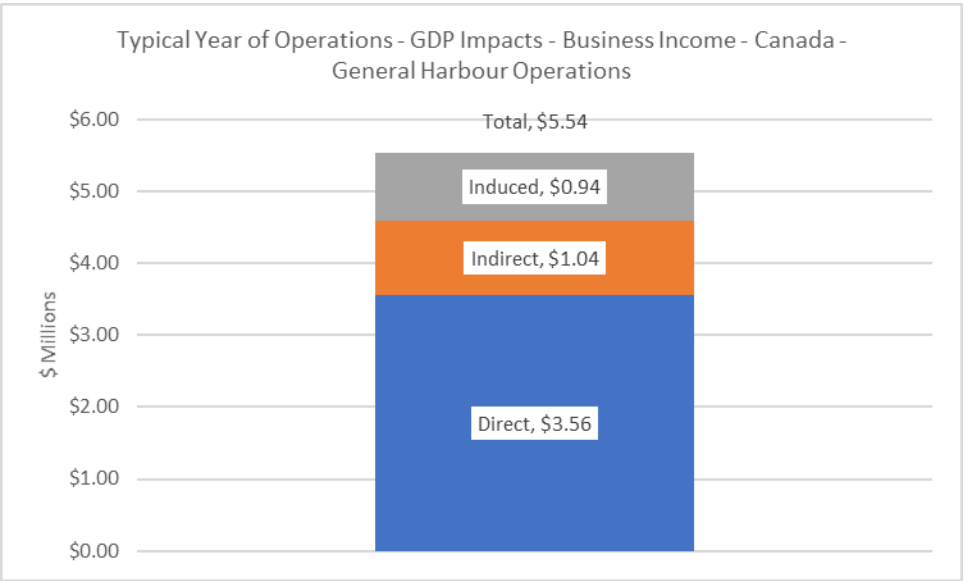


Figure 1153: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3 Government Taxes

As shown in Table 136 and Figures 1154 and 1155, a typical year of operations for General Harbour Services is estimated to yield total government taxes for the province of $1.18 million – $0.67 million of direct government taxes, $0.14 million of indirect government taxes and $0.37 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $1.71 million in government taxes – $0.67 million of direct government taxes $0.42 million of indirect government taxes and $0.62 million of induced government taxes.

Table 136: Government Taxes Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.67	$0.14	$0.37	**$1.18**
Canada	$10.48	$0.67	$0.42	$0.62	**$1.71**

Figure 1154: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

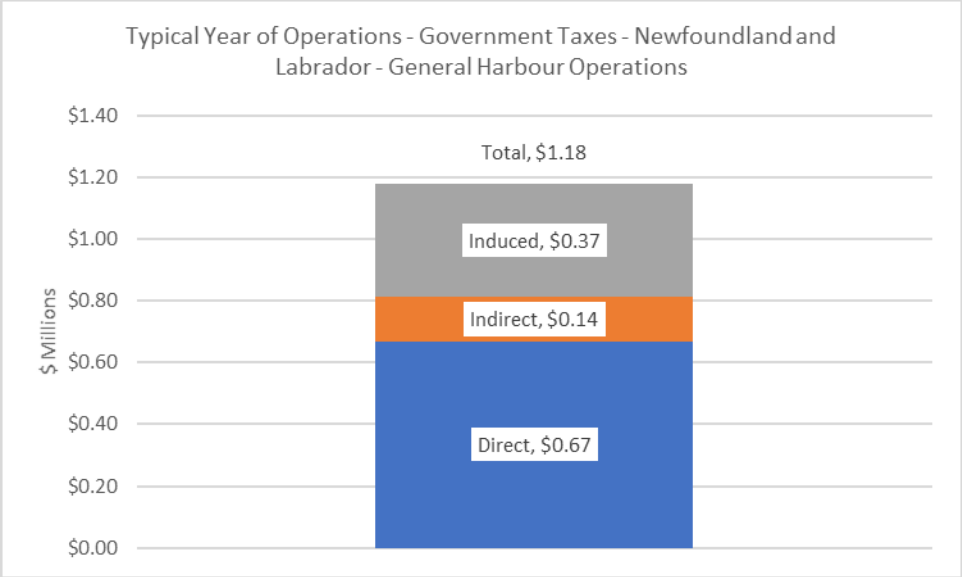
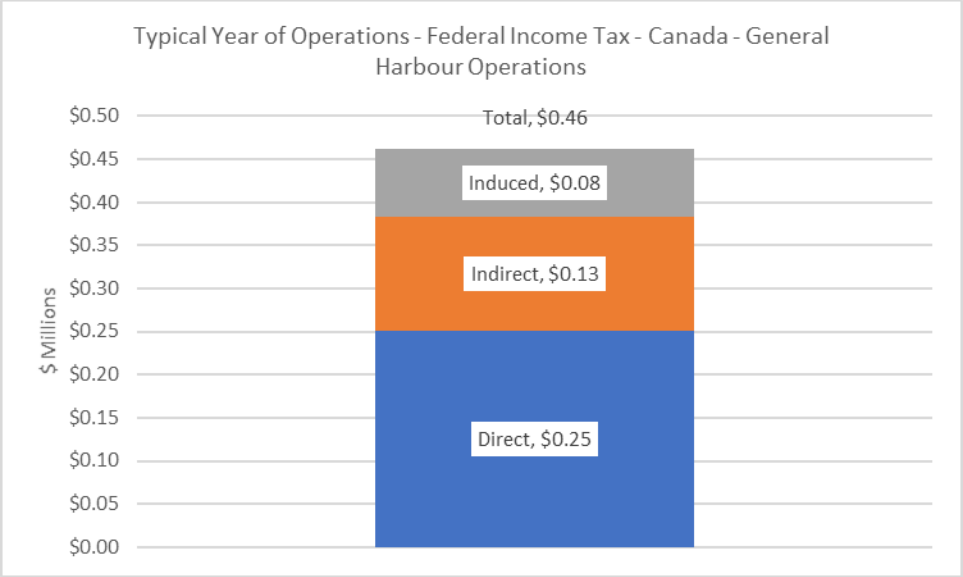


Figure 1155: Government Taxes for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.1 Federal Income Tax

As shown in Table 137 and Figures 1156 and 1157, a typical year of operations for General Harbour Services is estimated to yield total federal income taxes for the province of $0.35 million – $0.25 million of direct federal income taxes, $0.06 million of indirect federal income taxes and $0.04 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.46 million in federal income taxes – $0.25 million of direct federal income taxes $0.13 million of indirect federal income taxes and $0.08million of induced federal income taxes.

Table 137: Federal Income Tax Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.25	$0.06	$0.04	**$0.35**
Canada	$10.48	$0.25	$0.13	$0.08	**$0.46**

Figure 1156: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

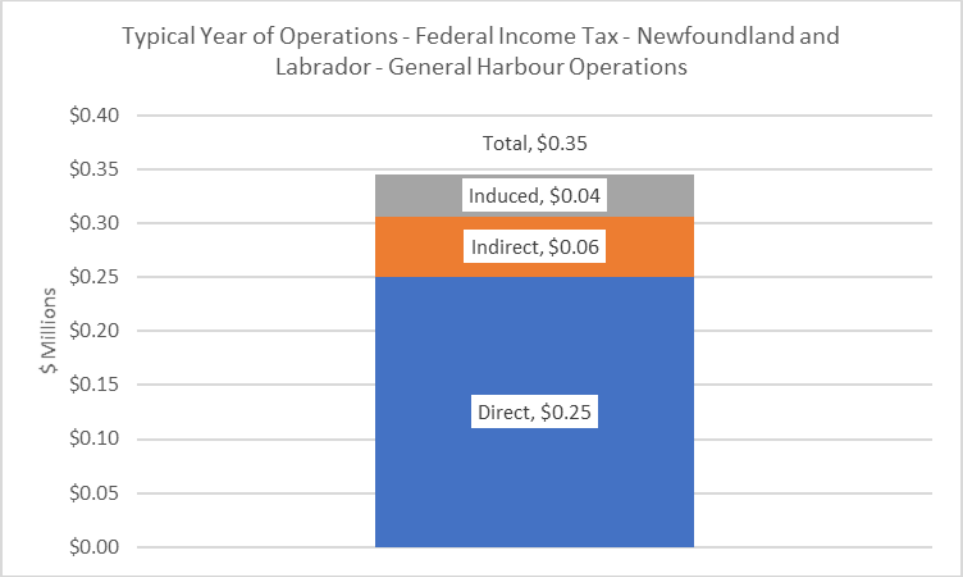
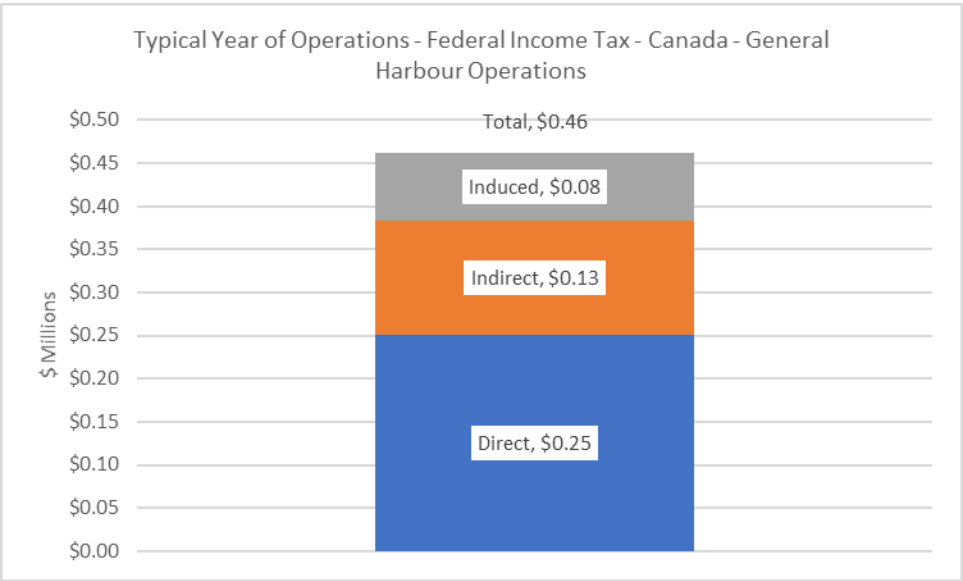


Figure 1157: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.2 Federal HST/Indirect Taxes

As shown in Table 138 and Figures 1158 and 1159, a typical year of operations for General Harbour Services is estimated to yield total federal HST/indirect taxes for the province of $0.12 million – $0.03 million of direct federal HST/indirect taxes, $0.01 million of indirect federal HST/indirect taxes and $0.08 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.19 million in federal HST/indirect taxes – $0.03

million of direct federal HST/indirect taxes $0.03 million of indirect federal HST/indirect taxes and $0.12 million of induced federal HST/indirect taxes.

Table 138: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.03	$0.01	$0.08	**$0.12**
Canada	$10.48	$0.03	$0.03	$0.12	**$0.19**

Figure 1158: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

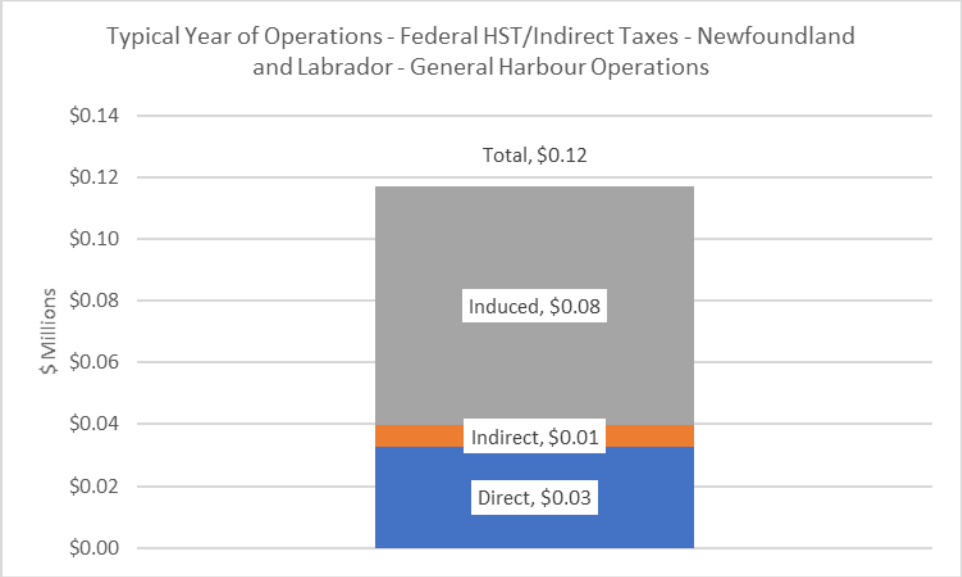
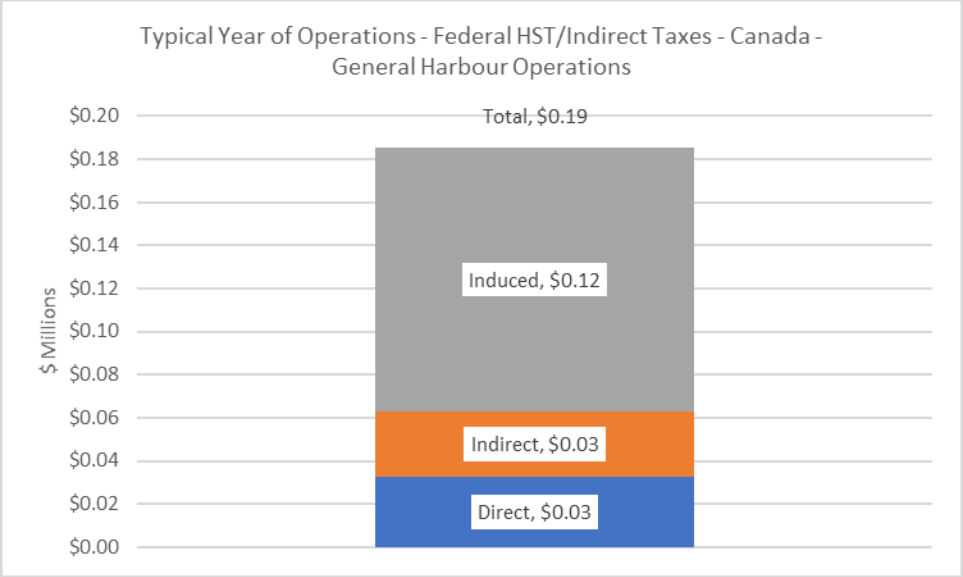


Figure 1159: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.3 Federal Tax on Profits

As shown in Table 139 and Figures 1160 and 1161, a typical year of operations for General Harbour Services is estimated to yield total federal taxes on profits for the province of $0.10 million – $0.08 million of direct federal taxes on profits, $0.01 million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.17 million in federal taxes on profits – $0.08 million of direct federal taxes on profits $0.06 million of indirect federal taxes on profits and $0.03 million of induced federal taxes on profits.

Table 139: Federal Tax on Profits Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.08	$0.01	$0.01	**$0.10**
Canada	$10.48	$0.08	$0.06	$0.03	**$0.17**

Figure 1160: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

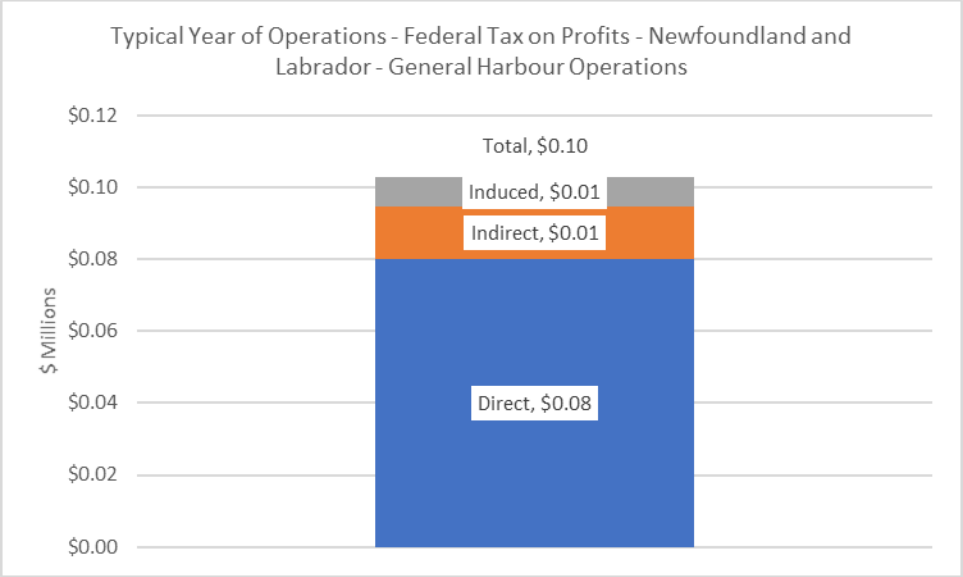
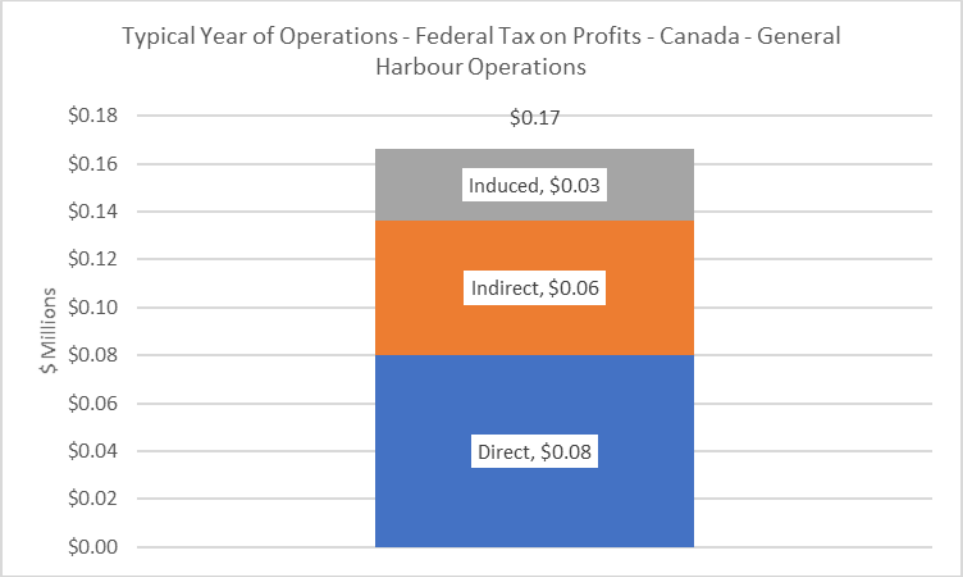


Figure 1161: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.4 Federal Tax Revenue

As shown in Table 140 and Figures 1162 and 1163, a typical year of operations for General Harbour Services is estimated to yield total federal tax revenue for the province of $0.57 million – $0.36 million of direct federal tax revenue, $0.08 million of indirect federal tax revenue and $0.12 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.81 million in federal tax revenue – $0.36 million of direct federal tax revenue $0.22 million of indirect federal tax revenue and $0.23 million of induced federal tax revenue.

Table 140: Federal Tax Revenue Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.36	$0.08	$0.12	**$0.57**
Canada	$10.48	$0.36	$0.22	$0.23	**$0.81**

Figure 1162: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

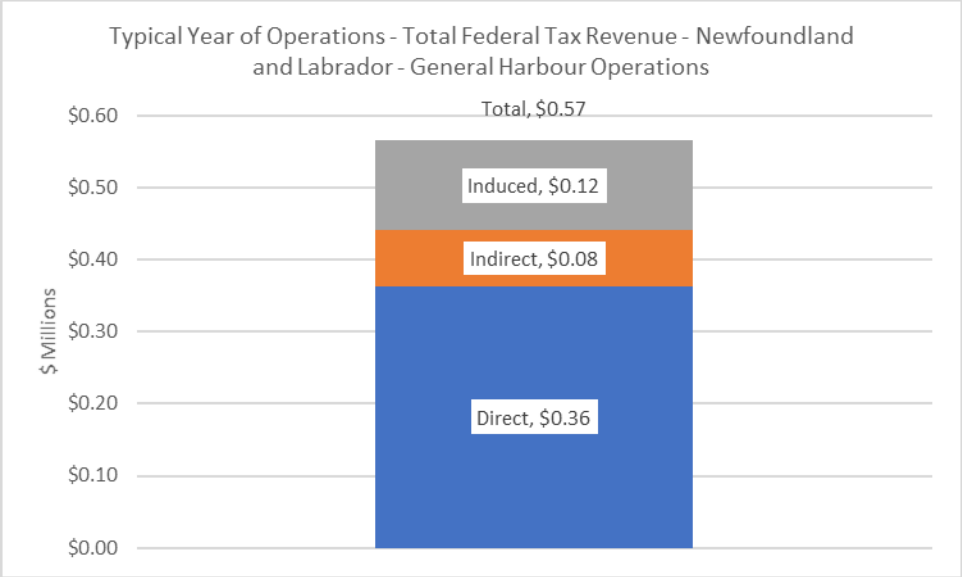
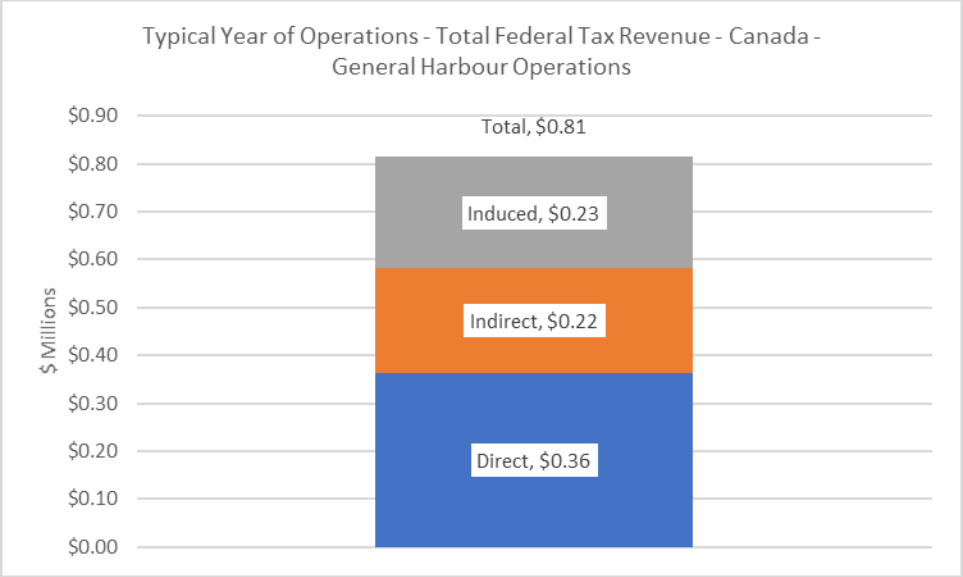


Figure 1163: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.5 Provincial Income Tax

As shown in Table 141 and Figures 1164 and 1165, a typical year of operations for General Harbour Services is estimated to yield total provincial income tax for the province of $0.23 million – $0.17 million of direct provincial income tax, $0.04 million of indirect provincial income tax and $0.03 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.31 million in provincial income tax – $0.17million of direct provincial income tax $0.09 million of indirect provincial income tax and $0.05 million of induced provincial income tax.

Table 141: Provincial Income Tax Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.17	$0.04	$0.03	**$0.23**
Canada	$10.48	$0.17	$0.09	$0.05	**$0.31**

Figure 1164: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

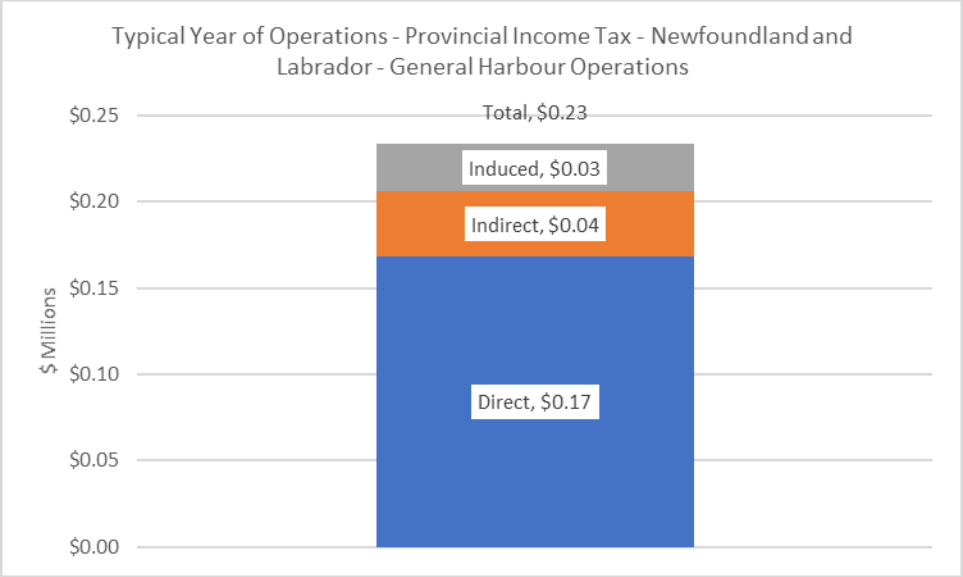
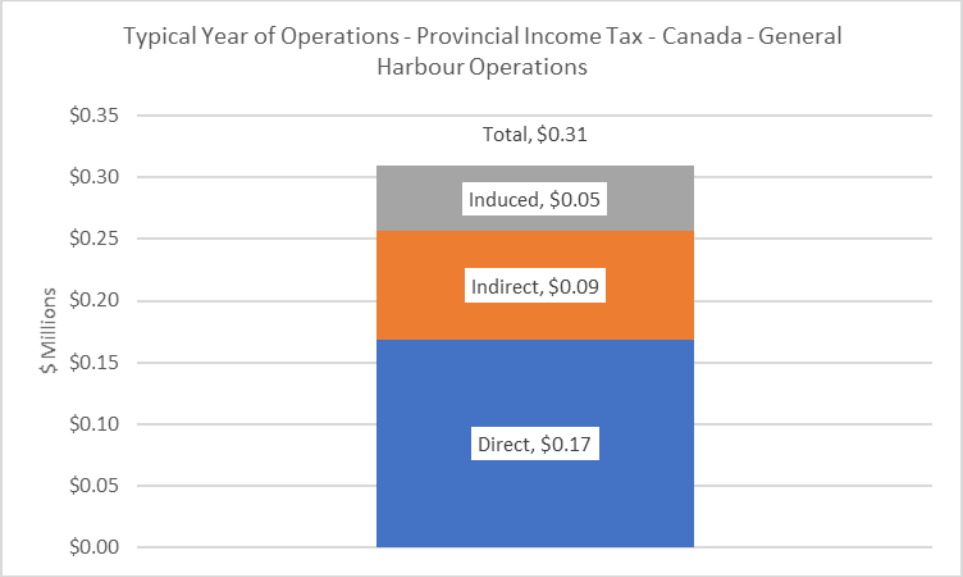


Figure 1165: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.6 Provincial HST/Indirect Taxes

As shown in Table 142 and Figures 1166 and 1167, a typical year of operations for General Harbour Services is estimated to yield total provincial HST/Indirect taxes for the province of $0.32 million – $0.09 million of direct provincial HST/Indirect taxes, $0.02 million of indirect provincial HST/Indirect taxes and $0.21 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.47 million in provincial HST/Indirect

taxes – $0.09 million of direct provincial HST/Indirect taxes $0.07 million of indirect provincial HST/Indirect taxes and $0.31 million of induced provincial HST/Indirect taxes.

Table 142: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.09	$0.02	$0.21	**$0.32**
Canada	$10.48	$0.09	$0.07	$0.31	**$0.47**

Figure 1166: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

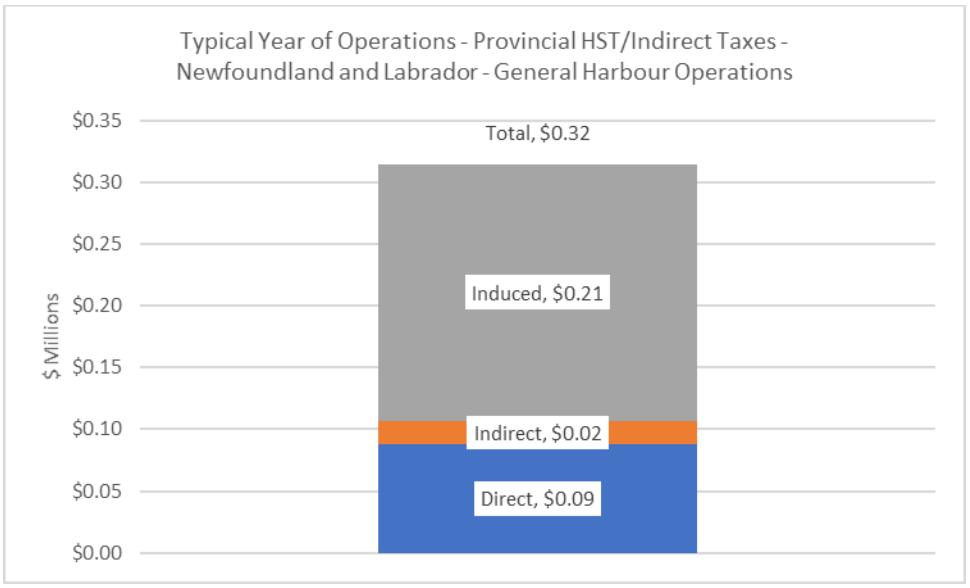
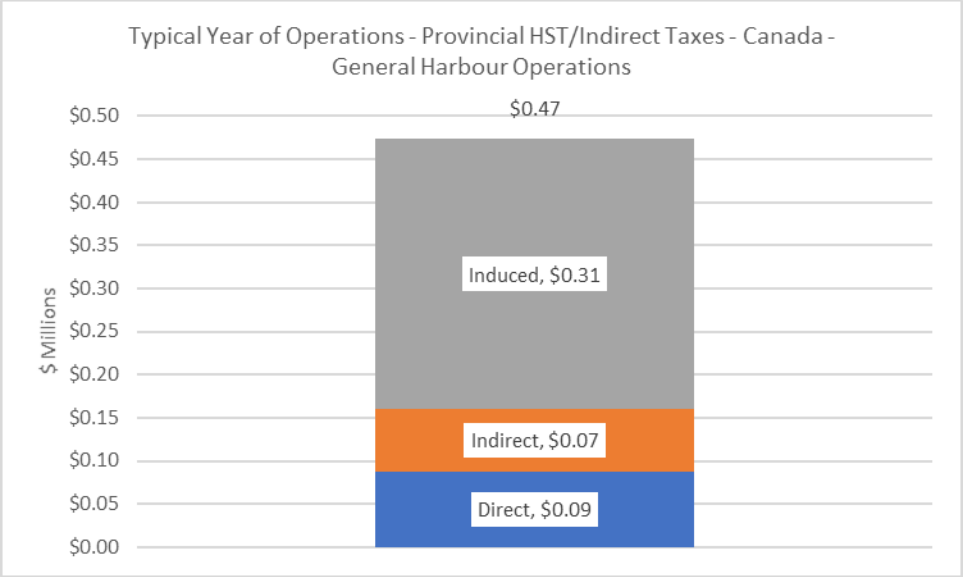


Figure 1167: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.7 Provincial Tax on Profits

As shown in Table 143 and Figures 1168 and 1169, a typical year of operations for General Harbour Services is estimated to yield total provincial HST/Indirect taxes for the province of $0.07 million – $0.05 million of direct provincial HST/Indirect taxes, $0.01 million of indirect provincial HST/Indirect taxes and $0.01 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.11 million in provincial HST/Indirect taxes – $0.05 million of direct provincial HST/Indirect taxes $0.04 million of indirect provincial HST/Indirect taxes and $0.02 million of induced provincial HST/Indirect taxes.

Table 143: Provincial Tax on Profits Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.05	$0.01	$0.01	**$0.07**
Canada	$10.48	$0.05	$0.04	$0.02	**$0.11**

Figure 1168: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

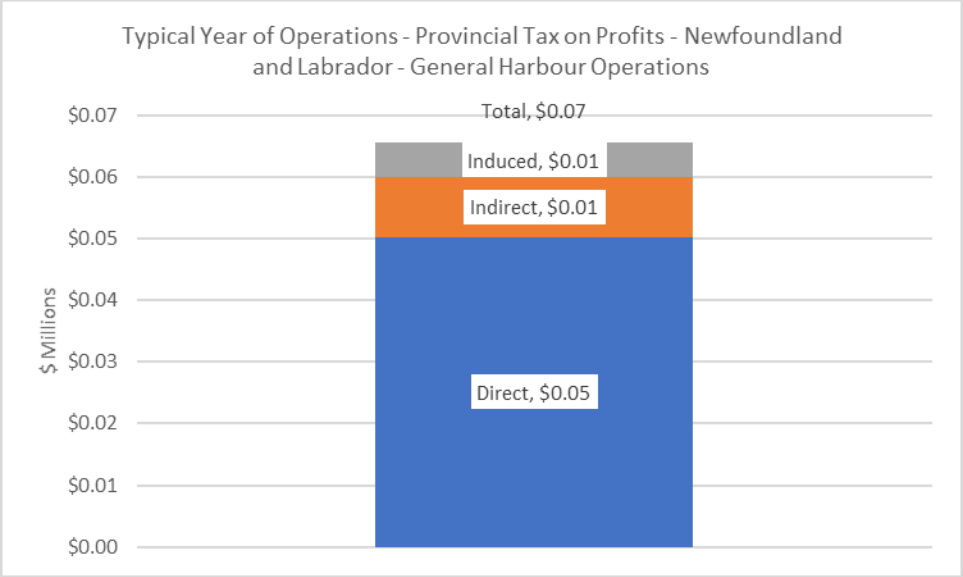
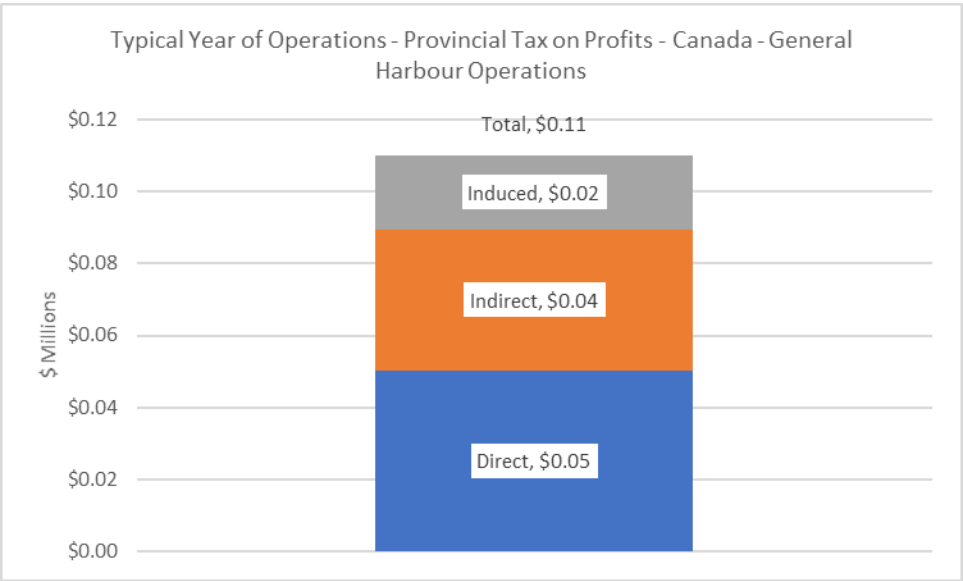


Figure 1169: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



19.3.8 Provincial Tax Revenue

As shown in Table 144 and Figures 1170 and 1171, a typical year of operations for General Harbour Services is estimated to yield total provincial tax revenue for the province of $0.61 million – $0.31 million of direct provincial tax revenue, $0.07 million of indirect provincial tax revenue and $0.24 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.89 million in provincial tax revenue – $0.31 million of direct

provincial tax revenue $0.20 million of indirect provincial tax revenue and $0.39 million of induced provincial Tax revenue.

Table 144: Provincial Tax Revenue Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$10.48	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$10.48	$0.31	$0.07	$0.24	**$0.61**
Canada	$10.48	$0.31	$0.20	$0.39	**$0.89**

Figure 1170: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port

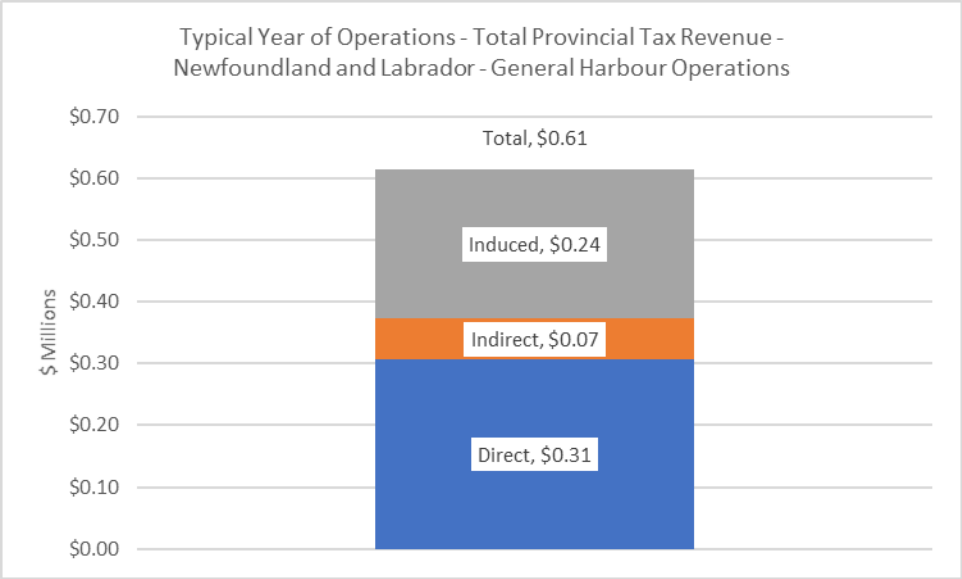
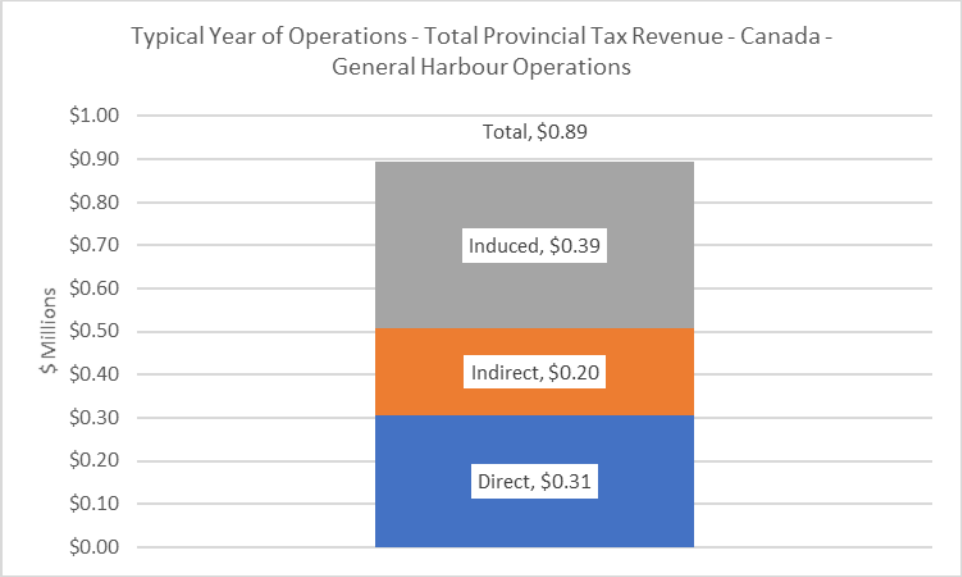


Figure 1171: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for General Harbour Services of the Great Northern Port



20.0 Typical Year of Operations for – Cargo Transportation Hub

20.1 Employment

A typical year of operations for Cargo Transportation Hub assumes that approximately $8 million will be expended annually (see Table 145). As shown in Table 145 and Figures 1172 to 1174, this is estimated to yield 48 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 5 person-years of indirect employment and 6 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 60 person-years. The corresponding total employment for the province is 68 person-years – 48 person-years of direct employment, 8 person-years of indirect employment and 11 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 86 person-years of employment – 48 person-years of direct employment, 19 person-years of indirect employment and 20 person-years of induced employment.

Table 145: Employment Impact Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$7.75	48	5	6	**60**
Newfoundland & Labrador	$7.75	48	8	11	**68**
Canada	$7.75	48	19	20	**86**

Figure 1172: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

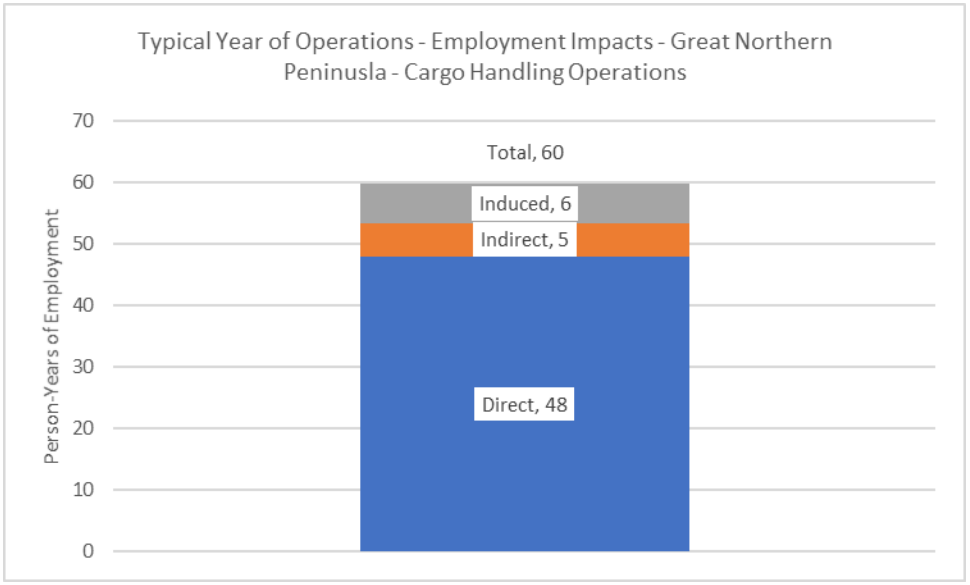


Figure 1173: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

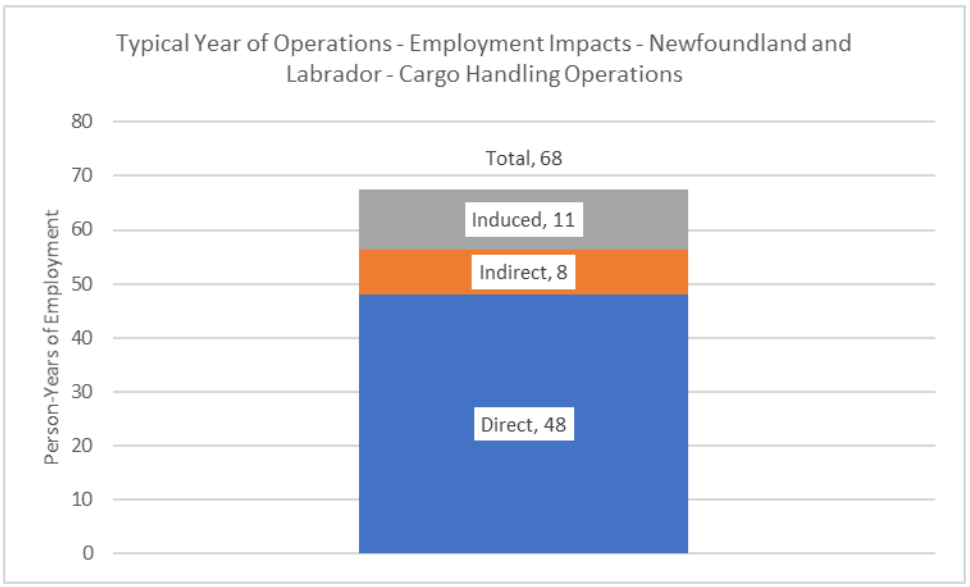
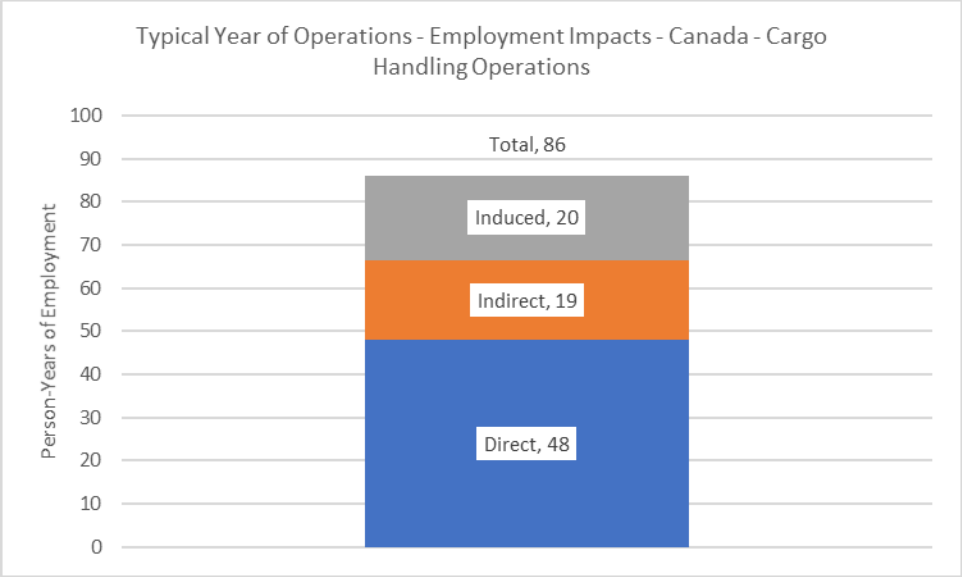


Figure 1174: Employment Impact for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.2 GDP

As shown in Table 1456 and Figures 1175 to 1177, a typical year of operations for Cargo Transportation Hub is estimated to yield $5.37 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.36 million of indirect GDP and $0.76 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $6.49 million. The corresponding total GDP for the province is $7.21 million – $5.37 million of direct GDP, $0.64 million of indirect GDP and $1.20 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $9.06 million in GDP – $5.37 million of direct GDP, $1.66 million of indirect GDP and $2.03 million of induced GDP.

Table 146: GDP Impact Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$7.75	$5.37	$0.36	$0.76	**$6.49**
Newfoundland & Labrador	$7.75	$5.37	$0.64	$1.20	**$7.21**
Canada	$7.75	$5.37	$1.66	$2.03	**$9.06**

Figure 1175: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

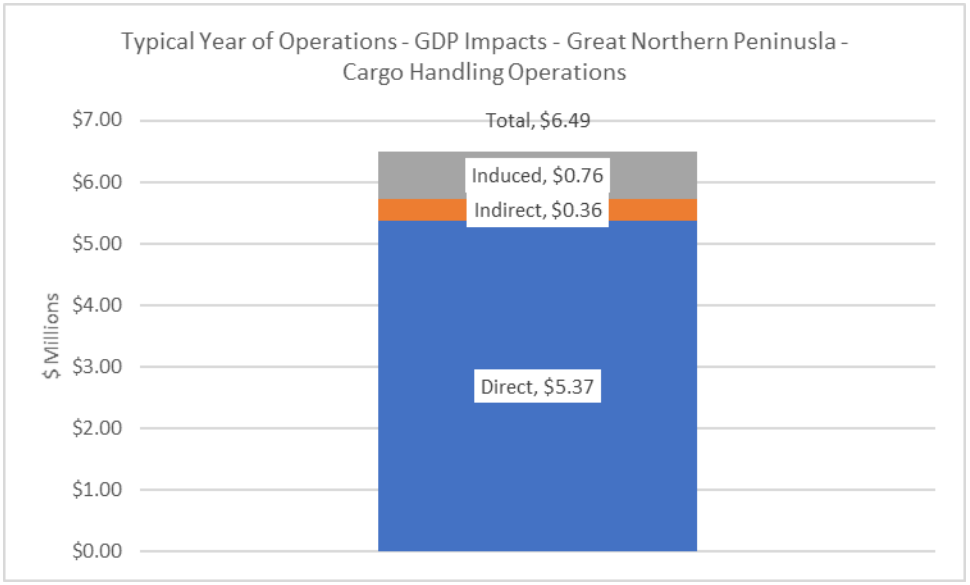


Figure 1176: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

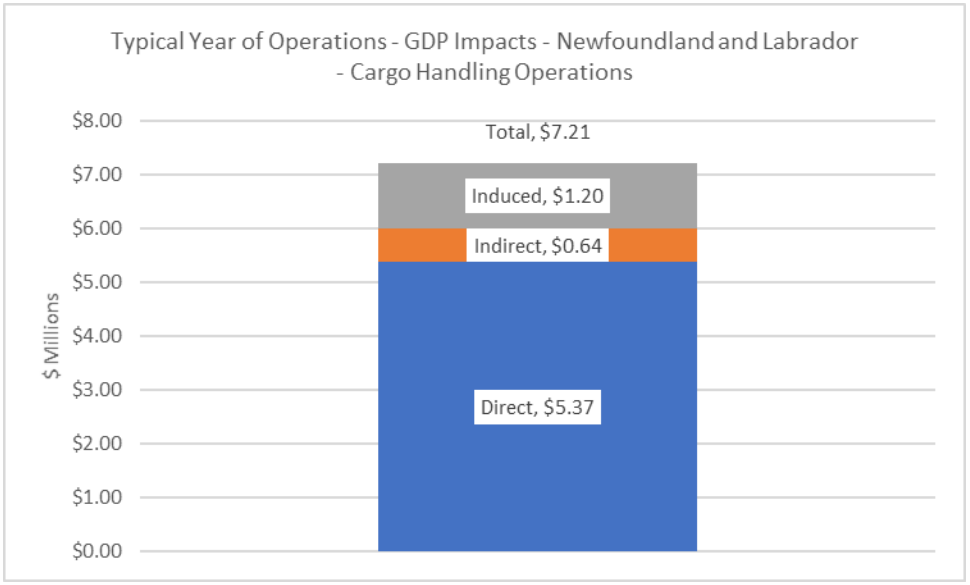
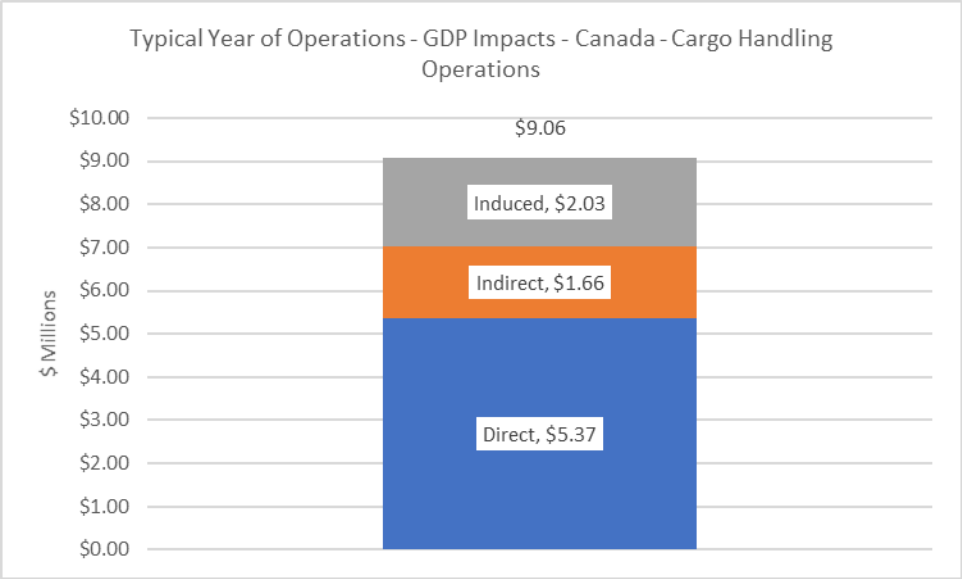


Figure 1177: GDP Impact for Canada with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.2.1 Taxes Net of Subsidies

As shown in Table 147 and Figures 1178 to 1180, a typical year of operations for Cargo Transportation Hub is estimated to yield $0.11 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.02 million of indirect taxes net of subsidies and $0.22 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.35 million. The corresponding total direct taxes net of subsidies for the province is $0.43 million – $0.11 million of direct taxes net of subsidies, $0.05 million of indirect taxes net of subsidies and $0.27 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $0.62million in taxes net of subsidies – $0.11 million of direct taxes net of subsidies, $0.12 million of indirect taxes net of subsidies and $0.39 million of induced taxes net of subsidies.

Table 147: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$7.75	$0.11	$0.02	$0.22	**$0.35**
Newfoundland & Labrador	$7.75	$0.11	$0.05	$0.27	**$0.43**
Canada	$7.75	$0.11	$0.12	$0.39	**$0.62**

Figure 1178: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

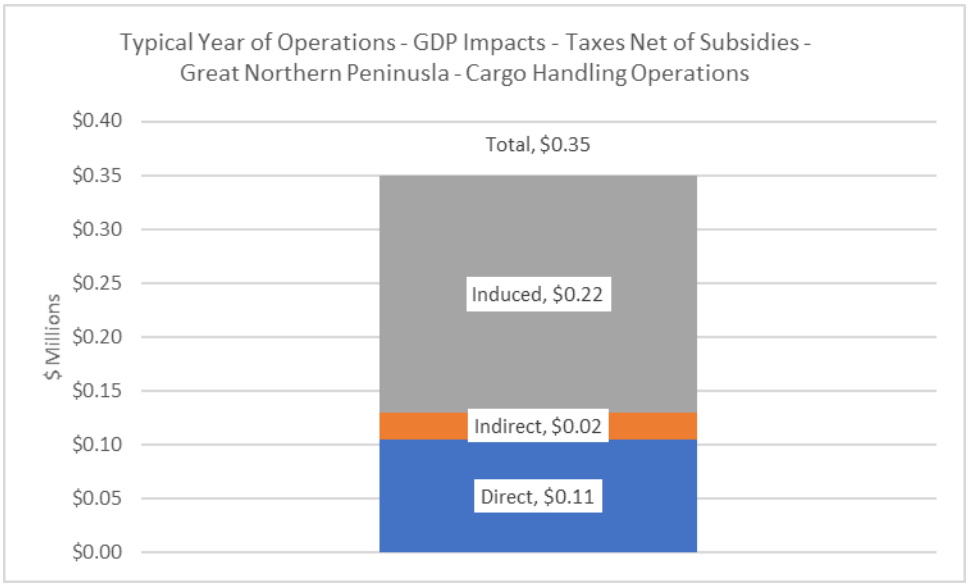


Figure 1179: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

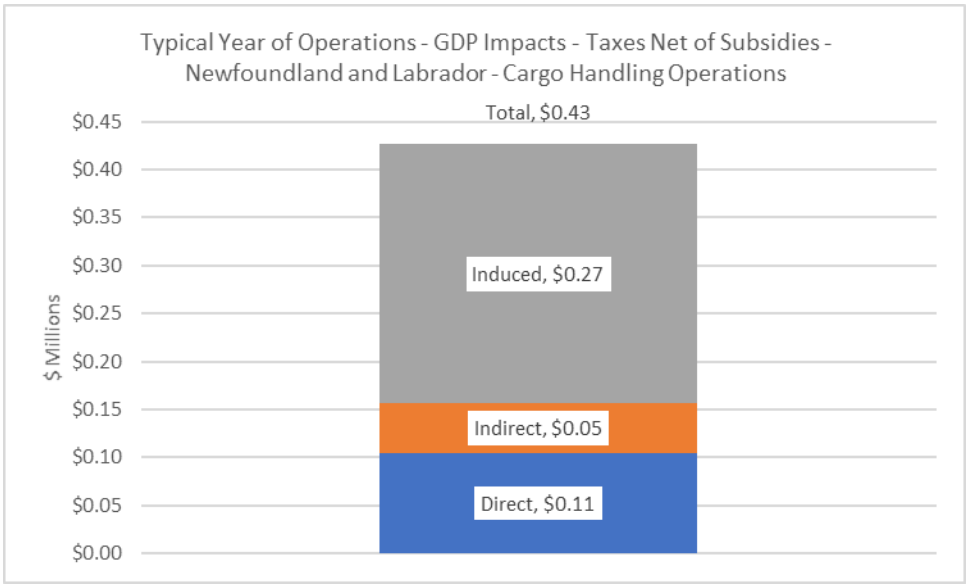
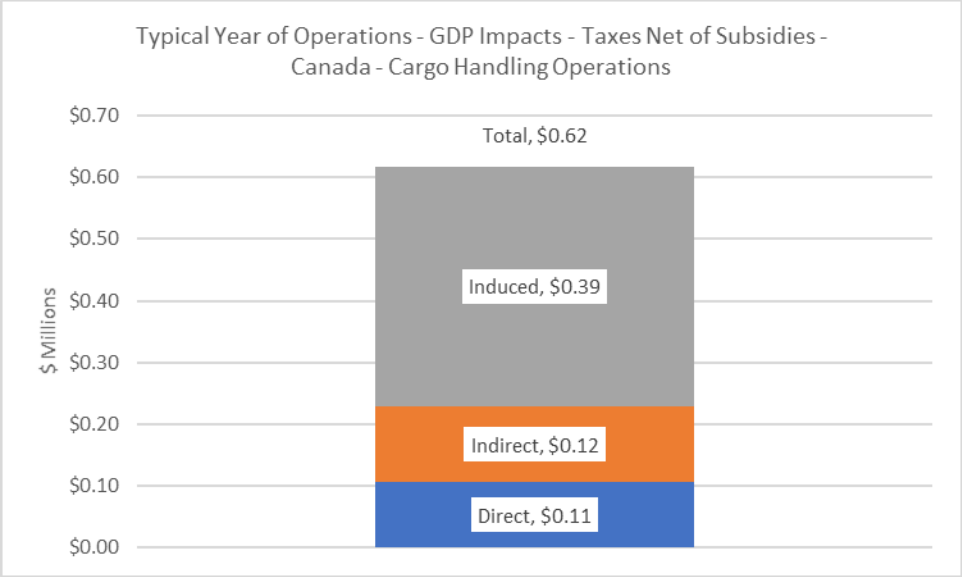


Figure 1180: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.2.2 Wages, Salaries and Social Contributions

As shown in Table 148 and Figures 1181 to 1183, a typical year of operations for Cargo Transportation Hub is estimated to yield $2.85 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.23 million of indirect wages, salaries, and social contributions and $0.25 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $3.33 million. The corresponding total wages, salaries and social contributions for the province is $3.75 million – $2.85 million of direct wages, salaries, and social contributions, $0.40 million of indirect wages, salaries, and social contributions and $0.51 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $4.73 million in wages, salaries, and social contributions – $2.85 million of direct wages, salaries, and social contributions $0.97 million of indirect wages, salaries and social contributions and $0.91 million of induced wages, salaries and social contributions.

Table 148: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$7.75	$2.85	$0.23	$0.25	**$3.33**
Newfoundland & Labrador	$7.75	$2.85	$0.40	$0.51	**$3.75**
Canada	$7.75	$2.85	$0.97	$0.91	**$4.73**

Figure 1181: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

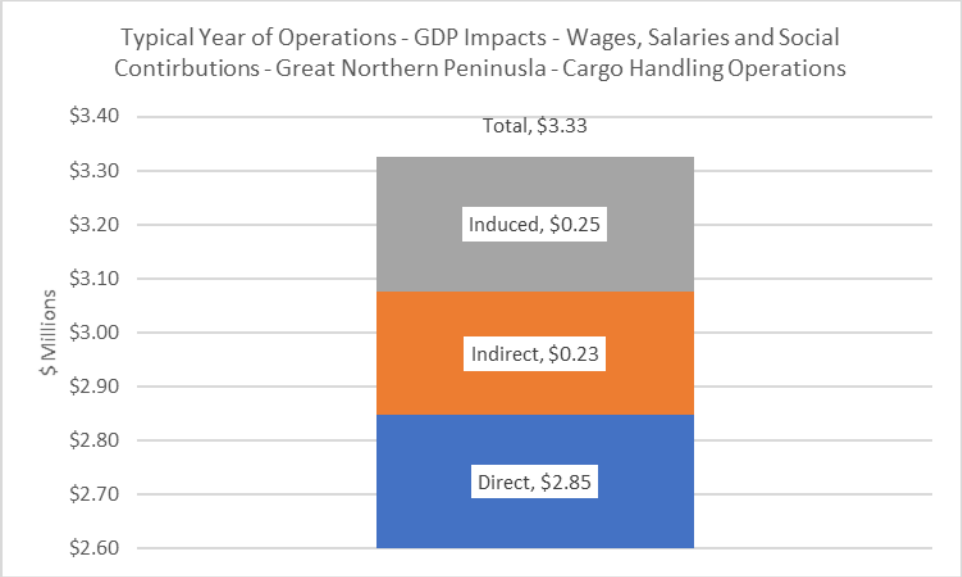


Figure 1182: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

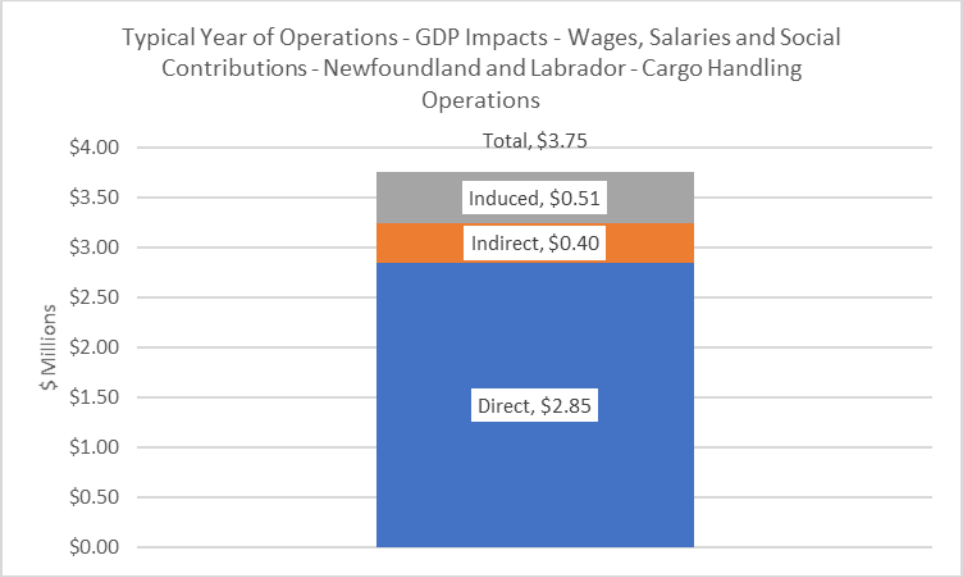
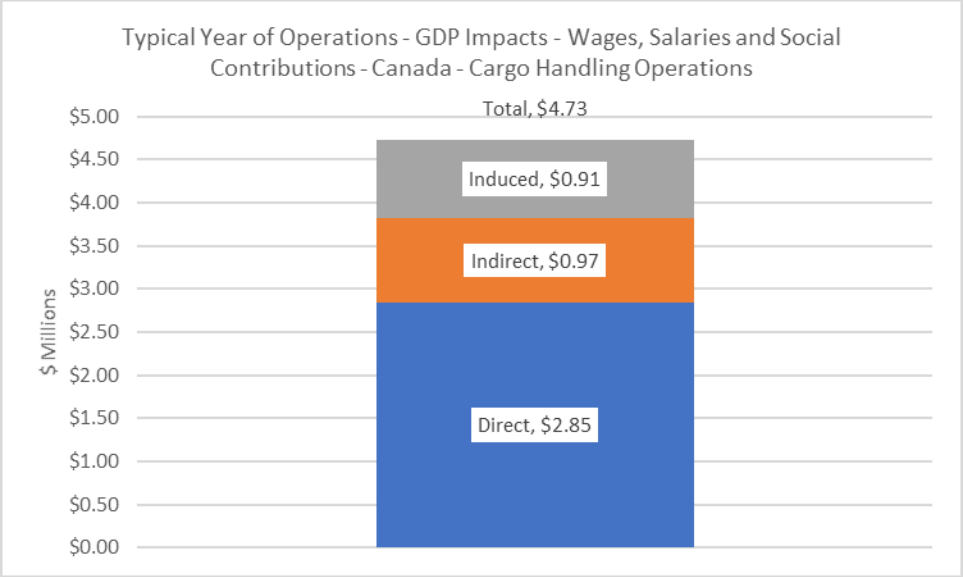


Figure 1183: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.2.3 Business Income

As shown in Table 149 and Figures 1184 to 1186, a typical year of operations for Cargo Transportation Hub is estimated to yield $2.45 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.12 million of indirect business income and $0.29 million of induced business income for the Great Northern Peninsula for a total local business income impact of $2.86 million. The corresponding total business income for the province is $3.11

million – $2.45 million of direct business income, $0.23 million of indirect business income and $0.43 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $3.83 million in business income – $2.45 million of direct business income $0.63 million of indirect business income and $0.76 million of induced business income.

Table 149: GDP Impacts – Business Income Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$7.75	$2.45	$0.12	$0.29	**$2.86**
Newfoundland & Labrador	$7.75	$2.45	$0.23	$0.43	**$3.11**
Canada	$7.75	$2.45	$0.63	$0.76	**$3.83**

Figure 1184: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

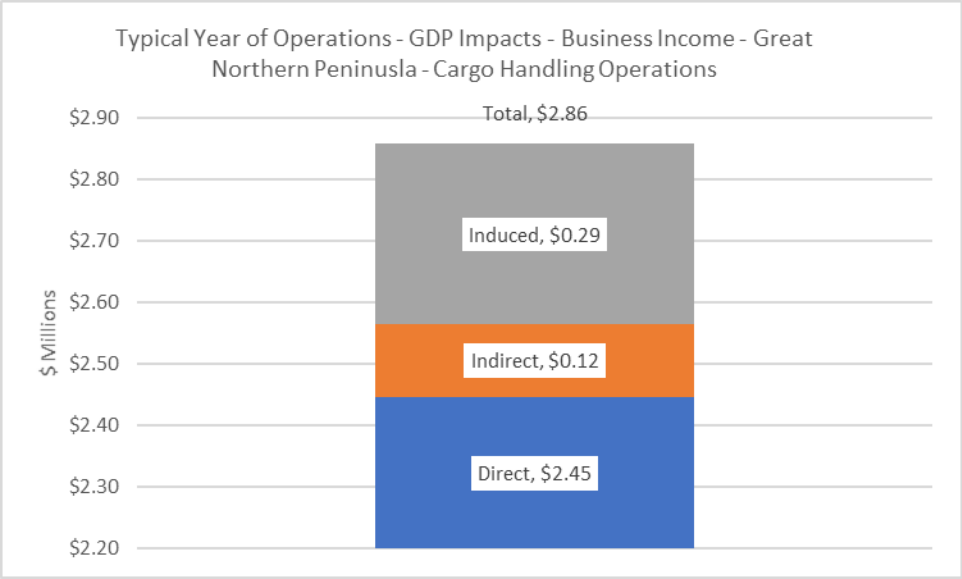


Figure 1185: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

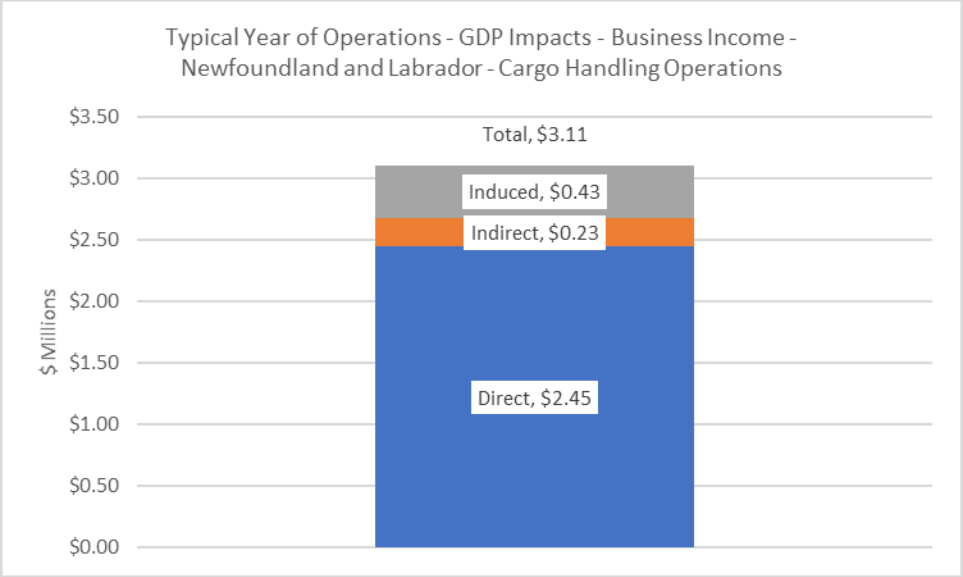
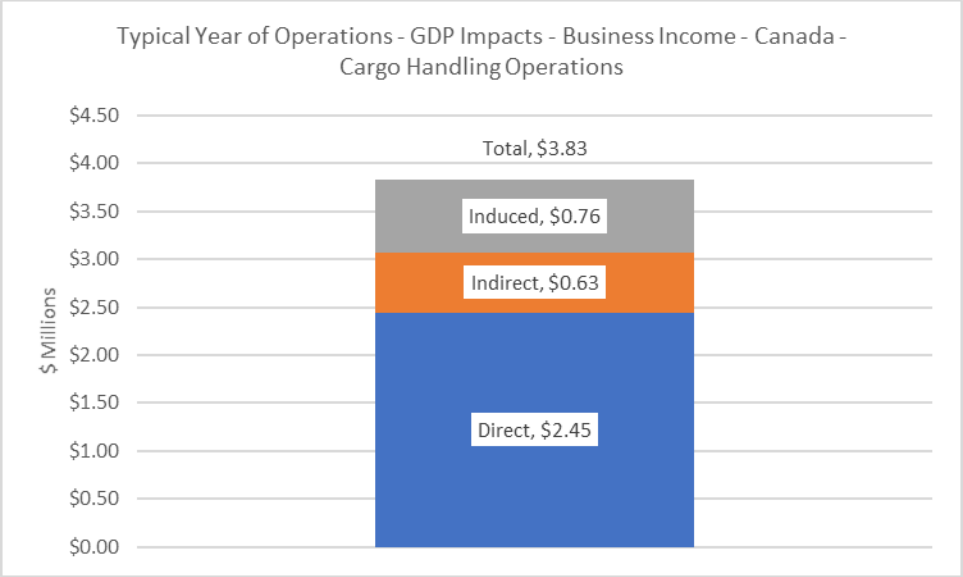


Figure 1186: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3 Government Taxes

As shown in Table 150 and Figures 1187 and 1188, a typical year of operations for Cargo Transportation Hub is estimated to yield total government taxes for the province of $1.0 million – $0.58 million of direct government taxes, $0.09 million of indirect government taxes and $0.33 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $1.34 million in government taxes – $0.58 million of direct government taxes $0.25 million of indirect government taxes and $0.51 million of induced government taxes.

Table 150: Government Taxes Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.58	$0.09	$0.33	**$1.00**
Canada	$7.75	$0.58	$0.25	$0.51	**$1.34**

Figure 1187: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

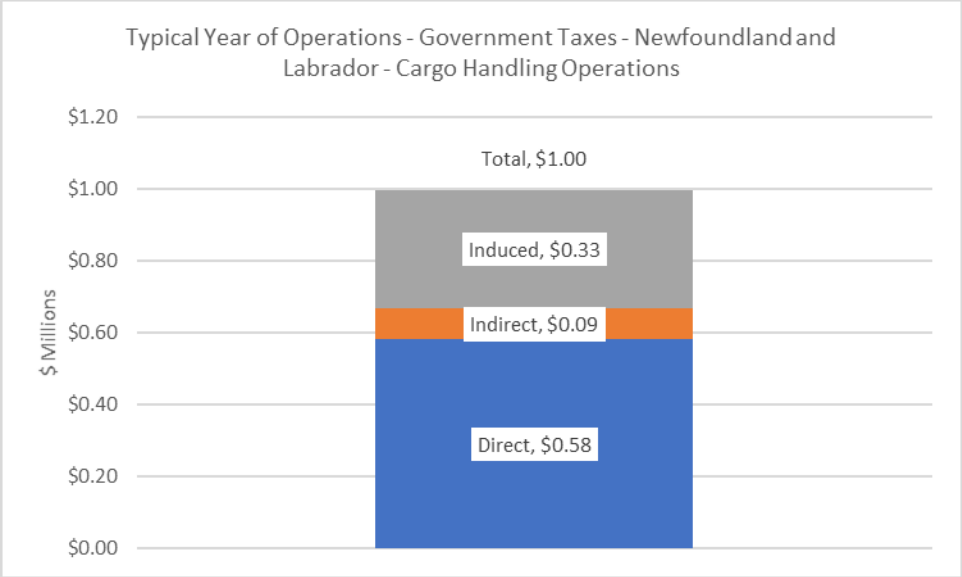
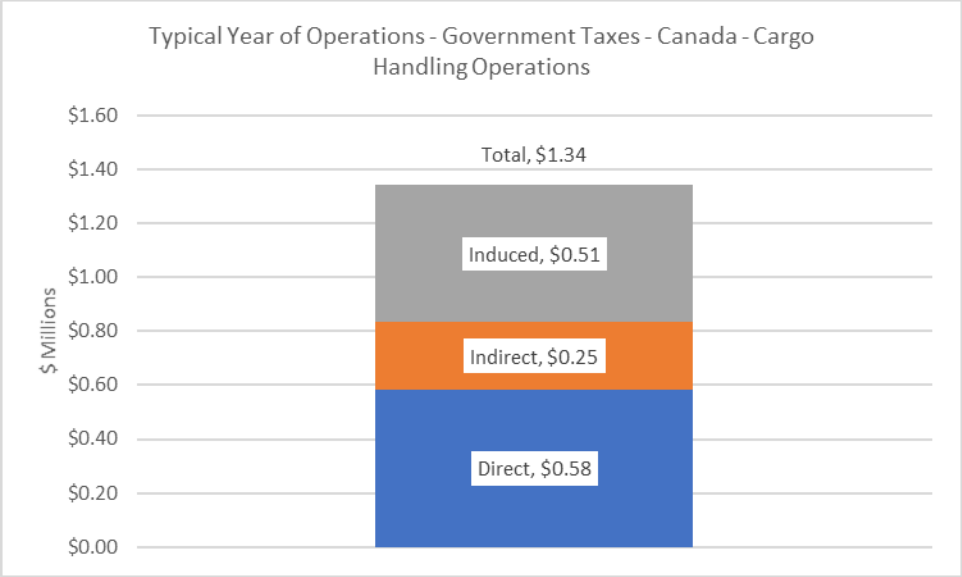


Figure 1188: Government Taxes for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.1 Federal Income Tax

As shown in Table 151 and Figures 1189 and 1190, a typical year of operations for Cargo Transportation Hub is estimated to yield total federal income taxes for the province of $0.32 million – $0.25 million of direct federal income taxes, $0.03 million of indirect federal income taxes and $0.03 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.40 million in federal income taxes – $0.25 million of direct federal income taxes $0.08 million of indirect federal income taxes and $0.06 million of induced federal income taxes.

Table 151: Federal Income Tax Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.25	$0.03	$0.03	**$0.32**
Canada	$7.75	$0.25	$0.08	$0.06	**$0.40**

Figure 1189: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

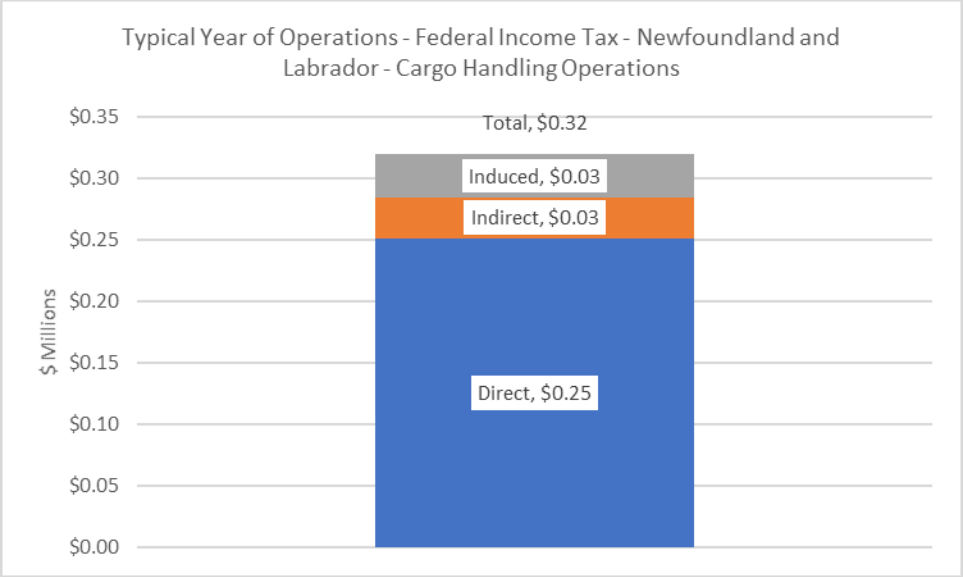
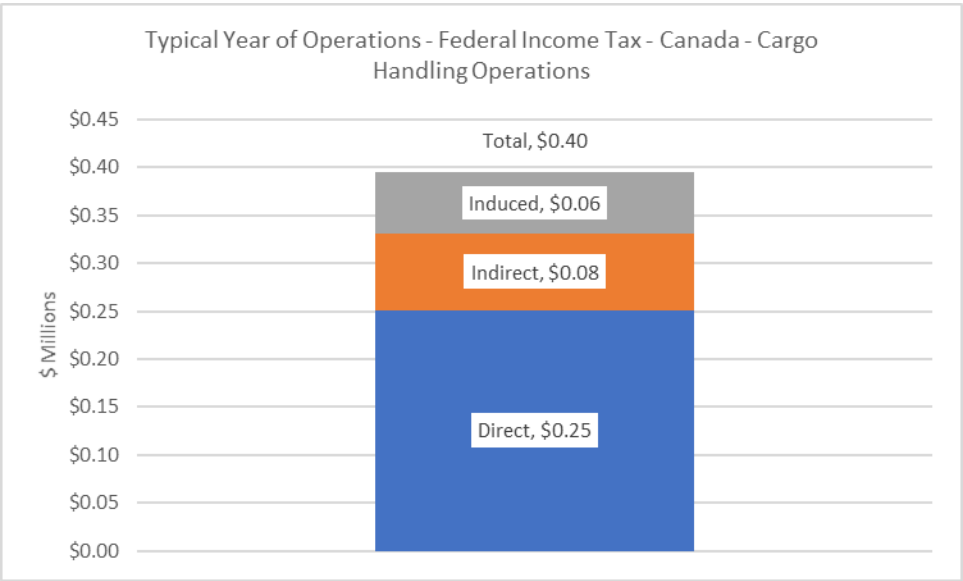


Figure 1190: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.2 Federal HST/Indirect Taxes

As shown in Table 152 and Figures 1191 and 1192, a typical year of operations for Cargo Transportation Hub is estimated to yield total federal HST/indirect taxes for the province of $0.09 million – $0.02 million of direct federal HST/indirect taxes, $0.00 million of indirect federal HST/indirect taxes and $0.07 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.14 million in federal HST/indirect taxes –

$0.02 million of direct federal HST/indirect taxes $0.02 million of indirect federal HST/indirect taxes and $0.01 million of induced federal HST/indirect taxes.

Table 152: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.02	$0.00	$0.07	**$0.09**
Canada	$7.75	$0.02	$0.02	$0.10	**$0.14**

Figure 1191: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

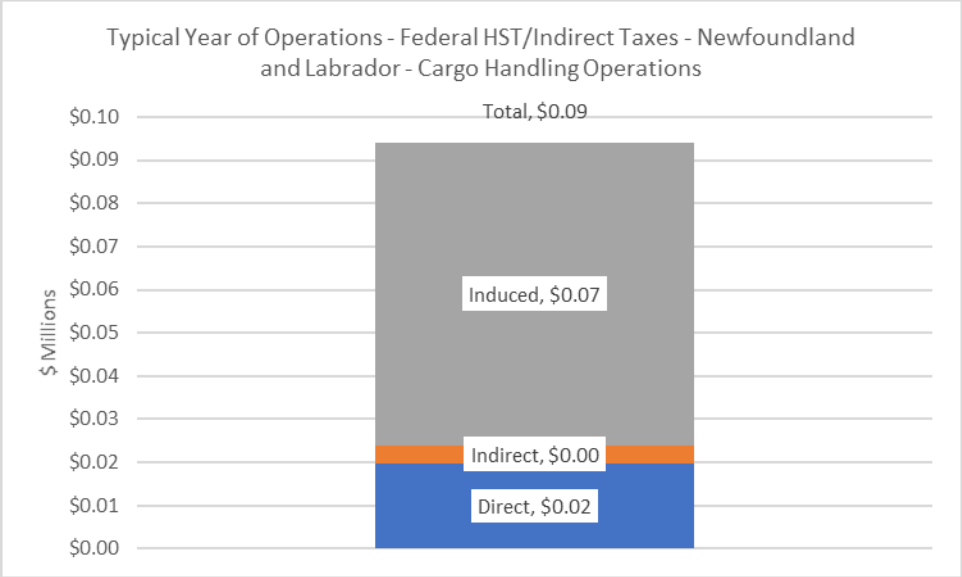
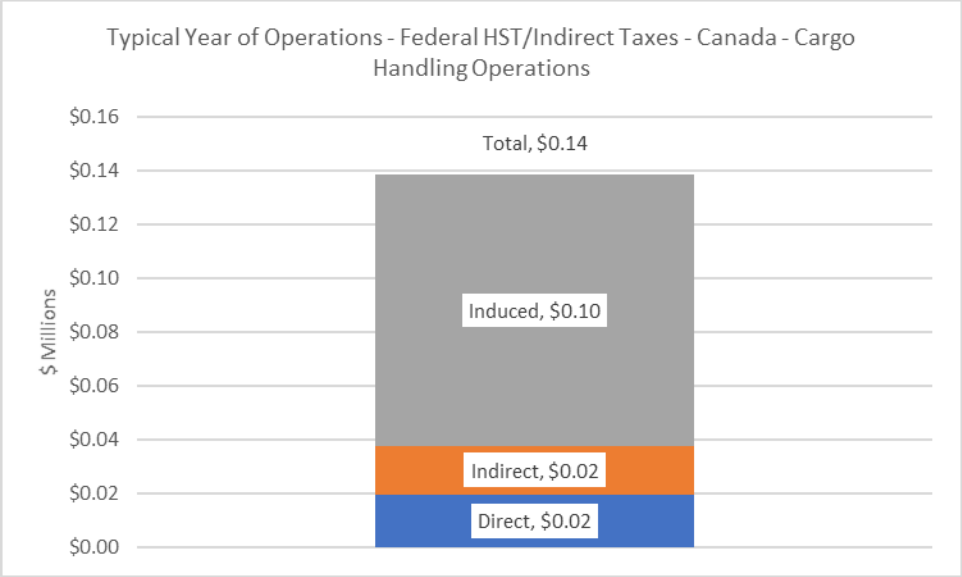


Figure 1192: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.3 Federal Tax on Profits

As shown in Table 153 and Figures 1193 and 1194, a typical year of operations for Cargo Transportation Hub is estimated to yield total federal taxes on profits for the province of $0.07 million – $0.06 million of direct federal taxes on profits, $0.01 million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.11 million in federal taxes on profits – $0.06 million of direct federal taxes on profits $0.03 million of indirect federal taxes on profits and $0.02 million of induced federal taxes on profits.

Table 153: Federal Tax on Profits Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.06	$0.01	$0.01	**$0.07**
Canada	$7.75	$0.06	$0.03	$0.02	**$0.11**

Figure 1193: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

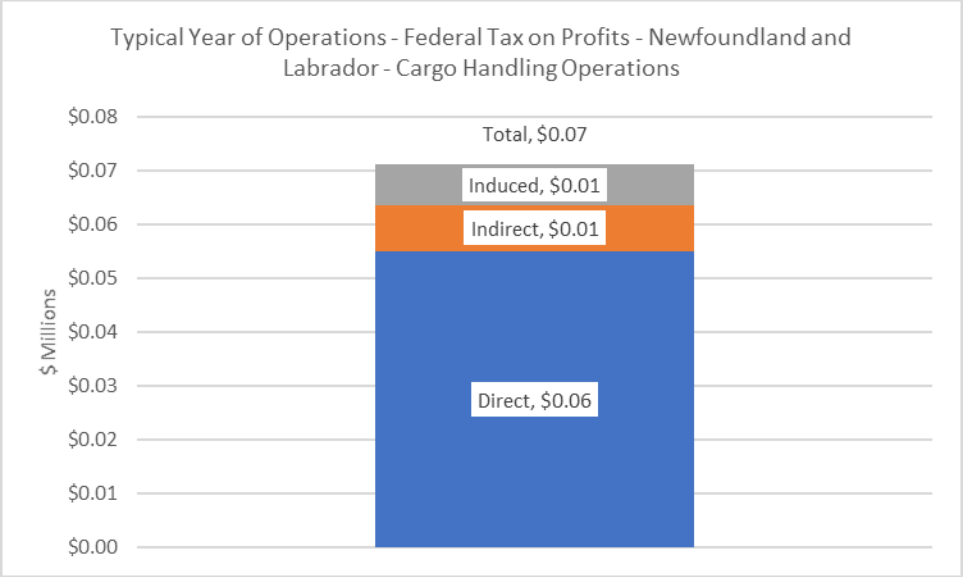
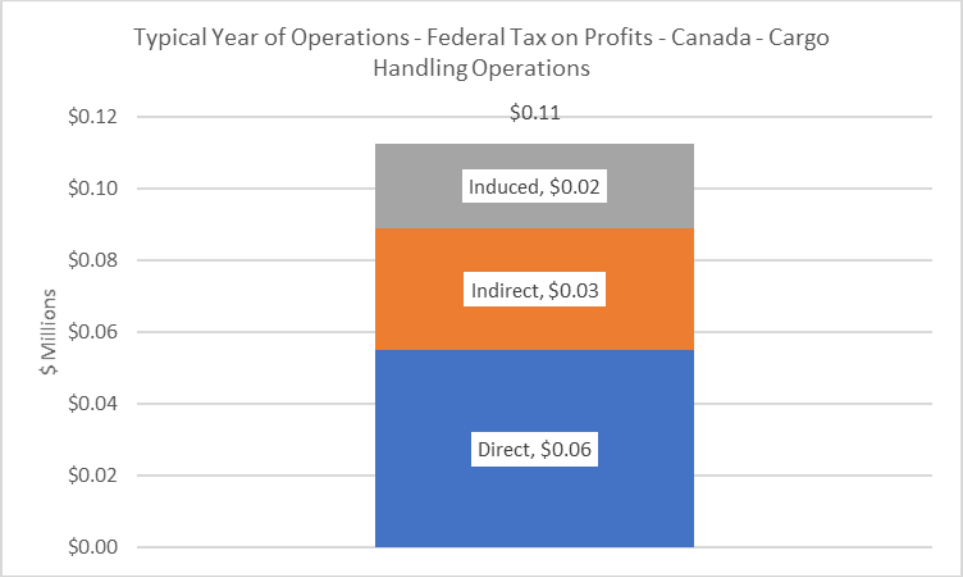


Figure 1194: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.4 Federal Tax Revenue

As shown in Table 154 and Figures 1195 and 1196, a typical year of operations for Cargo Transportation Hub is estimated to yield total federal tax revenue for the province of $0.48 million – $0.33 million of direct federal tax revenue, $0.05 million of indirect federal tax revenue and $0.11 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.65 million in federal tax revenue – $0.33 million of direct federal

tax revenue $0.13 million of indirect federal tax revenue and $0.19 million of induced federal tax revenue.

Table 154: Federal Tax Revenue Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.33	$0.05	$0.11	**$0.48**
Canada	$7.75	$0.33	$0.13	$0.19	**$0.65**

Figure 1195: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

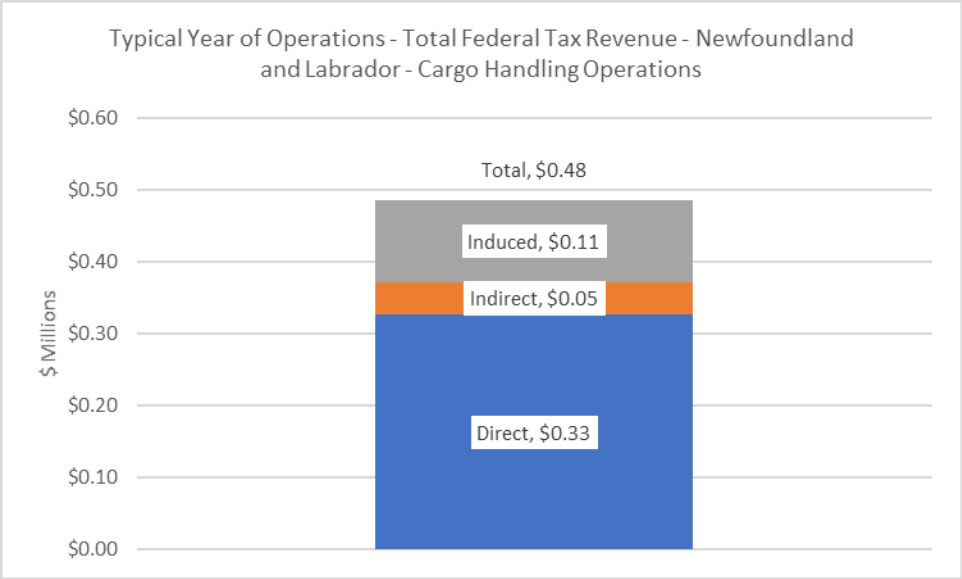
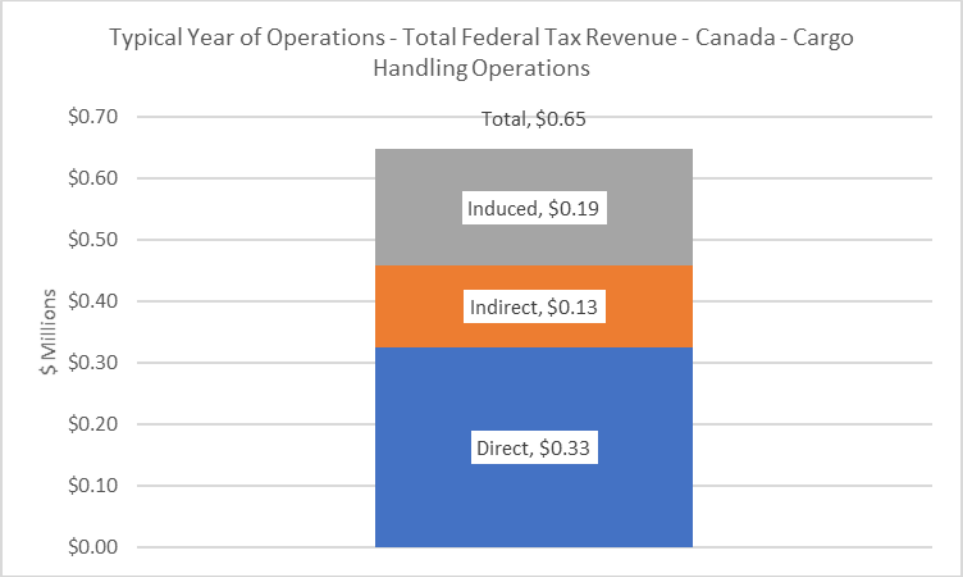


Figure 1196: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.5 Provincial Income Tax

As shown in Table 155 and Figures 1197 and 1198, a typical year of operations for Cargo Transportation Hub is estimated to yield total provincial income tax for the province of $0.22 million – $0.17 million of direct provincial income tax, $0.02 million of indirect provincial income tax and $0.02million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.26 million in provincial income tax – $0.17 million of direct provincial income tax $0.05 million of indirect provincial income tax and $0.04 million of induced provincial income tax.

Table 155: Provincial Income Tax Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.17	$0.02	$0.02	**$0.22**
Canada	$7.75	$0.17	$0.05	$0.04	**$0.26**

Figure 1197: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

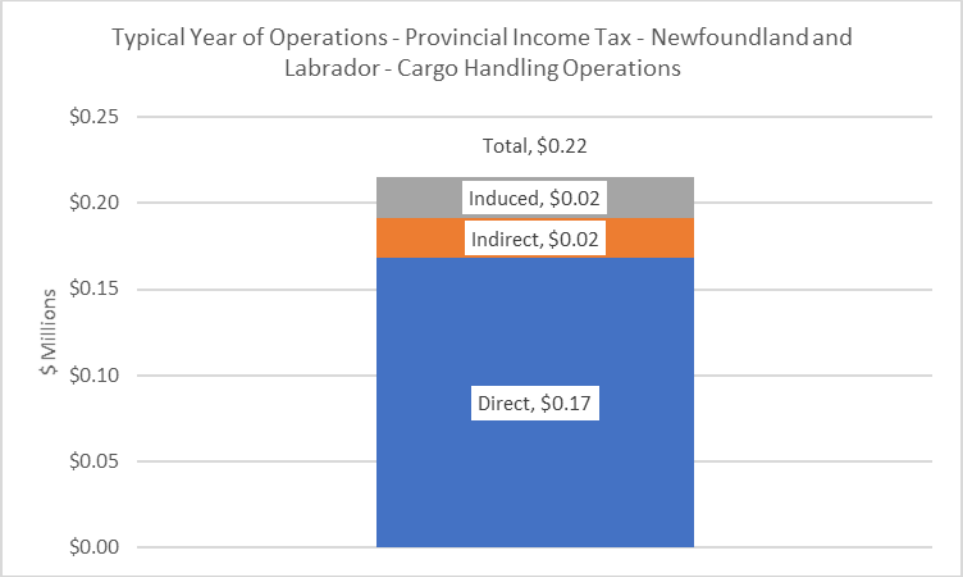
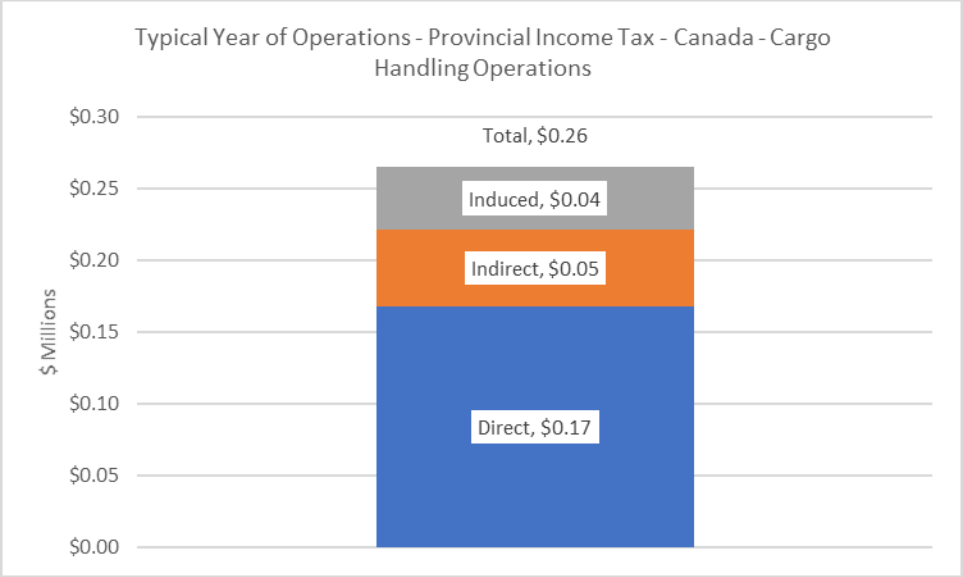


Figure 1198: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.6 Provincial HST/Indirect Taxes

As shown in Table 156 and Figures 1199 and 1200, a typical year of operations for Cargo Transportation Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.25 million – $0.05 million of direct provincial HST/Indirect taxes, $0.01 million of indirect provincial HST/Indirect taxes and $0.19 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.36 million in provincial HST/Indirect

taxes – $0.05 million of direct provincial HST/Indirect taxes $0.04 million of indirect provincial HST/Indirect taxes and $0.26 million of induced provincial HST/Indirect taxes.

Table 156: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.05	$0.01	$0.19	**$0.25**
Canada	$7.75	$0.05	$0.04	$0.26	**$0.36**

Figure 1199: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

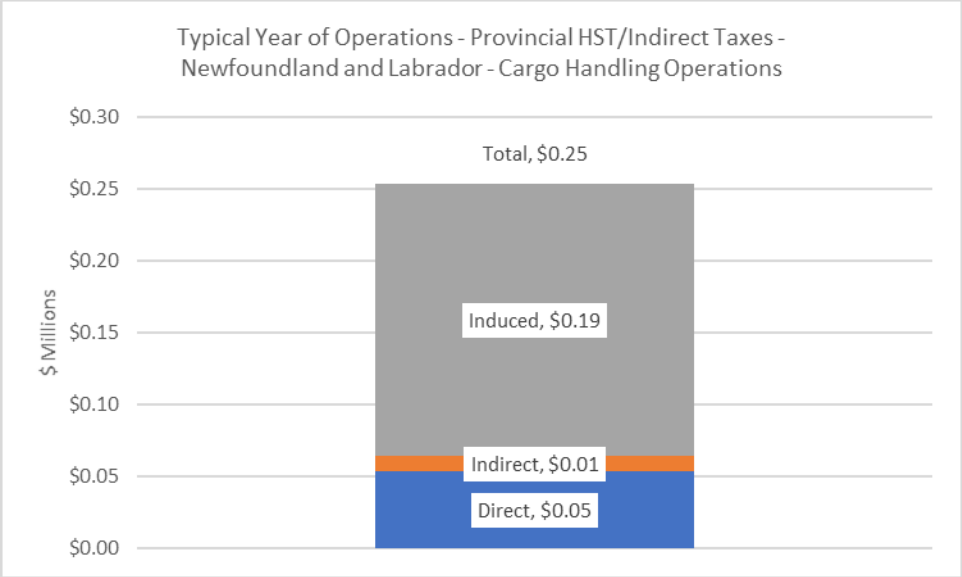
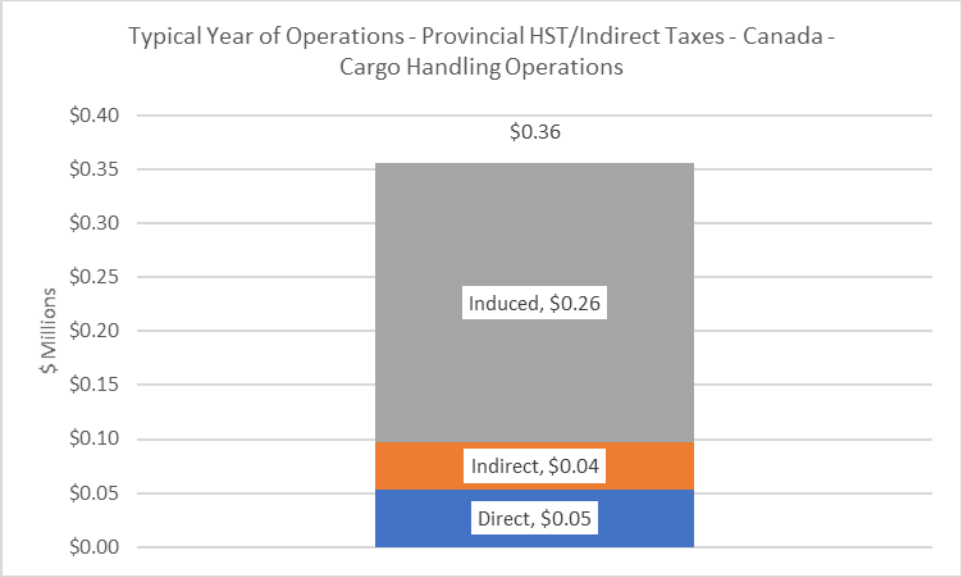


Figure 1200: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.7 Provincial Tax on Profits

As shown in Table 157 and Figures 1201 and 1202, a typical year of operations for Cargo Transportation Hub is estimated to yield total provincial HST/Indirect taxes for the province of $0.04 million – $0.03 million of direct provincial HST/Indirect taxes, $0.00 million of indirect provincial HST/Indirect taxes and $0.00 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.07million in provincial HST/Indirect taxes – $0.03 million of direct provincial HST/Indirect taxes $0.02 million of indirect provincial HST/Indirect taxes and $0.02 million of induced provincial HST/Indirect taxes.

Table 157: Provincial Tax on Profits Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.03	$0.01	$0.01	**$0.04**
Canada	$7.75	$0.03	$0.02	$0.02	**$0.07**

Figure 1201: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

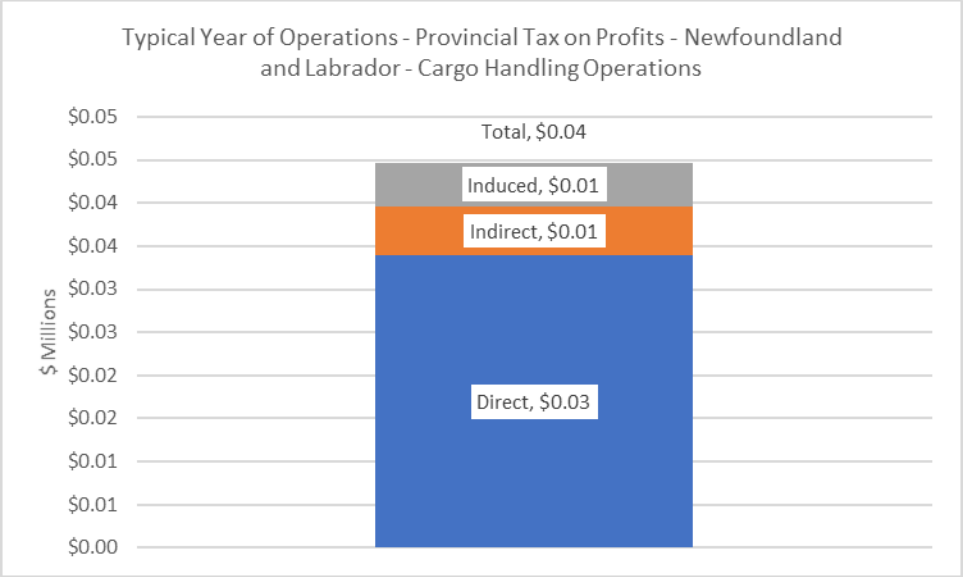
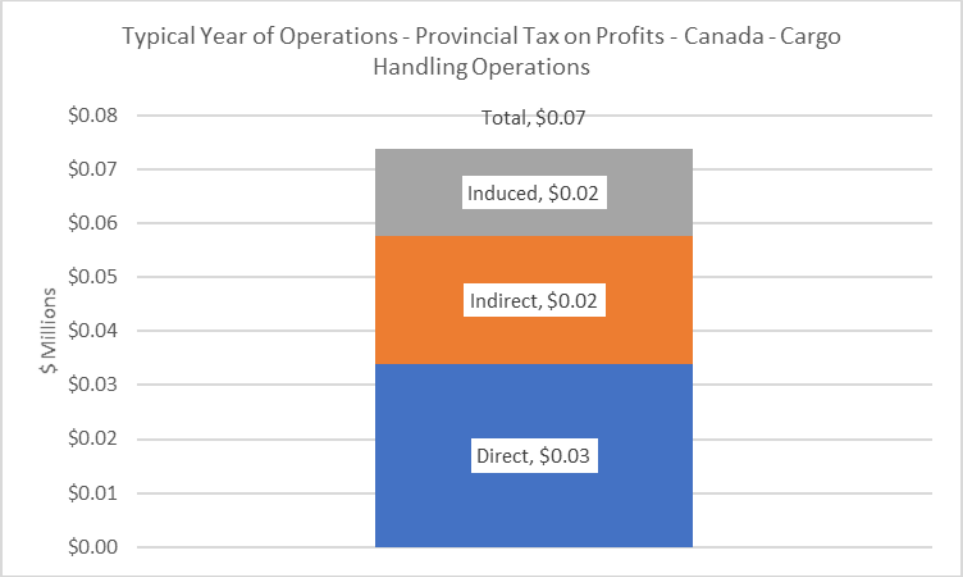


Figure 1202: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



20.3.8 Provincial Tax Revenue

As shown in Table 158 and Figures 1203 and 1204, a typical year of operations for Cargo Transportation Hub is estimated to yield total provincial tax revenue for the province of $0.51 million – $0.26 million of direct provincial tax revenue, $0.04 million of indirect provincial tax revenue and $0.22 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.69 million in provincial tax revenue – $0.26 million of direct

provincial tax revenue $0.12 million of indirect provincial tax revenue and $0.32 million of induced provincial Tax revenue.

Table 158: Provincial Tax Revenue Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$7.75	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$7.75	$0.26	$0.04	$0.22	**$0.51**
Canada	$7.75	$0.26	$0.12	$0.32	**$0.69**

Figure 1203: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port

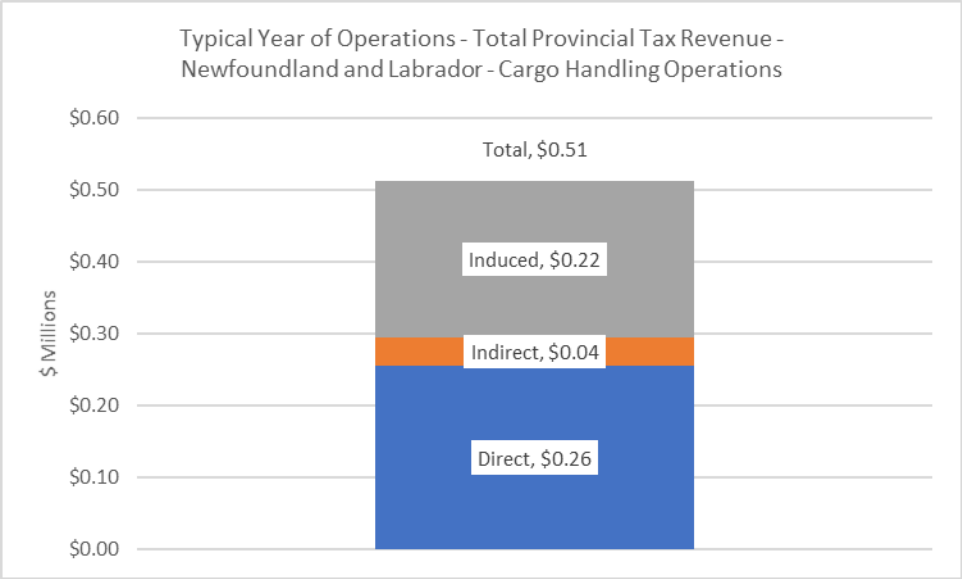
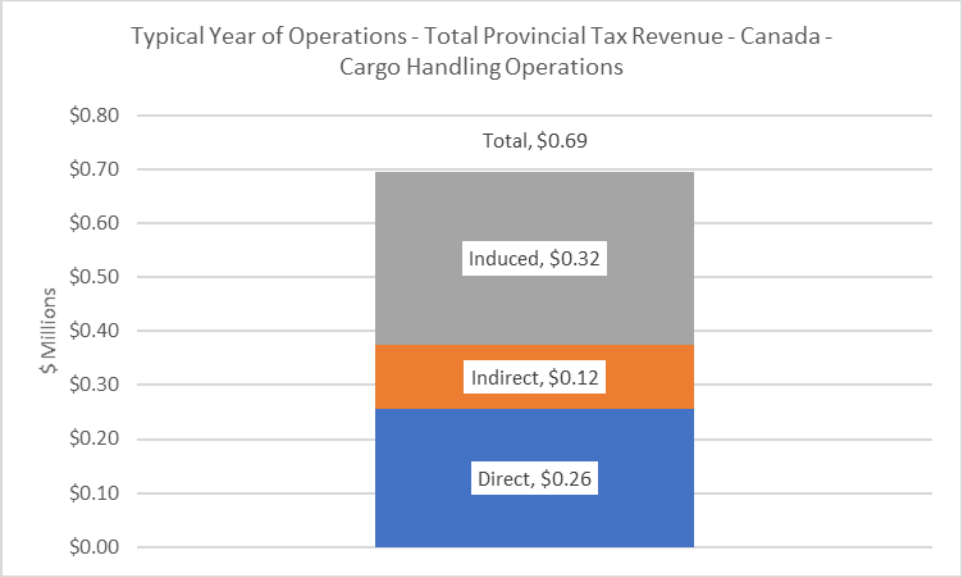


Figure 1204: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for Cargo Transportation Hub of the Great Northern Port



21.0 Typical Year of Operations for – Other Business Opportunities

21.1 Employment

A typical year of operations for Other Business Opportunities assumes that approximately $9 million will be expended annually (see Table 159). As shown in Table 159 and Figures 1205 to 1207, this is estimated to yield 44 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 7 person-years of indirect employment and 6 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 57 person-years. The corresponding total employment for the province is 71 person-years – 44 person-years of direct employment, 16 person-years of indirect employment and 12 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 103 person-years of employment – 44 person-years of direct employment, 35 person-years of indirect employment and 24 person-years of induced employment.

Table 159: Employment Impact Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$8.59	44	7	6	**57**
Newfoundland & Labrador	$8.59	44	16	12	**71**
Canada	$8.59	44	35	24	**103**

Figure 1205: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

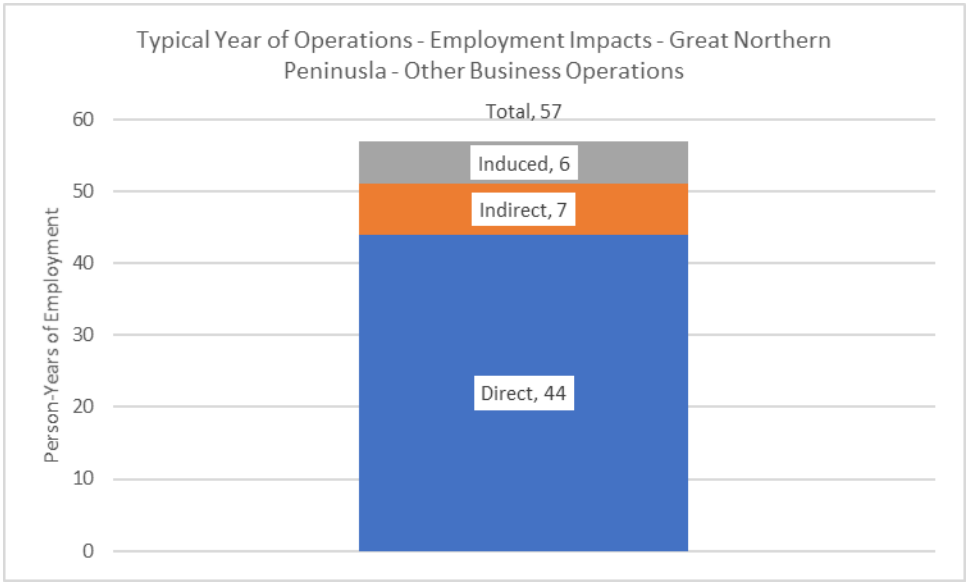


Figure 1206: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

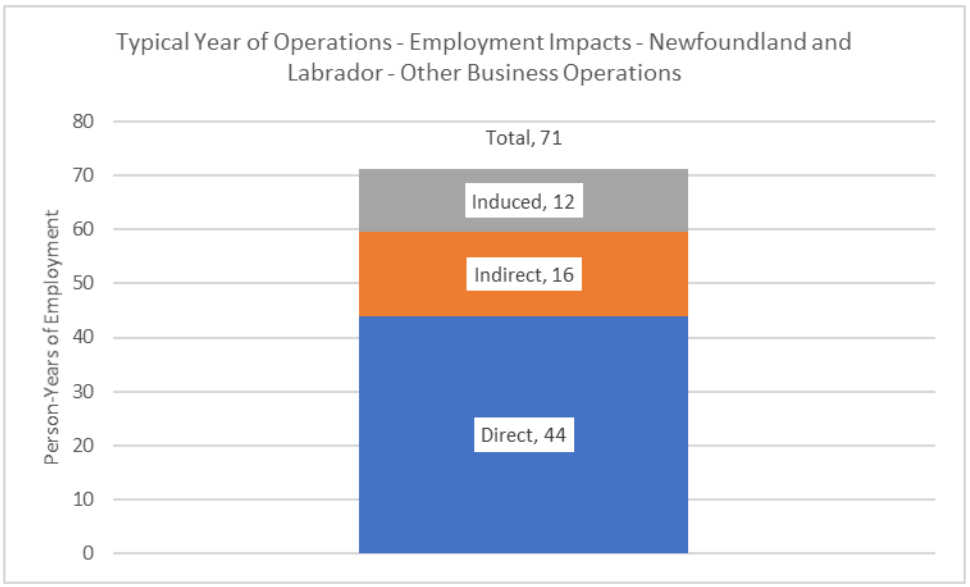
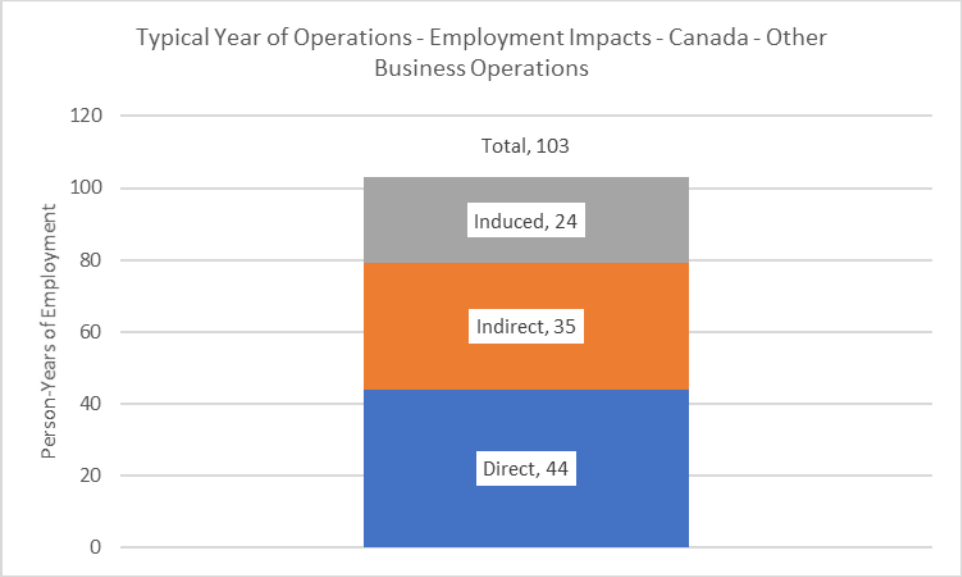


Figure 1207: Employment Impact for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.2 GDP

As shown in Table 160 and Figures 1208 to 1210, a typical year of operations for Other Business Opportunities is estimated to yield $4.27 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.58 million of indirect GDP and $0.68 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $5.54 million. The corresponding total GDP for the province is $6.85 million – $4.27 million of direct GDP, $1.33 million of indirect GDP and $1.25 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $9.89 million in GDP – $4.27 million of direct GDP, $3.16 million of indirect GDP and $2.45 million of induced GDP.

Table 160: GDP Impact Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$8.59	$4.27	$0.58	$0.68	**$5.54**
Newfoundland & Labrador	$8.59	$4.27	$1.33	$1.25	**$6.85**
Canada	$8.59	$4.27	$3.16	$2.45	**$9.89**

Figure 1208: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

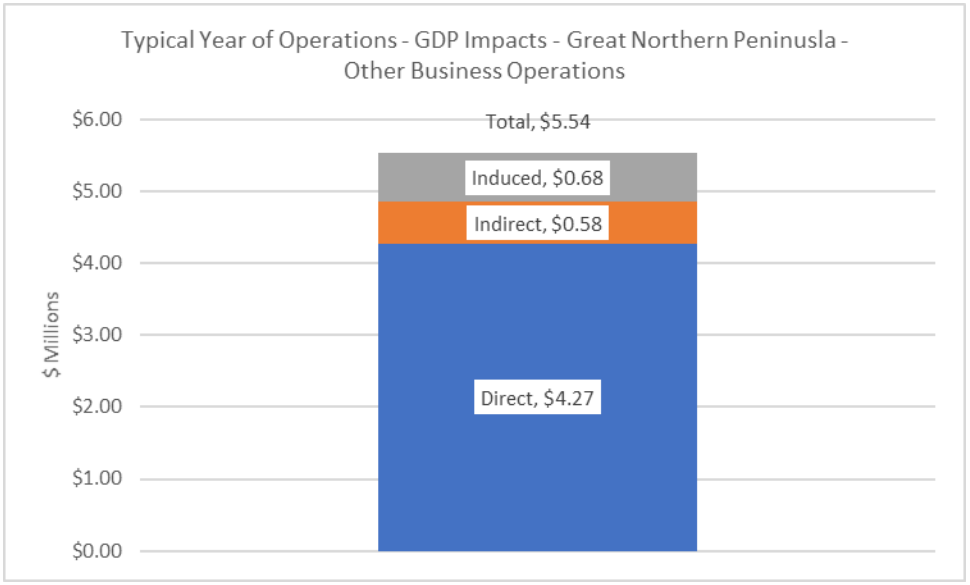


Figure 1209: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

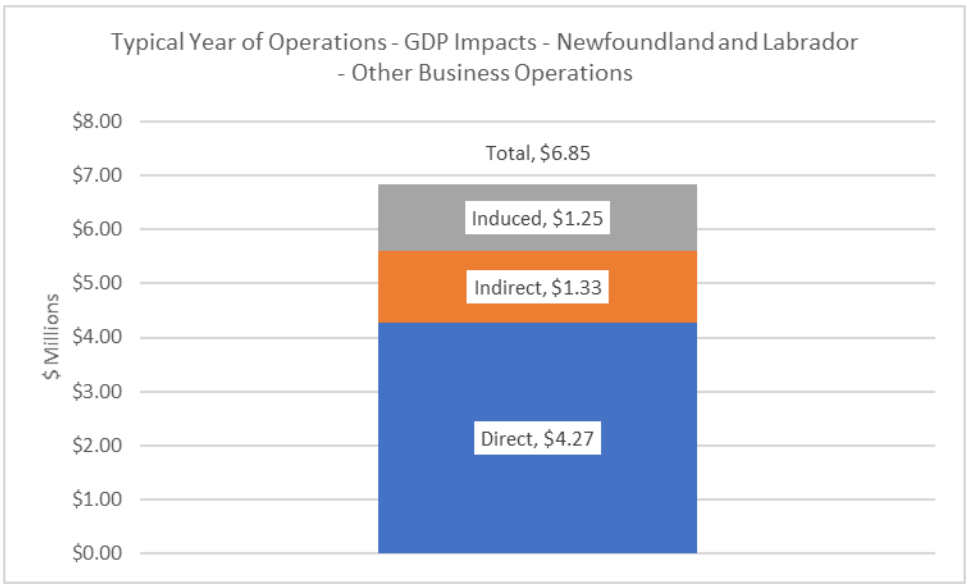
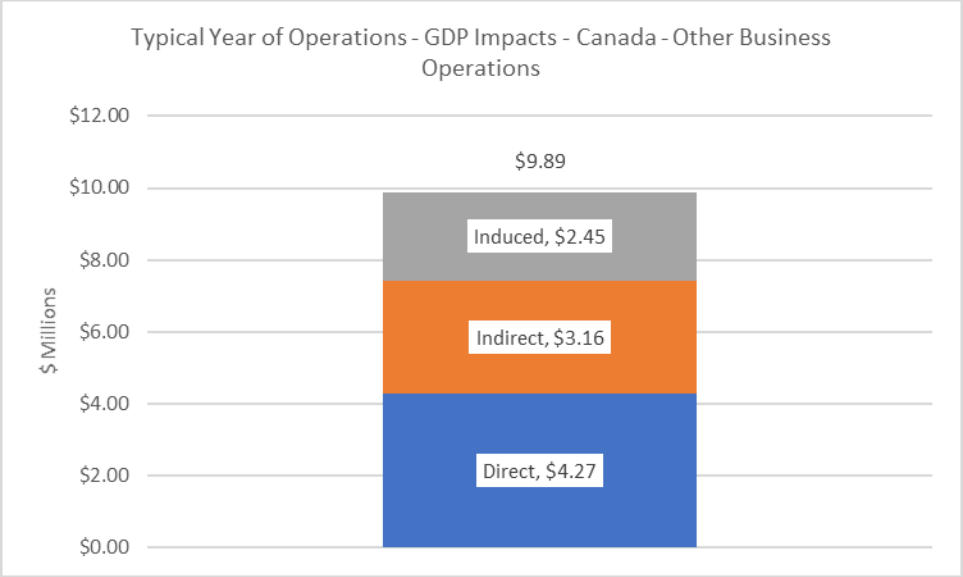


Figure 1210: GDP Impact for Canada with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.2.1 Taxes Net of Subsidies

As shown in Table 161 and Figures 1211 to 1213, a typical year of operations for Other Business Opportunities is estimated to yield $0.30 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.07 million of indirect taxes net of subsidies and $0.19 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.56 million. The corresponding total direct taxes net of subsidies for the province is $0.68 million – $0.30 million of direct taxes net of subsidies, $0.11 million of indirect taxes net of subsidies and $0.27 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $1.0 million in taxes net of subsidies – $0.30 million of direct taxes net of subsidies, $0.25 million of indirect taxes net of subsidies and $0.45 million of induced taxes net of subsidies.

Table 161: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$8.59	$0.30	$0.07	$0.19	**$0.56**
Newfoundland & Labrador	$8.59	$0.30	$0.11	$0.27	**$0.68**
Canada	$8.59	$0.30	$0.25	$0.45	**$1.00**

Figure 1211: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

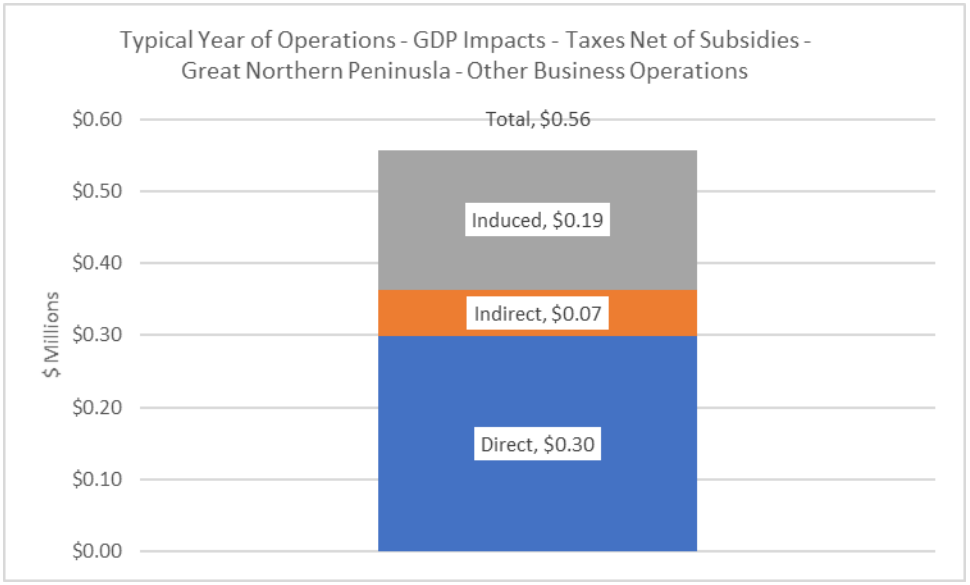


Figure 1212: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

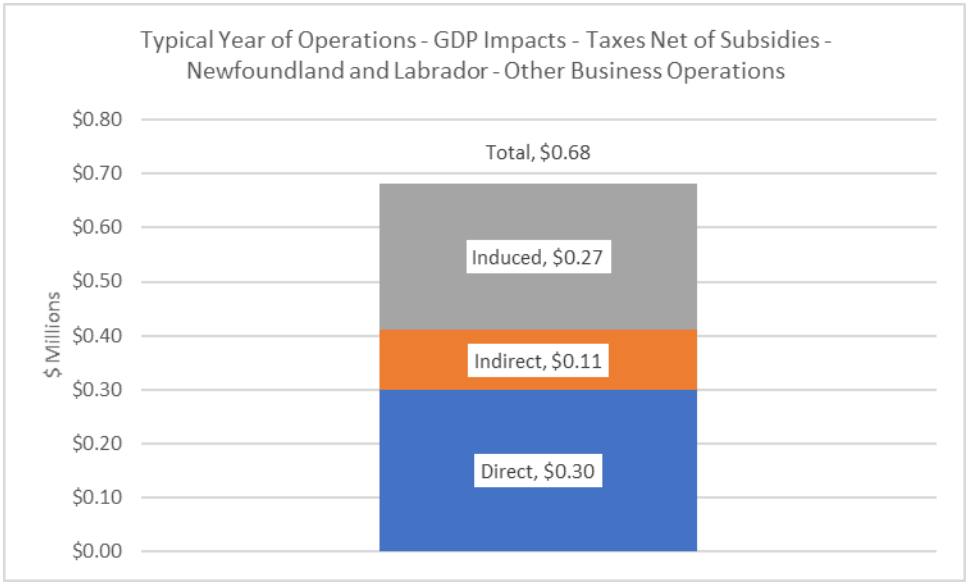
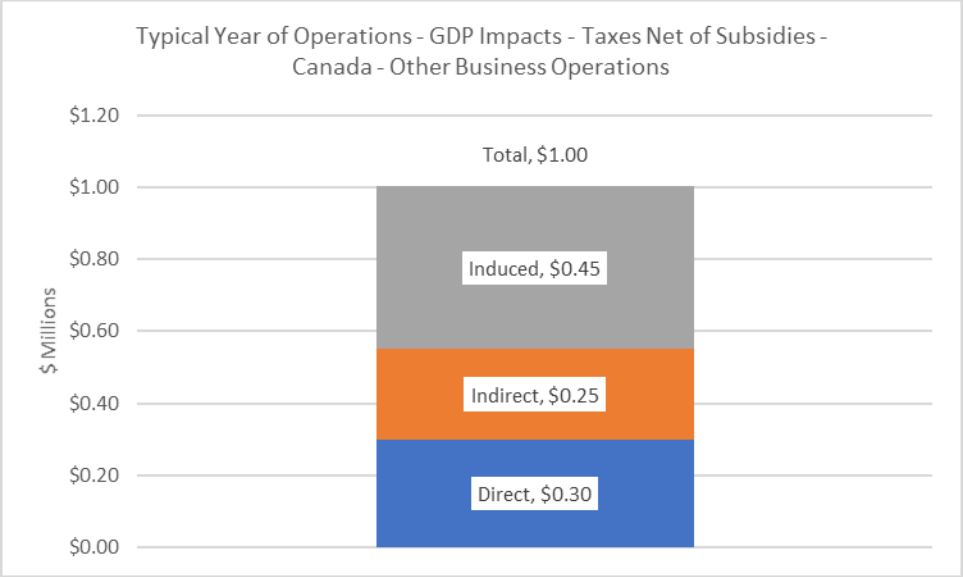


Figure 1213: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.2.2 Wages, Salaries and Social Contributions

As shown in Table 162 and Figures 1214 to 1216, a typical year of operations for Other Business Opportunities is estimated to yield $2.20 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.34 million of indirect wages, salaries, and social contributions and $0.23 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $2.77 million. The corresponding total wages, salaries and social contributions for the province is $3.53 million – $2.20 million of direct wages, salaries, and social contributions, $0.79 million of indirect wages, salaries, and social contributions and $0.53 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $5.13 million in wages, salaries, and social contributions – $2.20 million of direct wages, salaries, and social contributions $1.82 million of indirect wages, salaries and social contributions and $1.11 million of induced wages, salaries and social contributions.

Table 162: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$8.59	$2.20	$0.34	$0.23	**$2.77**
Newfoundland & Labrador	$8.59	$2.20	$0.79	$0.53	**$3.53**
Canada	$8.59	$2.20	$1.82	$1.11	**$5.13**

Figure 1214: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

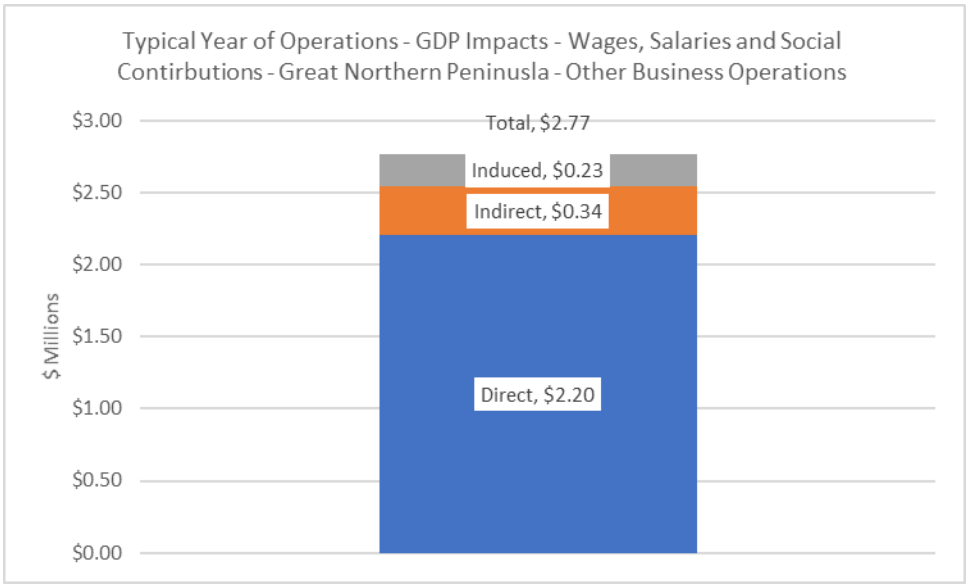


Figure 1215: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

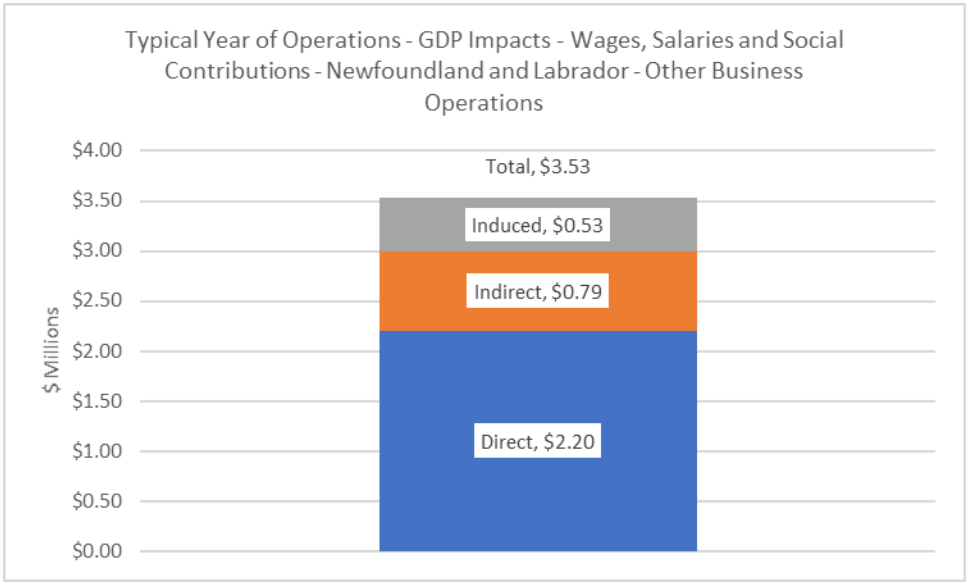
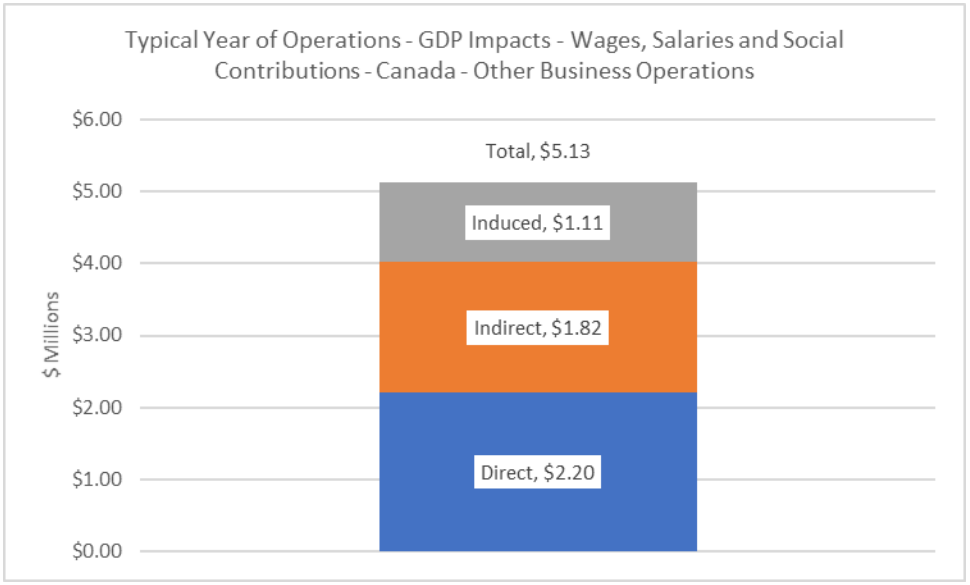


Figure 1216: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.2.3 Business Income

As shown in Table 163 and Figures 1217 to 1219, a typical year of operations for Other Business Opportunities is estimated to yield $2.23 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.25 million of indirect business income and $0.27 million of induced business income for the Great Northern Peninsula for a total local business income impact of $2.75 million. The corresponding total business income for the province is $3.22 million – $2.23

million of direct business income, $0.53 million of indirect business income and $0.46 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $4.40 million in business income – $2.23 million of direct business income $1.24 million of indirect business income and $0.93 million of induced business income.

Table 163: GDP Impacts – Business Income Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$8.59	$2.23	$0.25	$0.27	**$2.75**
Newfoundland & Labrador	$8.59	$2.23	$0.53	$0.46	**$3.22**
Canada	$8.59	$2.23	$1.24	$0.93	**$4.40**

Figure 1217: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

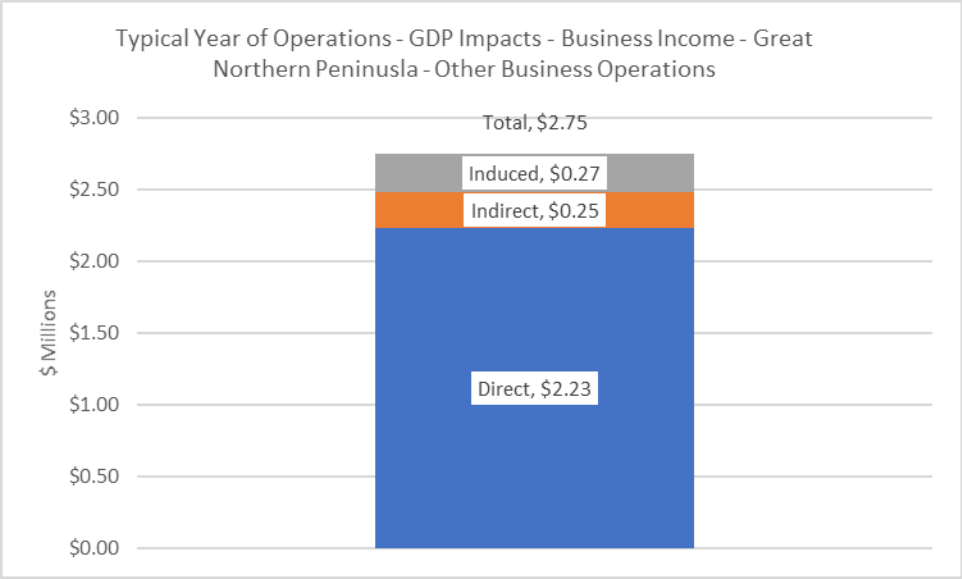


Figure 1218: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

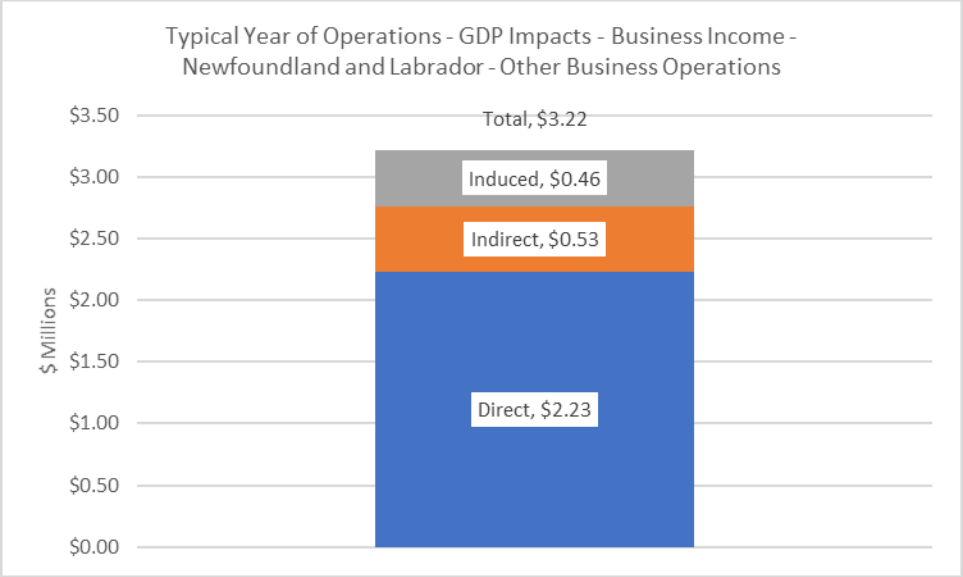
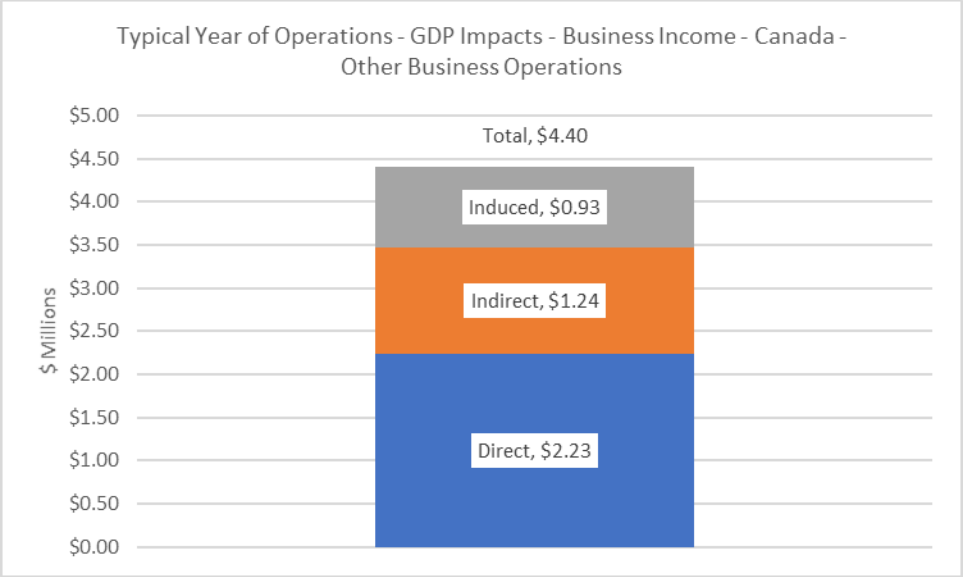


Figure 1219: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3 Government Taxes

As shown in Table 164 and Figures 1220 and 1221, a typical year of operations for Other Business Opportunities is estimated to yield total government taxes for the province of $0.97 million – $0.46 million of direct government taxes, $0.17 million of indirect government taxes and $0.34 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $1.57 million in government taxes – $0.46 million of direct government taxes $0.51 million of indirect government taxes and $0.60 million of induced government taxes.

Table 164: Government Taxes Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.46	$0.17	$0.34	**$0.97**
Canada	$8.59	$0.46	$0.51	$0.60	**$1.57**

Figure 1220: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

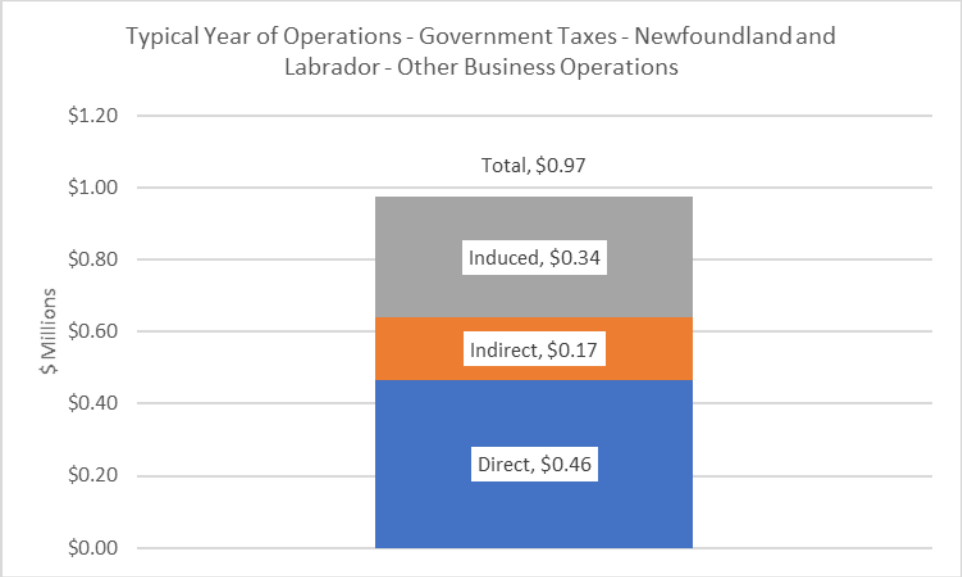
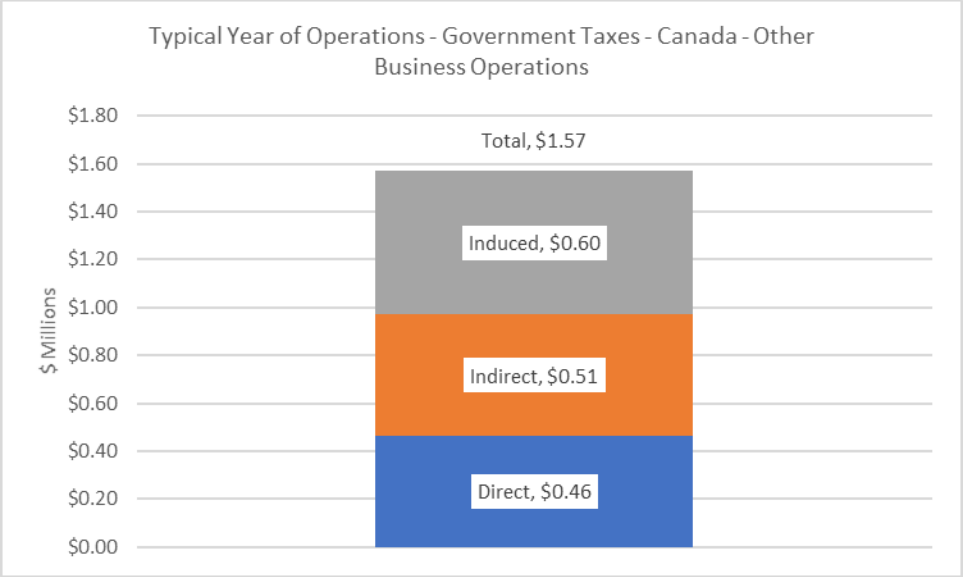


Figure 1221: Government Taxes for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.1 Federal Income Tax

As shown in Table 165 and Figures 1222 and 1223, a typical year of operations for Other Business Opportunities is estimated to yield total federal income taxes for the province of $0.31 million – $0.20 million of direct federal income taxes, $0.08 million of indirect federal income taxes and $0.04 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.45 million in federal income taxes – $0.2 million of direct federal income taxes $0.17 million of indirect federal income taxes and $0.08 million of induced federal income taxes.

Table 165: Federal Income Tax Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.20	$0.08	$0.04	**$0.31**
Canada	$8.59	$0.20	$0.17	$0.08	**$0.45**

Figure 1222: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

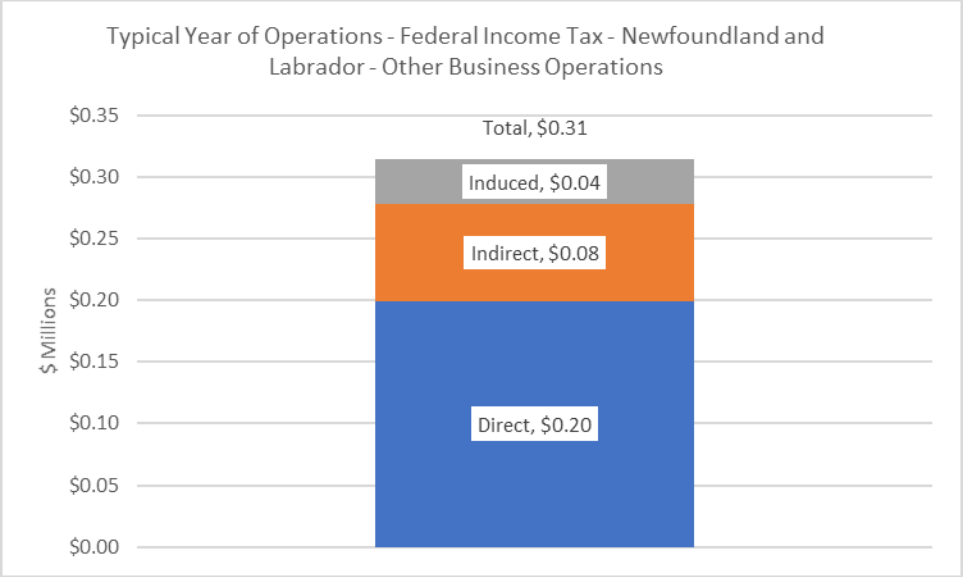
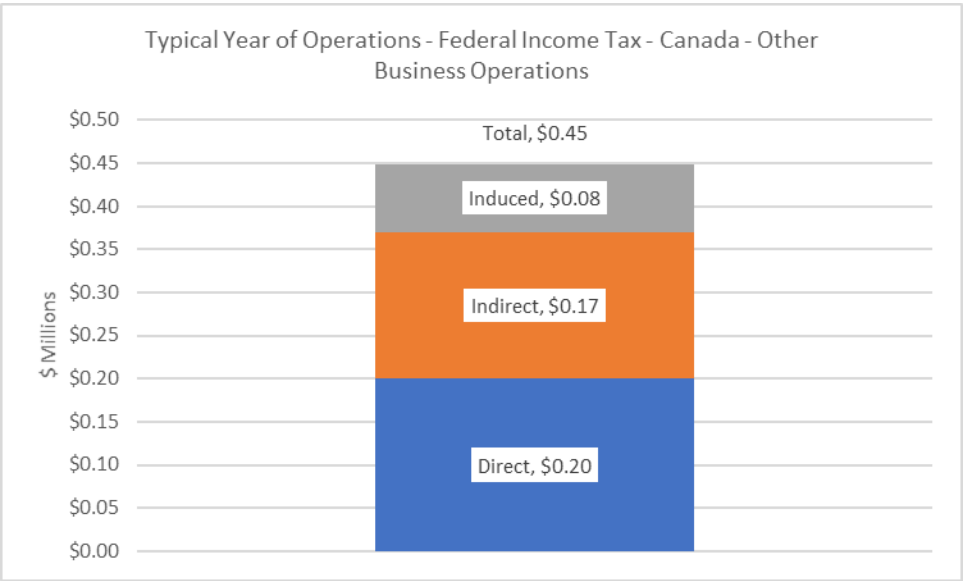


Figure 1223: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.2 Federal HST/Indirect Taxes

As shown in Table 166 and Figures 1224 and 1225, a typical year of operations for Other Business Opportunities is estimated to yield total federal HST/indirect taxes for the province of $0.03 million – -$0.04 million of direct federal HST/indirect taxes, $0.00 million of indirect federal HST/indirect taxes and $0.07 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.11 million in federal HST/indirect taxes – -

$0.04 million of direct federal HST/indirect taxes $0.03 million of indirect federal HST/indirect taxes and $0.12 million of induced federal HST/indirect taxes.

Table 166: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	-$0.04	$0.00	$0.07	**$0.03**
Canada	$8.59	-$0.04	$0.03	$0.12	**$0.11**

Figure 1224: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

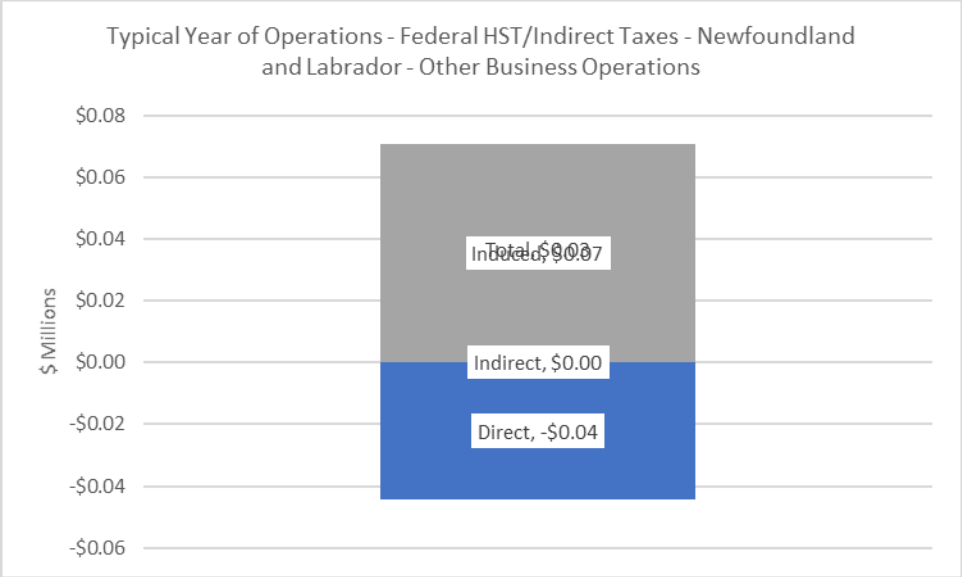
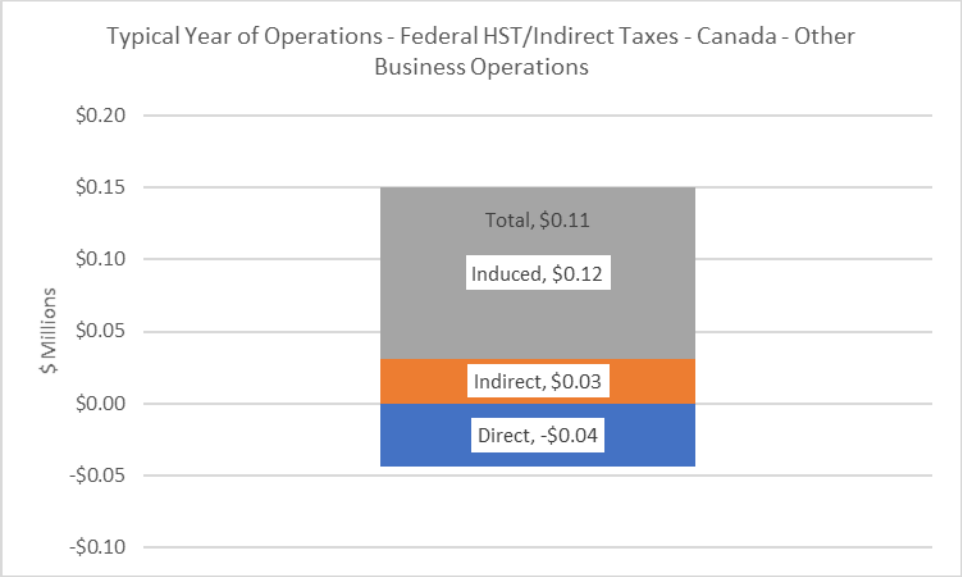


Figure 1225: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.3 Federal Tax on Profits

As shown in Table 167 and Figures 1226 and 1227, a typical year of operations for Other Business Opportunities is estimated to yield total federal taxes on profits for the province of $0.21 million – $0.17 million of direct federal taxes on profits, $0.03 million of indirect federal taxes on profits and $0.01 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.28 million in federal taxes on profits – $0.17 million of direct federal taxes on profits $0.07 million of indirect federal taxes on profits and $0.03 million of induced federal taxes on profits.

Table 167: Federal Tax on Profits Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.17	$0.03	$0.01	**$0.21**
Canada	$8.59	$0.17	$0.07	$0.03	**$0.28**

Figure 1226: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

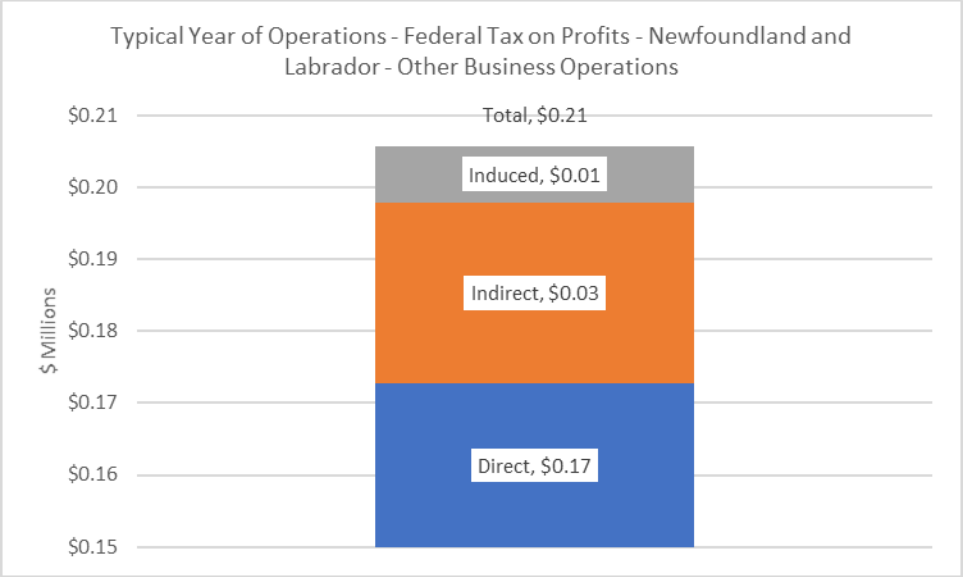
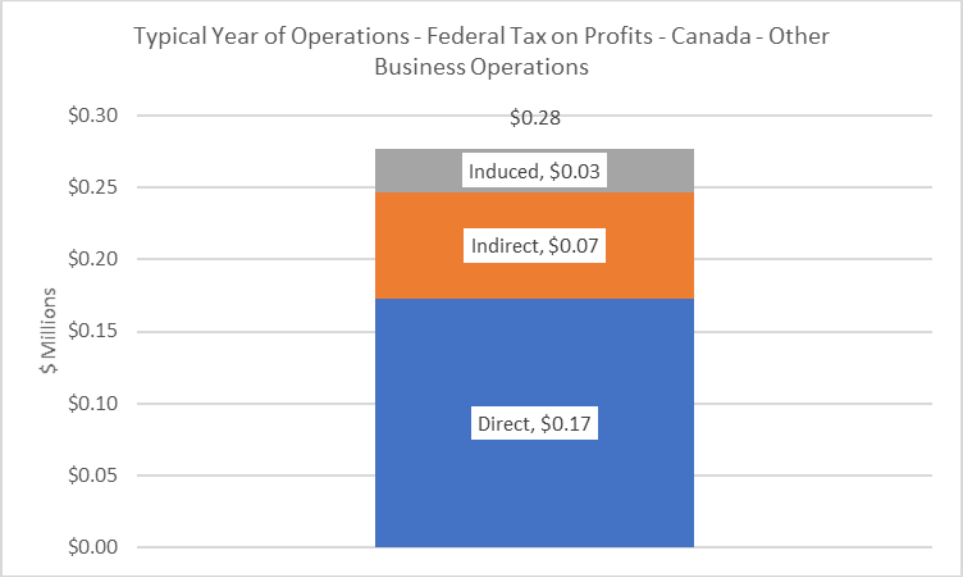


Figure 1227: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.4 Federal Tax Revenue

As shown in Table 168 and Figures 1228 and 1229, a typical year of operations for Other Business Opportunities is estimated to yield total federal tax revenue for the province of $0.11 million – $0.33 million of direct federal tax revenue, $0.10 million of indirect federal tax revenue and $0.11 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.83 million in federal tax revenue – $0.33 million of direct federal

tax revenue $0.28 million of indirect federal tax revenue and $0.23 million of induced federal tax revenue.

Table 168: Federal Tax Revenue Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.33	$0.10	$0.11	**$0.55**
Canada	$8.59	$0.33	$0.28	$0.23	**$0.83**

Figure 1228: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

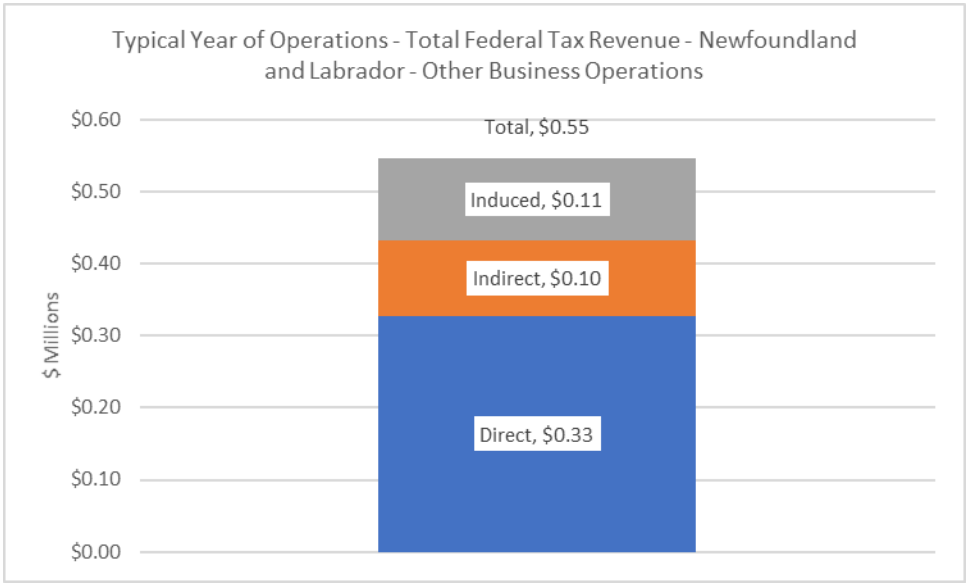
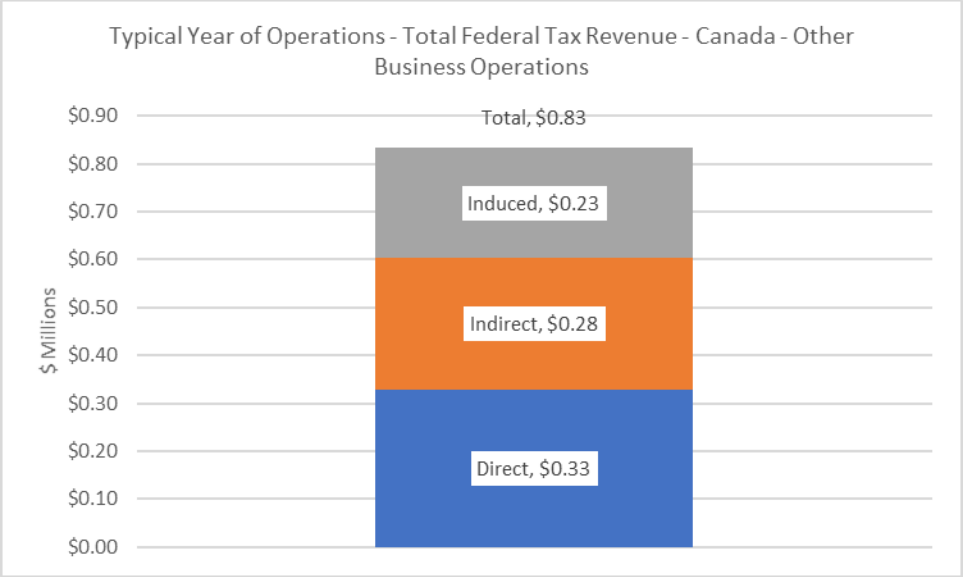


Figure 1229: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.5 Provincial Income Tax

As shown in Table 169 and Figures 1230 and 1231, a typical year of operations for Other Business Opportunities is estimated to yield total provincial income tax for the province of $0.21 million – $0.13 million of direct provincial income tax, $0.05 million of indirect provincial income tax and $0.03 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.29 million in provincial income tax – $0.13 million of direct provincial income tax $0.11 million of indirect provincial income tax and $0.05 million of induced provincial income tax.

Table 169: Provincial Income Tax Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.13	$0.05	$0.03	**$0.21**
Canada	$8.59	$0.13	$0.11	$0.05	**$0.29**

Figure 1230: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

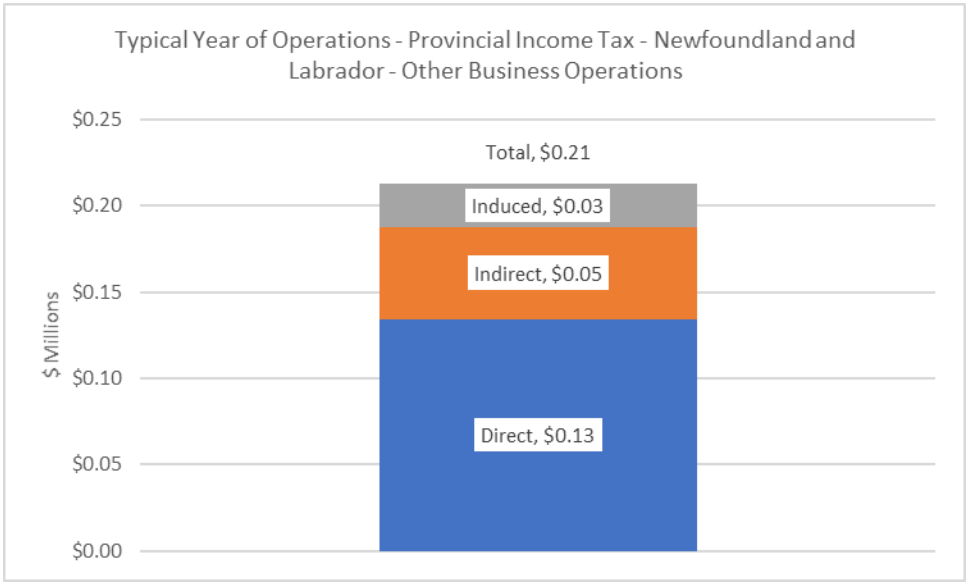
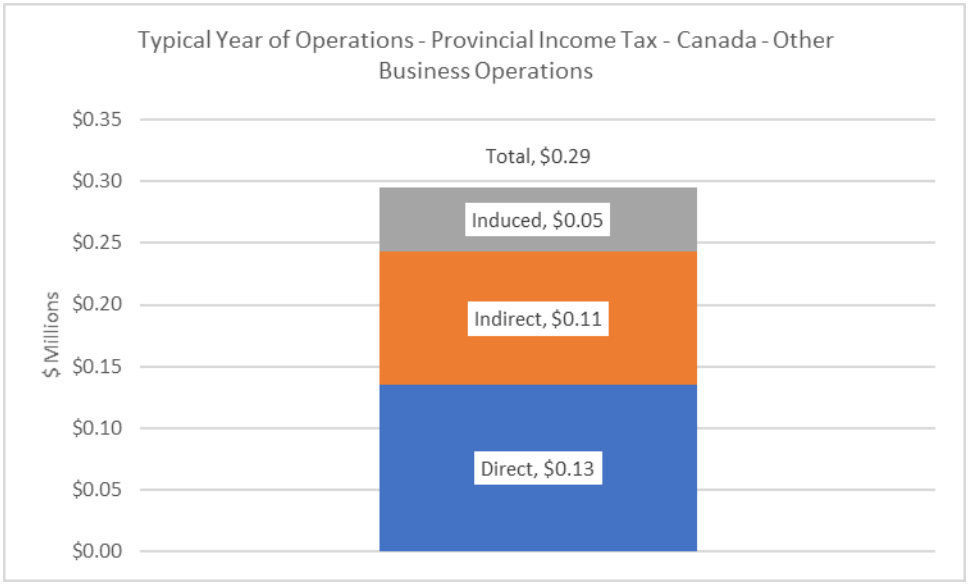


Figure 1231: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.6 Provincial HST/Indirect Taxes

As shown in Table 170 and Figures 1232 and 1233, a typical year of operations for Other Business Opportunities is estimated to yield total provincial HST/Indirect taxes for the province of $0.07 million – -$0.12 million of direct provincial HST/Indirect taxes, $0.00 million of indirect provincial HST/Indirect taxes and $0.19 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.25 million in provincial HST/Indirect

taxes – -$0.12 million of direct provincial HST/Indirect taxes $0.03 million of indirect provincial HST/Indirect taxes and $0.30 million of induced provincial HST/Indirect taxes.

Table 170: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	-$0.12	$0.00	$0.19	**$0.07**
Canada	$8.59	-$0.12	$0.07	$0.30	**$0.25**

Figure 1232: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

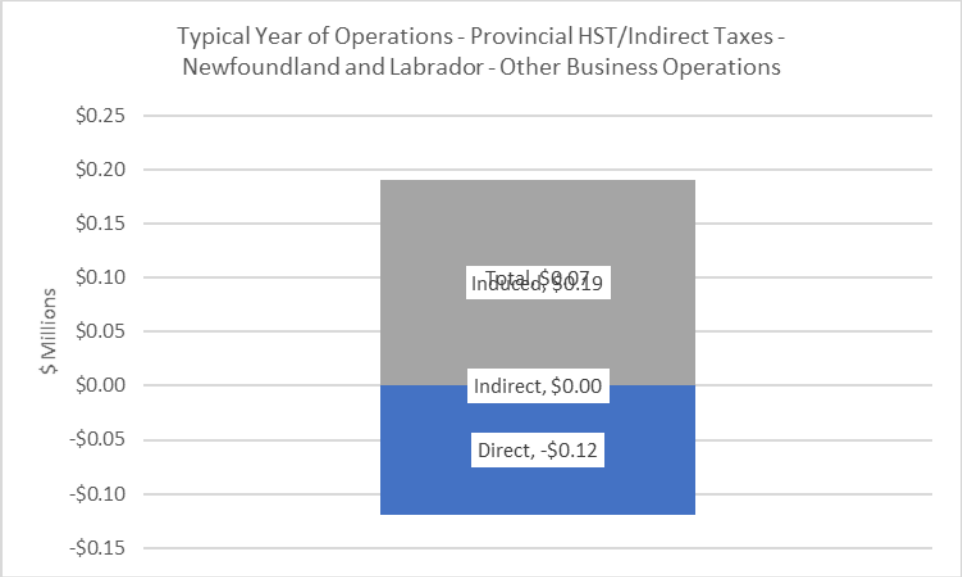
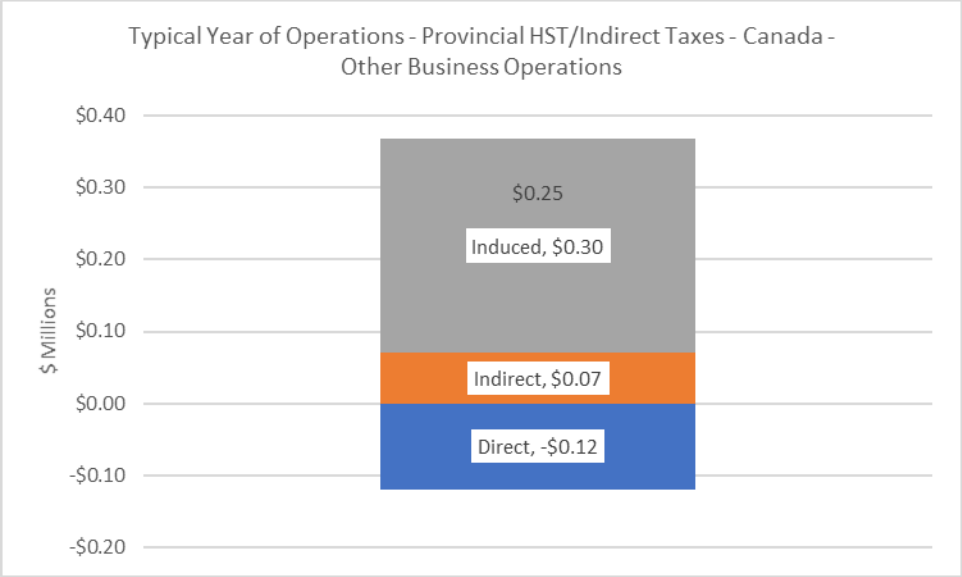


Figure 1233: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.7 Provincial Tax on Profits

As shown in Table 171 and Figures 1234 and 1235, a typical year of operations for Other Business Opportunities is estimated to yield total provincial HST/Indirect taxes for the province of $0.14 million – $0.12 million of direct provincial HST/Indirect taxes, $0.02 million of indirect provincial HST/Indirect taxes and $0.01 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.19 million in provincial HST/Indirect taxes – $0.12 million of direct provincial HST/Indirect taxes $0.05 million of indirect provincial HST/Indirect taxes and $0.02 million of induced provincial HST/Indirect taxes.

Table 171: Provincial Tax on Profits Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.12	$0.02	$0.01	**$0.14**
Canada	$8.59	$0.12	$0.05	$0.02	**$0.19**

Figure 1234: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

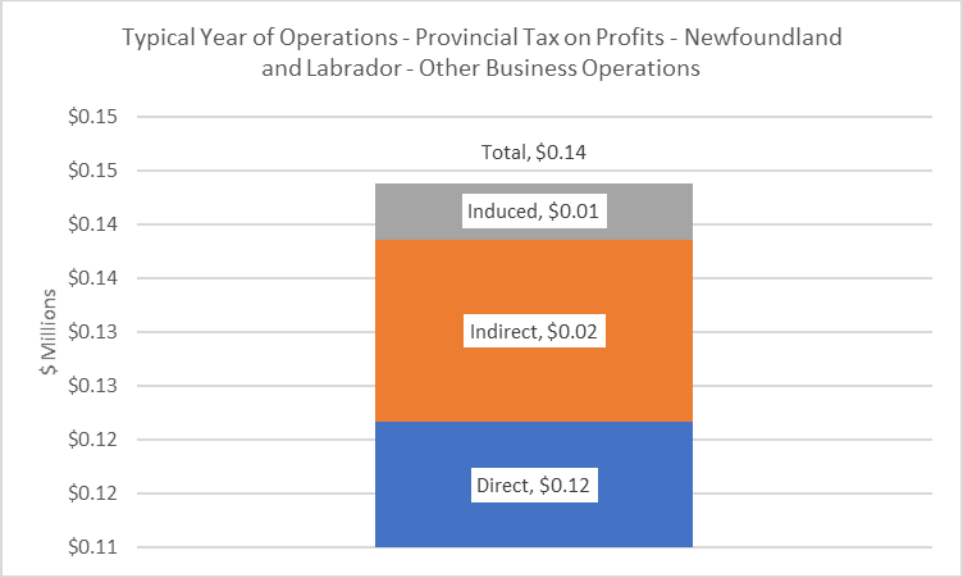
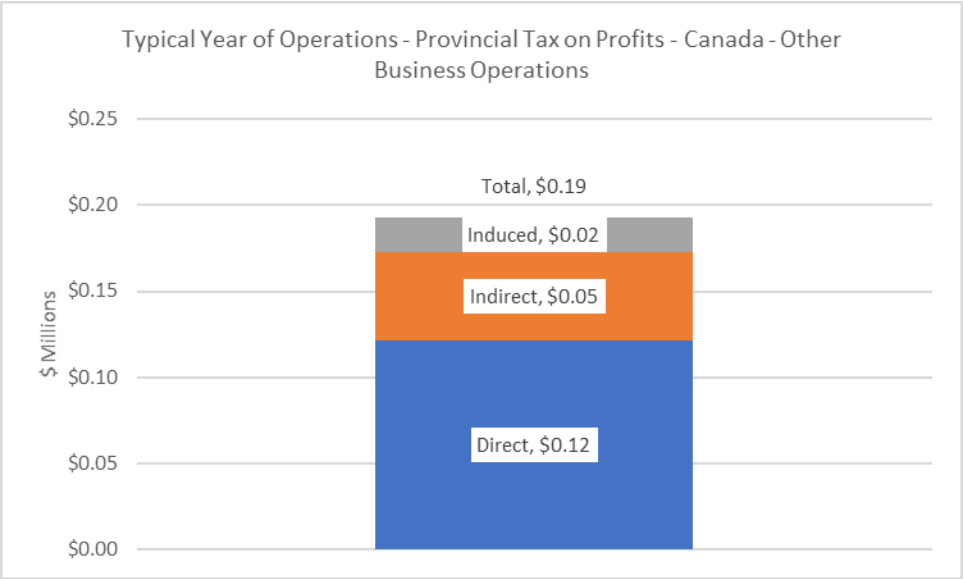


Figure 1235: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



21.3.8 Provincial Tax Revenue

As shown in Table 172 and Figures 1236 and 1237, a typical year of operations for Other Business Opportunities is estimated to yield total provincial tax revenue for the province of $0.43 million – $0.14 million of direct provincial tax revenue, $0.07 million of indirect provincial tax revenue and $0.22 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.74 million in provincial tax revenue – $0.14 million of direct

provincial tax revenue $0.23 million of indirect provincial tax revenue and $0.37 million of induced provincial tax revenue.

Table 172: Provincial Tax Revenue Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$8.59	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$8.59	$0.14	$0.07	$0.22	**$0.43**
Canada	$8.59	$0.14	$0.23	$0.37	**$0.74**

Figure 1236: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port

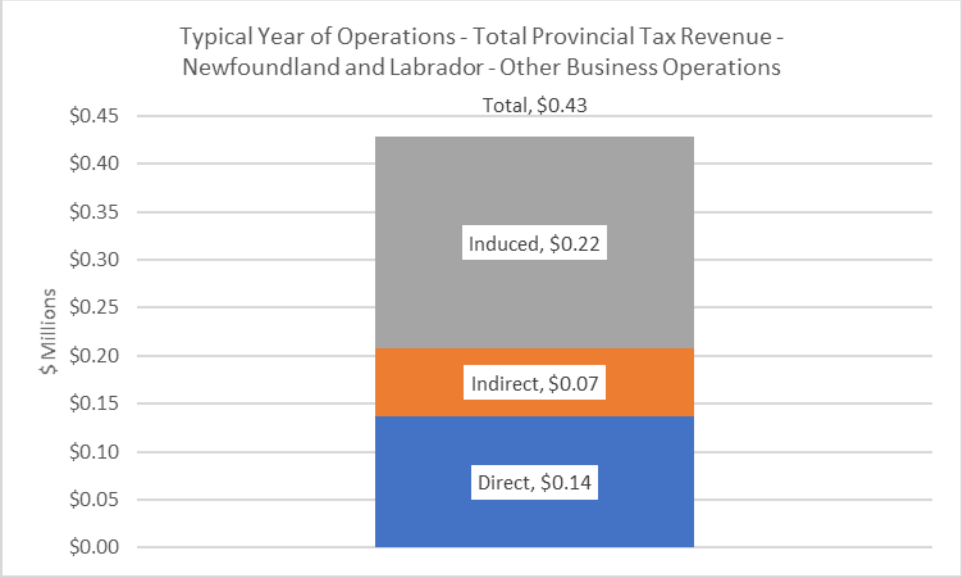
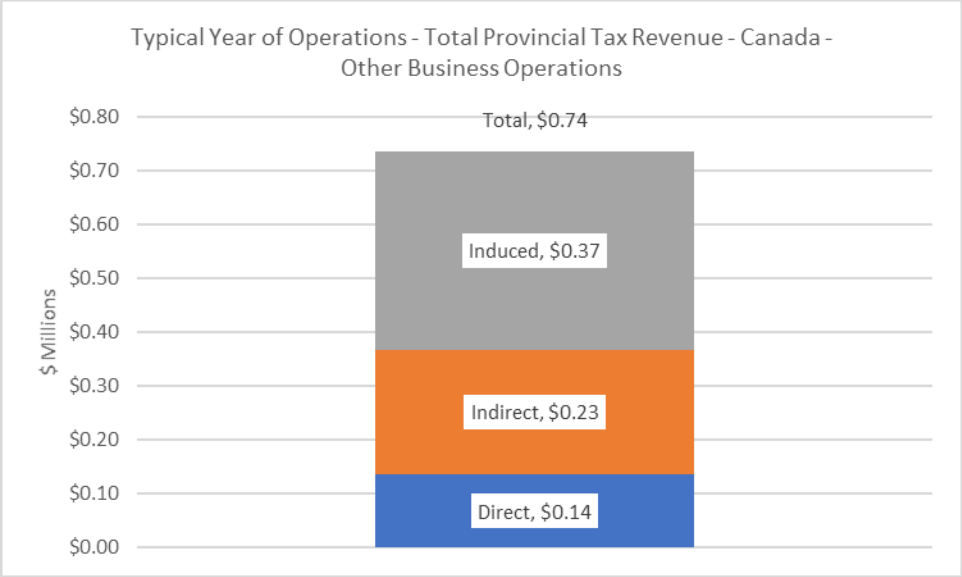


Figure 1237: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for Other Business Opportunities of the Great Northern Port



22.0 Typical Year of Operations for – Other Economic Activity (Scenario 1)

22.1 Employment

A typical year of operations for Other Economic Activity (Scenario 1) assumes that approximately $38 million will be expended annually (see Table 173). As shown in Table 173 and Figures 1238 to 1240, this is estimated to yield 142 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 8 person-years of indirect employment and 33 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 183 person-years. The corresponding total employment for the province is 219 person-years – 142 person-years of direct employment, 20 person-years of indirect employment and 57 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 385 person-years of employment – 142 person-years of direct employment, 115 person-years of indirect employment and 128 person-years of induced employment.

Table 173: Employment Impact Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$37.81	142	8	33	**183**
Newfoundland & Labrador	$37.81	142	20	57	**219**
Canada	$37.81	142	115	128	**385**

Figure 1238: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

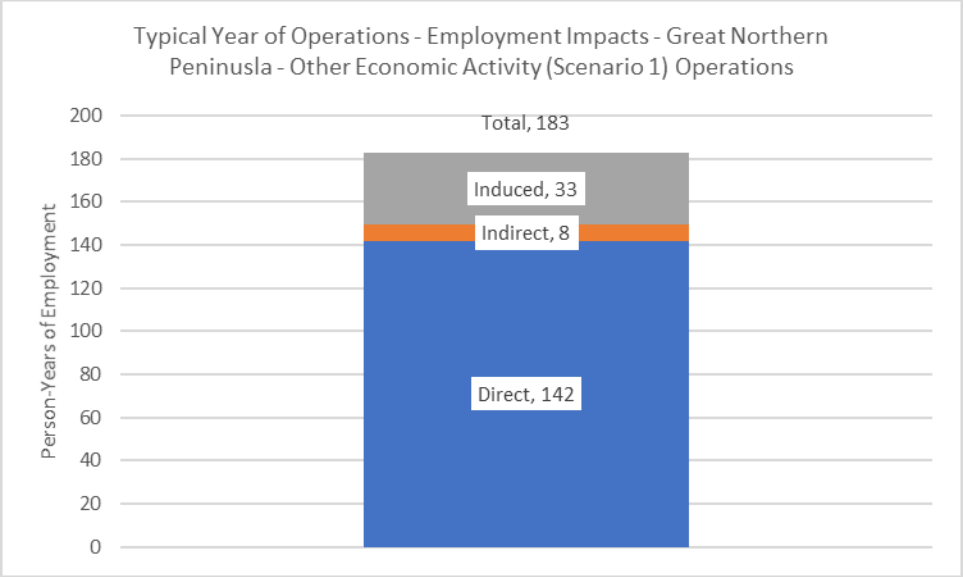


Figure 1239: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

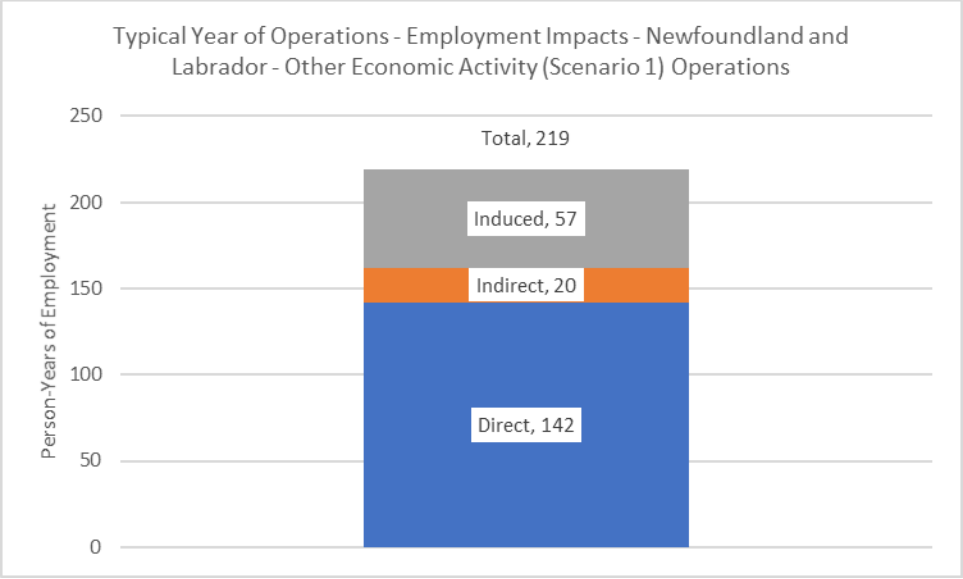
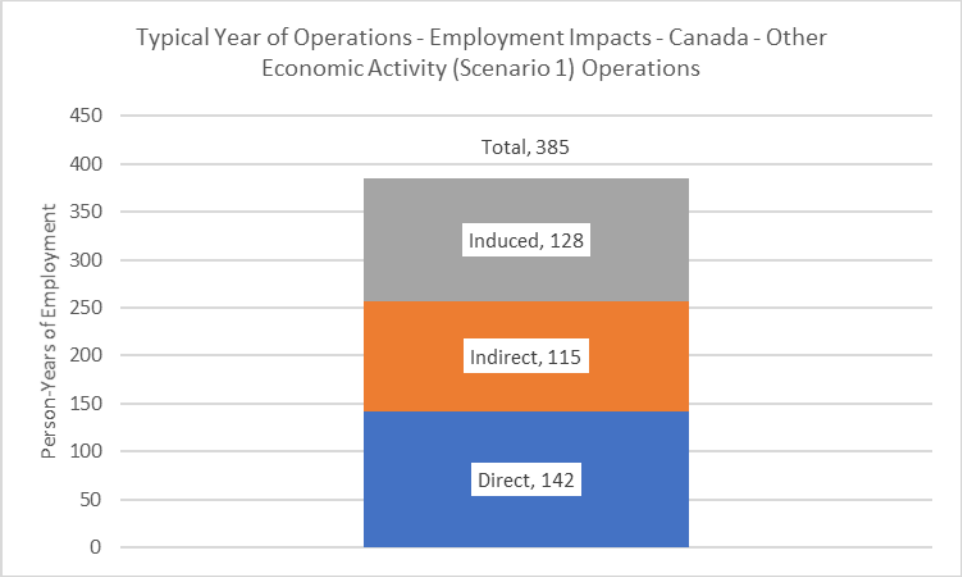


Figure 1240: Employment Impact for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.2 GDP

As shown in Table 174 and Figures 1241 to 1242, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield $22.73 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.66 million of indirect GDP and $3.94 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $27.34 million. The corresponding total GDP for the province is $30.71 million – $22.73 million of direct GDP, $1.79 million of indirect GDP and $6.18 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $48.14 million in GDP – $22.73 million of direct GDP, $12.17 million of indirect GDP and $13.24 million of induced GDP.

Table 174: GDP Impact Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$37.81	$22.73	$0.66	$3.94	**$27.34**
Newfoundland & Labrador	$37.81	$22.73	$1.79	$6.18	**$30.71**
Canada	$37.81	$22.73	$12.17	$13.24	**$48.14**

Figure 1241: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

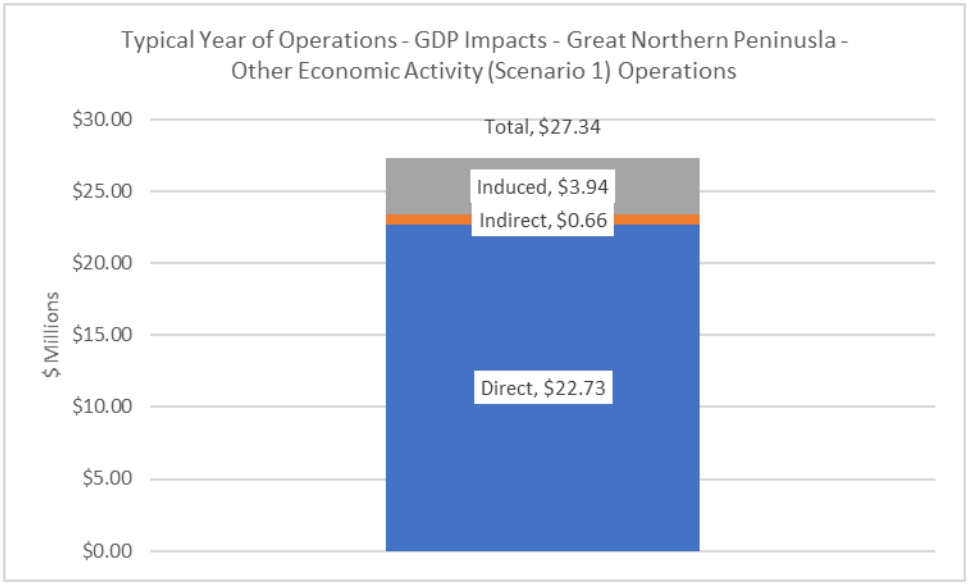


Figure 1242: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

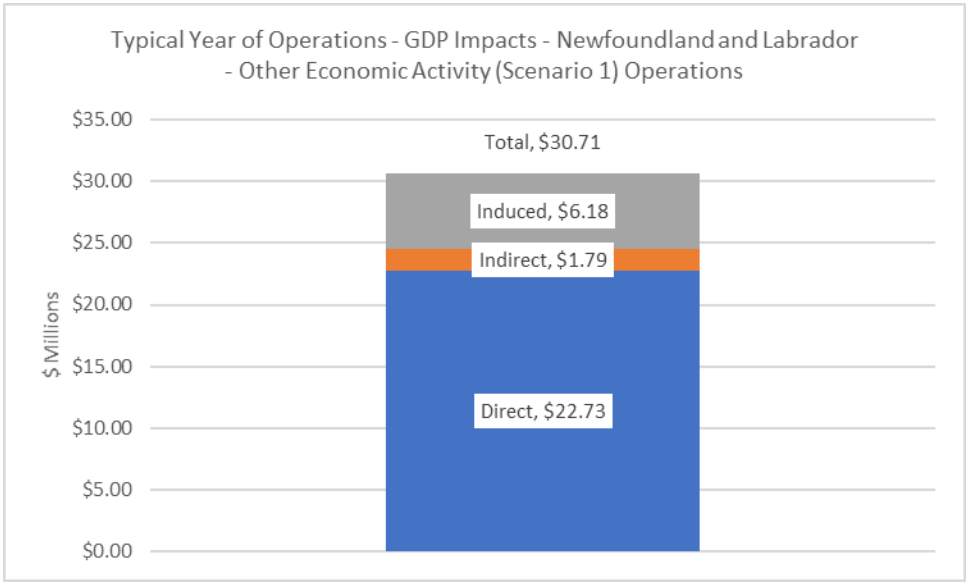
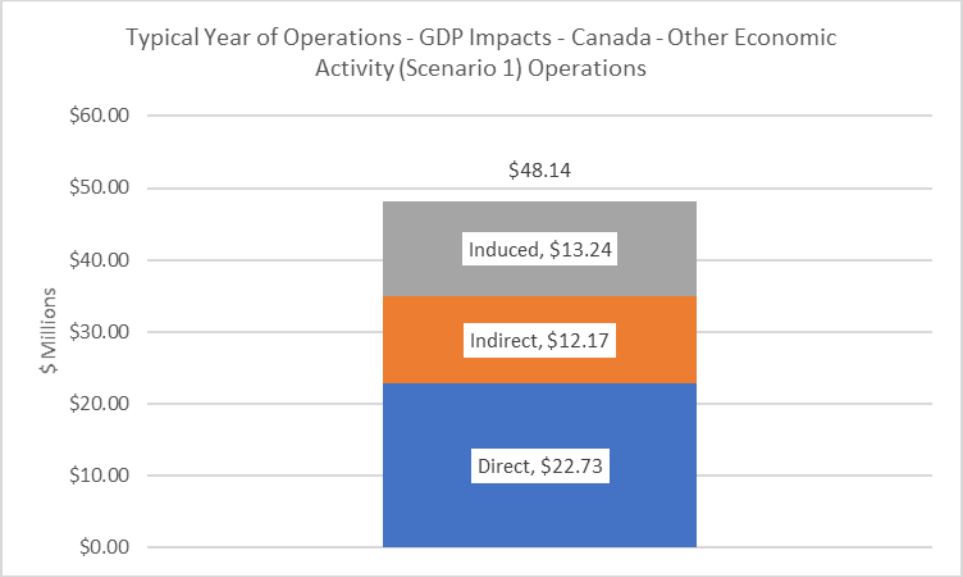


Figure 1243: GDP Impact for Canada with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.2.1 Taxes Net of Subsidies

As shown in Table 175 and Figures 1244 to 1246, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield $0.17 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.08 million of indirect taxes net of subsidies and $1.18 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $1.42 million. The corresponding total direct taxes net of subsidies for the province is $1.74 million – $0.17 million of direct taxes net of subsidies, $0.14 million of indirect taxes net of subsidies and $1.43 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $3.19 million in taxes net of subsidies – $0.17 million of direct taxes net of subsidies, $0.53 million of indirect taxes net of subsidies and $2.5 million of induced taxes net of subsidies.

Table 175: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$37.81	$0.17	$0.08	$1.18	**$1.42**
Newfoundland & Labrador	$37.81	$0.17	$0.14	$1.43	**$1.74**
Canada	$37.81	$0.17	$0.53	$2.50	**$3.19**

Figure 1244: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

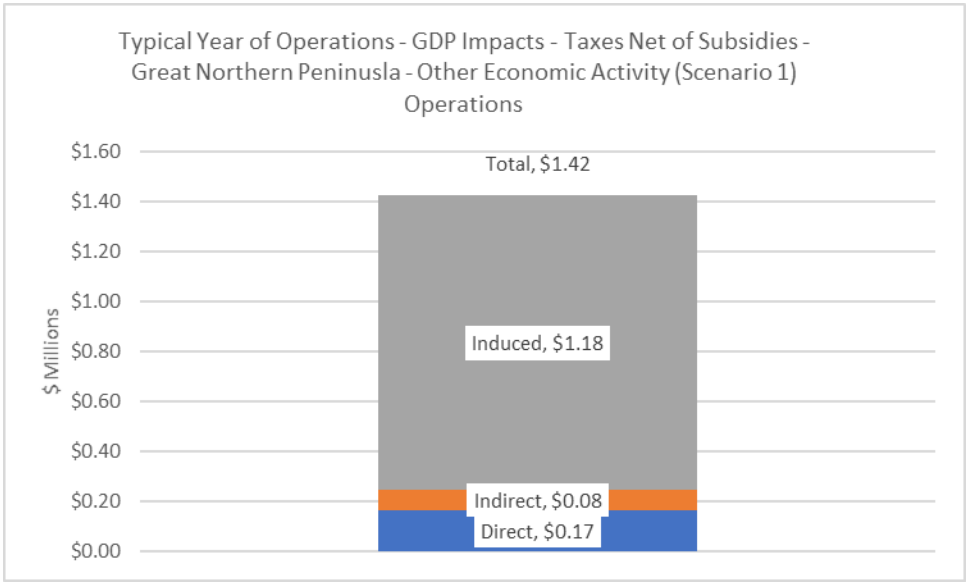


Figure 1245: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

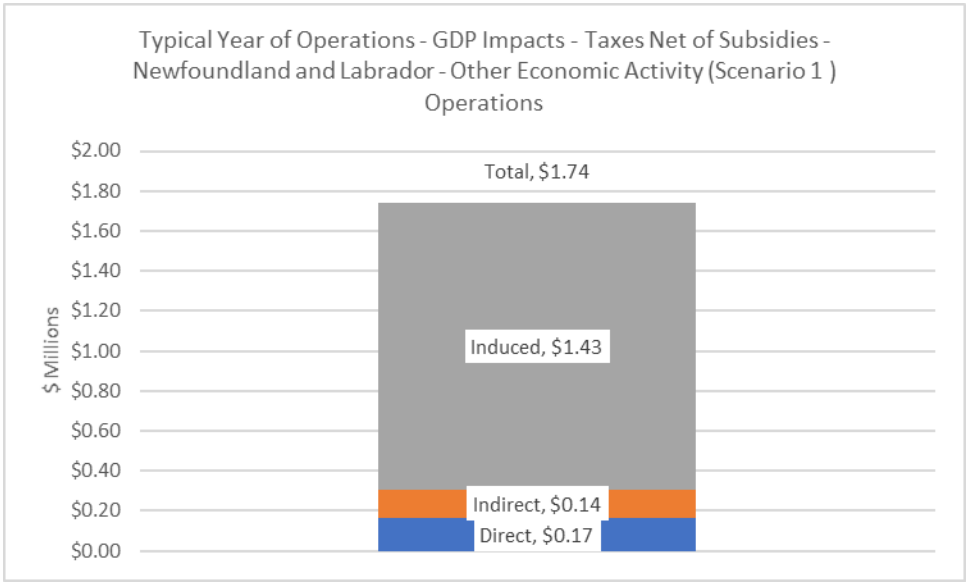
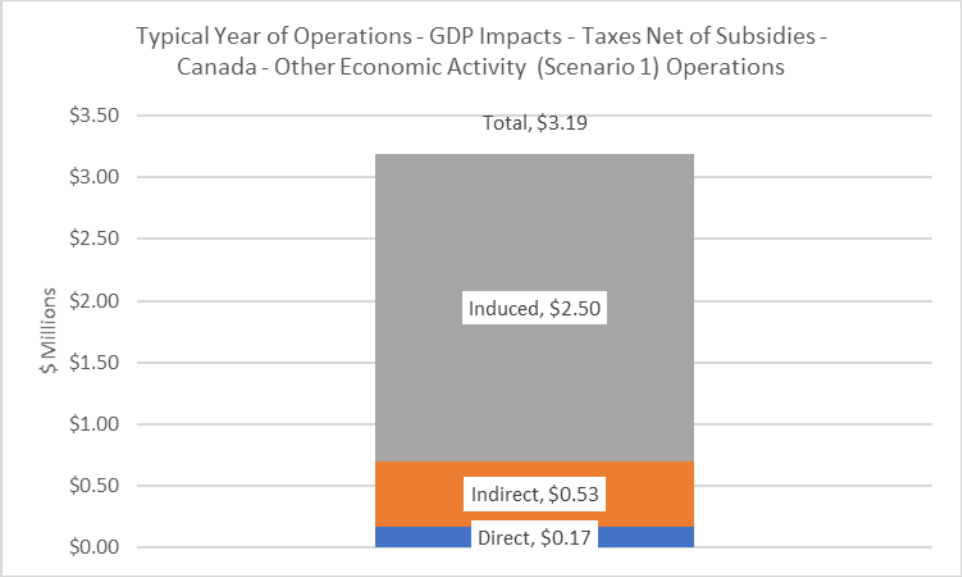


Figure 1246: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.2.2 Wages, Salaries and Social Contributions

As shown in Table 176 and Figures 1247 to 1249, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield $15.10 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.44 million of indirect wages, salaries, and social contributions and $1.29 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $16.82 million. The corresponding total wages, salaries and social contributions for the province is $18.90 million – $15.10 million of direct wages, salaries, and social contributions, $1.21 million of indirect wages, salaries, and social contributions and $2.59 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $28.68 million in wages, salaries, and social contributions – $15.10 million of direct wages, salaries, and social contributions $7.66 million of indirect wages, salaries and social contributions and $5.93 million of induced wages, salaries and social contributions.

Table 176: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$37.81	$15.10	$0.44	$1.29	**$16.82**
Newfoundland & Labrador	$37.81	$15.10	$1.21	$2.59	**$18.90**
Canada	$37.81	$15.10	$7.66	$5.93	**$28.68**

Figure 1247: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

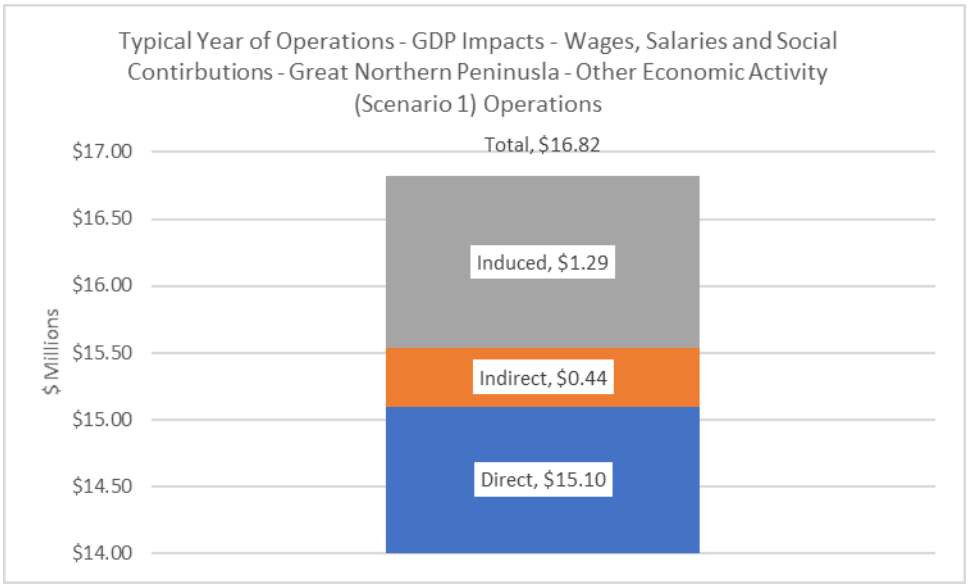


Figure 1248: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

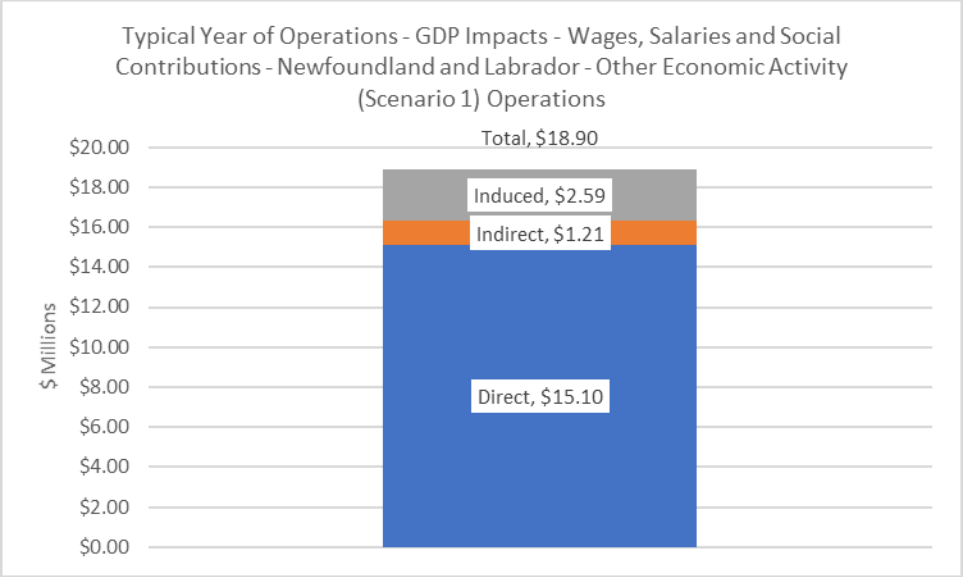
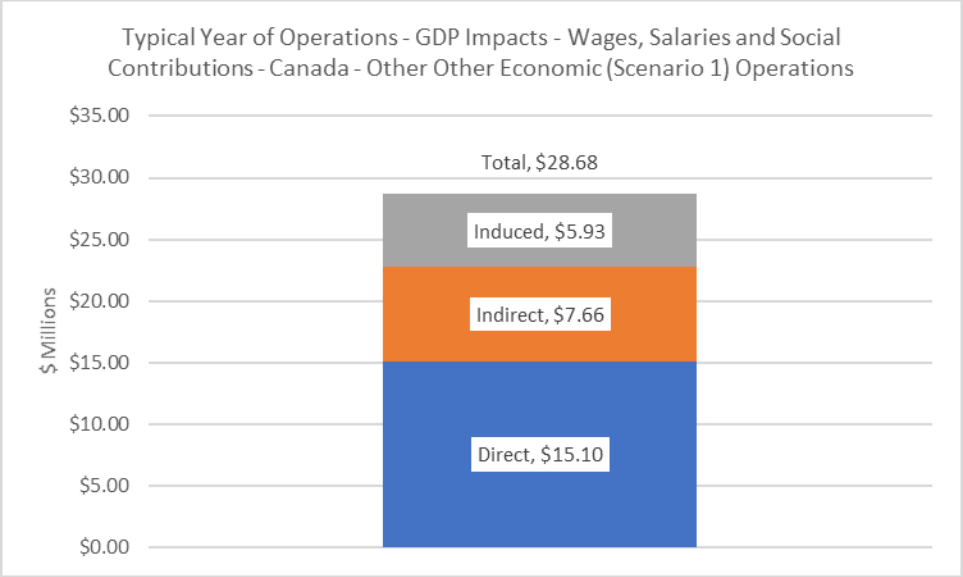


Figure 1249: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.2.3 Business Income

As shown in Table 177 and Figures 1250 to 1252, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield $7.56 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.27 million of indirect business income and $1.50 million of induced business income for the Great Northern Peninsula for a total local business income impact of $9.33 million. The corresponding total business income for the province is $10.41

million – $7.56 million of direct business income, $0.63 million of indirect business income and $2.22 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $16.94 million in business income – $7.56 million of direct business income $4.38 million of indirect business income and $5.00 million of induced business income.

Table 177: GDP Impacts – Business Income Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$37.81	$7.56	$0.27	$1.50	**$9.33**
Newfoundland & Labrador	$37.81	$7.56	$0.63	$2.22	**$10.41**
Canada	$37.81	$7.56	$4.38	$5.00	**$16.94**

Figure 1250: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

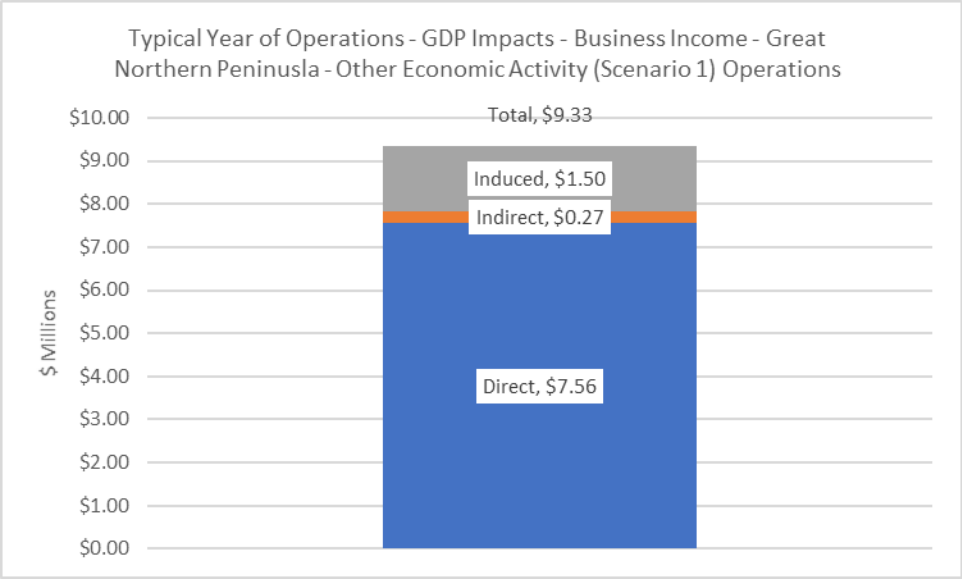


Figure 1251: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

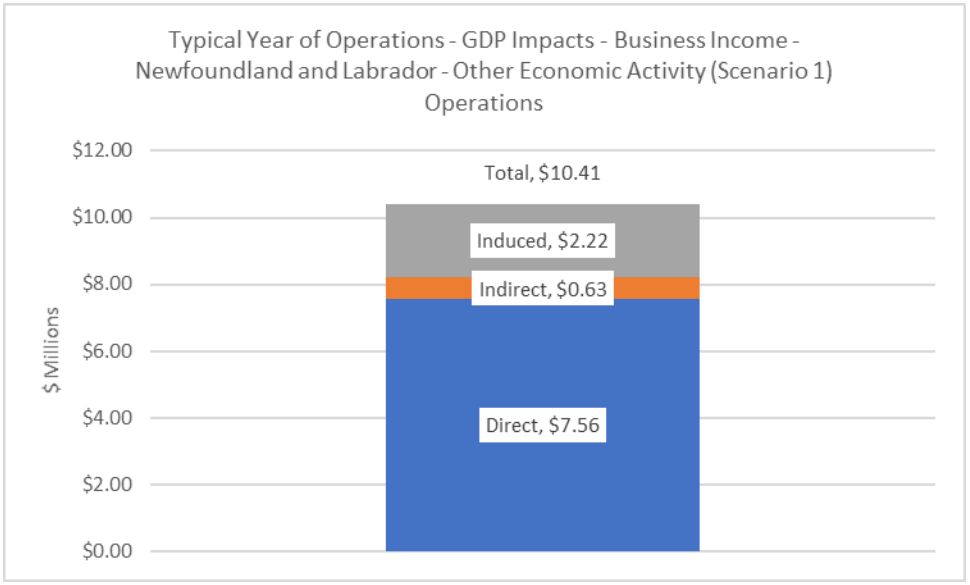
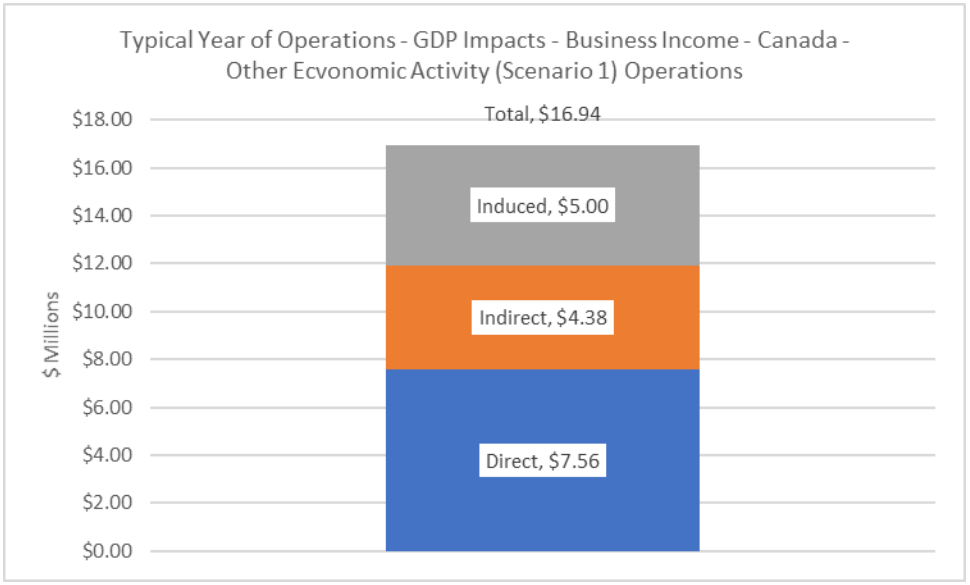


Figure 1252: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3 Government Taxes

As shown in Table 178 and Figures 1253 and 1254, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total government taxes for the province of $5.89 million – $3.94 million of direct government taxes, $0.22 million of indirect government taxes and $1.74 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $9.16 million in government taxes – $3.94 million of direct government taxes $1.93 million of indirect government taxes and $3.28 million of induced government taxes.

Table 178: Government Taxes Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$3.94	$0.22	$1.74	**$5.89**
Canada	$37.81	$3.94	$1.93	$3.28	**$9.16**

Figure 1253: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

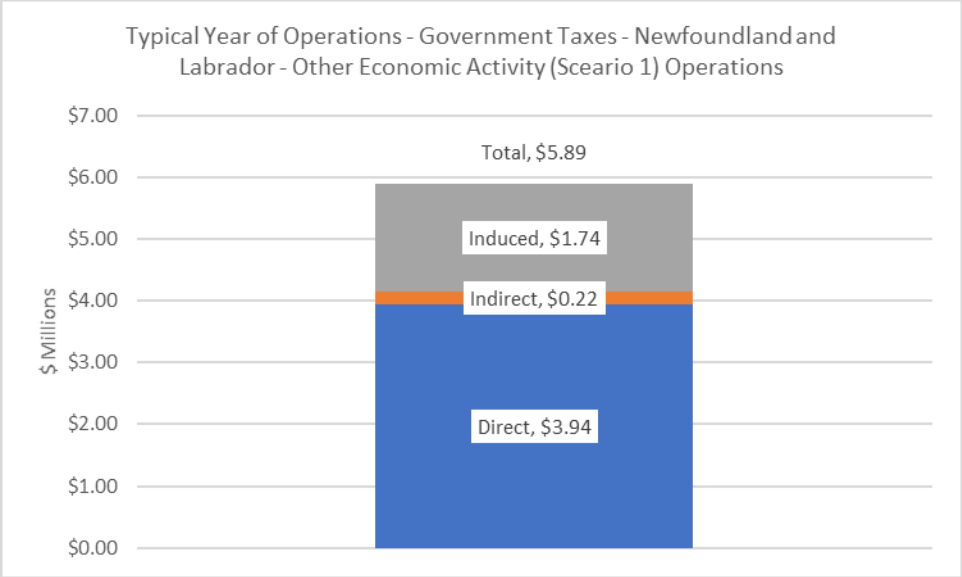
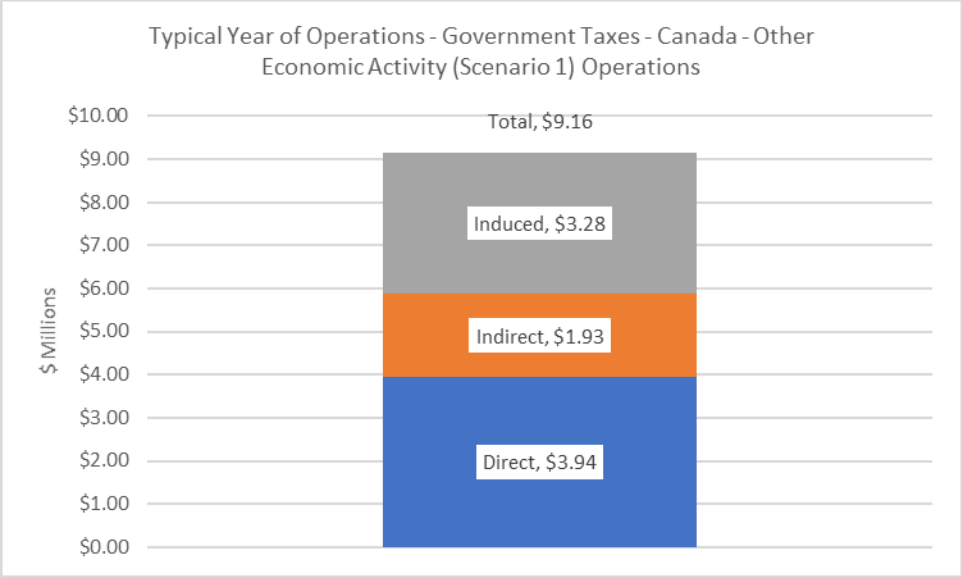


Figure 1254: Government Taxes for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.1 Federal Income Tax

As shown in Table 179 and Figures 1255 and 1256, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total federal income taxes for the province of $1.90 million – $1.59 million of direct federal income taxes, $0.13 million of indirect federal income taxes and $0.18 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $2.81 million in federal income taxes – $1.59 million of direct federal income taxes $0.79 million of indirect federal income taxes and $0.42 million of induced federal income taxes.

Table 179: Federal Income Tax Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$1.59	$0.13	$0.18	**$1.90**
Canada	$37.81	$1.59	$0.79	$0.42	**$2.81**

Figure 1255: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

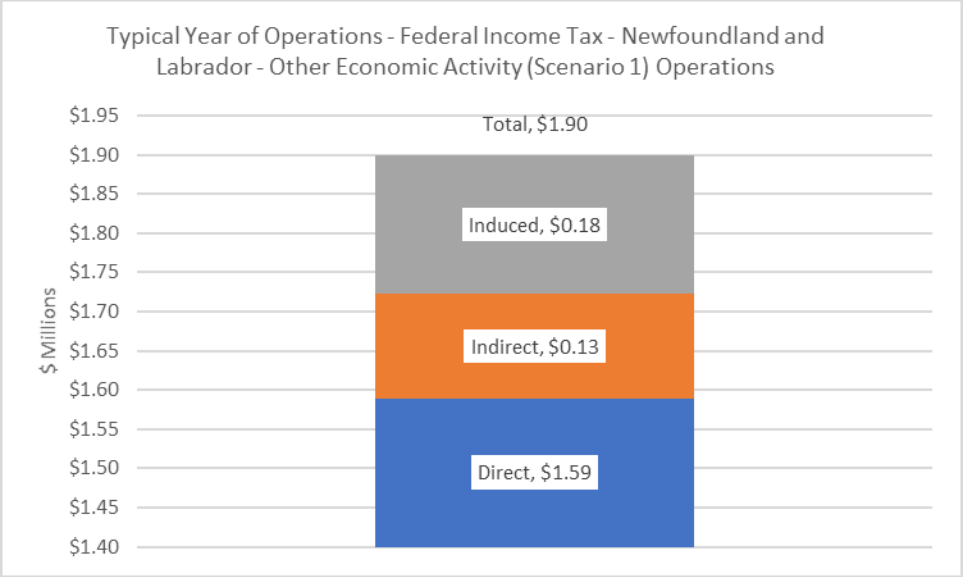
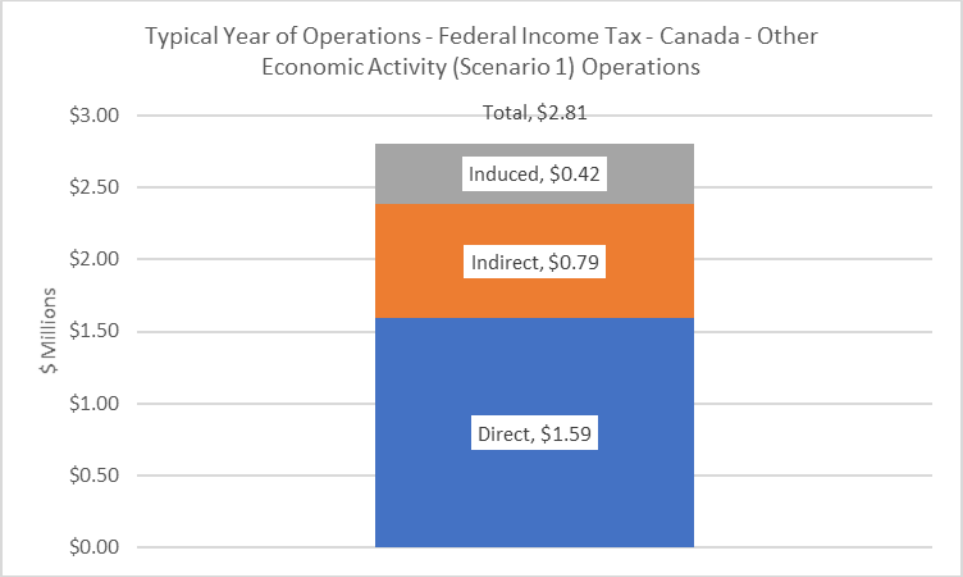


Figure 1256: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.2 Federal HST/Indirect Taxes

As shown in Table 180 and Figures 1257 and 1258, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total federal HST/indirect taxes for the province of $0.38 million – $0.02 million of direct federal HST/indirect taxes, -$0.01 million of indirect federal HST/indirect taxes and $0.37 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.73 million in federal HST/indirect

taxes – $0.02 million of direct federal HST/indirect taxes $0.04 million of indirect federal HST/indirect taxes and $0.67 million of induced federal HST/indirect taxes.

Table 180: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$0.02	-$0.01	$0.37	**$0.38**
Canada	$37.81	$0.02	$0.04	$0.67	**$0.73**

Figure 1257: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

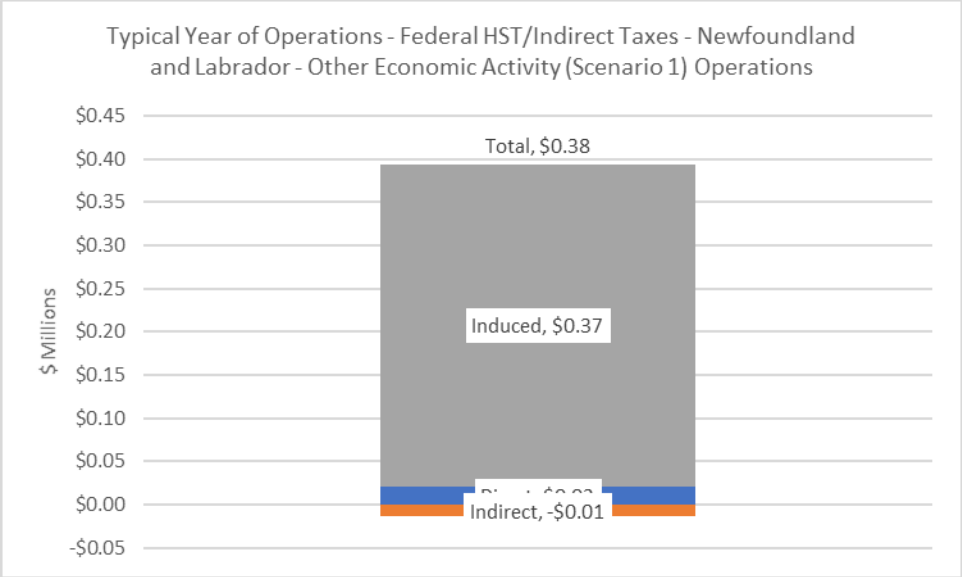
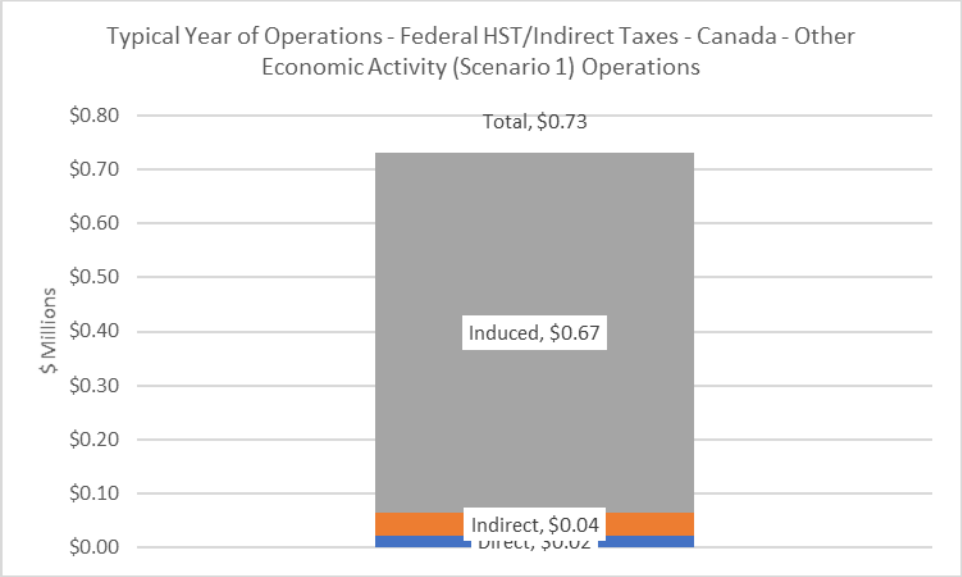


Figure 1258: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.3 Federal Tax on Profits

As shown in Table 181 and Figures 1259 and 1260, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total federal taxes on profits for the province of $0.80 million – $0.74 million of direct federal taxes on profits, $0.03 million of indirect federal taxes on profits and $0.04 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $1.22 million in federal taxes on profits – $0.74 million of direct federal taxes on profits $0.31 million of indirect federal taxes on profits and $0.17 million of induced federal taxes on profits.

Table 181: Federal Tax on Profits Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$0.74	$0.03	$0.04	**$0.80**
Canada	$37.81	$0.74	$0.31	$0.17	**$1.22**

Figure 1259: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

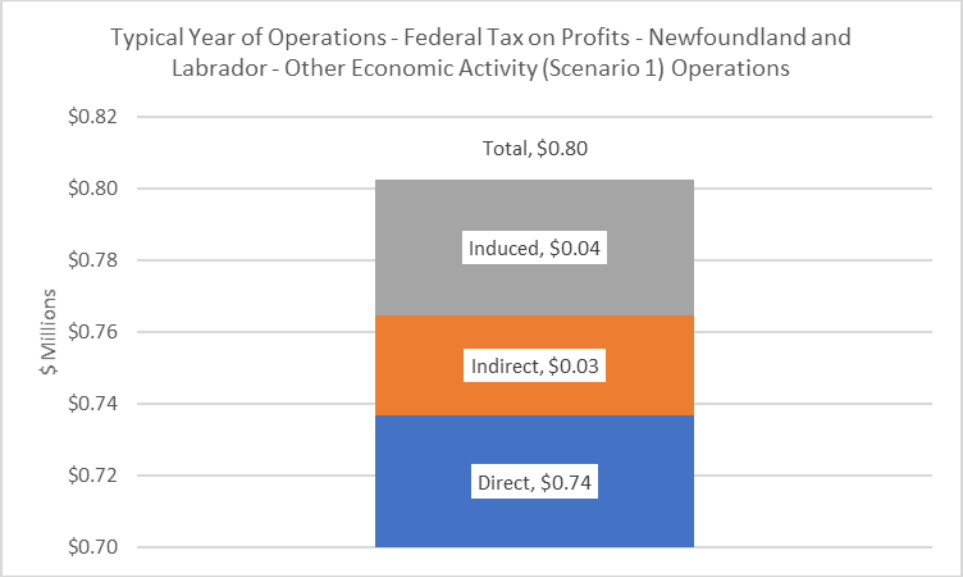
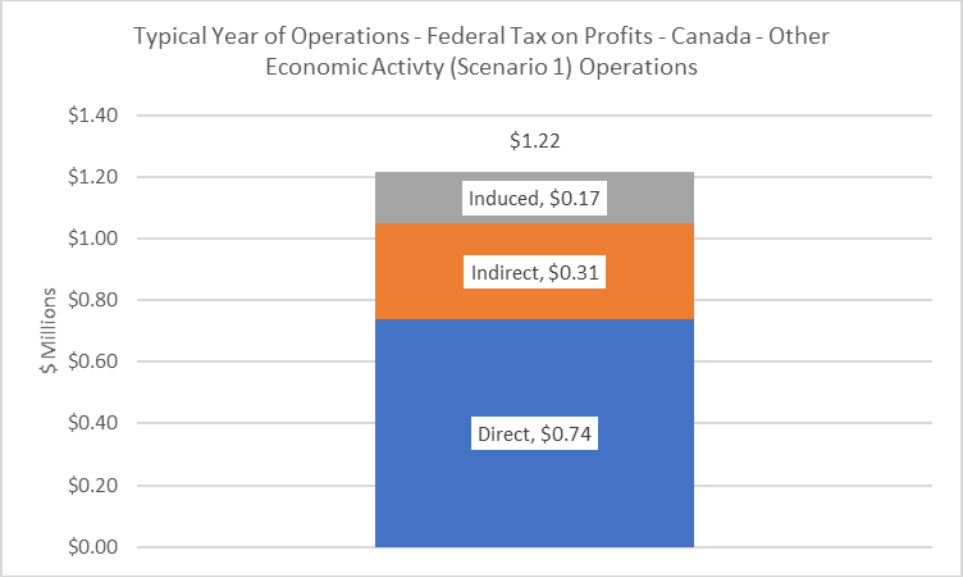


Figure 1260: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.4 Federal Tax Revenue

As shown in Table 182 and Figures 1261 and 1262, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total federal tax revenue for the province of $3.08 million – $2.35 million of direct federal tax revenue, $0.15 million of indirect federal tax revenue and $0.59 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $4.76 million in federal tax revenue – $2.35 million of direct federal

tax revenue $1.15 million of indirect federal tax revenue and $1.26 million of induced federal tax revenue.

Table 182: Federal Tax Revenue Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$2.35	$0.15	$0.59	**$3.08**
Canada	$37.81	$2.35	$1.15	$1.26	**$4.76**

Figure 1261: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

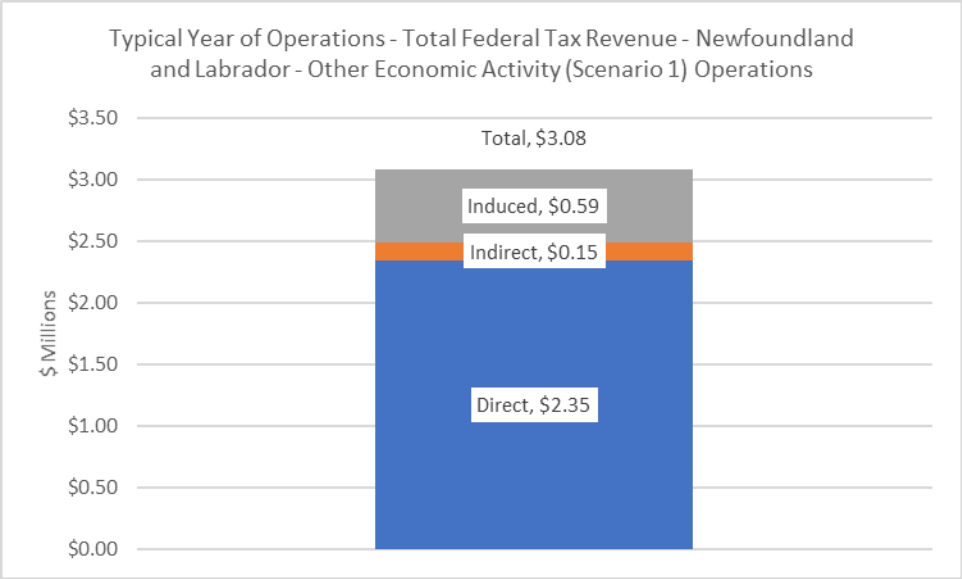
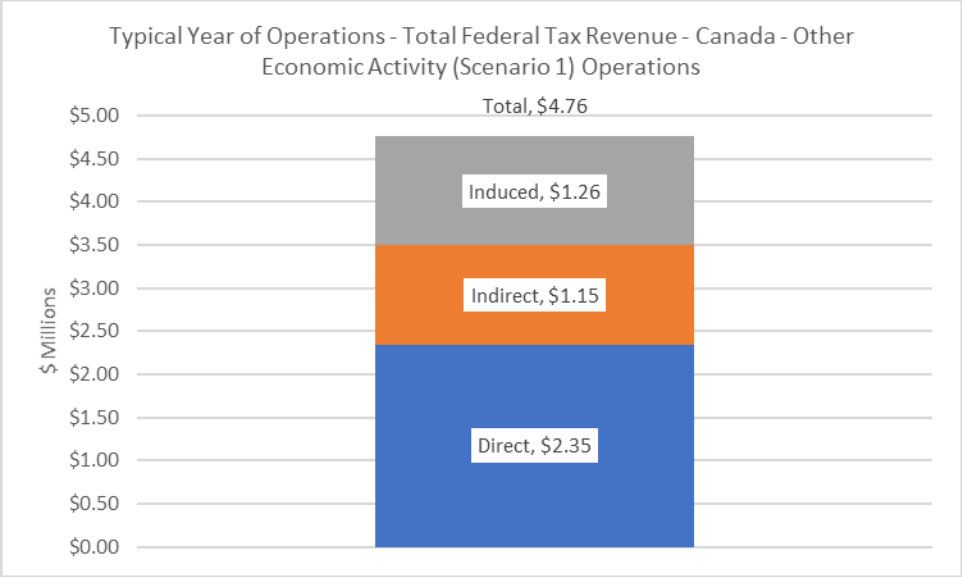


Figure 1262: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.5 Provincial Income Tax

As shown in Table 183 and Figures 1263 and 1264, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total provincial income tax for the province of $1.25 million – $1.04 million of direct provincial income tax, $0.09 million of indirect provincial income tax and $0.12 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $1.79 million in provincial income tax – $1.04 million of direct provincial income tax $0.47 million of indirect provincial income tax and $0.27 million of induced provincial income tax.

Table 183: Provincial Income Tax Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$1.04	$0.09	$0.12	**$1.25**
Canada	$37.81	$1.04	$0.47	$0.27	**$1.79**

Figure 1263: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

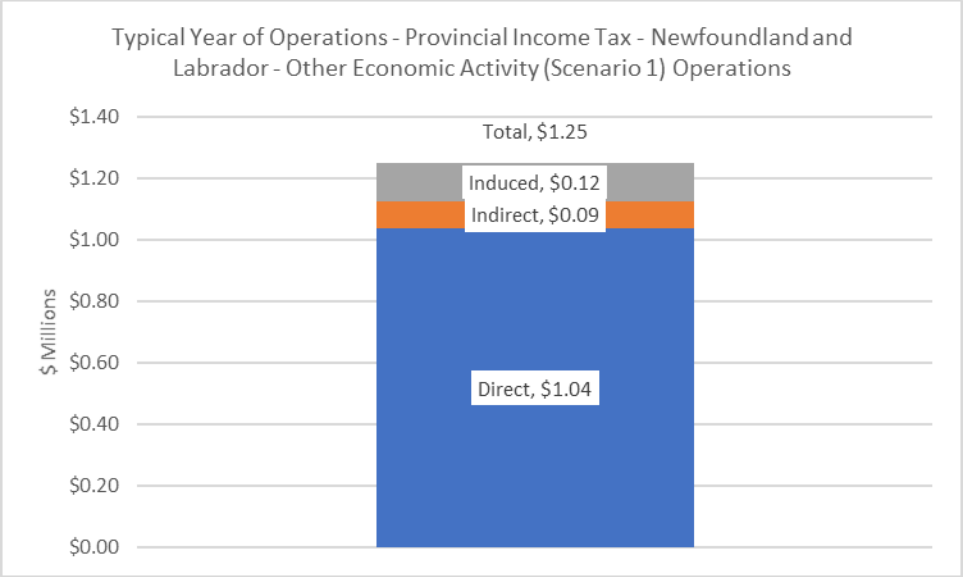
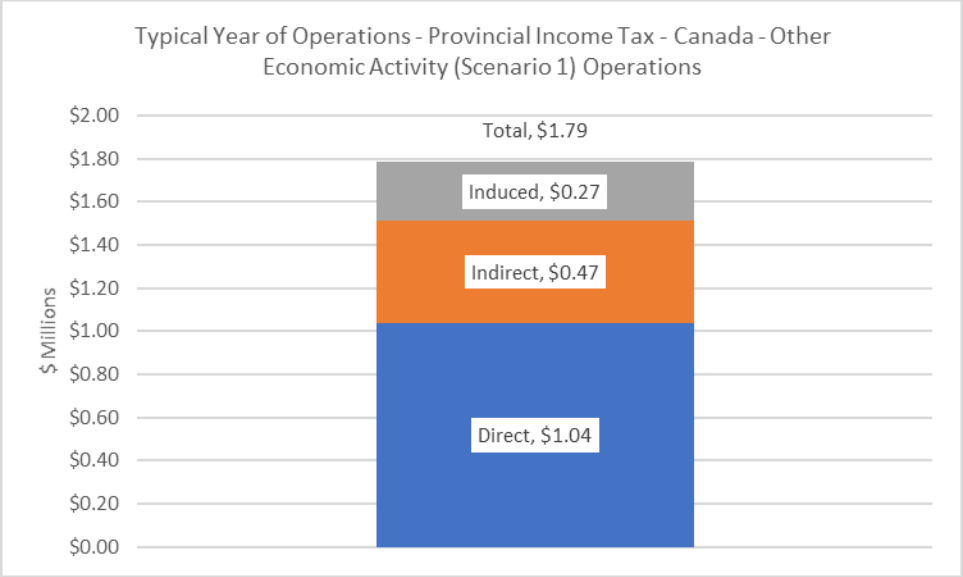


Figure 1264: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.6 Provincial HST/Indirect Taxes

As shown in Table 184 and Figures 1265 and 1266, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $1.02 million – $0.06 million of direct provincial HST/Indirect taxes, -$0.04 million of indirect provincial HST/Indirect taxes and $1.00 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $1.79 million in provincial HST/Indirect

taxes – $0.06 million of direct provincial HST/Indirect taxes $0.10 million of indirect provincial HST/Indirect taxes and $1.64 million of induced provincial HST/Indirect taxes.

Table 184: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$0.06	-$0.04	$1.00	**$1.02**
Canada	$37.81	$0.06	$0.10	$1.64	**$1.79**

Figure 1265: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

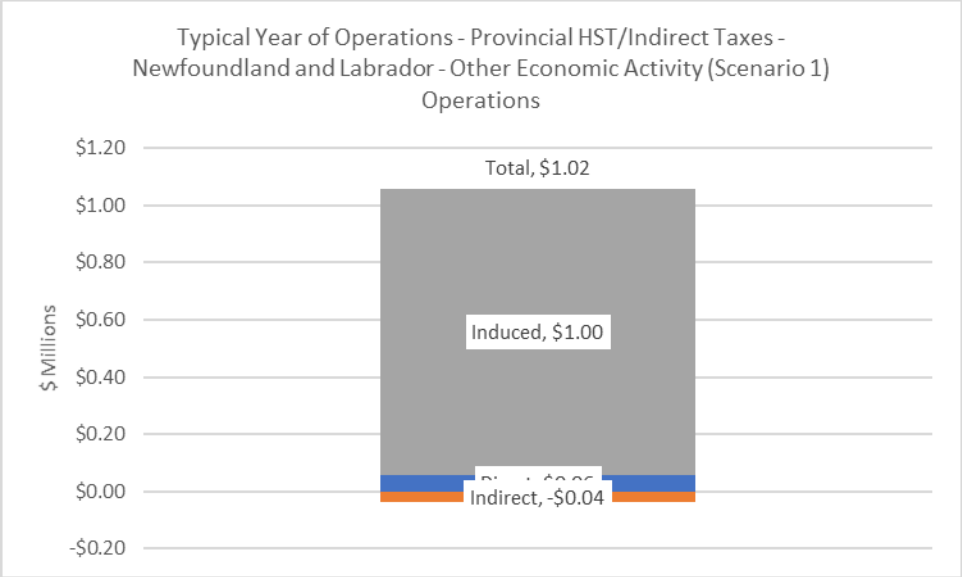
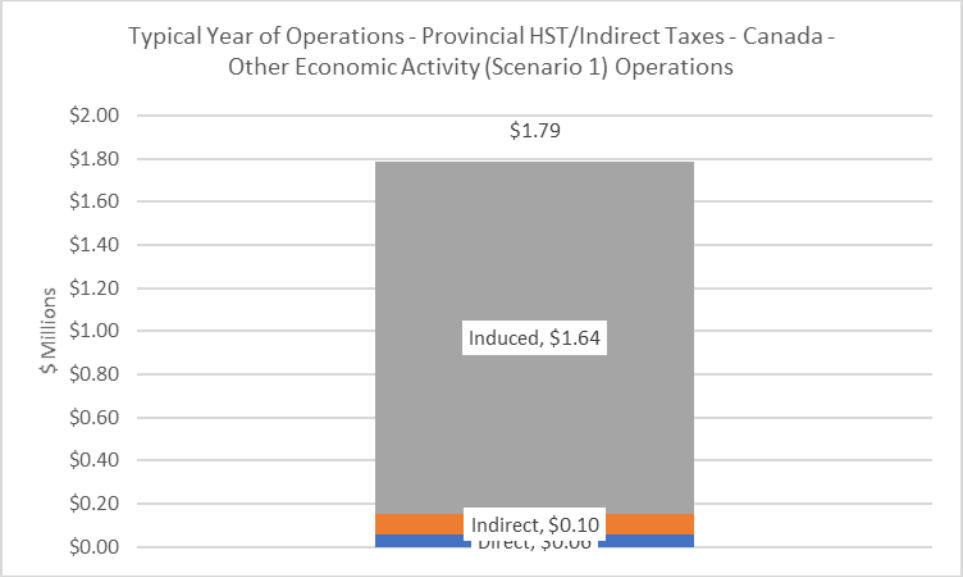


Figure 1266: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.7 Provincial Tax on Profits

As shown in Table 185 and Figures 1267 and 1268, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $0.54 million – $0.50 million of direct provincial HST/Indirect taxes, $0.02 million of indirect provincial HST/Indirect taxes and $0.03 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.82 million in provincial HST/Indirect taxes – $0.50 million of direct provincial HST/Indirect taxes $0.21 million of indirect provincial HST/Indirect taxes and $0.11 million of induced provincial HST/Indirect taxes.

Table 185: Provincial Tax on Profits Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$0.50	$0.02	$0.03	**$0.54**
Canada	$37.81	$0.50	$0.21	$0.11	**$0.82**

Figure 1267: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

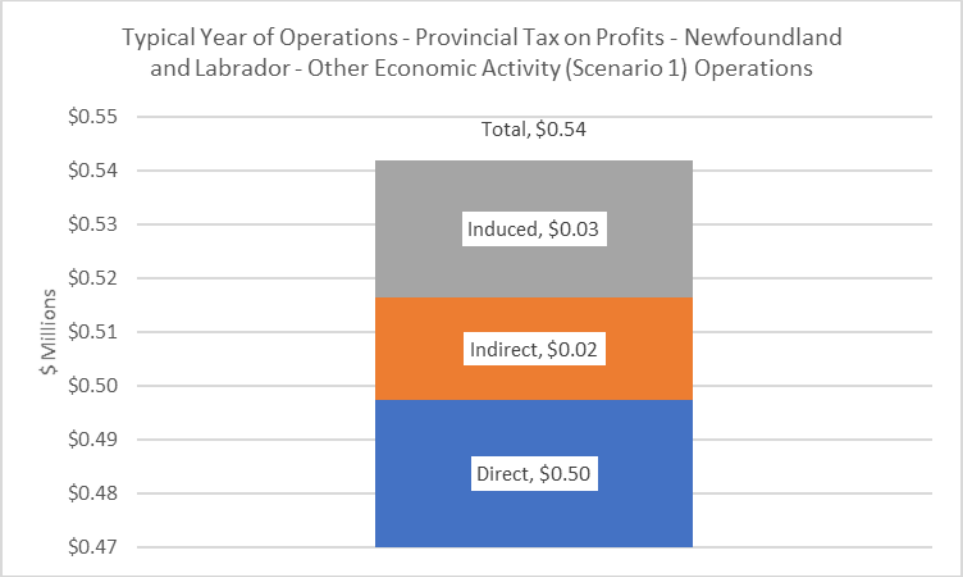
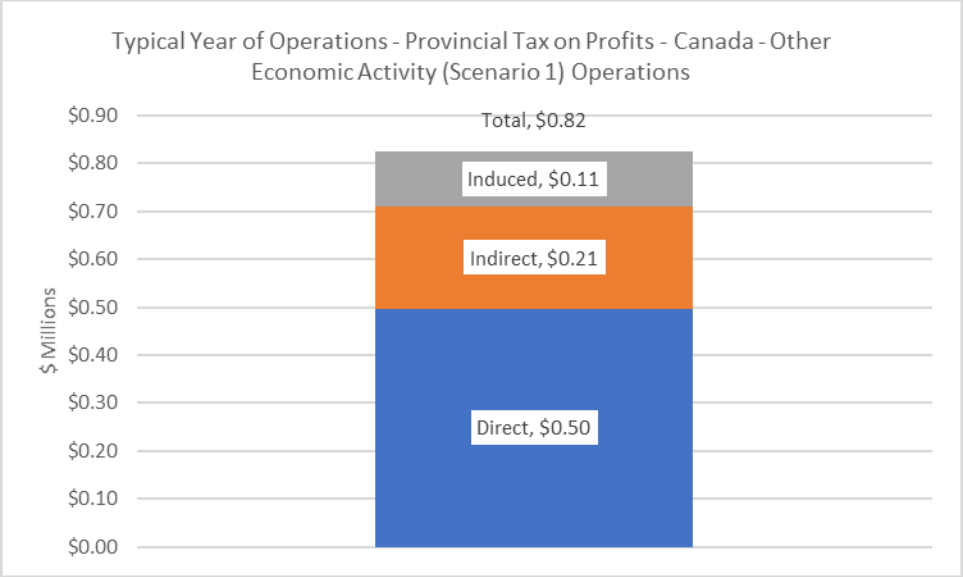


Figure 1268: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



22.3.8 Provincial Tax Revenue

As shown in Table 186 and Figures 1269 and 1270, a typical year of operations for Other Economic Activity (Scenario 1) is estimated to yield total provincial tax revenue for the province of $2.81 million – $1.59 million of direct provincial tax revenue, $0.07 million of indirect provincial tax revenue and $1.15 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $4.40 million in provincial tax revenue – $1.59

million of direct provincial tax revenue $0.78 million of indirect provincial tax revenue and $2.03 million of induced provincial tax revenue.

Table 186: Provincial Tax Revenue Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$37.81	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$37.81	$1.59	$0.07	$1.15	**$2.81**
Canada	$37.81	$1.59	$0.78	$2.03	**$4.40**

Figure 1269: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port

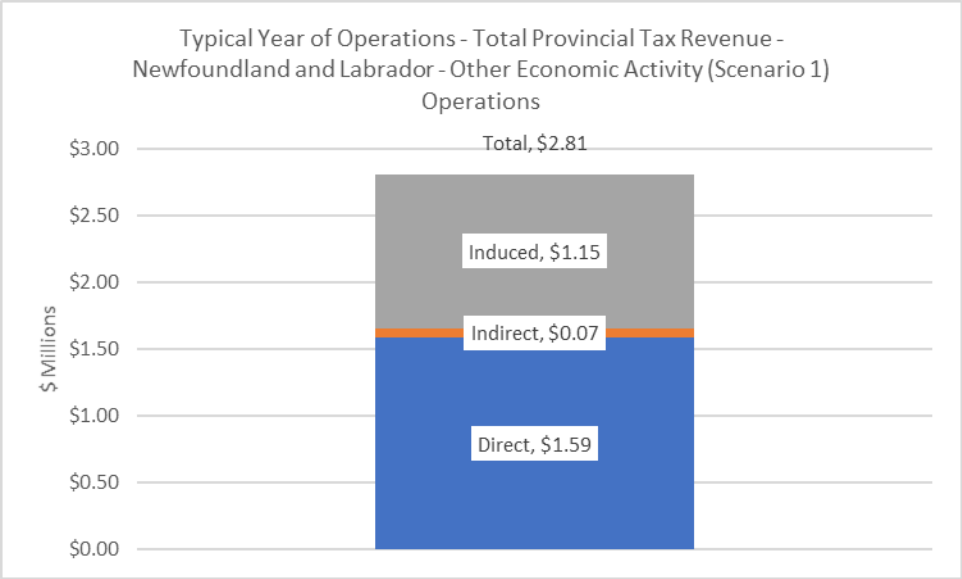
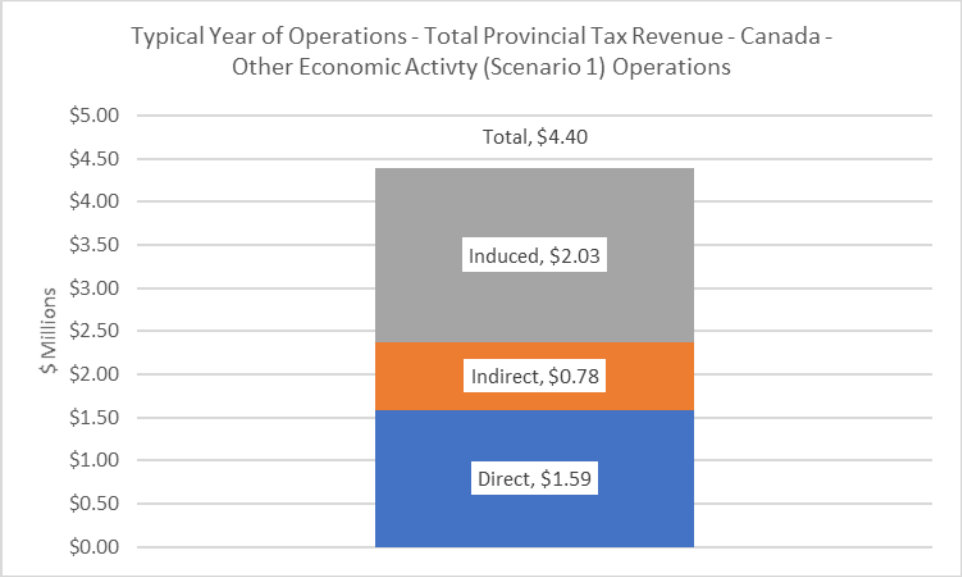


Figure 1270: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 1) of the Great Northern Port



23.0 Typical Year of Operations for – Other Economic Activity (Scenario 2)

23.1 Employment

A typical year of operations for Other Economic Activity (Scenario 2) assumes that approximately $1.31 million will be expended annually (see Table 187). As shown in Table 187 and Figures 1271 to 1273, this is estimated to yield 7 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 0 person-years of indirect employment and 1 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 8 person-years. The corresponding total employment for the province is 9 person-years – 7 person-years of direct employment, 1 person-years of indirect employment and 2 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 15 person-years of employment – 7 person-years of direct employment, 4 person-years of indirect employment and 4 person-years of induced employment.

Table 187: Employment Impact Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$1.31	7	0	1	**8**
Newfoundland & Labrador	$1.31	7	1	2	**9**
Canada	$1.31	7	4	4	**15**

Figure 1271: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

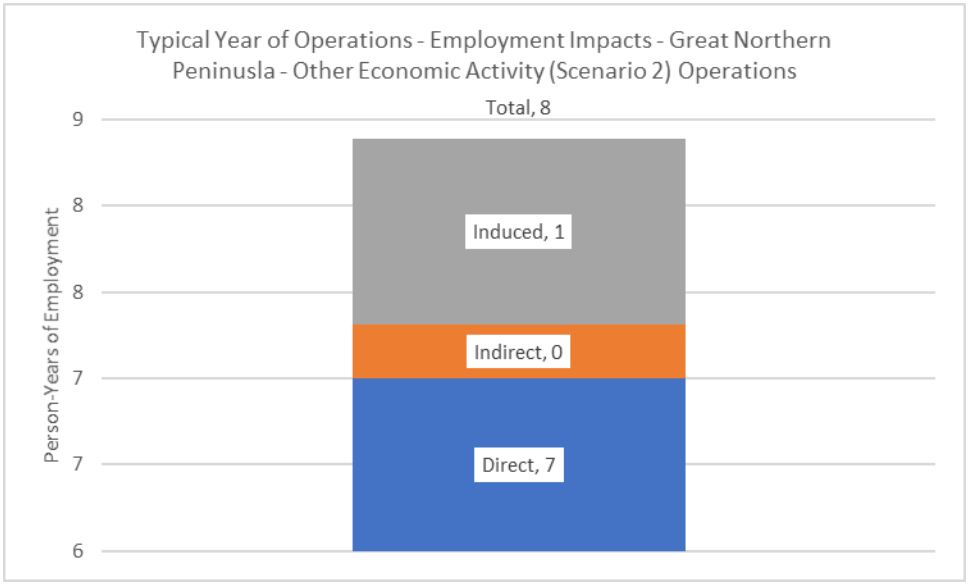


Figure 1272: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

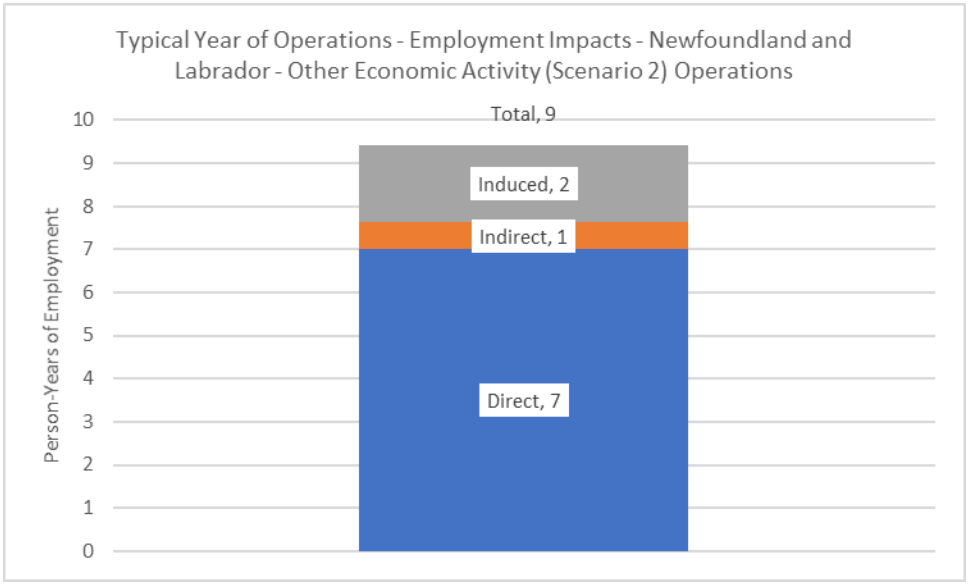
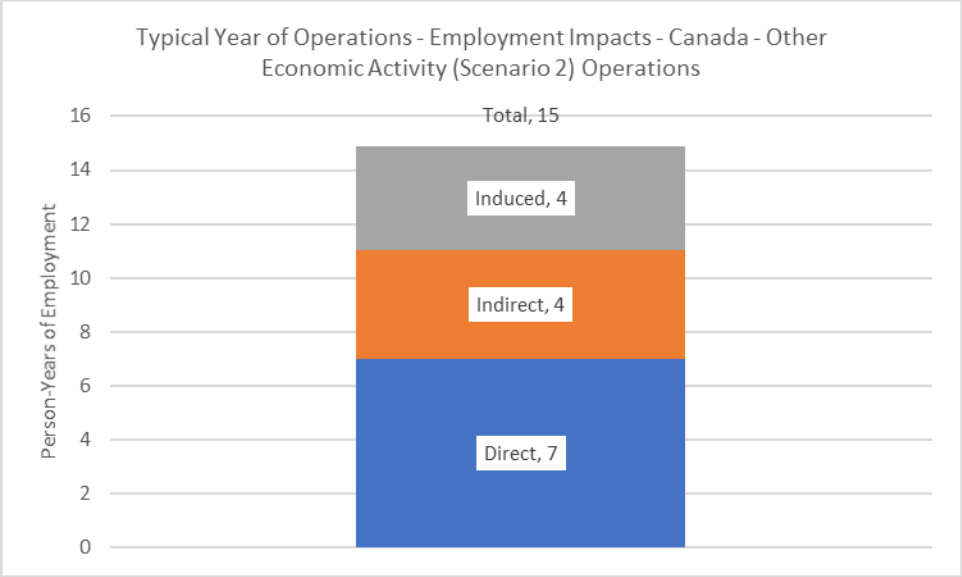


Figure 1273: Employment Impact for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.2 GDP

As shown in Table 188 and Figures 1274 to 1276, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield $0.78 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.03 million of indirect GDP and $0.13 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $0.93 million. The corresponding total GDP for the province is $1.03 million – $0.78 million of direct GDP, $0.06 million of indirect GDP and $0.20 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $1.59 million in GDP – $0.78 million of direct GDP, $0.42 million of indirect GDP and $0.39 million of induced GDP.

Table 188: GDP Impact Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$1.31	$0.78	$0.03	$0.13	**$0.93**
Newfoundland & Labrador	$1.31	$0.78	$0.06	$0.20	**$1.03**
Canada	$1.31	$0.78	$0.42	$0.39	**$1.59**

Figure 1274: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

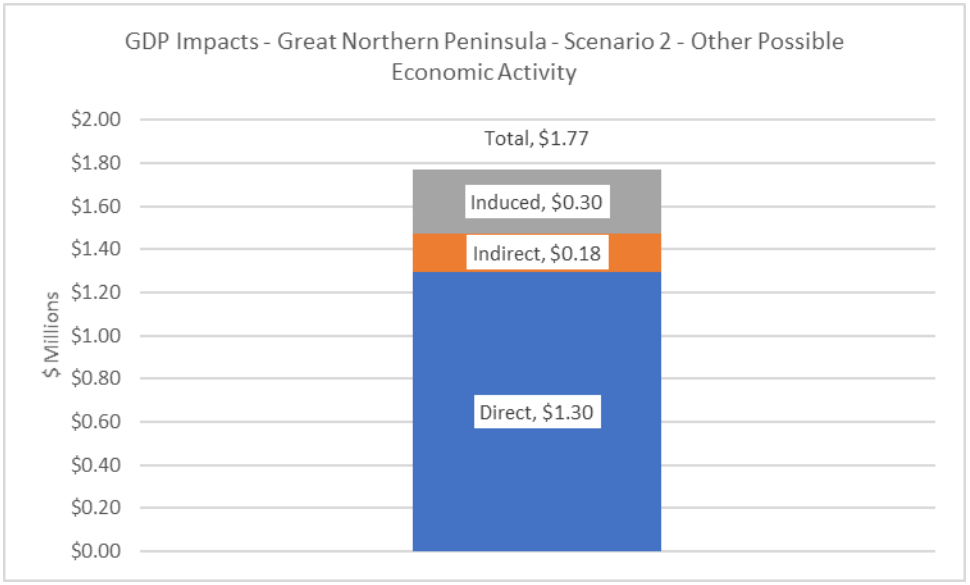


Figure 1275: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

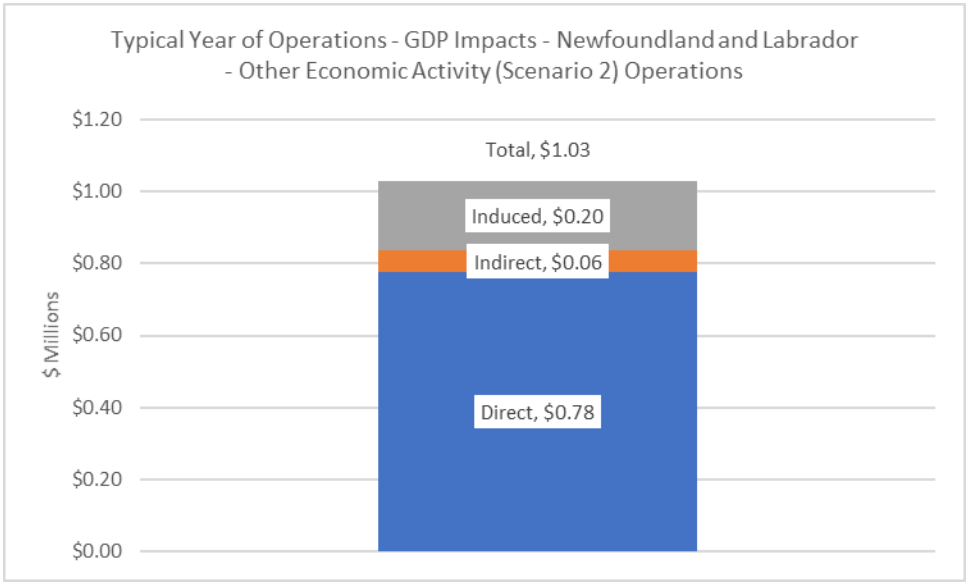
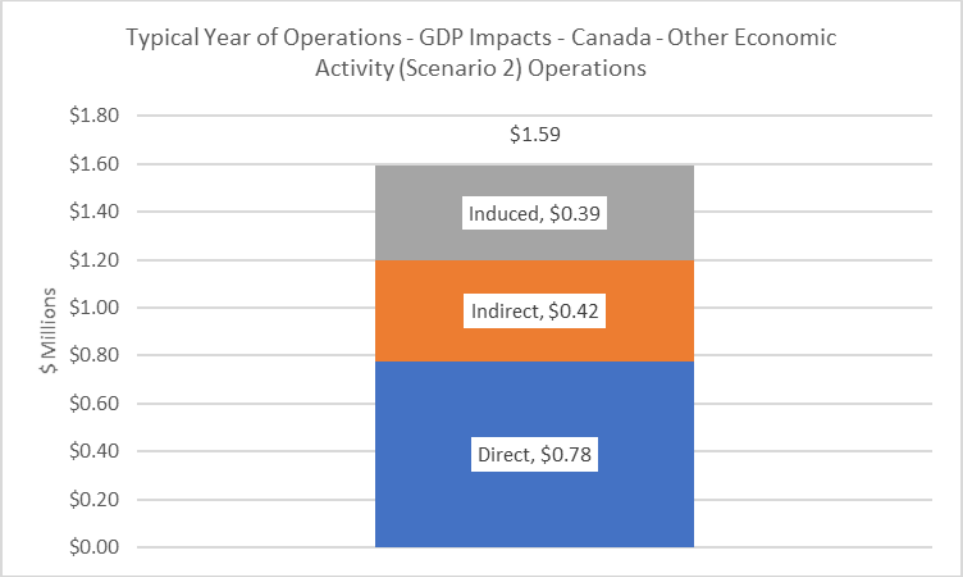


Figure 1276: GDP Impact for Canada with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.2.1 Taxes Net of Subsidies

As shown in Table 189 and Figures 1277 to 1279, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield $0.02 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.00 million of indirect taxes net of subsidies and $0.04 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $0.06 million. The corresponding total direct taxes net of subsidies for the province is $0.07 million – $0.02 million of direct taxes net of subsidies, $0.00 million of indirect taxes net of subsidies and $0.04 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $0.12 million in taxes net of subsidies – $0.02 million of direct taxes net of subsidies, $0.03 million of indirect taxes net of subsidies and $0.08 million of induced taxes net of subsidies.

Table 189: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$1.31	$0.02	$0.00	$0.04	**$0.06**
Newfoundland & Labrador	$1.31	$0.02	$0.00	$0.04	**$0.07**
Canada	$1.31	$0.02	$0.03	$0.08	**$0.12**

Figure 1277: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

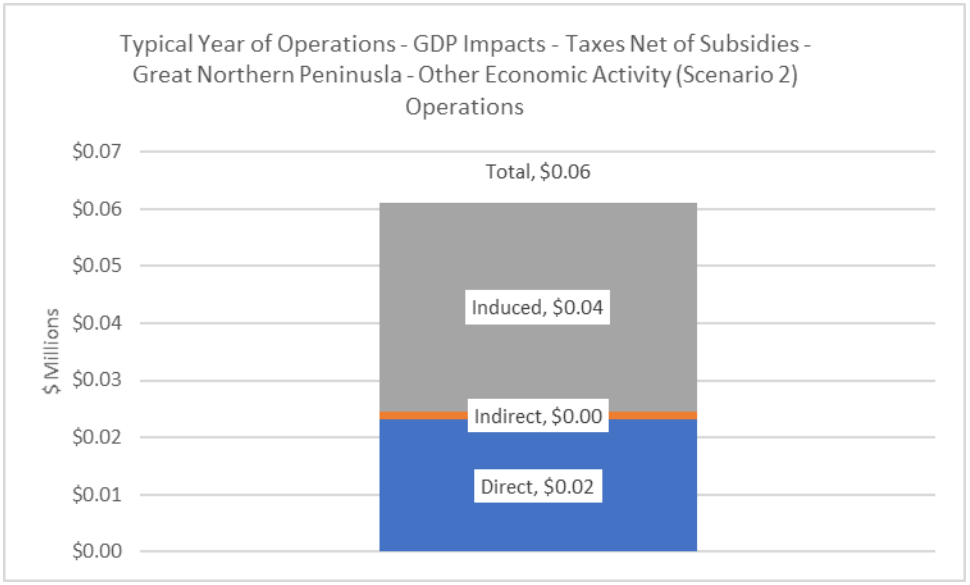


Figure 1278: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

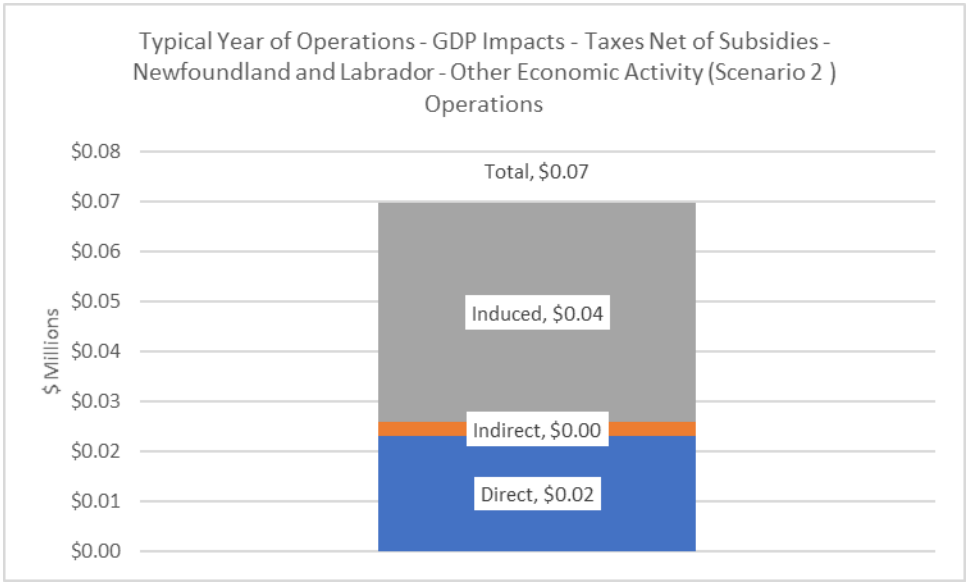
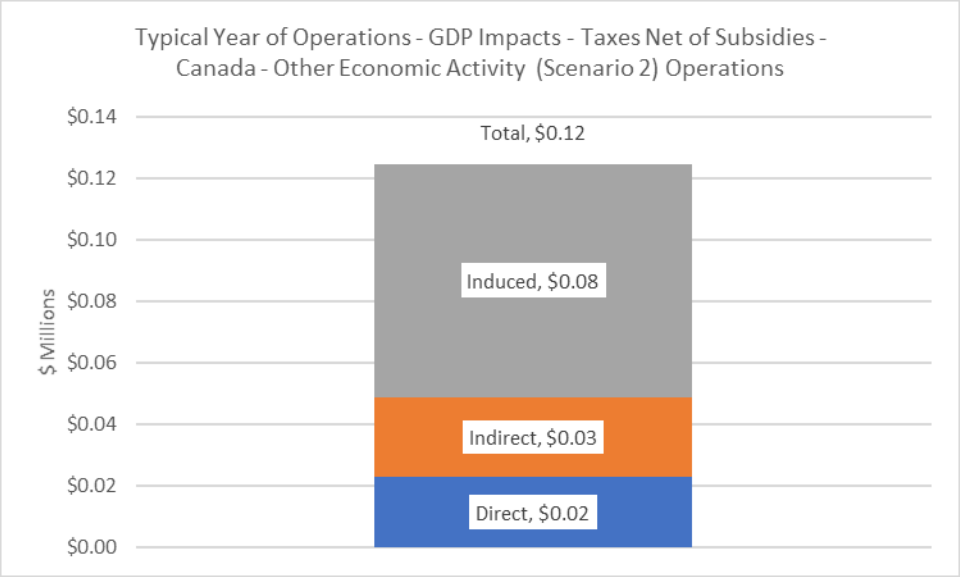


Figure 1279: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.2.2 Wages, Salaries and Social Contributions

As shown in Table 190 and Figures 1280 to 1282, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield $0.50 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.02 million of indirect wages, salaries, and social contributions and $0.04 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $0.55 million. The corresponding total wages, salaries and social contributions for the province is $0.61 million – $0.50 million of direct wages, salaries, and social contributions, $0.03 million of indirect wages, salaries, and social contributions and $0.08 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $0.89 million in wages, salaries, and social contributions – $0.50 million of direct wages, salaries, and social contributions $0.22 million of indirect wages, salaries and social contributions and $0.18 million of induced wages, salaries and social contributions.

Table 190: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$1.31	$0.50	$0.02	$0.04	**$0.55**
Newfoundland & Labrador	$1.31	$0.50	$0.03	$0.08	**$0.61**
Canada	$1.31	$0.50	$0.22	$0.18	**$0.89**

Figure 1280: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

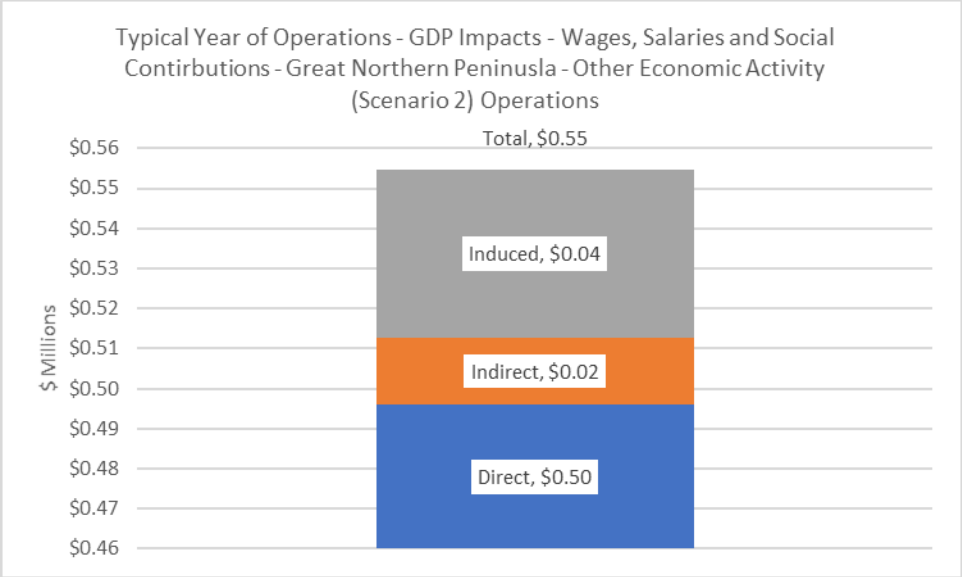


Figure 1281: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

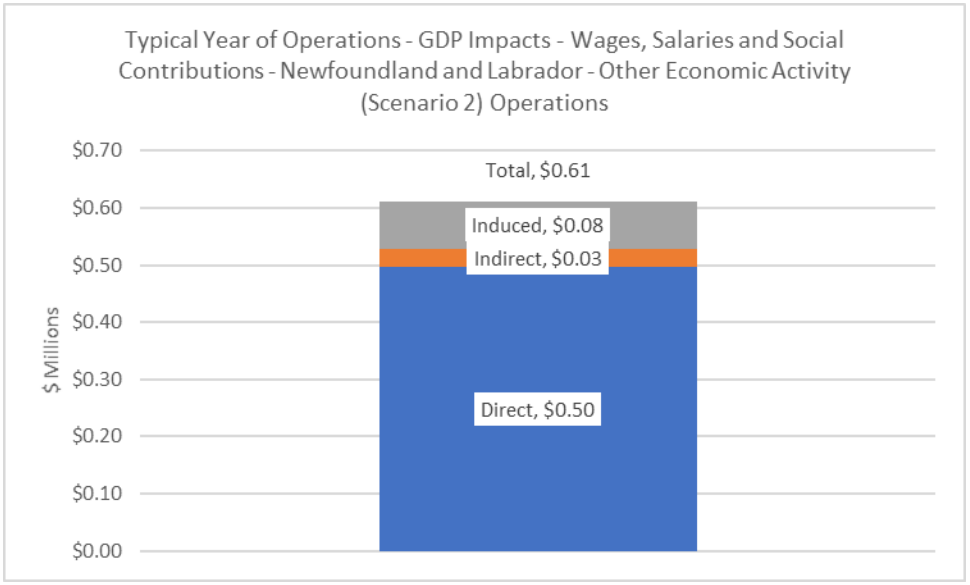
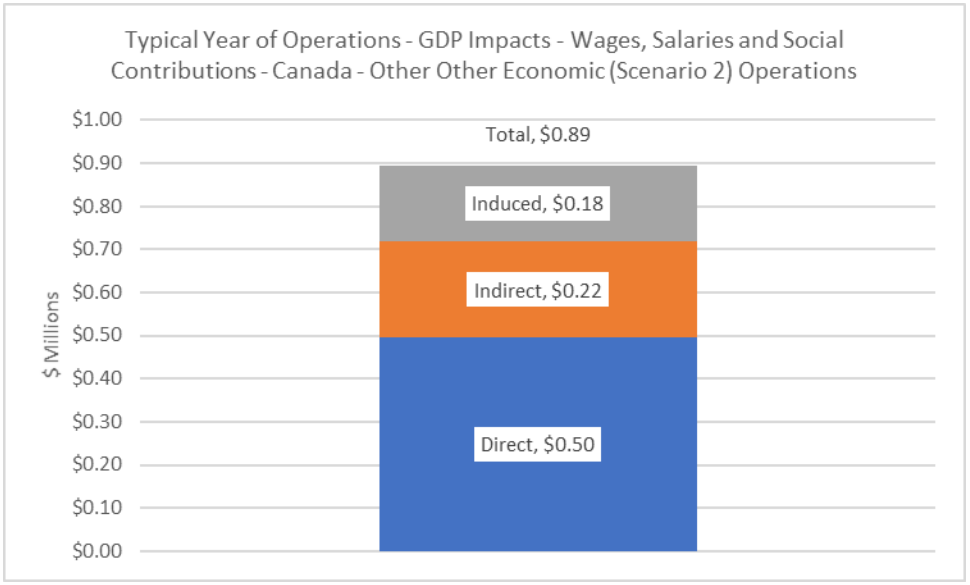


Figure 1282: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.2.3 Business Income

As shown in Table 191 and Figures 1283 to 1285, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield $0.26 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.01 million of indirect business income and $0.05 million of induced business income for the Great Northern Peninsula for a total local business income impact of $0.32 million. The corresponding total business income for the province is $0.36

million – $0.26 million of direct business income, $0.02 million of indirect business income and $0.07 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $0.59 million in business income – $0.26 million of direct business income $0.18 million of indirect business income and $0.15 million of induced business income.

Table 191: GDP Impacts – Business Income Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$1.31	$0.26	$0.01	$0.05	**$0.32**
Newfoundland & Labrador	$1.31	$0.26	$0.02	$0.07	**$0.36**
Canada	$1.31	$0.26	$0.18	$0.15	**$0.59**

Figure 1283: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

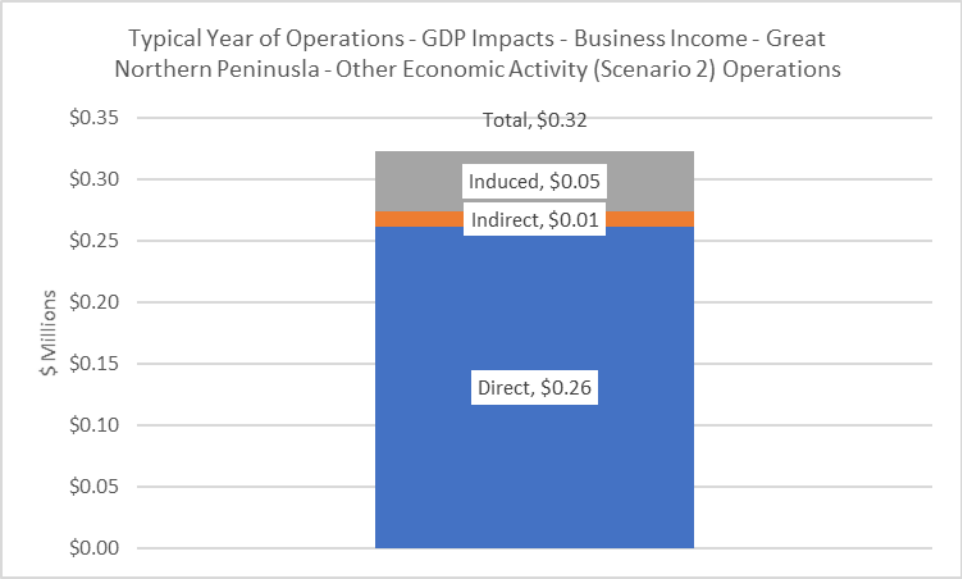


Figure 1284: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

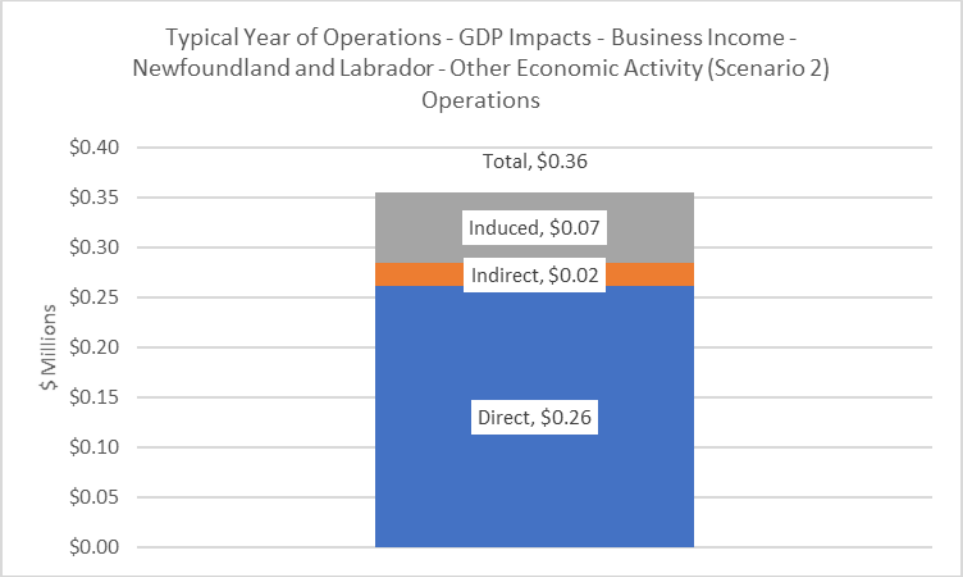
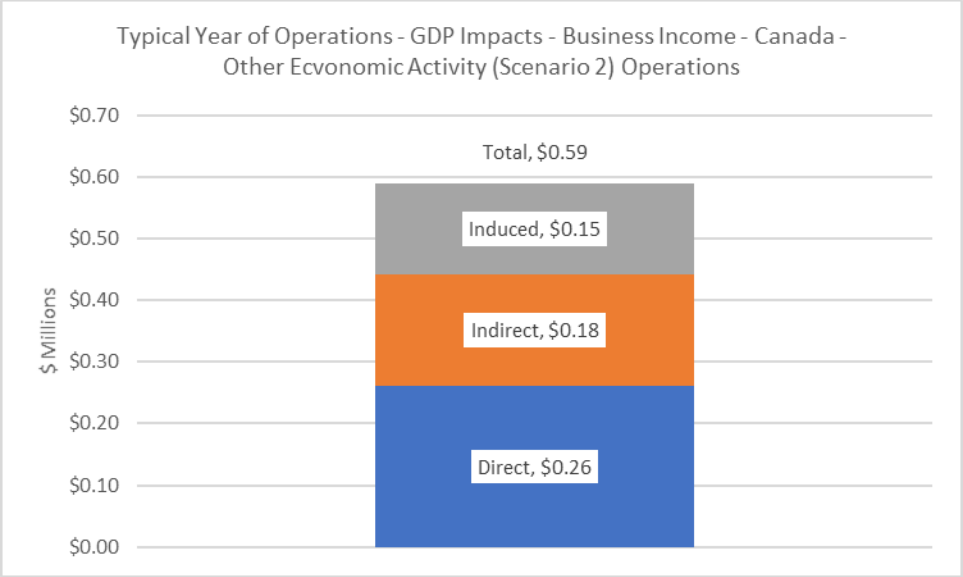


Figure 1285: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3 Government Taxes

As shown in Table 192 and Figures 1286 and 1287, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total government taxes for the province of $0.16 million – $0.10 million of direct government taxes, $0.01 million of indirect government taxes and $0.05 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $0.26 million in government taxes – $0.10 million of direct government taxes $0.07 million of indirect government taxes and $0.10 million of induced government taxes.

Table 192: Government Taxes Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.10	$0.01	$0.05	**$0.16**
Canada	$1.31	$0.10	$0.07	$0.10	**$0.26**

Figure 1286: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

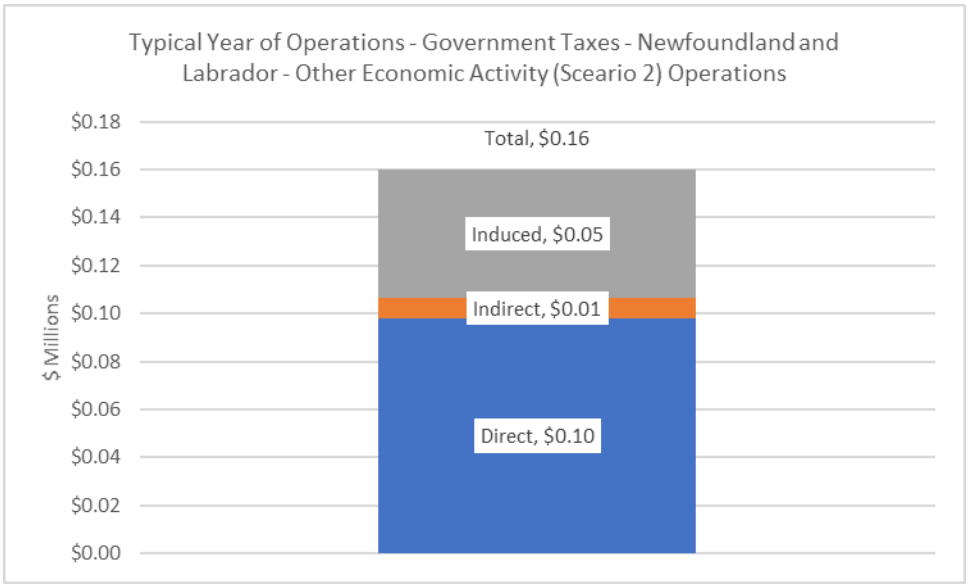
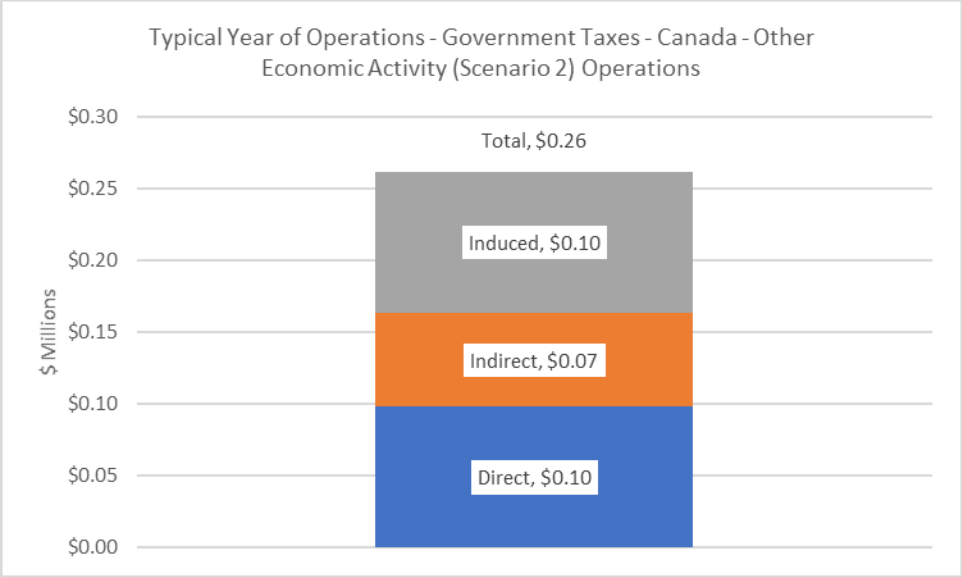


Figure 1287: Government Taxes for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.1 Federal Income Tax

As shown in Table 193 and Figures 1288 and 1289, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total federal income taxes for the province of $0.05 million – $0.04 million of direct federal income taxes, $0.00 million of indirect federal income taxes and $0.01 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $0.07 million in federal income taxes – $0.04 million of direct federal income taxes $0.02 million of indirect federal income taxes and $0.01 million of induced federal income taxes.

Table 193: Federal Income Tax Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.04	$0.00	$0.01	**$0.05**
Canada	$1.31	$0.04	$0.02	$0.01	**$0.07**

Figure 1288: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

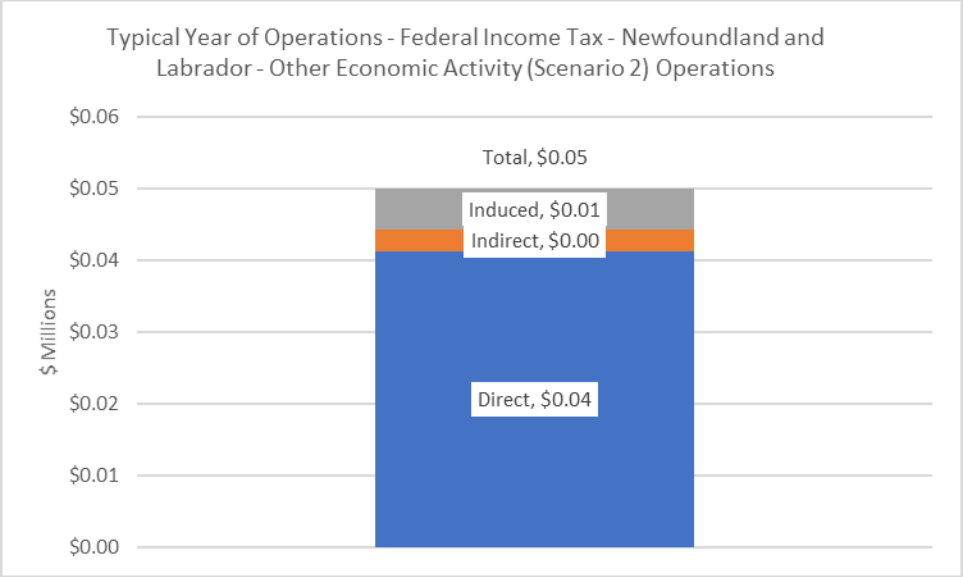
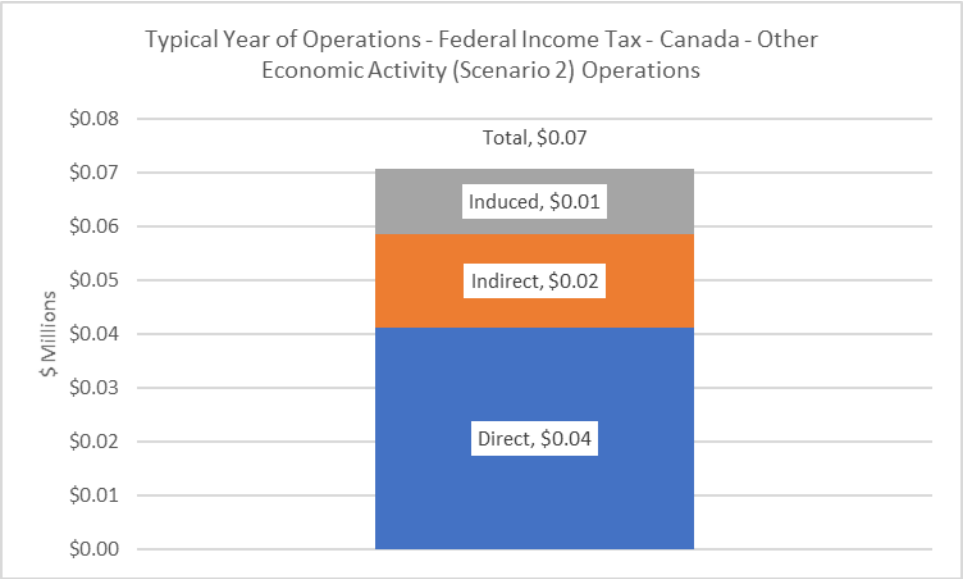


Figure 1289: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.2 Federal HST/Indirect Taxes

As shown in Table 194 and Figures 1290 and 1290, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total federal HST/indirect taxes for the province of $0.02million – $0.01 million of direct federal HST/indirect taxes, $0.00 million of indirect federal HST/indirect taxes and $0.01 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.03 million in federal HST/indirect

taxes – $0.01 million of direct federal HST/indirect taxes $0.01 million of indirect federal HST/indirect taxes and $0.02 million of induced federal HST/indirect taxes.

Table 194: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.01	$0.00	$0.01	**$0.02**
Canada	$1.31	$0.01	$0.01	$0.02	**$0.03**

Figure 1290: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

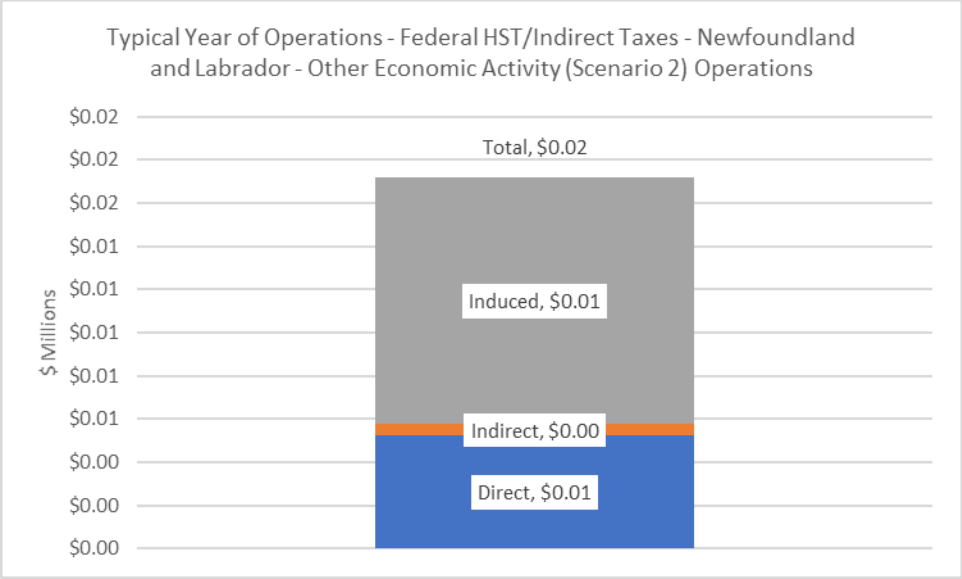
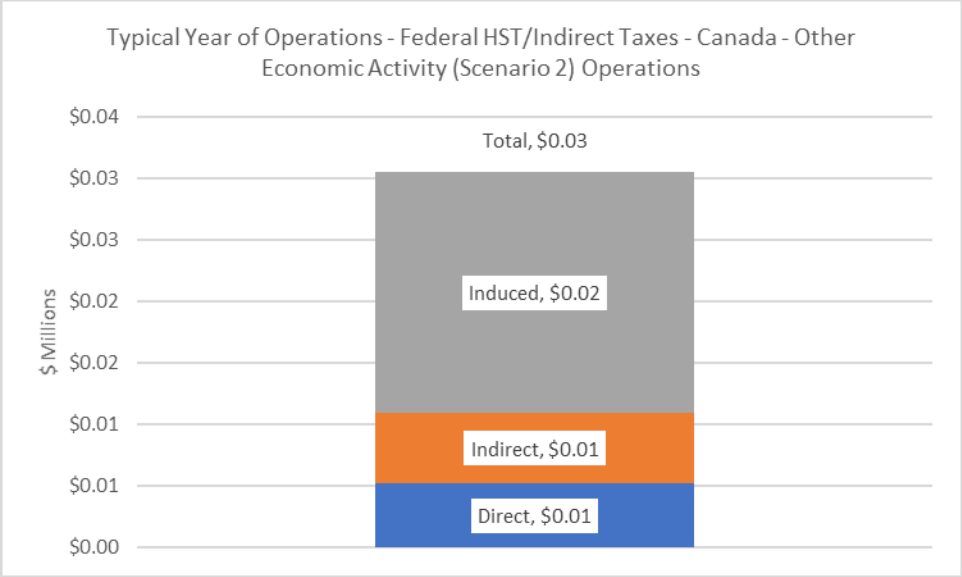


Figure 1291: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.3 Federal Tax on Profits

As shown in Table 195 and Figures 1292 and 1293, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total federal taxes on profits for the province of $0.01 million – $0.01 million of direct federal taxes on profits, $0.00 million of indirect federal taxes on profits and $0.00 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $0.02 million in federal taxes on profits – $0.01 million of direct federal taxes on profits $0.01 million of indirect federal taxes on profits and $0.00 million of induced federal taxes on profits.

Table 195: Federal Tax on Profits Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.01	$0.00	$0.00	**$0.01**
Canada	$1.31	$0.01	$0.01	$0.00	**$0.02**

Figure 1292: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

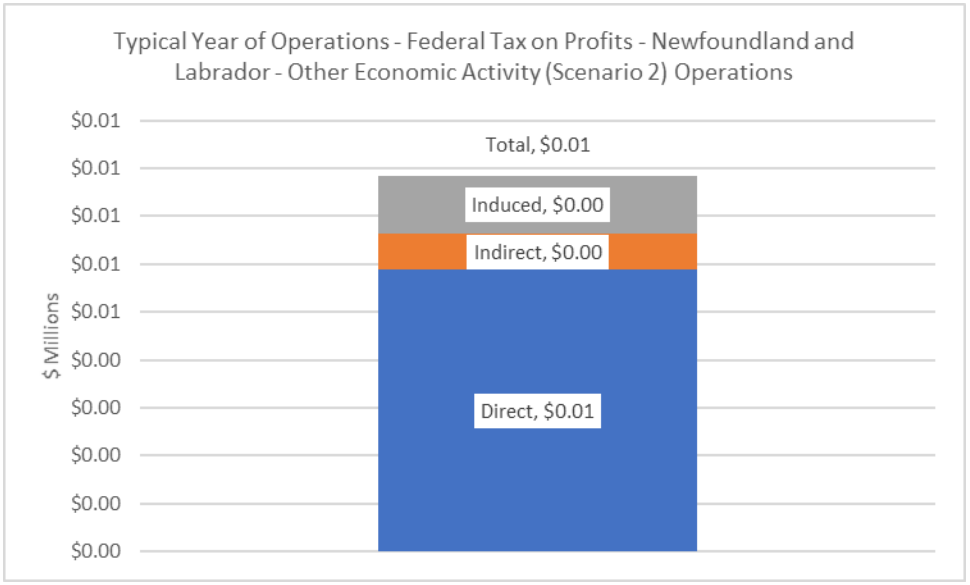
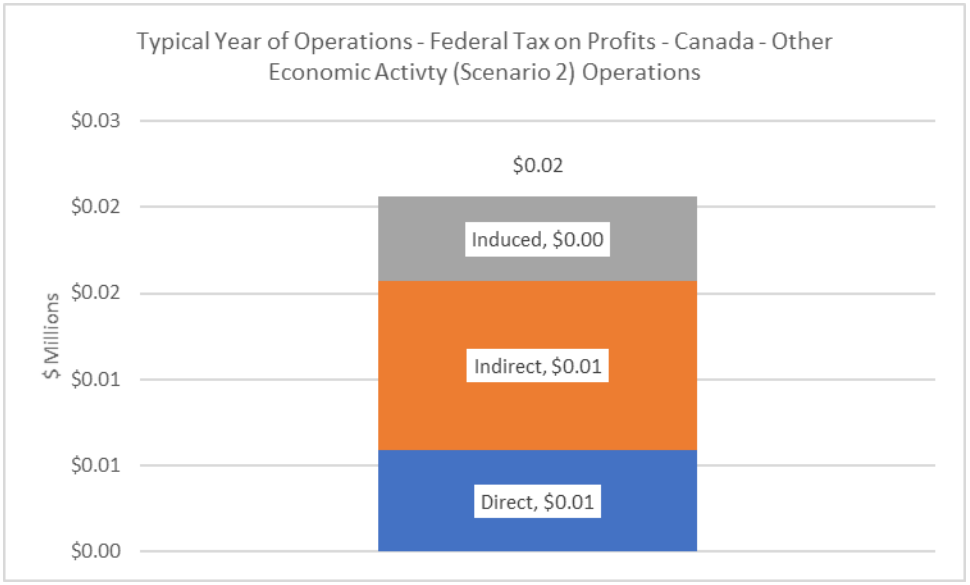


Figure 1293: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.4 Federal Tax Revenue

As shown in Table 196 and Figures 1294 and 1295, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total federal tax revenue for the province of $0.07 million – $0.05 million of direct federal tax revenue, $0.00 million of indirect federal tax revenue and $0.02 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.12 million in federal tax revenue – $0.05 million of direct federal

tax revenue $0.03 million of indirect federal tax revenue and $0.04 million of induced federal tax revenue.

Table 196: Federal Tax Revenue Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.05	$0.00	$0.02	**$0.07**
Canada	$1.31	$0.05	$0.03	$0.04	**$0.12**

Figure 1294: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

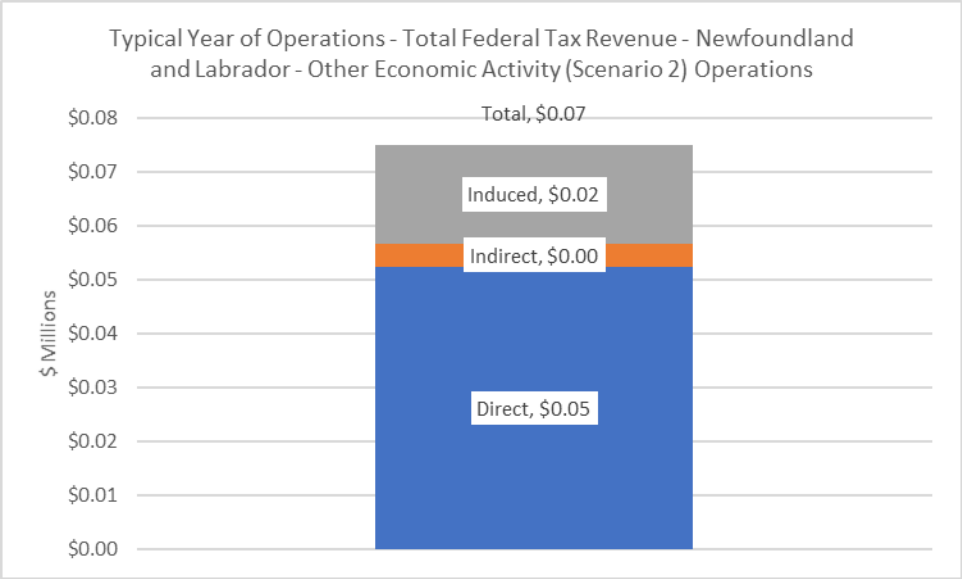
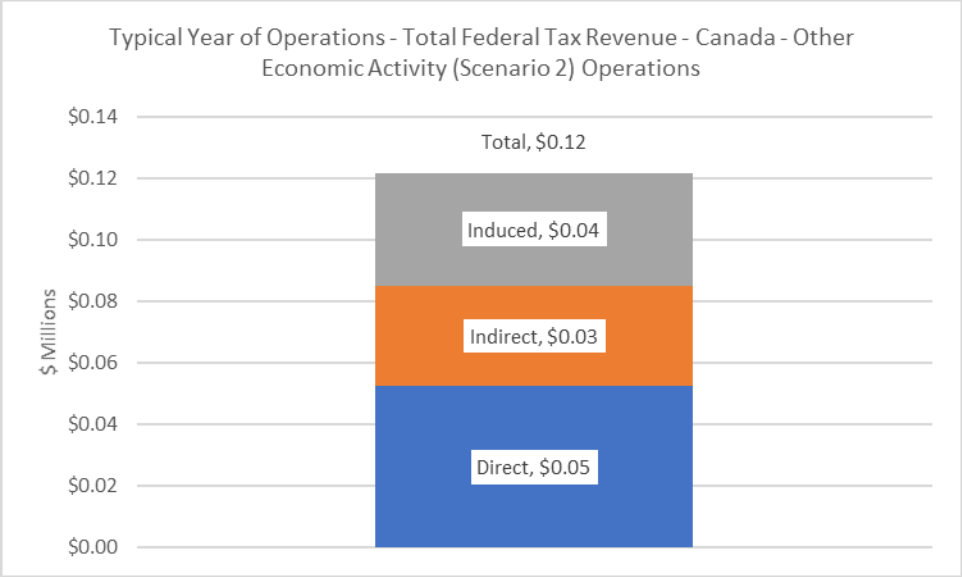


Figure 1295: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.5 Provincial Income Tax

As shown in Table 197 and Figures 1296 and 1297, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total provincial income tax for the province of $0.03 million – $0.03 million of direct provincial income tax, $0.00 million of indirect provincial income tax and $0.00 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $0.05 million in provincial income tax – $0.03 million of direct provincial income tax $0.01 million of indirect provincial income tax and $0.01 million of induced provincial income tax.

Table 197: Provincial Income Tax Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.03	$0.00	$0.00	**$0.03**
Canada	$1.31	$0.03	$0.01	$0.01	**$0.05**

Figure 1296: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

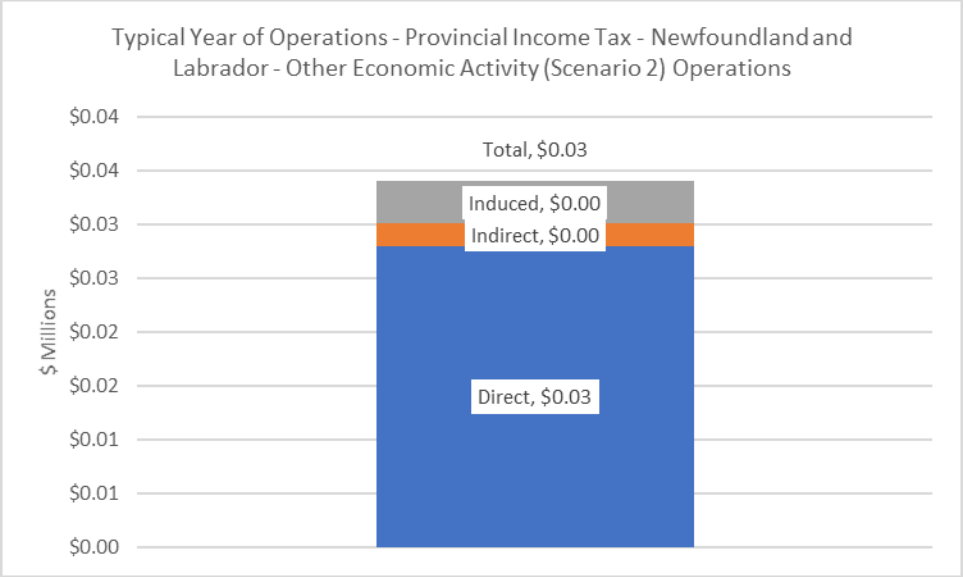
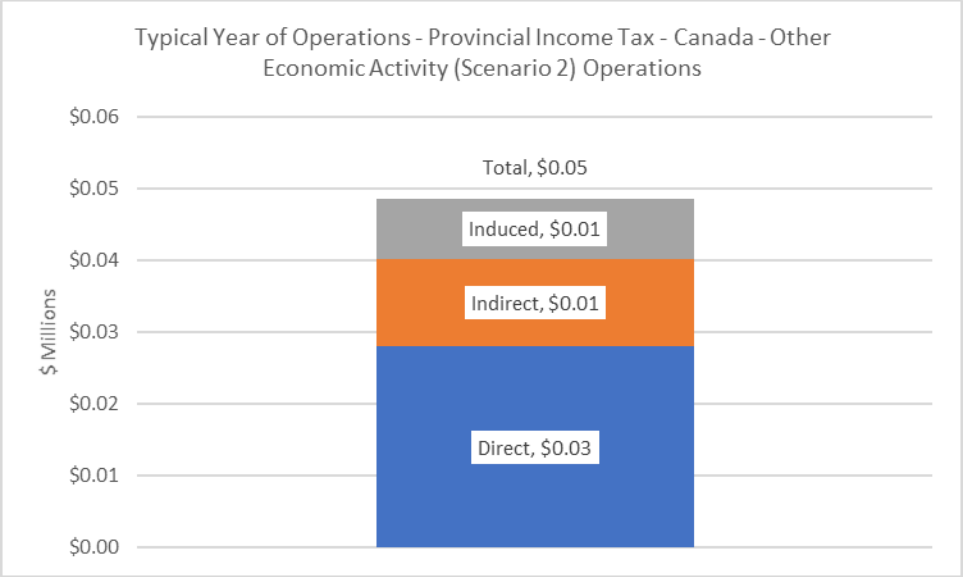


Figure 1297: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.6 Provincial HST/Indirect Taxes

As shown in Table 198 and Figures 1298 and 1299, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total provincial HST/Indirect taxes for the province of $0.05 million – $0.01 million of direct provincial HST/Indirect taxes, $0.00 million of indirect provincial HST/Indirect taxes and $0.03 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.08 million in provincial HST/Indirect

taxes – $0.01 million of direct provincial HST/Indirect taxes $0.01 million of indirect provincial HST/Indirect taxes and $0.05 million of induced provincial HST/Indirect taxes.

Table 198: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.01	$0.00	$0.03	**$0.05**
Canada	$1.31	$0.01	$0.01	$0.05	**$0.08**

Figure 1298: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

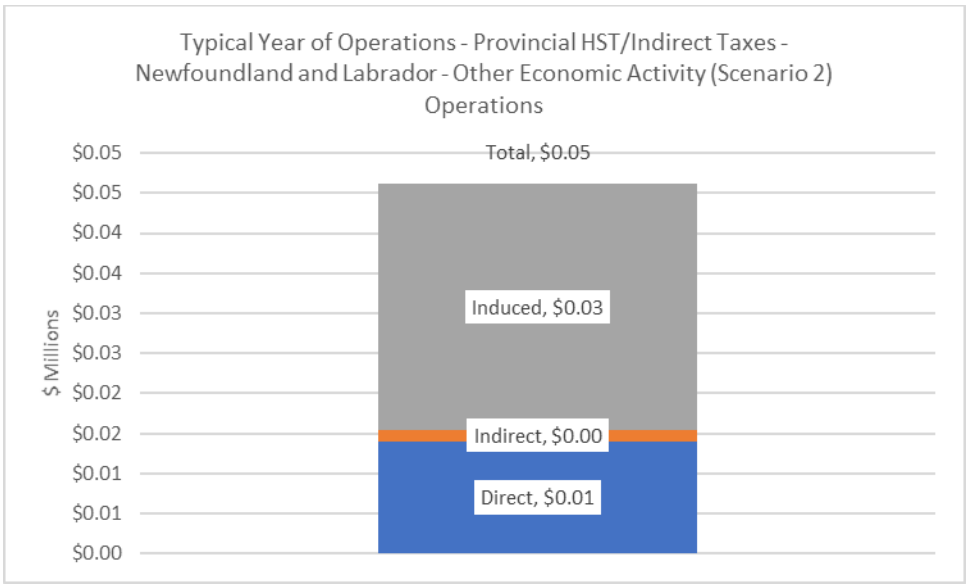
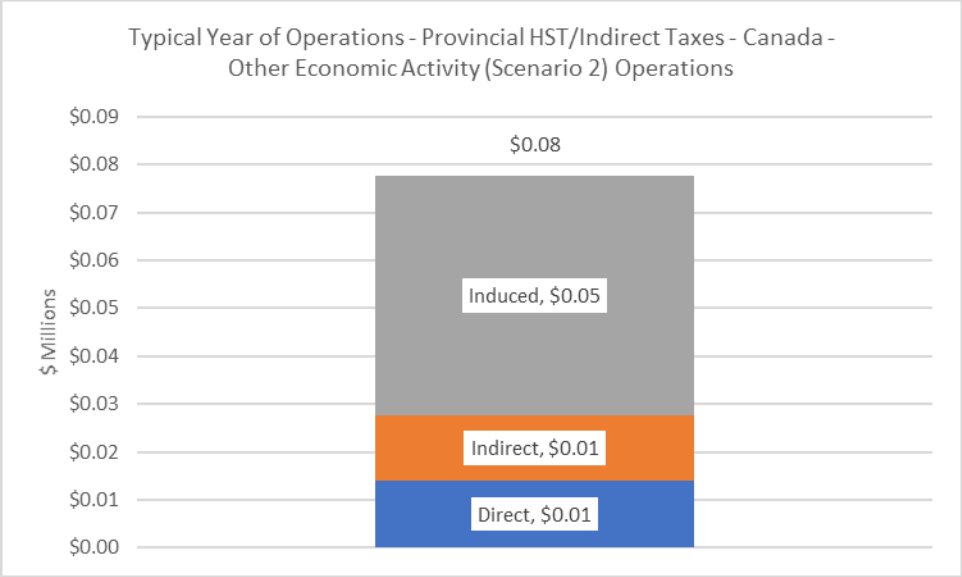


Figure 1299: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.7 Provincial Tax on Profits

As shown in Table 199 and Figures 1300 and 1301, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total provincial HST/Indirect taxes for the province of $0.00 million – $0.00 million of direct provincial HST/Indirect taxes, $0.00 million of indirect provincial HST/Indirect taxes and $0.00 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.01 million in provincial HST/Indirect taxes – $0.00 million of direct provincial HST/Indirect taxes $0.01 million of indirect provincial HST/Indirect taxes and $0.00 million of induced provincial HST/Indirect taxes.

Table 199: Provincial Tax on Profits Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.00	$0.00	$0.00	**$0.00**
Canada	$1.31	$0.00	$0.01	$0.00	**$0.01**

Figure 1300: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

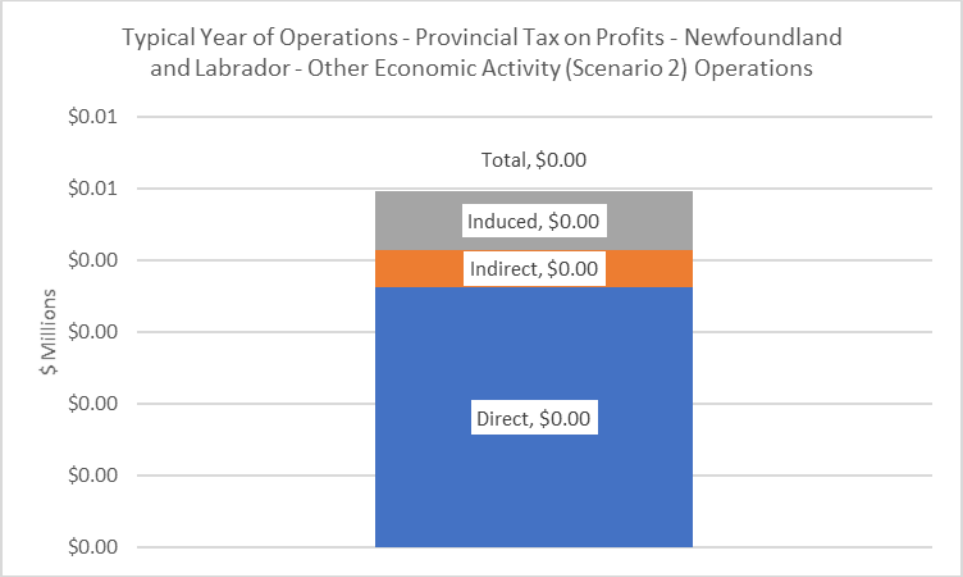
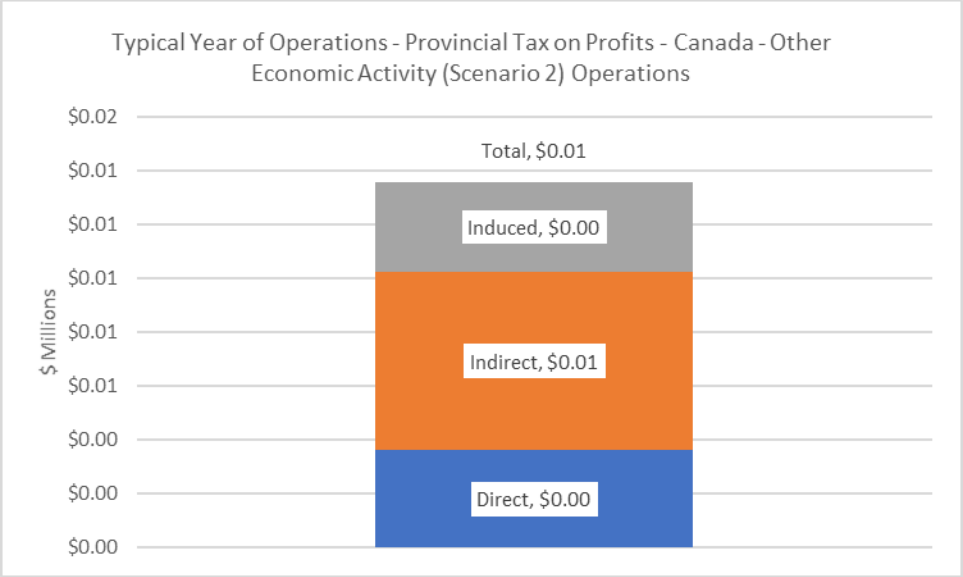


Figure 1301: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



23.3.8 Provincial Tax Revenue

As shown in Table 200 and Figures 1302 and 1303, a typical year of operations for Other Economic Activity (Scenario 2) is estimated to yield total provincial tax revenue for the province of $0.09 million – $0.05 million of direct provincial tax revenue, $0.00 million of indirect provincial tax revenue and $0.04 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $0.14 million in provincial tax revenue – $0.05

million of direct provincial tax revenue $0.03 million of indirect provincial tax revenue and $0.06 million of induced provincial tax revenue.

Table 200: Provincial Tax Revenue Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$1.31	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$1.31	$0.05	$0.00	$0.04	**$0.09**
Canada	$1.31	$0.05	$0.03	$0.06	**$0.14**

Figure 1302: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port

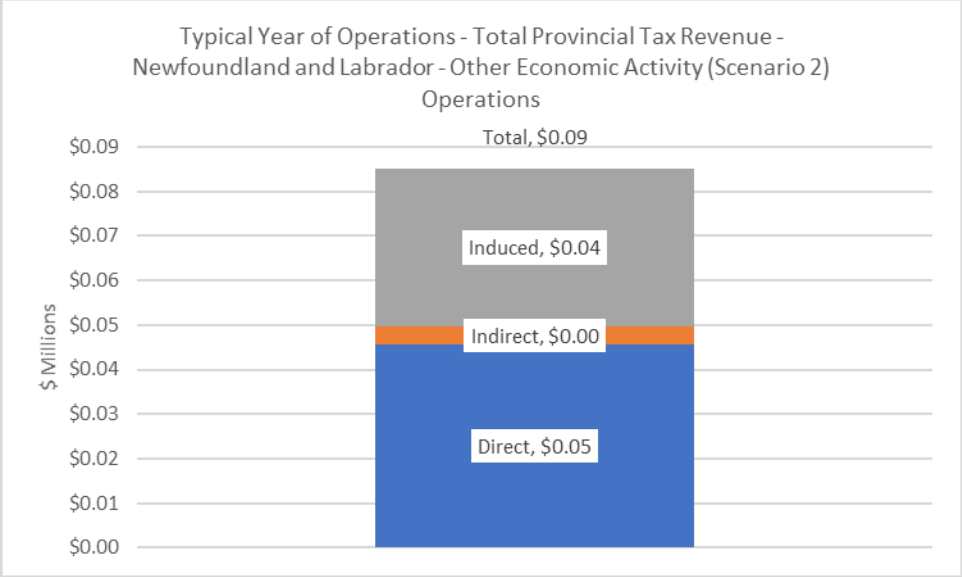
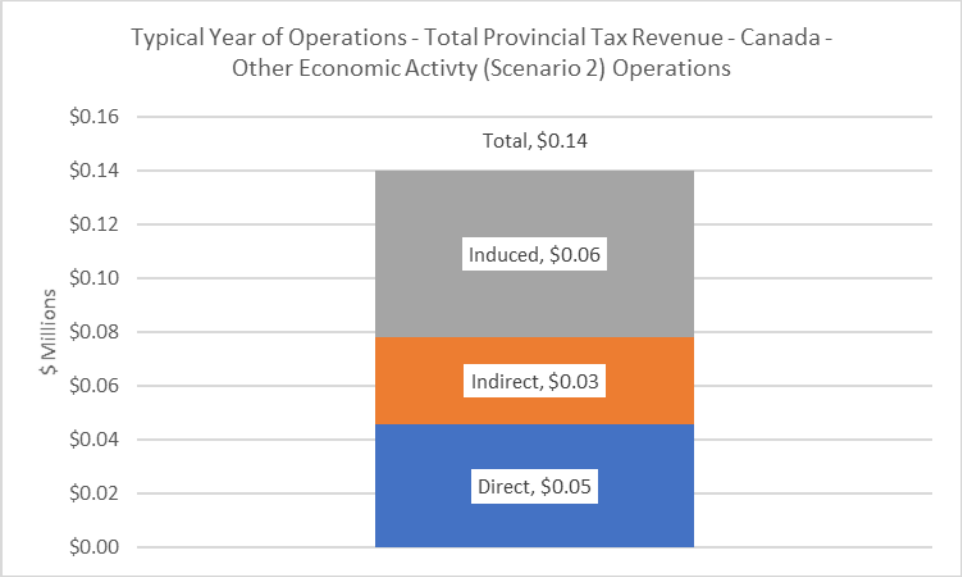


Figure 1303: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for Other Economic Activity (Scenario 2) of the Great Northern Port



24.0 Typical Year of Operations for All Projects (Scenario 1)

24.1 Employment

A typical year of operation for All Projects (Scenario 1) assumes that approximately $93 million will be expended annually (see Table 201). As shown in Table 201 and Figures 1304 to 1306, this is estimated to yield 420 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 43 person-years of indirect employment and 71 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 534 person-years. The corresponding total employment for the province is 635 person-years – 420 person-years of direct employment, 88 person-years of indirect employment and 127 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 952 person-years of employment – 420 person-years of direct employment, 270 person-years of indirect employment and 262 person-years of induced employment.

Table 201: Employment Impact Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$92.90	420	43	71	**534**
Newfoundland & Labrador	$92.90	420	88	127	**635**
Canada	$92.90	420	270	262	**952**

Figure 1304: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

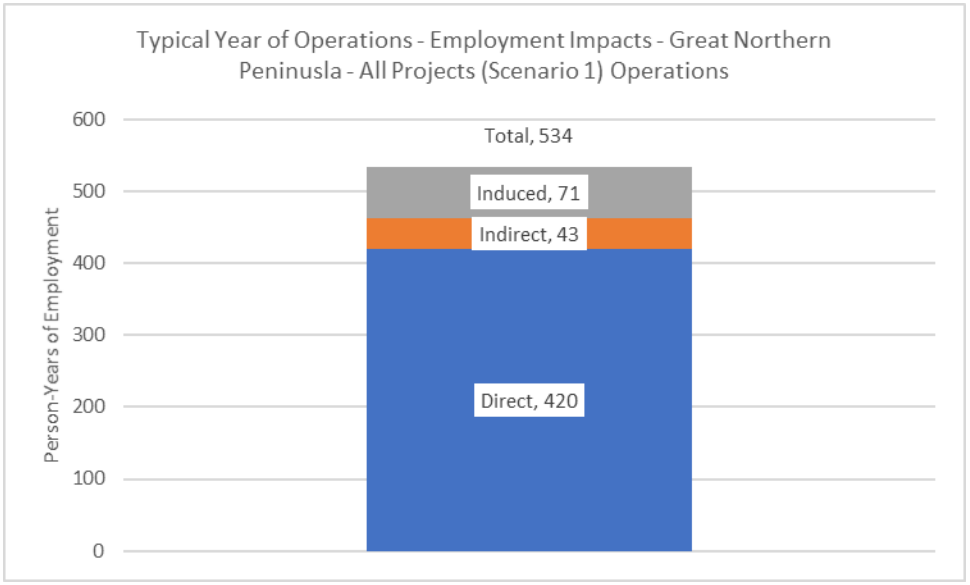


Figure 1305: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

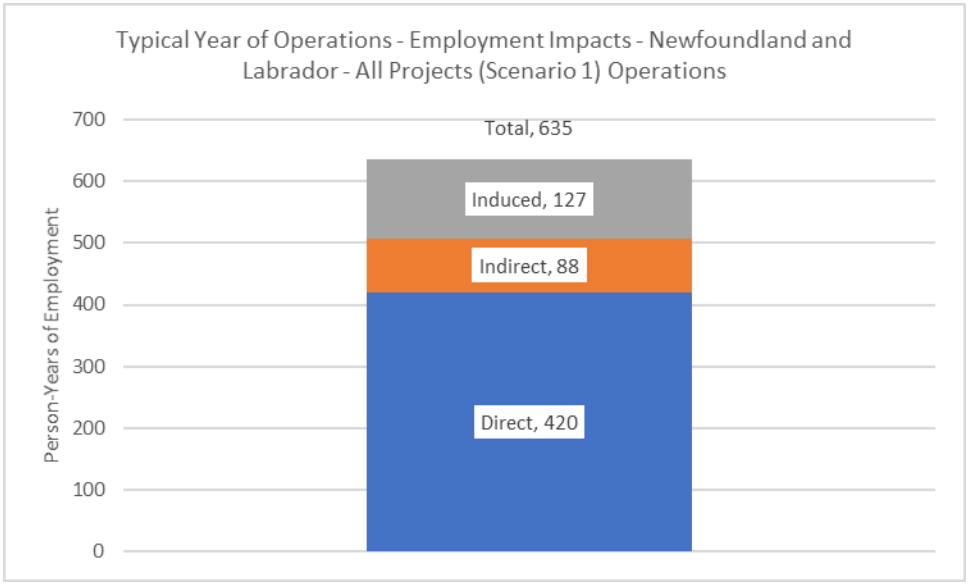
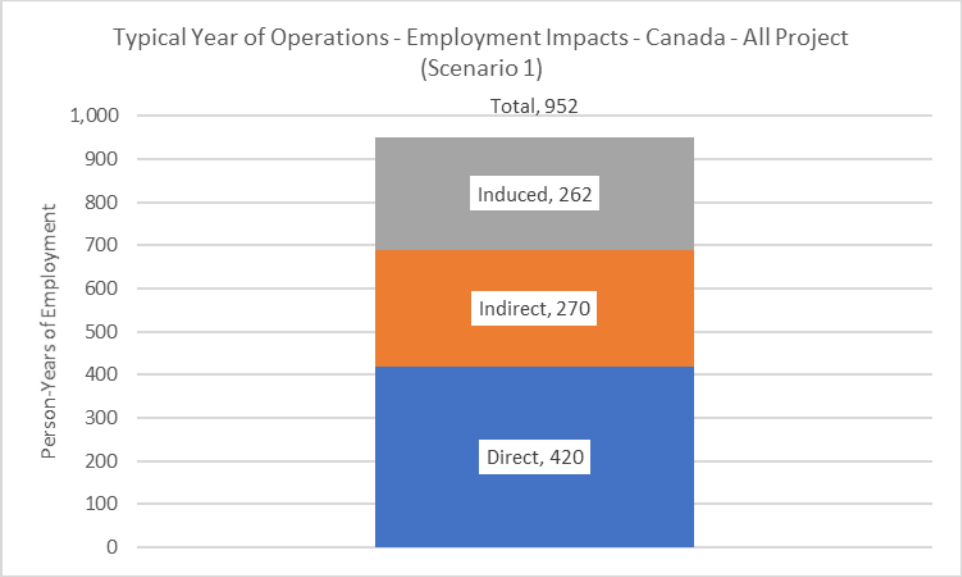


Figure 1306: Employment Impact for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.2 GDP

As shown in Table 202 and Figures 1307 to 1309, a typical year of operation for All Projects (Scenario 1) is estimated to yield $56.17 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $3.37 million of indirect GDP and $8.44 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $67.98 million. The corresponding total GDP for the province is $77.39 million – $56.17 million of direct GDP, $7.49million of indirect GDP and $13.74 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $109.52 million in GDP – $56.17 million of direct GDP, $26.31 million of indirect GDP and $27.05 million of induced GDP.

Table 202: GDP Impact Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$92.90	$56.17	$3.37	$8.44	**$67.98**
Newfoundland & Labrador	$92.90	$56.17	$7.49	$13.74	**$77.39**
Canada	$92.90	$56.17	$26.31	$27.05	**$109.52**

Figure 1307: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

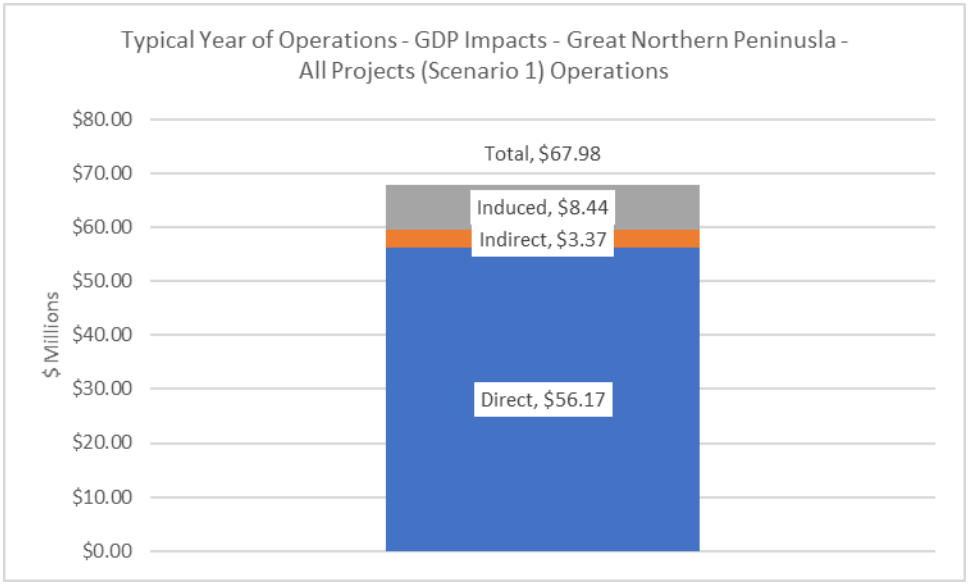


Figure 1308: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

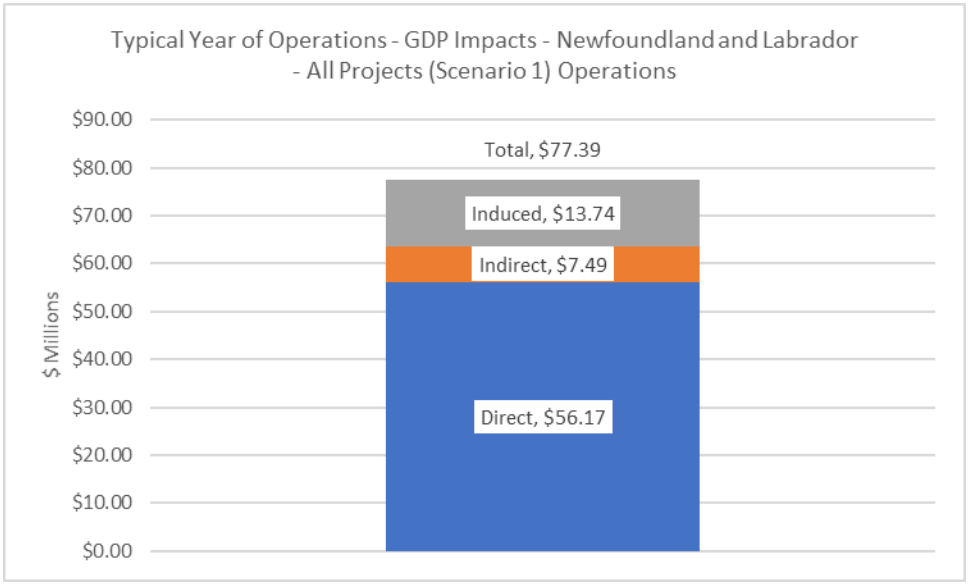
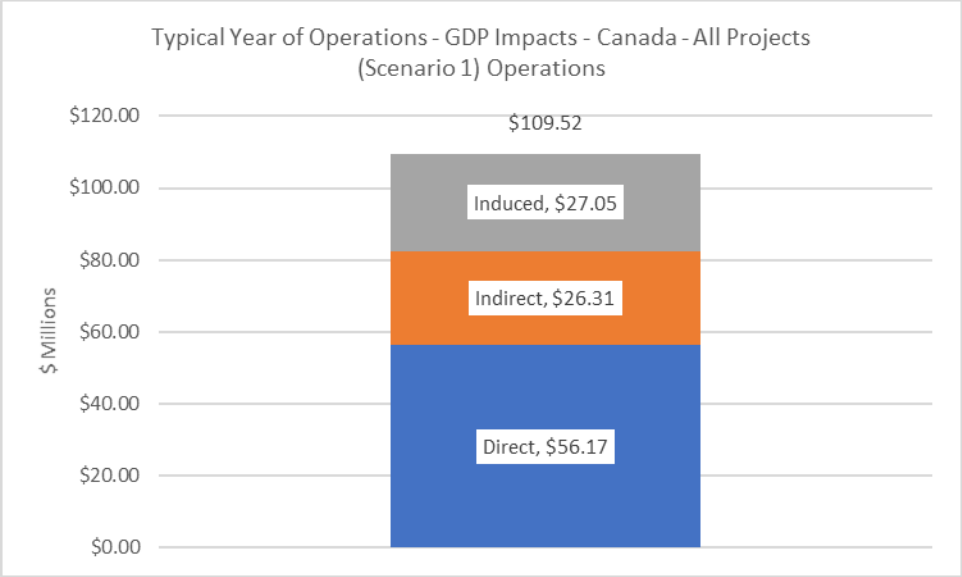


Figure 1309: GDP Impact for Canada with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.2.1 Taxes Net of Subsidies

As shown in Table 203 and Figures 1310 to 1312, a typical year of operation for All Projects (Scenario 1) is estimated to yield $0.88 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.26 million of indirect taxes net of subsidies and $2.46 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $3.60 million. The corresponding total direct taxes net of subsidies for the province is $4.48 million – $0.88 million of direct taxes net of subsidies, $0.51 million of indirect taxes net of subsidies and $3.09 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $7.39 million in taxes net of subsidies – $0.88 million of direct taxes net of subsidies, $1.42 million of indirect taxes net of subsidies and $5.09 million of induced taxes net of subsidies.

Table 203: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$92.90	$0.88	$0.26	$2.46	**$3.60**
Newfoundland & Labrador	$92.90	$0.88	$0.51	$3.09	**$4.48**
Canada	$92.90	$0.88	$1.42	$5.09	**$7.39**

Figure 1310: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

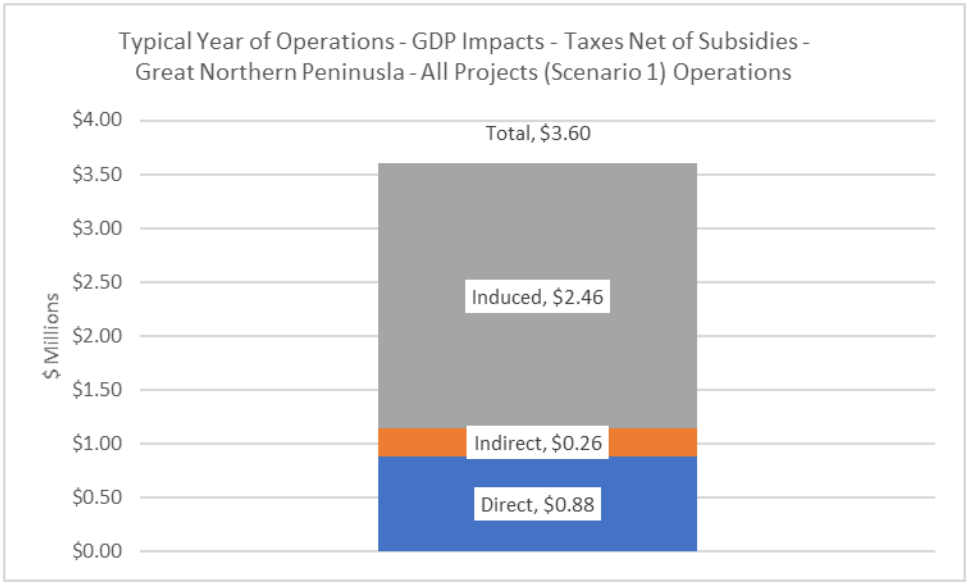


Figure 1311: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

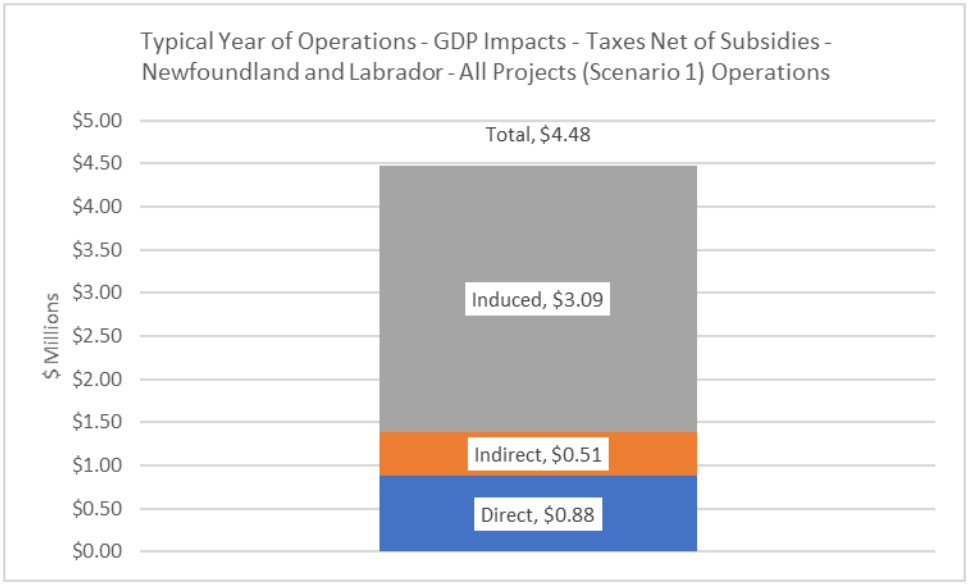
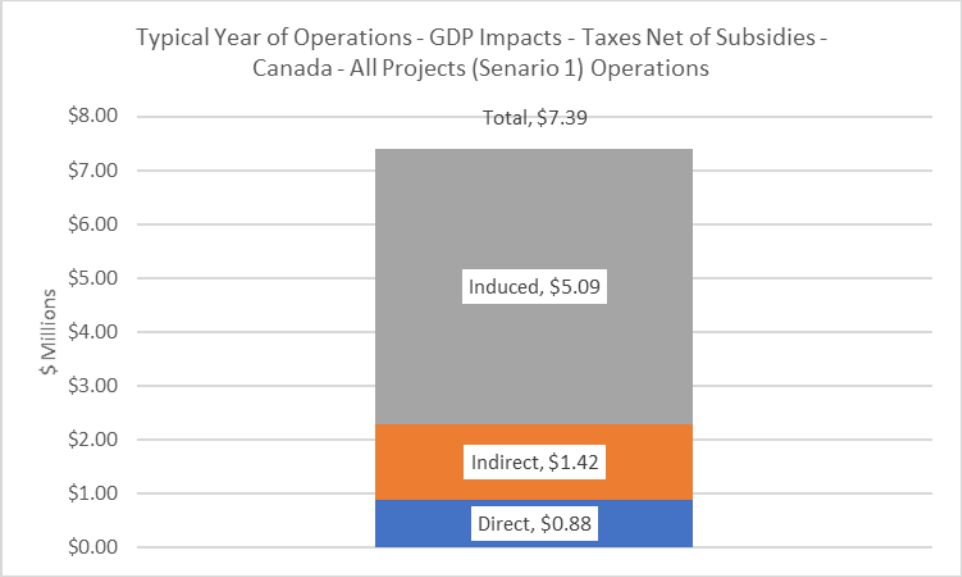


Figure 1312: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.2.2 Wages, Salaries and Social Contributions

As shown in Table 204 and Figures 1313 to 1315, a typical year of operation for All Projects (Scenario 1) is estimated to yield $32.26 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $2.13 million of indirect wages, salaries, and social contributions and $2.78 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $37.17 million. The corresponding total wages, salaries and social contributions for the province is $42.83 million – $32.26 million of direct wages, salaries, and social contributions, $4.78 million of indirect wages, salaries, and social contributions and $5.80 million of induced wages, salaries and social contributions. Likewise, the anticipated total Canada-wide impacts are $60.70 million in wages, salaries, and social contributions – $32.26 million of direct wages, salaries, and social contributions $16.29 million of indirect wages, salaries and social contributions and $12.15 million of induced wages, salaries and social contributions.

Table 204: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$92.90	$32.26	$2.13	$2.78	**$37.17**
Newfoundland & Labrador	$92.90	$32.26	$4.78	$5.80	**$42.83**
Canada	$92.90	$32.26	$16.29	$12.15	**$60.70**

Figure 1313: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

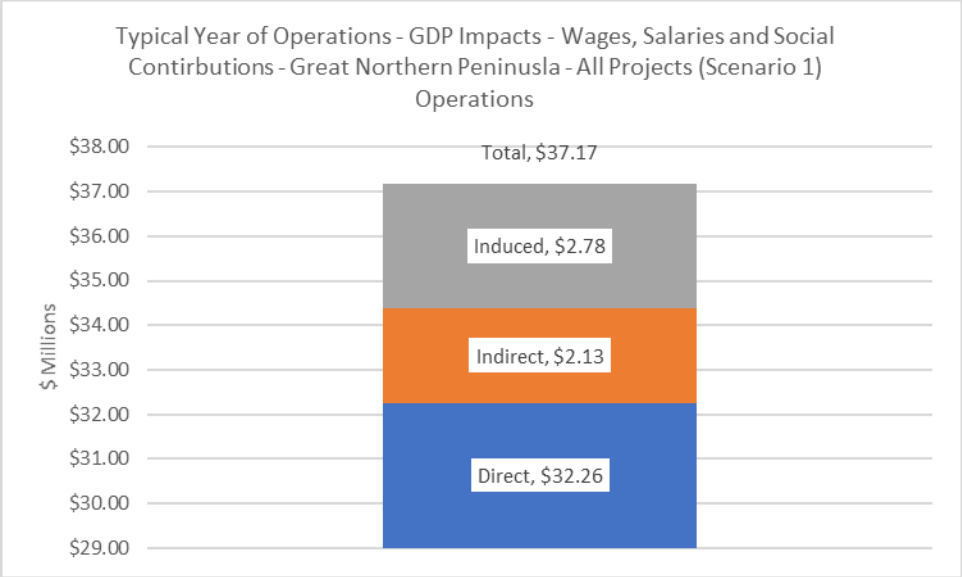


Figure 1314: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

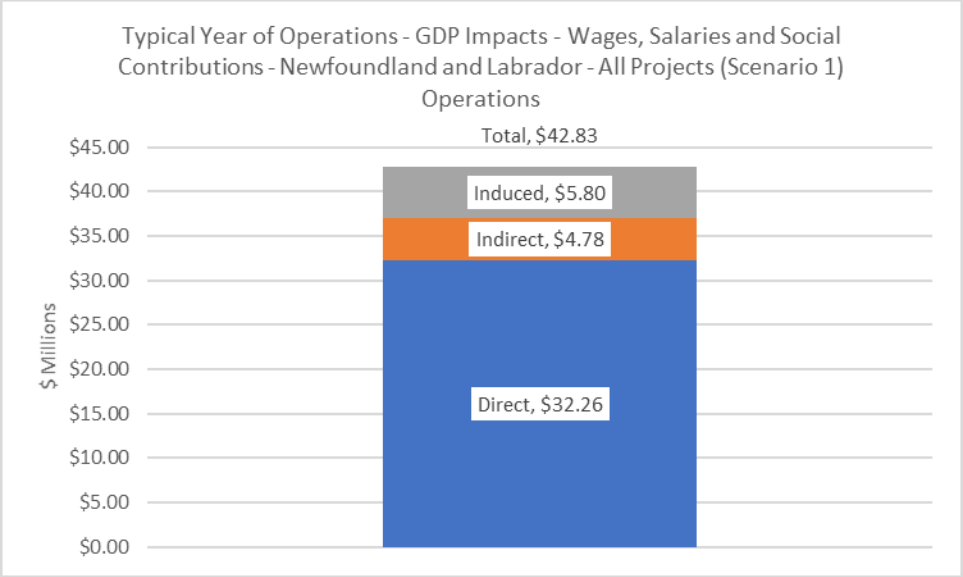
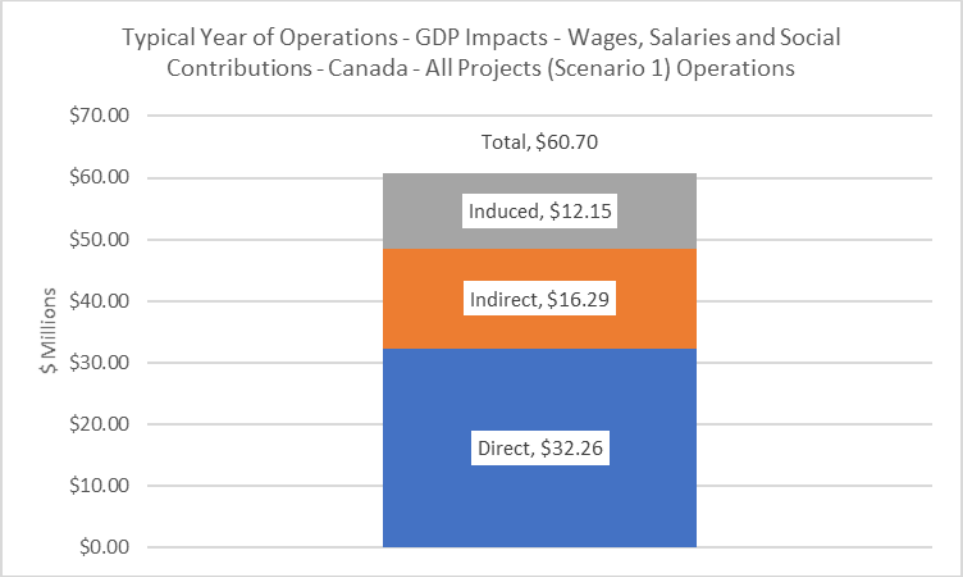


Figure 1315: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.2.3 Business Income

As shown in Table 205 and Figures 1316 to 1318, a typical year of operation for All Projects (Scenario 1) is estimated to yield $23.68 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $1.21 million of indirect business income and $3.24 million of induced business income for the Great Northern Peninsula for a total local business income impact of $28.13 million. The corresponding total business income for the province is $31.29 million – $23.68

million of direct business income, $2.64 million of indirect business income and $4.97 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $43.27 million in business income – $23.68 million of direct business income $9.40 million of indirect business income and $10.20 million of induced business income.

Table 205: GDP Impacts – Business Income Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$92.90	$23.68	$1.21	$3.24	**$28.13**
Newfoundland & Labrador	$92.90	$23.68	$2.64	$4.97	**$31.29**
Canada	$92.90	$23.68	$9.40	$10.20	**$43.27**

Figure 1316: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

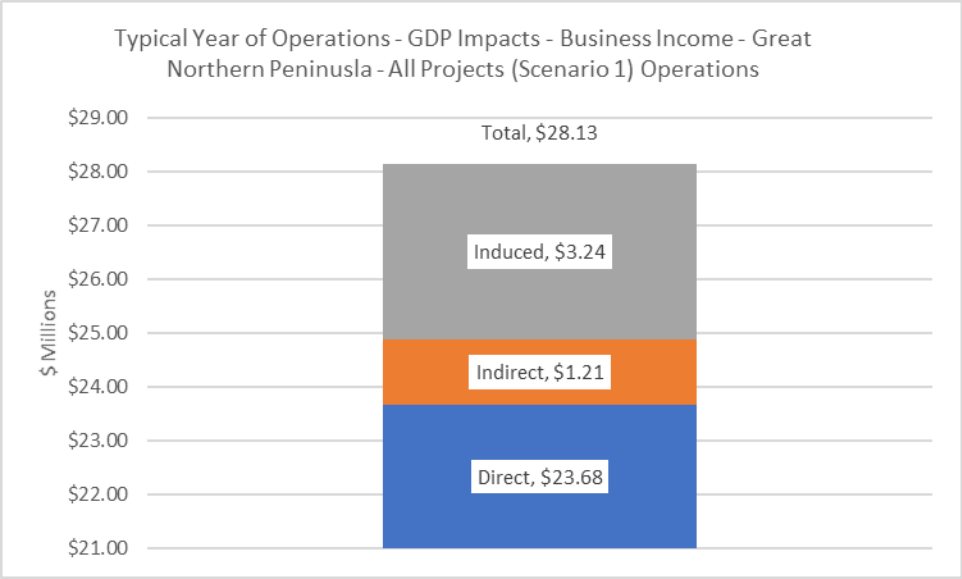


Figure 1317: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

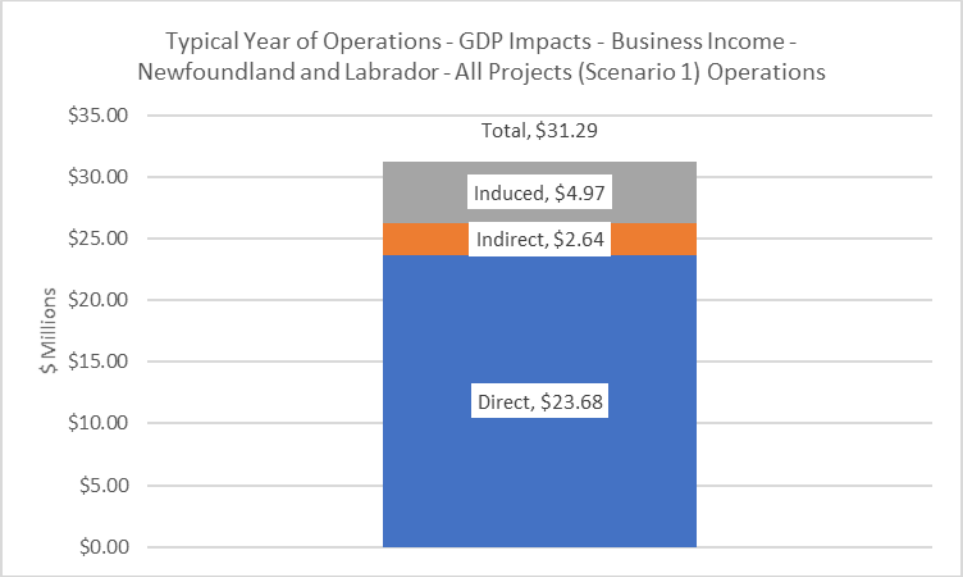
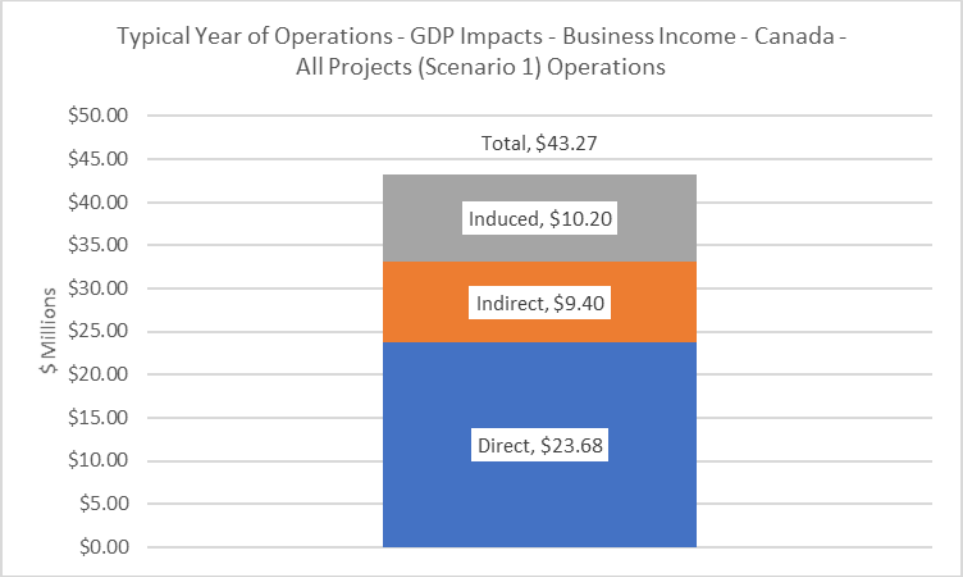


Figure 1318: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3 Government Taxes

As shown in Table 206 and Figures 1319 and 1320, a typical year of operation for All Projects (Scenario 1) is estimated to yield total government taxes for the province of $12.38 million – $7.60 million of direct government taxes, $1.0 million of indirect government taxes and $3.78 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $18.38 million in government taxes – $7.60 million of direct government taxes $4.10 million of indirect government taxes and $6.69 million of induced government taxes.

Table 206: Government Taxes Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$7.60	$1.00	$3.78	**$12.38**
Canada	$92.90	$7.60	$4.10	$6.69	**$18.38**

Figure 1319: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

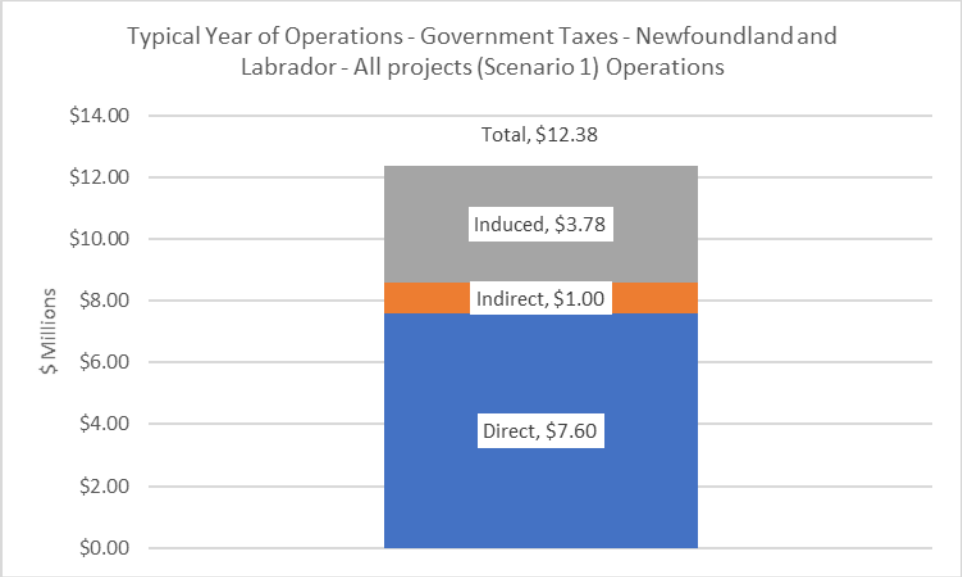
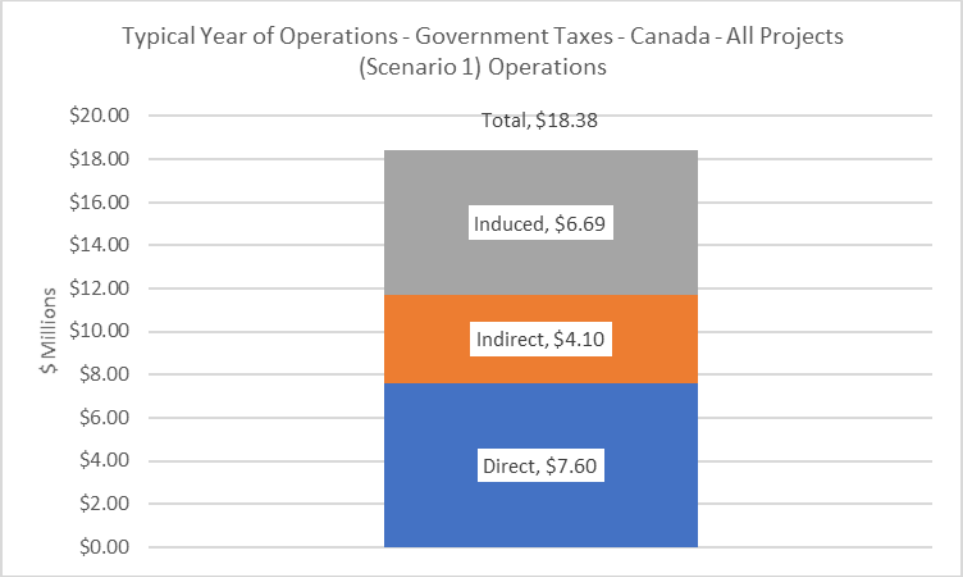


Figure 1320: Government Taxes for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.1 Federal Income Tax

As shown in Table 207 and Figures 1321 and 1323, a typical year of operation for All Projects (Scenario 1) is estimated to yield total federal income taxes for the province of $3.75 million – $2.92 million of direct federal income taxes, $0.43 million of indirect federal income taxes and $0.40 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $5.27 million in federal income taxes – $2.92 million of direct federal income taxes $1.49 million of indirect federal income taxes and $0.86 million of induced federal income taxes.

Table 207: Federal Income Tax Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$2.92	$0.43	$0.40	**$3.75**
Canada	$92.90	$2.92	$1.49	$0.86	**$5.27**

Figure 1321: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

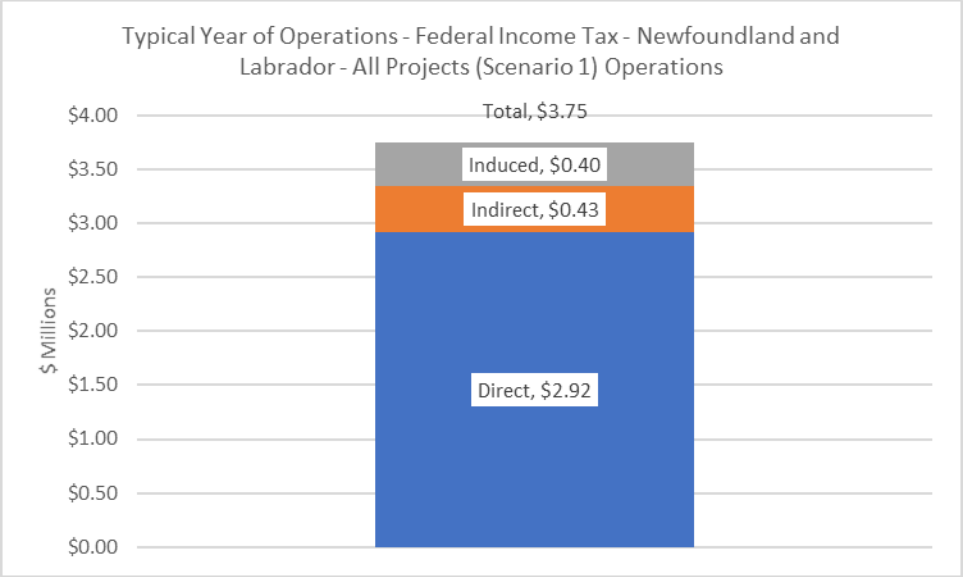
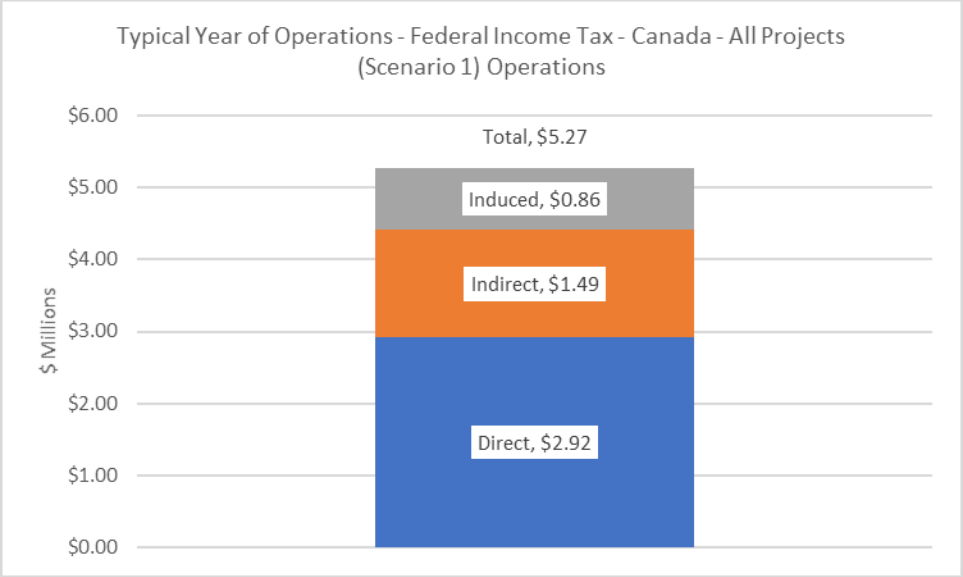


Figure 1322: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.2 Federal HST/Indirect Taxes

As shown in Table 208 and Figures 1323 and 1324, a typical year of operation for All Projects (Scenario 1) is estimated to yield total federal HST/indirect taxes for the province of $0.89 million – $0.06 million of direct federal HST/indirect taxes, $0.02 million of indirect federal HST/indirect taxes and $0.08 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $1.59 million in federal HST/indirect taxes – $0.06

million of direct federal HST/indirect taxes $0.19 million of indirect federal HST/indirect taxes and $1.34 million of induced federal HST/indirect taxes.

Table 208: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$0.06	$0.02	$0.80	**$0.89**
Canada	$92.90	$0.06	$0.19	$1.34	**$1.59**

Figure 1323: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

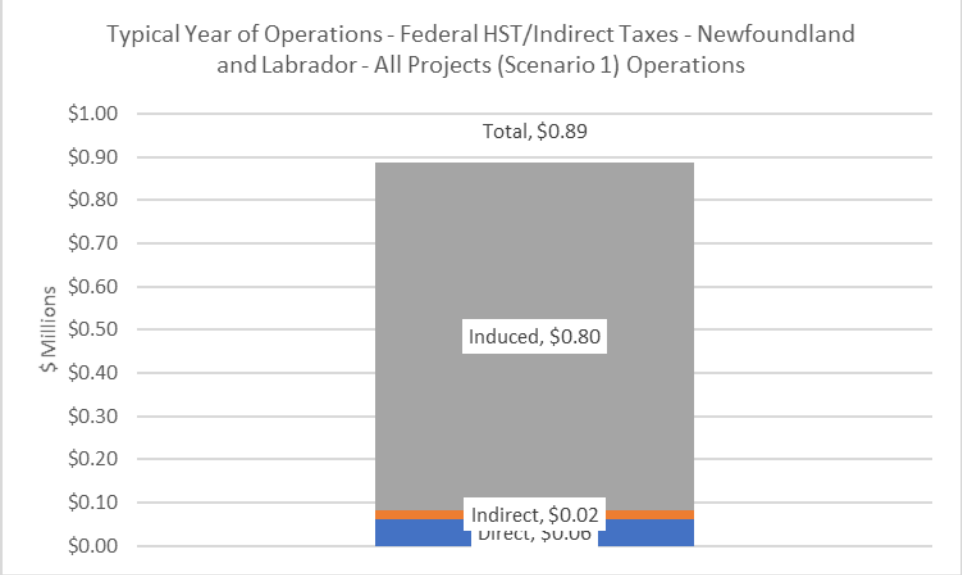
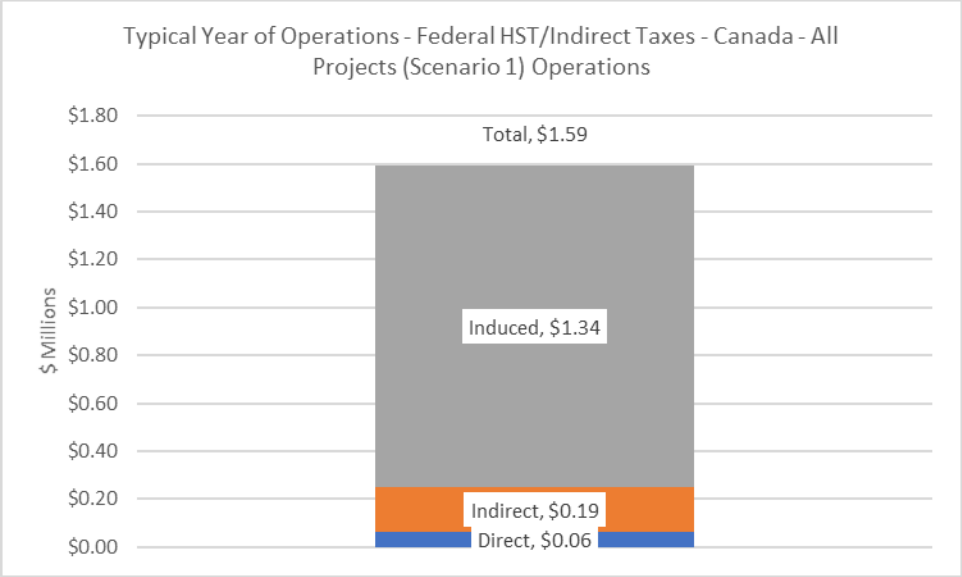


Figure 1324: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.3 Federal Tax on Profits

As shown in Table 209 and Figures 1325 and 1326, a typical year of operation for All Projects (Scenario 1) is estimated to yield total federal taxes on profits for the province of $1.68 million – $1.47 million of direct federal taxes on profits, $0.12 million of indirect federal taxes on profits and $0.08 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $2.42 million in federal taxes on profits – $1.47 million of direct federal taxes on profits $0.61 million of indirect federal taxes on profits and $0.33 million of induced federal taxes on profits.

Table 209: Federal Tax on Profits Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$1.47	$0.12	$0.08	**$1.68**
Canada	$92.90	$1.47	$0.61	$0.33	**$2.42**

Figure 1325: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

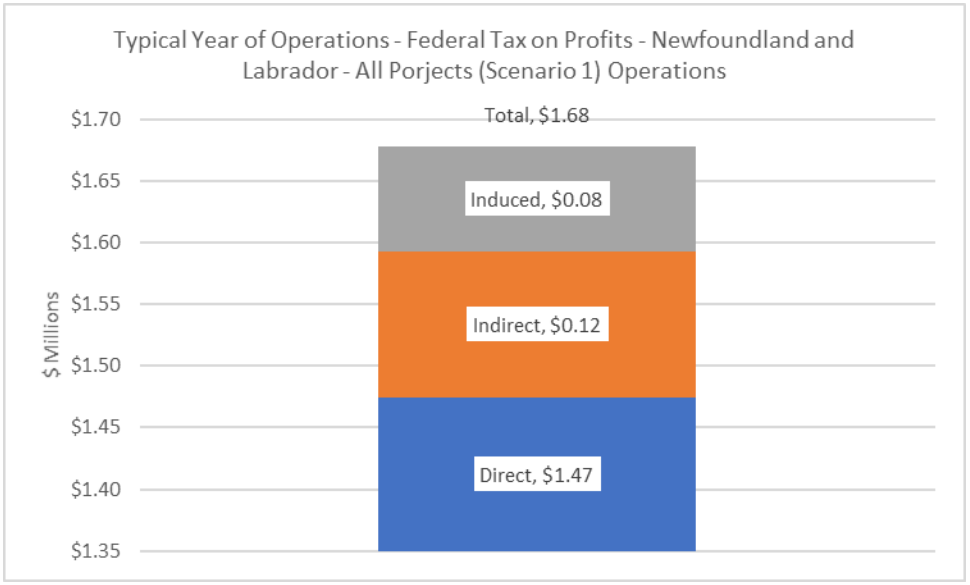
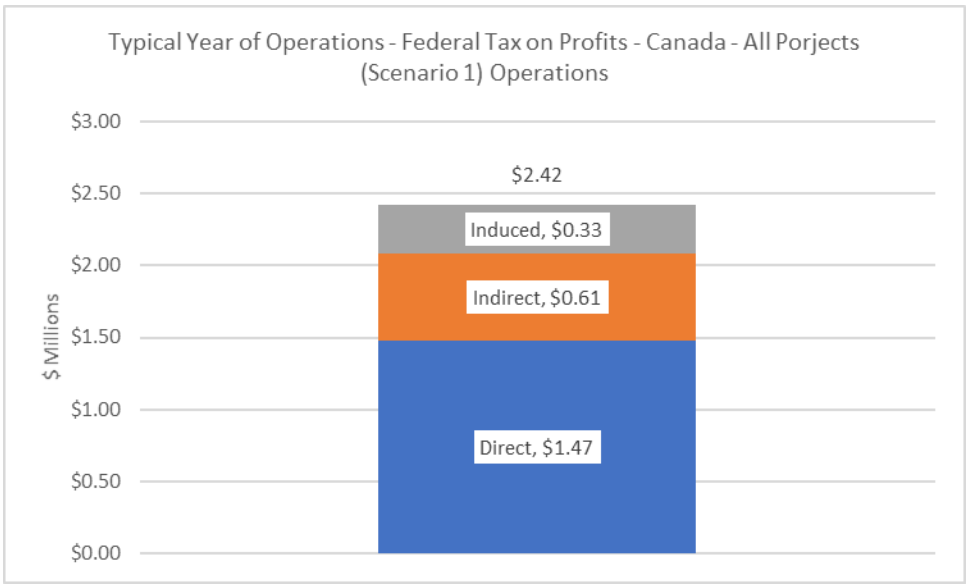


Figure 1326: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.4 Federal Tax Revenue

As shown in Table 210 and Figures 1327 and 1328, a typical year of operation for All Projects (Scenario 1) is estimated to yield total federal tax revenue for the province of $6.31 million – $4.46 million of direct federal tax revenue, $0.57 million of indirect federal tax revenue and $1.29 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $9.28 million in federal tax revenue – $4.46 million of direct federal tax revenue $2.29 million of indirect federal tax revenue and $2.54 million of induced federal tax revenue.

Table 210: Federal Tax Revenue Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$4.46	$0.57	$1.29	**$6.31**
Canada	$92.90	$4.46	$2.29	$2.54	**$9.28**

Figure 1327: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

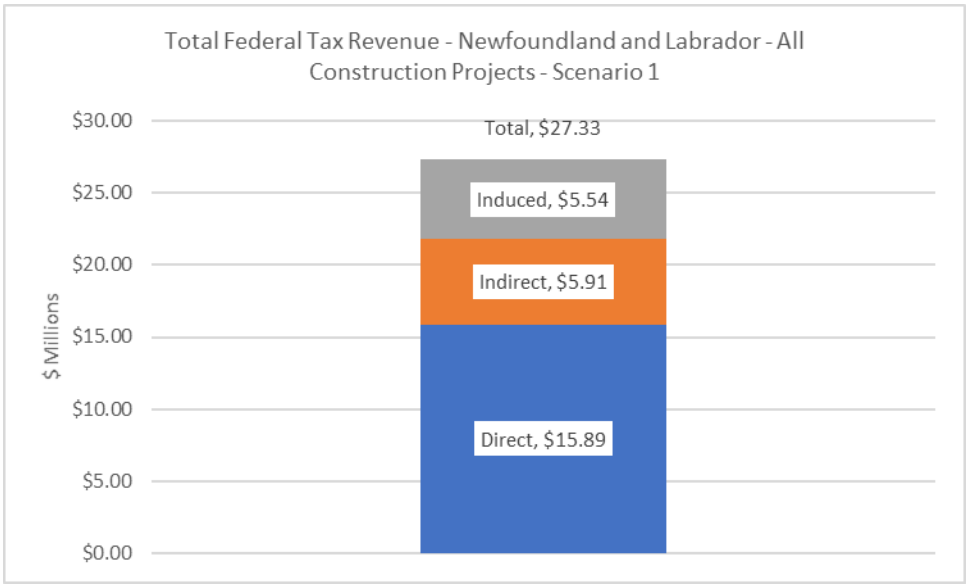


Figure 1328: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

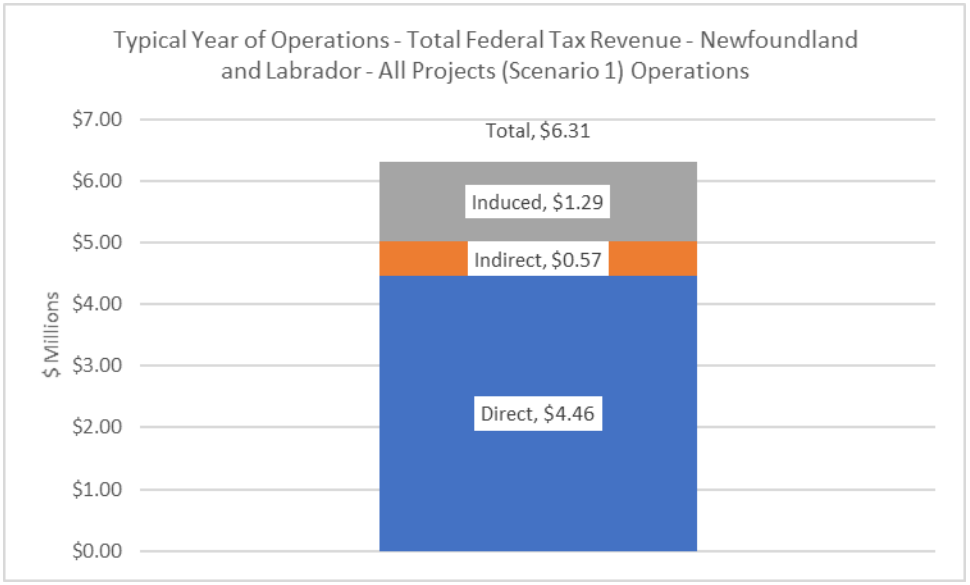
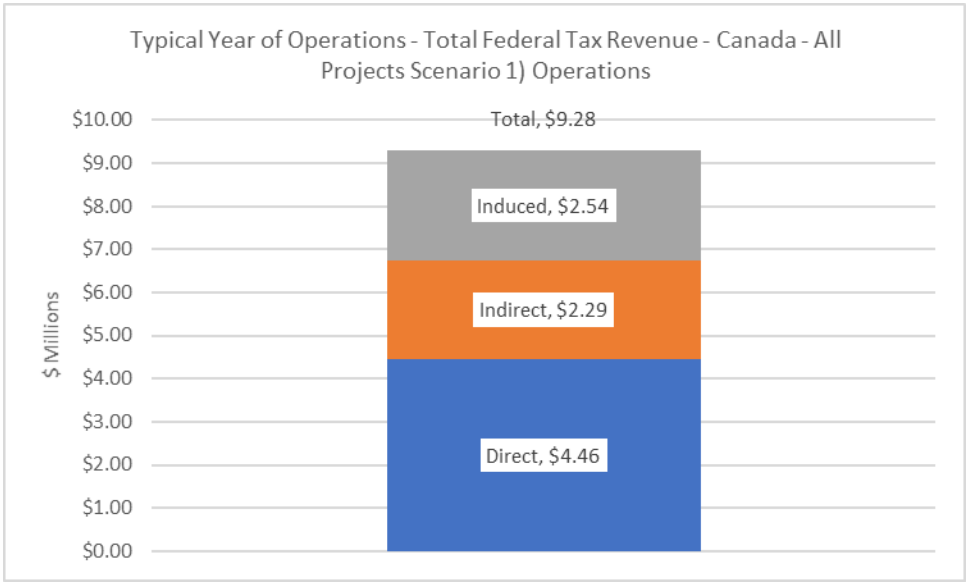


Figure 1329: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.5 Provincial Income Tax

As shown in Table 211 and Figures 1330 and 1331, a typical year of operation for All Projects (Scenario 1) is estimated to yield total provincial income tax for the province of $2.51 million – $1.94 million of direct provincial income tax, $0.29 million of indirect provincial income tax and $0.28 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $3.45 million in provincial income tax – $1.94 million of direct provincial income tax

$0.95 million of indirect provincial income tax and $0.57 million of induced provincial income tax.

Table 211: Provincial Income Tax Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$1.94	$0.29	$0.28	**$2.51**
Canada	$92.90	$1.94	$0.95	$0.57	**$3.45**

Figure 1330: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

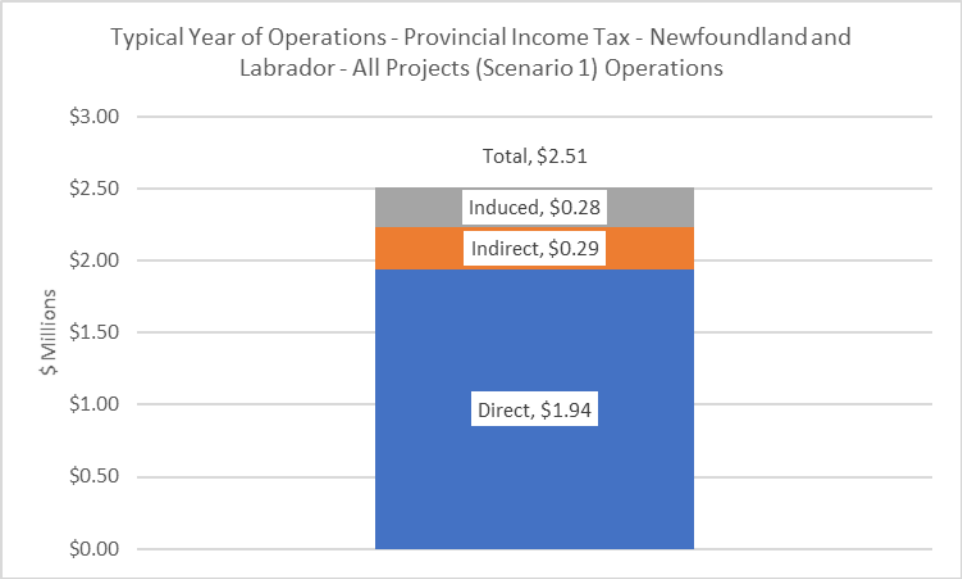
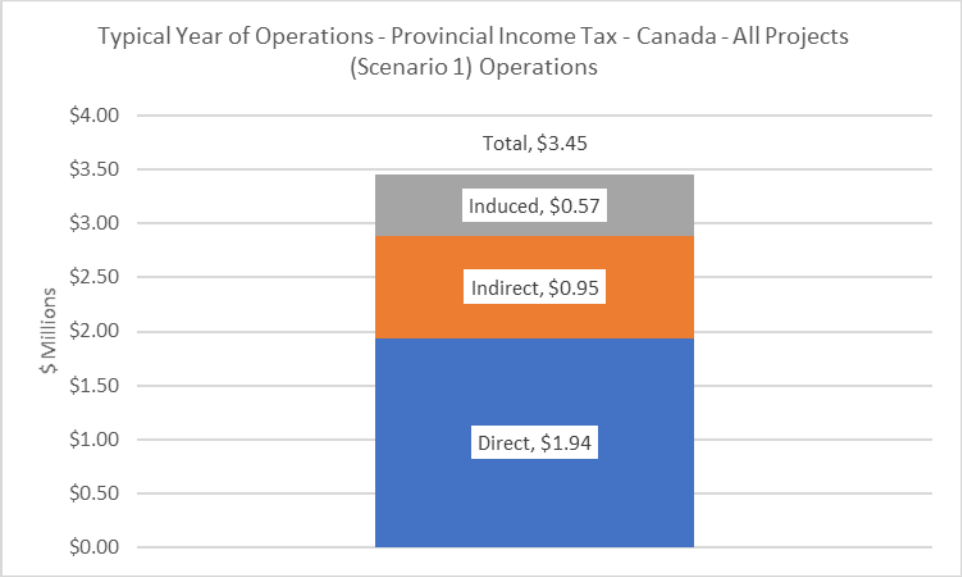


Figure 1331: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.6 Provincial HST/Indirect Taxes

As shown in Table 212 and Figures 1332 and 1333, a typical year of operation for All Projects (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $2.38 million – $0.17 million of direct provincial HST/Indirect taxes, $0.05 million of indirect provincial HST/Indirect taxes and $2.16 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $3.96 million in provincial HST/Indirect taxes – $0.17 million of direct provincial HST/Indirect taxes $0.44 million of indirect provincial HST/Indirect taxes and $3.35 million of induced provincial HST/Indirect taxes.

Table 212: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$0.17	$0.05	$2.16	**$2.38**
Canada	$92.90	$0.17	$0.44	$3.35	**$3.96**

Figure 1332: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

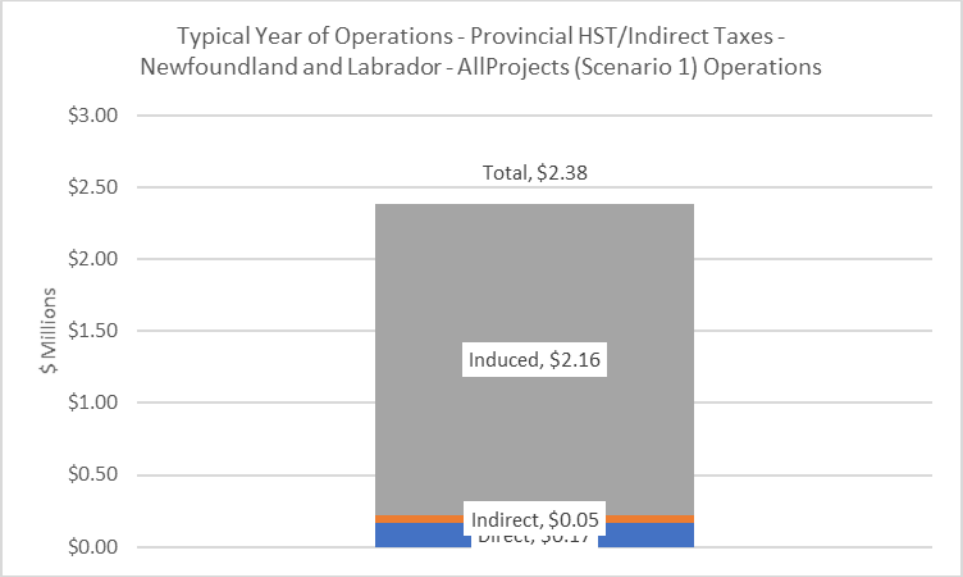
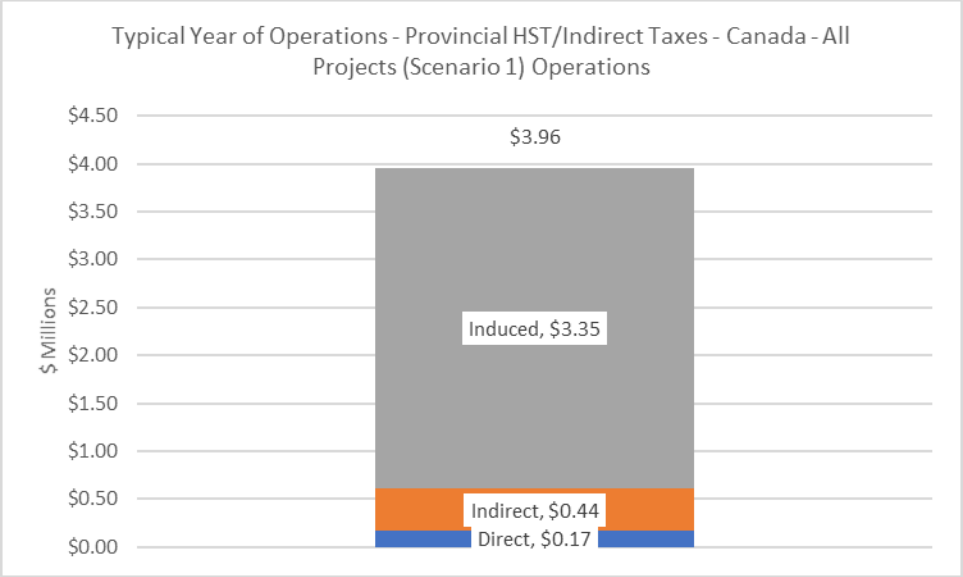


Figure 1333: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.7 Provincial Tax on Profits

As shown in Table 213 and Figures 1334 and 1335, a typical year of operation for All Projects (Scenario 1) is estimated to yield total provincial HST/Indirect taxes for the province of $1.17 million – $1.03 million of direct provincial HST/Indirect taxes, $0.08 million of indirect provincial HST/Indirect taxes and $0.06 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $1.69 million in provincial HST/Indirect taxes – $1.03

million of direct provincial HST/Indirect taxes $0.43 million of indirect provincial HST/Indirect taxes and $0.23 million of induced provincial HST/Indirect taxes.

Table 213: Provincial Tax on Profits Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$1.03	$0.08	$0.06	**$1.17**
Canada	$92.90	$1.03	$0.43	$0.23	**$1.69**

Figure 1334: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

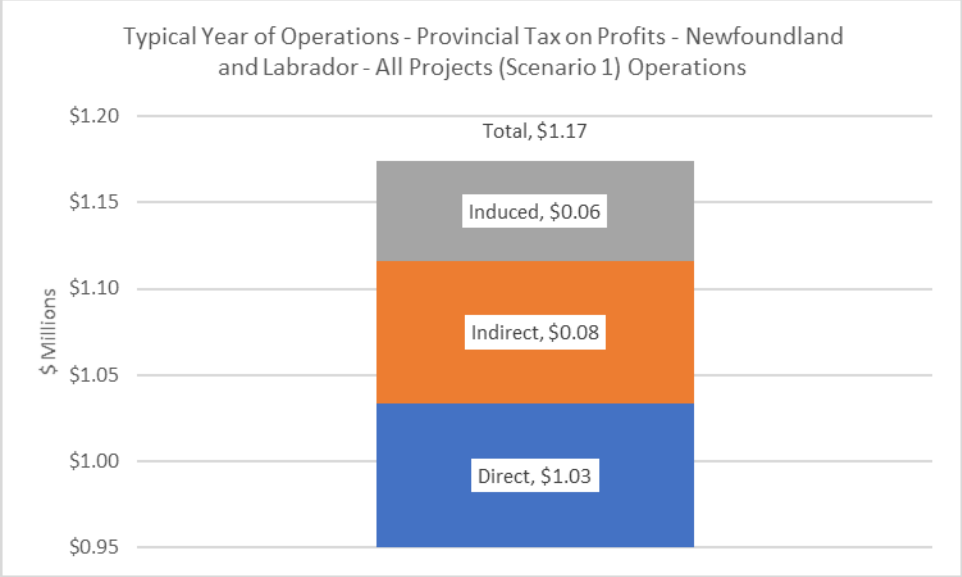
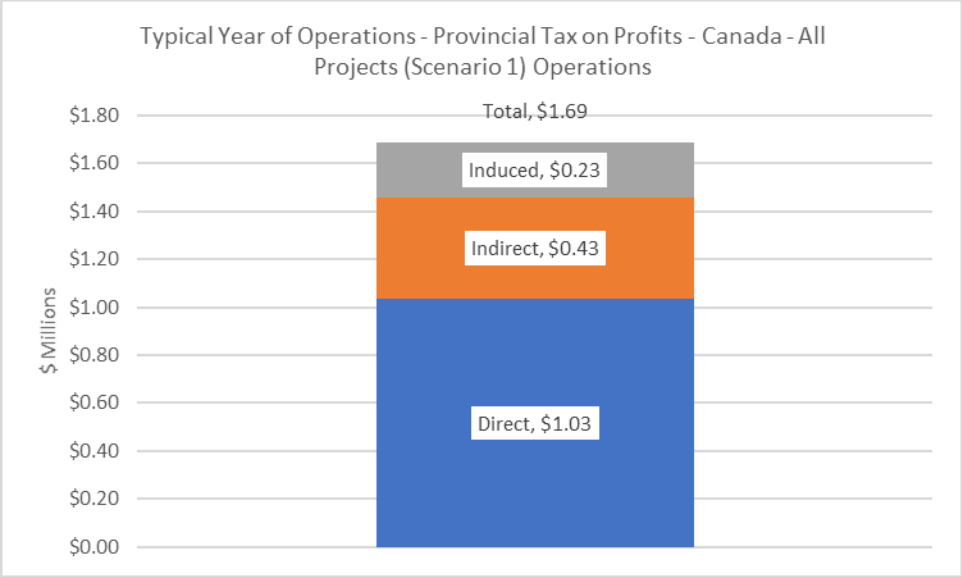


Figure 1335: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



24.3.8 Provincial Tax Revenue

As shown in Table 214 and Figures 1336 and 1337, a typical year of operation for All Projects (Scenario 1) is estimated to yield total provincial tax revenue for the province of $6.07 million – $3.14 million of direct provincial tax revenue, $0.43 million of indirect provincial tax revenue and $2.50 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $9.10 million in provincial tax revenue – $3.14 million of direct provincial tax revenue $1.81 million of indirect provincial tax revenue and $4.15 million of induced provincial tax revenue.

Table 214: Provincial Tax Revenue Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$92.90	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$92.90	$3.14	$0.43	$2.50	**$6.07**
Canada	$92.90	$3.14	$1.81	$4.15	**$9.10**

Figure 1336: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port

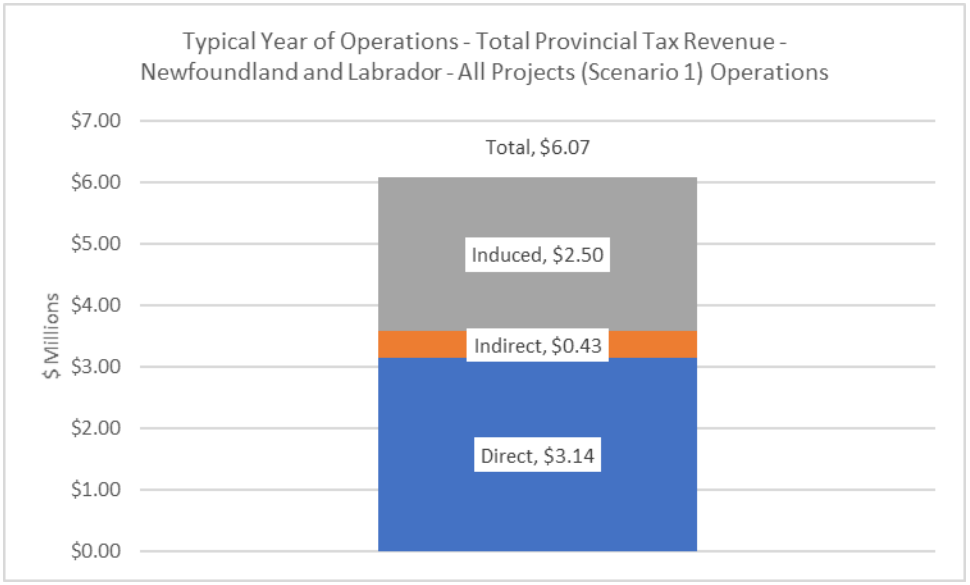
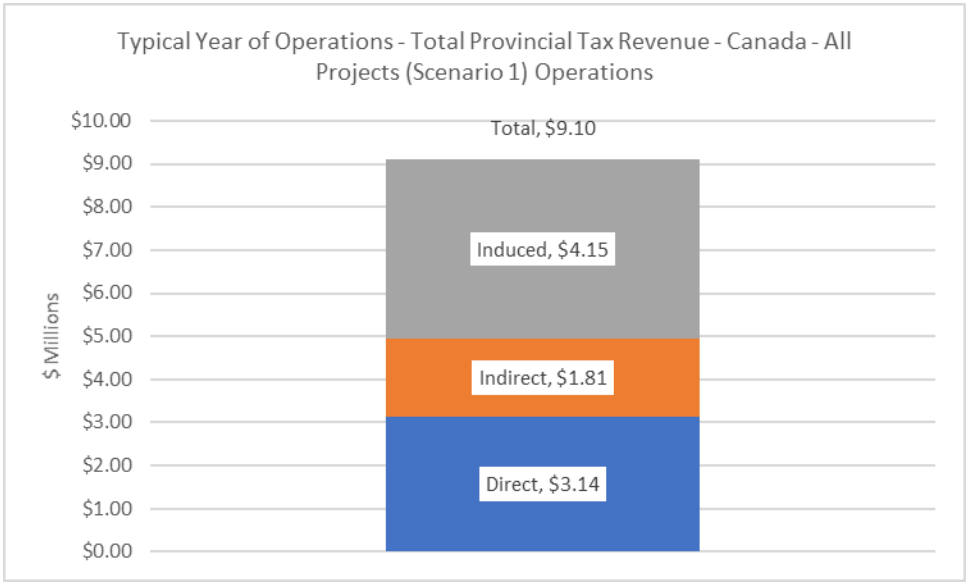


Figure 1337: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 1) of the Great Northern Port



25.0 Typical Year of Operations for All Projects (Scenario 2)

25.1 Employment

A typical year of operation for All Projects (Scenario 2) assumes that approximately $56.40 million will be expended annually (see Table 215). As shown in Table 215 and Figures 1338 to 1340, this is estimated to yield 285 person-years of direct employment associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another 36 person-years of indirect employment and 39 person-years of induced employment for the Great Northern Peninsula for a total local employment impact of 360 person-years. The corresponding total employment for the province is 426 person-years – 285 person-years of direct employment, 68 person-years of indirect employment and 72 person-years of induced employment. Likewise, the anticipated total Canada-wide impacts are 582 person-years of employment – 285 person-years of direct employment, 159 person-years of indirect employment and 138 person-years of induced employment.

Table 215: Employment Impact Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Employment (PY)	Indirect Employment (PY)	Induced Employment (PY)	Total Employment (PY)
Great Northern Peninsula	$56.40	285	36	39	**360**
Newfoundland & Labrador	$56.40	285	68	72	**426**
Canada	$56.40	285	159	138	**582**

Figure 1338: Employment Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

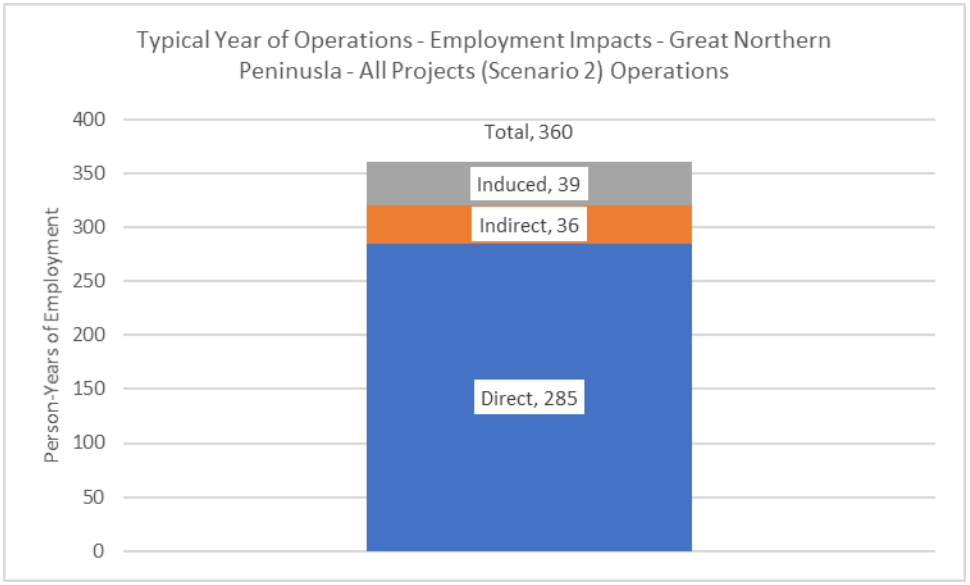


Figure 1339: Employment Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

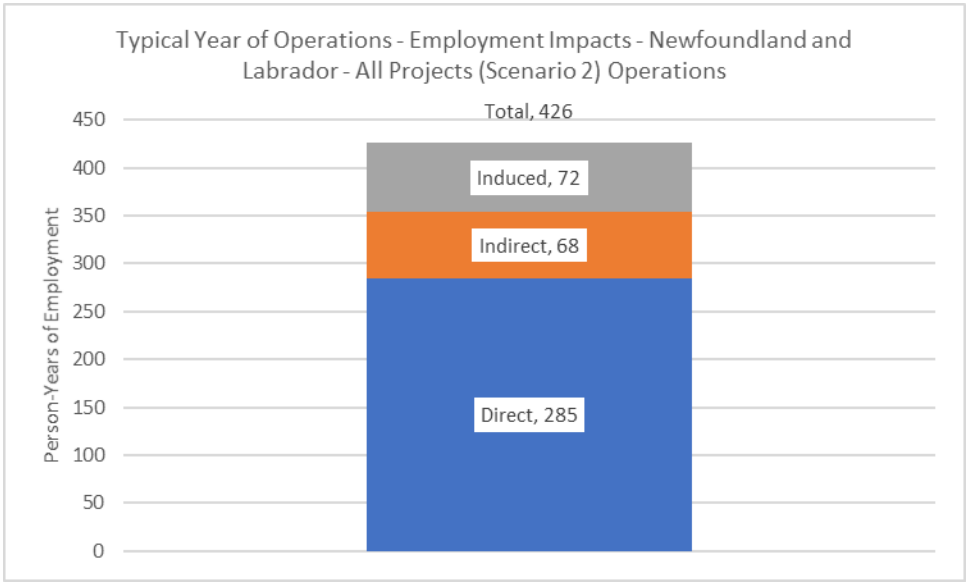
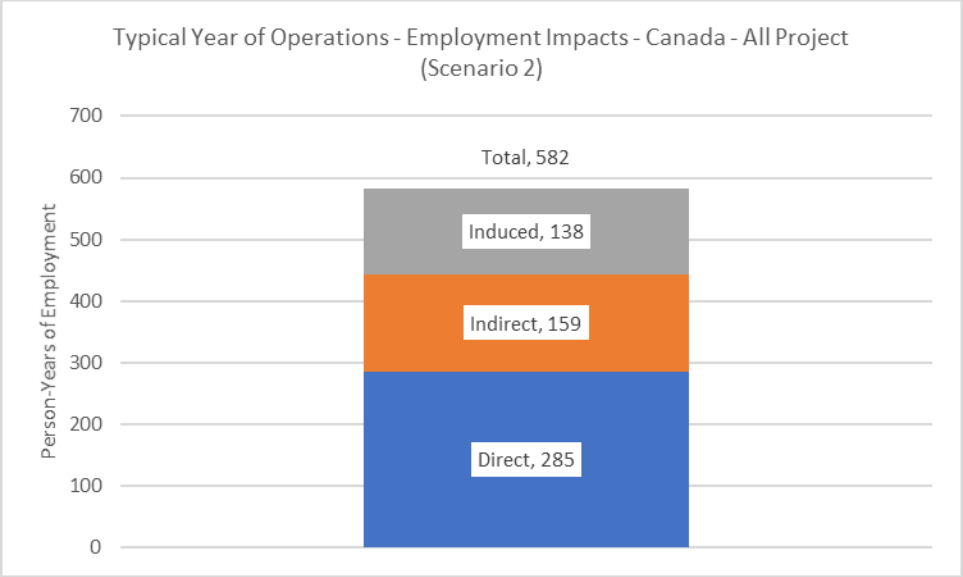


Figure 1340: Employment Impact for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.2 GDP

As shown in Table 216 and Figures 1341 to 1343, a typical year of operation for All Projects (Scenario 2) is estimated to yield $34.21 million of direct GDP, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $2.74 million of indirect GDP and $4.62 million of induced GDP for the Great Northern Peninsula for a total local GDP impact of $41.57 million. The corresponding total GDP for the province is $47.71 million – $34.21 million of direct GDP, $14.56 million of indirect GDP and $14.20 million of induced GDP. Likewise, the anticipated total Canada-wide impacts are $62.97 million in GDP – $34.21 million of direct GDP, $14.56 million of indirect GDP and $14.20 million of induced GDP.

Table 216: GDP Impact Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct GDP ($M)	Indirect GDP ($M)	Induced GDP ($M)	Total GDP ($M)
Great Northern Peninsula	$56.40	$34.21	$2.74	$4.62	**$41.57**
Newfoundland & Labrador	$56.40	$34.21	$5.76	$7.75	**$47.71**
Canada	$56.40	$34.21	$14.56	$14.20	**$62.97**

Figure 1341: GDP Impact for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

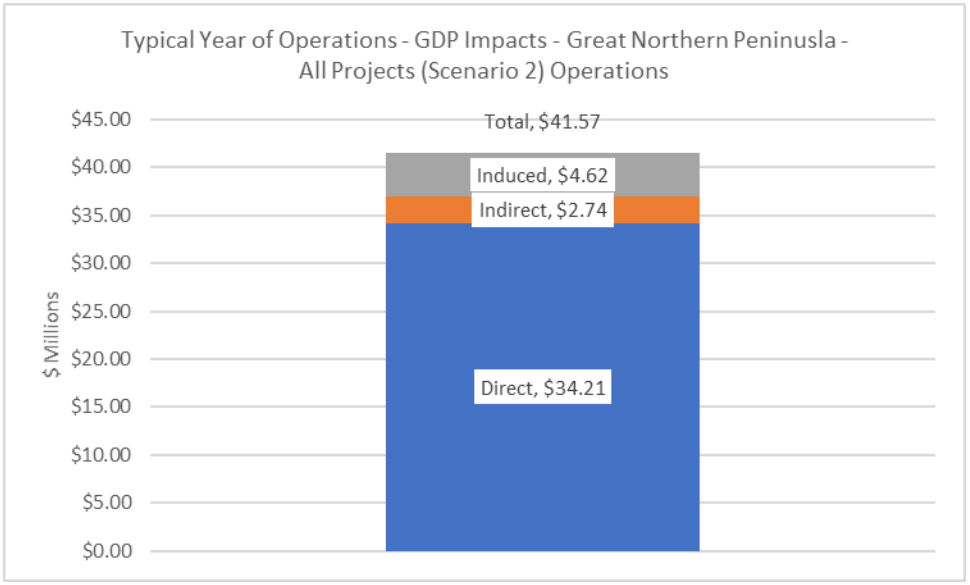


Figure 1342: GDP Impact for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

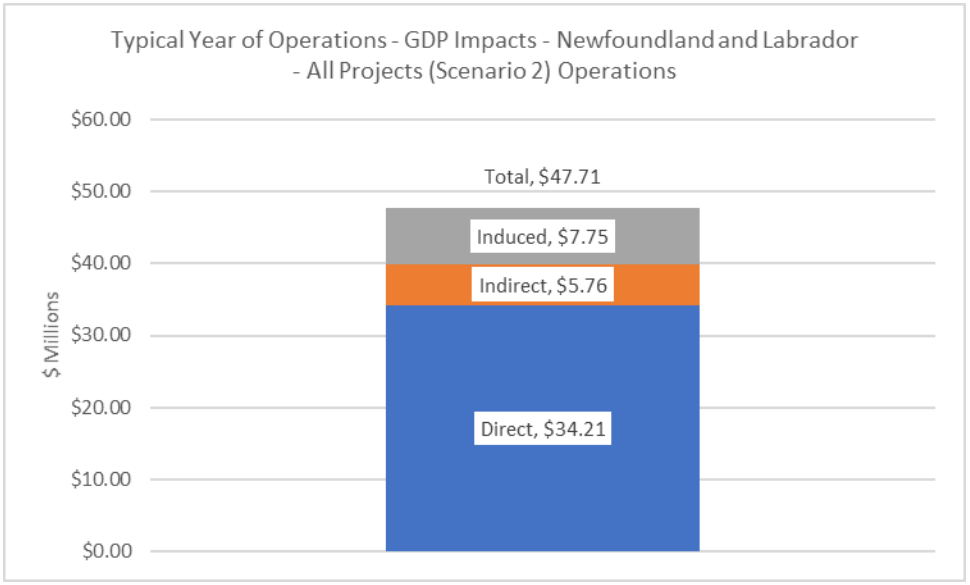
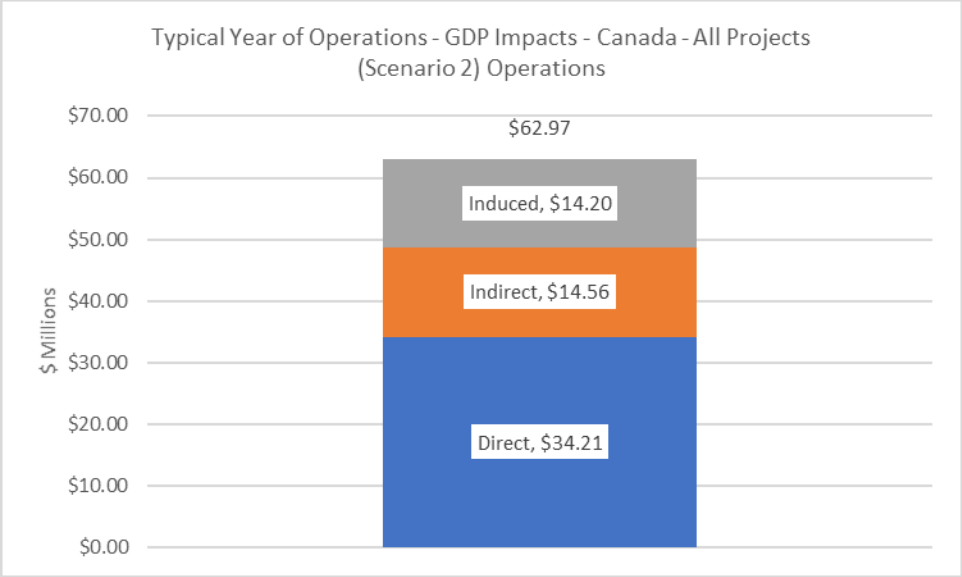


Figure 1343: GDP Impact for Canada with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.2.1 Taxes Net of Subsidies

As shown in Table 217 and Figures 1344 to 1346, constructing a typical year of operation for All Projects (Scenario 2) is estimated to yield $0.74 million of direct taxes net of subsidies, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.18 million of indirect taxes net of subsidies and $1.31 million of induced taxes net of subsidies for the Great Northern Peninsula for a total local direct taxes net of subsidies impact of $2.23 million. The corresponding total direct taxes net of subsidies for the province is $2.81 million – $0.74million of direct taxes net of subsidies, $0.37 million of indirect taxes net of subsidies and $1.70 million of induced taxes net of subsidies. Likewise, the anticipated total Canada-wide impacts are $4.32 million in taxes net of subsidies – $0.74 million of direct taxes net of subsidies, $0.92 million of indirect taxes net of subsidies and $2.67 million of induced taxes net of subsidies.

Table 217: GDP Impacts - Taxes Net of Subsidies Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Taxes Net of Subsidies ($M)	Indirect Taxes Net of Subsidies ($M)	Induced Taxes Net of Subsidies ($M)	Total Taxes Net of Subsidies ($M)
Great Northern Peninsula	$56.40	$0.74	$0.18	$1.31	**$2.23**
Newfoundland & Labrador	$56.40	$0.74	$0.37	$1.70	**$2.81**
Canada	$56.40	$0.74	$0.92	$2.67	**$4.32**

Figure 1344: GDP Impact - Taxes Net of Subsidies for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

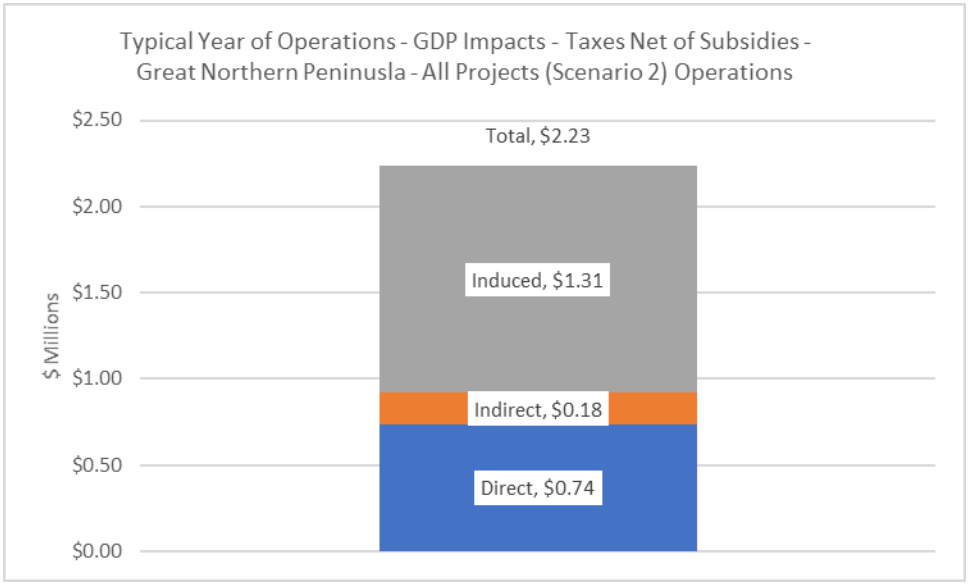


Figure 1345: GDP Impact - Taxes Net of Subsidies for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

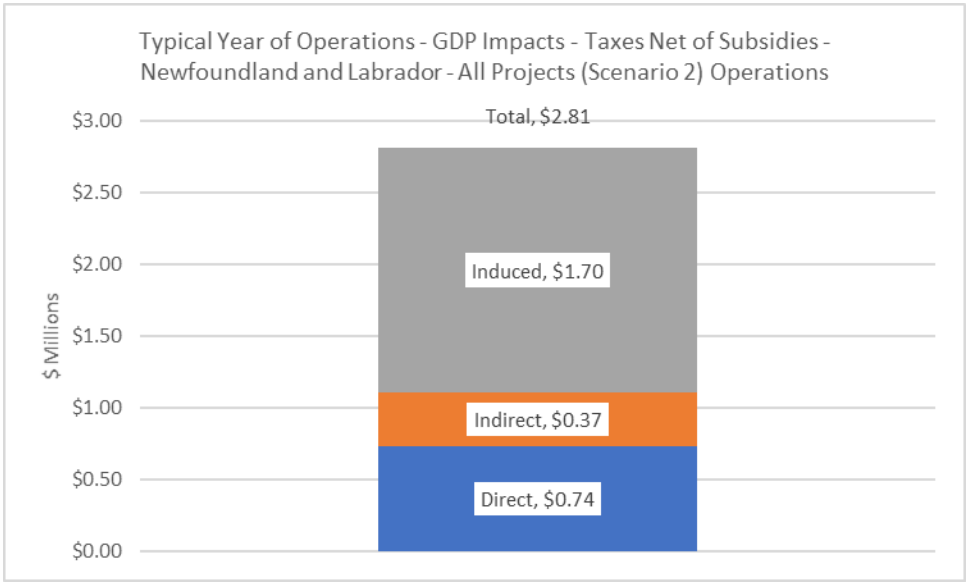
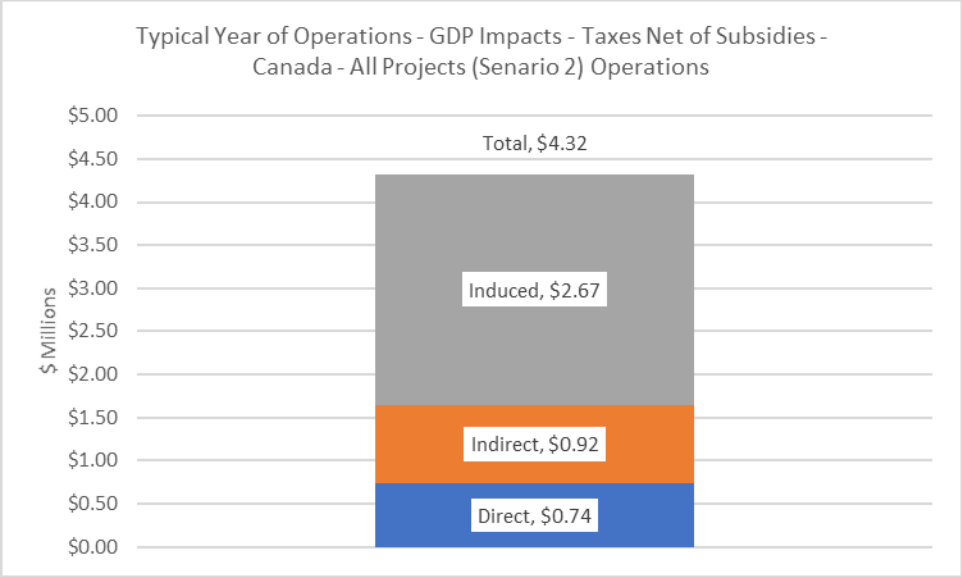


Figure 1346: GDP Impact - Taxes Net of Subsidies for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.2.2 Wages, Salaries and Social Contributions

As shown in Table 218 and Figures 1347 to 1349, constructing a typical year of operation for All Projects (Scenario 2) is estimated to yield $17.66 million of direct wages, salaries, and social contributions, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $1.71 million of indirect wages, salaries, and social contributions and $1.54 million of induced wages, salaries, and social contributions for the Great Northern Peninsula for a total local wages, salaries and social contributions impact of $20.90 million. The corresponding total wages, salaries and social contributions for the province is $24.55 million – $17.66 million of direct wages, salaries, and social contributions, $3.60 million of indirect wages, salaries, and social contributions and $3.29 million of induced wages, salaries, and social contributions. Likewise, the anticipated total Canada-wide impacts are $32.91 million in wages, salaries, and social contributions – $17.66 million of direct wages, salaries, and social contributions $8.85 million of indirect wages, salaries, and social contributions and $6.40 million of induced wages, salaries, and social contributions.

Table 218: GDP Impacts – Wages, Salaries and Social Contributions Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Wages, Salaries & Social Contributions ($M)	Indirect Wages, Salaries & Social Contributions ($M)	Induced Wages, Salaries & Social Contributions ($M)	Total Wages, Salaries & Social Contributions ($M)
Great Northern Peninsula	$56.40	$17.66	$1.71	$1.54	**$20.90**
Newfoundland & Labrador	$56.40	$17.66	$3.60	$3.29	**$24.55**
Canada	$56.40	$17.66	$8.85	$6.40	**$32.91**

Figure 1347: GDP Impact – Wages, Salaries and Social Contributions for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

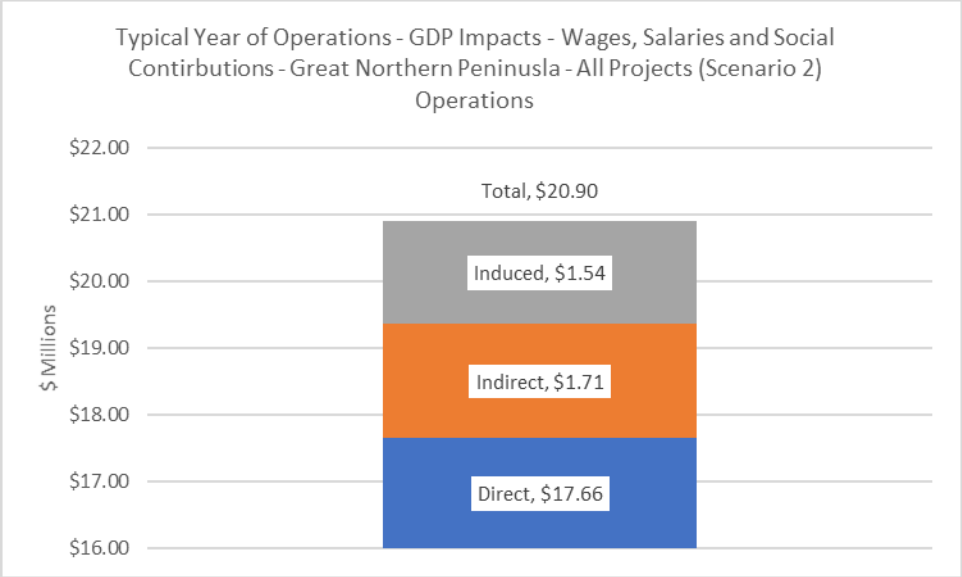


Figure 1348: GDP Impact – Wages, Salaries and Social Contributions for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

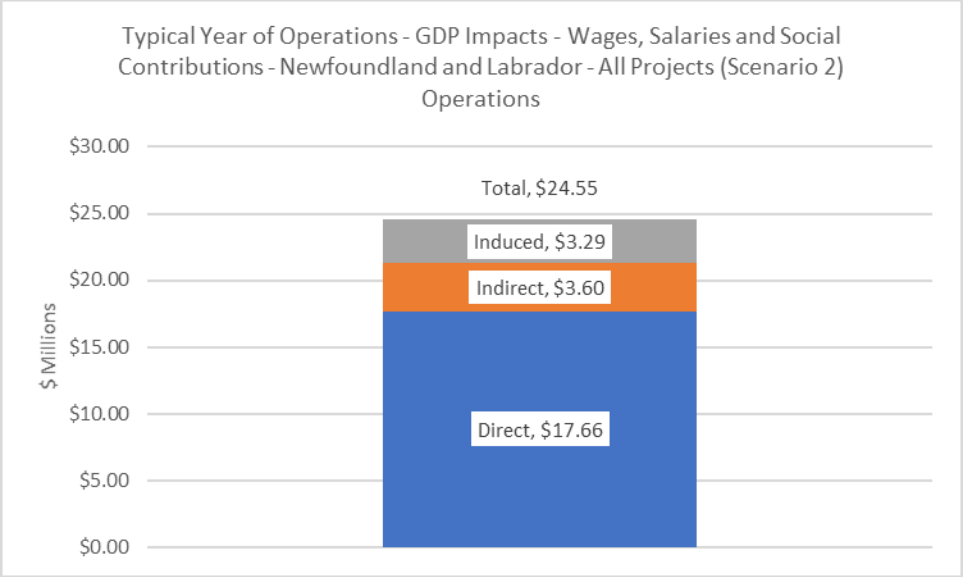
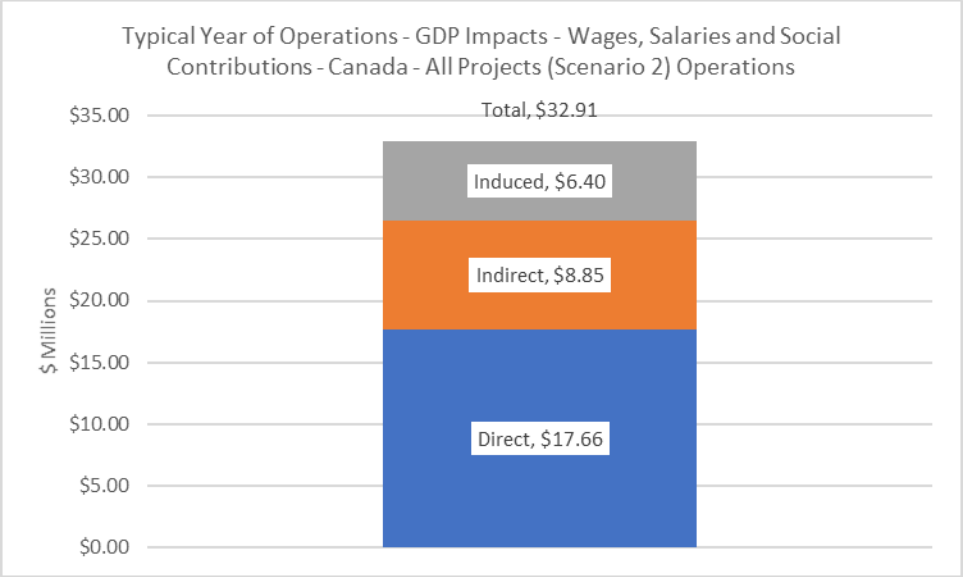


Figure 1349: GDP Impact – Wages, Salaries and Social Contributions for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.2.3 Business Income

As shown in Table 219 and Figures 1350 to 1352, a typical year of operation for All Projects (Scenario 2) is estimated to yield $16.38 million of direct business income, associated with activities that occur on the Great Northern Peninsula. As well, this expenditure is expected to yield another $0.95 million of indirect business income and $1.79 million of induced business income for the Great Northern Peninsula for a total local business income impact of $19.12 million. The corresponding total business income for the province is $21.23 million – $16.38

million of direct business income, $2.03 million of indirect business income and $2.82 million of induced business income. Likewise, the anticipated total Canada-wide impacts are $26.92 million in business income – $16.38 million of direct business income $5.20 million of indirect business income and $5.34 million of induced business income.

Table 219: GDP Impacts – Business Income Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Business Income ($M)	Indirect Business Income ($M)	Induced Business Income ($M)	Total Business Income ($M)
Great Northern Peninsula	$56.40	$16.38	$0.95	$1.79	**$19.12**
Newfoundland & Labrador	$56.40	$16.38	$2.03	$2.82	**$21.23**
Canada	$56.40	$16.38	$5.20	$5.34	**$26.92**

Figure 1350: GDP Impact – Business Income for the Great Northern Peninsula Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

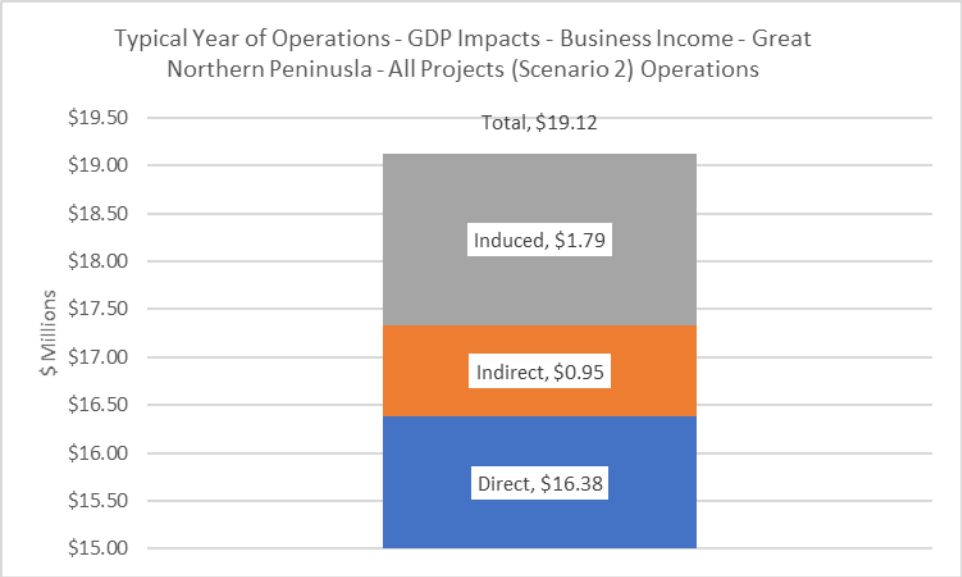


Figure 1351: GDP Impact – Business Income for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

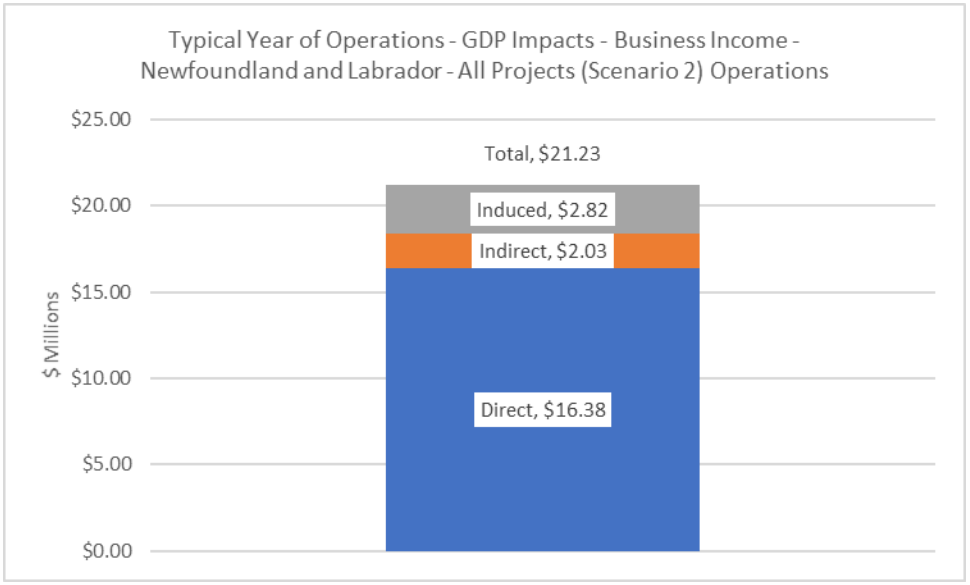
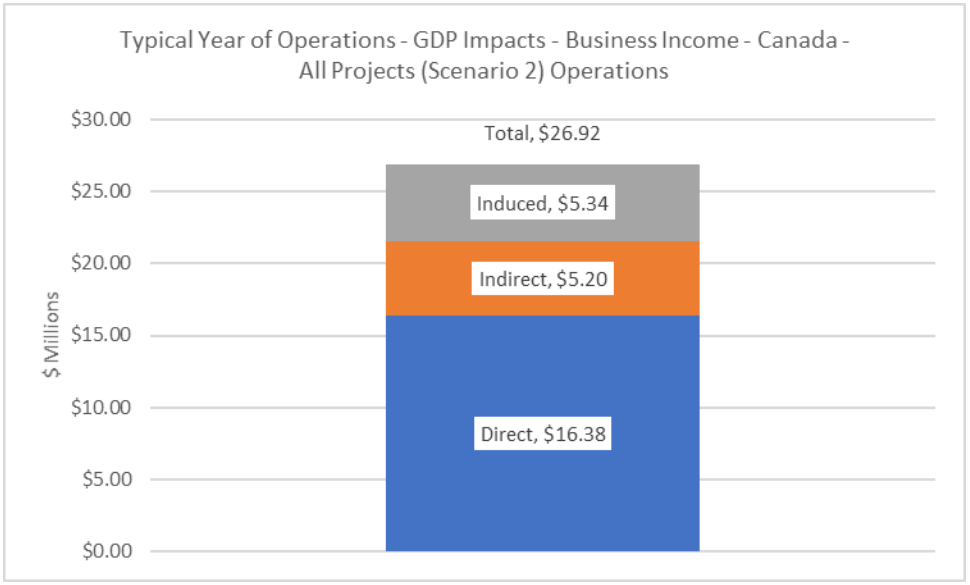


Figure 1352: GDP Impact – Business Income for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3 Government Taxes

As shown in Table 200 and Figures 1353 and 1354, a typical year of operation for All Projects (Scenario 2)is estimated to yield total government taxes for the province of $6.65 million – $3.76 million of direct government taxes, $0.80 million of indirect government taxes and $2.10 million of induced government taxes. Likewise, the anticipated total Canada-wide impacts are $9.49 million in government taxes – $3.76 million of direct government taxes $2.23 million of indirect government taxes and $3.50 million of induced government taxes.

Table 220: Government Taxes Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Government Taxes ($M)	Indirect Government Taxes ($M)	Induced Government Taxes ($M)	Total Government Taxes ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$3.76	$0.80	$2.10	**$6.65**
Canada	$56.40	$3.76	$2.23	$3.50	**$9.49**

Figure 1353: Government Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

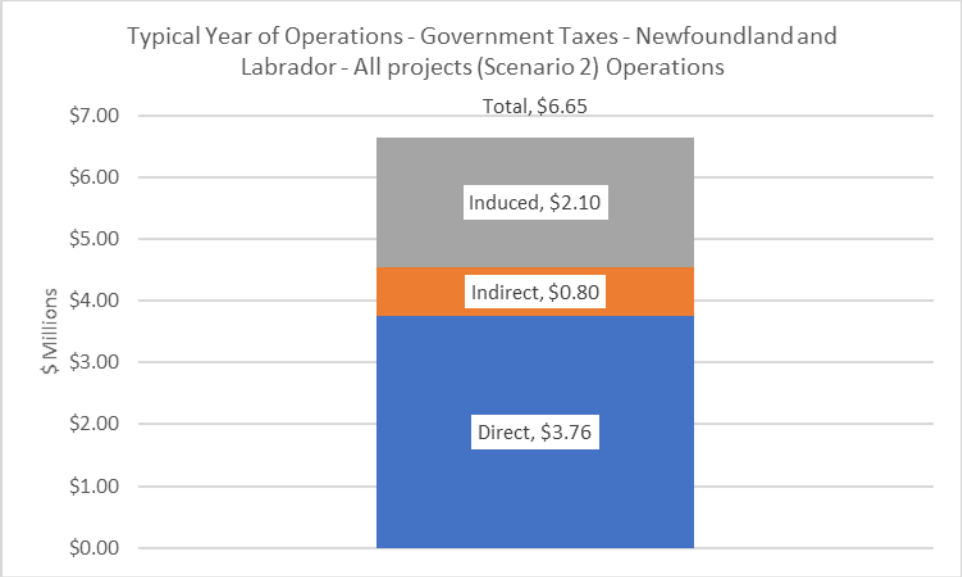
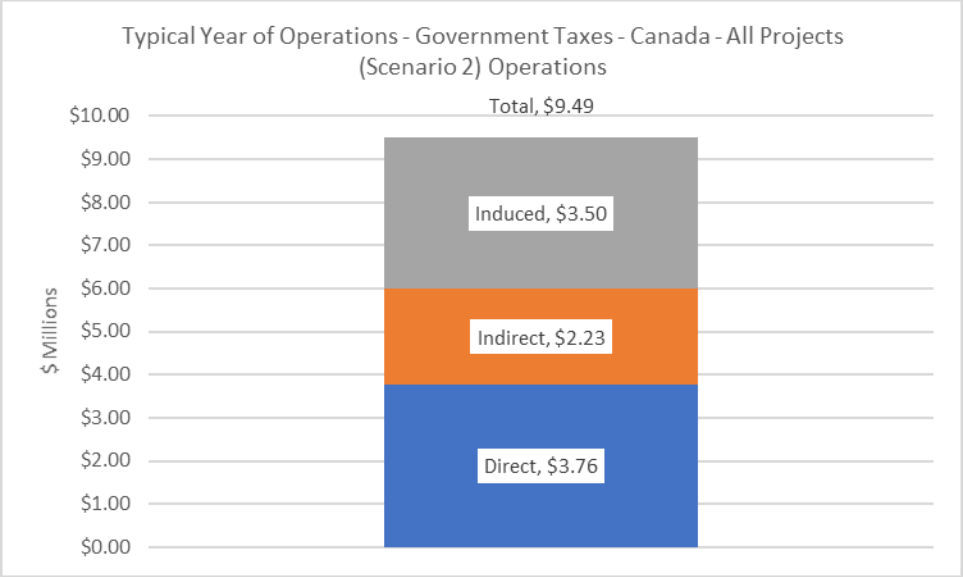


Figure 1354: Government Taxes for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.1 Federal Income Tax

As shown in Table 221 and Figures 1355 and 1356, a typical year of operation for All Projects (Scenario 2)is estimated to yield total federal income taxes for the province of $1.90 million – $1.37 million of direct federal income taxes, $0.30 million of indirect federal income taxes and $0.23 million of induced federal income taxes. Likewise, the anticipated total Canada-wide impacts are $2.54 million in federal income taxes – $1.37 million of direct federal income taxes $0.07 million of indirect federal income taxes and $0.45 million of induced federal income taxes.

Table 221: Federal Income Tax Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Income Tax ($M)	Indirect Federal Income Tax ($M)	Induced Federal Income Tax ($M)	Total Federal Income Tax ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$1.37	$0.30	$0.23	**$1.90**
Canada	$56.40	$1.37	$0.72	$0.45	**$2.54**

Figure 1355: Government Taxes – Federal Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

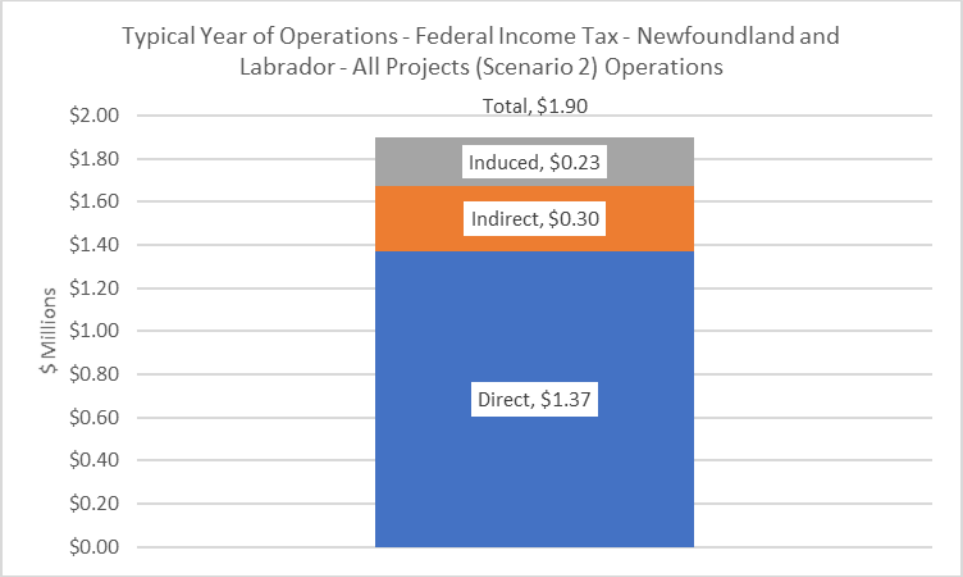
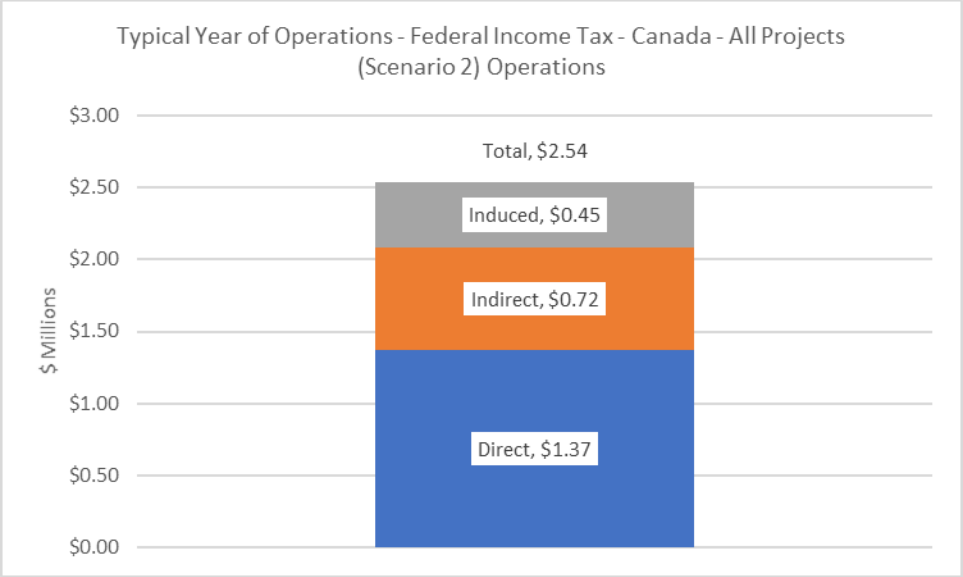


Figure 1356: Government Taxes – Federal Income Tax for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.2 Federal HST/Indirect Taxes

As shown in Table 222 and Figures 1357 and 1358, a typical year of operation for All Projects (Scenario 2)is estimated to yield total federal HST/indirect taxes for the province of $0.52 million – $0.05 million of direct federal HST/indirect taxes, $0.03 million of indirect federal HST/indirect taxes and $0.44 million of induced federal HST/indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.89 million in federal HST/indirect taxes – $0.05

million of direct federal HST/indirect taxes $0.15 million of indirect federal HST/indirect taxes and $0.69 million of induced federal HST/indirect taxes.

Table 222: Federal HST/Indirect Taxes Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal HST/Indirect Taxes ($M)	Indirect Federal HST/Indirect Taxes ($M)	Induced Federal HST/Indirect Taxes ($M)	Total Federal HST/Indirect Taxes ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$0.05	$0.03	$0.44	**$0.52**
Canada	$56.40	$0.05	$0.15	$0.69	**$0.89**

Figure 1357: Government Taxes – Federal HST/Indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

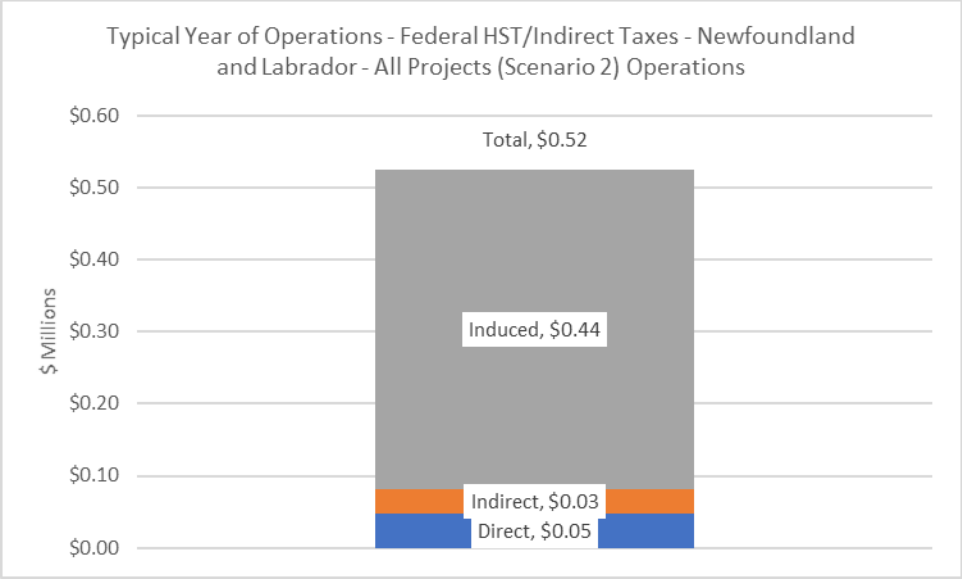
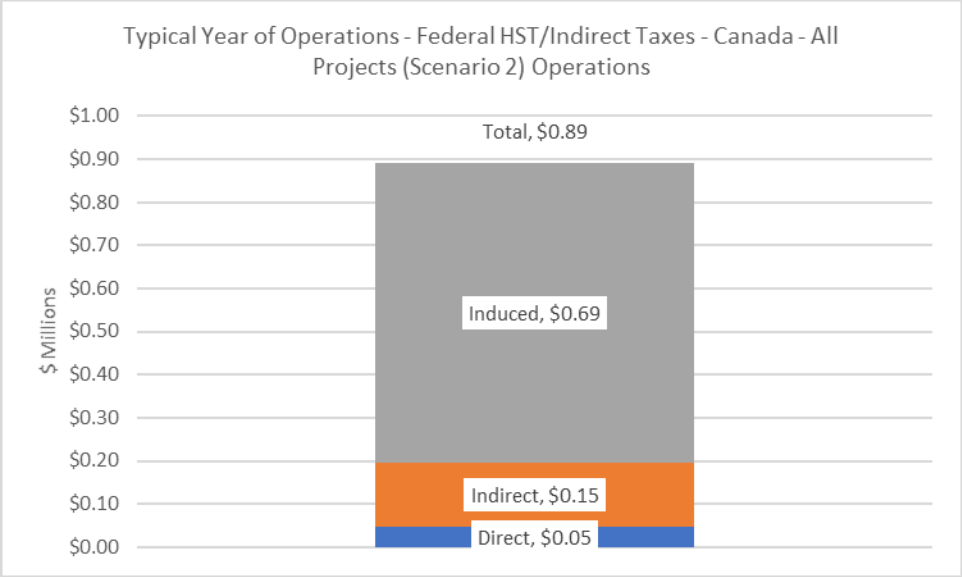


Figure 1358: Government Taxes – Federal HST/Indirect Taxes for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.3 Federal Tax on Profits

As shown in Table 223 and Figures 1359 and 1360, a typical year of operation for All Projects (Scenario 2)is estimated to yield total federal taxes on profits for the province of $0.88 million – $0.74 million of direct federal taxes on profits, $0.09 million of indirect federal taxes on profits and $0.05 million of induced federal taxes on profits. Likewise, the anticipated total Canada-wide impacts are $1.22 million in federal taxes on profits – $0.74 million of direct federal taxes on profits $0.31 million of indirect federal taxes on profits and $0.17 million of induced federal taxes on profits.

Table 223: Federal Tax on Profits Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax on Profits ($M)	Indirect Federal Tax on Profits ($M)	Induced Federal Tax on Profits ($M)	Total Federal Tax on Profits ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$0.74	$0.09	$0.05	**$0.88**
Canada	$56.40	$0.74	$0.31	$0.17	**$1.22**

Figure 1359: Government Taxes – Federal Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

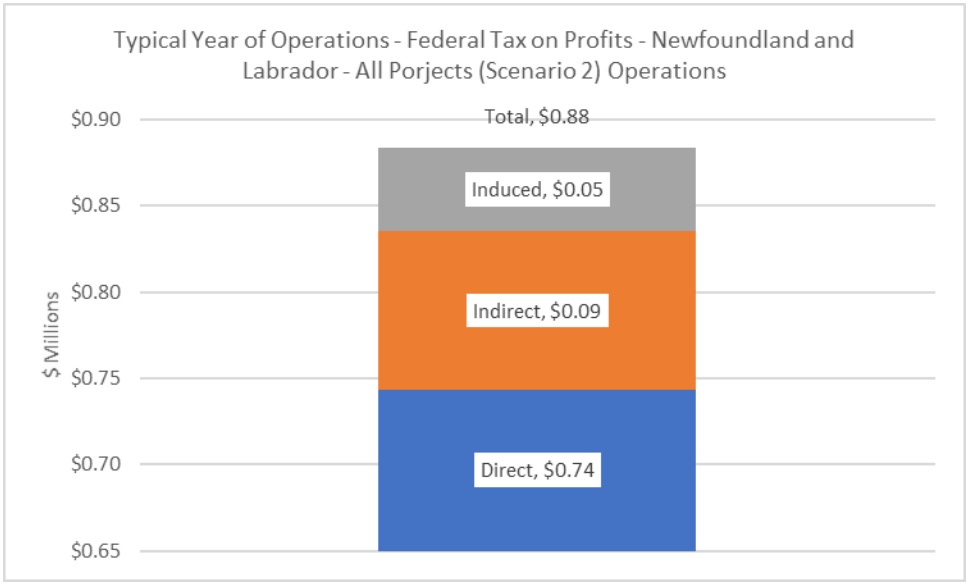
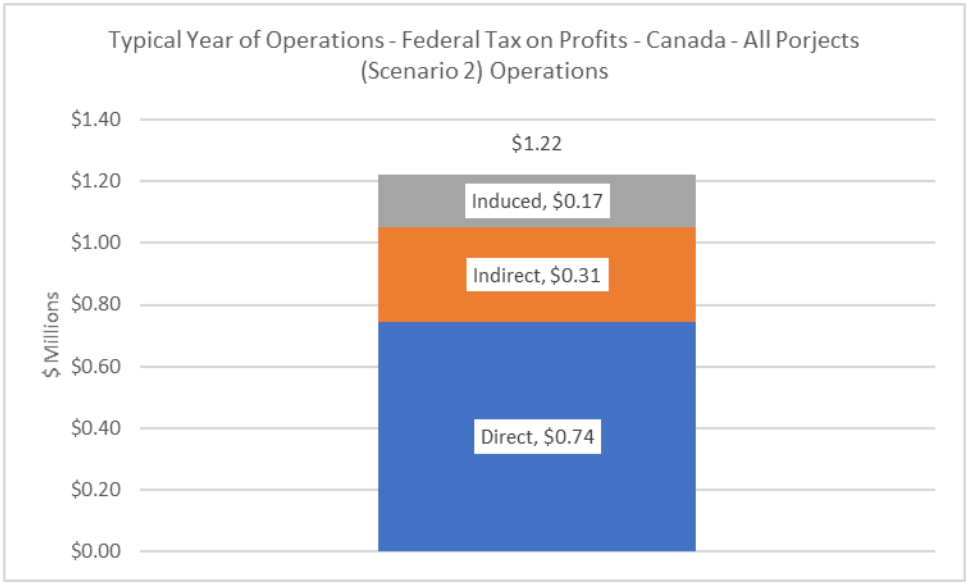


Figure 1360: Government Taxes – Federal Tax on Profits for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.4 Federal Tax Revenue

As shown in Table 224 and Figures 1361 and 1362, a typical year of operation for All Projects (Scenario 2)is estimated to yield total federal tax revenue for the province of $3.31 million – $2.16 million of direct federal tax revenue, $0.43 million of indirect federal tax revenue and $0.72 million of induced federal tax revenue. Likewise, the anticipated total Canada-wide impacts are $4.65 million in federal tax revenue – $2.16 million of direct federal tax revenue $1.17 million of indirect federal tax revenue and $1.32 million of induced federal tax revenue.

Table 224: Federal Tax Revenue Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Federal Tax Revenue ($M)	Indirect Federal Tax Revenue ($M)	Induced Federal Tax Revenue ($M)	Total Federal Tax Revenue ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$2.16	$0.43	$0.72	**$3.31**
Canada	$56.40	$2.16	$1.17	$1.32	**$4.65**

Figure 1361: Government Taxes – Federal Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

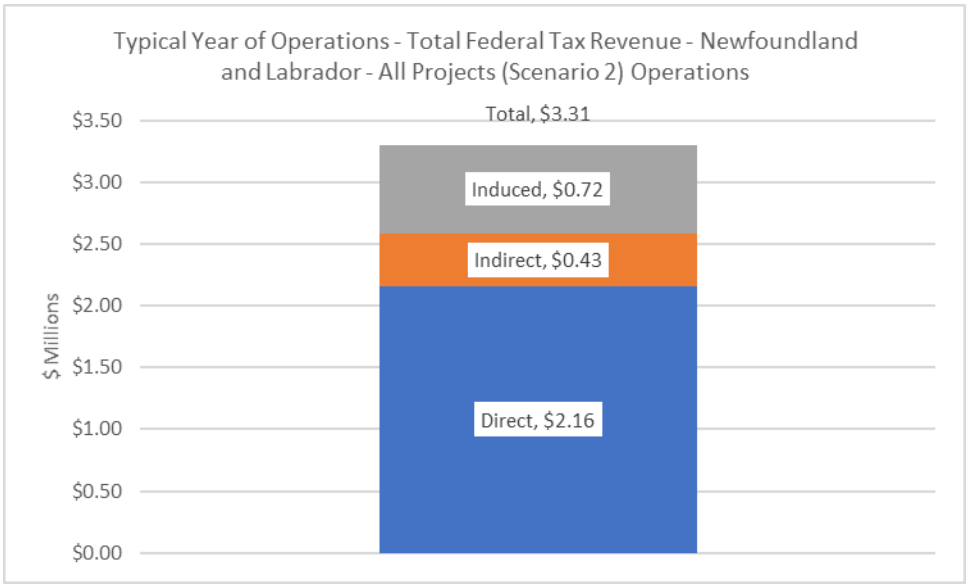
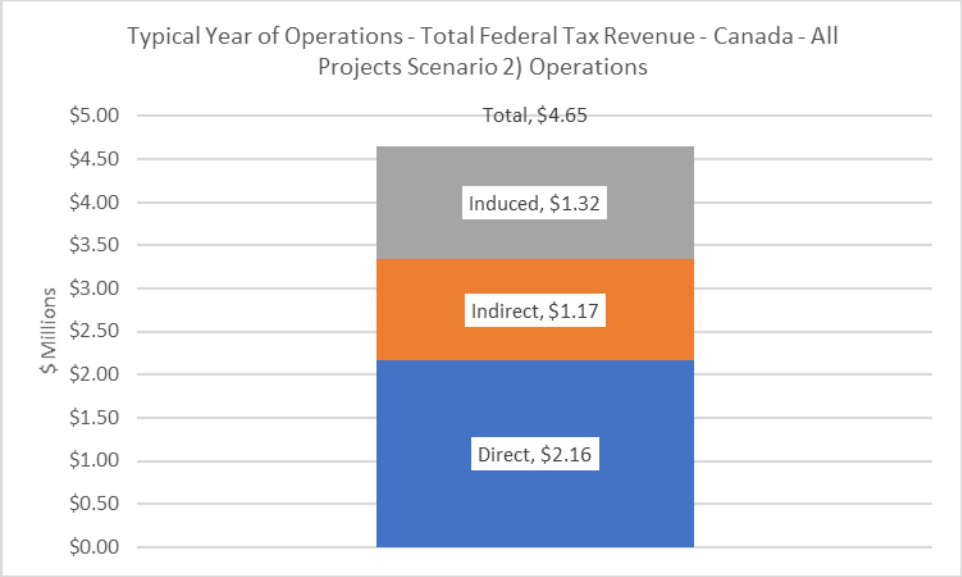


Figure 1362: Government Taxes – Federal Tax Revenue for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.5 Provincial Income Tax

As shown in Table 225 and Figures 1363 and 1364, a typical year of operation for All Projects (Scenario 2)is estimated to yield total provincial income tax for the province of $1.30 million – $0.93 million of direct provincial income tax, $0.21 million of indirect provincial income tax and $0.16 million of induced provincial income tax. Likewise, the anticipated total Canada-wide impacts are $1.72 million in provincial income tax – $0.93 million of direct provincial income tax $0.48 million of indirect provincial income tax and $0.30 million of induced provincial income tax.

Table 225: Provincial Income Tax Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Income Tax ($M)	Indirect Provincial Income Tax ($M)	Induced Provincial Income Tax ($M)	Total Provincial Income Tax ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$0.93	$0.21	$0.16	**$1.30**
Canada	$56.40	$0.93	$0.48	$0.30	**$1.72**

Figure 1363: Government Taxes – Provincial Income Tax for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

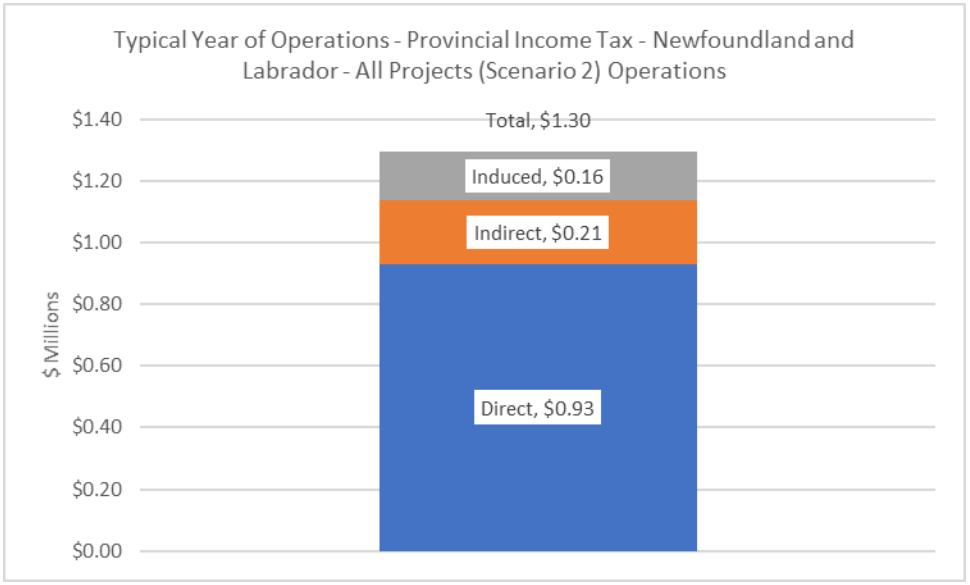
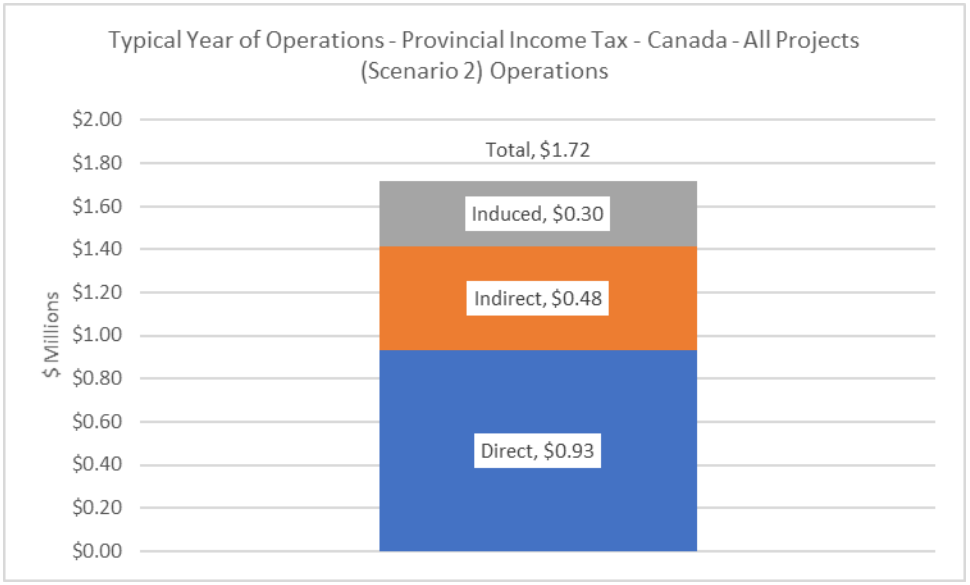


Figure 1364: Government Taxes – Provincial Income Tax for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.6 Provincial HST/Indirect Taxes

As shown in Table 226 and Figures 1365 and 1366, a typical year of operation for All Projects (Scenario 2)is estimated to yield total provincial HST/Indirect taxes for the province of $1.41 million – $0.13 million of direct provincial HST/Indirect taxes, $0.09 million of indirect provincial HST/Indirect taxes and $1.19 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $2.25 million in provincial HST/Indirect taxes – $0.13

million of direct provincial HST/Indirect taxes $0.36 million of indirect provincial HST/Indirect taxes and $1.76 million of induced provincial HST/Indirect taxes.

Table 226: Provincial HST/Indirect Taxes Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial HST/Indirect Taxes ($M)	Indirect Provincial HST/Indirect Taxes ($M)	Induced Provincial HST/Indirect Taxes ($M)	Total Provincial HST/Indirect Taxes ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$0.13	$0.09	$1.19	**$1.41**
Canada	$56.40	$0.13	$0.36	$1.76	**$2.25**

Figure 1365: Government Taxes – Provincial HST/indirect Taxes for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

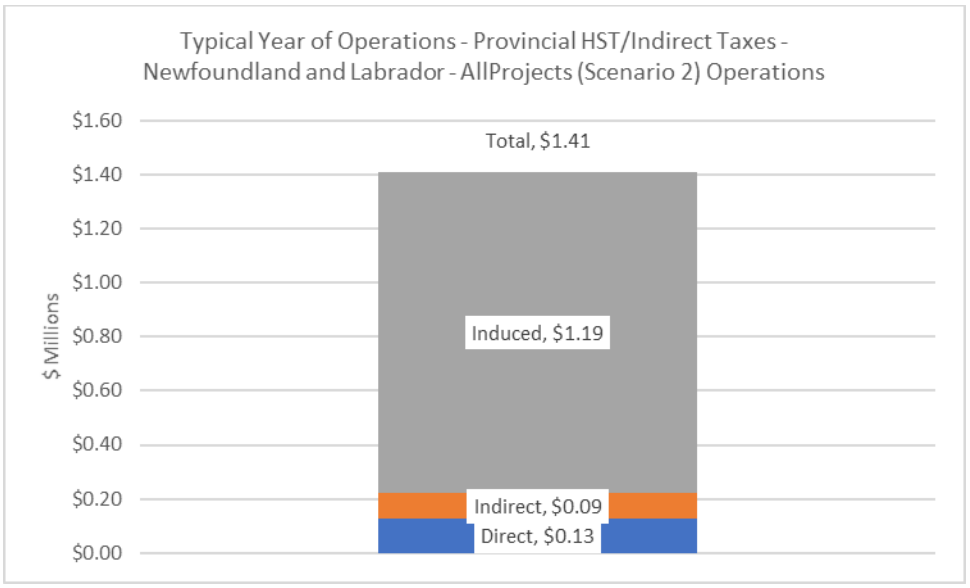
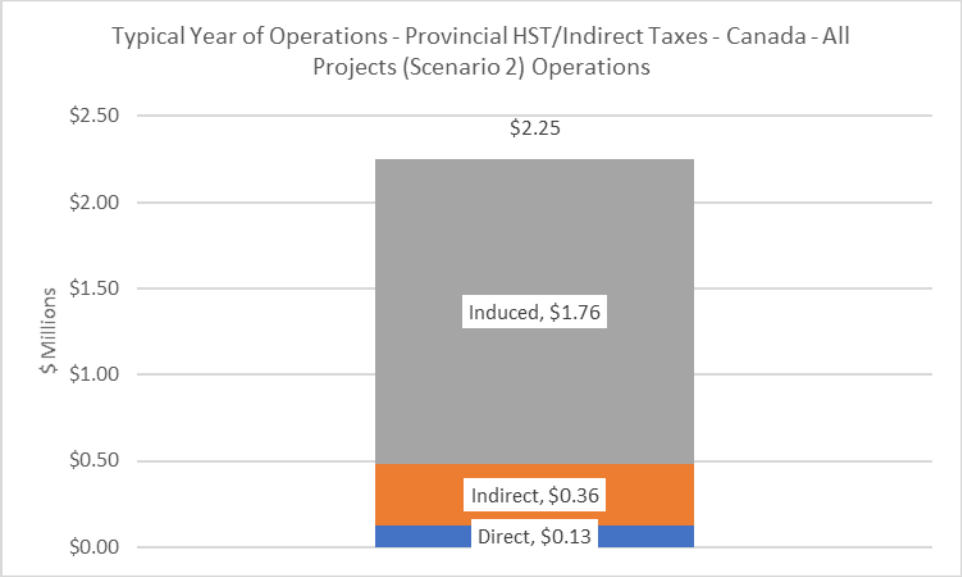


Figure 1366: Government Taxes – Provincial HST/indirect Taxes for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.7 Provincial Tax on Profits

As shown in Table 227 and Figures 1367 and 1368, a typical year of operation for All Projects (Scenario 2)is estimated to yield total provincial HST/Indirect taxes for the province of $0.64million – $0.54 million of direct provincial HST/Indirect taxes, $0.06 million of indirect provincial HST/Indirect taxes and $0.03 million of induced provincial HST/Indirect taxes. Likewise, the anticipated total Canada-wide impacts are $0.88 million in provincial HST/Indirect taxes – $0.54 million of direct provincial HST/Indirect taxes $0.22 million of indirect provincial HST/Indirect taxes and $0.12 million of induced provincial HST/Indirect taxes.

Table 227: Provincial Tax on Profits Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax on Profits ($M)	Indirect Provincial Tax on Profits ($M)	Induced Provincial Tax on Profits ($M)	Total Provincial Tax on Profits ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$0.54	$0.06	$0.03	**$0.64**
Canada	$56.40	$0.54	$0.22	$0.12	**$0.88**

Figure 1367: Government Taxes – Provincial Tax on Profits for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

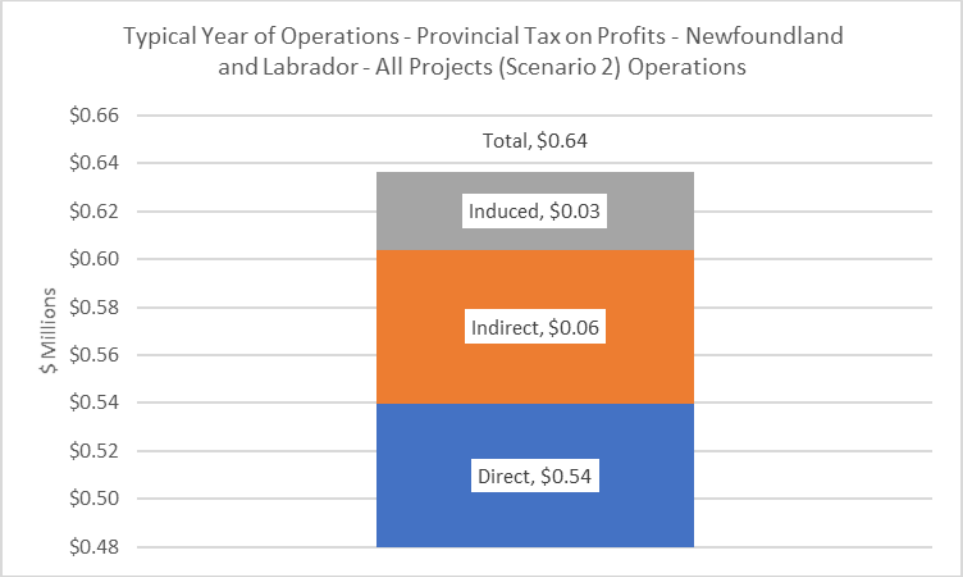
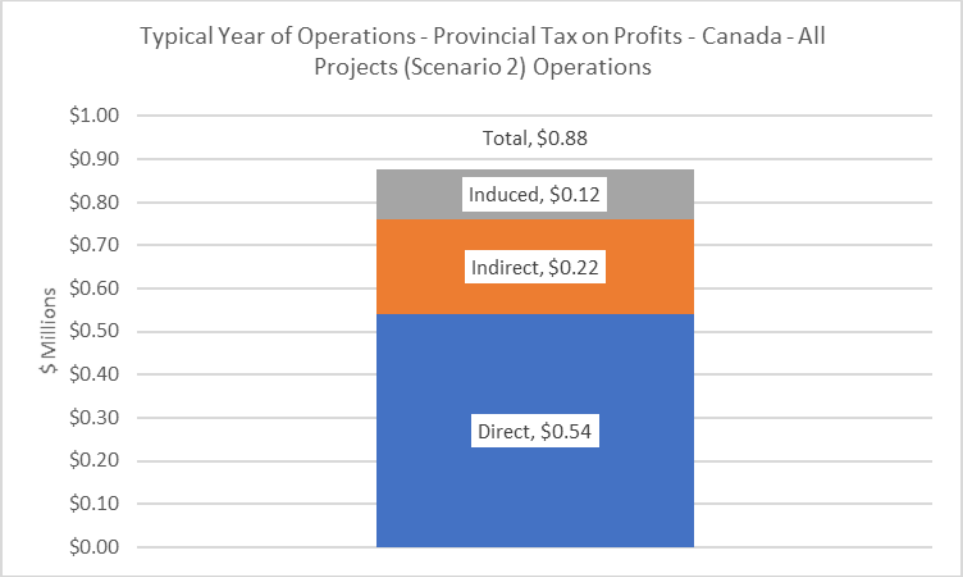


Figure 1368: Government Taxes – Provincial Tax on Profits for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



25.3.8 Provincial Tax Revenue

As shown in Table 228 and Figures 1369 and 1370, a typical year of operation for All Projects (Scenario 2)is estimated to yield total provincial tax revenue for the province of $3.34 million – $1.60 million of direct provincial tax revenue, $0.37million of indirect provincial tax revenue and $1.38 million of induced provincial tax revenue. Likewise, the anticipated total Canada-wide impacts are $4.84 million in provincial tax revenue – $1.60 million of direct provincial tax

revenue $1.06 million of indirect provincial tax revenue and $2.18 million of induced provincial tax revenue.

Table 228: Provincial Tax Revenue Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

	Initial Investment ($M)	Direct Provincial Tax Revenue ($M)	Indirect Provincial Tax Revenue ($M)	Induced Provincial Tax Revenue ($M)	Total Provincial Tax Revenue ($M)
Great Northern Peninsula	$56.40	$0.00	$0.00	$0.00	**$0.00**
Newfoundland & Labrador	$56.40	$1.60	$0.37	$1.38	**$3.34**
Canada	$56.40	$1.60	$1.06	$2.18	**$4.84**

Figure 1369: Government Taxes – Provincial Tax Revenue for Newfoundland and Labrador Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port

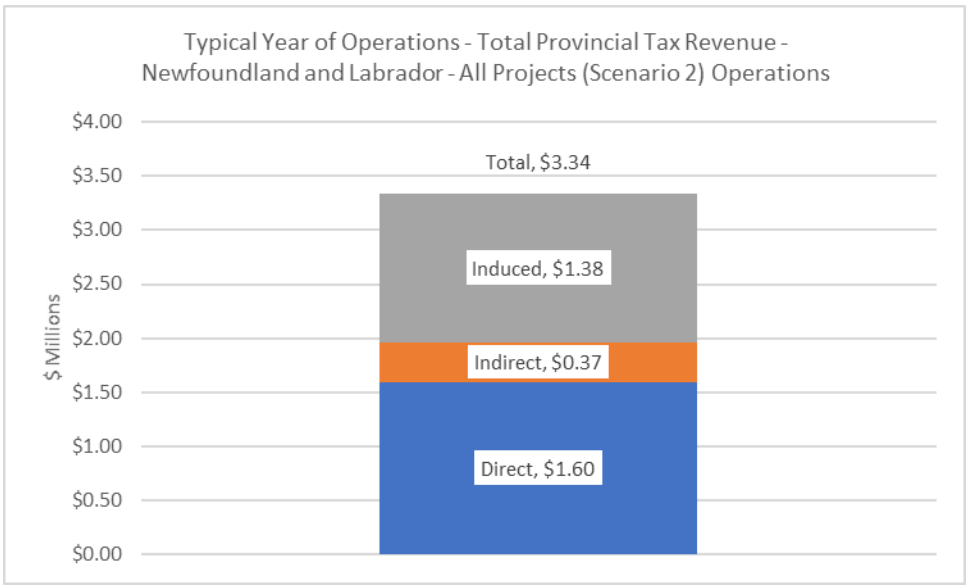
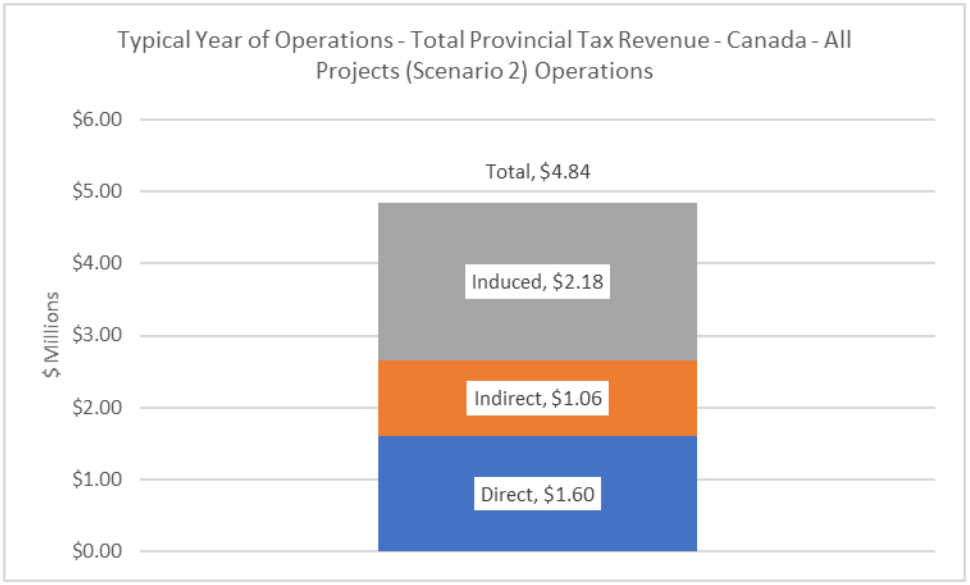


Figure 1370: Government Taxes – Provincial Tax Revenue for Canada Associated with A Typical Year of Operations for A Typical Year of Operations for All Projects (Scenario 2) of the Great Northern Port



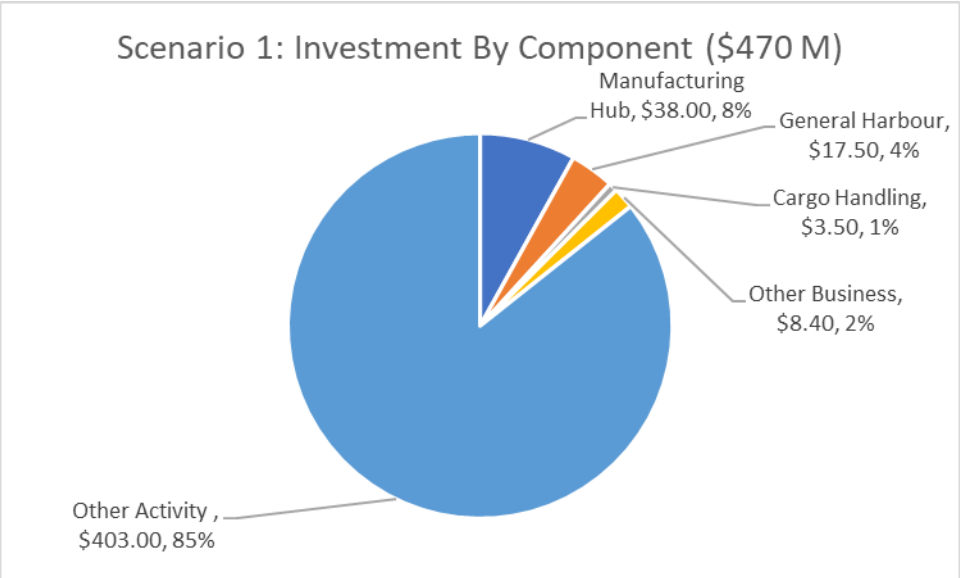
26.0 Time Profile of Economic Impacts – Construction Expenditures

The detailed annual profiles for capital and operations impacts are provided in Appendix D. The construction impacts are summarized below for each of the components of the project. Table 229 and Figures 1371 and 1372 summarize the aggregate investment expenditures for the total project, the Manufacturing Hub, the General Harbour Services, the Cargo Handling Hub, the Other Business Opportunities and the Other Economic Activity for Scenario 1 (including the air to fuel component of other economic activity) and Scenario 2 (excluding the air to fuel component of other economic activity). Over the three phases of investment, Scenario 1 will require $470.4 million to construct, which consists of $38.0 million (8.1%) for the Manufacturing Hub, $17.5 million (3.7%) for the General Harbour Services, $3.5 million (3.7%) for the Cargo Handling Hub, $8.4 million (1.8%) for the Other Business Opportunities, and $403.0 million (85.7%) for the Other Economic Opportunities.

Table 229: Summary of Annual Construction Expenditures – Scenario 1 - All Components and Timeframes

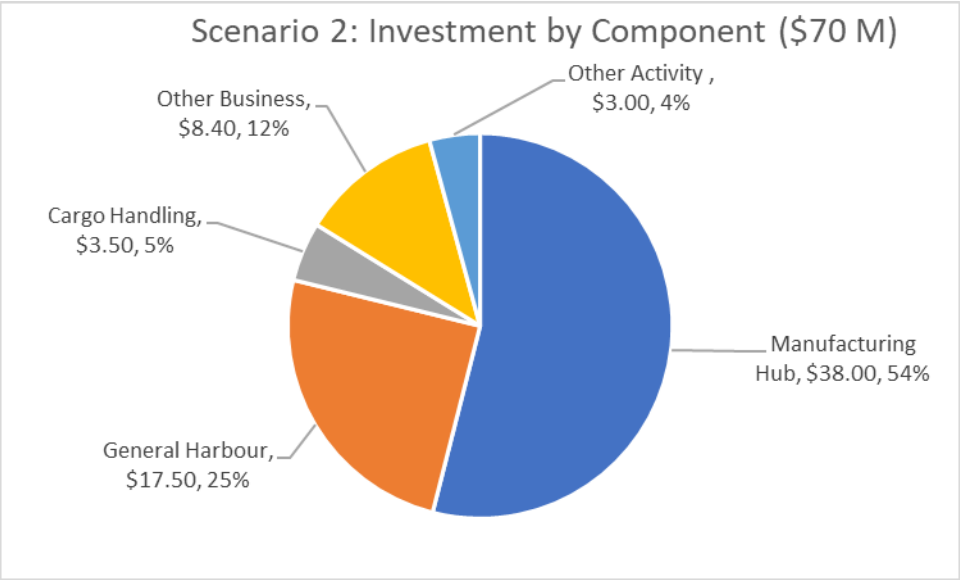
		Total – Scenario 1		Total – Scenario 2	
Total Investment Expenditure ($M)	All Components	$470.4		$70.4	
	Manufacturing Hub	$38.0	8.1%	$38.0	54.0%
	General Harbour	$17.5	3.7%	$17.5	24.9%
	Cargo Handling	$3.5	0.7%	$3.5	5.0%
	Other Business	$8.4	1.8%	$8.4	11.9%
	Other Activity	$403.0	85.7%	$3.0	4.3%

Figure 1371: Scenario 1: Investment by Component



Scenario 2 is identical to scenario 2, expect that the air to fuel component is omitted from the Other Economic Activities and the total. The investment costs for all components considered in Scenario 2 is $70.4 million, the investment costs for the Other Economic Activity component falls to $70.4 million, the level of investment required for all other components are unchanged from Scenario 1. However, with the omission of the air to fuel component, the relative expenditure shares change dramatically: the Manufacturing Hub accounts for 54.0% of Scenario 2's investment, the General Harbour Services is responsible for 24.9% of Scenario 2's, the Cargo Handling Hub's share of the investment associated with scenario2 is 5%, the investment share of Scenario 2coming from the Other Business Opportunities is 11.9% and the Other Economic Activity picks up the residual 4.3% of Scenario 2's planned investment.

Figure 1372: Scenario 2: Investment by Component



Figures 1373 and 1374 illustrate the assumed annual profile for the investments associated with Scenario 1 and Scenario 2. For Scenario 1, most of the investment is assumed to take place in years 6, 7 and 8, when $138.3 million is assumed to be invested uniformly across this period on the Cargo Handling Hub, the Other Business Opportunities and the Other Economic Activities. In the first five years, $11.1 million is investment in the Manufacturing Hib and General Harbour Services. Although, in moving to Scenario 2. the absolute investment levels remains the same ($11.1 million) in each of the first five years, the relative and the absolute level of investment falls in the last three years – from $138.3 million to $5.0 million as a result of excluding the air to fuel component of the project.

Figure 1373: Annual Construction Expenditures – Scenario 1 - All Components (Great Northern Peninsula)

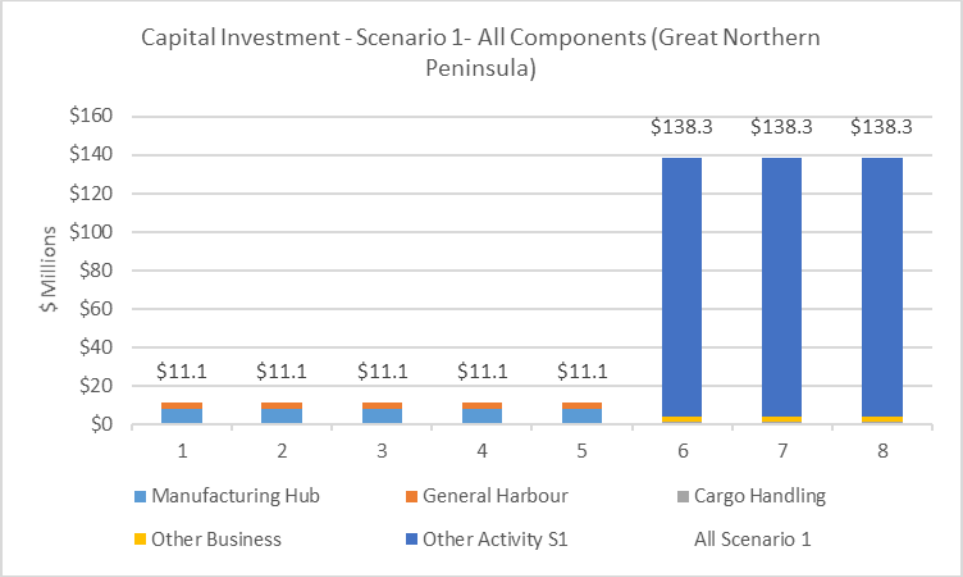
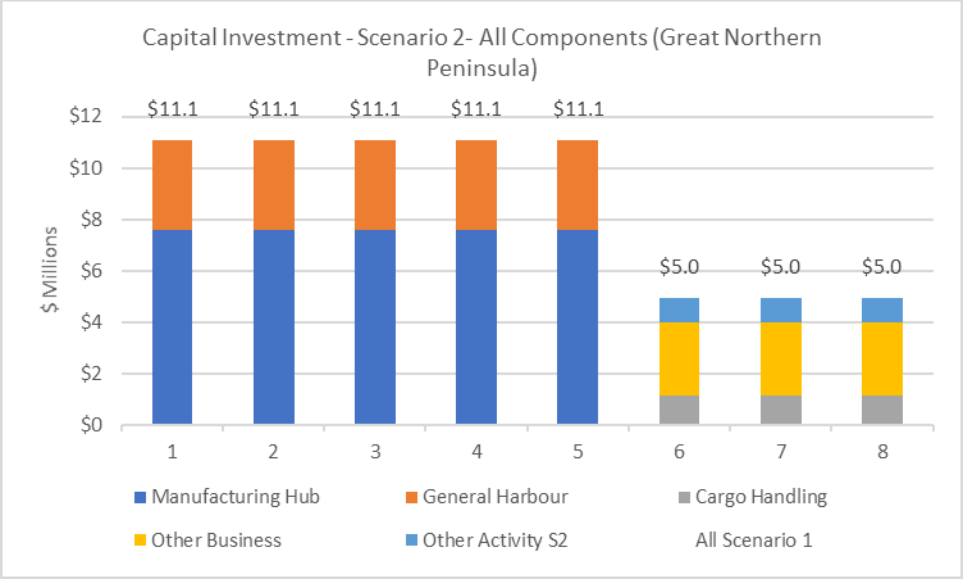


Figure 1374: Annual Construction Expenditures – Scenario 2 - All Components (Great Northern Peninsula)



26.1 Construction Impacts – Great Northern Peninsula

This section considers the detailed economic impacts estimated for all components of the project from the perspective of the Great Northern Peninsula. These include employment, GDP, wages, salaries and social contributions, and business income. Although the economic input-output model does not calculate the federal and provincial tax revenues for the Great Northern Peninsula separately, the sections are included for completeness. Any federal and province tax revenues associated with the great Northern Peninsula are include in the federal and provincial tax revenues calculated for Newfoundland and Labrador and Canada. The type

of impact (that is, direct, indirect, induced, and total) are presented for each of these economic impacts. In addition, the specific economic impact for each component of the project are provided for both Scenario 1 and Scenario 2, as are the annual profiles calculated for each economic impact.

26.1.1 Employment – Great Northern Peninsula

The construction employment impacts are summarized below for each of the components of the project. For Scenario 1, Table 230 and Figures 1375 and 1376 summarize the employment impacts by type and for each component of the project for Scenario 1. The profile of total employment impacts are illustrated in Figures 1377 to 1382. The corresponding employment impacts for Scenario 2 are provided in Table 231 and Figures 1383 to 1386.

Over the three phases of investment, Scenario 1 will generate employment of 1,592 person-years on the Great Northern Peninsula from all components of the project. The employment impacts for the Great Northern Peninsula are comprised of 1,001 (63%) direct person-years of employment, 334 (21%) indirect person-years of employment and 257 (16%) induced person-years of employment. The allocation of employment by project component is as follows; 282 person-years (18%) for the Manufacturing Hub, 118 person-years (7%) for the General Harbour Services, 30 person-years (2%) for the Cargo Handling Hub, 54 (3%) person-years for the Other Business Opportunities, and 1,110 person-years (60%) for the Other Economic Activity.

For scenario 1, the annual profile for employment for the Great Northern Peninsula, as shown in Figure 1377, is concentrated in years 6, 7 and 8, with 398 person-years per annum relative to 80 person-years of employment per annum in the five years. Constructing the Manufacturing Hub yields 56 person-years of employment on the Great Northern Peninsula over the first five years of the project, see Figure 1378. The same profile is observed in Figure 1379 for constructing the General Harbour Services, but the level of annual employment is 24 person-years of employment. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1380. This activity supports 10 person-years of employment in the Great Northern Peninsula. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1381 generates 18 person-years of employment per annum on the Great Northern Peninsula. Finally, Figure 1382 illustrates that the construction activities associated with the Other Economic Activity yields 397 person-years of employment on the Great Northern Peninsula in years 6, 7 and 8.

Alternatively, as shown in Table 231 and Figures 1383 to 1386, Scenario 2 investments will generate employment of 496 person-years on the Great Northern Peninsula from all components of the project. The employment impacts for the Great Northern Peninsula are comprised of 351 (71%) direct person-years of employment, 85 (71%) indirect person-years of employment and 60 (12%) induced person-years of employment. The employment calculated

for the Great Northern Peninsula associated with the Other Economic Activity for Scenario 2 is 13.5 person-years or 4.5 person-years per annum. The corresponding annual profile for Scenario 2 falls to 32 person-years in years 6, 7 and 8.

Table 230: Summary of Annual Construction Employment – Scenario 1 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Employment (PY)	All Components (S1)	**1,000.9**	**333.8**	**257.3**	**1,592.0**
	Manufacturing Hub	**191.1**	**57.6**	**33.2**	**281.9**
	General Harbour	**87.0**	**14.8**	**15.7**	**117.5**
	Cargo Handling	**23.0**	**3.8**	**2.9**	**29.7**
	Other Business	**40.8**	**6.9**	**5.7**	**53.5**
	Other Activity (S1)	**659.0**	**250.7**	**199.8**	**1,109.5**

Figure 1375: Employment Shares by Type – Construction – All Components (Scenario 1) – Great Northern Peninsula

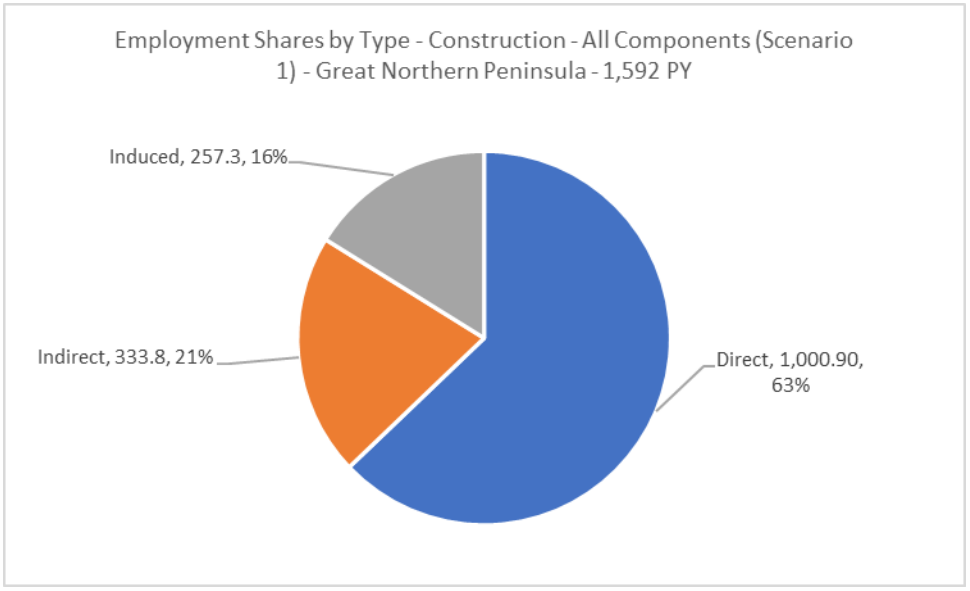


Figure 1376: Total Employment Shares by Component – Construction – (Scenario 1) – Great Northern Peninsula

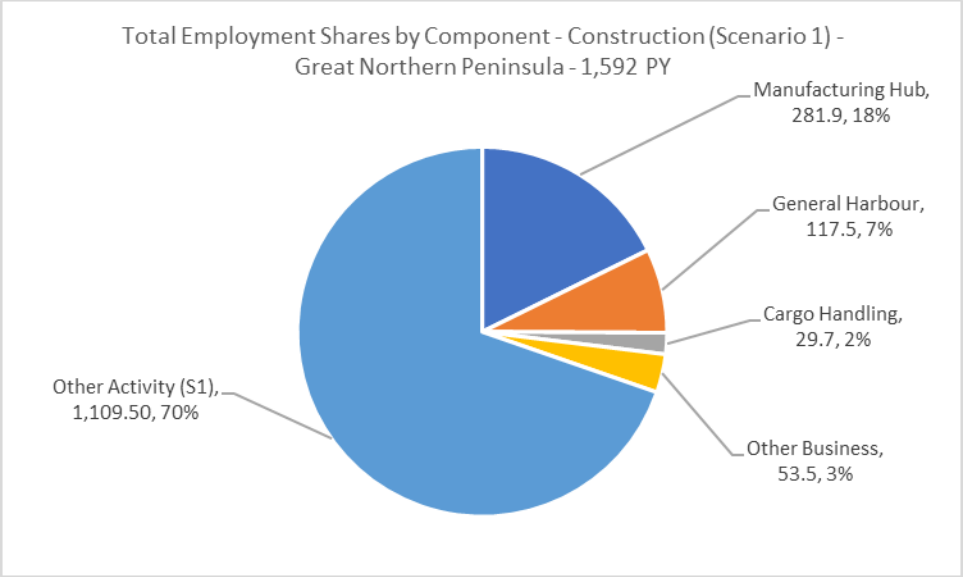


Figure 1377: Summary of Annual Construction Employment – Scenario 1 - All Components (Great Northern Peninsula)

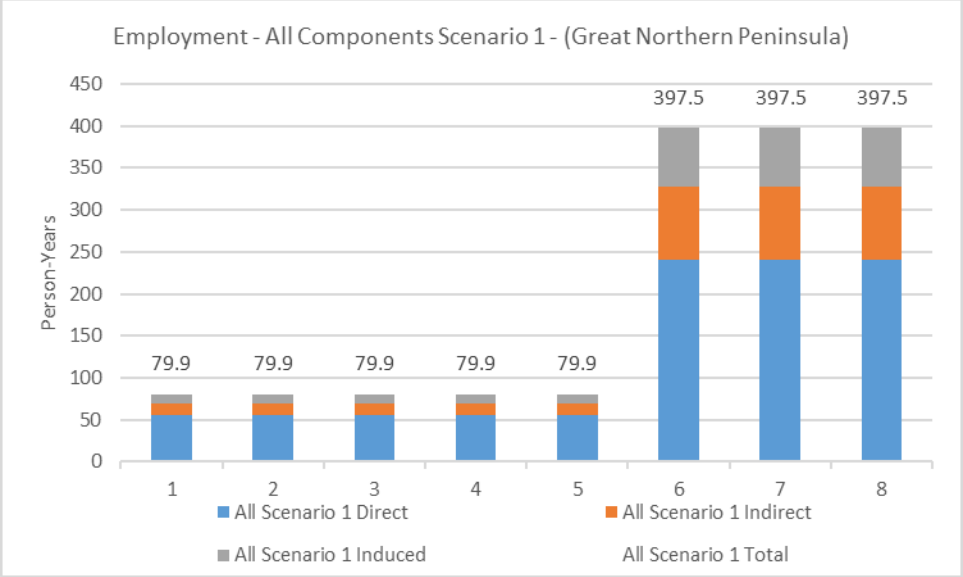


Figure 1378: Summary of Annual Construction Employment – Manufacturing Hub (Great Northern Peninsula)

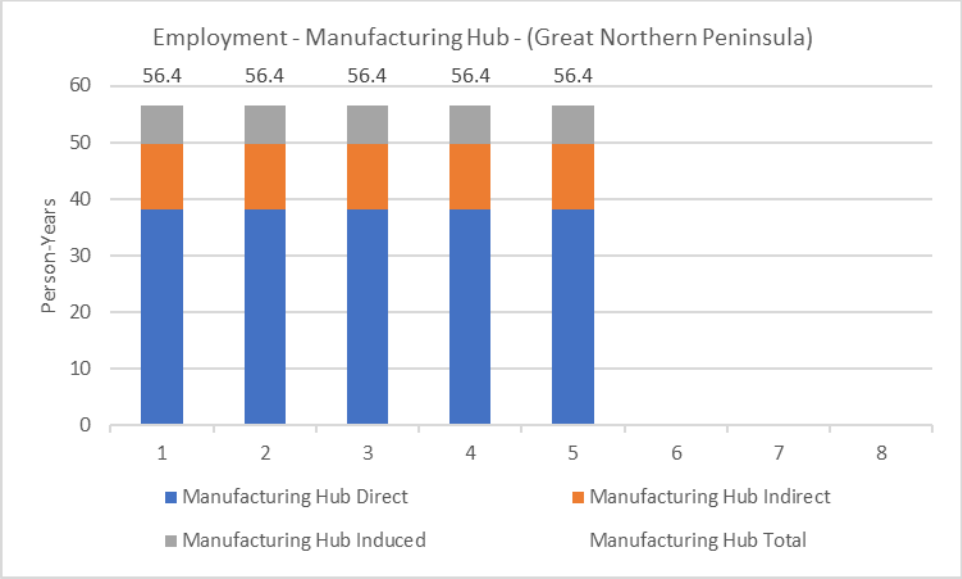


Figure 1379: Summary of Annual Construction Employment – General Harbour (Great Northern Peninsula)

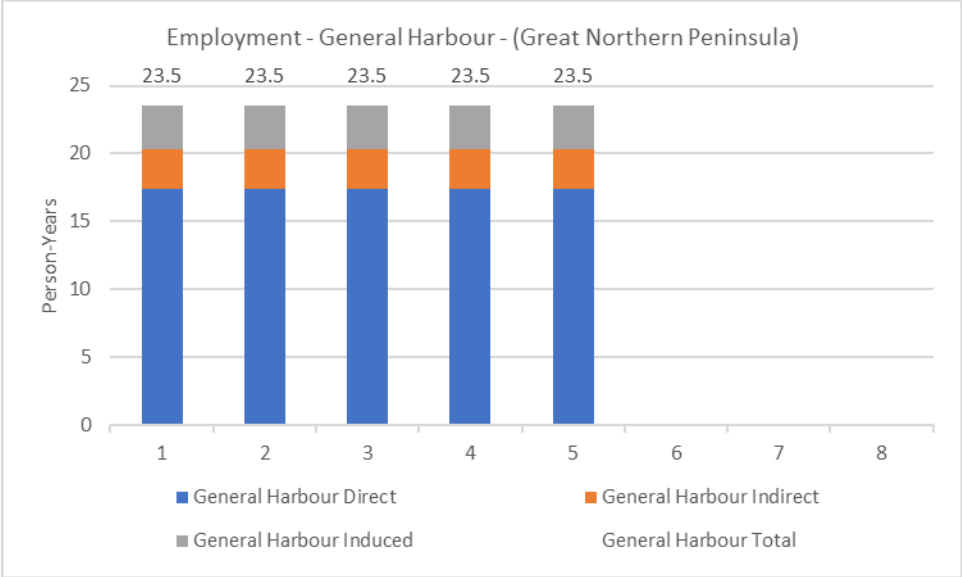


Figure 1380: Summary of Annual Construction Employment – Cargo Handling (Great Northern Peninsula)

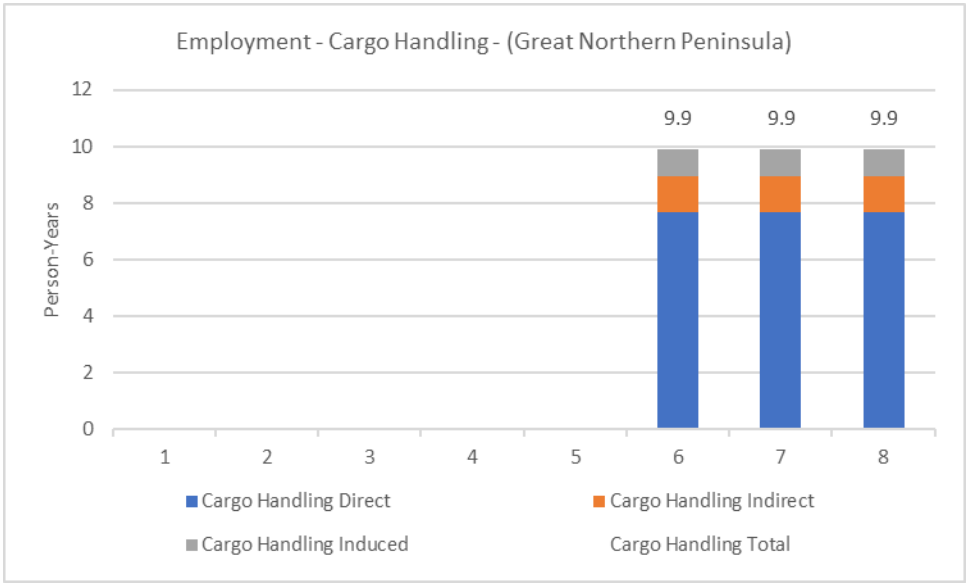


Figure 1381: Summary of Annual Construction Employment – Other Business (Great Northern Peninsula)

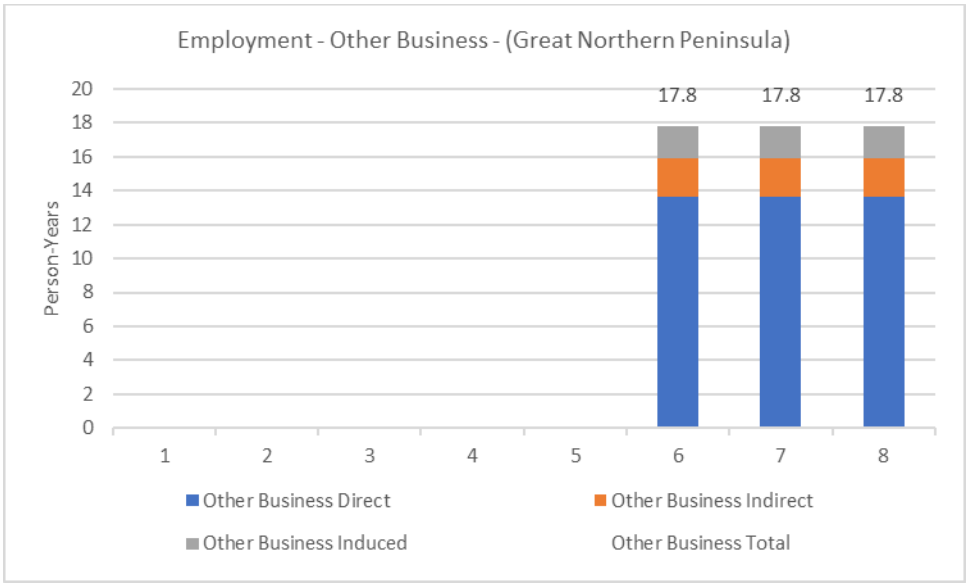


Figure 1382: Summary of Annual Construction Employment – Other Activity Scenario 1 (Great Northern Peninsula)

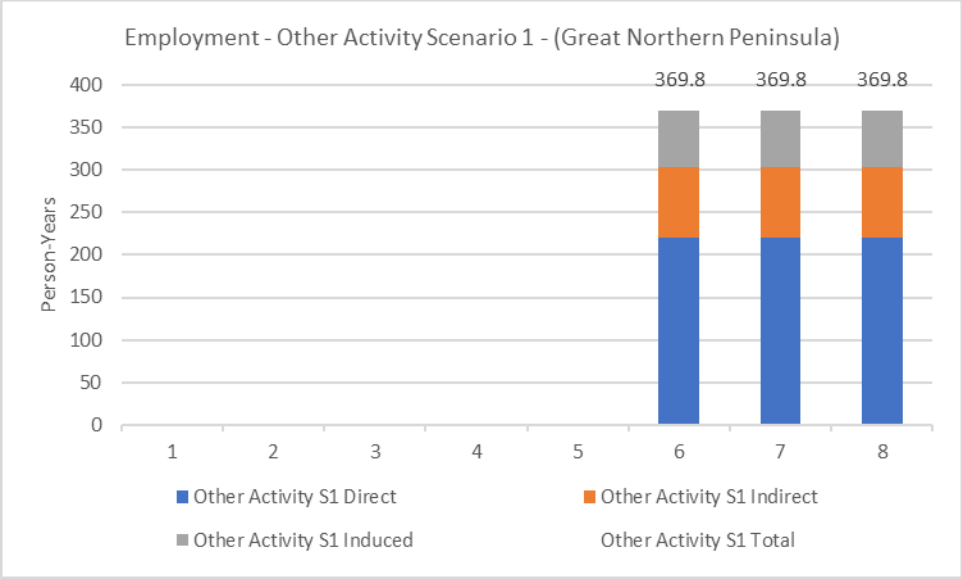


Table 231: Summary of Annual Construction Employment – Scenario 2 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Employment (PY)	All Components (S2)	**350.9**	**85.2**	**60.0**	**496.1**
	Manufacturing Hub	**191.1**	**57.6**	**33.2**	**281.9**
	General Harbour	**87.0**	**14.8**	**15.7**	**117.5**
	Cargo Handling	**23.0**	**3.8**	**2.9**	**29.7**
	Other Business	**40.8**	**6.9**	**5.7**	**53.5**
	Other Activity (S2)	**9.0**	**2.0**	**2.5**	**13.5**

Figure 1383: Employment Shares by Type – Construction – All Components (Scenario 2) – Great Northern Peninsula

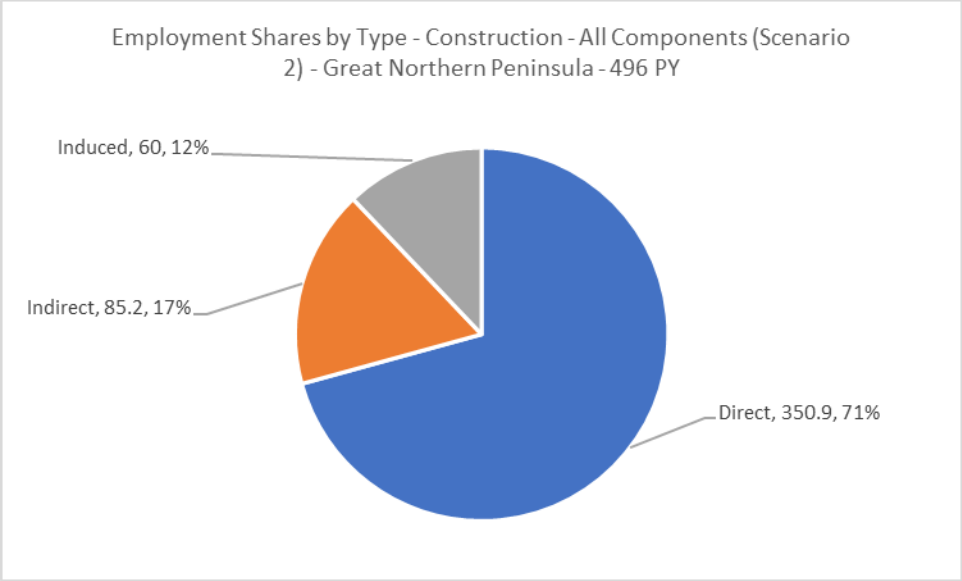


Figure 1384: Total Employment Shares by Component – Construction – (Scenario 2) – Great Northern Peninsula

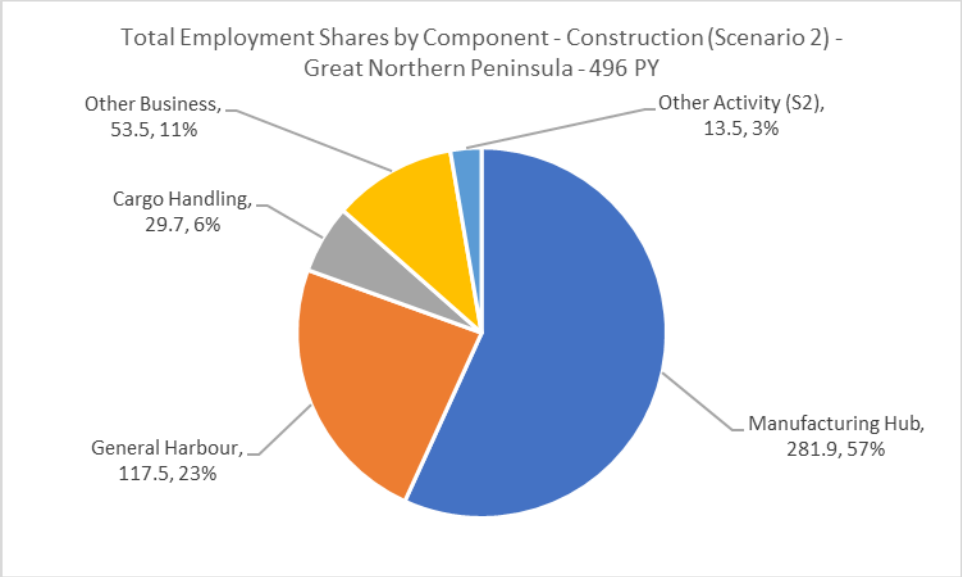


Figure 1385: Summary of Annual Construction Employment – Other Activity Scenario 2 (Great Northern Peninsula)

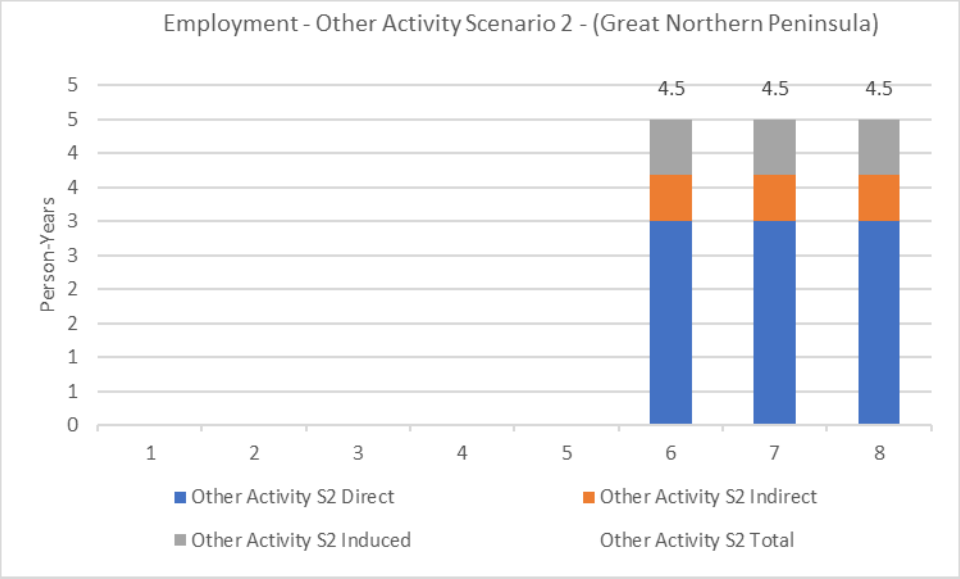
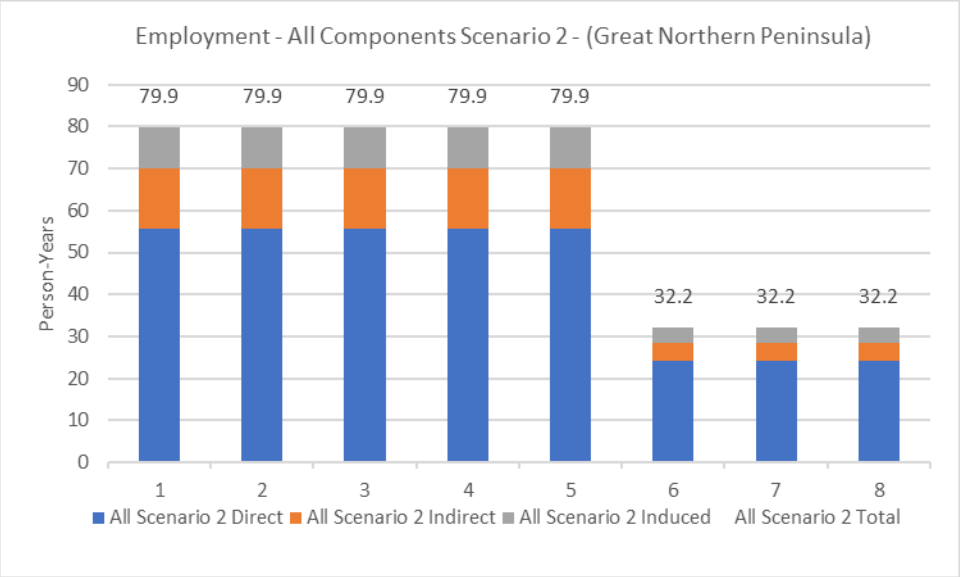


Figure 1386: Summary of Annual Construction Employment – Scenario 2 - All Components (Great Northern Peninsula)



26.1.2 GDP – Great Northern Peninsula

The construction GDP impacts are summarized below for each of the components of the project. For Scenario 1, Table 232 and Figures 1387 and 1388 summarize the GDP impacts by type and for each component of the project for Scenario 1. The profile of total GDP impacts are illustrated in Figures 1389 to 1394. The corresponding GDP impacts for Scenario 2 are provided in Table 233 and Figures 1395 to 1398.

Over the three phases of investment, Scenario 1 will generate GDP of $184.2 million on the Great Northern Peninsula from all components of the project. The GDP impacts for the Great Northern Peninsula are comprised of $125.4 million (68%) direct GDP, $27.8 million (15%) indirect GDP and $31.0 million (17%) induced GDP. The allocation of GDP by project component is as follows; $24.1 million (13%) for the Manufacturing Hub, $10.4 million (6%) for the General Harbour Services, $2.0 million (2%) for the Cargo Handling Hub, $4.6 million (2%) for the Other Business Opportunities, and $143.1 million (78%) for the Other Economic Activity.

For scenario 1, the annual profile for GDP for the Great Northern Peninsula, as shown in Figure 1389, is concentrated in years 6, 7 and 8, with $49.9 million per annum relative to $6.9 million of GDP per annum in the five years. Constructing the Manufacturing Hub yields $4.8 million of GDP on the Great Northern Peninsula over the first five years of the project, see Figure 1390. The same profile is observed in Figure 1391 for constructing the General Harbour Services, but the level of annual GDP is $2.1 million of GDP. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1392. This activity supports $0.7 million of GDP in the Great Northern Peninsula. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1393 generates $1.5 million of GDP per annum on the Great Northern Peninsula. Finally, Figure 1394 illustrates that the construction activities associated with the Other Economic Activity yields $47.7 million of GDP on the Great Northern Peninsula in years 6, 7 and 8.

Alternatively, as shown in Table 233 and Figures 1395 to 1398, Scenario 2 investments will generate $184.2 million GDP on the Great Northern Peninsula from all components of the project. The GDP impacts for the Great Northern Peninsula are comprised of $125.4 million (68%) direct GDP, $27.8 million (15%) indirect GDP and $31 million (17%) induced GDP. The GDP calculated for the Great Northern Peninsula associated with the Other Economic Activity for Scenario 2 is $1.8 million or $0.6 million per annum. The corresponding annual profile for Scenario 2 falls to $2.8 million in years 6, 7 and 8.

Table 232: Summary of Annual Construction GDP – Scenario 1 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction GDP ($M)	All Components (S1)	$125.4	$27.8	$31.0	$184.2
	Manufacturing Hub	$15.0	$5.1	$3.9	$24.1
	General Harbour	$7.4	$1.1	$1.9	$10.4
	Cargo Handling	$1.3	$0.3	$0.4	$2.0
	Other Business	$3.1	$0.7	$0.7	$4.6
	Other Activity (S1)	$98.6	$20.5	$24.0	$143.1

Figure 1387: GDP Shares by Type – Construction – All Components (Scenario 1) – Great Northern Peninsula

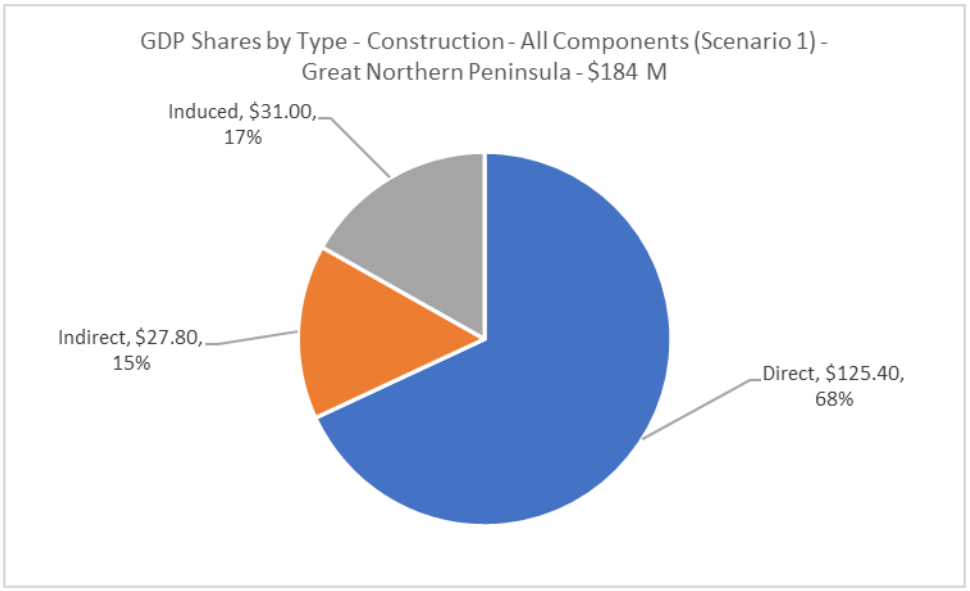


Figure 1388: Total GDP Shares by Component – Construction – (Scenario 1) – Great Northern Peninsula

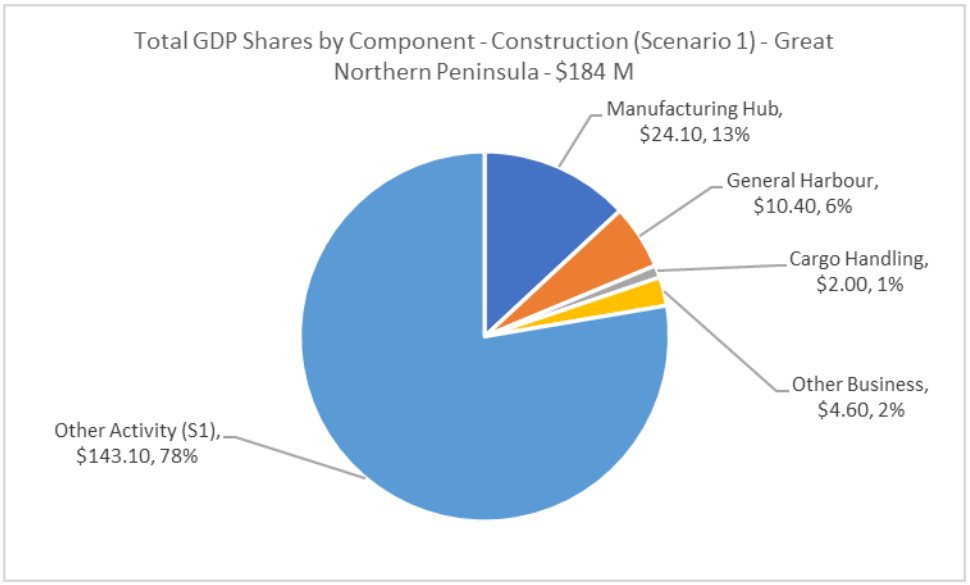


Figure 1389: Summary of Annual Construction GDP – Scenario 1 - All Components (Great Northern Peninsula)

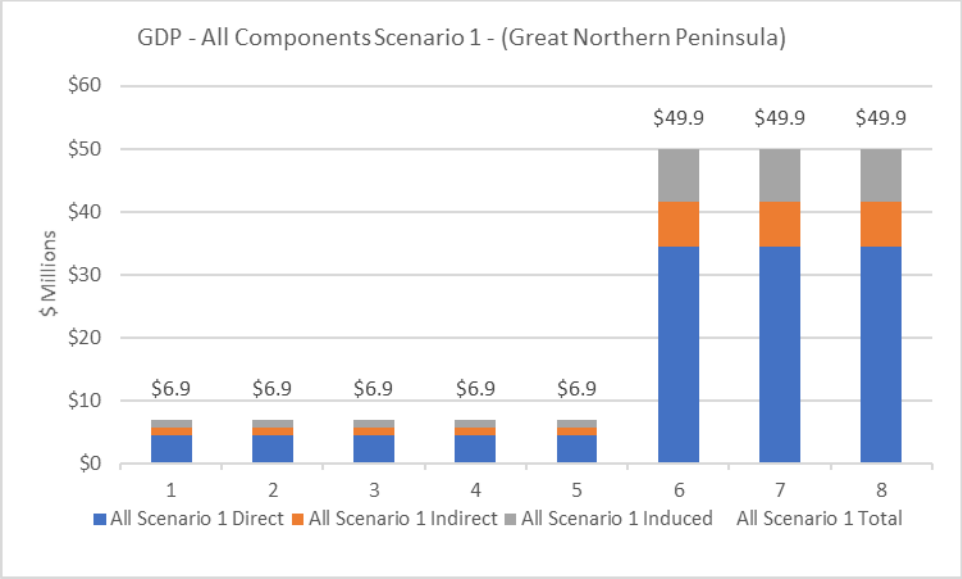


Figure 1390: Summary of Annual Construction GDP – Manufacturing Hub (Great Northern Peninsula)

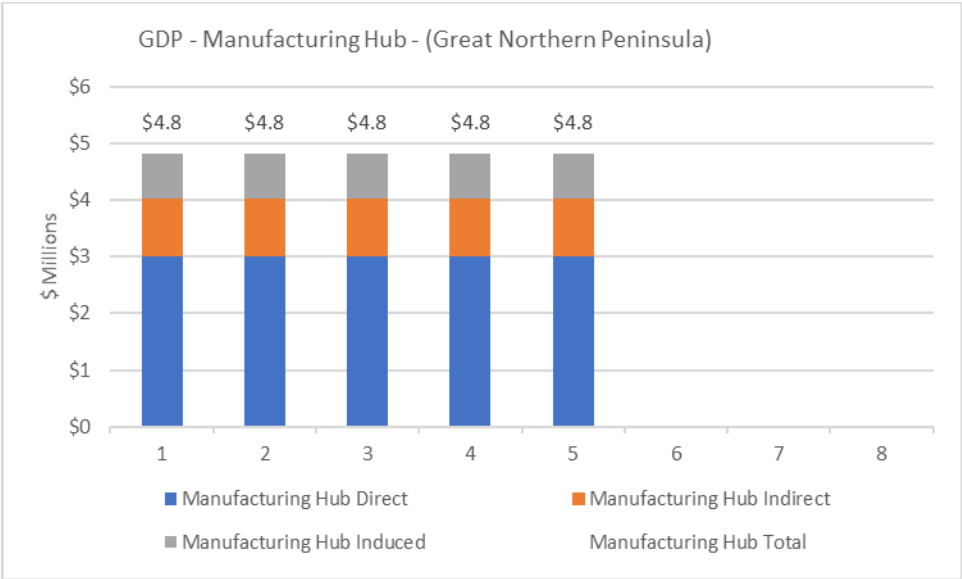


Figure 1391: Summary of Annual Construction GDP – General Harbour (Great Northern Peninsula)

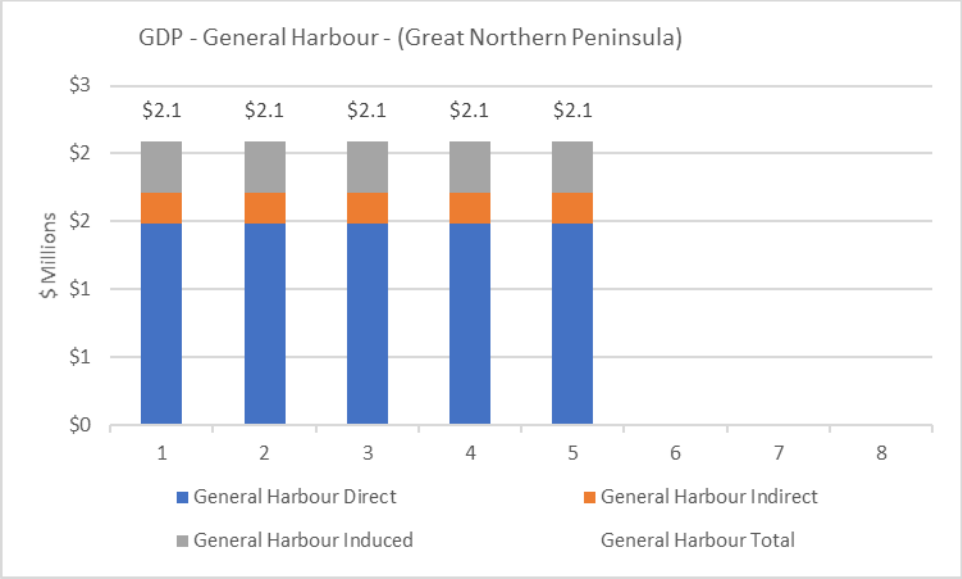


Figure 1392: Summary of Annual Construction GDP – Cargo Handling (Great Northern Peninsula)

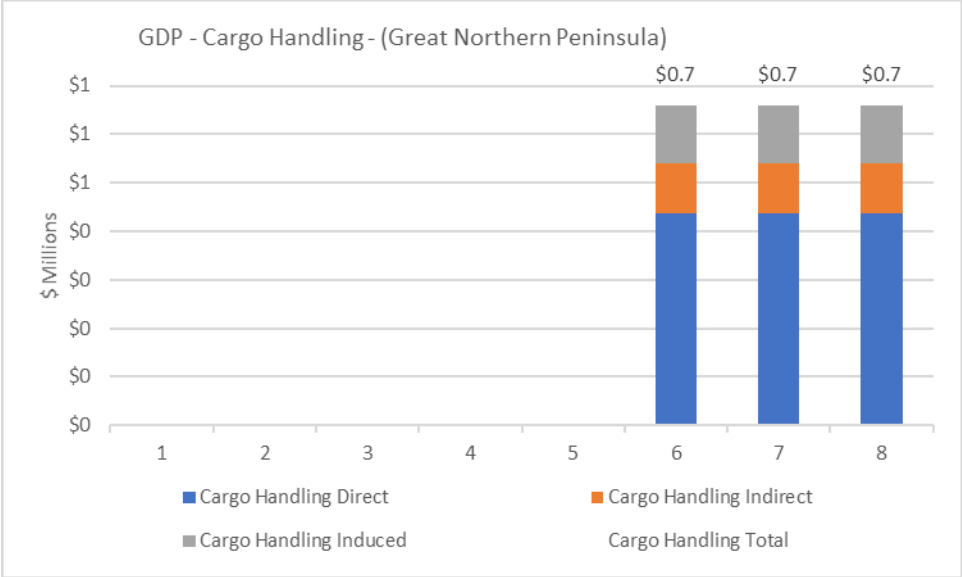


Figure 1393: Summary of Annual Construction GDP – Other Business (Great Northern Peninsula)

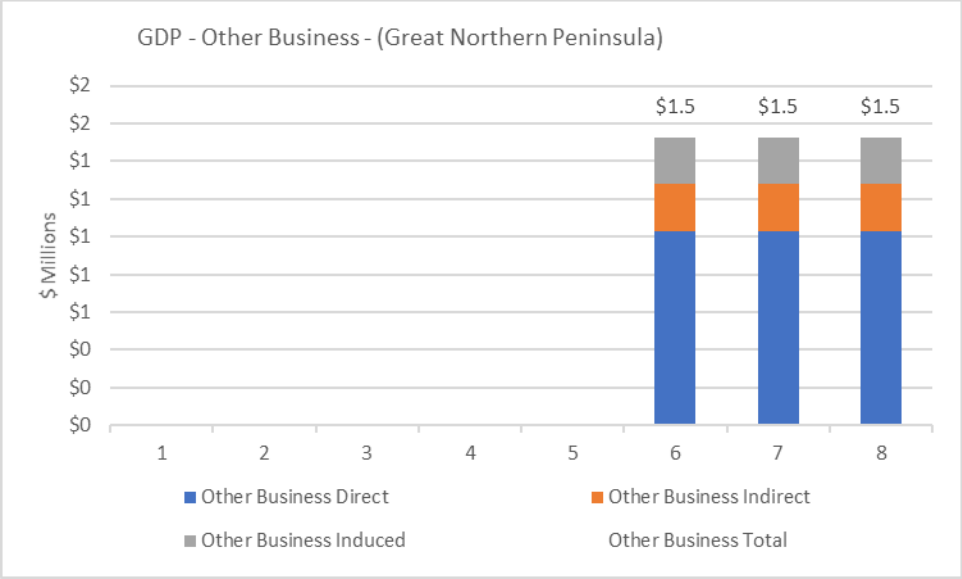


Figure 1394: Summary of Annual Construction GDP – Other Activity Scenario 1: (Great Northern Peninsula)

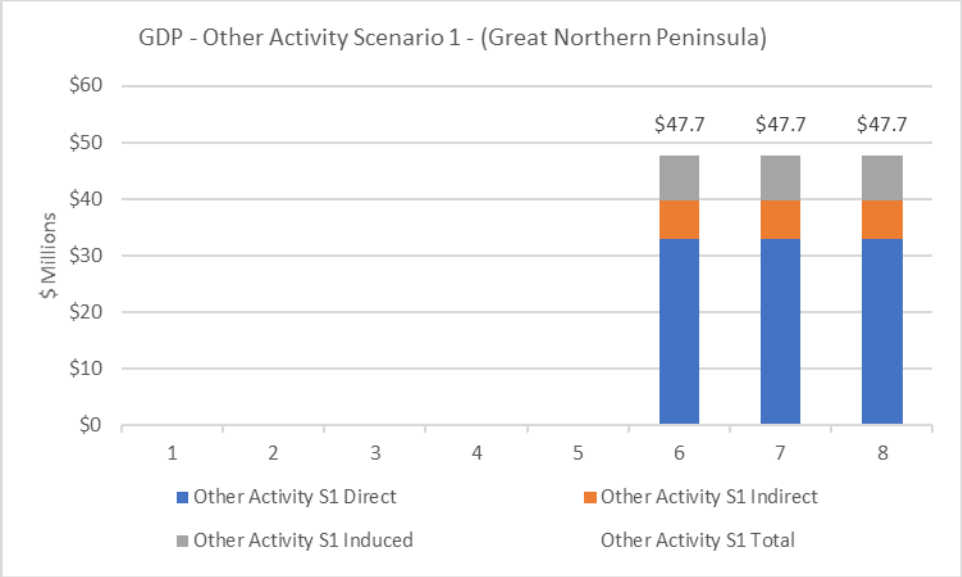


Table 233: Summary of Annual Construction GDP – Scenario 2 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction GDP ($M)	All Components (S2)	**$28.1**	**$7.5**	**$7.2**	**$42.8**
	Manufacturing Hub	**$15.0**	**$5.1**	**$3.9**	**$24.1**
	General Harbour	**$7.4**	**$1.1**	**$1.9**	**$10.4**
	Cargo Handling	**$1.3**	**$0.3**	**$0.4**	**$2.0**
	Other Business	**$3.1**	**$0.7**	**$0.7**	**$4.6**

Great Northern Peninsula		Direct	Indirect	Induced	Total
	Other Activity (S2)	**$1.3**	**$0.2**	**$0.3**	**$1.8**

Figure 1395: GDP Shares by Type – Construction – All Components (Scenario 2) – Great Northern Peninsula

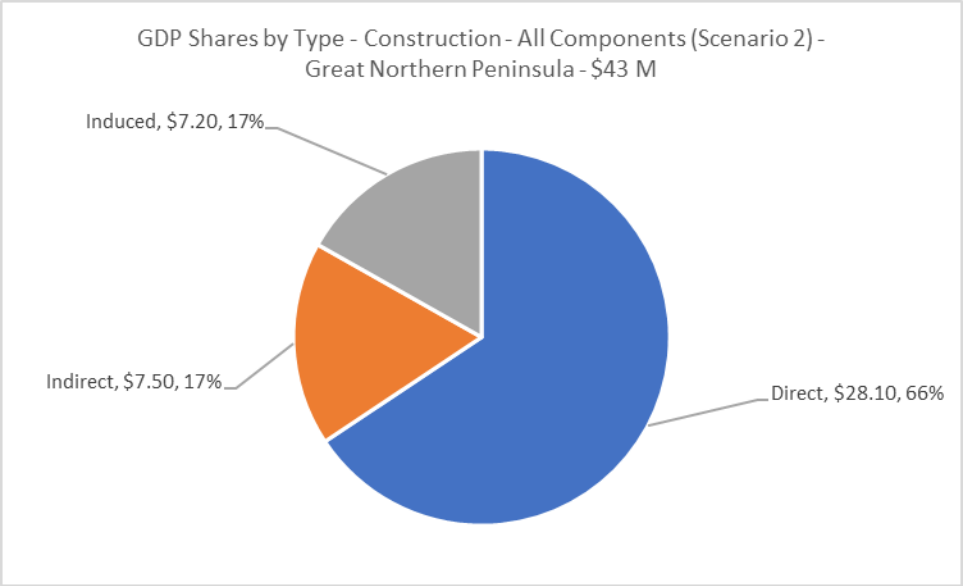


Figure 1396: Total GDP Shares by Component – Construction – (Scenario 2) – Great Northern Peninsula

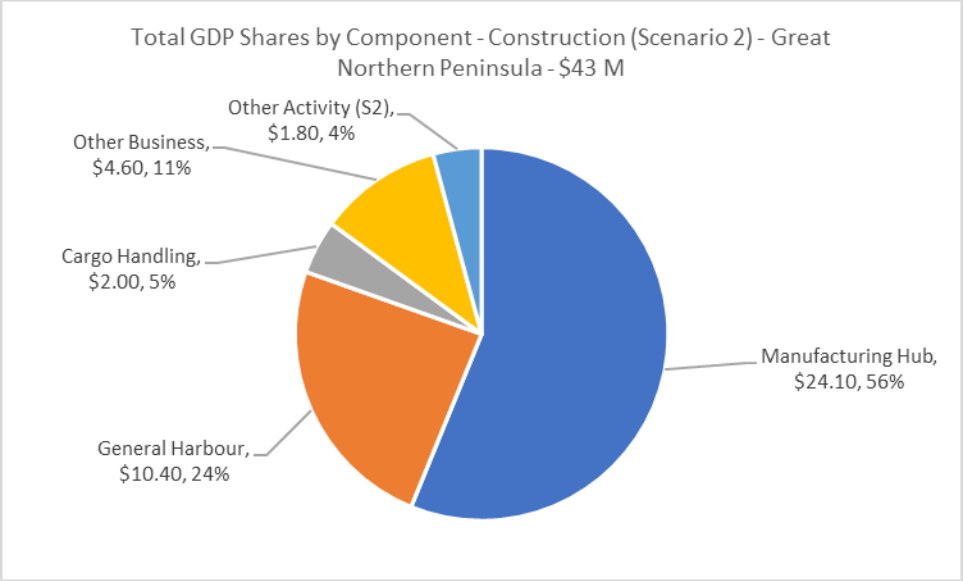


Figure 1397: Summary of Annual Construction GDP – Other Activity Scenario 2: (Great Northern Peninsula)

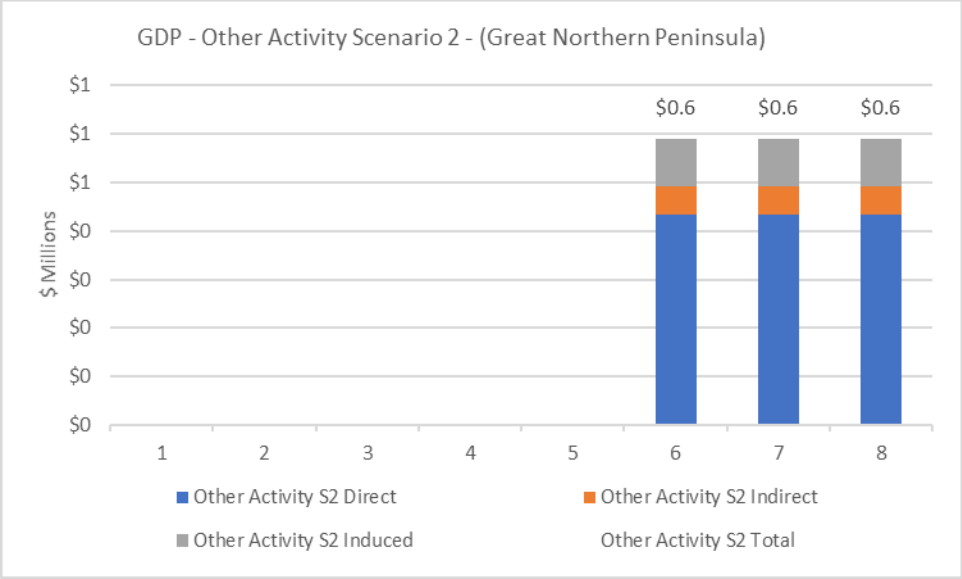
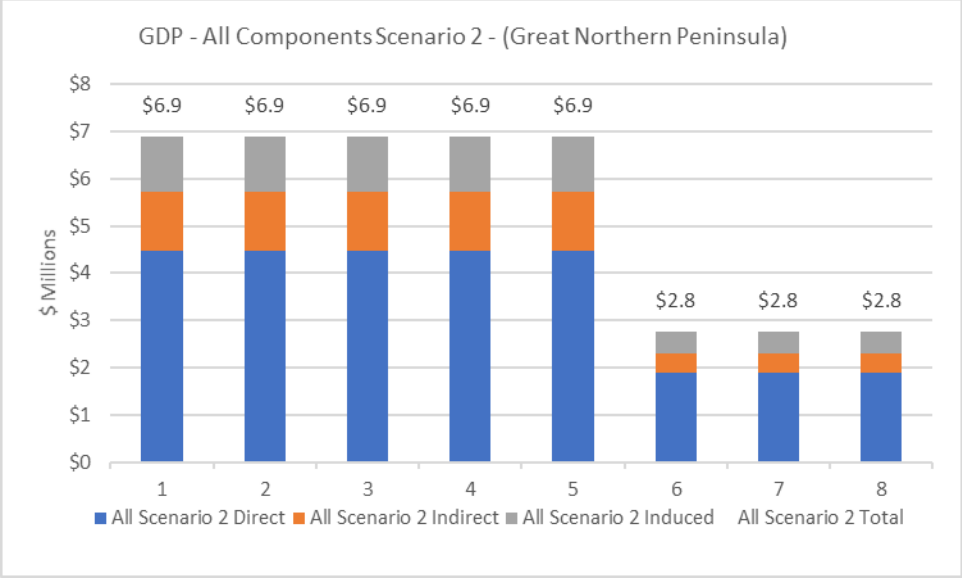


Figure 1398 Summary of Annual Construction GDP – Scenario 2 - All Components (Great Northern Peninsula)



26.1.3 Wages, Salaries & Social Contributions – Great Northern Peninsula

The construction wages, salaries & social contributions impacts are summarized below for each of the components of the project. For Scenario 1, Table 234 and Figures 1399 and 1400 summarize the wages, salaries & social contributions impacts by type and for each component of the project for Scenario 1. The profile of total wages, salaries & social contributions impacts

are illustrated in Figures 1401 to 1406. The corresponding wages, salaries & social contributions impacts for Scenario 2 are provided in Table 235 and Figures 1407 to 1410.

Over the three phases of investment, Scenario 1 will generate wages, salaries & social contributions of $132.1 million on the Great Northern Peninsula from all components of the project. The wages, salaries & social contributions impacts for the Great Northern Peninsula are comprised of $103.4 million (78%) direct wages, salaries & social contributions, $18.7 million (15%) indirect wages, salaries & social contributions and $10.1 million (8%) induced wages, salaries & social contributions. The allocation of wages, salaries & social contributions by project component is as follows; $16.3 million (12%) for the Manufacturing Hub, $8.2 million (6%) for the General Harbour Services, $1.5 million (1%) for the Cargo Handling Hub, $3.2 million (3%) for the Other Business Opportunities, and $102.9 million (78%) for the Other Economic Activity.

For scenario 1, the annual profile for wages, salaries & social contributions for the Great Northern Peninsula, as shown in Figure 1401, is concentrated in years 6, 7 and 8, with $35.9 million per annum relative to $3.3 million of wages, salaries & social contributions per annum in the five years. Constructing the Manufacturing Hub yields $3.3 million of wages, salaries & social contributions on the Great Northern Peninsula over the first five years of the project, see Figure 1402. The same profile is observed in Figure 1403 for constructing the General Harbour Services, but the level of annual wages, salaries & social contributions is $0.5 million of wages, salaries & social contributions. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1404. This activity supports $1.6 million of wages, salaries & social contributions in the Great Northern Peninsula. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1405 generates $1.1 million of wages, salaries & social contributions per annum on the Great Northern Peninsula. Finally, Figure 1406 illustrates that the construction activities associated with the Other Economic Activity yields $34.3 million of wages, salaries & social contributions on the Great Northern Peninsula in years 6, 7 and 8.

Alternatively, as shown in Table 235 and Figures 1407 to 1410, Scenario 2 investments will generate $30.5 million wages, salaries & social contributions on the Great Northern Peninsula from all components of the project. The wages, salaries & social contributions impacts for the Great Northern Peninsula are comprised of $23.4 million (77%) direct wages, salaries & social contributions, $4.7 million (15%) indirect wages, salaries & social contributions and $2.4 million (8%) induced wages, salaries & social contributions. The wages, salaries & social contributions calculated for the Great Northern Peninsula associated with the Other Economic Activity for Scenario 2 is $1.3 million or $0.4 million per annum. The corresponding annual profile for Scenario 2 falls to $2.0 million in years 6, 7 and 8.

Table 234: Summary of Annual Construction Wages, Salaries & Social Contributions – Scenario 1 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Wages, Salaries & Social Contributions ($M)	All Components (S1)	$103.4	$18.7	$10.1	$132.1
	Manufacturing Hub	$11.7	$3.2	$1.3	$16.3
	General Harbour	$6.8	$0.7	$0.6	$8.2
	Cargo Handling	$1.2	$0.2	$0.1	$1.5
	Other Business	$2.5	$0.4	$0.2	$3.2
	Other Activity (S1)	$81.1	$14.0	$7.8	$102.9

Figure 1399: Wages, Salaries & Social Contributions Shares by Type – Construction – All Components (Scenario 1) – Great Northern Peninsula

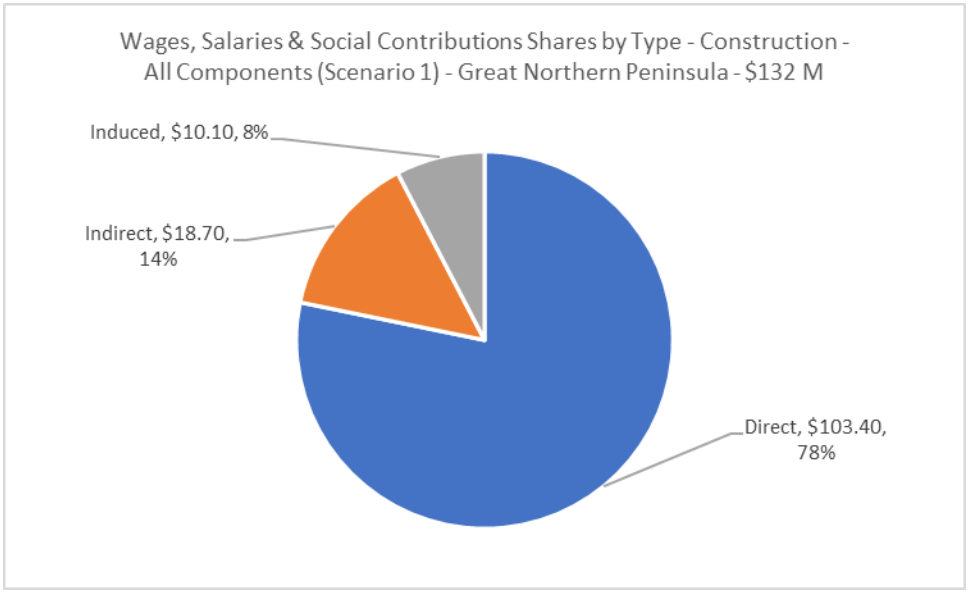


Figure 1400: Total Wages, Salaries & Social Contributions Shares by Component – Construction – (Scenario 1) – Great Northern Peninsula

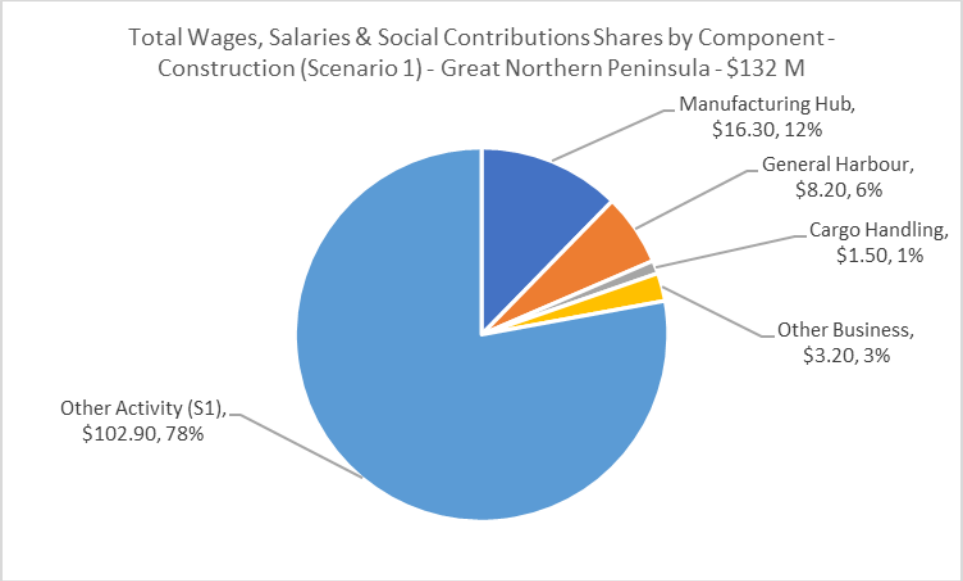


Figure 1401: Summary of Annual Construction Wages, Salaries & Social Contributions – Scenario 1 - All Components (Great Northern Peninsula)

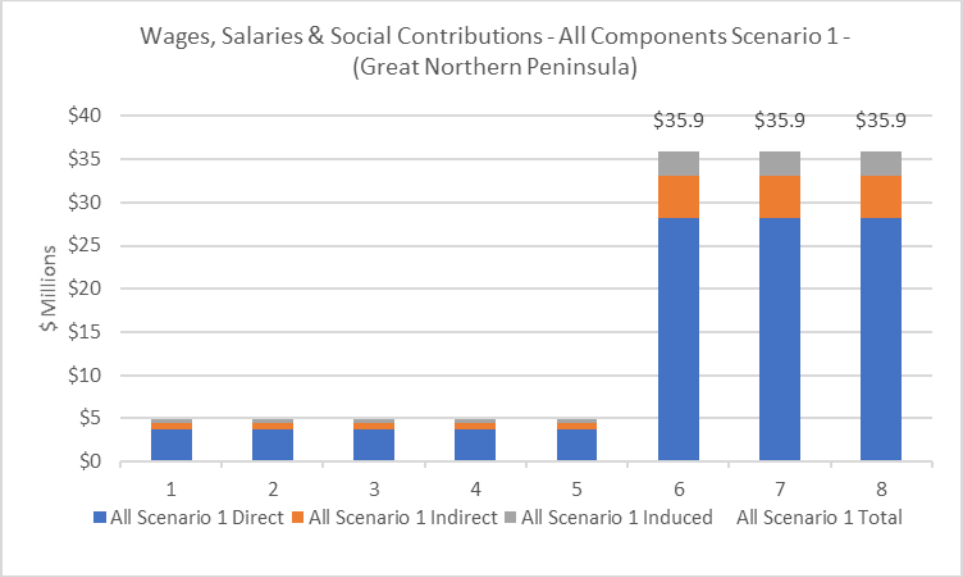


Figure 1402: Summary of Annual Construction Wages, Salaries & Social Contributions – Manufacturing Hub (Great Northern Peninsula)

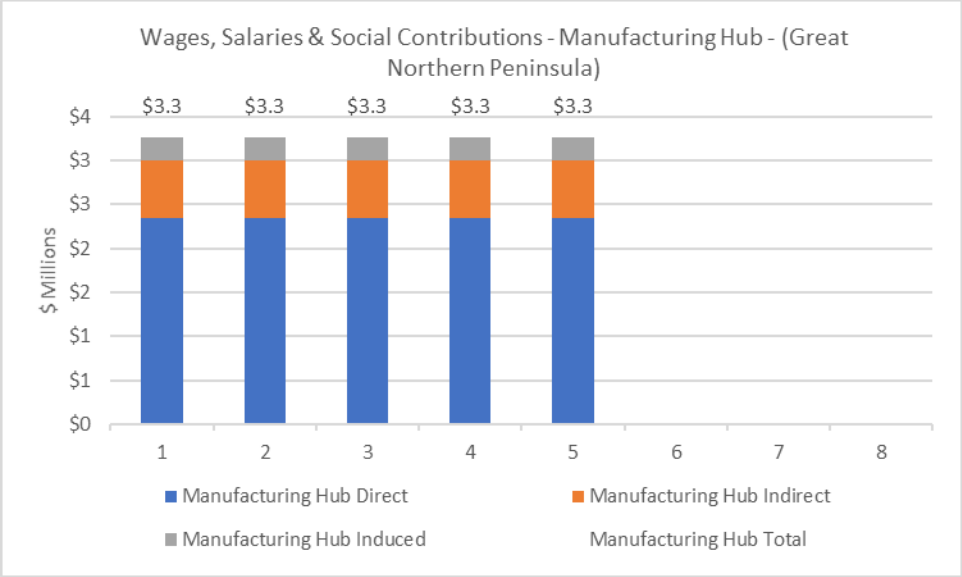


Figure 1403: Summary of Annual Construction Wages, Salaries & Social Contributions – General Harbour (Great Northern Peninsula)

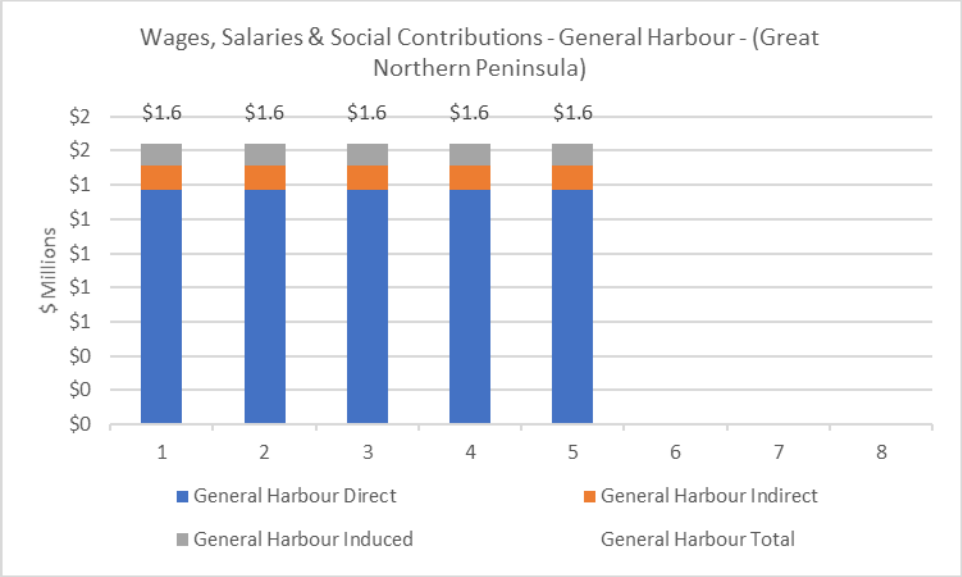


Figure 1404: Summary of Annual Construction Wages, Salaries & Social Contributions – Cargo Handling (Great Northern Peninsula)

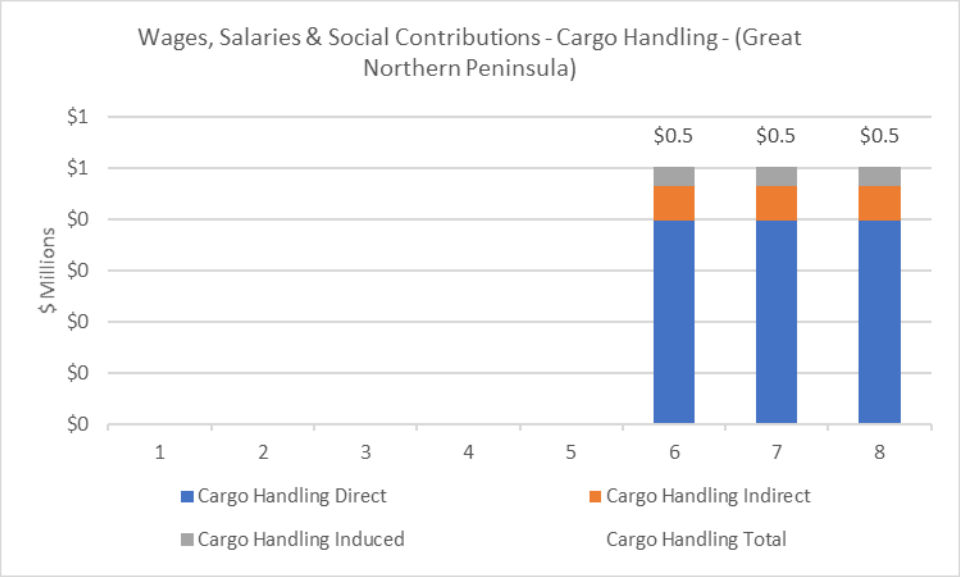


Figure 1405: Summary of Annual Construction Wages, Salaries & Social Contributions – Other Business (Great Northern Peninsula)

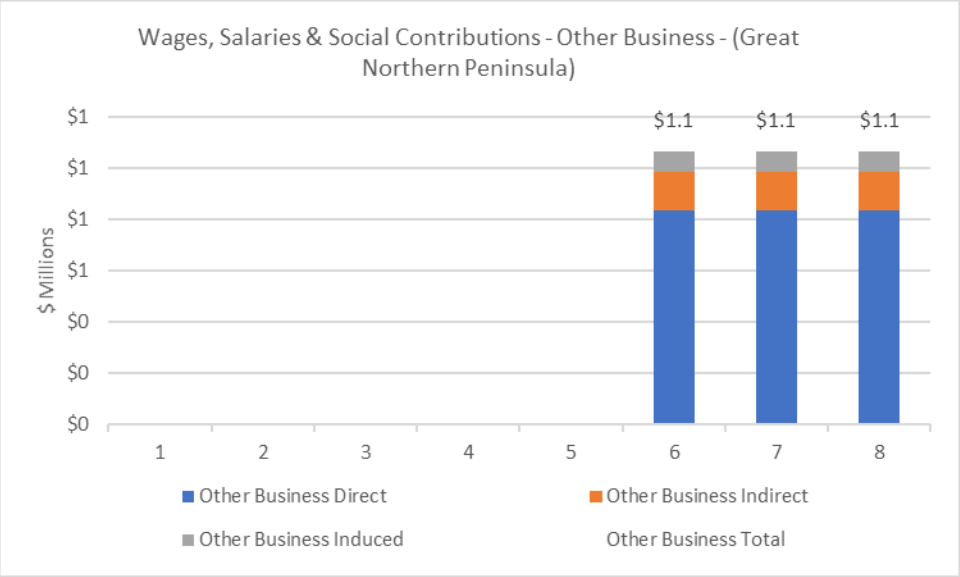


Figure 1406: Summary of Annual Construction Wages, Salaries & Social Contributions – Other Activity Scenario 1 (Great Northern Peninsula)

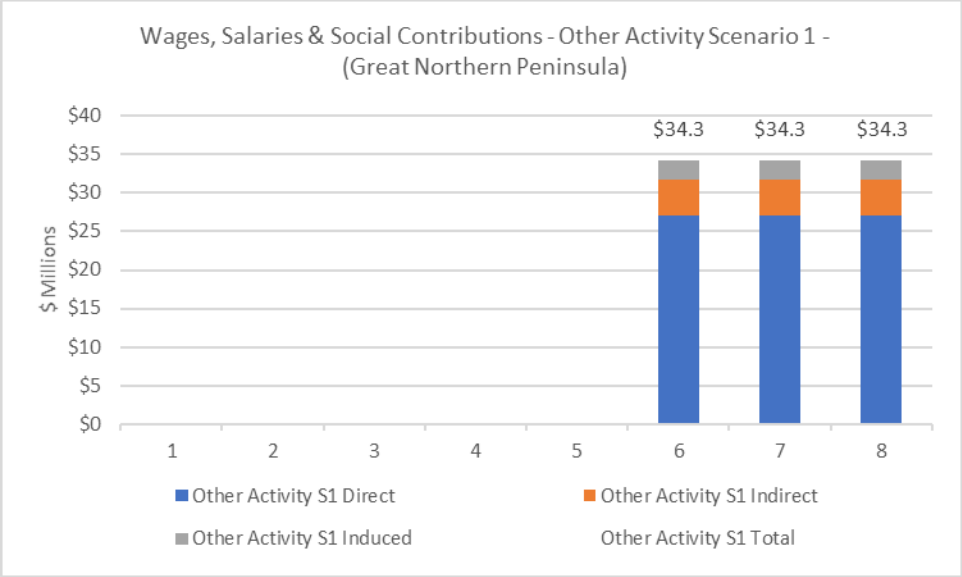


Table 235: Summary of Annual Construction Wages, Salaries & Social Contributions – Scenario 2 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Wages, Salaries & Social Contributions ($M)	All Components (S2)	**$23.4**	**$4.7**	**$2.4**	**$30.5**
	Manufacturing Hub	**$11.7**	**$3.2**	**$1.3**	**$16.3**
	General Harbour	**$6.8**	**$0.7**	**$0.6**	**$8.2**
	Cargo Handling	**$1.2**	**$0.2**	**$0.1**	**$1.5**
	Other Business	**$2.5**	**$0.4**	**$0.2**	**$3.2**
	Other Activity (S2)	**$1.1**	**$0.1**	**$0.1**	**$1.3**

Figure 1407: Wages, Salaries & Social Contributions Shares by Type – Construction – All Components (Scenario 2) – Great Northern Peninsula

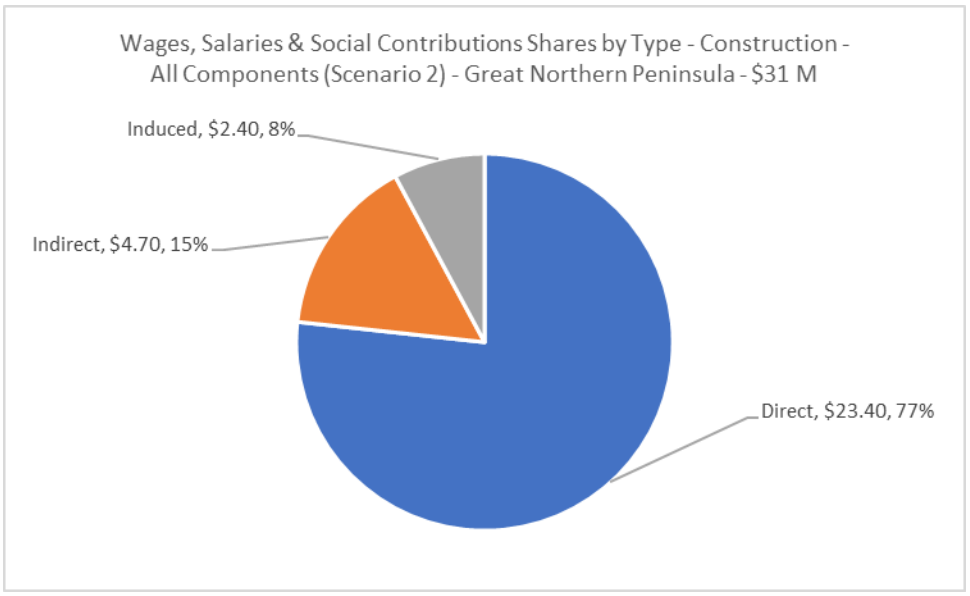


Figure 1408: Total Wages, Salaries & Socila Contributions Shares by Component – Construction – (Scenario 2) – Great Northern Peninsula

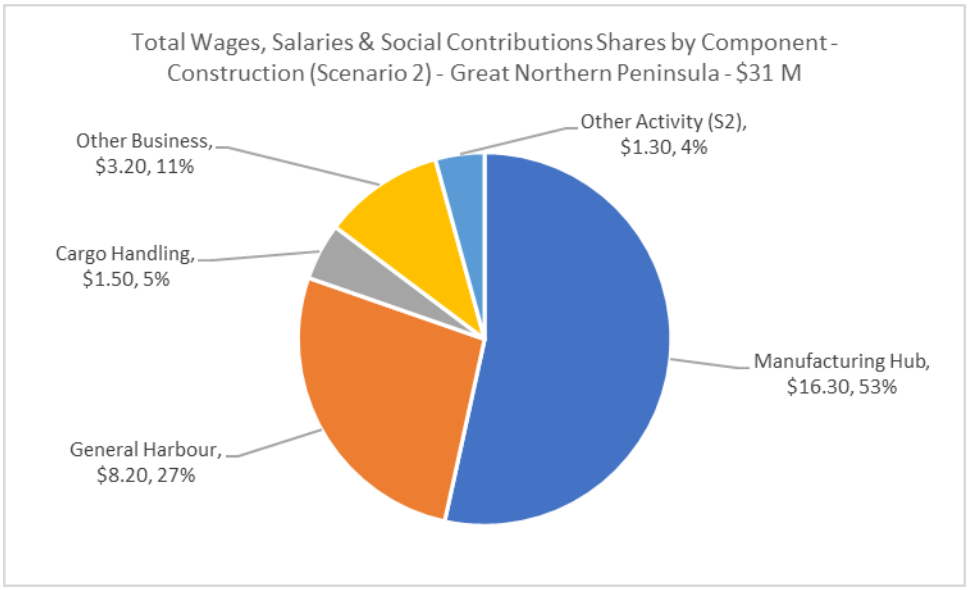


Figure 1409: Summary of Annual Construction Wages, Salaries & Social Contributions – Other Activity Scenario 2 (Great Northern Peninsula)

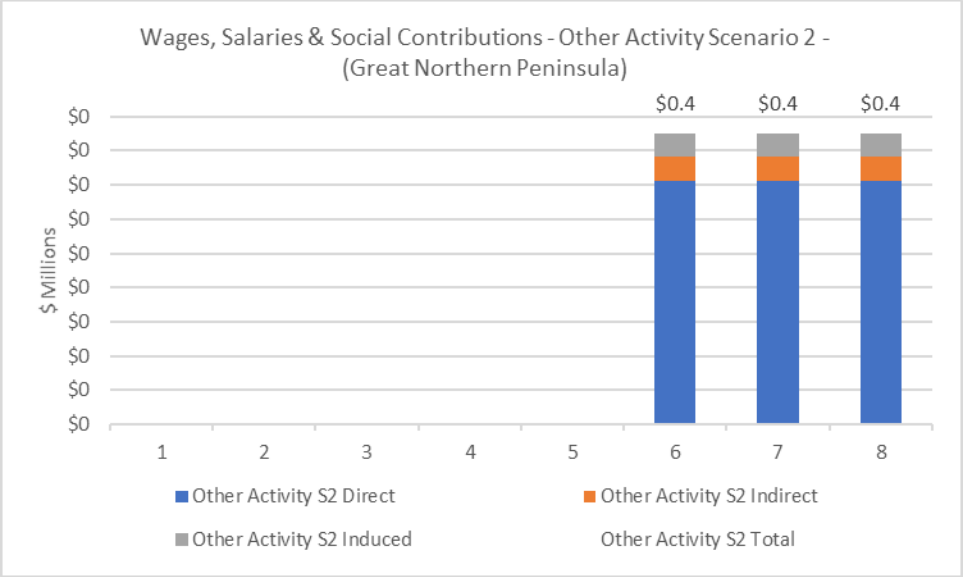
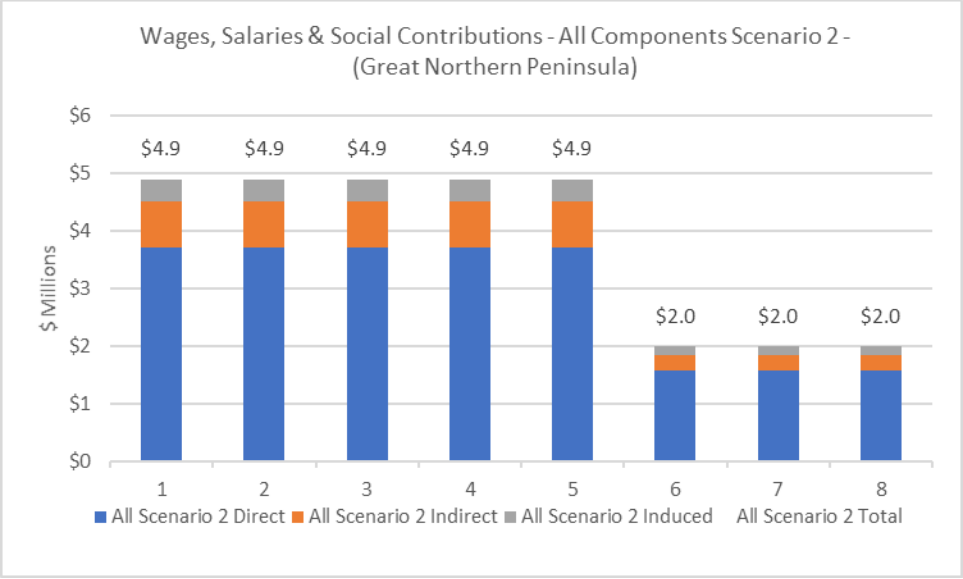


Figure 1410: Summary of Annual Construction Wages, Salaries & Social Contributions – Scenario 2 - All Components (Great Northern Peninsula)



26.1.4 Business Income – Great Northern Peninsula

The construction business income impacts are summarized below for each of the components of the project. For Scenario 1, Table 236 and Figures 1411 and 1412 summarize the business income impacts by type and for each component of the project for Scenario 1. The profile of total business income impacts are illustrated in Figures 1413 to 11418. The corresponding business income impacts for Scenario 2 are provided in Table 237 and Figures 1419 to 1422.

Over the three phases of investment, Scenario 1 will generate business income of $33.70 million on the Great Northern Peninsula from all components of the project. The business income impacts for the Great Northern Peninsula are comprised of $13.60 million (40%) direct business income, $8.3 million (25%) indirect business income and $11.7 million (35%) induced business income. The allocation of business income by project component is as follows; $6.2 million (18%) for the Manufacturing Hub, $1.4 million (4%) for the General Harbour Services, $0.3 million (1%) for the Cargo Handling Hub, $1.0 million (3%) for the Other Business Opportunities, and $24.8 million (74%) for the Other Economic Activity.

For scenario 1, the annual profile for business income for the Great Northern Peninsula, as shown in Figure 1413, is concentrated in years 6, 7 and 8, with $8.7 million per annum relative to $1.5 million of business income per annum in the five years. Constructing the Manufacturing Hub yields $1.2 million of business income on the Great Northern Peninsula over the first five years of the project, see Figure 1414. The same profile is observed in Figure 1415 for constructing the General Harbour Services, but the level of annual business income is $0.3 million of business income. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1416. This activity supports $0.1 million of business income in the Great Northern Peninsula. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1417 generates $0.3 million of business income per annum on the Great Northern Peninsula. Finally, Figure 1418 illustrates that the construction activities associated with the Other Economic Activity yields $8.3 million of business income on the Great Northern Peninsula in years 6, 7 and 8.

Alternatively, as shown in Table 237 and Figures 1419 to 1422, Scenario 2 investments will generate $9.2 million business income on the Great Northern Peninsula from all components of the project. The business income impacts for the Great Northern Peninsula are comprised of $4.0 million (43%) direct business income, $2.5 million (27%) indirect business income and $2.8 million (30%) induced business income. The business income calculated for the Great Northern Peninsula associated with the Other Economic Activity for Scenario 2 is $0.4 million or $0.1 million per annum. The corresponding annual profile for Scenario 2 falls to $0.6 million in years 6, 7 and 8.

Table 236: Summary of Annual Construction Business Income – Scenario 1 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Business Income ($M)	All Components (S1)	$13.6	$8.3	$11.7	$33.7
	Manufacturing Hub	$2.9	$1.7	$1.5	$6.2
	General Harbour	$0.3	$0.4	$0.7	$1.4
	Cargo Handling	$0.1	$0.1	$0.1	$0.3
	Other Business	$0.5	$0.3	$0.3	$1.0
	Other Activity (S1)	$9.8	$5.9	$9.1	$24.8

Figure 1411: Business Income Shares by Type – Construction – All Components (Scenario 1) – Great Northern Peninsula

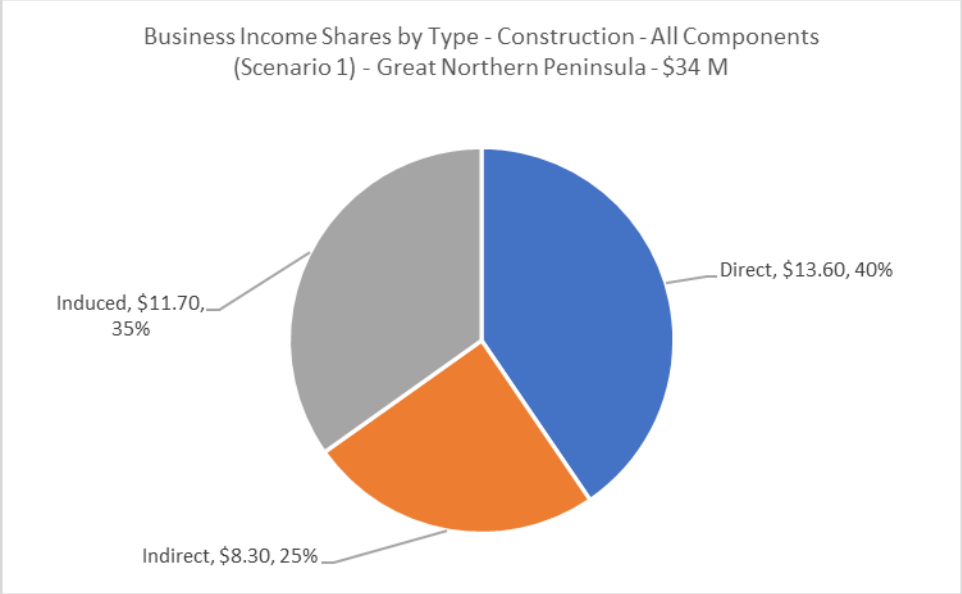


Figure 1412: Total Business Income Shares by Component – Construction – (Scenario 1) – Great Northern Peninsula

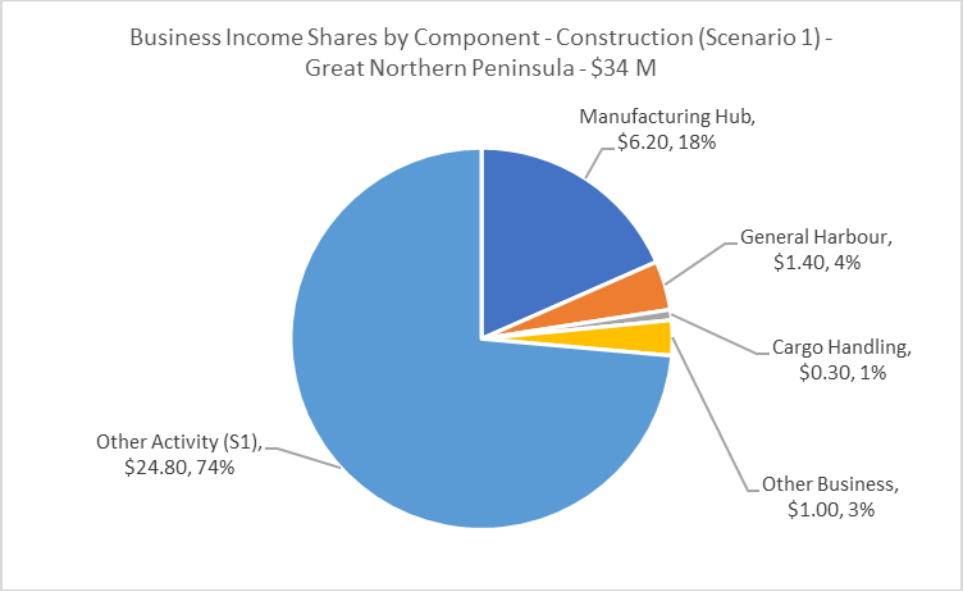


Figure 1413: Summary of Annual Construction Business Income – Scenario 1 - All Components (Great Northern Peninsula)

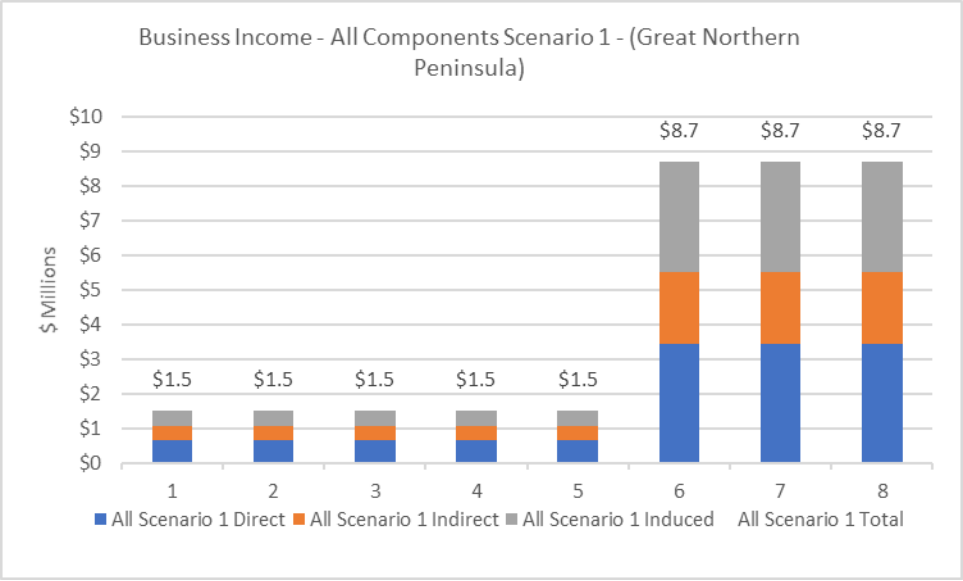


Figure 1414: Summary of Annual Construction Business Income – Manufacturing Hub (Great Northern Peninsula)

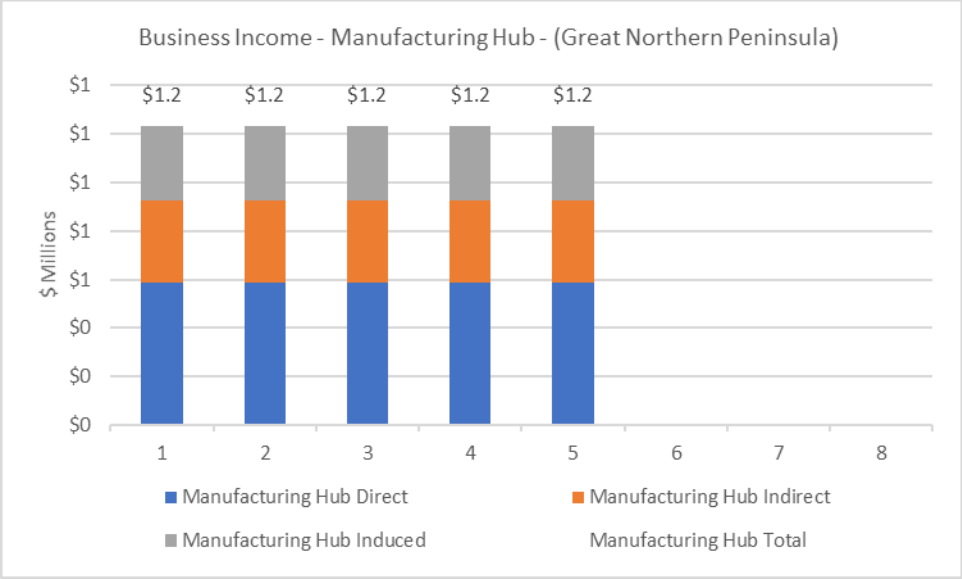


Figure 1415: Summary of Annual Construction Business Income – General Harbour (Great Northern Peninsula)

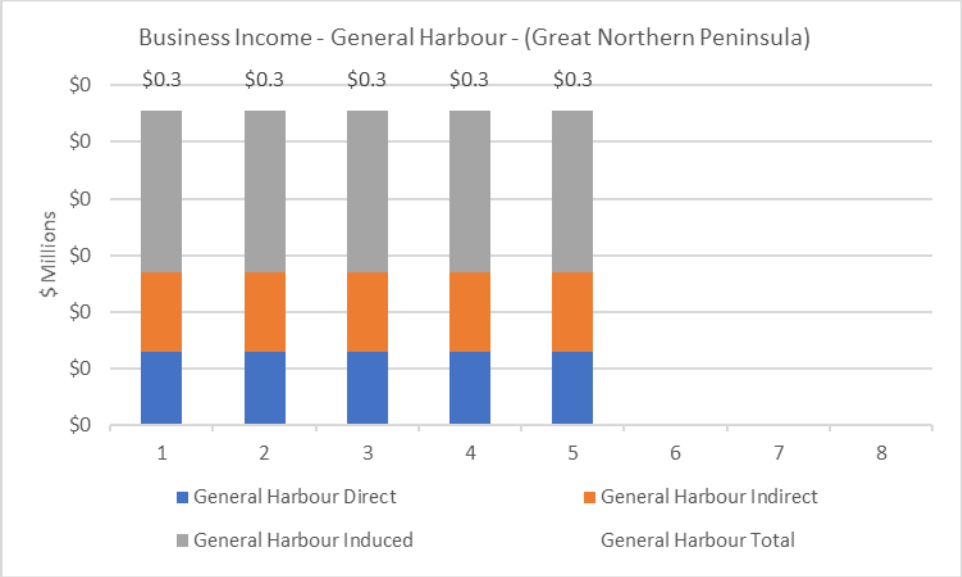


Figure 1416: Summary of Annual Construction Business Income – Cargo Handling (Great Northern Peninsula)

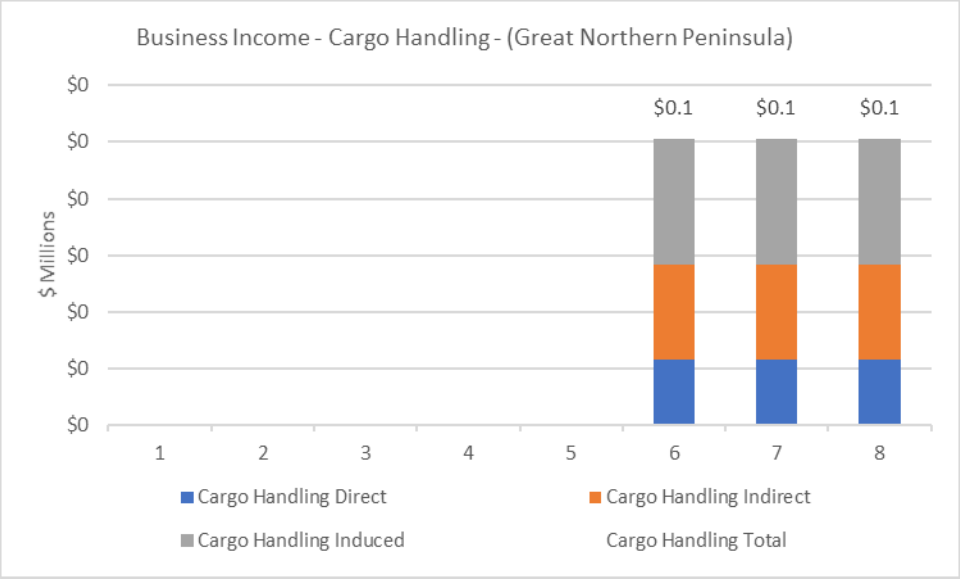


Figure 1417: Summary of Annual Construction Business Income – Other Business (Great Northern Peninsula)

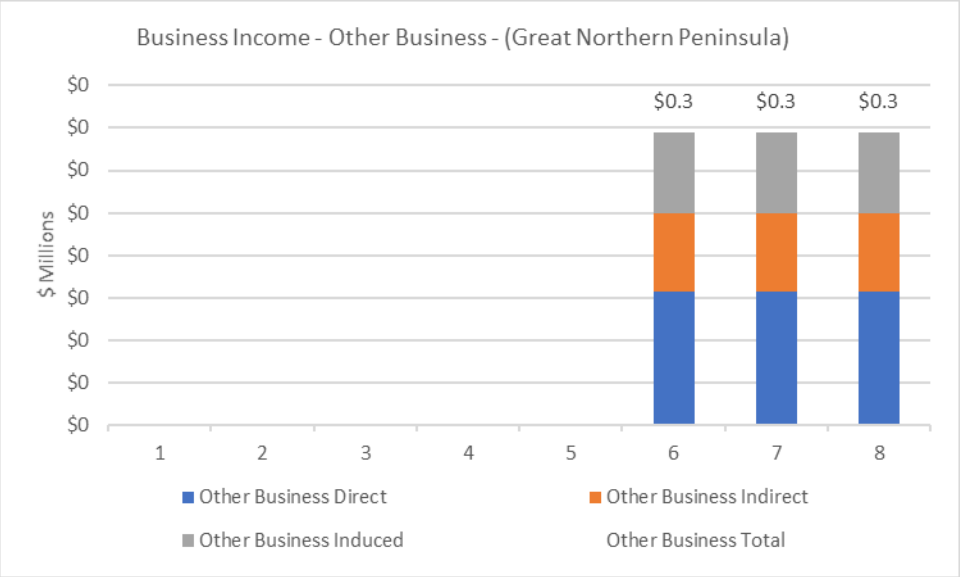


Figure 1418: Summary of Annual Construction Business Income – Other Activity Scenario 1 (Great Northern Peninsula)

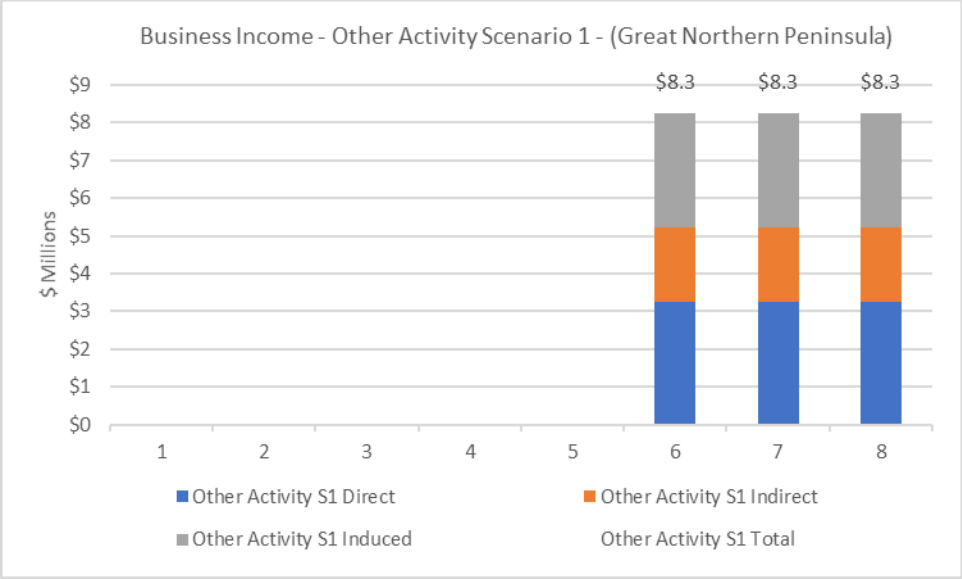


Table 237: Summary of Annual Construction Business Income – Scenario 2 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Business Income ($M)	All Components (S2)	**$4.0**	**$2.5**	**$2.8**	**$9.2**
	Manufacturing Hub	**$2.9**	**$1.7**	**$1.5**	**$6.2**
	General Harbour	**$0.3**	**$0.4**	**$0.7**	**$1.4**
	Cargo Handling	**$0.1**	**$0.1**	**$0.1**	**$0.3**
	Other Business	**$0.5**	**$0.3**	**$0.3**	**$1.0**
	Other Activity (S2)	**$0.2**	**$0.1**	**$0.1**	**$0.4**

Figure 1419: Business Income Shares by Type – Construction – All Components (Scenario 2) – Great Northern Peninsula

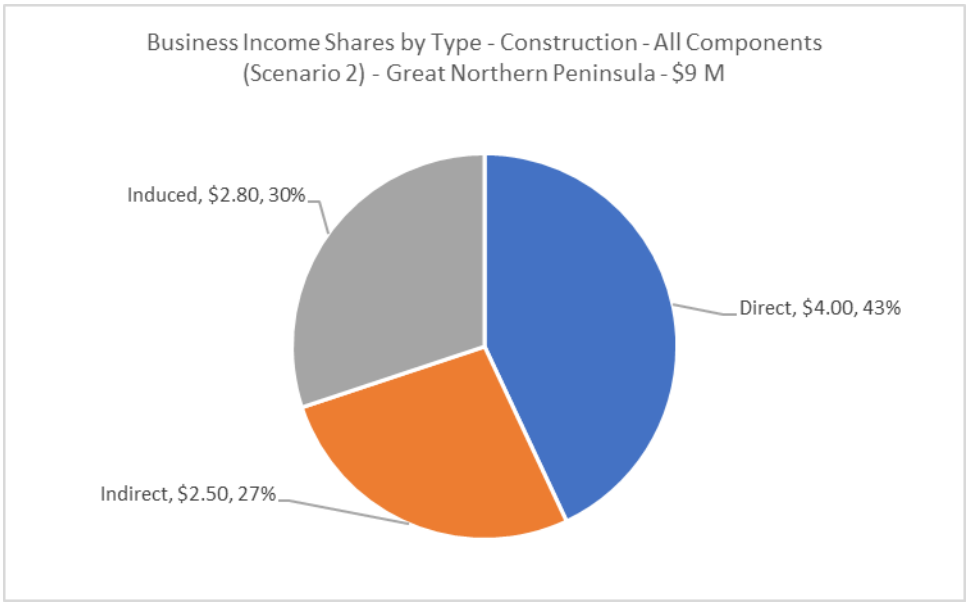


Figure 1420: Total Business Income Shares by Component – Construction – (Scenario 2) – Great Northern Peninsula

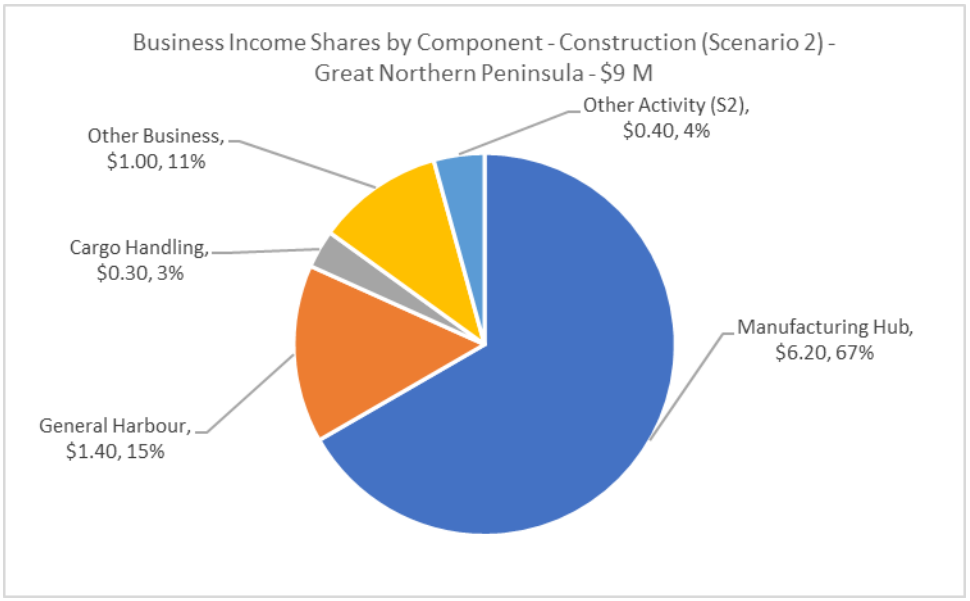


Figure 1421: Summary of Annual Construction Business Income – Other Activity Scenario 2 (Great Northern Peninsula)

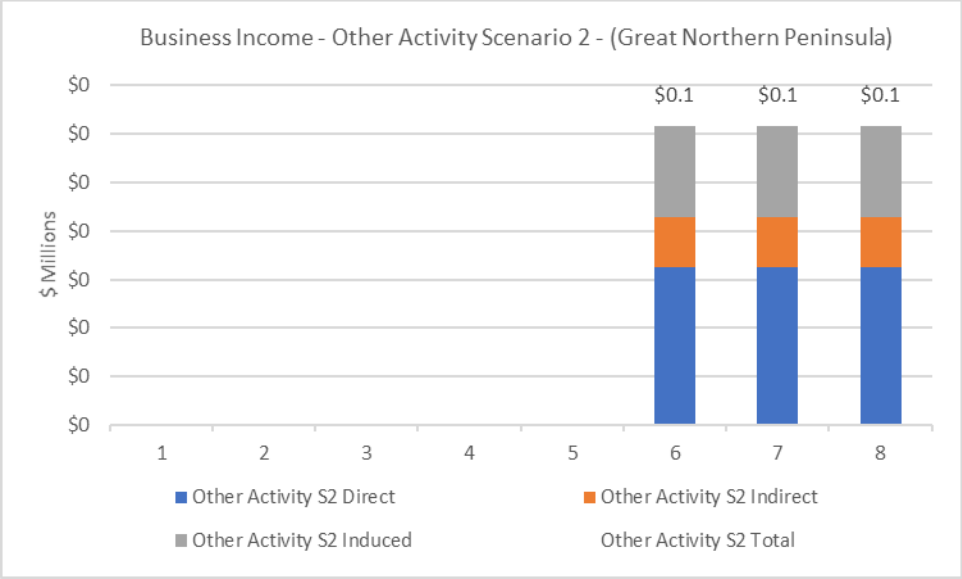
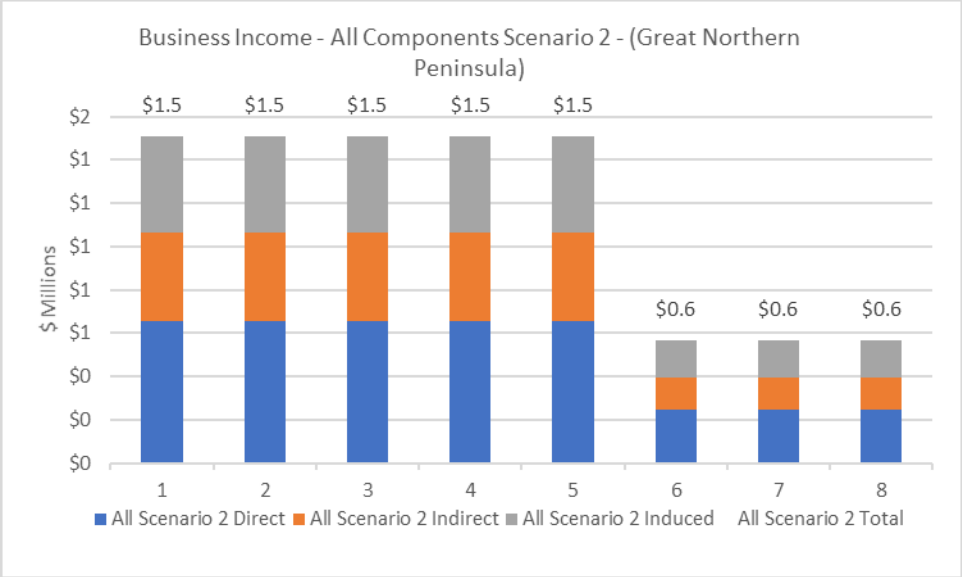


Figure 1422: Summary of Annual Construction Business Income – Scenario 2 - All Components (Great Northern Peninsula)



26.1.5 Federal Tax Revenue – Great Northern Peninsula

There were no calculated of federal tax revenue for the Great Northern Peninsula. They were calculated as part of the Newfoundland and Labrador and Canada estimates.

Table 238: Summary of Annual Construction Federal Tax Revenue – Scenario 1 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Federal Tax Revenue ($M)	All Components (S1)	$0.0	$0.0	$0.0	$0.0
	Manufacturing Hub	$0.0	$0.0	$0.0	$0.0
	General Harbour	$0.0	$0.0	$0.0	$0.0
	Cargo Handling	$0.0	$0.0	$0.0	$0.0
	Other Business	$0.0	$0.0	$0.0	$0.0
	Other Activity (S1)	$0.0	$0.0	$0.0	$0.0

Table 239: Summary of Annual Construction Federal Tax Revenue – Scenario 2 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Federal Tax Revenue ($M)	All Components (S2)	$0.0	$0.0	$0.0	$0.0
	Manufacturing Hub	$0.0	$0.0	$0.0	$0.0
	General Harbour	$0.0	$0.0	$0.0	$0.0
	Cargo Handling	$0.0	$0.0	$0.0	$0.0
	Other Business	$0.0	$0.0	$0.0	$0.0
	Other Activity (S2)	$0.0	$0.0	$0.0	$0.0

26.1.6 Provincial Tax Revenue – Great Northern Peninsula

There were no calculated of provincial tax revenue for the Great Northern Peninsula. They were calculated as part of the Newfoundland and Labrador and Canada estimates.

Table 240: Summary of Annual Construction Provincial Tax Revenue – Scenario 1 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Provincial Tax Revenue ($M)	All Components (S1)	$0.0	$0.0	$0.0	$0.0
	Manufacturing Hub	$0.0	$0.0	$0.0	$0.0
	General Harbour	$0.0	$0.0	$0.0	$0.0
	Cargo Handling	$0.0	$0.0	$0.0	$0.0
	Other Business	$0.0	$0.0	$0.0	$0.0
	Other Activity (S1)	$0.0	$0.0	$0.0	$0.0

Table 241: Summary of Annual Construction Provincial Tax Revenue – Scenario 2 - All Components (Great Northern Peninsula)

Great Northern Peninsula		Direct	Indirect	Induced	Total
Construction Provincial Tax Revenue ($M)	All Components (S2)	$0.0	$0.0	$0.0	$0.0
	Manufacturing Hub	$0.0	$0.0	$0.0	$0.0
	General Harbour	$0.0	$0.0	$0.0	$0.0
	Cargo Handling	$0.0	$0.0	$0.0	$0.0
	Other Business	$0.0	$0.0	$0.0	$0.0
	Other Activity (S2)	$0.0	$0.0	$0.0	$0.0

26.2 Construction Impacts – Newfoundland and Labrador

26.2.1 Employment – Newfoundland and Labrador

The construction employment impacts are summarized below for each of the components of the project. For Scenario 1, Table 242 and Figures 1423 and 1424 summarize the employment impacts by type and for each component of the project for Scenario 1. The profile of total employment impacts are illustrated in Figures 1425 to 1430. The corresponding employment impacts for Scenario 2 are provided in Table 243 and Figures 1431 to 1434.

Over the three phases of investment, Scenario 1 will generate employment of 2,338 person-years on the Newfoundland and Labrador from all components of the project. The employment impacts for the Newfoundland and Labrador are comprised of 1,001 (43%) direct person-years of employment, 786 (34%) indirect person-years of employment and 552 (23%) induced person-years of employment. The allocation of employment by project component is as follows; 358 person-years (15%) for the Manufacturing Hub, 155 person-years (7%) for the General Harbour Services, 40 person-years (2%) for the Cargo Handling Hub, 68 person-years (3%) for the Other Business Opportunities, and 1,718 person-years (73%) for the Other Economic Activity.

For scenario 1, the annual profile for employment for the Newfoundland and Labrador, as shown in Figure 1425, is concentrated in years 6, 7 and 8, with 609 person-years per annum relative to 103 person-years of employment per annum in the five years. Constructing the Manufacturing Hub yields 71 person-years of employment on the Newfoundland and Labrador over the first five years of the project, see Figure 1426. The same profile is observed in Figure 1427 for constructing the General Harbour Services, but the level of annual employment is 31 person-years of employment. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1428. This activity supports 13 person-years of employment in the Newfoundland and Labrador. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1429 generates 23 person-years of employment per annum on the Newfoundland and Labrador. Finally, Figure 1430 illustrates that the construction activities associated with the Other Economic Activity yields 573 person-years of employment on the Newfoundland and Labrador in years 6, 7 and 8.

Alternatively, as shown in Table 243 and Figures 1431 to 1434, Scenario 2 investments will generate employment of 640 person-years on the Newfoundland and Labrador from all components of the project. The employment impacts for the Newfoundland and Labrador are comprised of 351 (55%) direct person-years of employment, 168 (26%) indirect person-years of employment and 121 (19%) induced person-years of employment. The employment calculated

for the Newfoundland and Labrador associated with the Other Economic Activity for Scenario 2 is 19.2 person-years or 6.4 person-years per annum. The corresponding annual profile for scenario 2 falls to 42 person-years in years 6, 7 and 8.

Table 242: Summary of Annual Construction Employment – Scenario 1 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Employment (PY)	All Components (S1)	**1,000.9**	**785.6**	**551.7**	**2,338.2**
	Manufacturing Hub	**191.1**	**100.0**	**66.6**	**357.7**
	General Harbour	**87.0**	**36.3**	**31.4**	**154.7**
	Cargo Handling	**23.0**	**10.2**	**6.6**	**39.9**
	Other Business	**40.8**	**15.7**	**11.7**	**68.2**
	Other Activity (S1)	**659.0**	**623.3**	**435.4**	**1,717.7**

Figure 1423: Employment Shares by Type – Construction – All Components (Scenario 1) – Newfoundland and Labrador

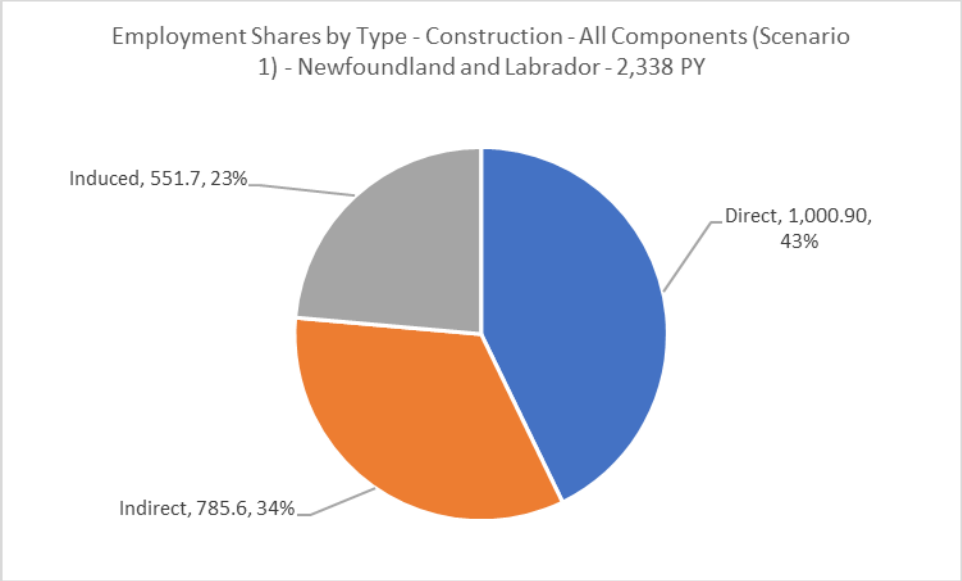


Figure 1424: Total Employment Shares by Component – Construction – (Scenario 1) – Newfoundland and Labrador

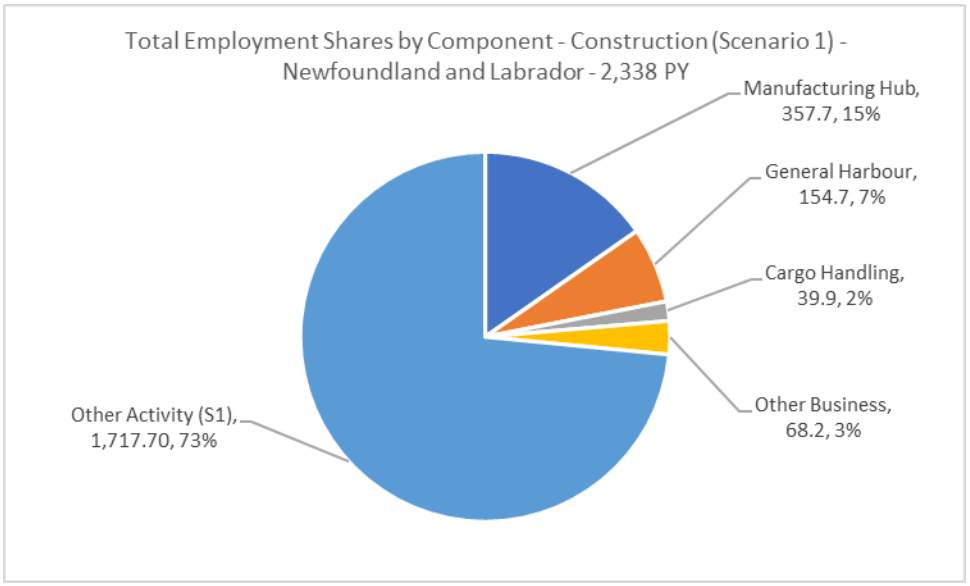


Figure 1425: Summary of Annual Construction Employment – Scenario 1 - All Components (Newfoundland and Labrador)

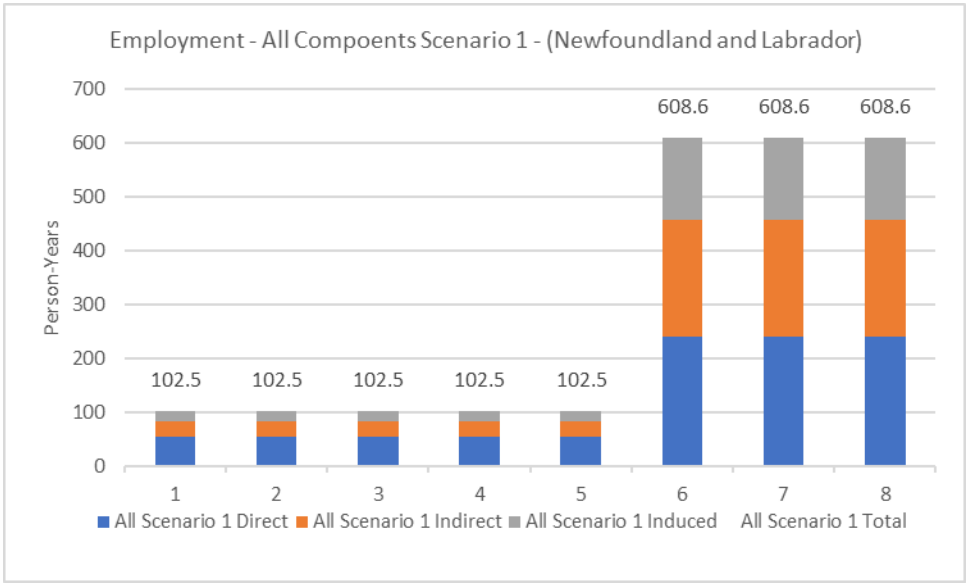


Figure 1426: Summary of Annual Construction Employment – Manufacturing Hub (Newfoundland and Labrador)

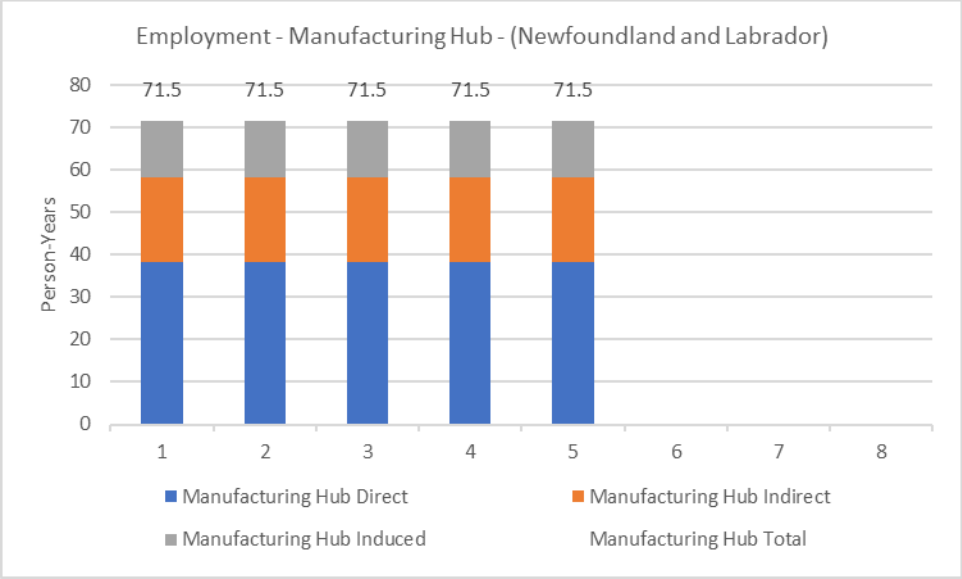


Figure 1427: Summary of Annual Construction Employment – General Harbour (Newfoundland and Labrador)

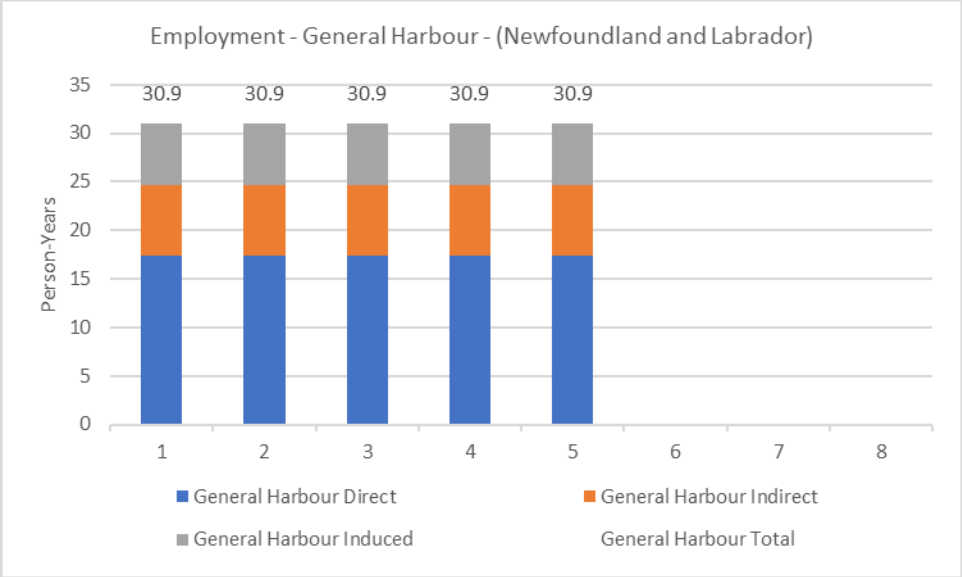


Figure 1428: Summary of Annual Construction Employment – Cargo Handling (Newfoundland and Labrador)

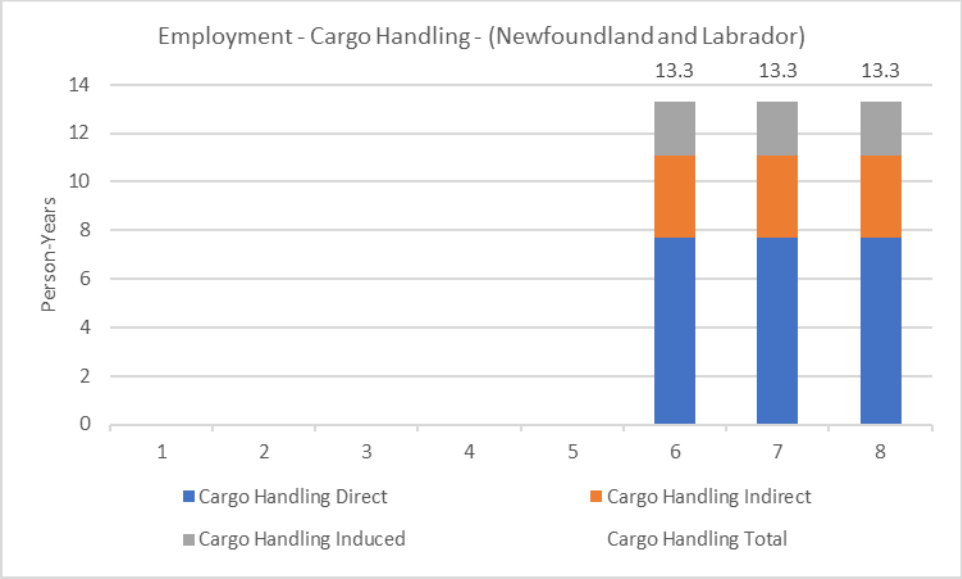


Figure 1429: Summary of Annual Construction Employment – Other Business (Newfoundland and Labrador)

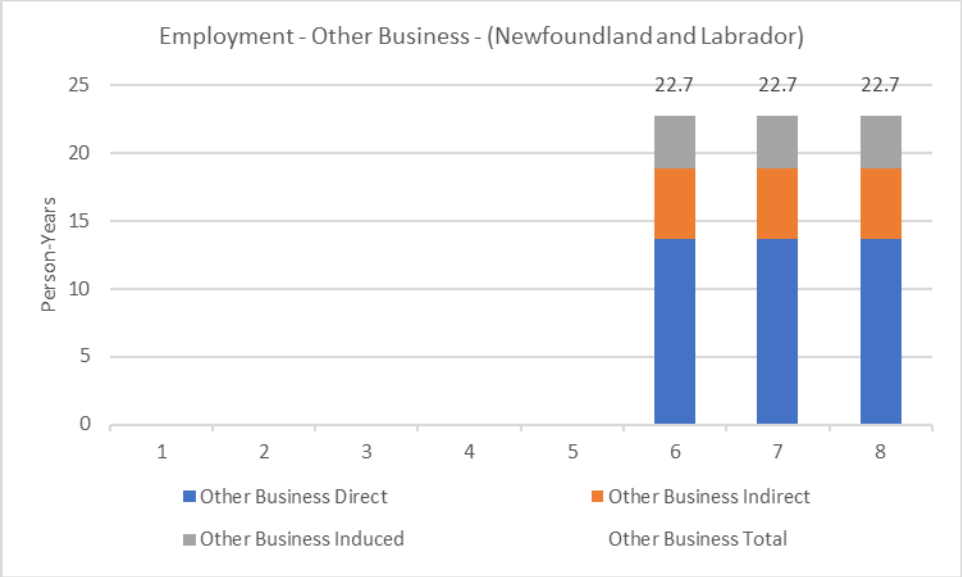


Figure 1430: Summary of Annual Construction Employment – Other Activity Scenario 1 (Newfoundland and Labrador)

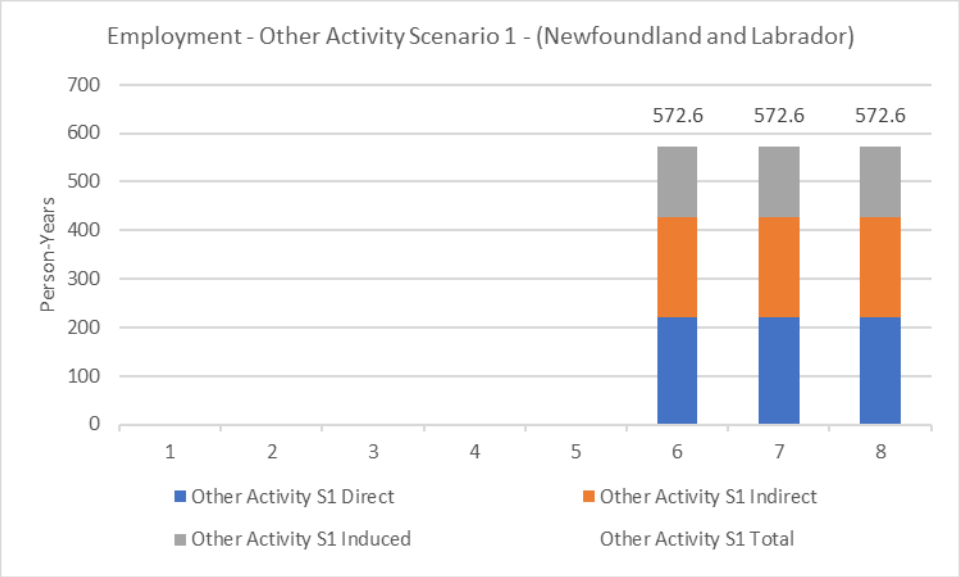


Table 243: Summary of Annual Construction Employment – Scenario 2 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Employment (PY)	All Components (S2)	**350.9**	**167.5**	**121.3**	**639.7**
	Manufacturing Hub	**191.1**	**100.0**	**66.6**	**357.7**
	General Harbour	**87.0**	**36.3**	**31.4**	**154.7**
	Cargo Handling	**23.0**	**10.2**	**6.6**	**39.9**
	Other Business	**40.8**	**15.7**	**11.7**	**68.2**
	Other Activity (S2)	**9.0**	**5.2**	**4.9**	**19.2**

Figure 1431: Employment Shares by Type – Construction – All Components (Scenario 2) – Newfoundland and Labrador

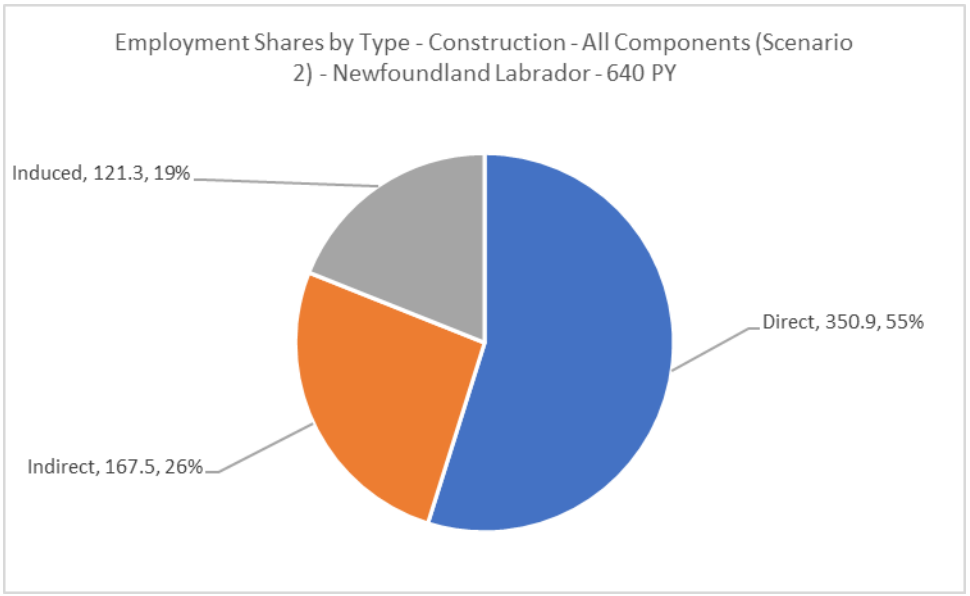


Figure 1432: Total Employment Shares by Component – Construction – (Scenario 2) – Newfoundland and Labrador

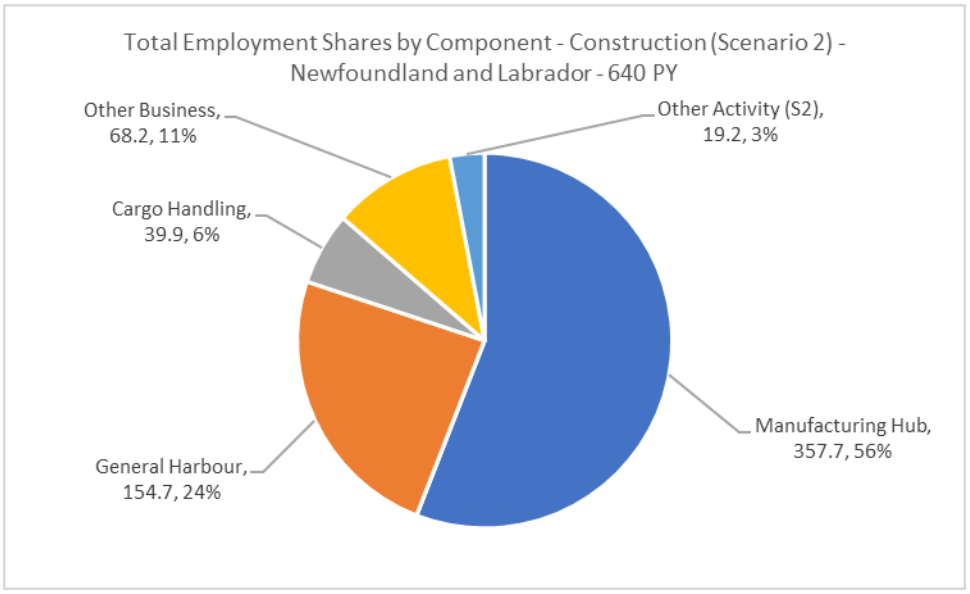


Figure 1433: Summary of Annual Construction Employment – Other Activity Scenario 2 (Newfoundland and Labrador)

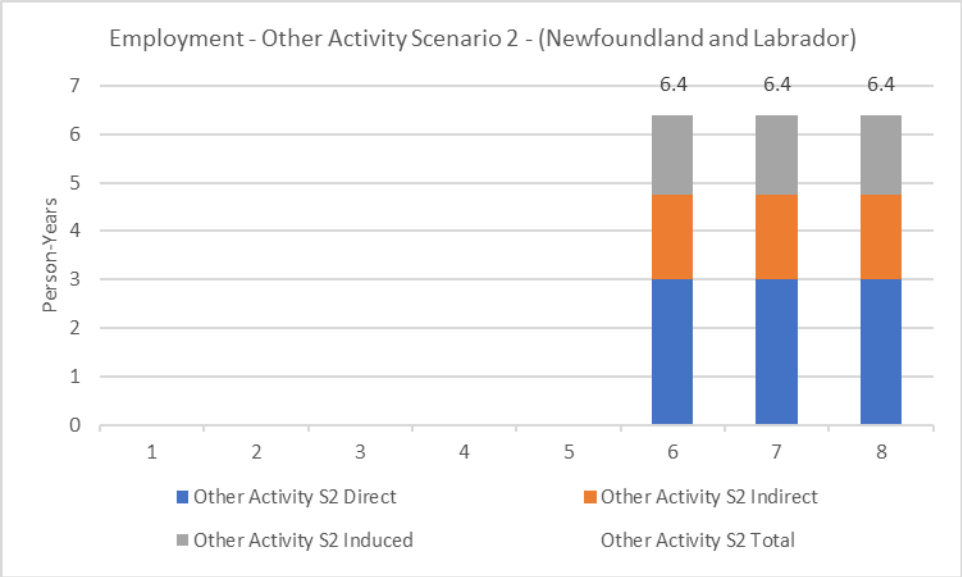
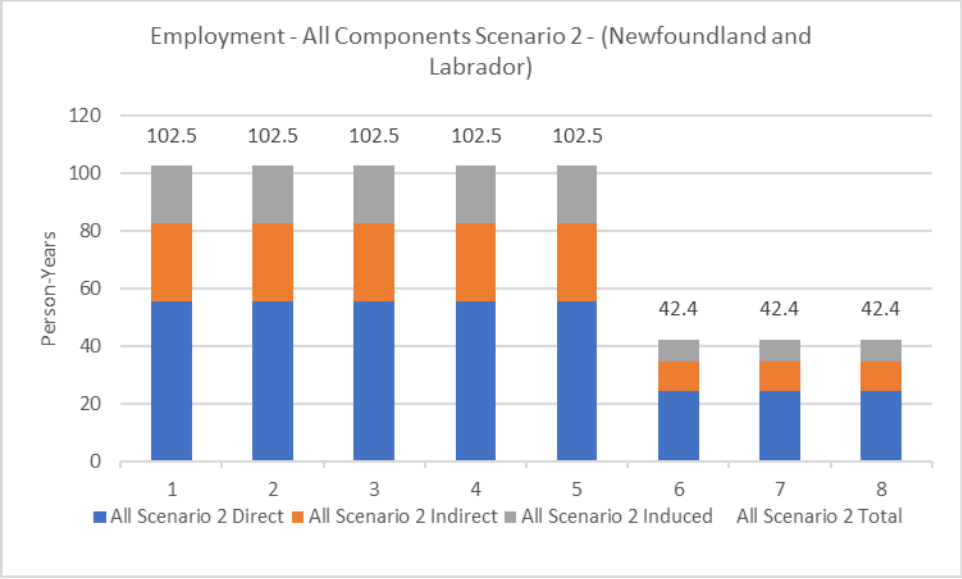


Figure 1434: Summary of Annual Construction Employment – Scenario 2 – All Components (Newfoundland and Labrador)



26.2.2 GDP – Newfoundland and Labrador

The construction GDP impacts are summarized below for each of the components of the project. For Scenario 1, Table 244 and Figures 1435 and 1436 summarize the GDP impacts by type and for each component of the project for Scenario 1. The profile of total GDP impacts are illustrated in Figures 1437 to 1442. The corresponding GDP impacts for Scenario 2 are provided in Table 245 and Figures 1443 to 1446.

Over the three phases of investment, Scenario 1 will generate GDP of $259.5 million on the Newfoundland and Labrador from all components of the project. The GDP impacts for the Newfoundland and Labrador are comprised of $125.4 million (64%) direct GDP, $74.5 million (29%) indirect GDP and $59.7 million (23%) induced GDP. The allocation of GDP by project component is as follows; $32.0 million (12%) for the Manufacturing Hub, $13.9 million (5%) for the General Harbour Services, $3.0 million (1%) for the Cargo Handling Hub, $6.2 million (3%) for the Other Business Opportunities, and $204.4 million (79%) for the Other Economic Activity.

For scenario 1, the annual profile for GDP for the Newfoundland and Labrador, as shown in Figure 1437, is concentrated in years 6, 7 and 8, with $71.2 million per annum relative to $9.2 million of GDP per annum in the five years. Constructing the Manufacturing Hub yields $6.4 million of GDP on the Newfoundland and Labrador over the first five years of the project, see Figure 1438. The same profile is observed in Figure 1439 for constructing the General Harbour Services, but the level of annual GDP is $2.8 million of GDP. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1440. This activity supports $1.0 million of GDP in the Newfoundland and Labrador. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1441 generates $2.1 million of GDP per annum on the Newfoundland and Labrador. Finally, Figure 1442 illustrates that the construction activities associated with the Other Economic Activity yields $68.1 million of GDP on the Newfoundland and Labrador in years 6, 7 and 8.

Alternatively, as shown in Table 245 and Figures 1443 to 1446, Scenario 2 investments will generate $57.5 million GDP on the Newfoundland and Labrador from all components of the project. The GDP impacts for the Newfoundland and Labrador are comprised of $28.1 million (49%) direct GDP, $16.2 million (28%) indirect GDP and $13.2 million (23%) induced GDP. The GDP calculated for the Newfoundland and Labrador associated with the Other Economic Activity for Scenario 2 is $2.4 million or $0.8 million per annum. The corresponding annual profile for Scenario 2 falls to $3.8 million in years 6, 7 and 8.

Table 244: Summary of Annual Construction GDP – Scenario 1 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction GDP ($M)	All Components (S1)	$125.4	$74.5	$59.7	$259.5
	Manufacturing Hub	$15.0	$9.9	$7.2	$32.0
	General Harbour	$7.4	$3.1	$3.4	$13.9
	Cargo Handling	$1.3	$1.0	$0.7	$3.0
	Other Business	$3.1	$1.7	$1.4	$6.2
	Other Activity (S1)	$98.6	$58.8	$47.0	$204.4

Figure 1435: GDP Shares by Type – Construction – All Components (Scenario 1) – Newfoundland and Labrador

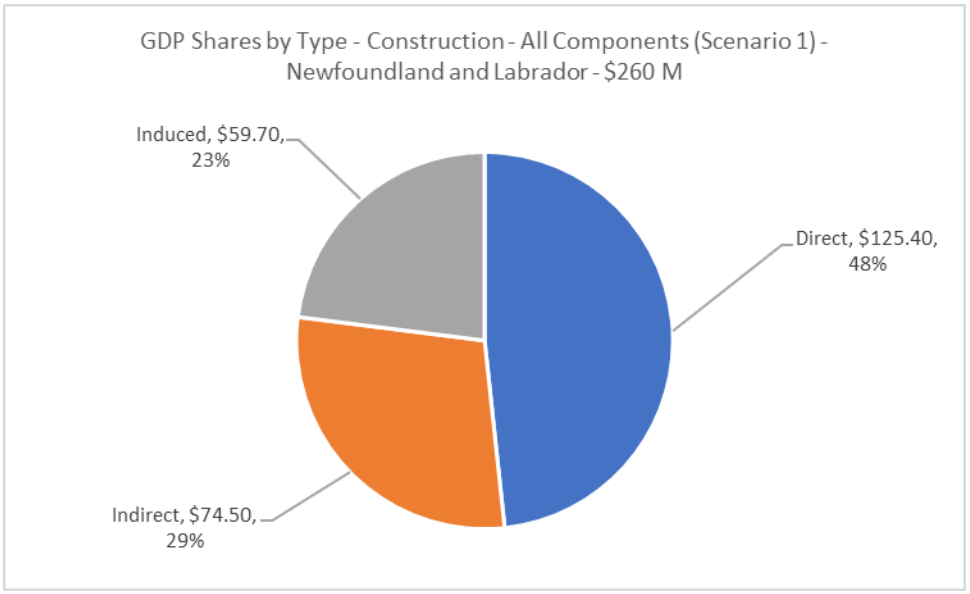


Figure 1436: Total GDP Shares by Component – Construction – (Scenario 1) – Newfoundland and Labrador

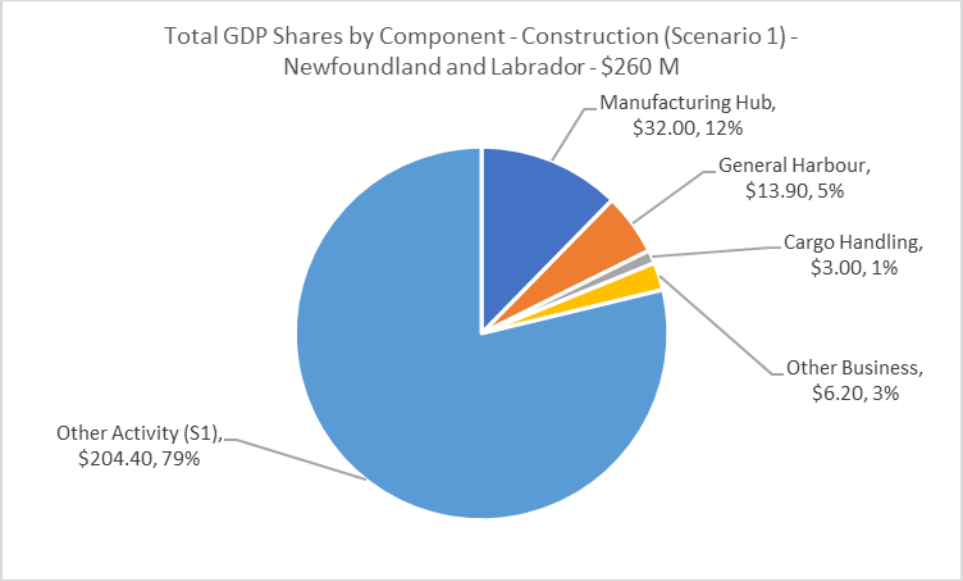


Figure 1437: Summary of Annual Construction GDP – Scenario 1 - All Components (Newfoundland and Labrador)

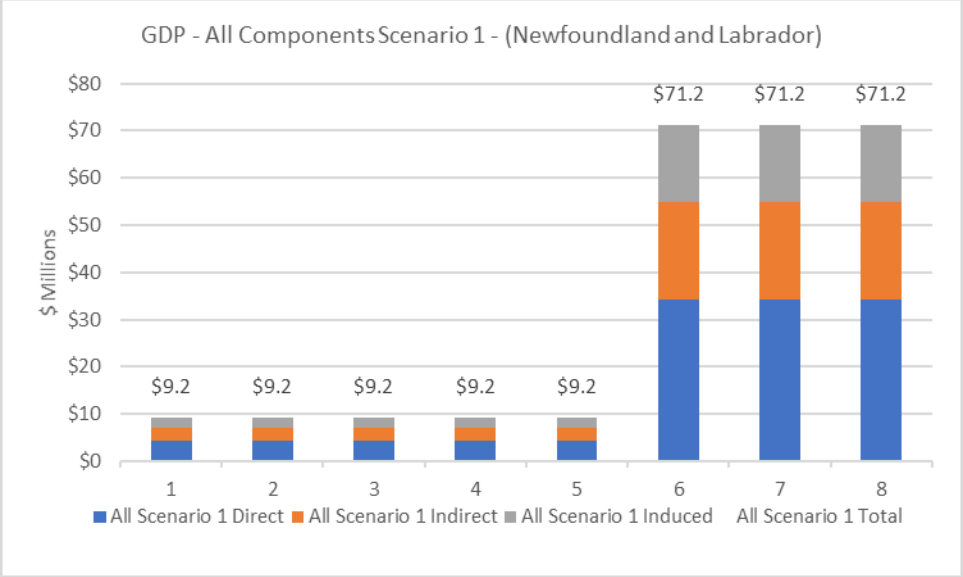


Figure 1438: Summary of Annual Construction GDP – Manufacturing Hub (Newfoundland and Labrador)

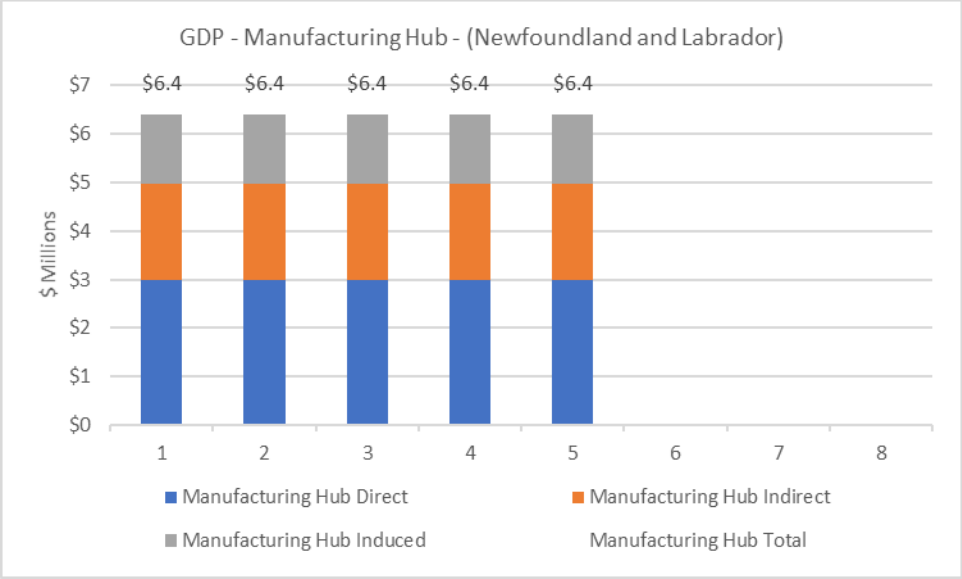


Figure 1439: Summary of Annual Construction GDP – General Harbour (Newfoundland and Labrador)

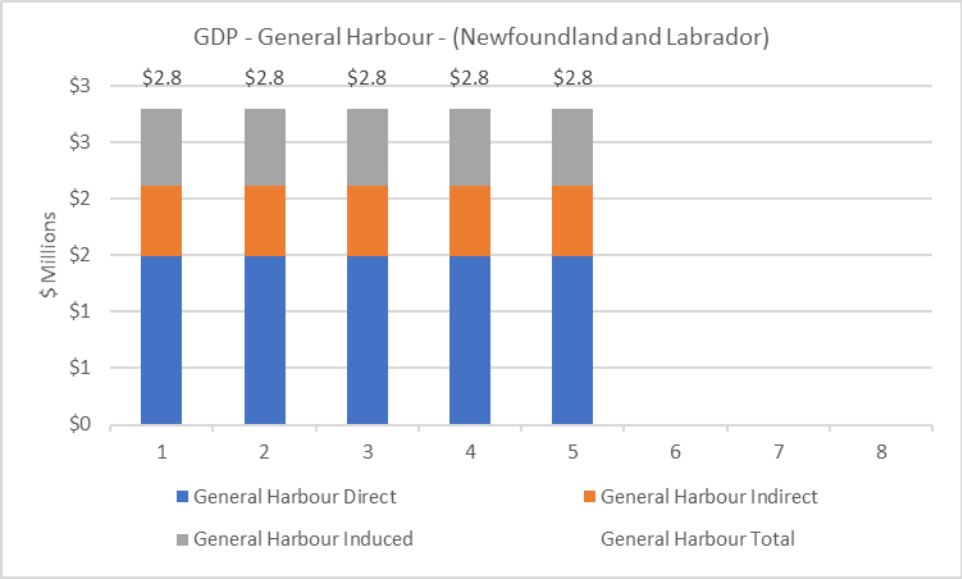


Figure 1440: Summary of Annual Construction GDP – Cargo Handling (Newfoundland and Labrador)

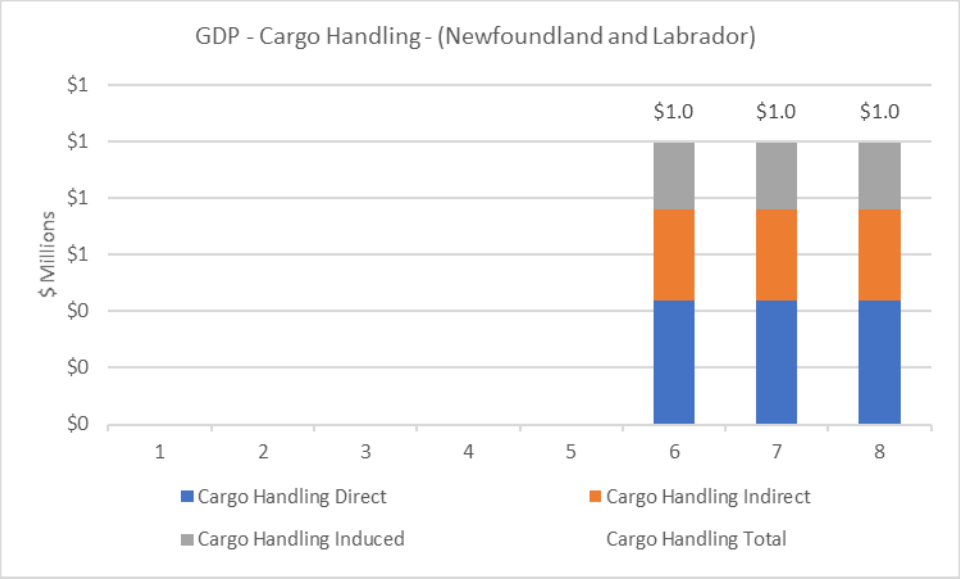


Figure 1441: Summary of Annual Construction GDP – Other Business (Newfoundland and Labrador)

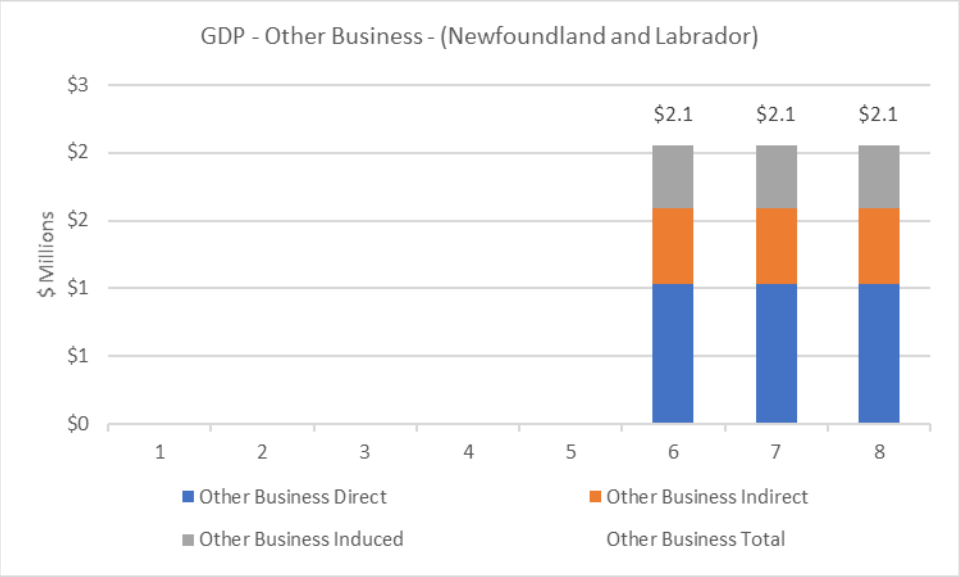


Figure 1442: Summary of Annual Construction GDP – Other Activity Scenario 1 (Newfoundland and Labrador)

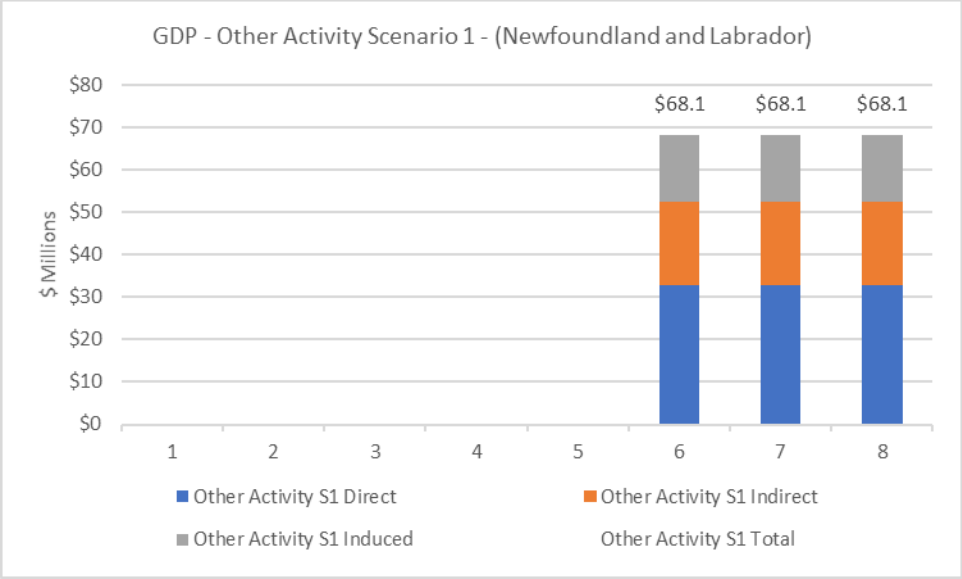


Table 245: Summary of Annual Construction GDP – Scenario 2 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction GDP ($M)	All Components (S2)	**$28.1**	**$16.2**	**$13.2**	**$57.5**
	Manufacturing Hub	**$15.0**	**$9.9**	**$7.2**	**$32.0**
	General Harbour	**$7.4**	**$3.1**	**$3.4**	**$13.9**
	Cargo Handling	**$1.3**	**$1.0**	**$0.7**	**$3.0**
	Other Business	**$3.1**	**$1.7**	**$1.4**	**$6.2**
	Other Activity (S2)	**$1.3**	**$0.5**	**$0.5**	**$2.4**

Figure 1443: GDP Shares by Type – Construction – All Components (Scenario 2) – Newfoundland and Labrador

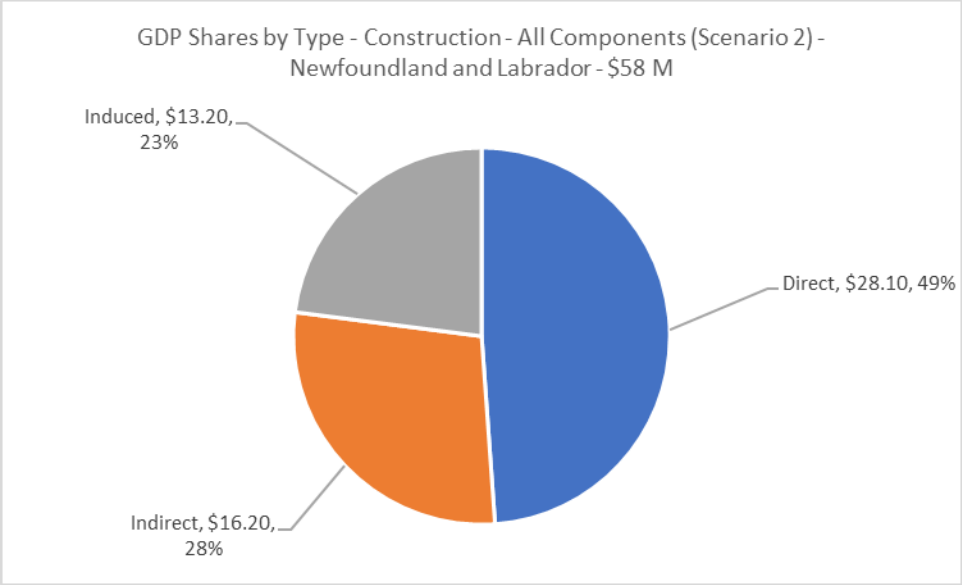


Figure 1444: Total GDP Shares by Component – Construction – (Scenario 2) – Newfoundland and Labrador

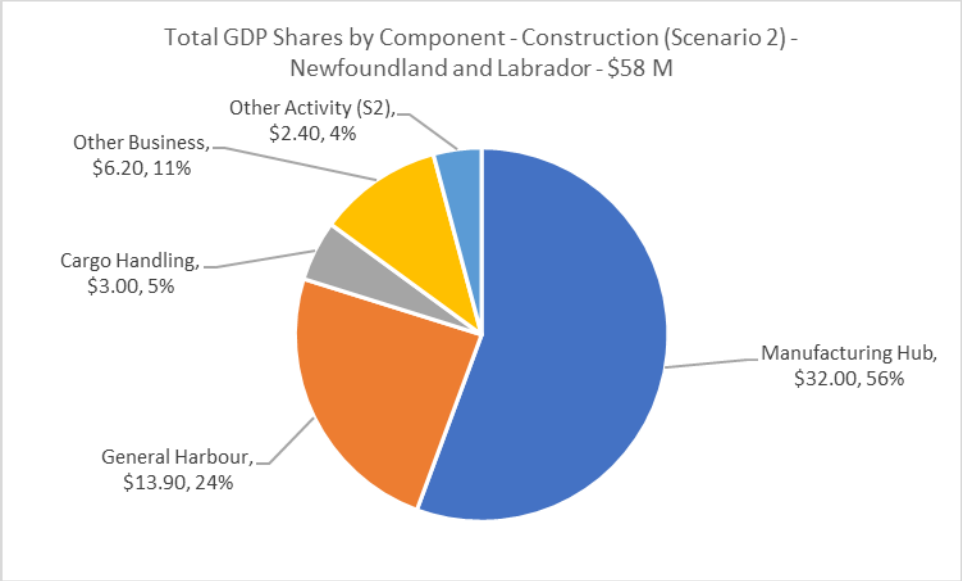


Figure 1445: Summary of Annual Construction GDP – Other Activity Scenario 2 (Newfoundland and Labrador)

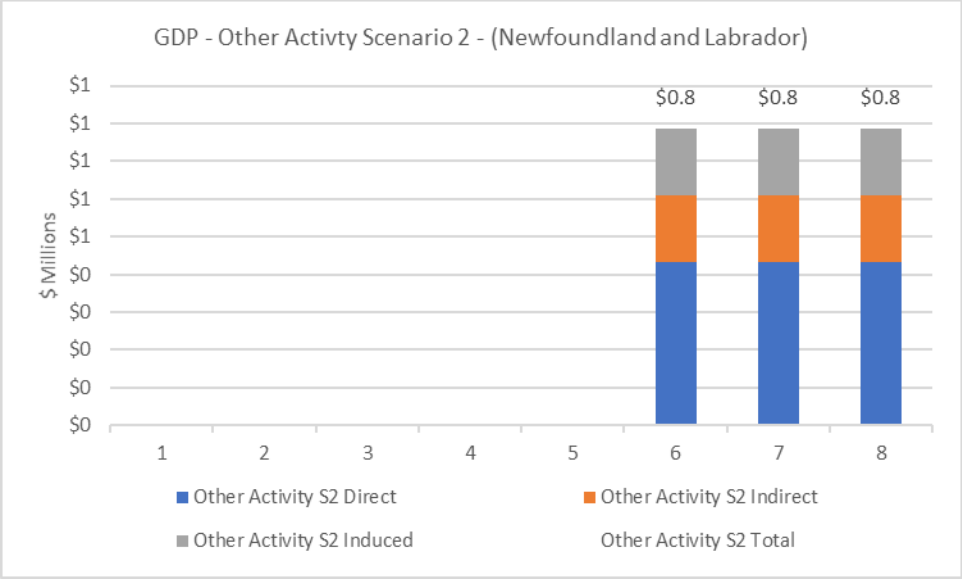
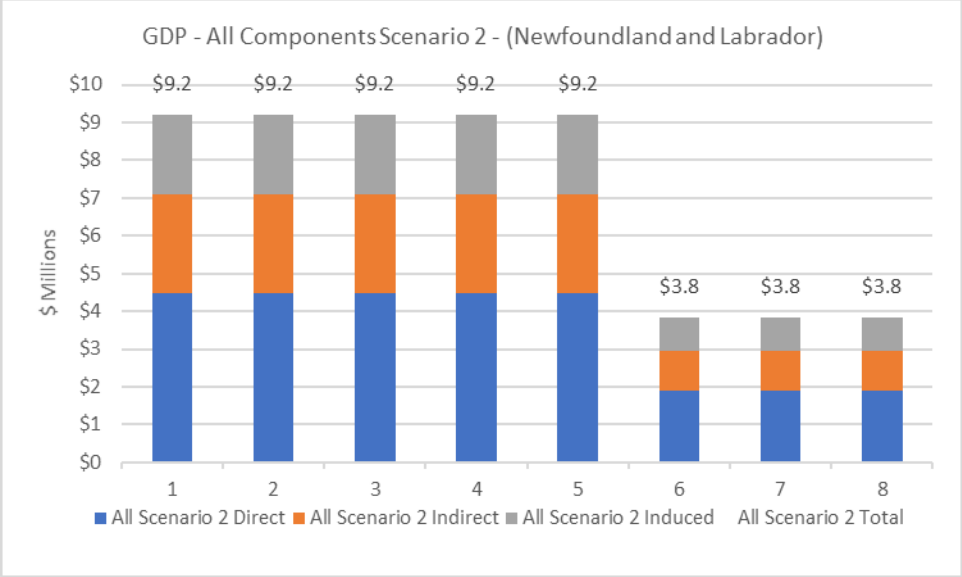


Figure 1446: Summary of Annual Construction GDP – Scenario 2 – All Components (Newfoundland and Labrador)



26.2.3 Wages, Salaries & Social Contributions – Newfoundland and Labrador

The construction wages, salaries & social contributions impacts are summarized below for each of the components of the project. For Scenario 1, Table 246 and Figures 1447 and 1448 summarize the wages, salaries & social contributions impacts by type and for each component of the project for Scenario 1. The profile of total wages, salaries & social contributions impacts are illustrated in Figures 1449 to 1454. The corresponding wages, salaries & social contributions impacts for Scenario 2 are provided in Table 247 and Figures 1455 to 1458.

Over the three phases of investment, Scenario 1 will generate wages, salaries & social contributions of $176.4 million on the Newfoundland and Labrador from all components of the project. The wages, salaries & social contributions impacts for the Newfoundland and Labrador are comprised of $103.4 million (59%) direct wages, salaries & social contributions, $47.9 million (27%) indirect wages, salaries & social contributions and $25.2 million (14%) induced wages, salaries & social contributions. The allocation of wages, salaries & social contributions by project component is as follows; $20.8 million (12%) for the Manufacturing Hub, $10.3 million (6%) for the General Harbour Services, $2.1 million (1%) for the Cargo Handling Hub, $4.1 million (2%) for the Other Business Opportunities, and $139.1 million (79%) for the Other Economic Activity.

For scenario 1, the annual profile for wages, salaries & social contributions for the Newfoundland and Labrador, as shown in Figure 1449, is concentrated in years 6, 7 and 8, with $48.4 million per annum relative to $4.2 million of wages, salaries & social contributions per annum in the five years. Constructing the Manufacturing Hub yields $4.2 million of wages, salaries & social contributions on the Newfoundland and Labrador over the first five years of the project, see Figure 1450. The same profile is observed in Figure 1451 for constructing the General Harbour Services, but the level of annual wages, salaries & social contributions is $2.1 million of wages, salaries & social contributions. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1452. This activity supports $0.7 million of wages, salaries & social contributions in the Newfoundland and Labrador. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1453 generates $1.4 million of wages, salaries & social contributions per annum on the Newfoundland and Labrador. Finally, Figure 1454 illustrates that the construction activities associated with the Other Economic Activity yields $46.4 million of wages, salaries & social contributions on the Newfoundland and Labrador in years 6, 7 and 8.

Alternatively, as shown in Table 247 and Figures 1455 to 1458, Scenario 2 investments will generate $39.0 million wages, salaries & social contributions on the Newfoundland and Labrador from all components of the project. The wages, salaries & social contributions

impacts for the Newfoundland and Labrador are comprised of $23.4 million (60%) direct wages, salaries & social contributions, $10.1 million (26%) indirect wages, salaries & social contributions and $5.6 million (14%) induced wages, salaries & social contributions. The wages, salaries & social contributions calculated for the Newfoundland and Labrador associated with the Other Economic Activity for Scenario 2 is $1.6 million or $0.5 million per annum. The corresponding annual profile for Scenario 2 falls to $2.6 million in years 6, 7 and 8.

Table 246: Summary of Annual Wages, Salaries & Social Contributions Employment – Scenario 1 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Wages, Salaries & Social Contributions ($M)	All Components (S1)	$103.4	$47.9	$25.2	$176.4
	Manufacturing Hub	$11.7	$6.1	$3.0	$20.8
	General Harbour	$6.8	$2.0	$1.4	$10.3
	Cargo Handling	$1.2	$0.6	$0.3	$2.1
	Other Business	$2.5	$1.0	$0.6	$4.1
	Other Activity (S1)	$81.1	$38.2	$19.8	$139.1

Figure 1447: Wages, Salaries & Socila Contributions Shares by Type – Construction – All Components (Scenario 1) – Newfoundland and Labrador

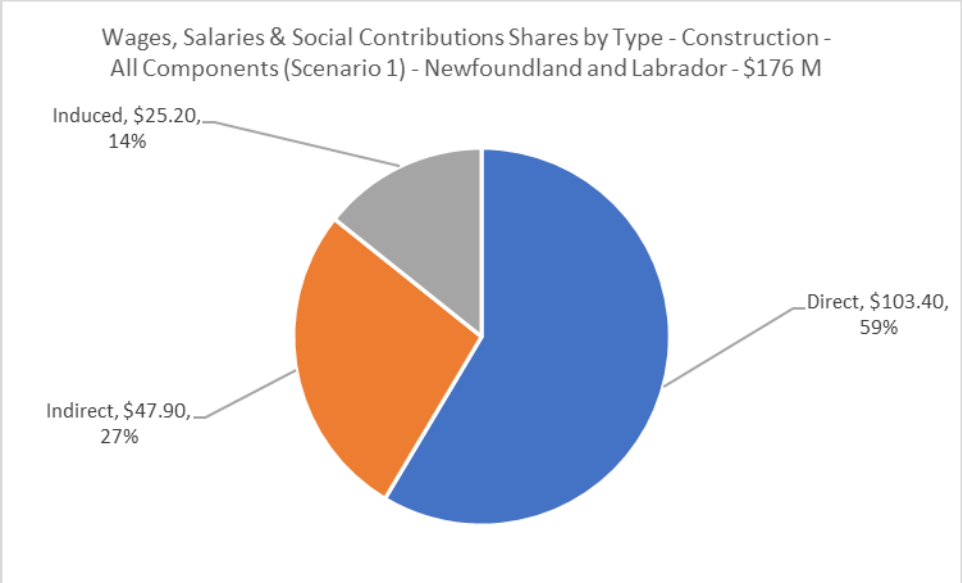


Figure 1448: Total Wages, Salaries & Social Contributions Shares by Component – Construction – (Scenario 1) – Newfoundland and Labrador

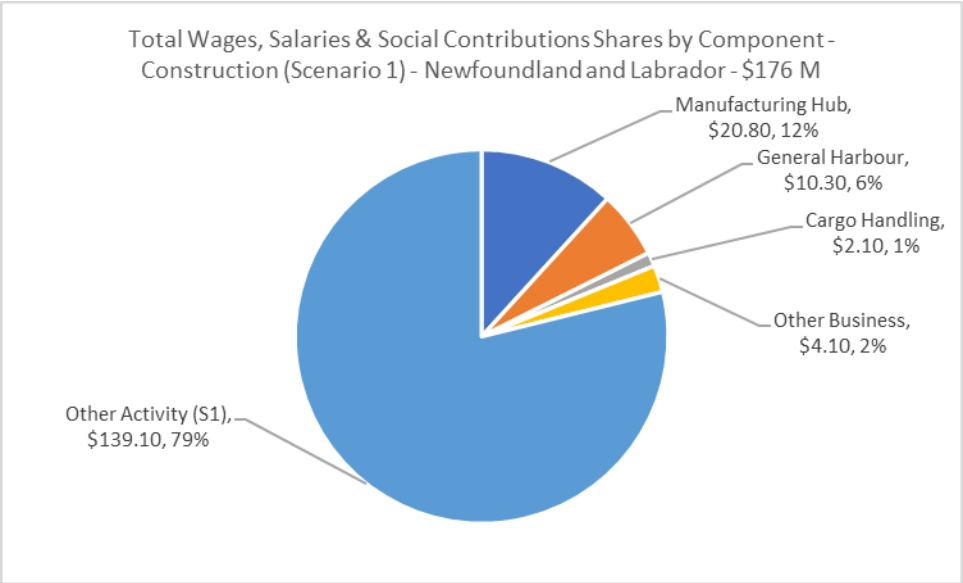


Figure 1449: Summary of Annual Wages, Salaries & Social Contributions Employment – Scenario 1 - All Components (Newfoundland and Labrador)

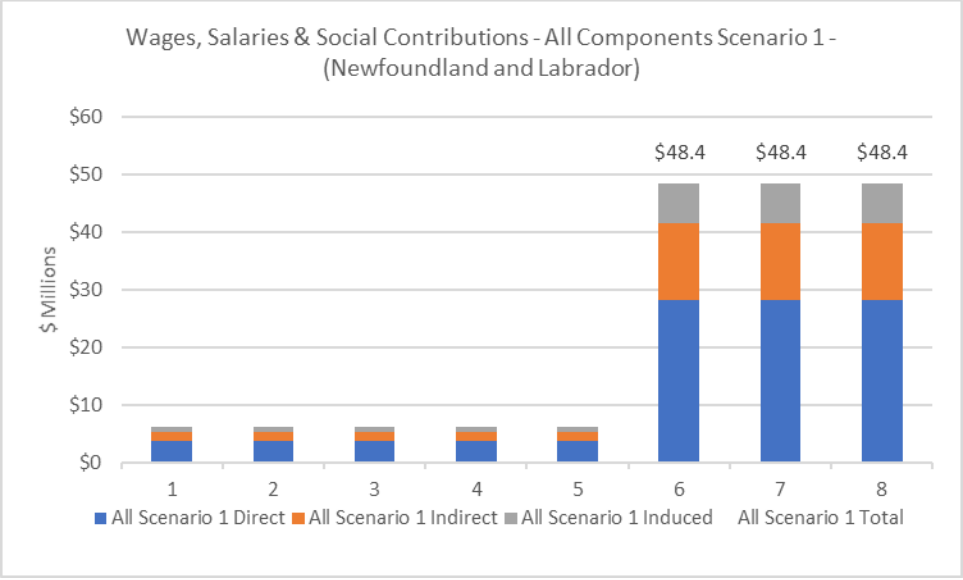


Figure 1450: Summary of Annual Wages, Salaries & Social Contributions Employment – Manufacturing Hub (Newfoundland and Labrador)

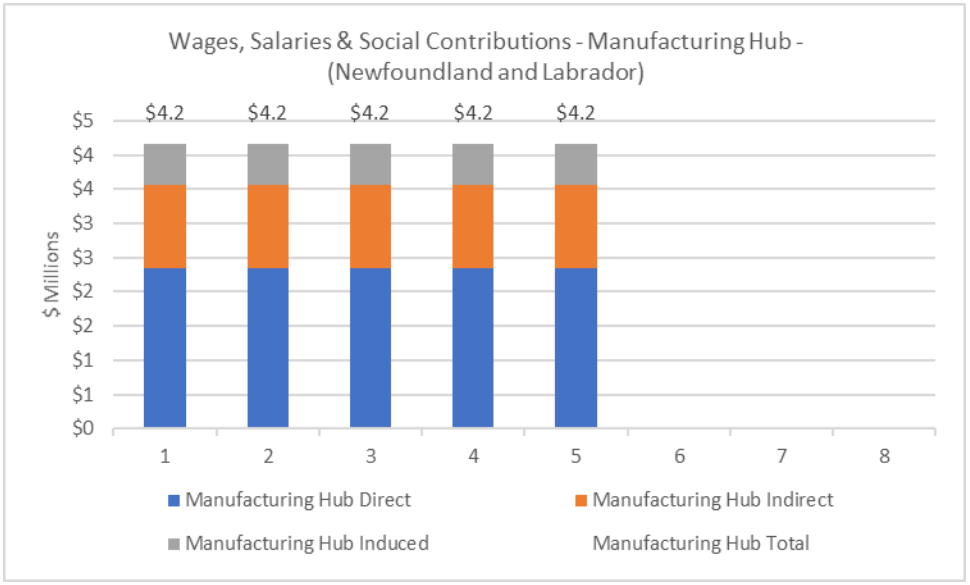


Figure 1451: Summary of Annual Wages, Salaries & Social Contributions Employment – General Harbour (Newfoundland and Labrador)

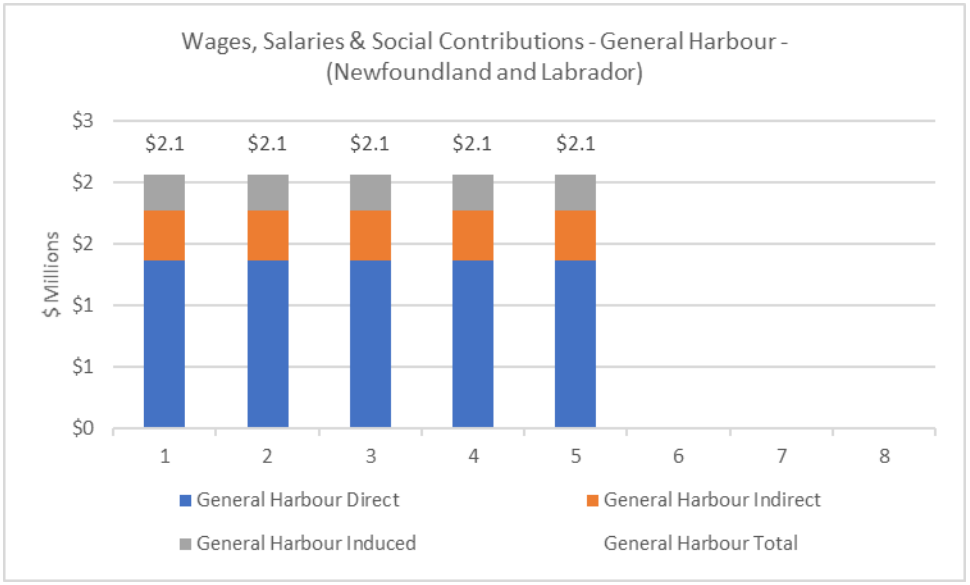


Figure 1452: Summary of Annual Wages, Salaries & Social Contributions Employment – Cargo Handling (Newfoundland and Labrador)

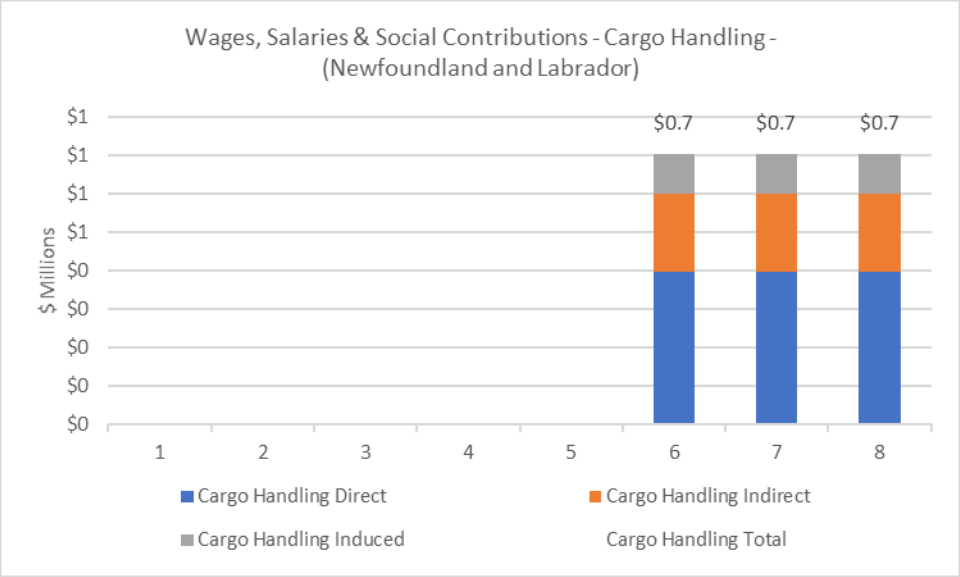


Figure 1453: Summary of Annual Wages, Salaries & Social Contributions Employment – Other Business (Newfoundland and Labrador)

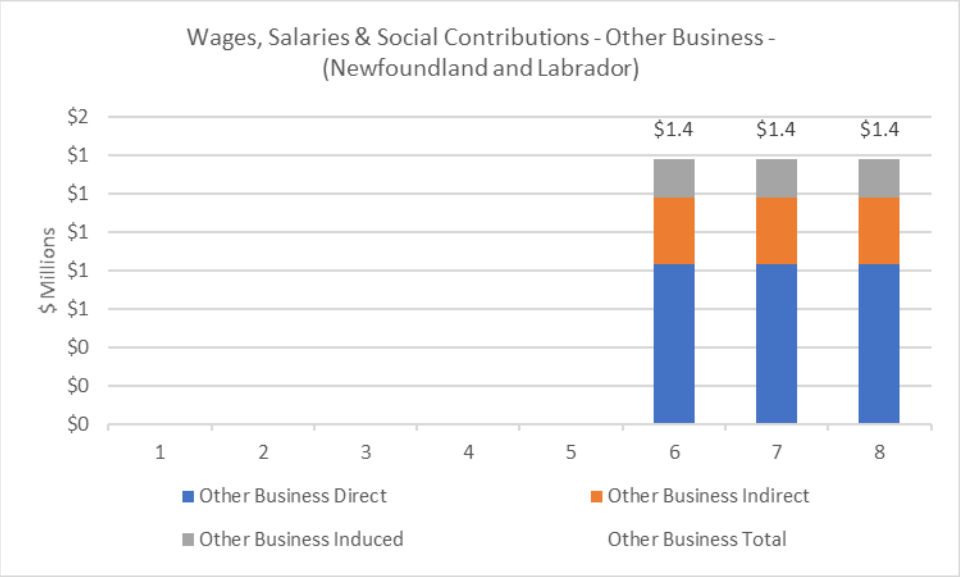


Figure 1454: Summary of Annual Wages, Salaries & Social Contributions Employment – Other Activity Scenario 1 (Newfoundland and Labrador)

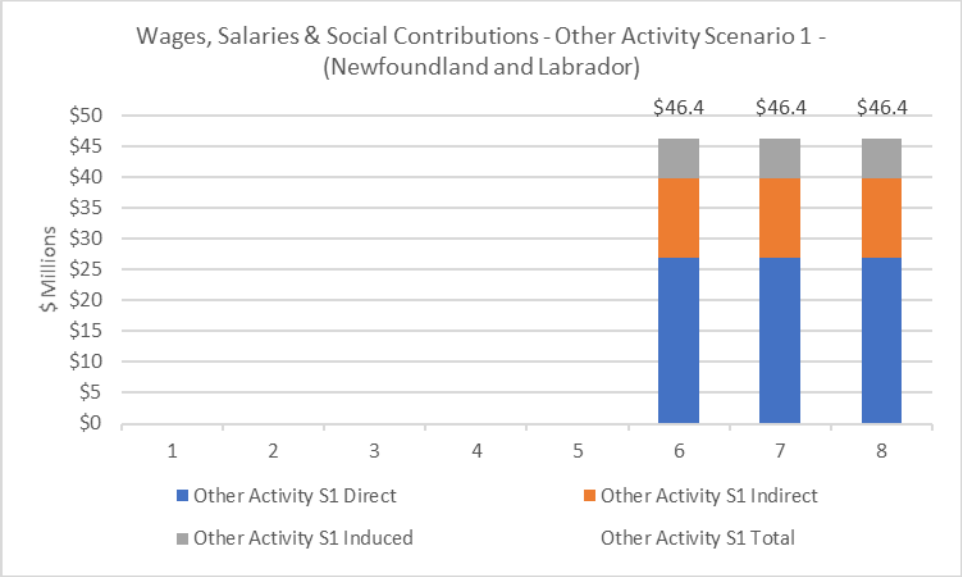


Table 247: Summary of Annual Operations Wages, Salaries & Social Contributions – Scenario 2 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Wages, Salaries & Social Contributions ($M)	All Components (S2)	$23.4	$10.1	$5.6	$39.0
	Manufacturing Hub	$11.7	$6.1	$3.0	$20.8
	General Harbour	$6.8	$2.0	$1.4	$10.3
	Cargo Handling	$1.2	$0.6	$0.3	$2.1
	Other Business	$2.5	$1.0	$0.6	$4.1
	Other Activity (S2)	$1.1	$0.3	$0.2	$1.6

Figure 1455: Wages, Salaries & Social Contributions Shares by Type – Construction – All Components (Scenario 2) – Newfoundland and Labrador

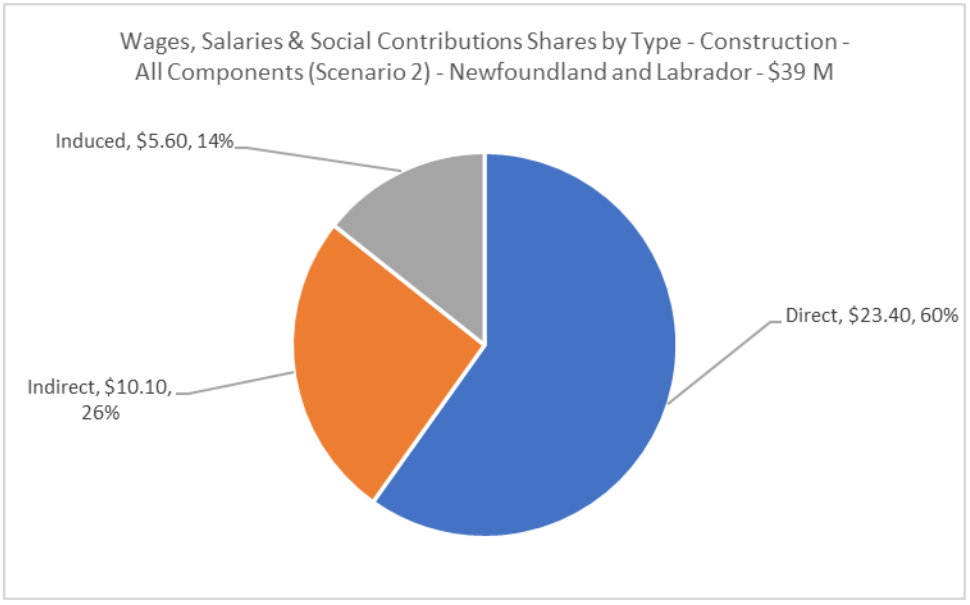


Figure 1456: Total Wages, Salaries & Social Contributions Shares by Component – Construction – (Scenario 2) – Newfoundland and Labrador

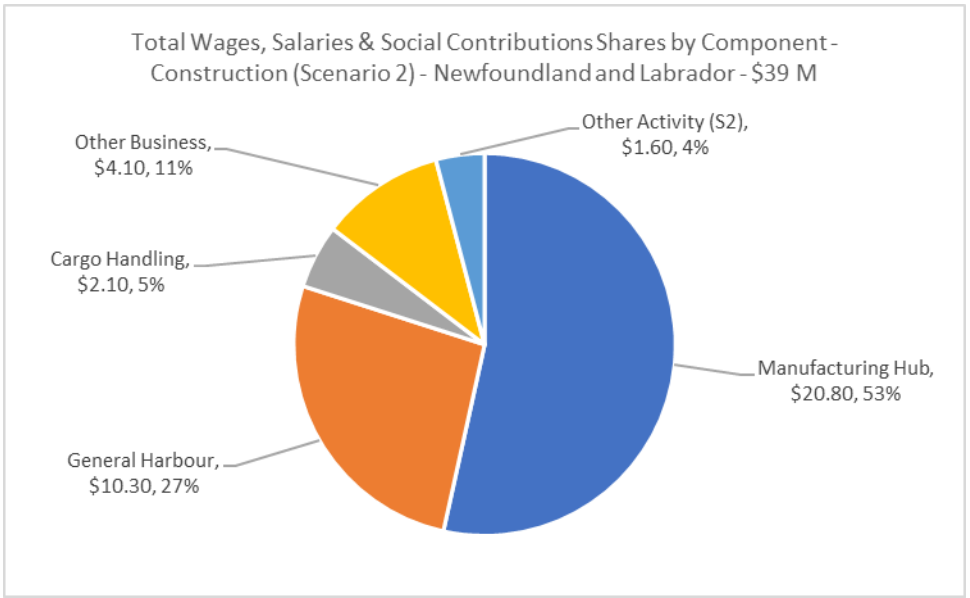


Figure 1457: Summary of Annual Wages, Salaries & Social Contributions Employment – Other Activity Scenario 2 (Newfoundland and Labrador)

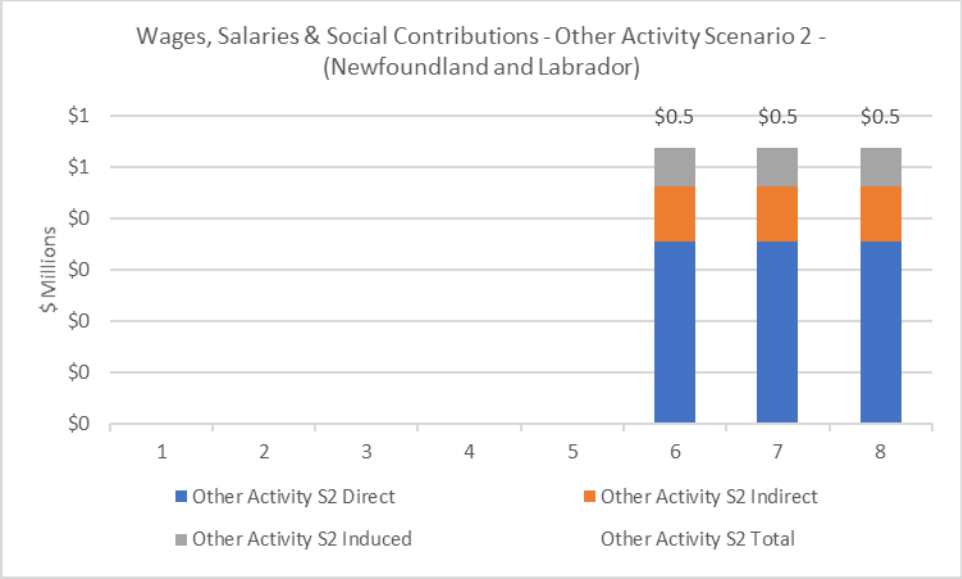
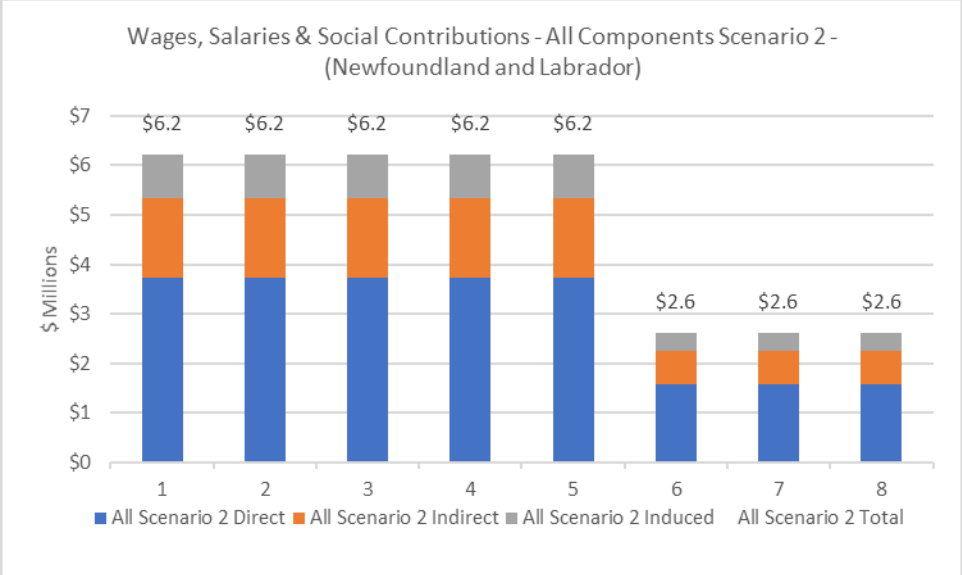


Figure 1458: Summary of Annual Wages, Salaries & Social Contributions Employment – Scenario 2 – All Components (Newfoundland and Labrador)



26.2.4 Business Income – Newfoundland and Labrador

The construction business income impacts are summarized below for each of the components of the project. For Scenario 1, Table 248 and Figures 1459 and 1460 summarize the business income impacts by type and for each component of the project for Scenario 1. The profile of total business income impacts are illustrated in Figures 1461 to 1466. The corresponding business income impacts for Scenario 2 are provided in Table 249 and Figures 1467 to 1470.

Over the three phases of investment, Scenario 1 will generate business income of $60.1 million on the Newfoundland and Labrador from all components of the project. The business income impacts for the Newfoundland and Labrador are comprised of $13.6 million (23%) direct business income, $24.9 million (41%) indirect business income and $21.6 million (36%) induced business income. The allocation of business income by project component is as follows; $9.1 million (15%) for the Manufacturing Hub, $2.6 million (4%) for the General Harbour Services, $0.7 million (1%) for the Cargo Handling Hub, $1.6 million (3%) for the Other Business Opportunities, and $46.2 million (77%) for the Other Economic Activity.

For scenario 1, the annual profile for business income for the Newfoundland and Labrador, as shown in Figure 1461, is concentrated in years 6, 7 and 8, with $16.1 million per annum relative to $2.3 million of business income per annum in the five years. Constructing the Manufacturing Hub yields $1.8 million of business income on the Newfoundland and Labrador over the first five years of the project, see Figure 1462. The same profile is observed in Figure 1463 for constructing the General Harbour Services, but the level of annual business income is $0.5 million of business income. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1464. This activity supports $0.2 million of business income in the Newfoundland and Labrador. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1465 generates $0.5 million of business income per annum on the Newfoundland and Labrador. Finally, Figure 1466 illustrates that the construction activities associated with the Other Economic Activity yields $15.4 million of business income on the Newfoundland and Labrador in years 6, 7 and 8.

Alternatively, as shown in Table 249 and Figures 1467 to 1470, Scenario 2 investments will generate $14.5 million business income on the Newfoundland and Labrador from all components of the project. The business income impacts for the Newfoundland and Labrador are comprised of $4.0 million (28%) direct business income, $5.7 million (39%) indirect BUSINESS INCOME and $4.8 million (33%) induced business income. The business income calculated for the Newfoundland and Labrador associated with the Other Economic Activity for Scenario 2 is $0.6 million or $0.2 million per annum. The corresponding annual profile for Scenario 2 falls to $0.6 million in years 6, 7 and 8.

Table 248: Summary of Annual Construction Business Income – Scenario 1 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Business Income ($M)	All Components (S1)	$13.6	$24.9	$21.6	$60.1
	Manufacturing Hub	$2.9	$3.5	$2.6	$9.1
	General Harbour	$0.3	$1.0	$1.2	$2.6
	Cargo Handling	$0.1	$0.3	$0.3	$0.7
	Other Business	$0.5	$0.6	$0.5	$1.6
	Other Activity (S1)	$9.8	$19.4	$17.0	$46.2

Figure 1459: Business Income Shares by Type – Construction – All Components (Scenario 1) – Newfoundland and Labrador

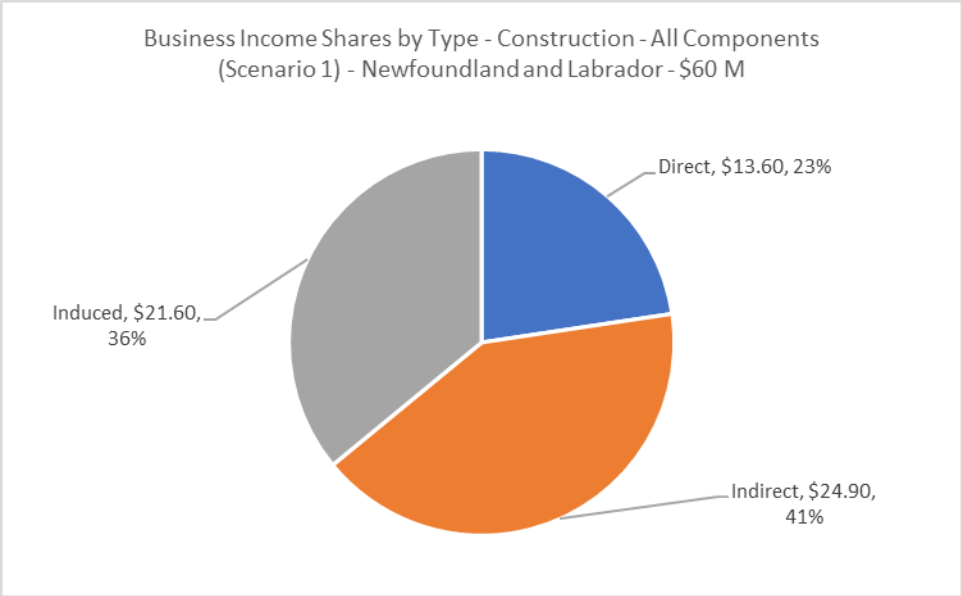


Figure 1460: Total Business Income Shares by Component – Construction – (Scenario 1) – Newfoundland and Labrador

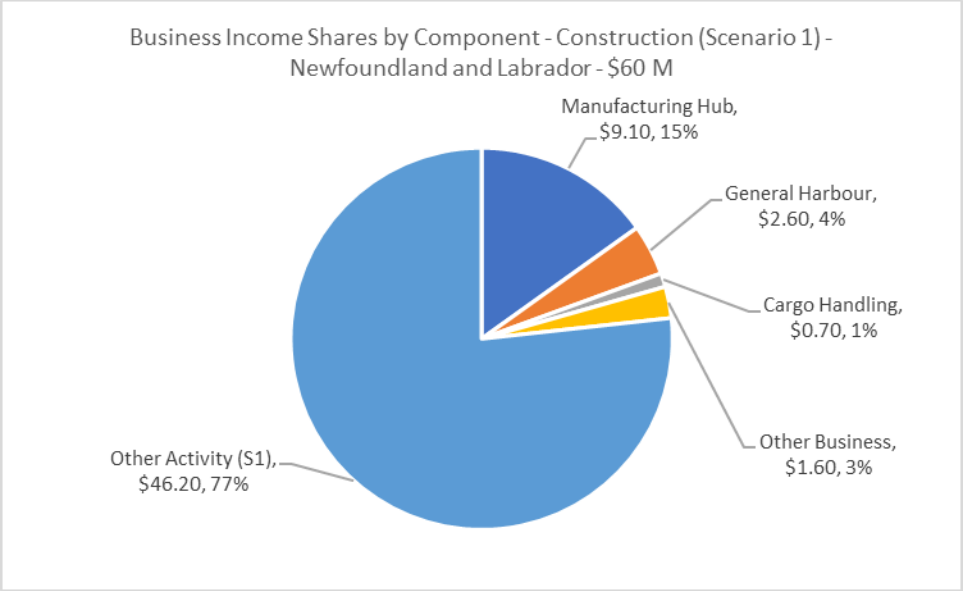


Figure 1461: Summary of Annual Construction Business Income – Scenario 1 - All Components (Newfoundland and Labrador)

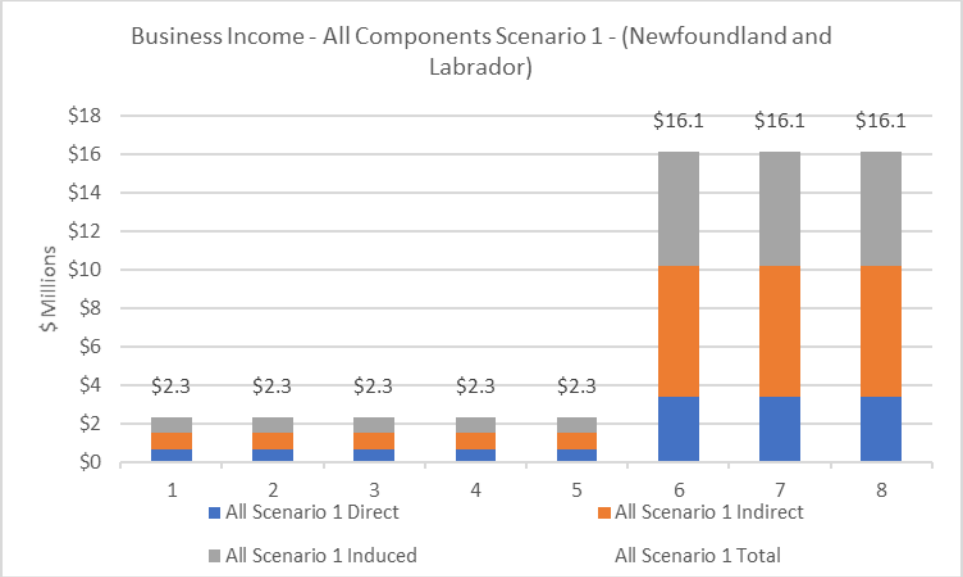


Figure 1462: Summary of Annual Construction Business Income – Manufacturing Hub (Newfoundland and Labrador)

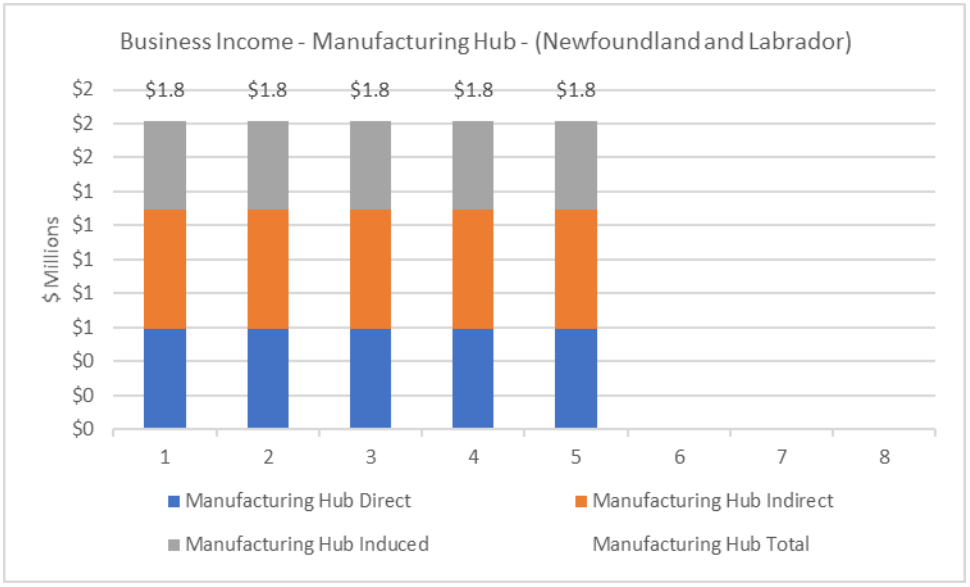


Figure 1463: Summary of Annual Construction Business Income – General Harbour (Newfoundland and Labrador)

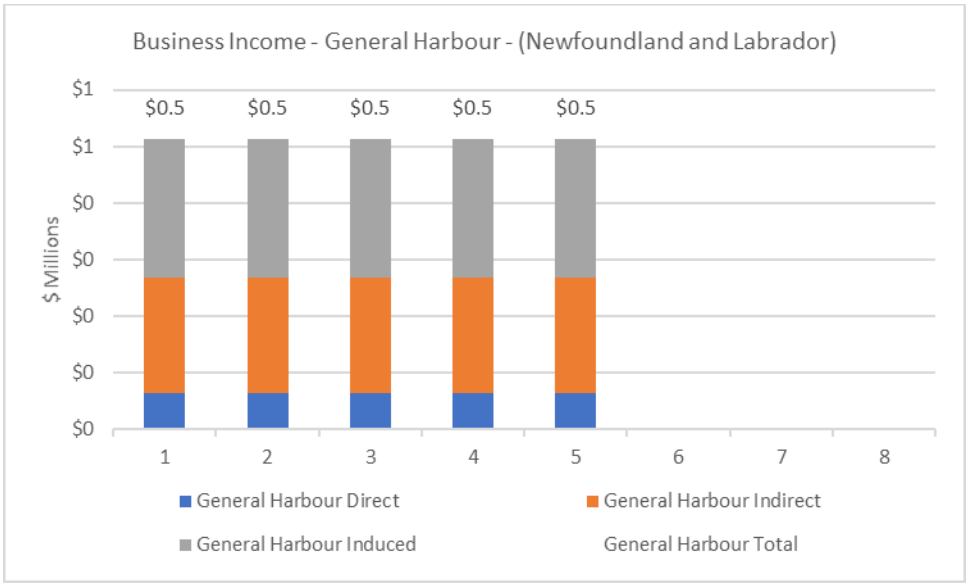


Figure 1464: Summary of Annual Construction Business Income – Cargo Handling (Newfoundland and Labrador)

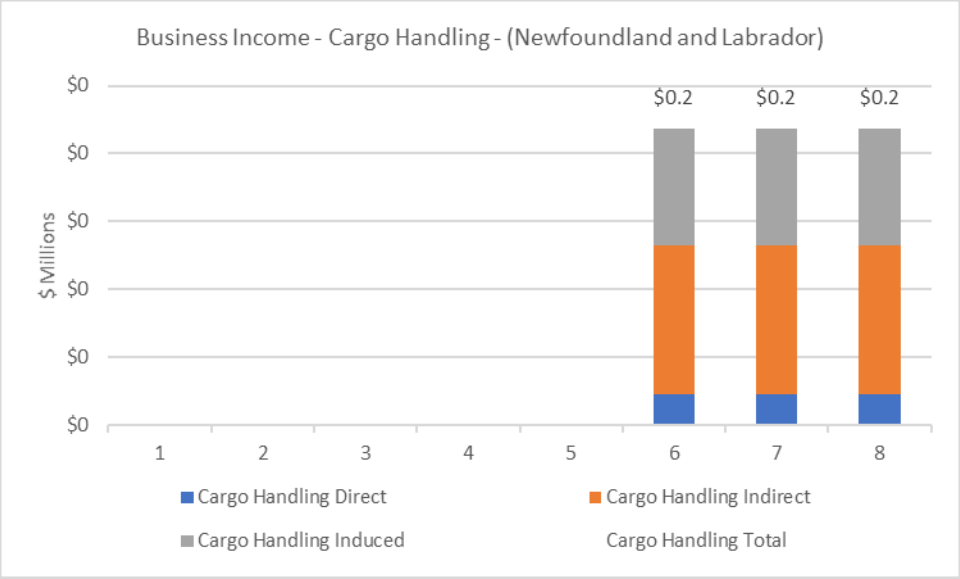


Figure 1465: Summary of Annual Construction Business Income – Other Business (Newfoundland and Labrador)

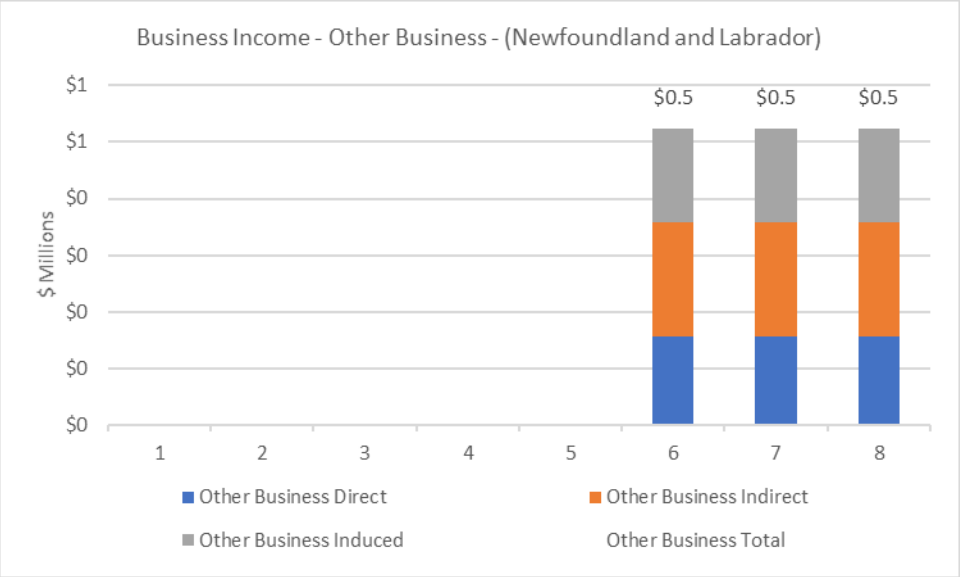


Figure 1466: Summary of Annual Construction Business Income – Other Activity Scenario 1 (Newfoundland and Labrador)

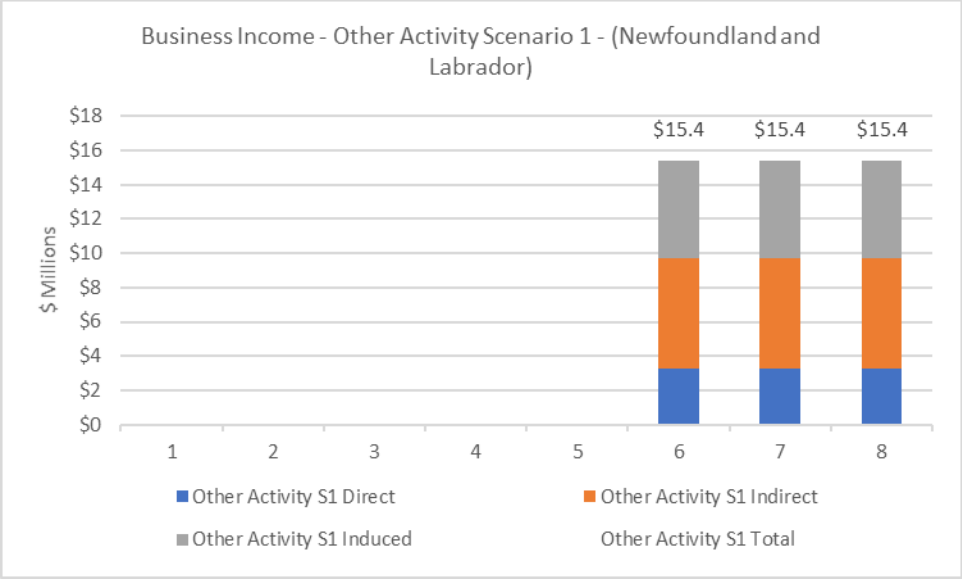


Table 249: Summary of Annual Construction Business Income – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Business Income ($M)	All Components (S2)	$4.0	$5.7	$4.8	$14.5
	Manufacturing Hub	$2.9	$3.5	$2.6	$9.1
	General Harbour	$0.3	$1.0	$1.2	$2.6
	Cargo Handling	$0.1	$0.3	$0.3	$0.7
	Other Business	$0.5	$0.6	$0.5	$1.6
	Other Activity (S2)	$0.2	$0.2	$0.2	$0.6

Figure 1467: Business IncomeShares by Type – Construction – All Components (Scenario 2) – Newfoundland and Labrador

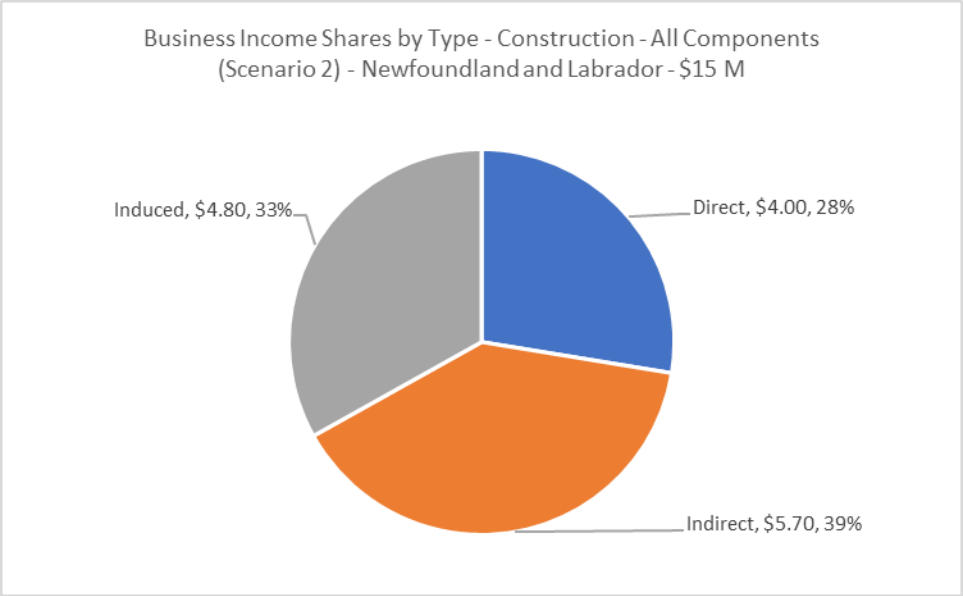


Figure 1468: Total Business Income Shares by Component – Construction – (Scenario 2) – Newfoundland and Labrador

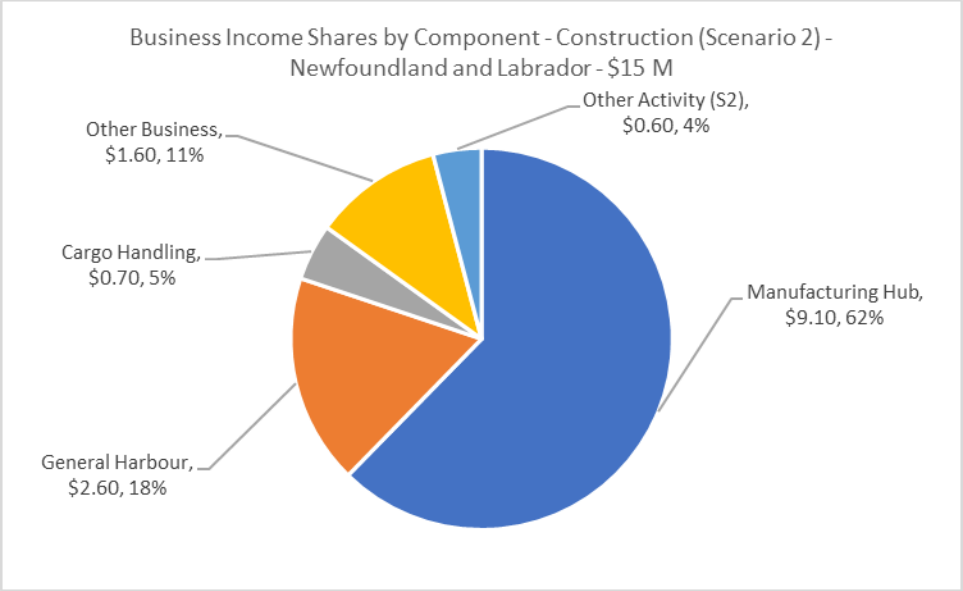


Figure 1469: Summary of Annual Construction Business Income – Other Activity Scenario 2 (Newfoundland and Labrador)

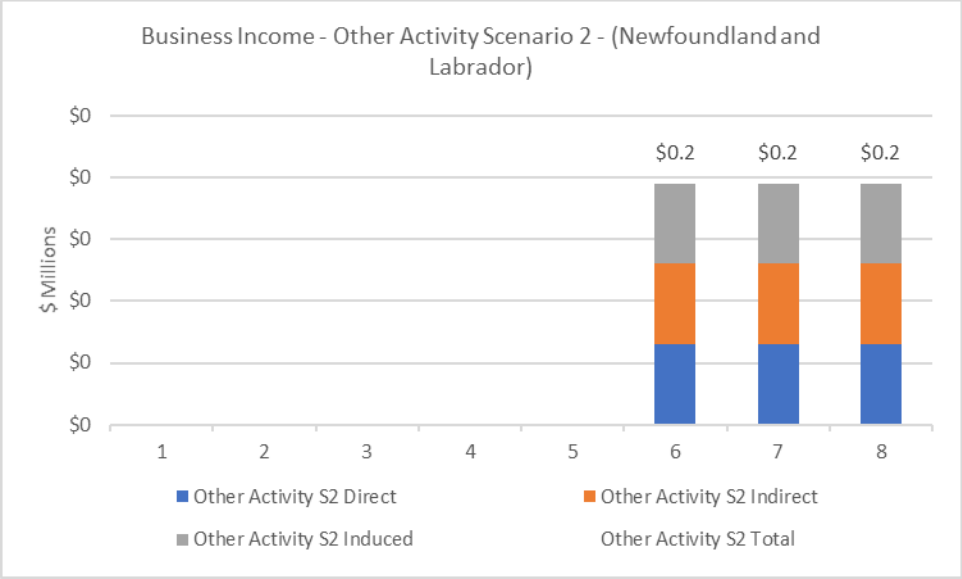
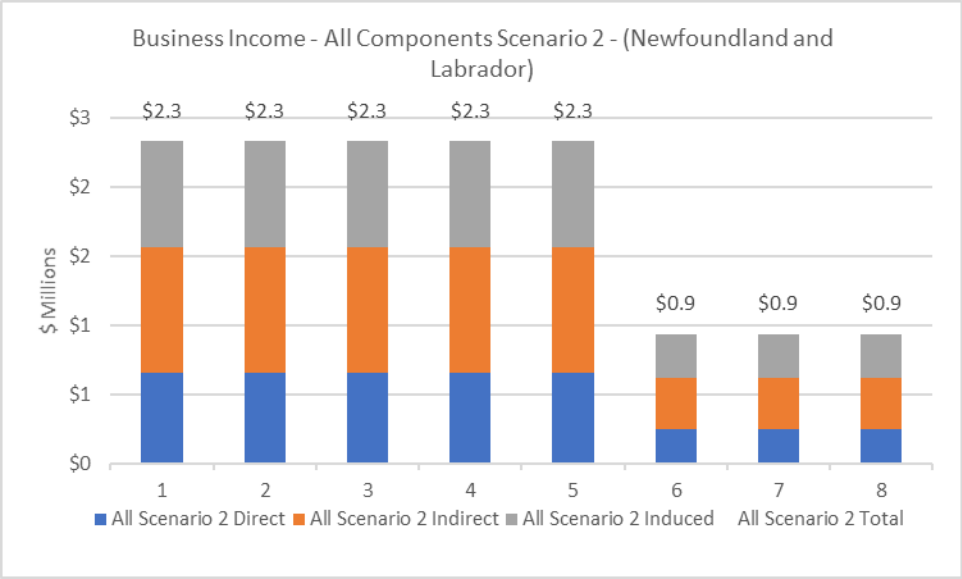


Figure 1470: Summary of Annual Construction Business Income – Scenario 2 – All Components (Newfoundland and Labrador)



26.2.5 Federal Tax Revenue – Newfoundland and Labrador

The construction federal tax revenue impacts are summarized below for each of the components of the project. For Scenario 1, Table 250 and Figures 1471 and 1472 summarize the federal tax revenue impacts by type and for each component of the project for Scenario 1. The profile of total federal tax revenue impacts are illustrated in Figures 1473 to 1478. The corresponding federal tax revenue impacts for Scenario 2 are provided in Table 251 and Figures 1479 to 1482.

Over the three phases of investment, Scenario 1 will generate federal tax revenue of $27.6 million on the Newfoundland and Labrador from all components of the project. The federal tax revenue impacts for the Newfoundland and Labrador are comprised of $16.0 million (58%) direct federal tax revenue, $6.0 million (22%) indirect federal tax revenue and $5.6 million (20%) induced federal tax revenue. The allocation of federal tax revenue by project component is as follows; $3.1 million (11%) for the Manufacturing Hub, $1.5 million (6%) for the General Harbour Services, $0.3 million (1%) for the Cargo Handling Hub, $0.6 million (2%) for the Other Business Opportunities, and $22.1 million (80%) for the Other Economic Activity.

For scenario 1, the annual profile for federal tax revenue for the Newfoundland and Labrador, as shown in Figure 1473, is concentrated in years 6, 7 and 8, with $7.7 million per annum relative to $0.9 million of federal tax revenue per annum in the five years. Constructing the Manufacturing Hub yields $0.6 million of federal tax revenue on the Newfoundland and Labrador over the first five years of the project, see Figure 1474. The same profile is observed in Figure 1475 for constructing the General Harbour Services, but the level of annual federal tax revenue is $0.3 million of federal tax revenue. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1476. This activity supports $0.1 million of federal tax revenue in the Newfoundland and Labrador. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1477 generates $0.2 million of federal tax revenue per annum on the Newfoundland and Labrador. Finally, Figure 1478 illustrates that the construction activities associated with the Other Economic Activity yields $7.4 million of federal tax revenue on the Newfoundland and Labrador in years 6, 7 and 8.

Alternatively, as shown in Table 251 and Figures 1479 to 1482, Scenario 2 investments will generate $5.8 million federal tax revenue on the Newfoundland and Labrador from all components of the project. The federal tax revenue impacts for the Newfoundland and Labrador are comprised of $3.3 million (57%) direct federal tax revenue, $1.3 million (22%) indirect federal tax revenue and $1.2 million (21%) induced federal tax revenue. The federal tax revenue calculated for the Newfoundland and Labrador associated with the Other Economic

Activity for Scenario 2 is $0.2 million or $0.1 million per annum. The corresponding annual profile for Scenario 2 falls to $0.4 million in years 6, 7 and 8.

Table 250: Summary of Annual Construction Federal Tax Revenue – Scenario 1 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Federal Tax Revenue ($M)	All Components (S1)	$16.0	$6.0	$5.6	$27.6
	Manufacturing Hub	$1.7	$0.8	$0.7	$3.1
	General Harbour	$0.9	$0.2	$0.3	$1.5
	Cargo Handling	$0.2	$0.1	$0.1	$0.3
	Other Business	$0.4	$0.1	$0.1	$0.6
	Other Activity (S1)	$12.9	$4.7	$4.4	$22.1

Figure 1471: Federal Tax Revenue Shares by Type – Construction – All Components (Scenario 1) – Newfoundland and Labrador

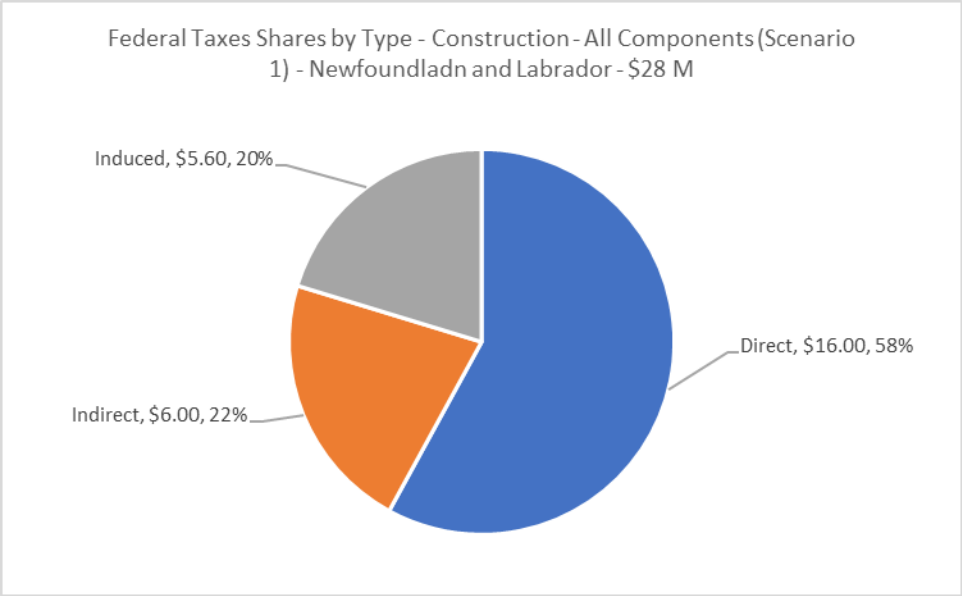


Figure 1472: Total Federal Tax Revenue Shares by Component – Construction – (Scenario 1) – Newfoundland and Labrador

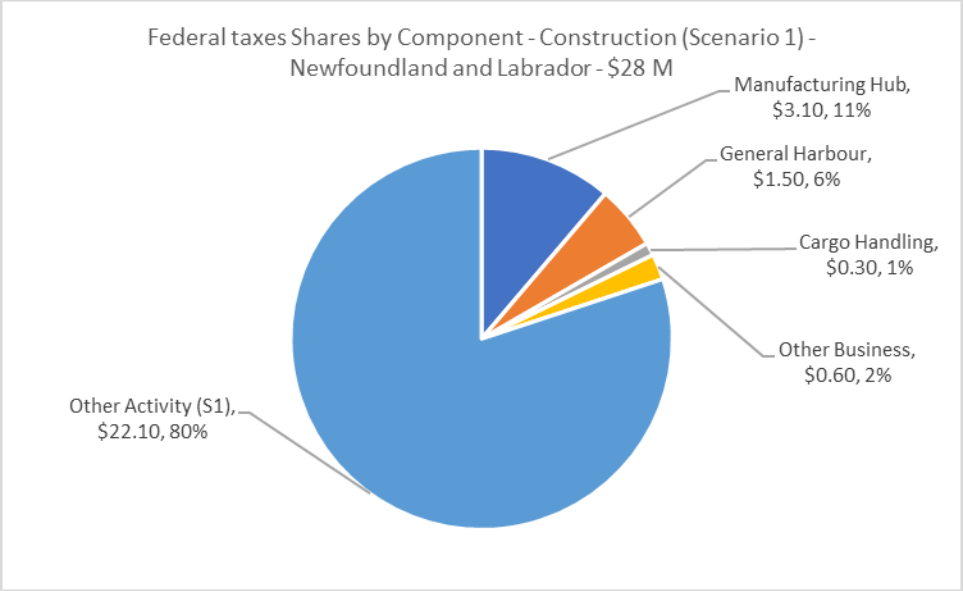


Figure 1473: Summary of Annual Construction Federal Tax Revenue – Scenario 1 - All Components (Newfoundland and Labrador)

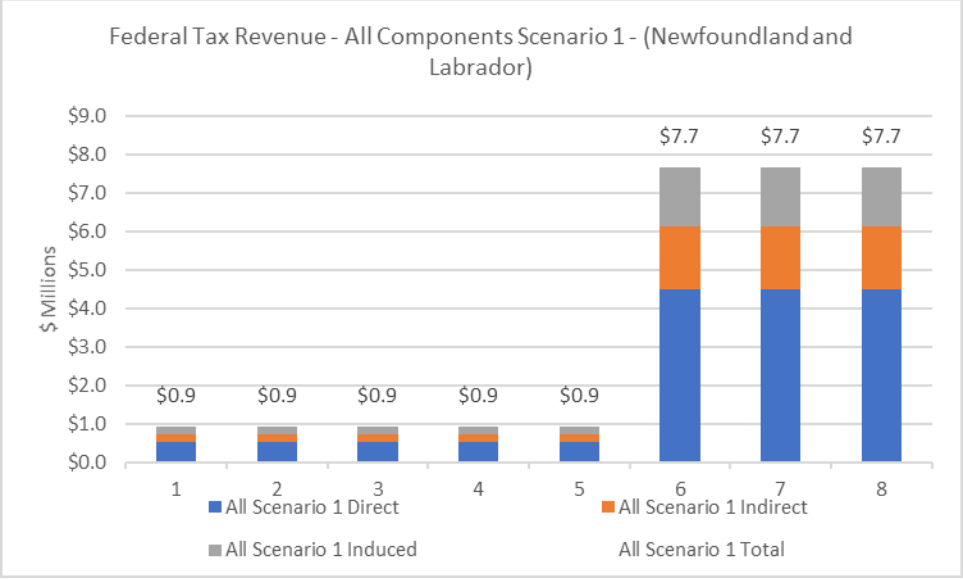


Figure 1474: Summary of Annual Construction Federal Tax Revenue – Manufacturing Hub (Newfoundland and Labrador)

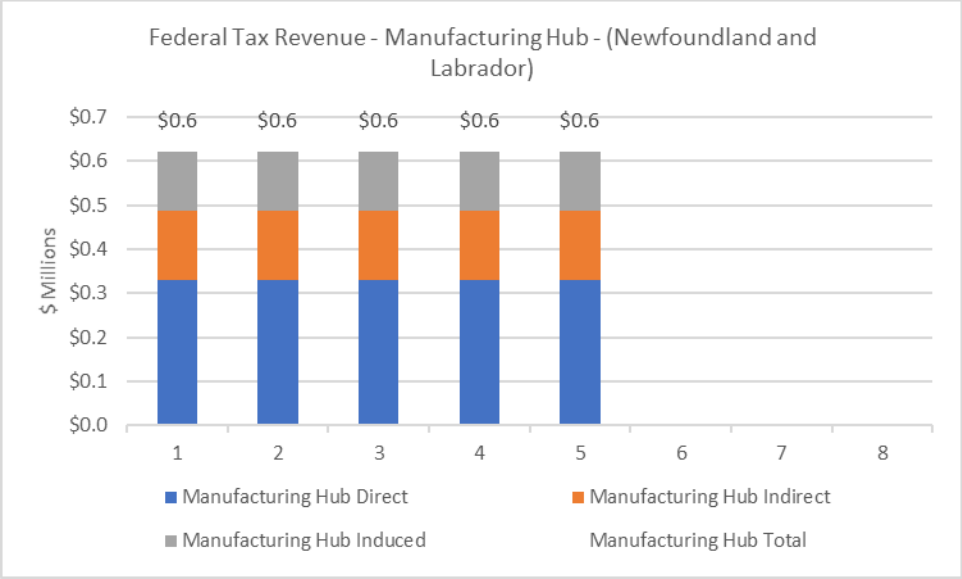


Figure 1475: Summary of Annual Construction Federal Tax Revenue – General Harbour (Newfoundland and Labrador)

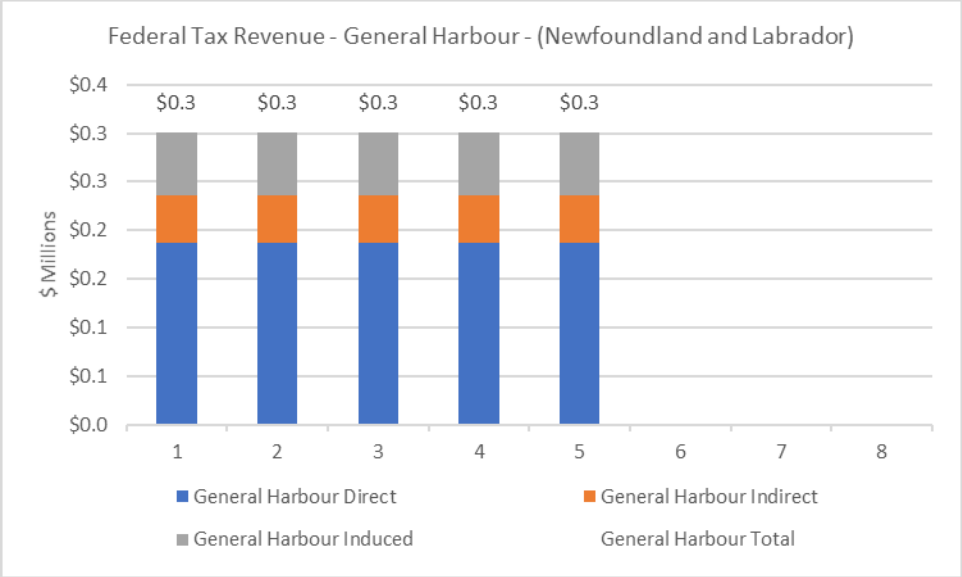


Figure 1476: Summary of Annual Construction Federal Tax Revenue – Cargo Handling (Newfoundland and Labrador)

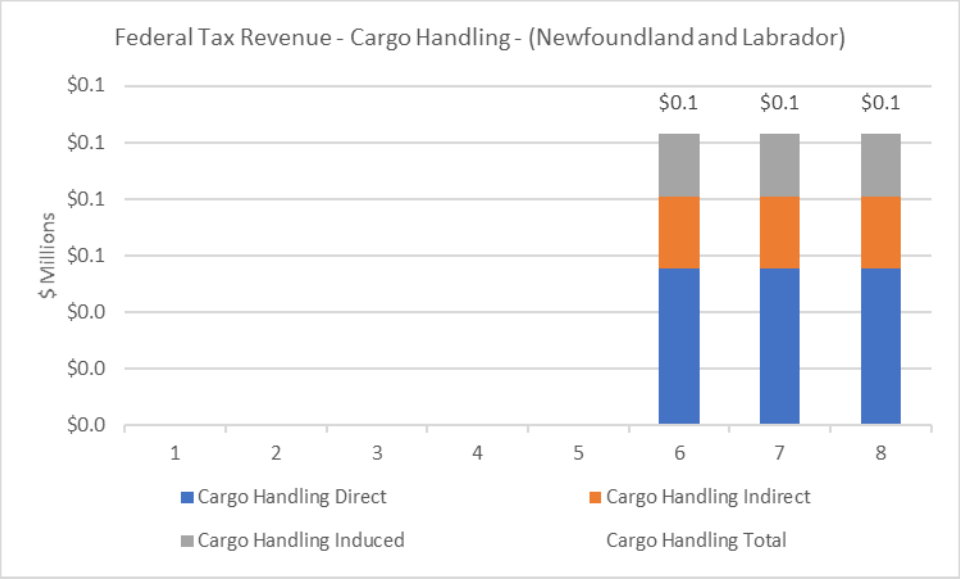


Figure 1477: Summary of Annual Construction Federal Tax Revenue – Other Business (Newfoundland and Labrador)

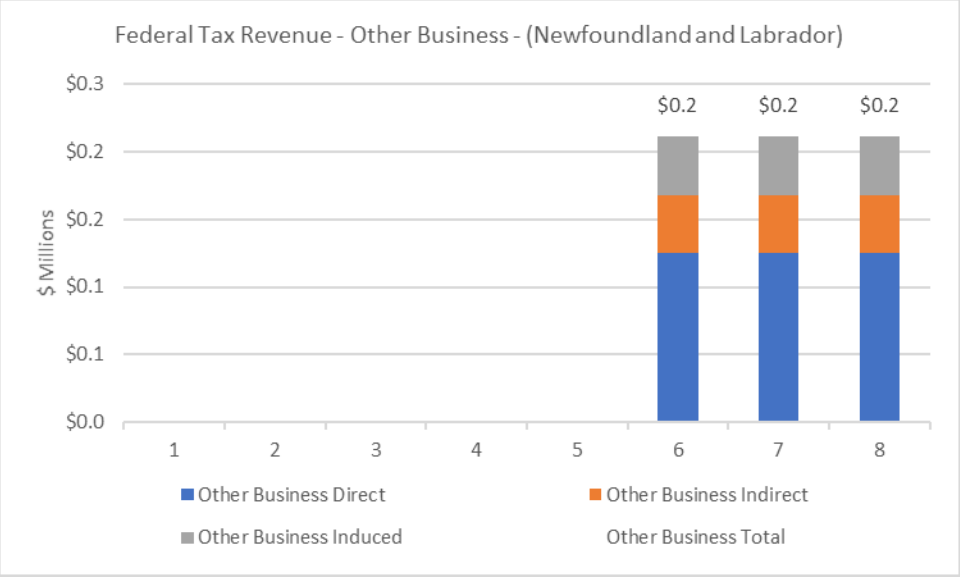


Figure 1478: Summary of Annual Construction Federal Tax Revenue – Other Activity Scenario 1 (Newfoundland and Labrador)

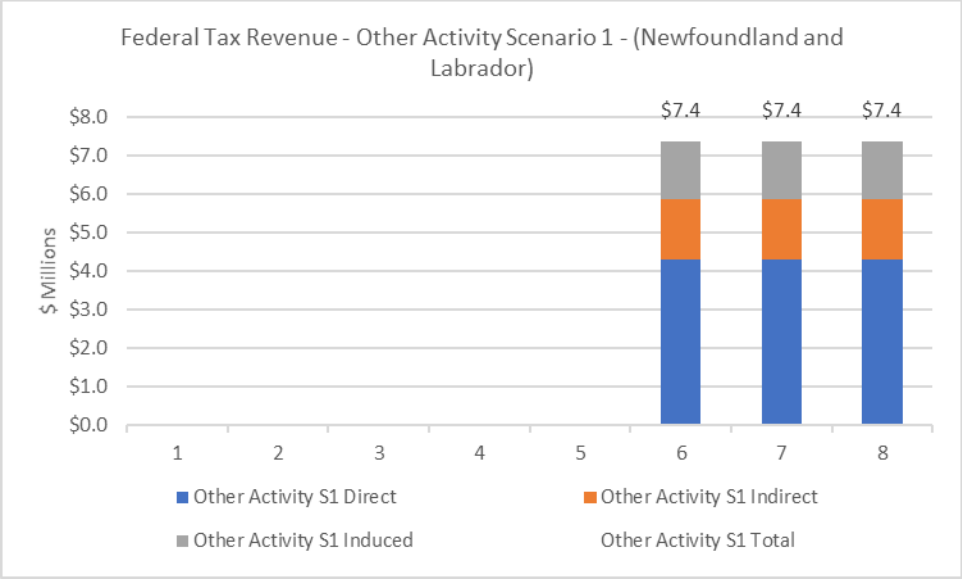


Table 251: Summary of Annual Construction Federal Tax Revenue – Scenario 2 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Federal Tax Revenue ($M)	All Components (S2)	$3.3	$1.3	$1.2	$5.8
	Manufacturing Hub	$1.7	$0.8	$0.7	$3.1
	General Harbour	$0.9	$0.2	$0.3	$1.5
	Cargo Handling	$0.2	$0.1	$0.1	$0.3
	Other Business	$0.4	$0.1	$0.1	$0.6
	Other Activity (S2)	$0.1	$0.0	$0.1	$0.2

Figure 1479: Federal Tax Revenue Shares by Type – Construction – All Components (Scenario 2) – Newfoundland and Labrador

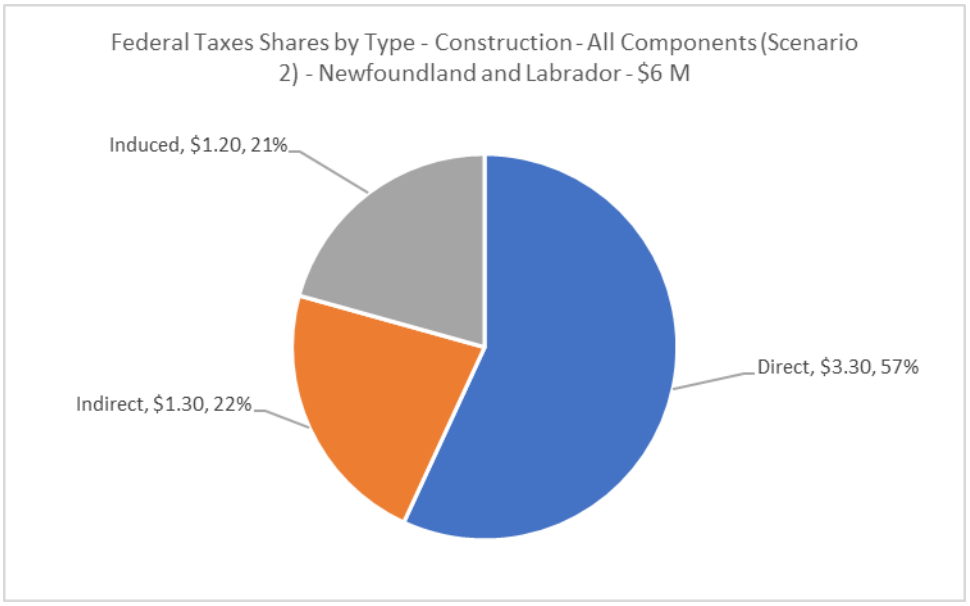


Figure 1480: Total Federal Tax Revenue Shares by Component – Construction – (Scenario 2) – Newfoundland and Labrador

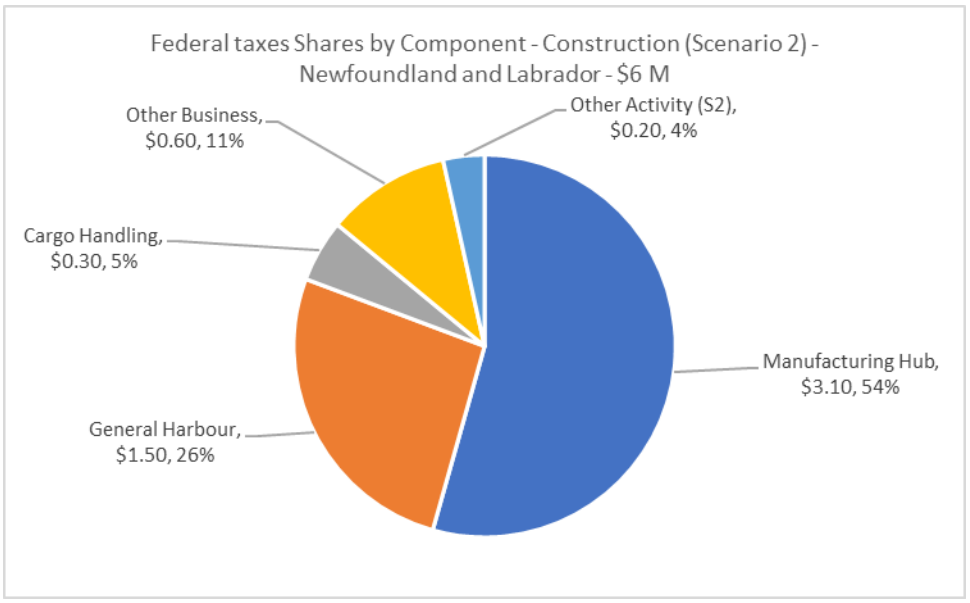


Figure 1481: Summary of Annual Construction Federal Tax Revenue – Other Activity Scenario 2 (Newfoundland and Labrador)

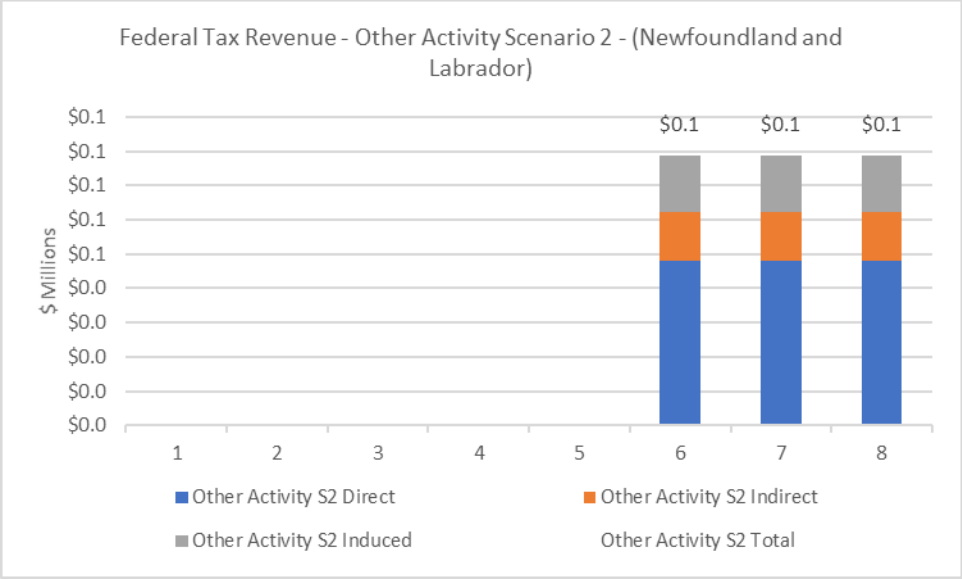
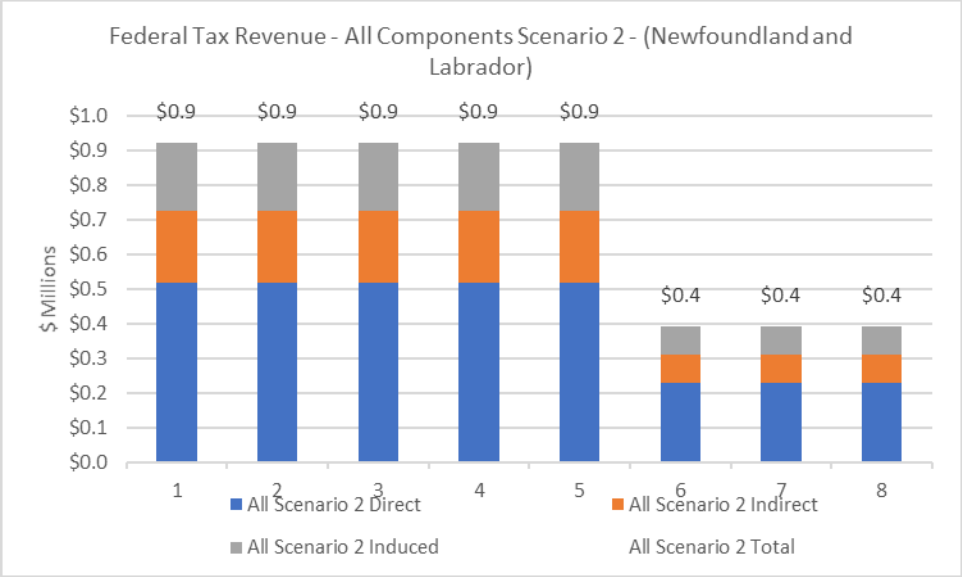


Figure 1482: Summary of Annual Construction Federal Tax Revenue – Scenario 2 – All Components (Newfoundland and Labrador)



26.2.6 Provincial Tax Revenue – Newfoundland and Labrador

The construction provincial tax revenue impacts are summarized below for each of the components of the project. For Scenario 1, Table 252 and Figures 1483 and 1484 summarize the provincial tax revenue impacts by type and for each component of the project for Scenario 1. The profile of total provincial tax revenue impacts are illustrated in Figures 1485 to 1490. The corresponding provincial tax revenue impacts for Scenario 2 are provided in Table 253 and Figures 1491 to 1494.

Over the three phases of investment, Scenario 1 will generate provincial tax revenue of $30.7 million on the Newfoundland and Labrador from all components of the project. The provincial tax revenue impacts for the Newfoundland and Labrador are comprised of $14.9 million (49%) direct provincial tax revenue, $4.9 million (16%) indirect provincial tax revenue and $10.9 million (35%) induced provincial tax revenue. The allocation of provincial tax revenue by project component is as follows; $3.2 million (11%) for the Manufacturing Hub, $1.6 million (5%) for the General Harbour Services, $0.3 million (1%) for the Cargo Handling Hub, $0.7 million (2%) for the Other Business Opportunities, and $25.0 million (81%) for the Other Economic Activity.

For scenario 1, the annual profile for provincial tax revenue for the Newfoundland and Labrador, as shown in Figure 1485, is concentrated in years 6, 7 and 8, with $8.7 million per annum relative to $1.0 million of provincial tax revenue per annum in the five years. Constructing the Manufacturing Hub yields $0.6 million of provincial tax revenue on the Newfoundland and Labrador over the first five years of the project, see Figure 1486. The same profile is observed in Figure 1487 for constructing the General Harbour Services, but the level of annual provincial tax revenue is $0.3 million of provincial tax revenue. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1488. This activity supports $0.1 million of provincial tax revenue in the Newfoundland and Labrador. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1489 generates $0.2 million of provincial tax revenue per annum on the Newfoundland and Labrador. Finally, Figure 1490 illustrates that the construction activities associated with the Other Economic Activity yields $8.3 million of provincial tax revenue on the Newfoundland and Labrador in years 6, 7 and 8.

Alternatively, as shown in Table 253 and Figures 1491 to 1494, Scenario 2 investments will generate $6.0 million provincial tax revenue on the Newfoundland and Labrador from all components of the project. The provincial tax revenue impacts for the Newfoundland and Labrador are comprised of $2.5 million (42%) direct provincial tax revenue, $1.1 million (18%) indirect provincial tax revenue and $2.4 million (40%) induced provincial tax revenue. The provincial tax revenue calculated for the Newfoundland and Labrador associated with the Other

Economic Activity for Scenario 2 is $0.2 million or $0.1 million per annum. The corresponding annual profile for Scenario 2 falls to $0.4 million in years 6, 7 and 8.

Table 252: Summary of Annual Construction Provincial Tax Revenue – Scenario 1 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Provincial Tax Revenue ($M)	All Components (S1)	$14.9	$4.9	$10.9	$30.7
	Manufacturing Hub	$1.2	$0.7	$1.3	$3.2
	General Harbour	$0.7	$0.2	$0.6	$1.6
	Cargo Handling	$0.1	$0.1	$0.1	$0.3
	Other Business	$0.3	$0.1	$0.3	$0.7
	Other Activity (S1)	$12.5	$3.9	$8.6	$25.0

Figure 1483: Provincial Tax Revenue Shares by Type – Construction – All Components (Scenario 1) – Newfoundland and Labrador

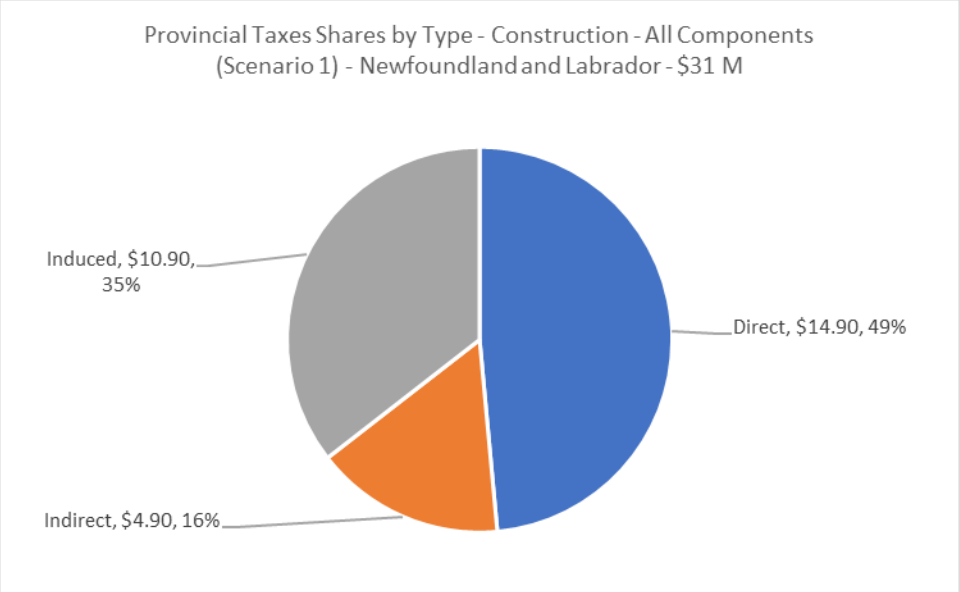


Figure 1484: Total Provincial Tax Revenue Shares by Component – Construction – (Scenario 1) – Newfoundland and Labrador

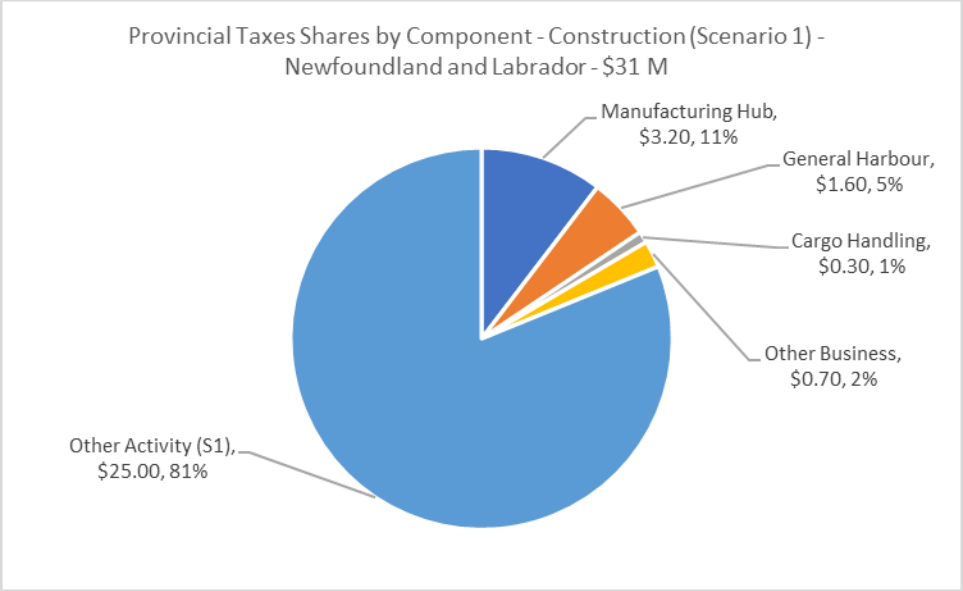


Figure 1485: Summary of Annual Construction Provincial Tax Revenue – Scenario 1 - All Components (Newfoundland and Labrador)

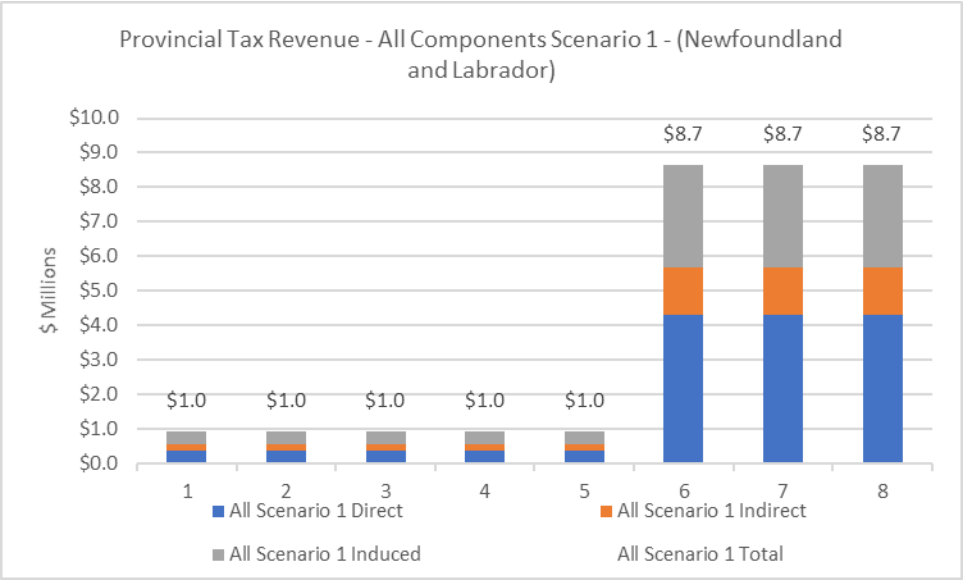


Figure 1486: Summary of Annual Construction Provincial Tax Revenue – Manufacturing Hub (Newfoundland and Labrador)

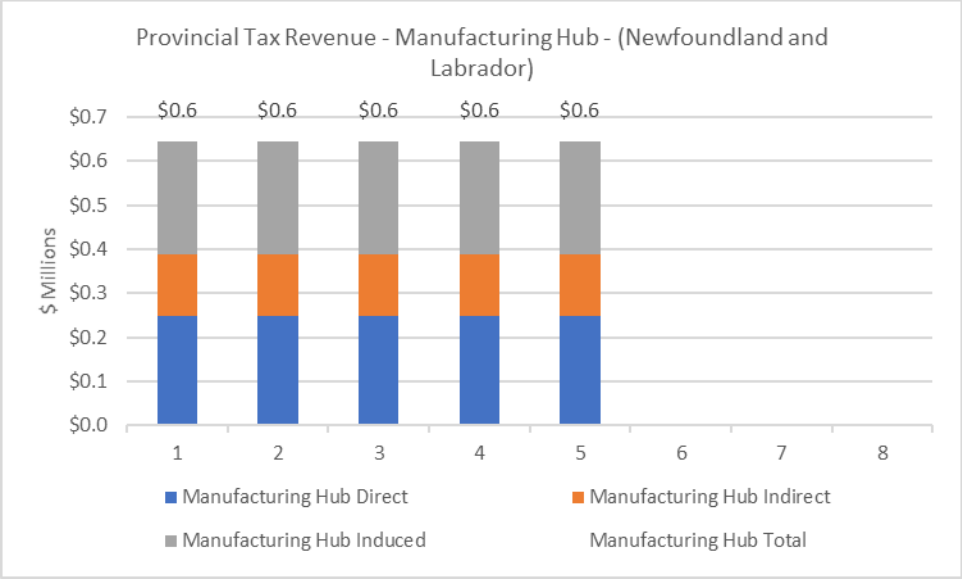


Figure 1487: Summary of Annual Construction Provincial Tax Revenue – General Harbour (Newfoundland and Labrador)

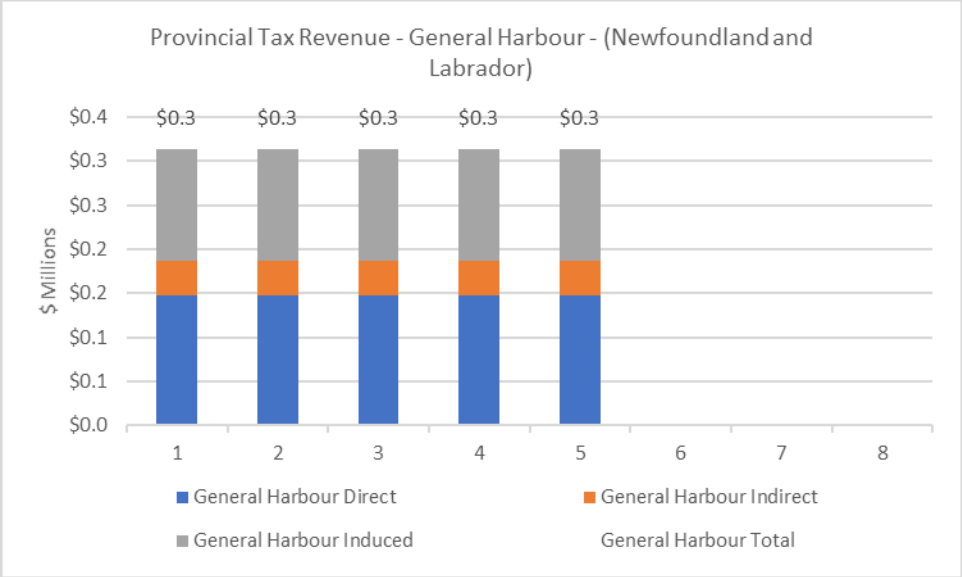


Figure 1488: Summary of Annual Construction Provincial Tax Revenue – Cargo Handling (Newfoundland and Labrador)

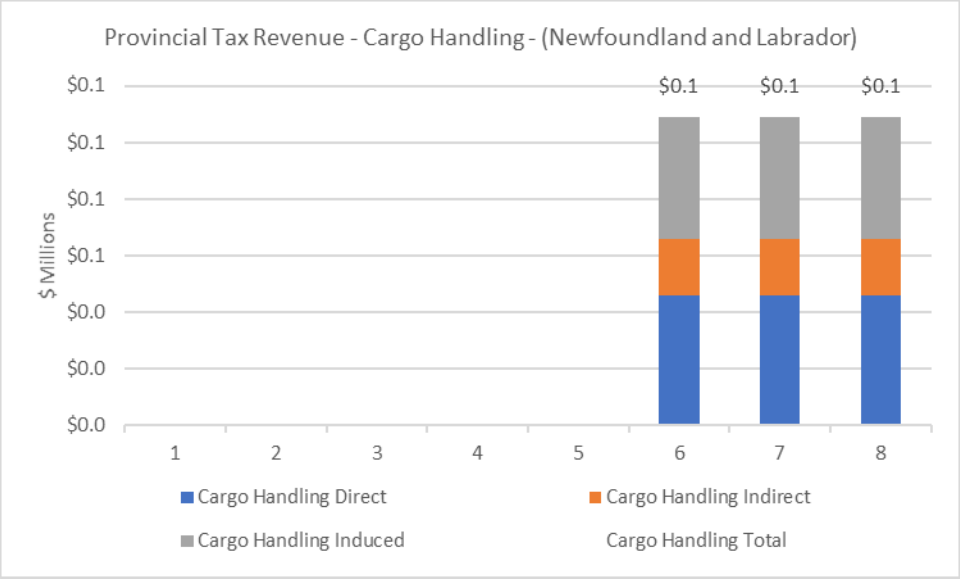


Figure 1489: Summary of Annual Construction Provincial Tax Revenue – Other Business (Newfoundland and Labrador)

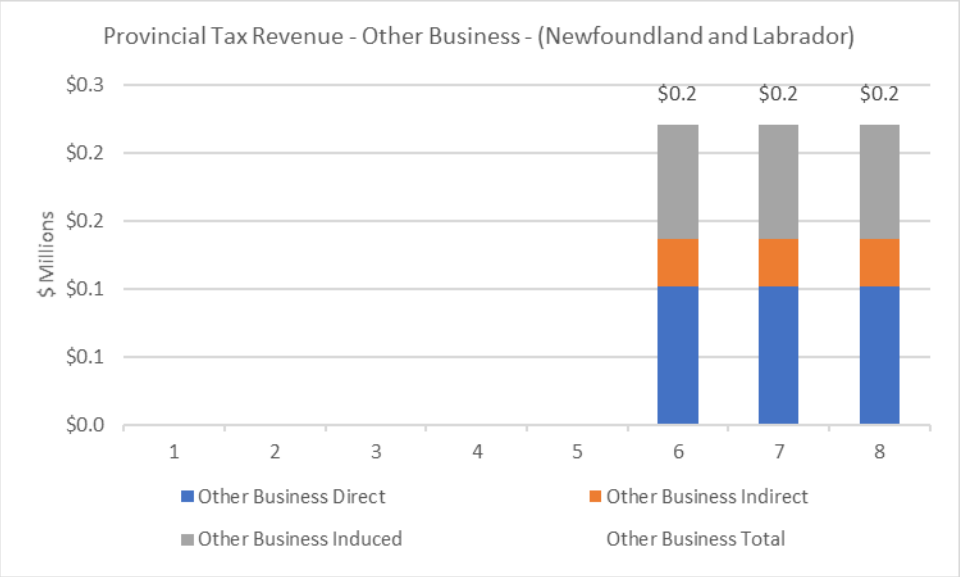


Figure 1490: Summary of Annual Construction Provincial Tax Revenue – Other Activity Scenario 1 (Newfoundland and Labrador)

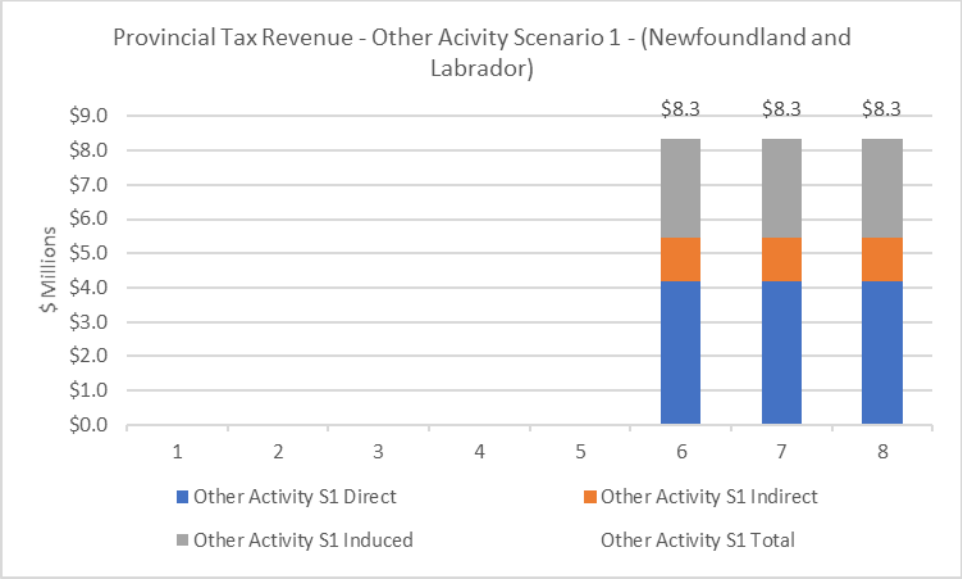


Table 253: Summary of Annual Construction Provincial Tax Revenue – Scenario 2 - All Components (Newfoundland and Labrador)

Newfoundland and Labrador		Direct	Indirect	Induced	Total
Construction Provincial Tax Revenue ($M)	All Components (S2)	$2.5	$1.1	$2.4	$6.0
	Manufacturing Hub	$1.2	$0.7	$1.3	$3.2
	General Harbour	$0.7	$0.2	$0.6	$1.6
	Cargo Handling	$0.1	$0.1	$0.1	$0.3
	Other Business	$0.3	$0.1	$0.3	$0.7
	Other Activity (S2)	$0.1	$0.0	$0.1	$0.2

Figure 1491: Provincial Tax Revenue Shares by Type – Construction – All Components (Scenario 2) – Newfoundland and Labrador

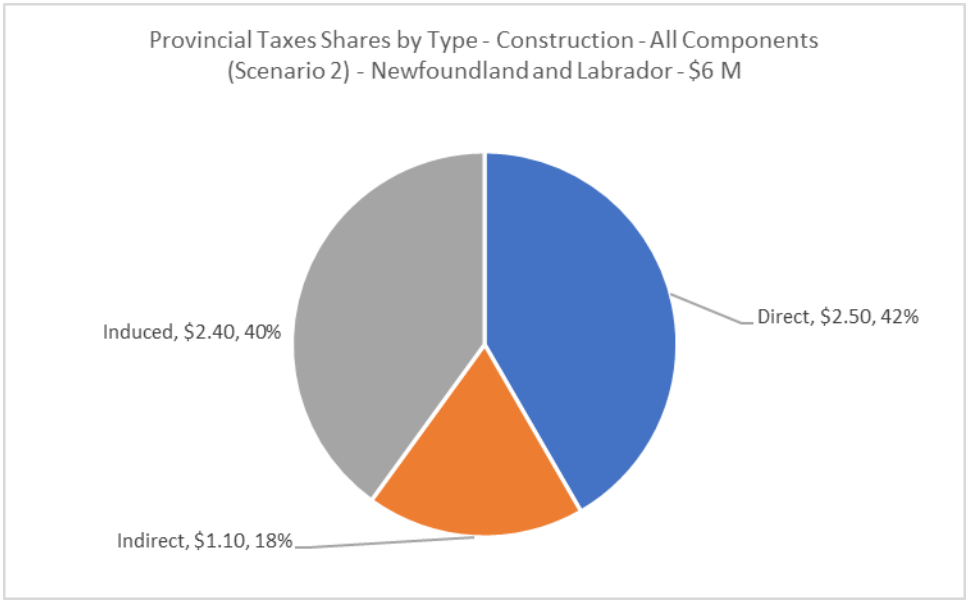


Figure 1492: Total Provincial Tax Revenue Shares by Component – Construction – (Scenario 2) – Newfoundland and Labrador

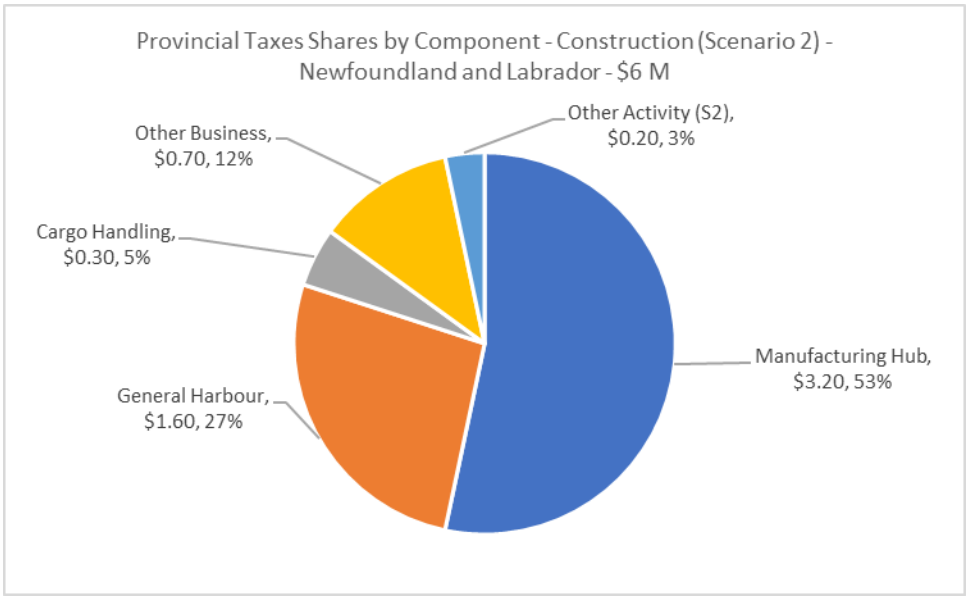


Figure 1493: Summary of Annual Construction Provincial Tax Revenue – Other Activity Scenario 2 (Newfoundland and Labrador)

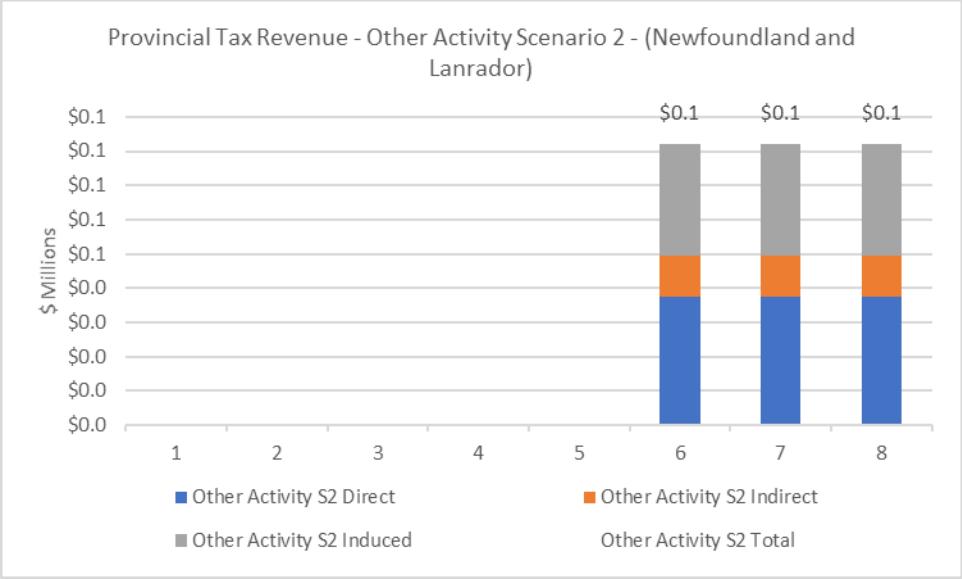
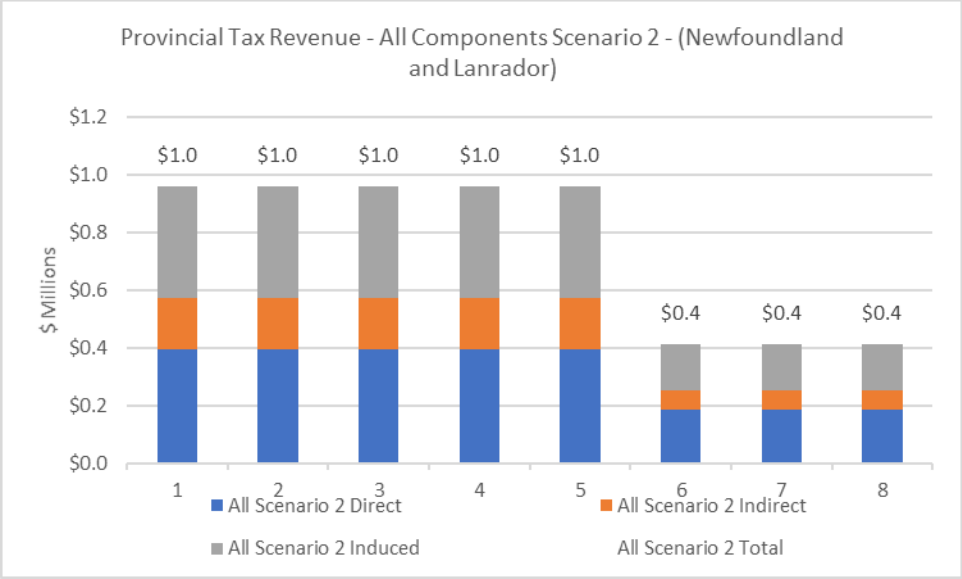


Figure 1494: Summary of Annual Construction Provincial Tax Revenue – Scenario 2 – All Components (Newfoundland and Labrador)



26.3 Construction Impacts – Canada

26.3.1 Employment – Canada

The construction employment impacts are summarized below for each of the components of the project. For Scenario 1, Table 254 and Figures 1495 and 1496 summarize the employment impacts by type and for each component of the project for Scenario 1. The profile of total employment impacts are illustrated in Figures 1497 to 1502. The corresponding employment impacts for Scenario 2 are provided in Table 255 and Figures 1503 to 1506.

Over the three phases of investment, Scenario 1 will generate employment of 4,234 person-years on the Great Northern Peninsula from all components of the project. The employment impacts for the Great Northern Peninsula are comprised of 1,001 (24%) direct person-years of employment, 1,960 (46%) indirect person-years of employment and 1,273 (30%) induced person-years of employment. The allocation of employment by project component is as follows; 472 person-years (11%) for the Manufacturing Hub, 210 person-years (5%) for the General Harbour Services, 51 person-years (1%) for the Cargo Handling Hub, 92 person-years for the Other Business Opportunities (2%), and 3,409 person-years (81%) for the Other Economic Activity.

For scenario 1, the annual profile for employment for the great Northern Peninsula, as shown in Figure 1497, is concentrated in years 6, 7 and 8, with 1,184person-years per annum relative to 136 person-years of employment per annum in the five years. Constructing the Manufacturing Hub yields 94 person-years of employment on the Great Northern Peninsula over the first five years of the project, see Figure 1498. The same profile is observed in Figure 1499 for constructing the General Harbour Services, but the level of annual employment is 42 person-years of employment. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1500. This activity supports 17 person-years of employment in the Great Northern Peninsula. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1501 generates 30 person-years of employment per annum on the Great Northern Peninsula. Finally, Figure 1502 illustrates that the construction activities associated with the Other Economic Activity yields 1,136 person-years of employment on the great Northern Peninsula in years 6, 7 and 8.

Alternatively, as shown in Table 255 and Figures 1503 to 1506, Scenario 2 investments will generate employment of 854 person-years on the Great Northern Peninsula from all components of the project. The employment impacts for the Great Northern Peninsula are comprised of 351 (41%) direct person-years of employment, 284 (33%) indirect person-years of employment and 219 (26%) induced person-years of employment. The employment calculated for the Great Northern Peninsula associated with the Other Economic Activity for Scenario 2 is

29 person-years or 9.5 person-years per annum. The corresponding annual profile for scenario 2 falls to 57 person-years in years 6, 7 and 8.

Table 254: Summary of Annual Construction Employment – Scenario 1 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Employment (PY)	All Components (S1)	**1,000.9**	**1,960.1**	**1,273.2**	**4,234.3**
	Manufacturing Hub	**191.1**	**160.9**	**120.1**	**472.1**
	General Harbour	**87.0**	**66.6**	**56.4**	**210.0**
	Cargo Handling	**23.0**	**16.3**	**11.7**	**51.0**
	Other Business	**40.8**	**29.4**	**22.0**	**92.2**
	Other Activity (S1)	**659.0**	**1,686.9**	**1,063.0**	**3,408.9**

Figure 1495: Employment Shares by Type – Construction – All Components (Scenario 1) – Canada

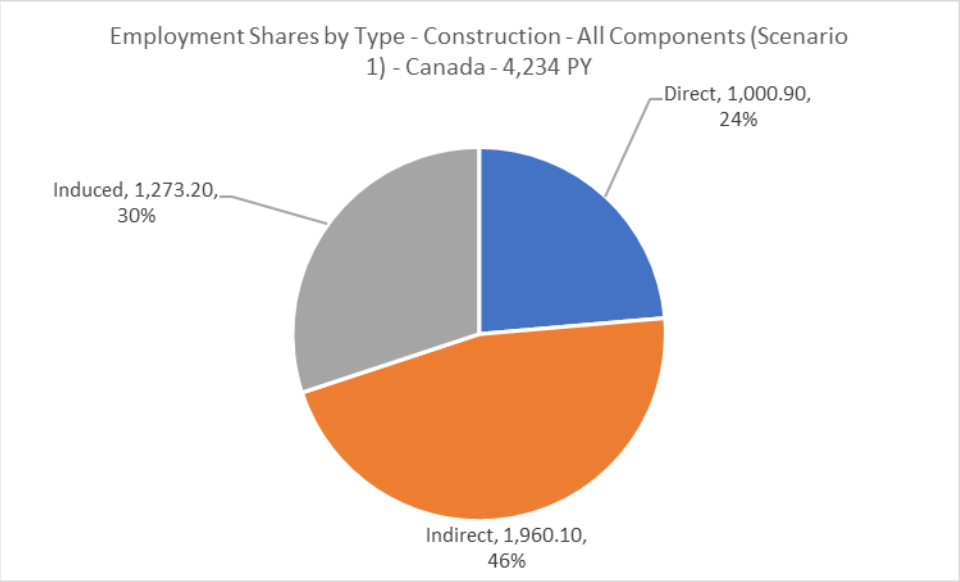


Figure 1496: Total Employment Shares by Component – Construction – (Scenario 1) – Canada

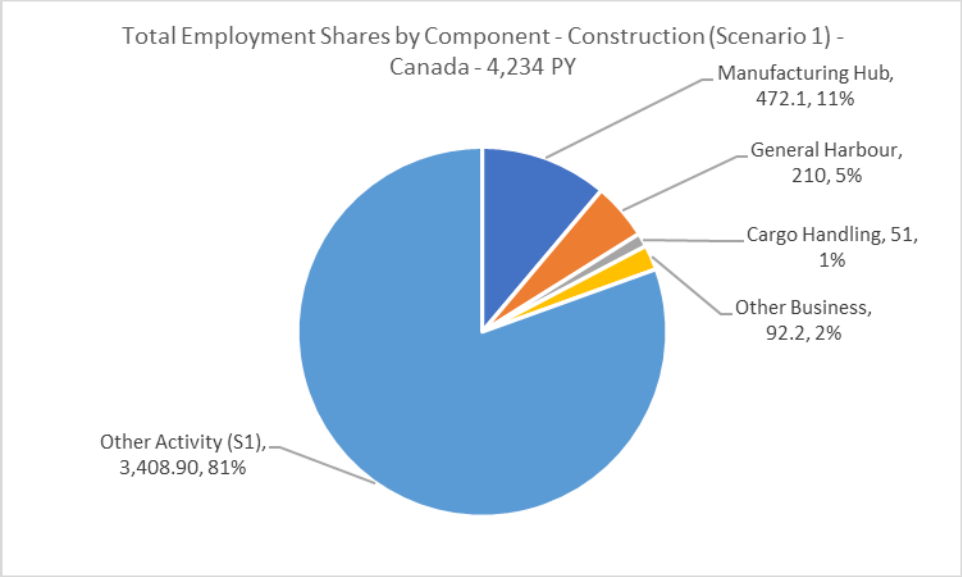


Figure 1497: Summary of Annual Construction Employment – Scenario 1 - All Components (Canada)

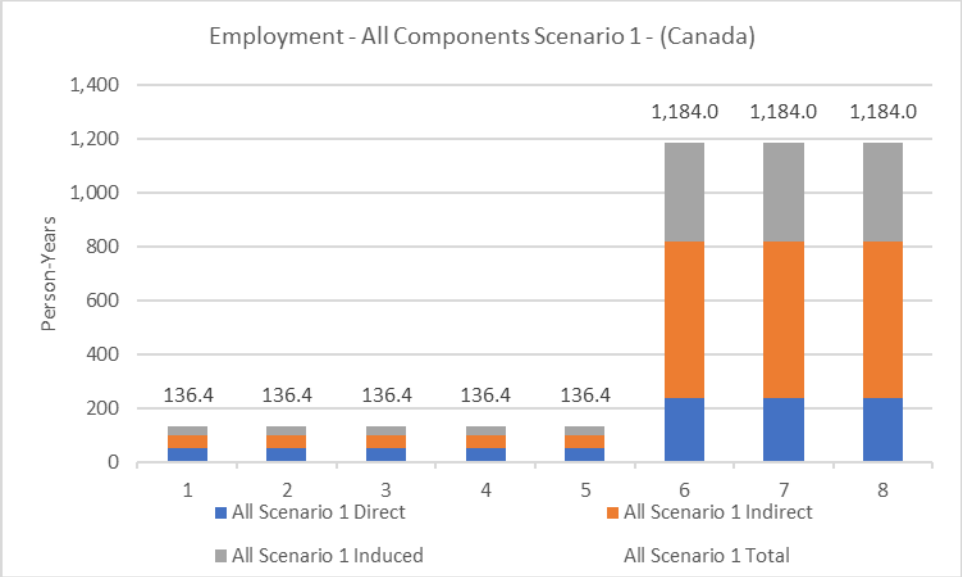


Figure 1498: Summary of Annual Construction Employment – Manufacturing Hub (Canada)

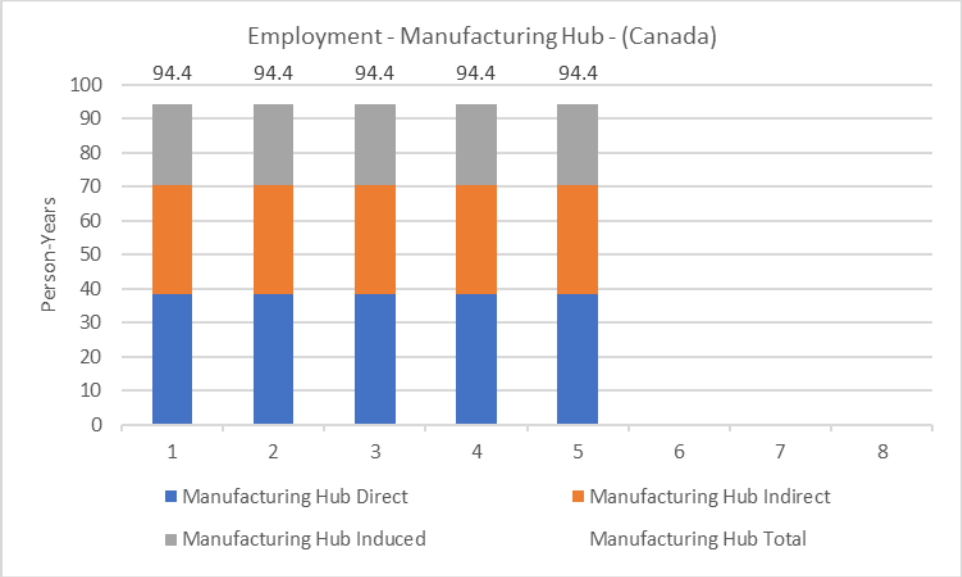


Figure 1499: Summary of Annual Construction Employment – General Harbour (Canada)

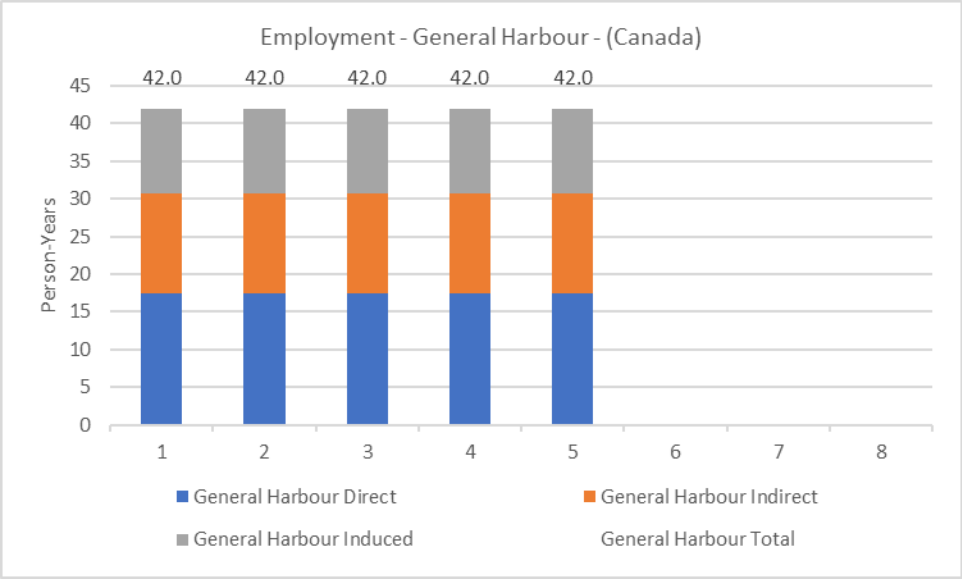


Figure 1500: Summary of Annual Construction Employment – Cargo Handling (Canada)

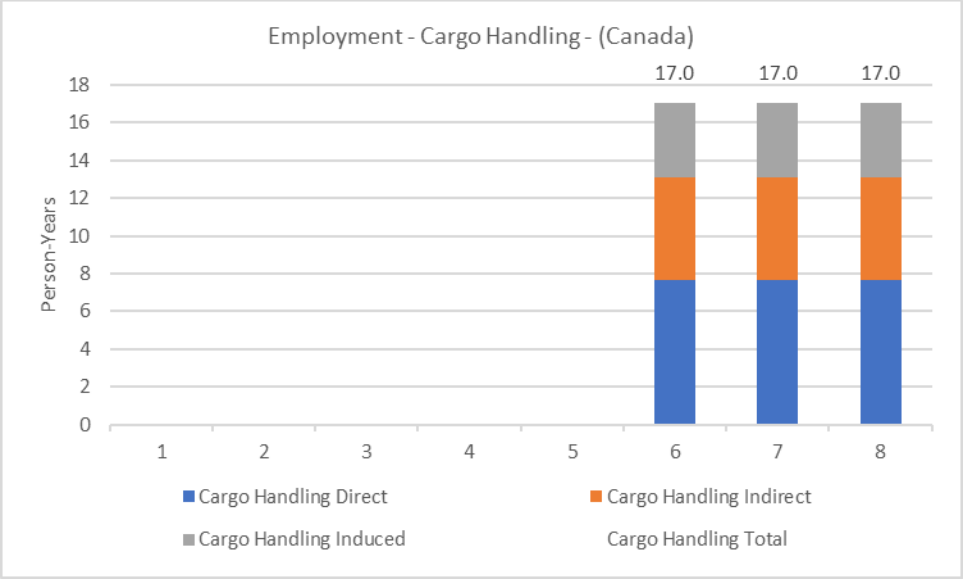


Figure 1501: Summary of Annual Construction Employment – Other Business (Canada)

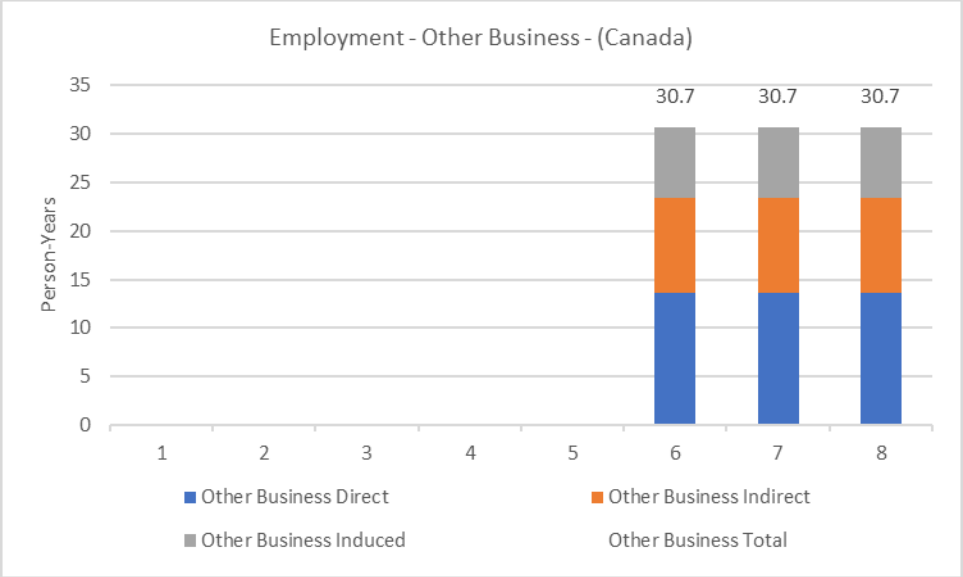


Figure 1502: Summary of Annual Construction Employment – Other Activity Scenario 1 (Canada)

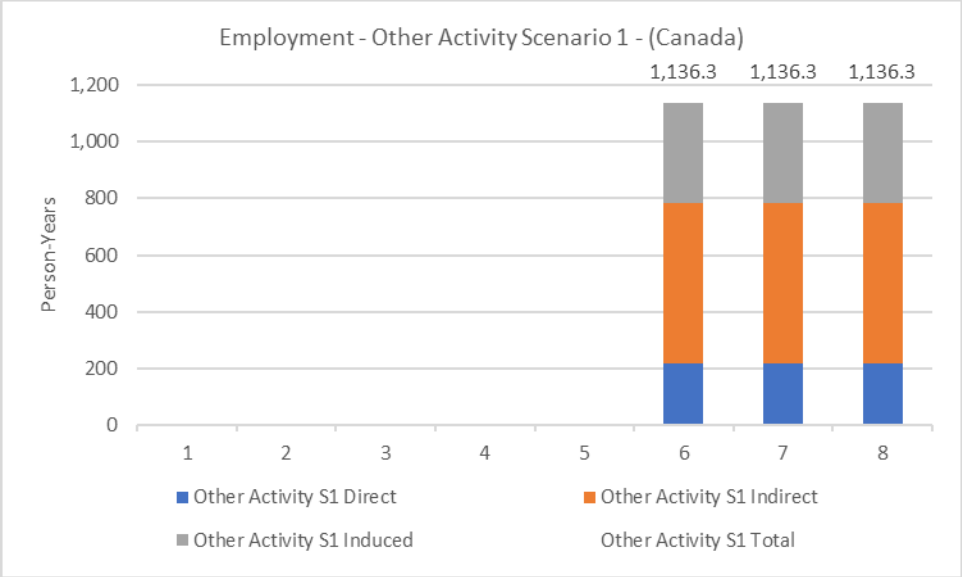


Table 255: Summary of Annual Construction Employment – Scenario 2 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Employment (PY)	All Components (S2)	**350.9**	**283.7**	**219.3**	**853.9**
	Manufacturing Hub	**191.1**	**160.9**	**120.1**	**472.1**
	General Harbour	**87.0**	**66.6**	**56.4**	**210.0**
	Cargo Handling	**23.0**	**16.3**	**11.7**	**51.0**
	Other Business	**40.8**	**29.4**	**22.0**	**92.2**
	Other Activity (S2)	**9.0**	**10.5**	**9.1**	**28.6**

Figure 1503: Employment Shares by Type – Construction – All Components (Scenario 2) – Canada

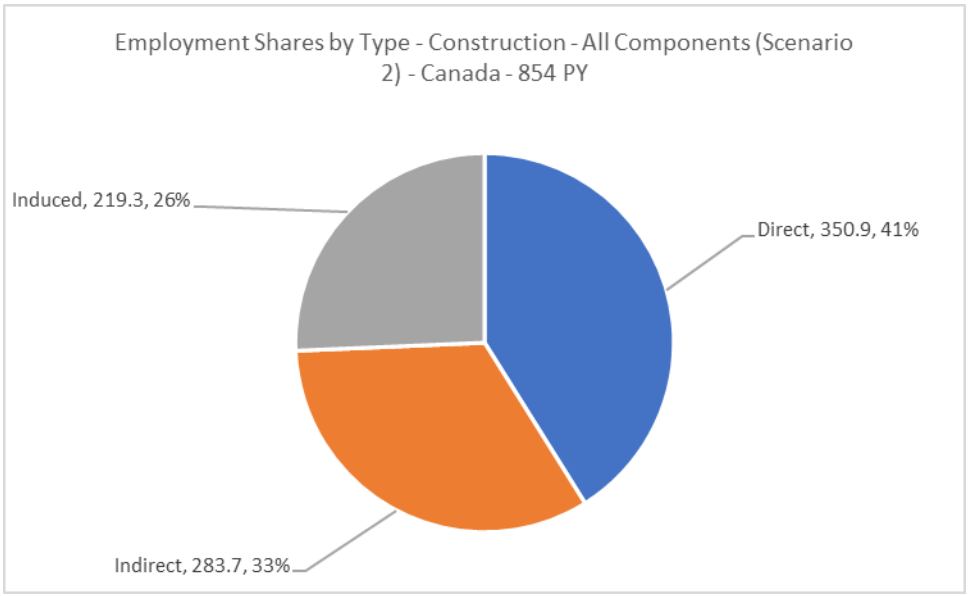


Figure 1504: Total Employment Shares by Component – Construction – (Scenario 2) – Canada

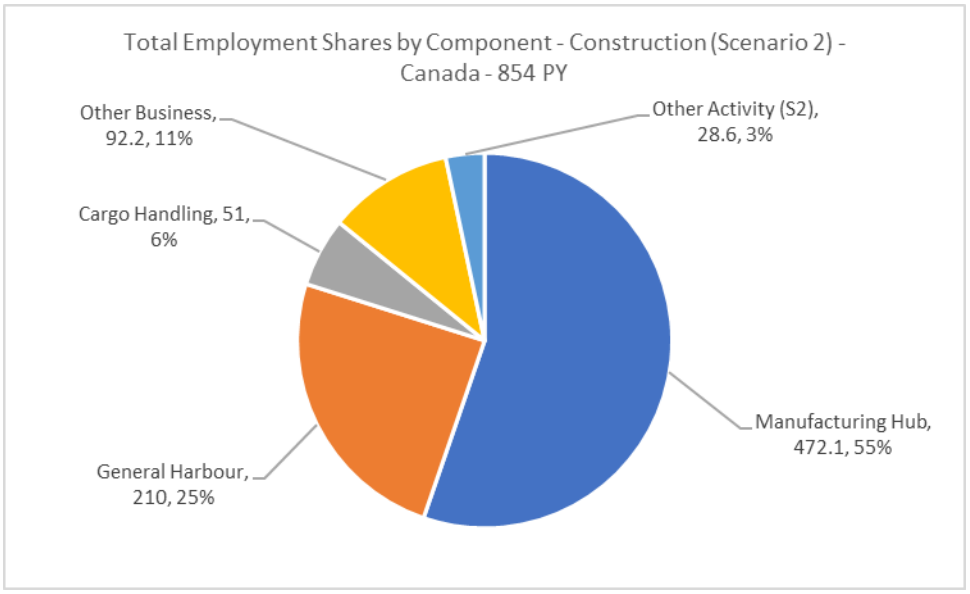


Figure 1505: Summary of Annual Construction Employment – Other Activity Scenario 2 (Canada)

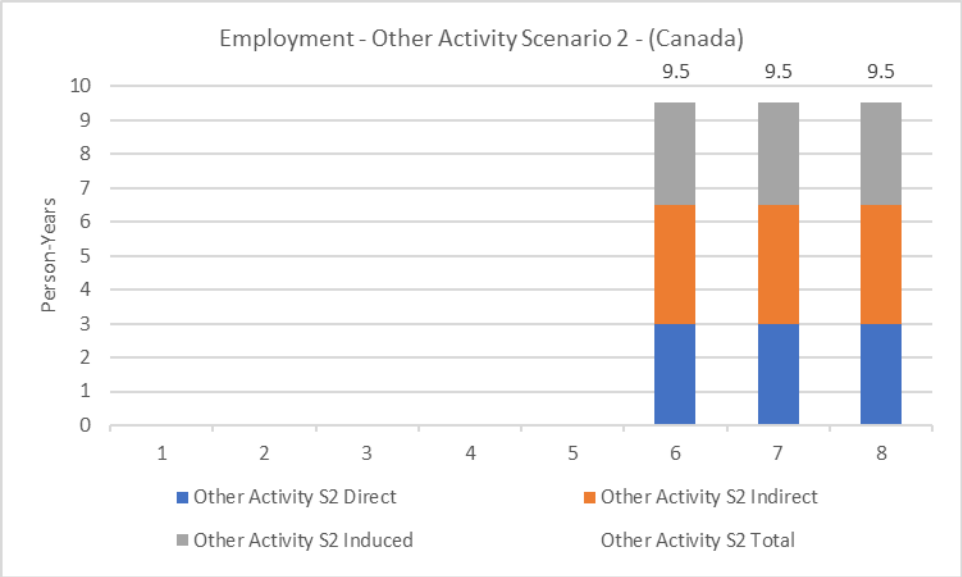
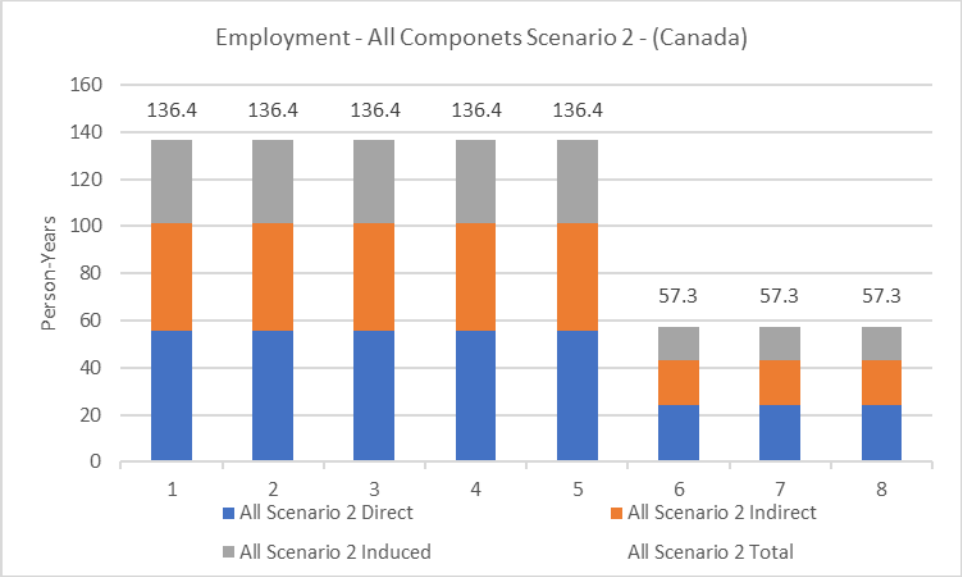


Figure 1506: Summary of Annual Construction Employment – Scenario 2 – All Components (Canada)



26.3.2 GDP – Canada

The construction GDP impacts are summarized below for each of the components of the project. For Scenario 1, Table 256 and Figures 1507 and 1508 summarize the GDP impacts by type and for each component of the project for Scenario 1. The profile of total GDP impacts are illustrated in Figures 1509 to 1514. The corresponding GDP impacts for Scenario 2 are provided in Table 257 and Figures 1515 to 1518.

Over the three phases of investment, Scenario 1 will generate GDP of $444.6 million on the Canada from all components of the project. The GDP impacts for the Canada are comprised of $125.4 million (28%) direct GDP, $187.6 million (42%) indirect GDP and $131.6 million (30%) induced GDP. The allocation of GDP by project component is as follows; $43.6 million (10%) for the Manufacturing Hub, $19.3 million (4%) for the General Harbour Services, $4.1 million (1%) for the Cargo Handling Hub, $8.7 million (2%) for the Other Business Opportunities, and $368.9 million (83%) for the Other Economic Activity.

For scenario 1, the annual profile for GDP for the Canada, as shown in Figure 1509, is concentrated in years 6, 7 and 8, with $127.2 million per annum relative to $12.6 million of GDP per annum in the five years. Constructing the Manufacturing Hub yields $8.7 million of GDP on the Canada over the first five years of the project, see Figure 1510. The same profile is observed in Figure 1511 for constructing the General Harbour Services, but the level of annual GDP is $3.9 million of GDP. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1512. This activity supports $1.4 million of GDP in the Canada. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1513 generates $2.9 million of GDP per annum on the Canada. Finally, Figure 1514 illustrates that the construction activities associated with the Other Economic Activity yields $123.0 million of GDP on the Canada in years 6, 7 and 8.

Alternatively, as shown in Table 257 and Figures 1515 to 1518, Scenario 2 investments will generate $79.0 million GDP on the Canada from all components of the project. The GDP impacts for the Canada are comprised of $28.1 million (36%) direct GDP, $27.9 million (35%) indirect GDP and $22.9 million (29%) induced GDP. The GDP calculated for the Canada associated with the Other Economic Activity for Scenario 2 is $3.3 million or $1.1 million per annum. The corresponding annual profile for Scenario 2 falls to $5.4 million in years 6, 7 and 8.

Table 256: Summary of Annual Construction GDP – Scenario 1 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction GDP ($M)	All Components (S1)	$125.4	$187.6	$131.6	$444.6
	Manufacturing Hub	$15.0	$16.2	$12.4	$43.6
	General Harbour	$7.4	$6.0	$5.9	$19.3

Canada		Direct	Indirect	Induced	Total
	Cargo Handling	$1.3	$1.5	$1.2	$4.1
	Other Business	$3.1	$3.1	$2.5	$8.7
	Other Activity (S1)	$98.6	$160.7	$109.6	$368.9

Figure 1507: GDP Shares by Type – Construction – All Components (Scenario 1) – Canada

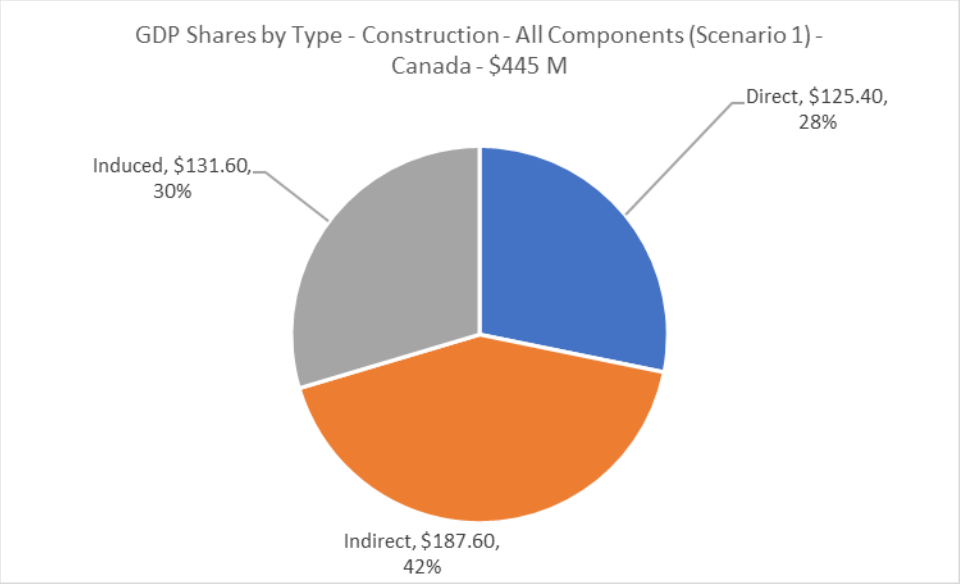


Figure 1508: Total GDP Shares by Component – Construction – (Scenario 1) – Canada

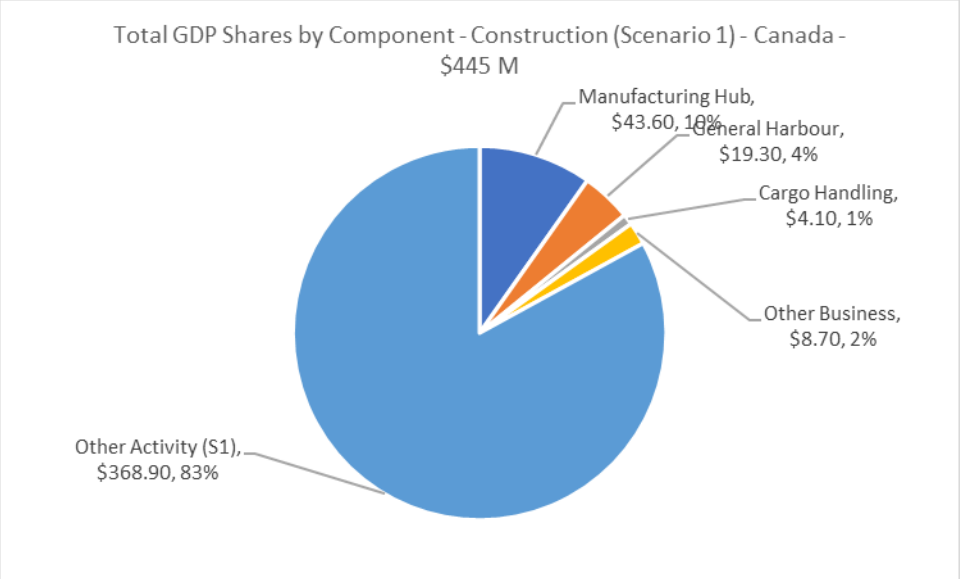


Figure 1509: Summary of Annual Construction GDP – Scenario 1 - All Components (Canada)

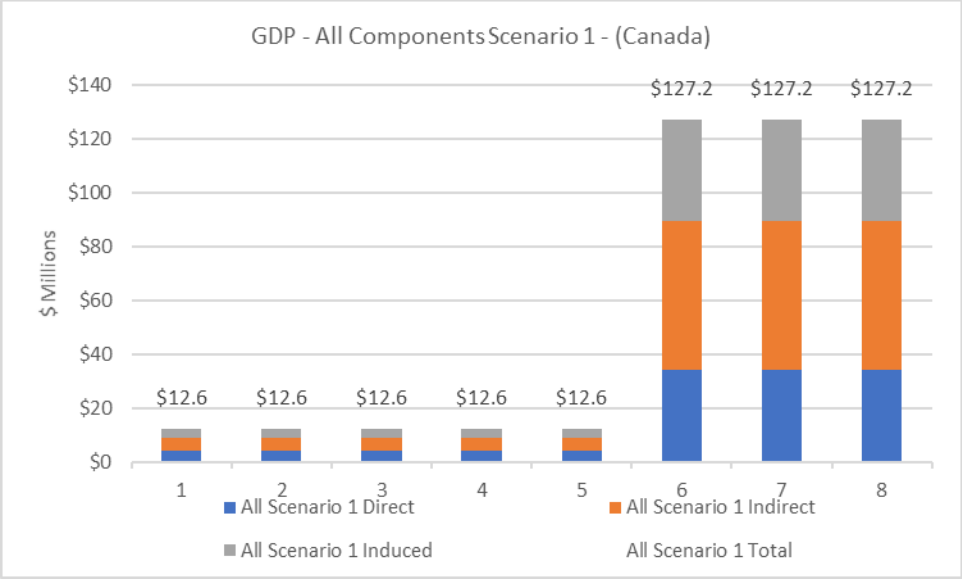


Figure 1510: Summary of Annual Construction GDP – Manufacturing Hub (Canada)

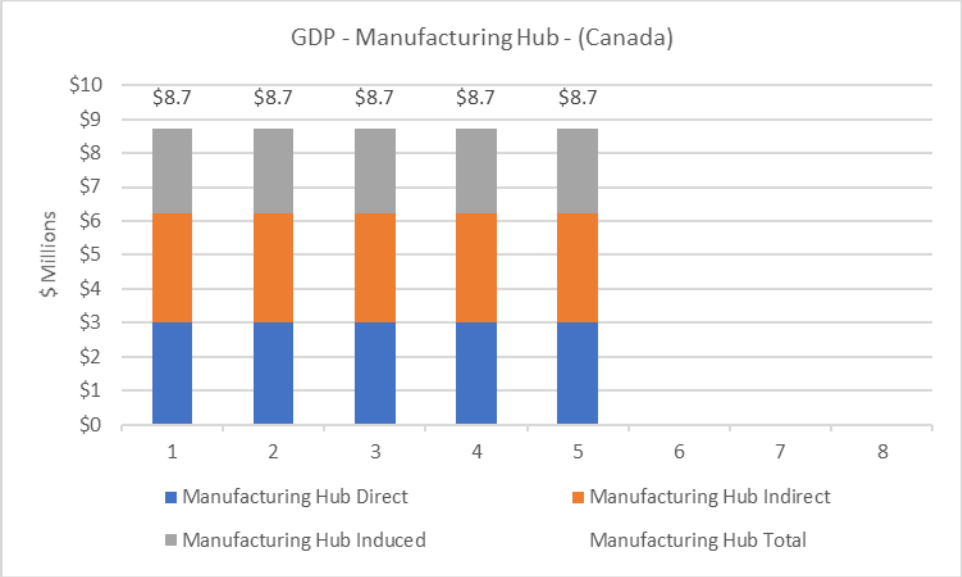


Figure 1511: Summary of Annual Construction GDP – General Harbour (Canada)

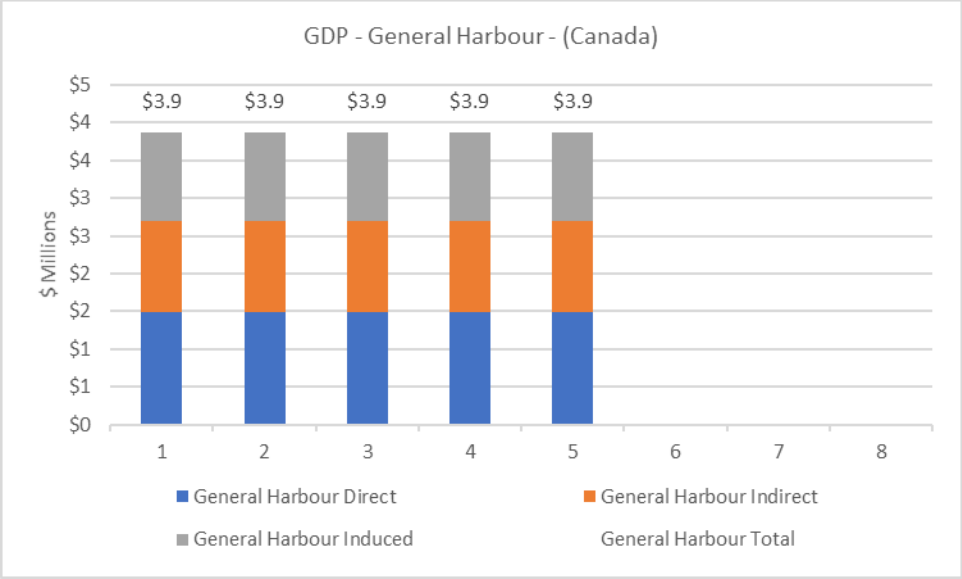


Figure 1512: Summary of Annual Construction GDP – Cargo Handling (Canada)

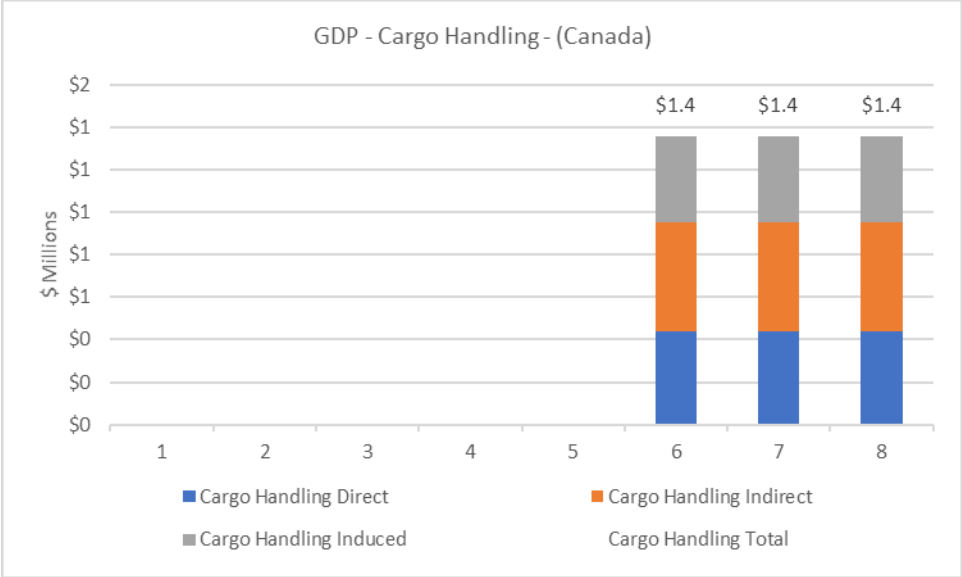


Figure 1513: Summary of Annual Construction GDP – Other Business (Canada)

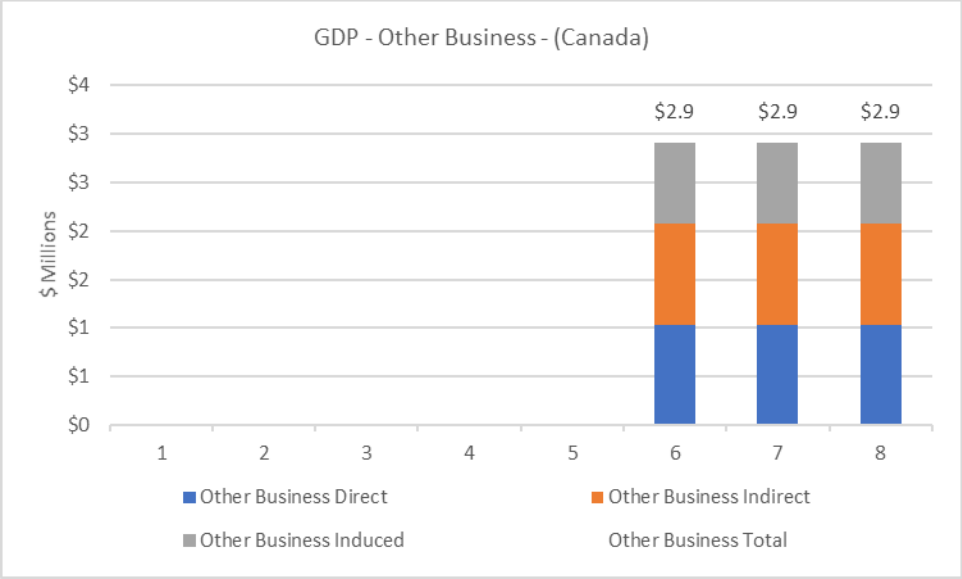


Figure 1514: Summary of Annual Construction GDP – Other Activity Scenario 1 (Canada)

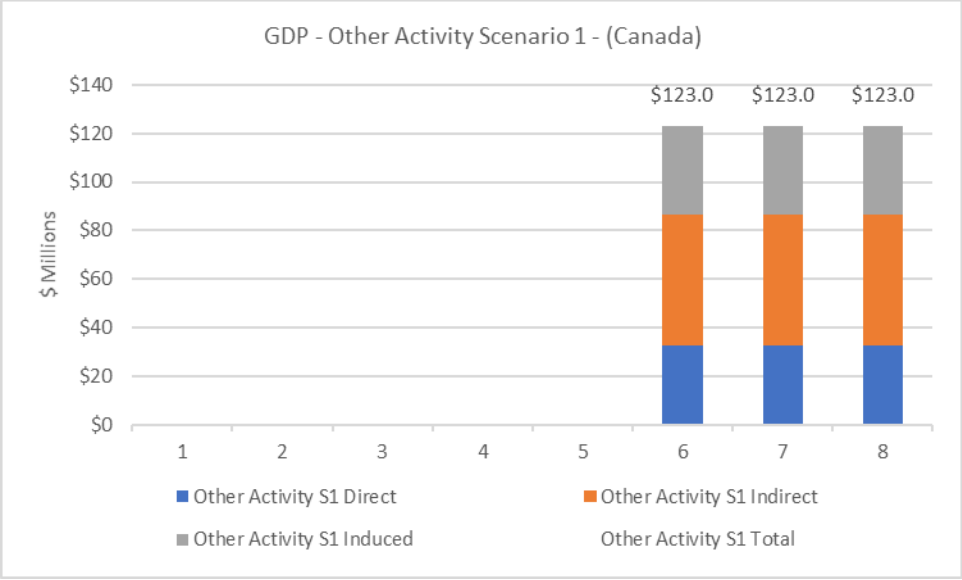


Table 257: Summary of Annual Construction GDP – Scenario 2 - All Components and Timeframes (Great Northern Peninsula)

Canada		Direct	Indirect	Induced	Total
Construction GDP ($M)	All Components (S2)	**$28.1**	**$27.9**	**$22.9**	**$79.0**
	Manufacturing Hub	**$15.0**	**$16.2**	**$12.4**	**$43.6**
	General Harbour	**$7.4**	**$6.0**	**$5.9**	**$19.3**
	Cargo Handling	**$1.3**	**$1.5**	**$1.2**	**$4.1**
	Other Business	**$3.1**	**$3.1**	**$2.5**	**$8.7**
	Other Activity (S2)	**$1.3**	**$1.1**	**$0.9**	**$3.3**

Figure 1515: GDP Shares by Type – Construction – All Components (Scenario 2) – Canada

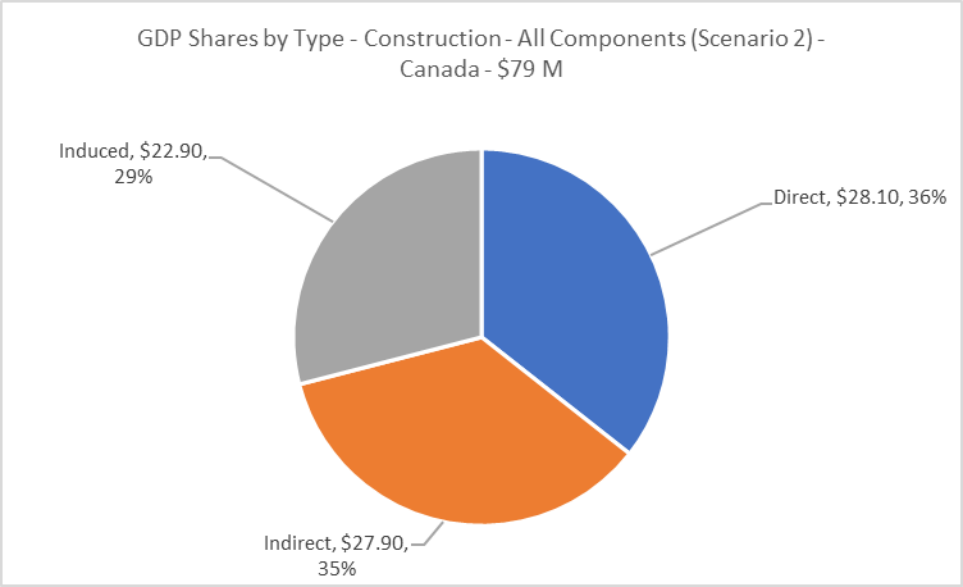


Figure 1516: Total GDP Shares by Component – Construction – (Scenario 2) – Canada

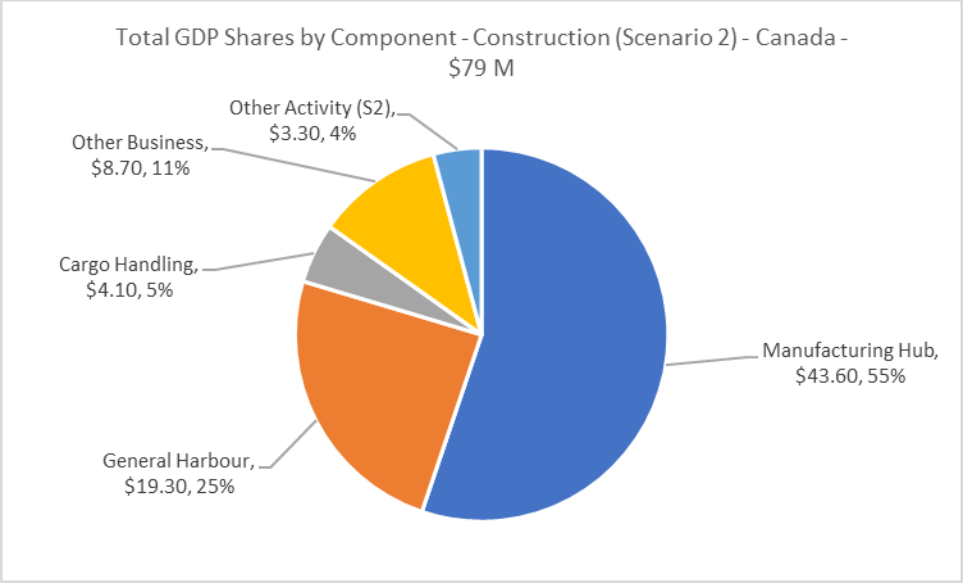


Figure 1517: Summary of Annual Construction GDP – Other Activity Scenario 2 (Canada)

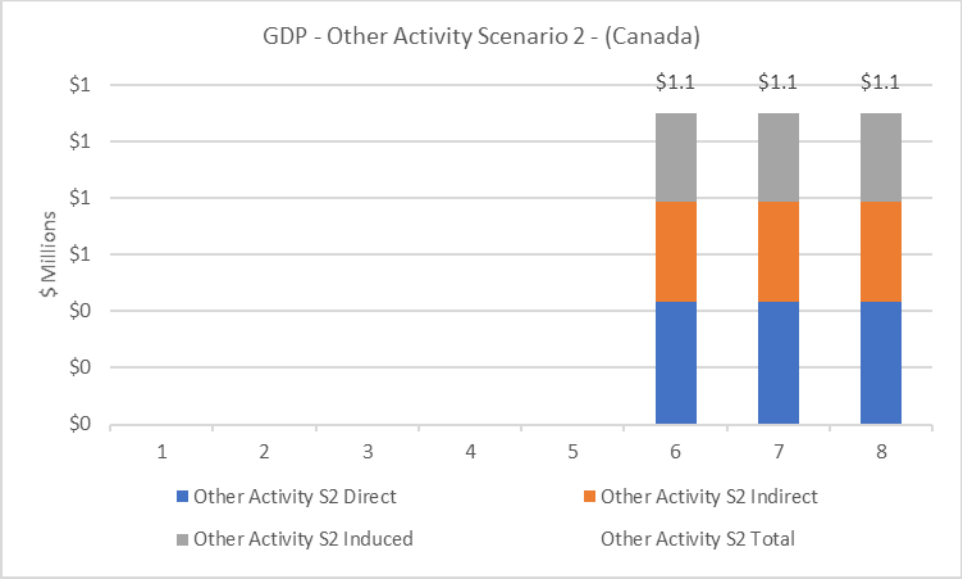
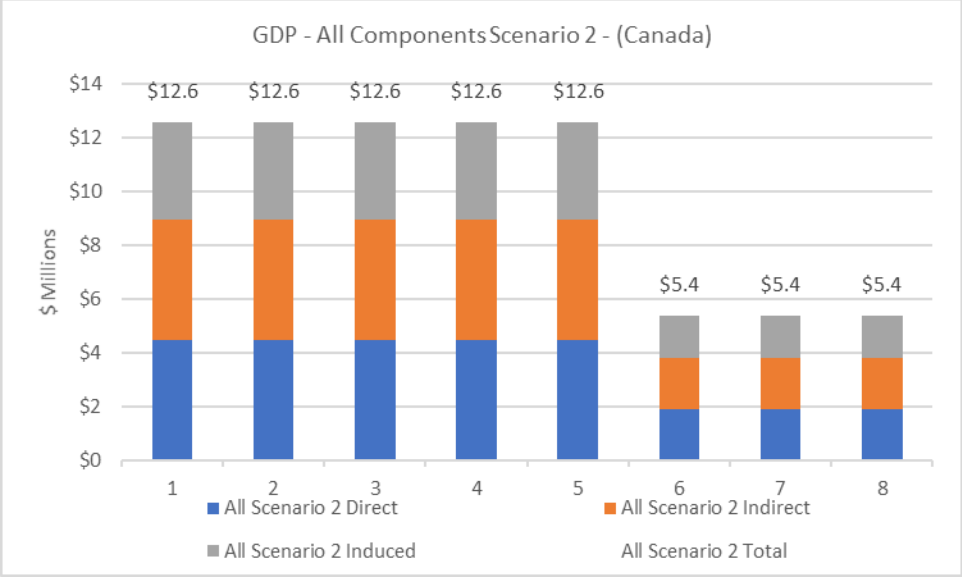


Figure 1518: Summary of Annual Construction GDP – Scenario 2 – All Components (Canada)



26.3.3 Wages, Salaries & Social Contributions – Canada

The construction wages, salaries & social contributions impacts are summarized below for each of the components of the project. For Scenario 1, Table 258 and Figures 1519 and 1520 summarize the wages, salaries & social contributions impacts by type and for each component of the project for Scenario 1. The profile of total wages, salaries & social contributions impacts are illustrated in Figures 1521 to 1526. The corresponding wages, salaries & social contributions impacts for Scenario 2 are provided in Table 259 and Figures 1527 to 1530.

Over the three phases of investment, Scenario 1 will generate wages, salaries & social contributions of $280.7 million on the Canada from all components of the project. The wages, salaries & social contributions impacts for the Canada are comprised of $103.4 million (37%) direct wages, salaries & social contributions, $118.1 million (42%) indirect wages, salaries & social contributions and $59.2 million (21%) induced wages, salaries & social contributions. The allocation of wages, salaries & social contributions by project component is as follows; $27.2 million (10%) for the Manufacturing Hub, $13.3 million (5%) for the General Harbour Services, $2.7 million (1%) for the Cargo Handling Hub, $5.6 million (2%) for the Other Business Opportunities, and $232.0 million (82%) for the Other Economic Activity.

For scenario 1, the annual profile for wages, salaries & social contributions for the Canada, as shown in Figure 1521, is concentrated in years 6, 7 and 8, with $80.1 million per annum relative to $5.4 million of wages, salaries & social contributions per annum in the five years. Constructing the Manufacturing Hub yields $5.4 million of wages, salaries & social contributions on the Canada over the first five years of the project, see Figure 1522. The same profile is observed in Figure 1523 for constructing the General Harbour Services, but the level of annual wages, salaries & social contributions is $2.7 million of wages, salaries & social contributions. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1524. This activity supports $0.9 million of wages, salaries & social contributions in the Canada. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1525 generates $1.9 million of wages, salaries & social contributions per annum on the Canada. Finally, Figure 1526 illustrates that the construction activities associated with the Other Economic Activity yields $77.3 million of wages, salaries & social contributions on the Canada in years 6, 7 and 8.

Alternatively, as shown in Table 259 and Figures 1527 to 1530, Scenario 2 investments will generate $50.9 million wages, salaries & social contributions on the Canada from all components of the project. The wages, salaries & social contributions impacts for the Canada are comprised of $23.4 million (46%) direct wages, salaries & social contributions, $17.2 million (20%) indirect wages, salaries & social contributions and $10.3 million (17%) induced wages, salaries & social contributions. The wages, salaries & social contributions calculated for the

Canada associated with the Other Economic Activity for Scenario 2 is $2.1 million or $0.7 million per annum. The corresponding annual profile for Scenario 2 falls to $3.5 million in years 6, 7 and 8.

Table 258: Summary of Annual Wages, Salaries & Social Contributions Employment – Scenario 1 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Wages, Salaries & Social Contributions ($M)	All Components (S1)	$103.4	$118.1	$59.2	$280.7
	Manufacturing Hub	$11.7	$9.9	$5.6	$27.2
	General Harbour	$6.8	$3.8	$2.6	$13.3
	Cargo Handling	$1.2	$1.0	$0.5	$2.7
	Other Business	$2.5	$1.9	$1.1	$5.6
	Other Activity (S1)	$81.1	$101.6	$49.4	$232.0

Figure 1519 Wages, Salaries & Social Contributions Shares by Type – Construction – All Components (Scenario 1) – Canada

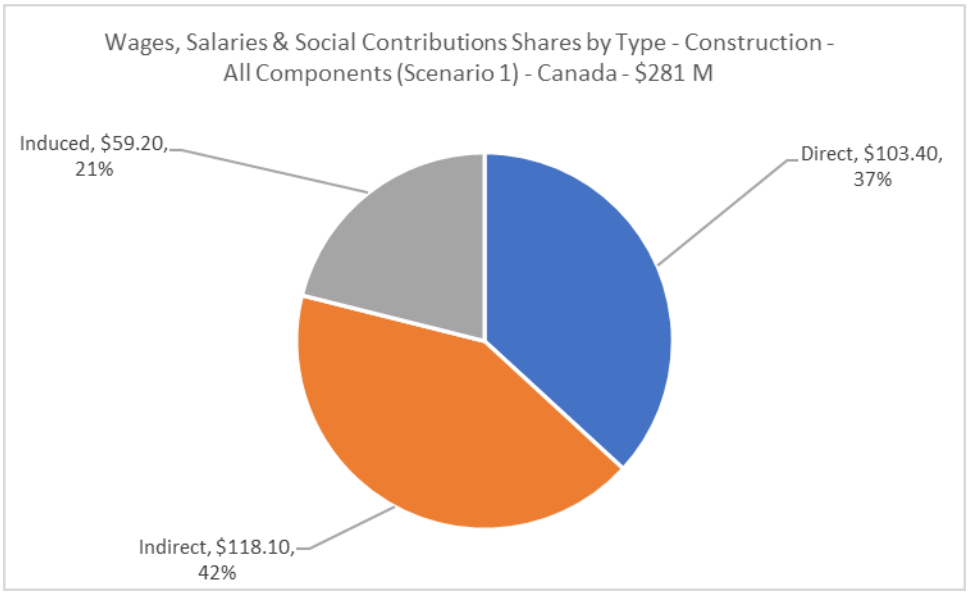


Figure 1520: Total Wages, Salaries & Social Contributions Shares by Component – Construction – (Scenario 1) – Canada

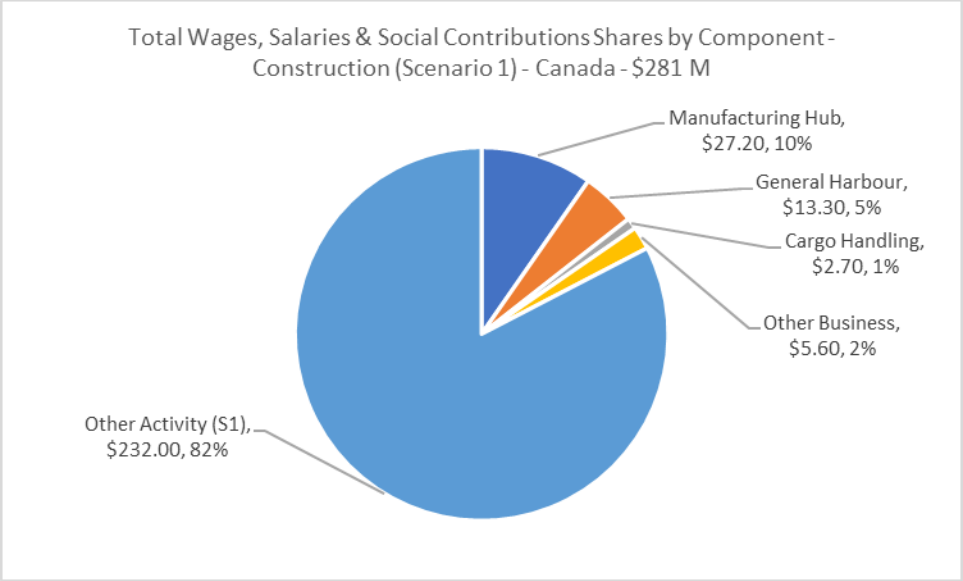


Figure 1521: Summary of Annual Wages, Salaries & Social Contributions Employment – Scenario 1 - All Components (Canada)

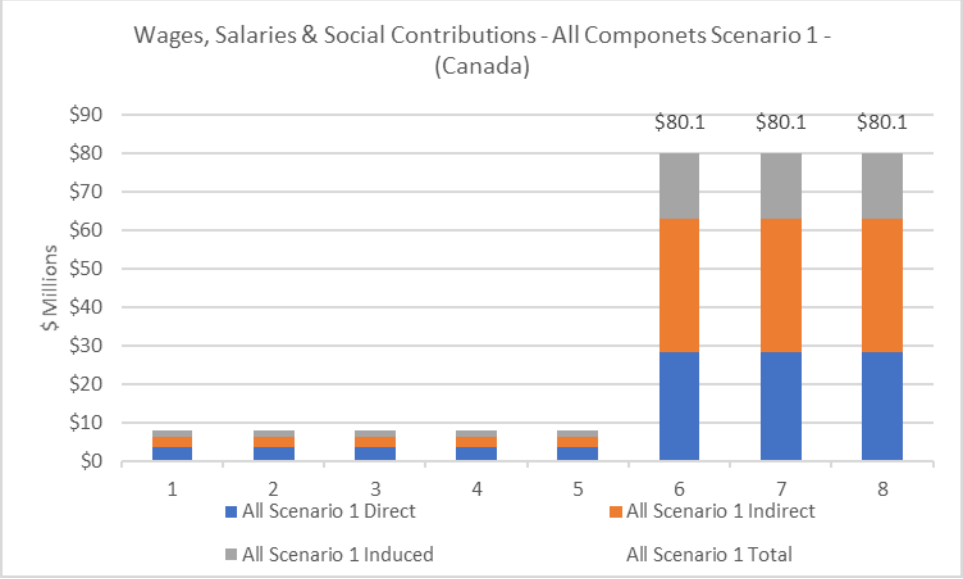


Figure 1522: Summary of Annual Wages, Salaries & Social Contributions Employment – Manufacturing Hub (Canada)

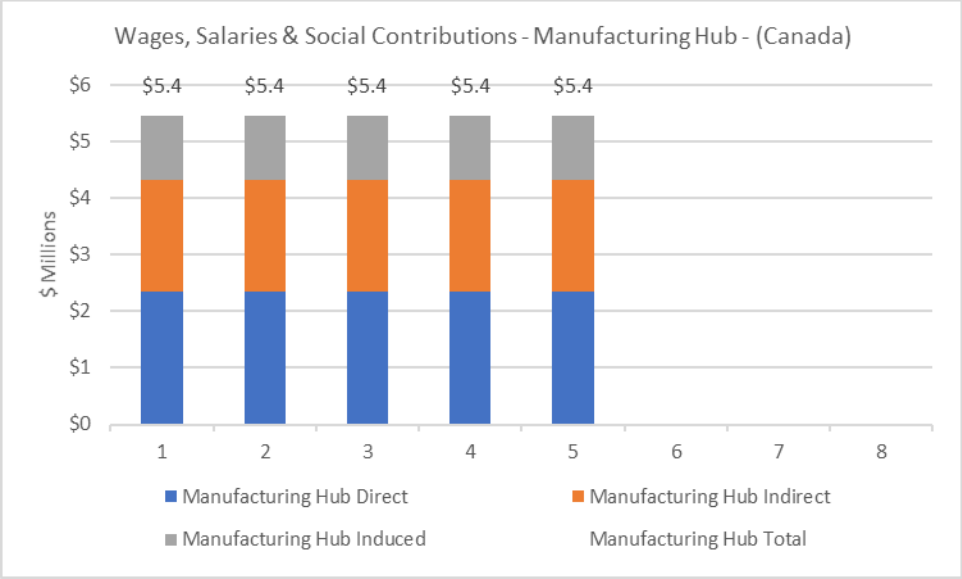


Figure 1523: Summary of Annual Wages, Salaries & Social Contributions Employment – General Harbour (Canada)

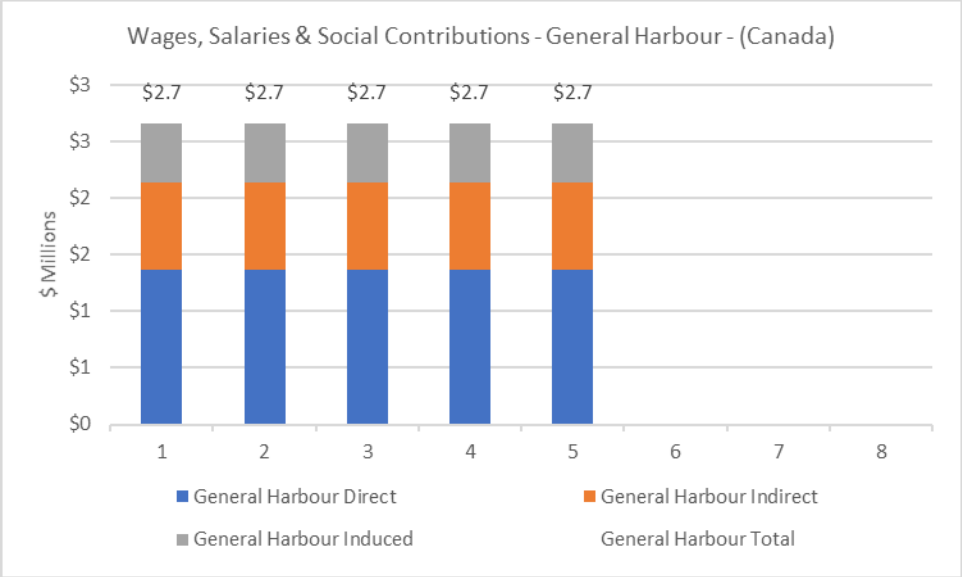


Figure 1524: Summary of Annual Wages, Salaries & Social Contributions Employment – Cargo Handling (Canada)

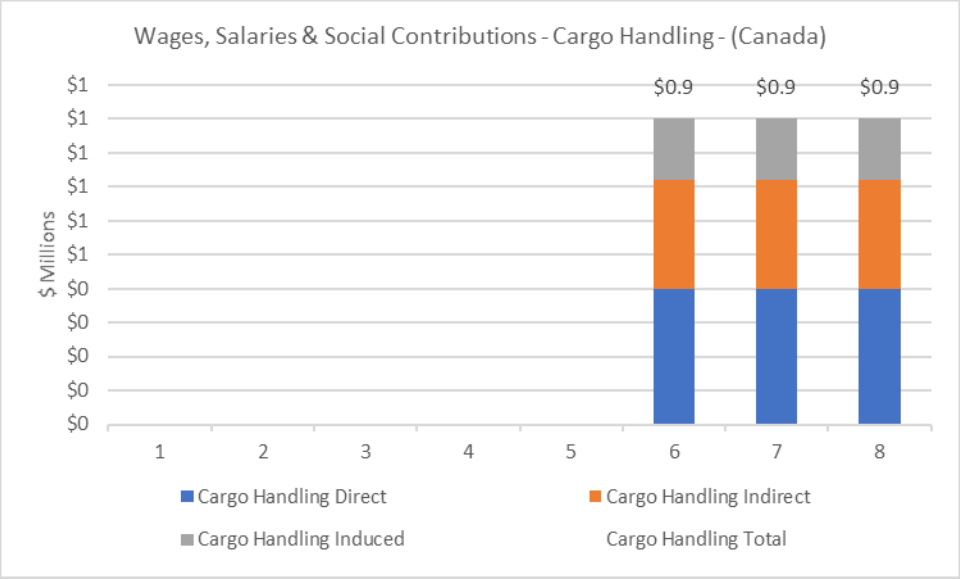


Figure 1525: Summary of Annual Wages, Salaries & Social Contributions Employment – Other Business (Canada)

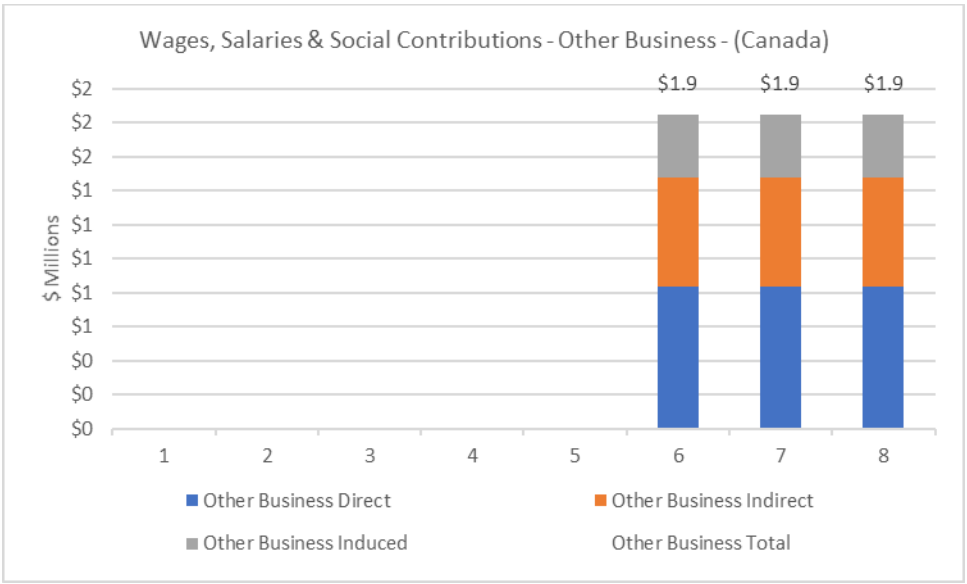


Figure 1526: Summary of Annual Wages, Salaries & Social Contributions Employment – Other Activity Scenario 1 (Canada)

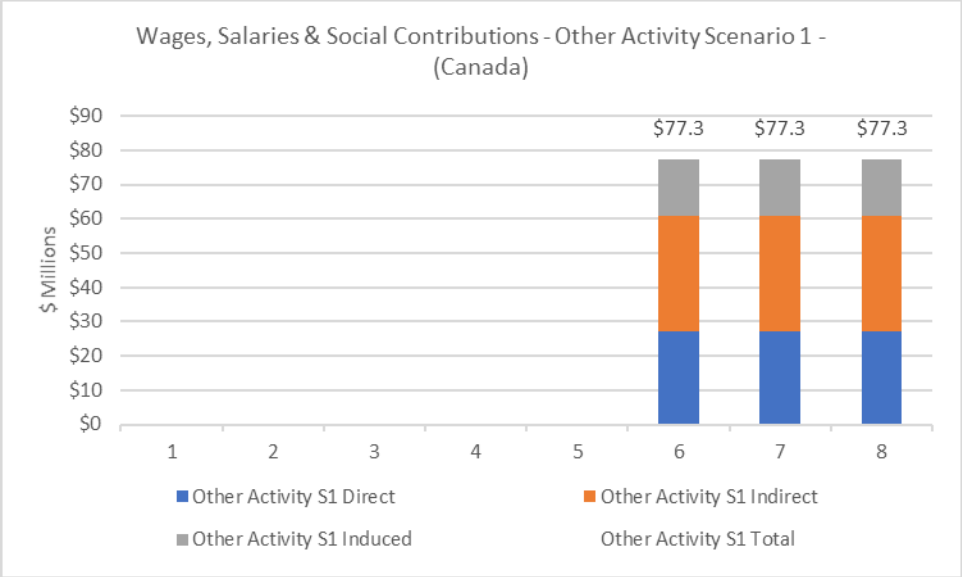


Table 259: Summary of Annual Operations Wages, Salaries & Social Contributions – Scenario 2 - All Components and Timeframes (Great Northern Peninsula)

Canada		Direct	Indirect	Induced	Total
Construction Wages, Salaries & Social Contributions ($M)	All Components (S2)	**$23.4**	**$17.2**	**$10.3**	**$50.9**
	Manufacturing Hub	**$11.7**	**$9.9**	**$5.6**	**$27.2**
	General Harbour	**$6.8**	**$3.8**	**$2.6**	**$13.3**
	Cargo Handling	**$1.2**	**$1.0**	**$0.5**	**$2.7**
	Other Business	**$2.5**	**$1.9**	**$1.1**	**$5.6**
	Other Activity (S2)	**$1.1**	**$0.6**	**$0.4**	**$2.1**

Figure 1527: Wages, Salaries & Socila Contributions Shares by Type – Construction – All Components (Scenario 2) – Canada

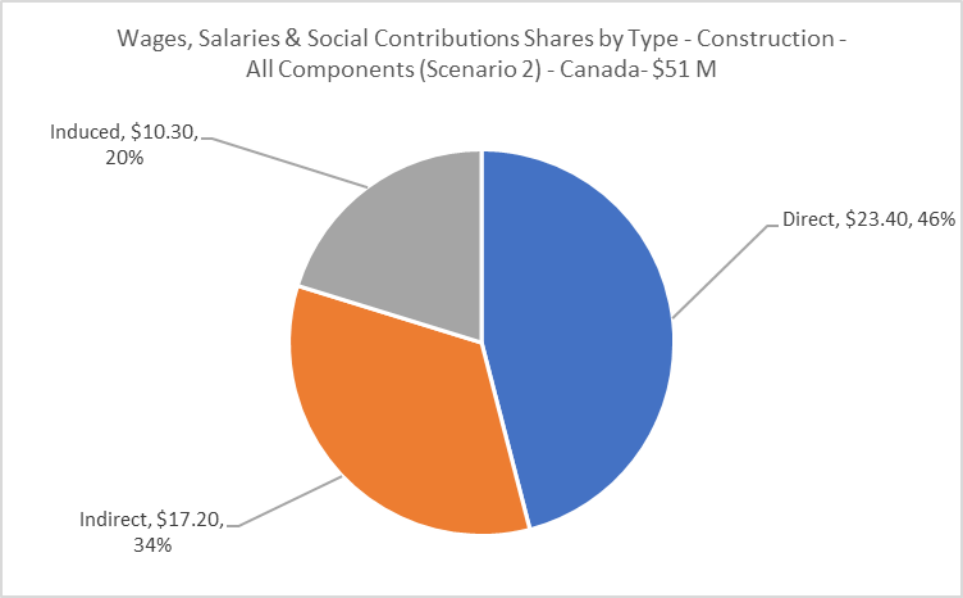


Figure 1528: Total Wages, Salaries & Social Contributions Shares by Component – Construction – (Scenario 2) – Canada

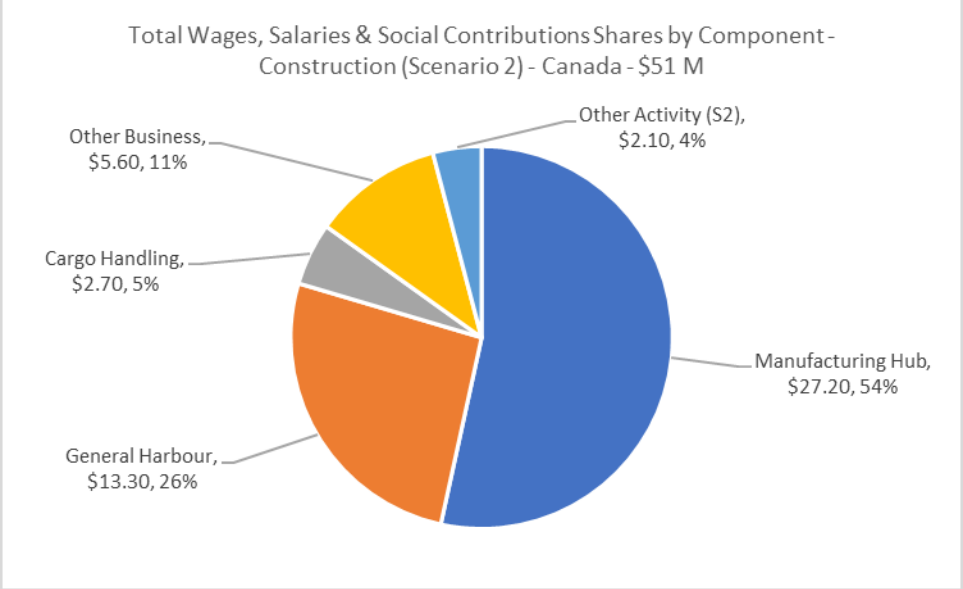


Figure 1529: Summary of Annual Wages, Salaries & Social Contributions Employment – Other Activity Scenario 2 (Canada)

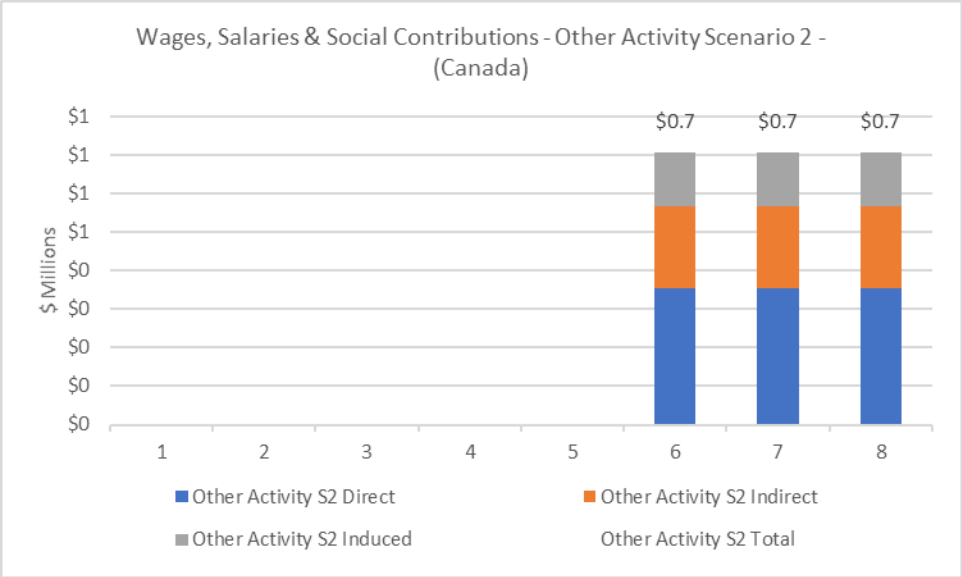
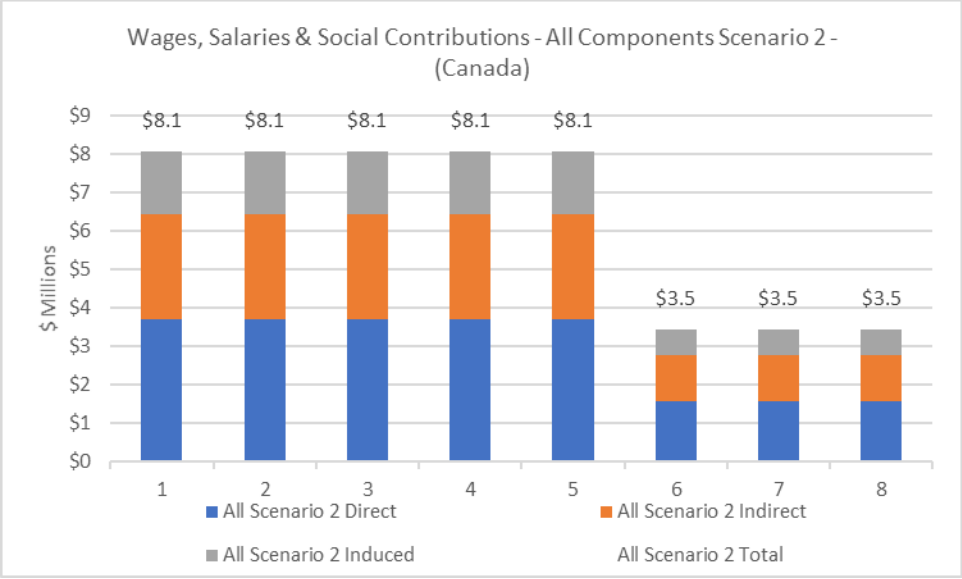


Figure 1530: Summary of Annual Wages, Salaries & Social Contributions Employment – Scenario 2 – All Components (Canada)



26.3.4 Business Income – Canada

The construction business income impacts are summarized below for each of the components of the project. For Scenario 1, Table 260 and Figures 1531 and 1532 summarize the business income impacts by type and for each component of the project for Scenario 1. The profile of total business income impacts are illustrated in Figures 1533 to 1538. The corresponding business income impacts for Scenario 2 are provided in Table 261 and Figures 1539 to 1542.

Over the three phases of investment, Scenario 1 will generate business income of $127.1 million on the Canada from all components of the project. The business income impacts for the Canada are comprised of $13.6 million (11%) direct business income, $63.9 million (50%) indirect business income and $49.6 million (39%) induced business income. The allocation of business income by project component is as follows; $13.4 million (10%) for the Manufacturing Hub, $4.6 million (4%) for the General Harbour Services, $1.1 million (1%) for the Cargo Handling Hub, $2.5 million (2%) for the Other Business Opportunities, and $105.6 million (83%) for the Other Economic Activity.

For scenario 1, the annual profile for business income for the Canada, as shown in Figure 1533, is concentrated in years 6, 7 and 8, with $36.4 million per annum relative to $3.6 million of business income per annum in the five years. Constructing the Manufacturing Hub yields $2.7 million of business income on the Canada over the first five years of the project, see Figure 1534. The same profile is observed in Figure 1535 for constructing the General Harbour Services, but the level of annual business income is $0.9 million of business income. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1536. This activity supports $0.4 million of business income in the Canada. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1537 generates $0.8 million of business income per annum on the Canada. Finally, Figure 1538 illustrates that the construction activities associated with the Other Economic Activity yields $35.2 million of business income on the Canada in years 6, 7 and 8.

Alternatively, as shown in Table 261 and Figures 1539 to 1542, Scenario 2 investments will generate $22.5 million business income on the Canada from all components of the project. The business income impacts for the Canada are comprised of $4.0 million (18%) direct business income, $9.9 million (44%) indirect business income and $8.6 million (38%) induced business income. The business income calculated for the Canada associated with the Other Economic Activity for Scenario 2 is $0.9 million or $0.3 million per annum. The corresponding annual profile for Scenario 2 falls to $3.6 million in years 6, 7 and 8.

Table 260: Summary of Annual Construction Business Income – Scenario 1 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Business Income ($M)	All Components (S1)	$13.6	$63.9	$49.6	$127.1
	Manufacturing Hub	$2.9	$5.8	$4.7	$13.4
	General Harbour	$0.3	$2.1	$2.2	$4.6
	Cargo Handling	$0.1	$0.5	$0.5	$1.1
	Other Business	$0.5	$1.1	$0.9	$2.5
	Other Activity (S1)	$9.8	$54.4	$41.4	$105.6

Figure 1531: Business Income Shares by Type – Construction – All Components (Scenario 1) – Canada

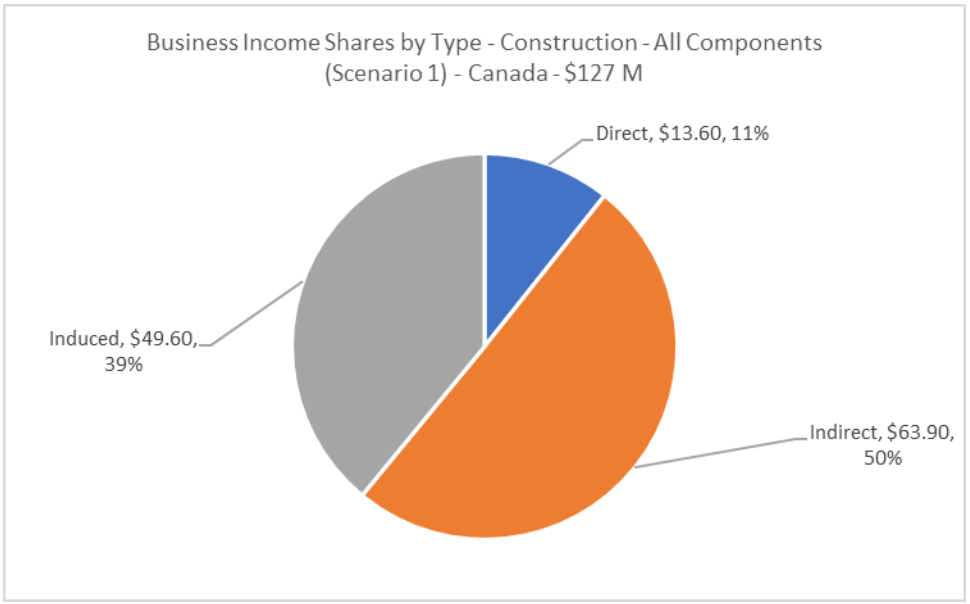


Figure 1532: Total Business Income Shares by Component – Construction – (Scenario 1) – Canada

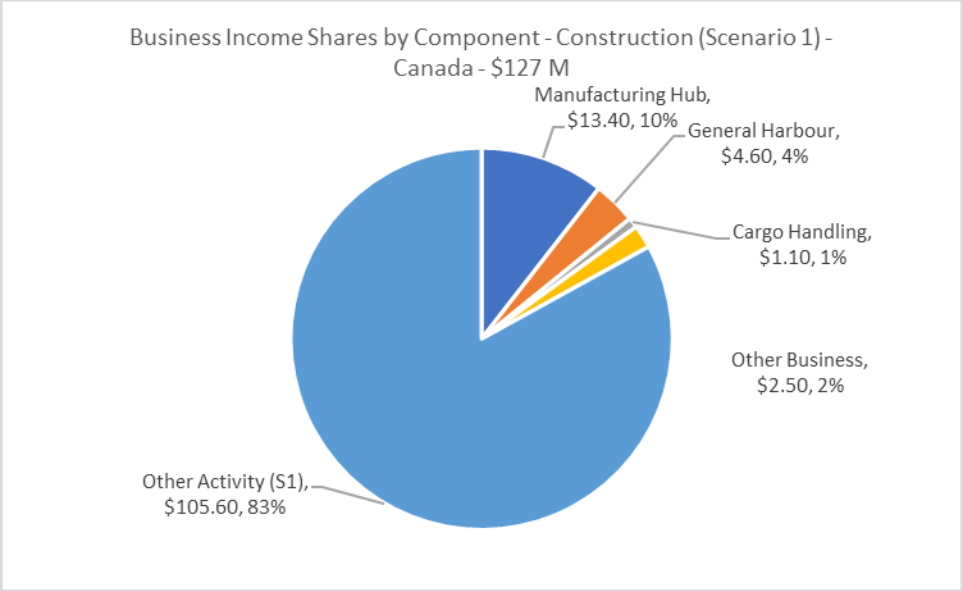


Figure 1533: Summary of Annual Construction Business Income – Scenario 1 - All Components (Canada)

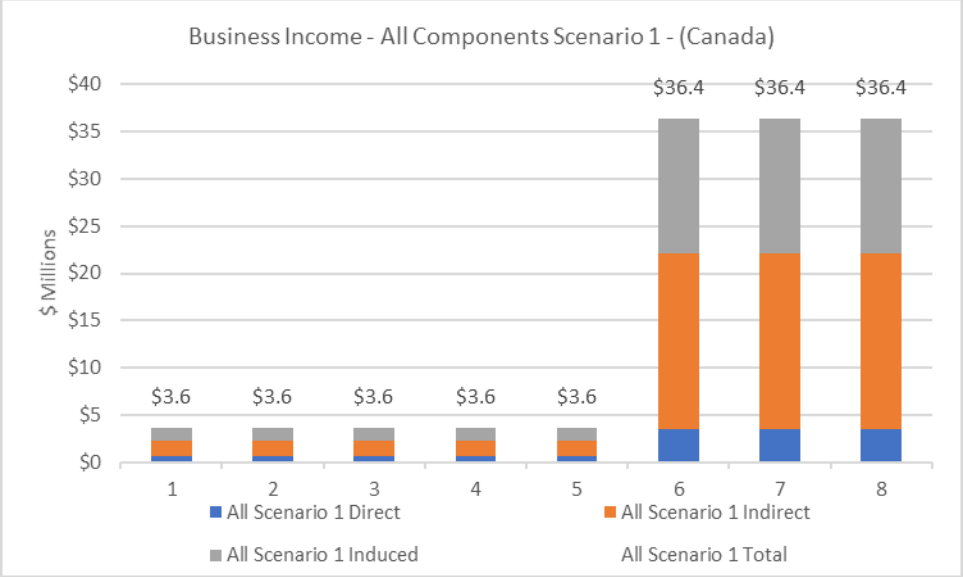


Figure 1534: Summary of Annual Construction Business Income – Manufacturing Hub (Canada)

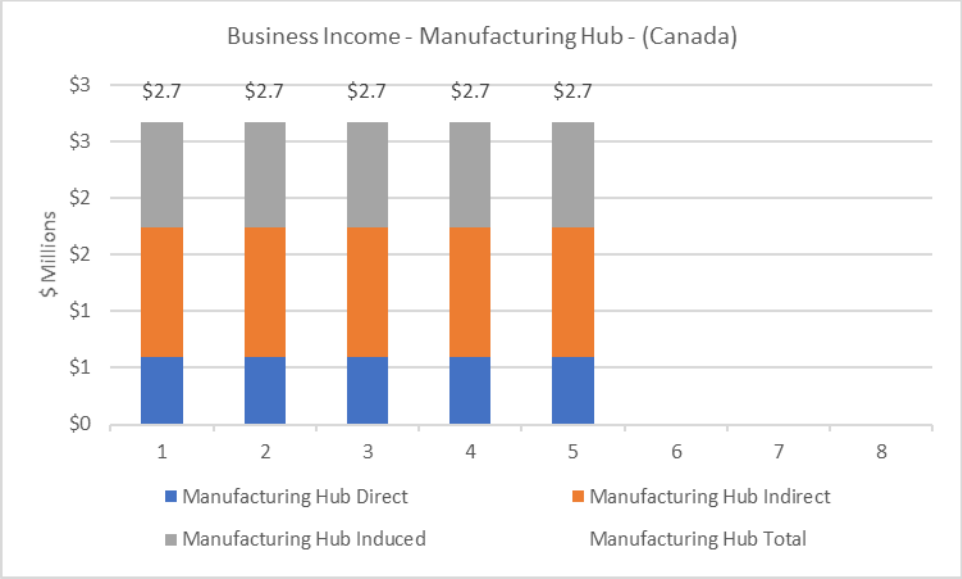


Figure 1535: Summary of Annual Construction Business Income – General Harbour (Canada)

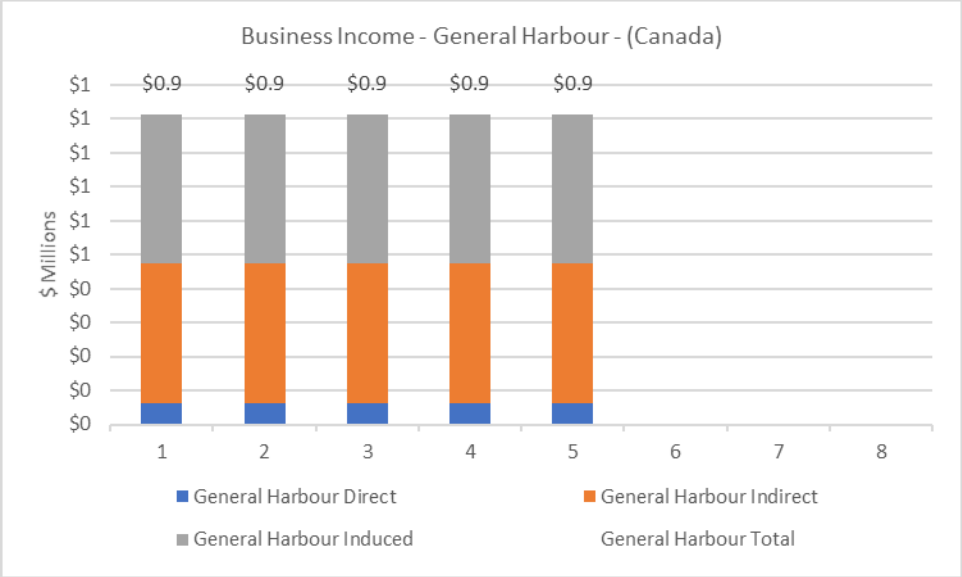


Figure 1536: Summary of Annual Construction Business Income – Scenario 1 – Cargo Handling (Canada)

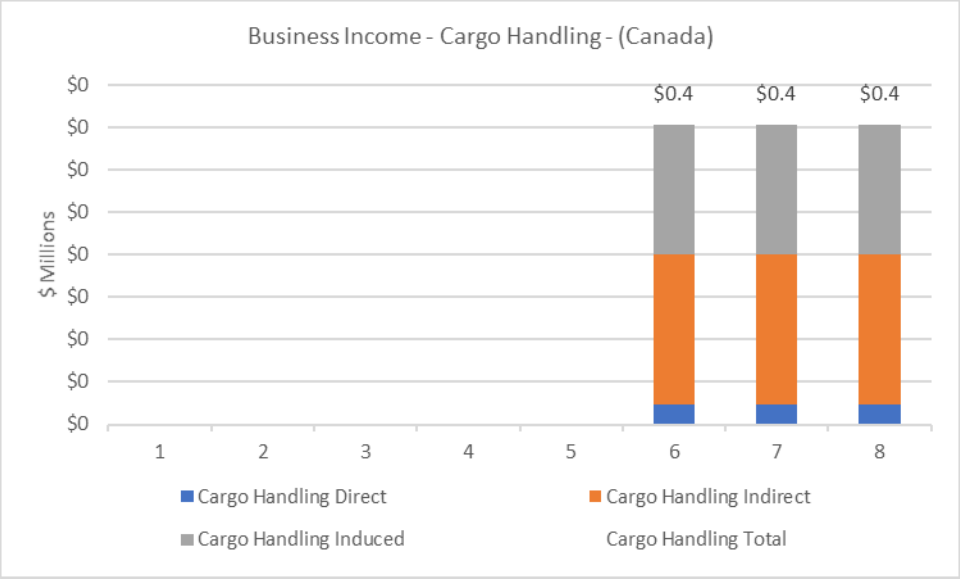


Figure 1537: Summary of Annual Construction Business Income – Scenario 1 – Other Business (Canada)

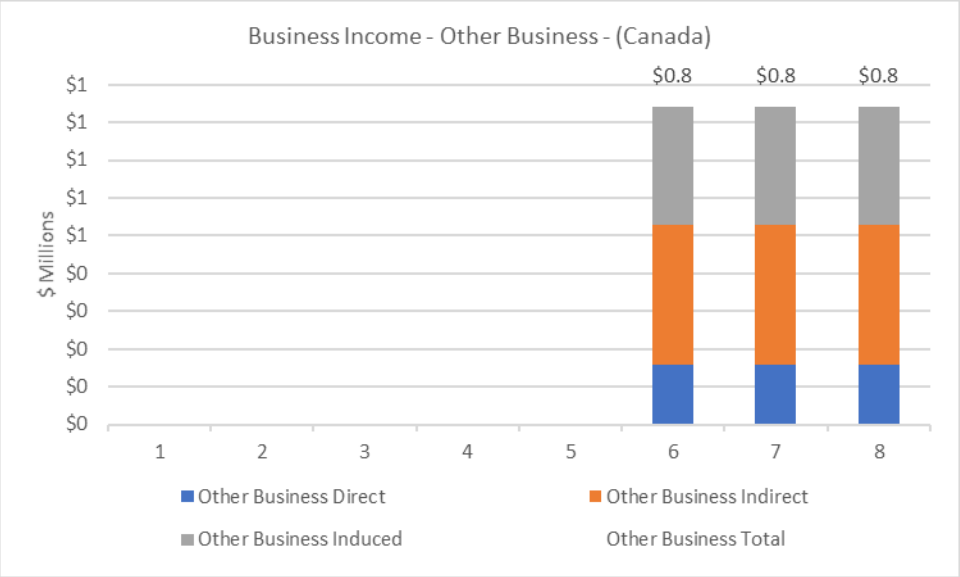


Figure 1538: Summary of Annual Construction Business Income – Other Activity Scenario 1 (Canada)

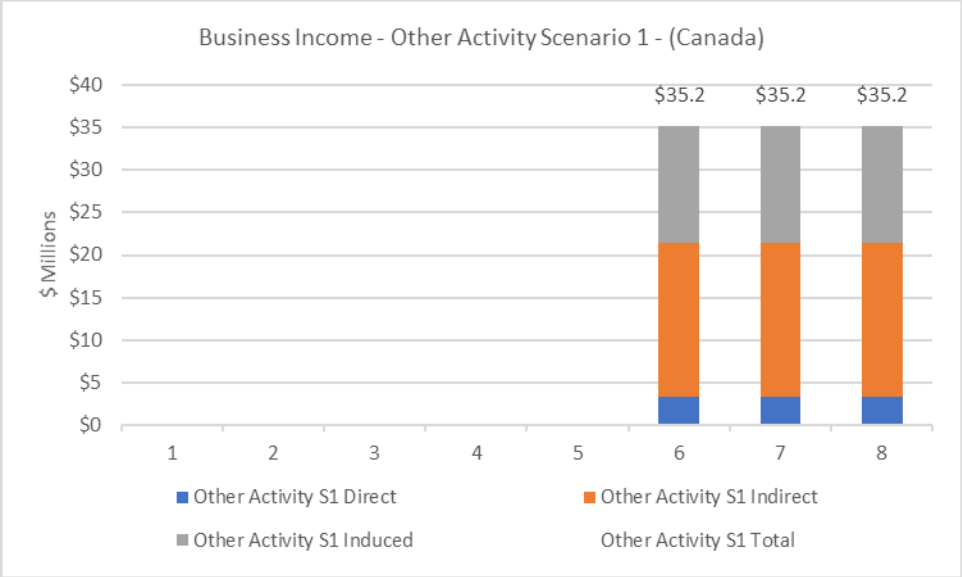


Table 261: Summary of Annual Construction Business Income – Scenario 2 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Business Income ($M)	All Components (S2)	**$4.0**	**$9.9**	**$8.6**	**$22.5**
	Manufacturing Hub	**$2.9**	**$5.8**	**$4.7**	**$13.4**
	General Harbour	**$0.3**	**$2.1**	**$2.2**	**$4.6**
	Cargo Handling	**$0.1**	**$0.5**	**$0.5**	**$1.1**
	Other Business	**$0.5**	**$1.1**	**$0.9**	**$2.5**
	Other Activity (S2)	**$0.2**	**$0.4**	**$0.4**	**$0.9**

Figure 1539: Busienss Income Shares by Type – Construction – All Components (Scenario 2) – Canada

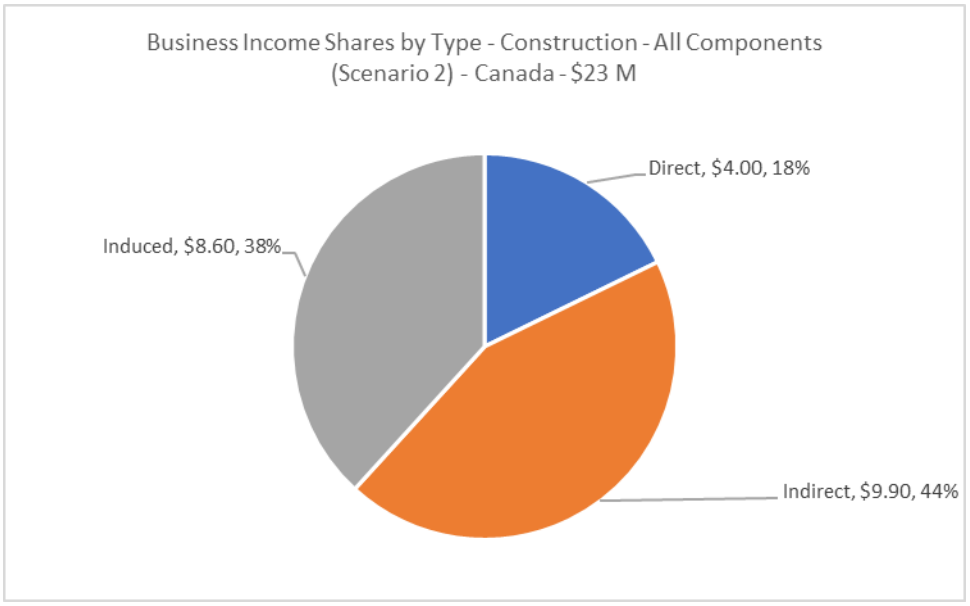


Figure 1540: Total Business Income Shares by Component – Construction – (Scenario 2) – Canada

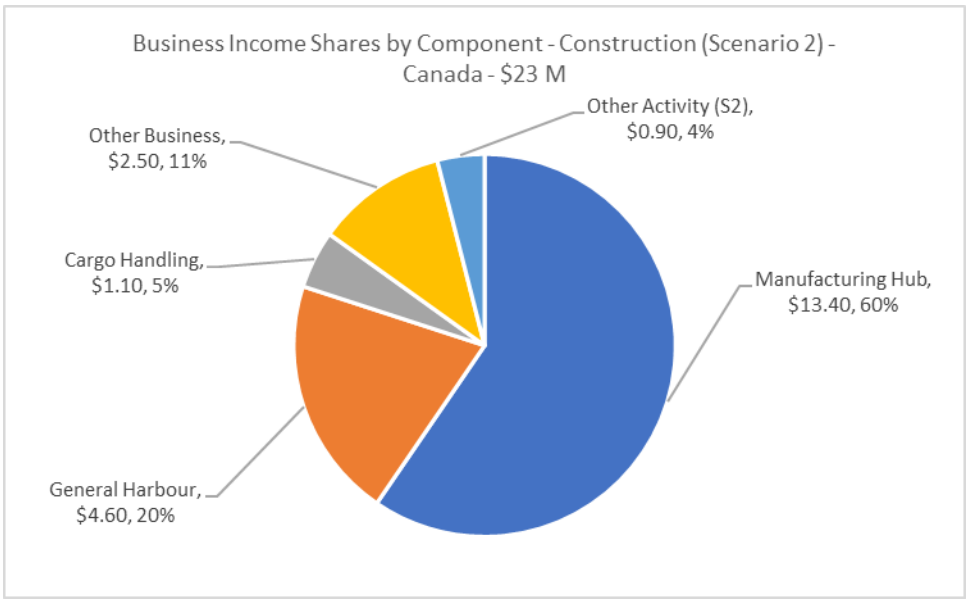


Figure 1541: Summary of Annual Construction Business Income – Other Activity Scenario 2 (Canada)

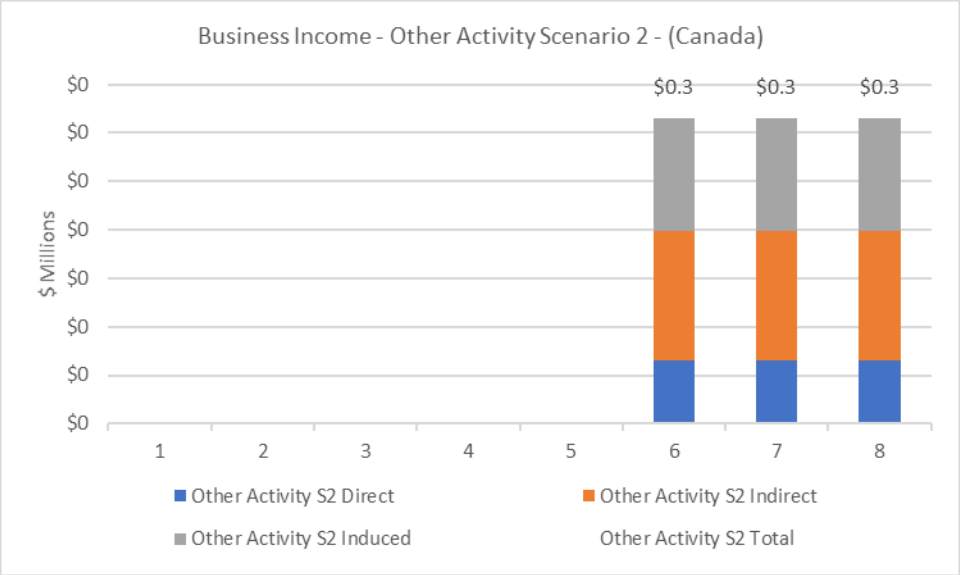
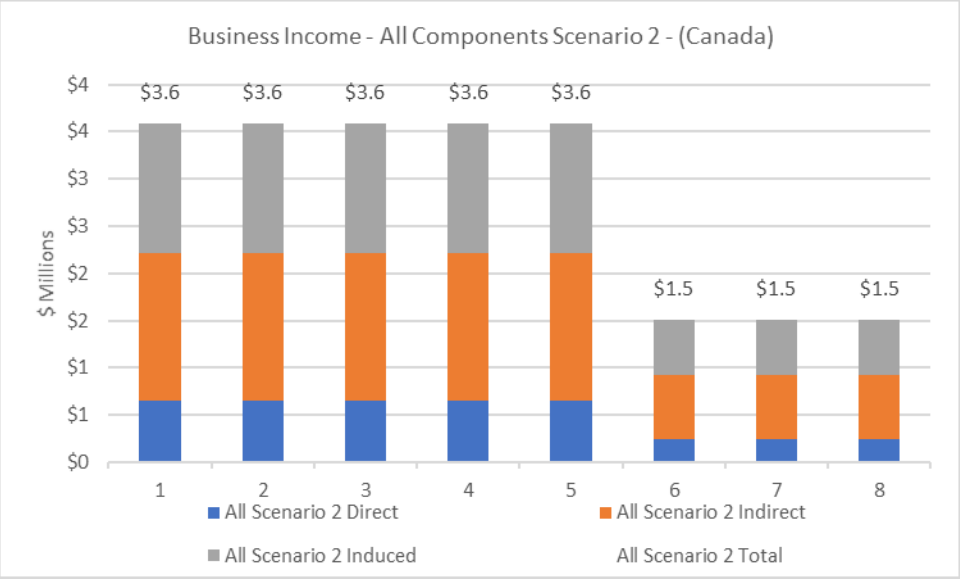


Figure 1542: Summary of Annual Construction Business Income – Scenario 1 – All Components (Canada)



26.3.5 Federal Tax Revenue – Canada

The construction federal tax revenue impacts are summarized below for each of the components of the project. For Scenario 1, Table 262 and Figures 1543and 1544 summarize the federal tax revenue impacts by type and for each component of the project for Scenario 1. The profile of total federal tax revenue impacts are illustrated in Figures 1545 to 1550. The corresponding federal tax revenue impacts for Scenario 2 are provided in Table 263 and Figures 1551 to 1554.

Over the three phases of investment, Scenario 1 will generate federal tax revenue of $44.5 million on the Canada from all components of the project. The federal tax revenue impacts for the Canada are comprised of $16.0 million (36%) direct federal tax revenue, $16.1 million (36%) indirect federal tax revenue and $12.4 million (28%) induced federal tax revenue. The allocation of federal tax revenue by project component is as follows; $4.2 million (9%) for the Manufacturing Hub, $2.0 million (5%) for the General Harbour Services, $0.4 million (1%) for the Cargo Handling Hub, $0.9 million (2%) for the Other Business Opportunities, and $37.1 million (83%) for the Other Economic Activity.

For scenario 1, the annual profile for federal tax revenue for the Canada, as shown in Figure 1545, is concentrated in years 6, 7 and 8, with $12.8 million per annum relative to $1.2 million of federal tax revenue per annum in the five years. Constructing the Manufacturing Hub yields $0.8 million of federal tax revenue on the Canada over the first five years of the project, see Figure 1546. The same profile is observed in Figure 1547 for constructing the General Harbour Services, but the level of annual federal tax revenue is $0.4 million of federal tax revenue. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1548. This activity supports $0.1 million of federal tax revenue in the Canada. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1549 generates $0.3 million of federal tax revenue per annum on the Canada. Finally, Figure 1550 illustrates that the construction activities associated with the Other Economic Activity yields $12.4 million of federal tax revenue on the Canada in years 6, 7 and 8.

Alternatively, as shown in Table 263 and Figures 1551 to 1554, Scenario 2 investments will generate $7.7 million federal tax revenue on the Canada from all components of the project. The federal tax revenue impacts for the Canada are comprised of $3.3 million (43%) direct federal tax revenue, $2.3 million (30%) indirect federal tax revenue and $2.1 million (27%) induced federal tax revenue. The federal tax revenue calculated for the Canada associated with the Other Economic Activity for Scenario 2 is $0.3 million or $0.1 million per annum. The corresponding annual profile for Scenario 2 falls to $0.5 million in years 6, 7 and 8.

Table 262: Summary of Annual Construction Federal Tax Revenue – Scenario 1 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Federal Tax Revenue ($M)	All Components (S1)	$16.0	$16.1	$12.4	$44.5
	Manufacturing Hub	$1.7	$1.4	$1.2	$4.2
	General Harbour	$0.9	$0.5	$0.6	$2.0
	Cargo Handling	$0.2	$0.1	$0.1	$0.4
	Other Business	$0.4	$0.3	$0.2	$0.9
	Other Activity (S1)	$12.9	$13.8	$10.3	$37.1

Figure 1543: Federal Tax Revenue Shares by Type – Construction – All Components (Scenario 1) – Canada

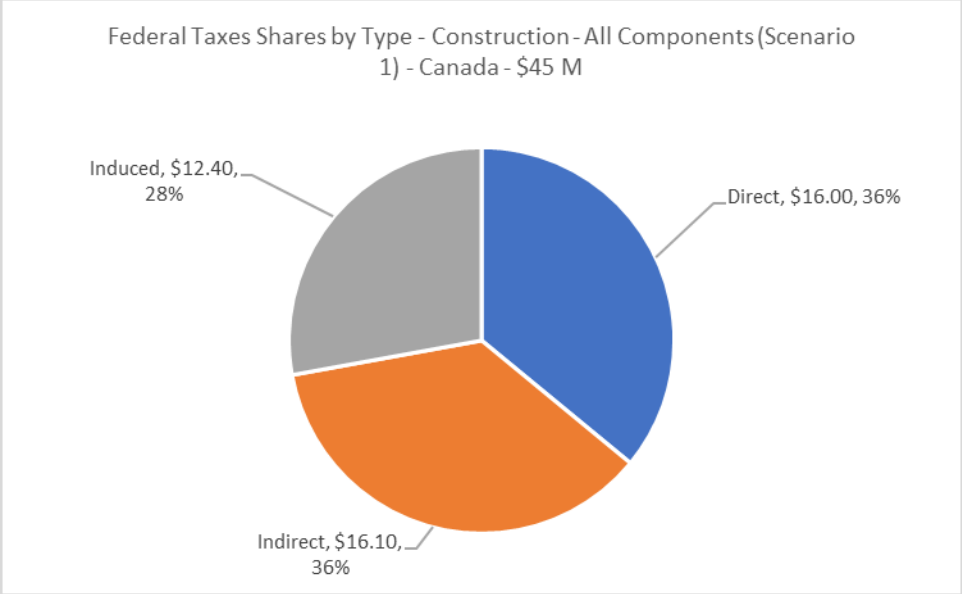


Figure 1544: Total Federal Tax Revenue Shares by Component – Construction – (Scenario 1) – Canada

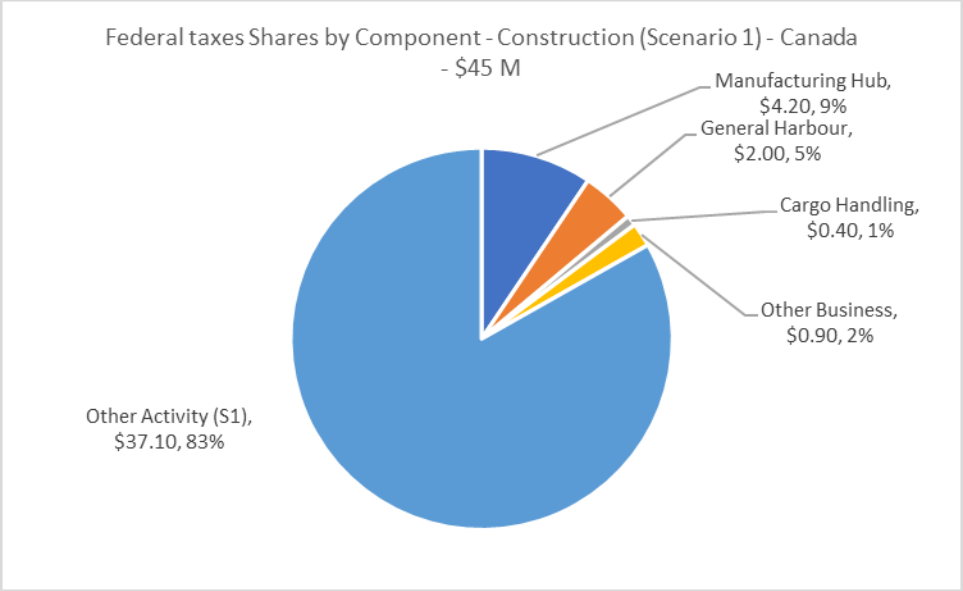


Figure 1545: Summary of Annual Construction Federal Tax Revenue – Scenario 1 - All Components (Canada)

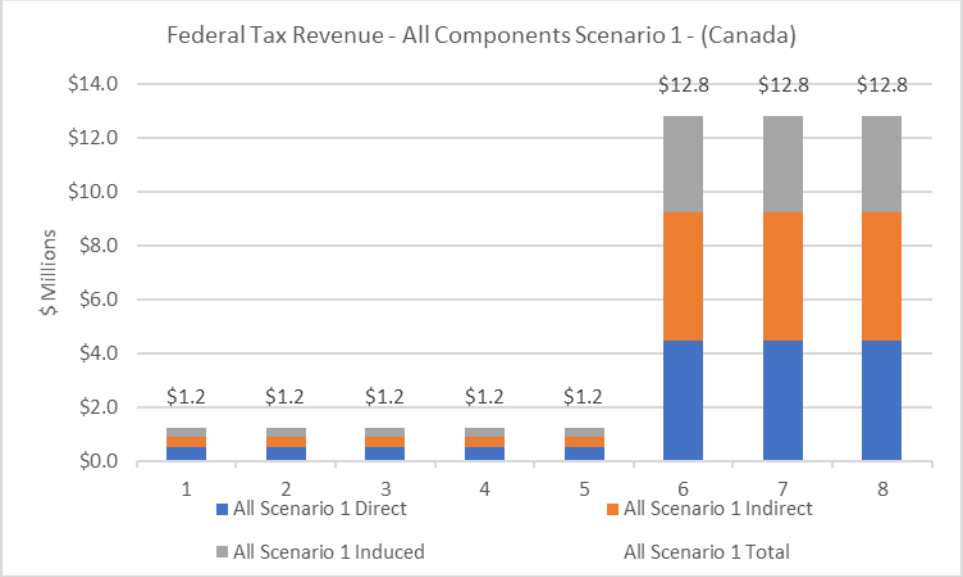


Figure 1546: Summary of Annual Construction Federal Tax Revenue – Manufacturing Hub (Canada)

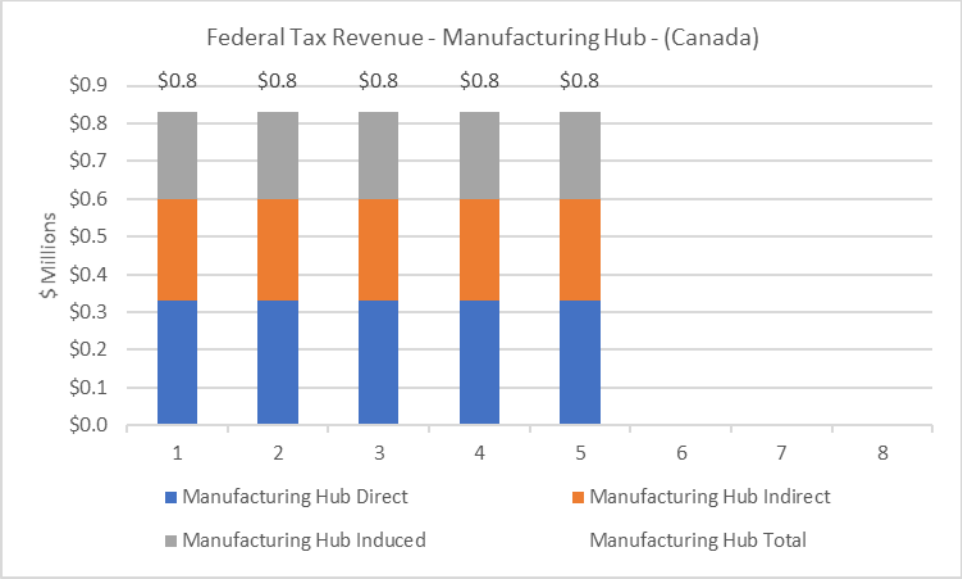


Figure 1547: Summary of Annual Construction Federal Tax Revenue – General Harbour (Canada)

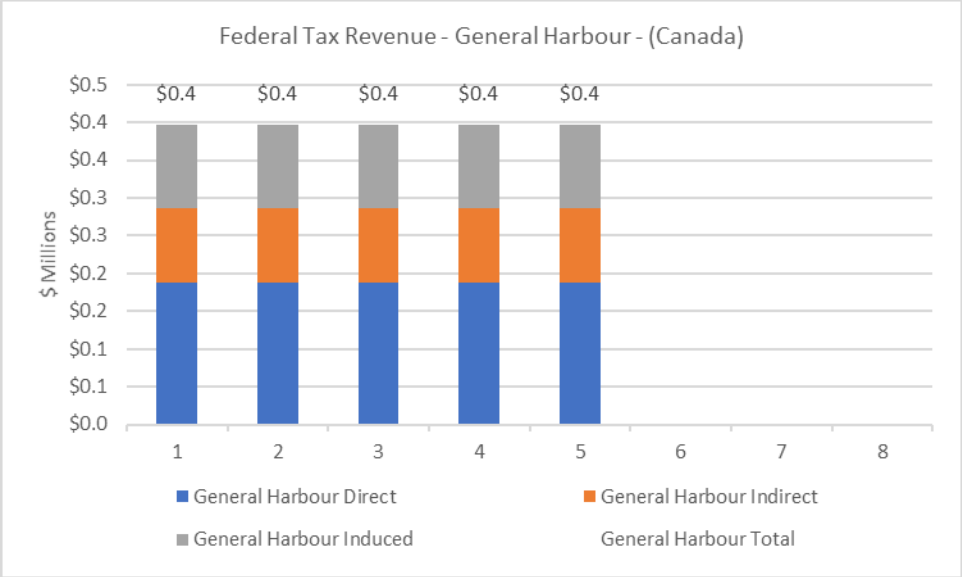


Figure 1548: Summary of Annual Construction Federal Tax Revenue – Cargo Handling (Canada)

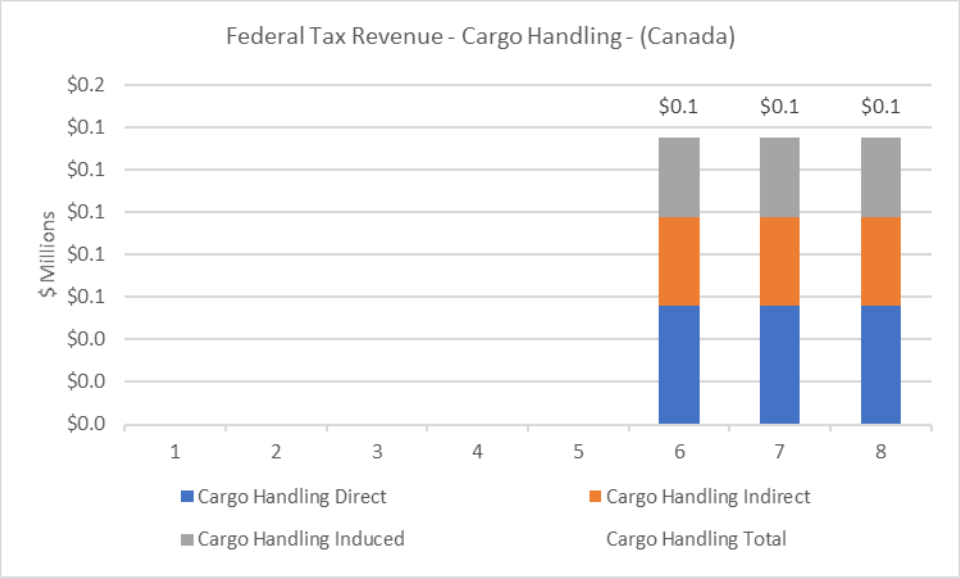


Figure 1549: Summary of Annual Construction Federal Tax Revenue – Other Business (Canada)

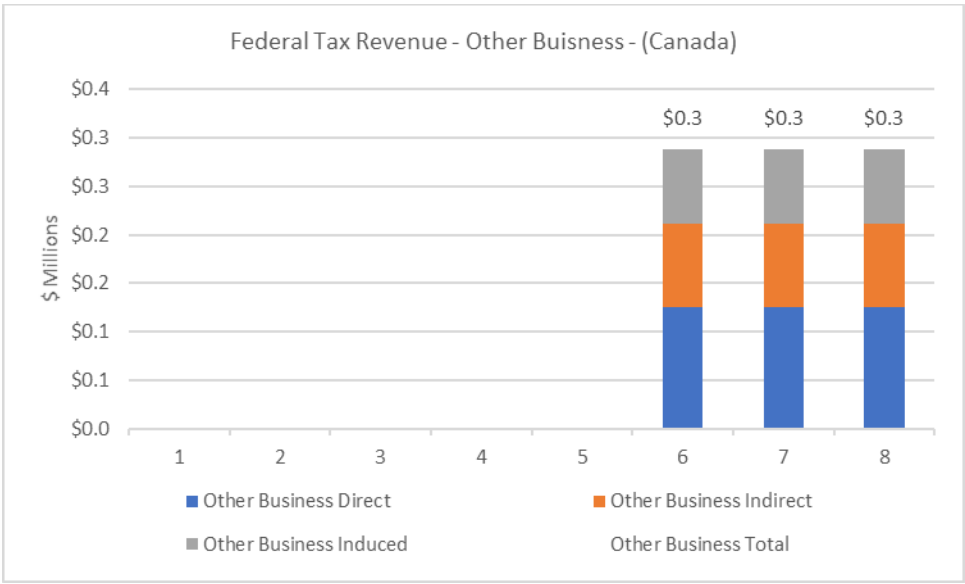


Figure 1550: Summary of Annual Construction Federal Tax Revenue – Other Activity Scenario 1 (Canada)

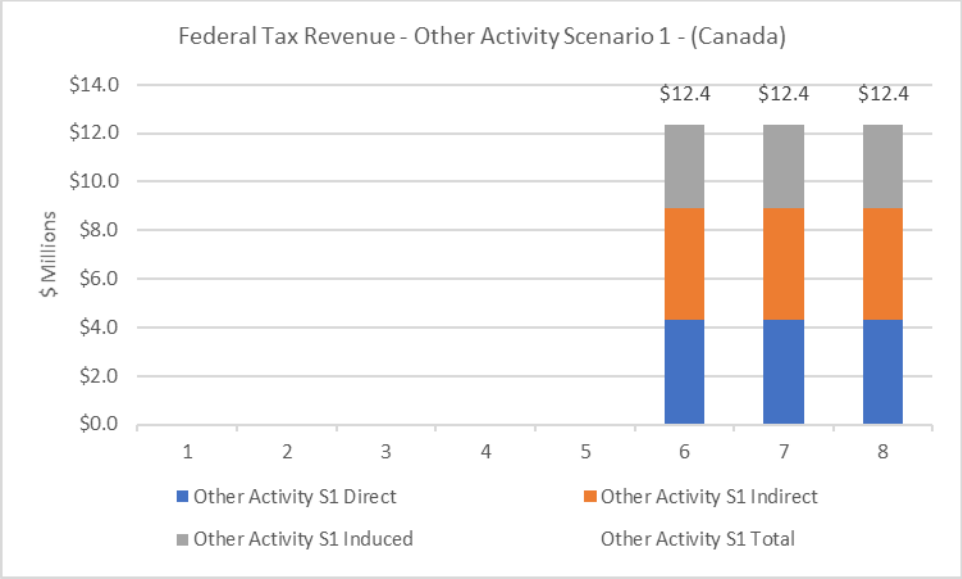


Table 263: Summary of Annual Construction Federal Tax Revenue – Scenario 2 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Federal Tax Revenue ($M)	All Components (S2)	$3.3	$2.3	$2.1	$7.7
	Manufacturing Hub	$1.7	$1.4	$1.2	$4.2
	General Harbour	$0.9	$0.5	$0.6	$2.0
	Cargo Handling	$0.2	$0.1	$0.1	$0.4
	Other Business	$0.4	$0.3	$0.2	$0.9
	Other Activity (S2)	$0.1	$0.1	$0.1	$0.3

Figure 1551: Federal Tax Revenue Shares by Type – Construction – All Components (Scenario 2) – Canada

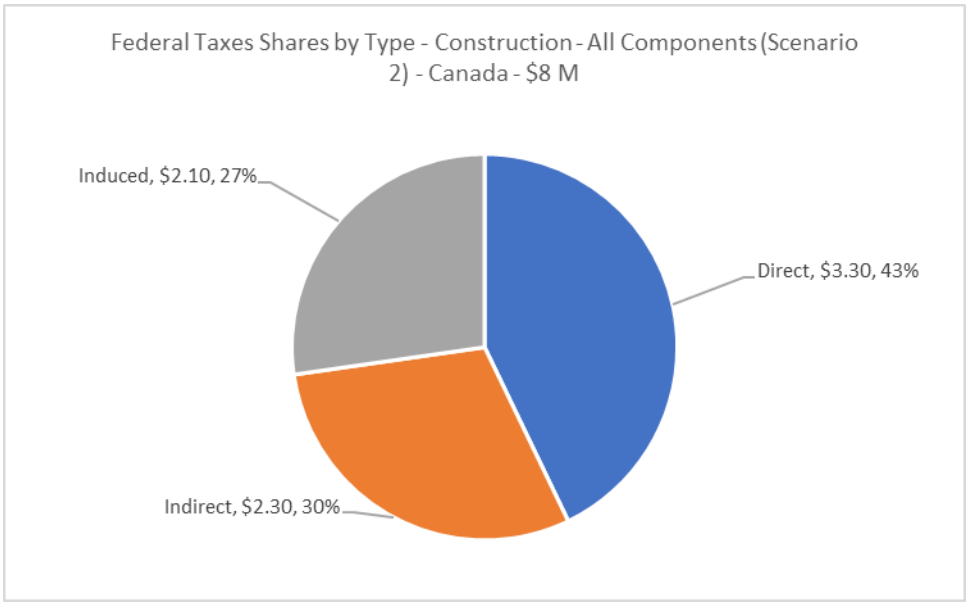


Figure 1552: Total Federal Tax Revenue Shares by Component – Construction – (Scenario 2) – Canada

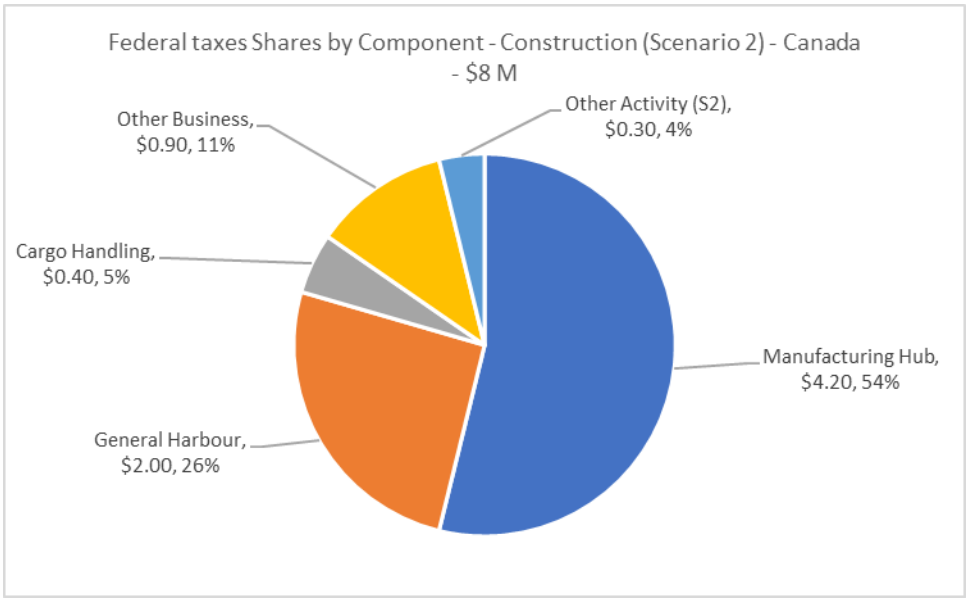


Figure 1553: Summary of Annual Construction Federal Tax Revenue – Other Activity Scenario 2 (Canada)

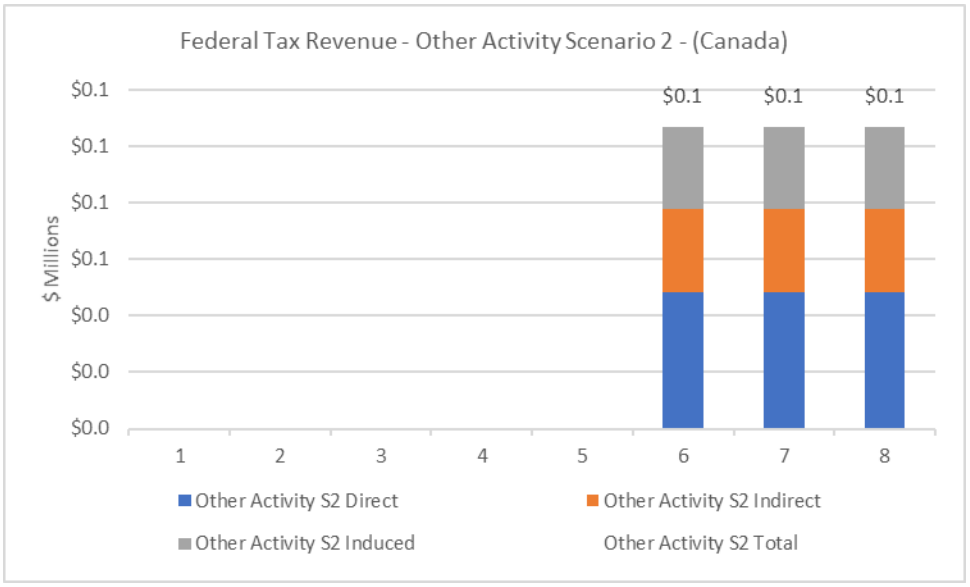
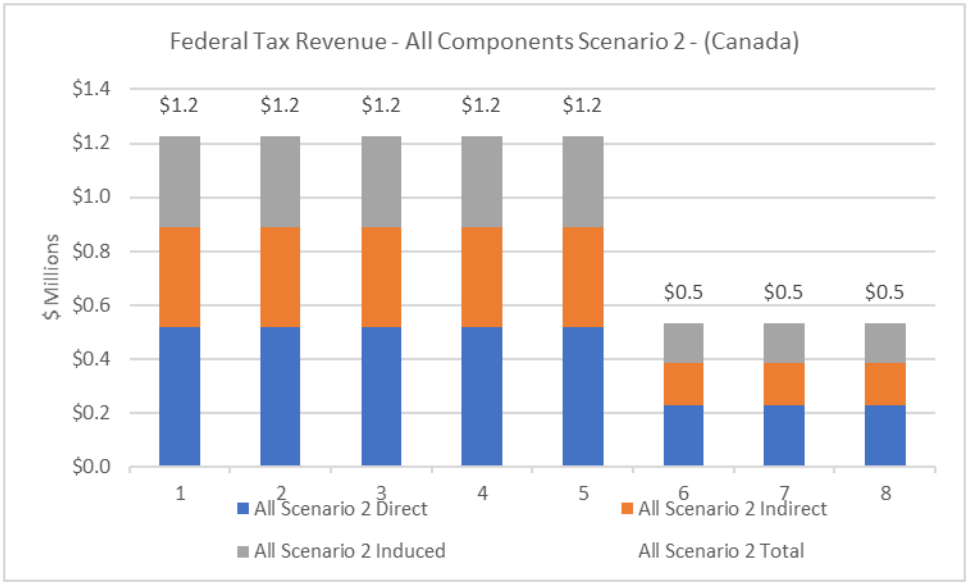


Figure 1554: Summary of Annual Construction Federal Tax Revenue – Scenario 2 – All Components (Canada)



26.3.6 Provincial Tax Revenue – Canada

The construction provincial tax revenue impacts are summarized below for each of the components of the project. For Scenario 1, Table 264 and Figures 1555 and 1556 summarize the provincial tax revenue impacts by type and for each component of the project for Scenario 1. The profile of total provincial tax revenue impacts are illustrated in Figures 1557 to 1562. The corresponding provincial tax revenue impacts for Scenario 2 are provided in Table 265 and Figures 1563 to 1566.

Over the three phases of investment, Scenario 1 will generate provincial tax revenue of $48.6 million on the Canada from all components of the project. The provincial tax revenue impacts for the Canada are comprised of $14.9 million (31%) direct provincial tax revenue, $13.5 million (28%) indirect provincial tax revenue and $20.1 million (41%) induced provincial tax revenue. The allocation of provincial tax revenue by project component is as follows; $4.4 million (9%) for the Manufacturing Hub, $2.1 million (4%) for the General Harbour Services, $0.4 million (1%) for the Cargo Handling Hub, $0.9 million (2%) for the Other Business Opportunities, and $40.8 million (84%) for the Other Economic Activity.

For scenario 1, the annual profile for provincial tax revenue for the Canada, as shown in Figure 1557, is concentrated in years 6, 7 and 8, with $14.0 million per annum relative to $1.3 million of provincial tax revenue per annum in the five years. Constructing the Manufacturing Hub yields $0.9 million of provincial tax revenue on the Canada over the first five years of the project, see Figure 1558. The same profile is observed in Figure 1559 for constructing the General Harbour Services, but the level of annual provincial tax revenue is $0.4 million of provincial tax revenue. The construction activity of the Cargo Handling Hub occurs in years 6 through 8, as profiled in Figure 1560. This activity supports $0.1 million of provincial tax revenue in the Canada. Likewise, the construction activity associated with the Other Business Opportunities occurs in years 6, 7 and 8 and as shown in Figure 1561 generates $0.3 million of provincial tax revenue per annum on the Canada. Finally, Figure 1562 illustrates that the construction activities associated with the Other Economic Activity yields $13.6 million of provincial tax revenue on the Canada in years 6, 7 and 8.

Alternatively, as shown in Table 265 and Figures 1563 to 1566, Scenario 2 investments will generate $8.1 million provincial tax revenue on the Canada from all components of the project. The provincial tax revenue impacts for the Canada are comprised of $2.5 million (31%) direct provincial tax revenue, $2.0 million (25%) indirect provincial tax revenue and $3.6 million (44%) induced provincial tax revenue. The provincial tax revenue calculated for the Canada

associated with the Other Economic Activity for Scenario 2 is $0.3 million or $0.1 million per annum. The corresponding annual profile for Scenario 2 falls to $0.6 million in years 6, 7 and 8.

Table 264: Summary of Annual Construction Provincial Tax Revenue – Scenario 1 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Provincial Tax Revenue ($M)	All Components (S1)	$14.9	$13.5	$20.1	$48.6
	Manufacturing Hub	$1.2	$1.2	$1.9	$4.4
	General Harbour	$0.7	$0.4	$0.9	$2.1
	Cargo Handling	$0.1	$0.1	$0.2	$0.4
	Other Business	$0.3	$0.2	$0.4	$0.9
	Other Activity (S1)	$12.5	$11.6	$16.7	$40.8

Figure 1555: Provincial Tax Revenue Shares by Type – Construction – All Components (Scenario 1) – Canada

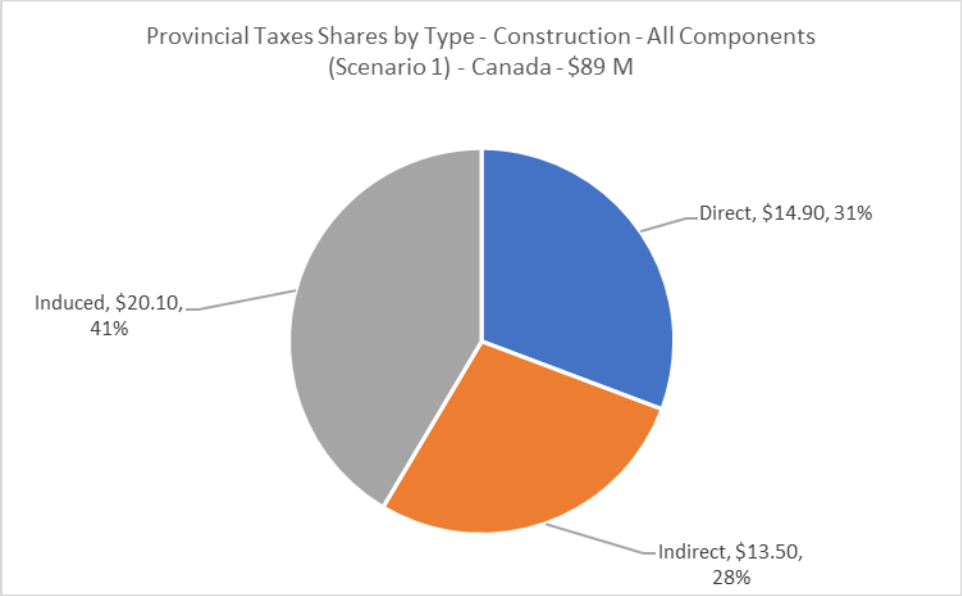


Figure 1556: Total Provincial Tax Revenue Shares by Component – Construction – (Scenario 1) – Canada

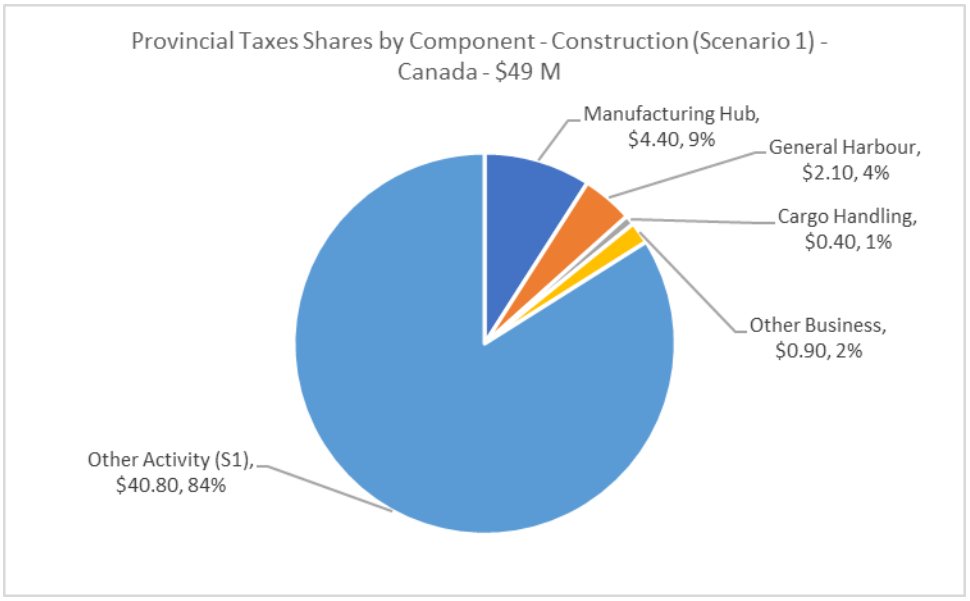


Figure 1557: Summary of Annual Construction Provincial Tax Revenue – Scenario 1 - All Components (Canada)

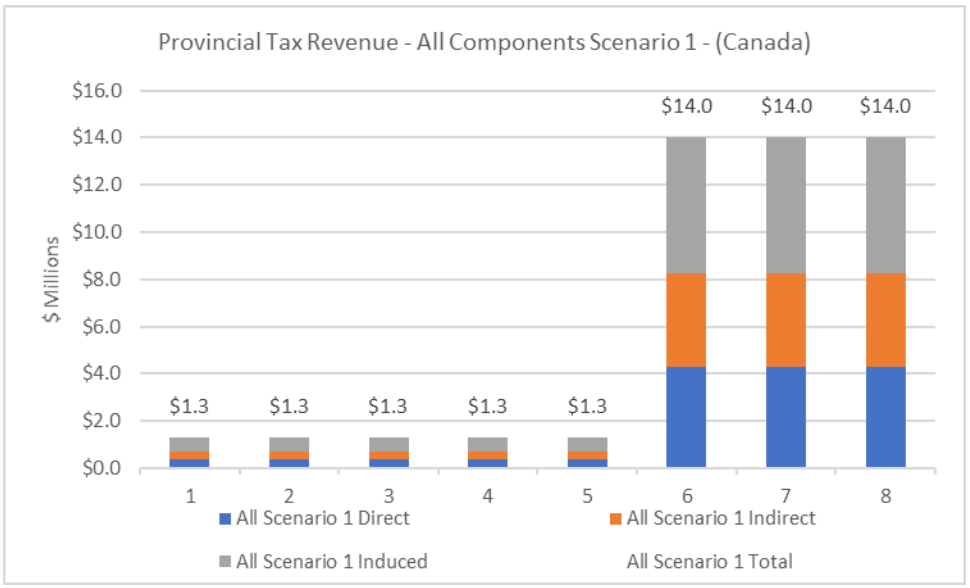


Figure 1558: Summary of Annual Construction Provincial Tax Revenue – Manufacturing Hub (Canada)

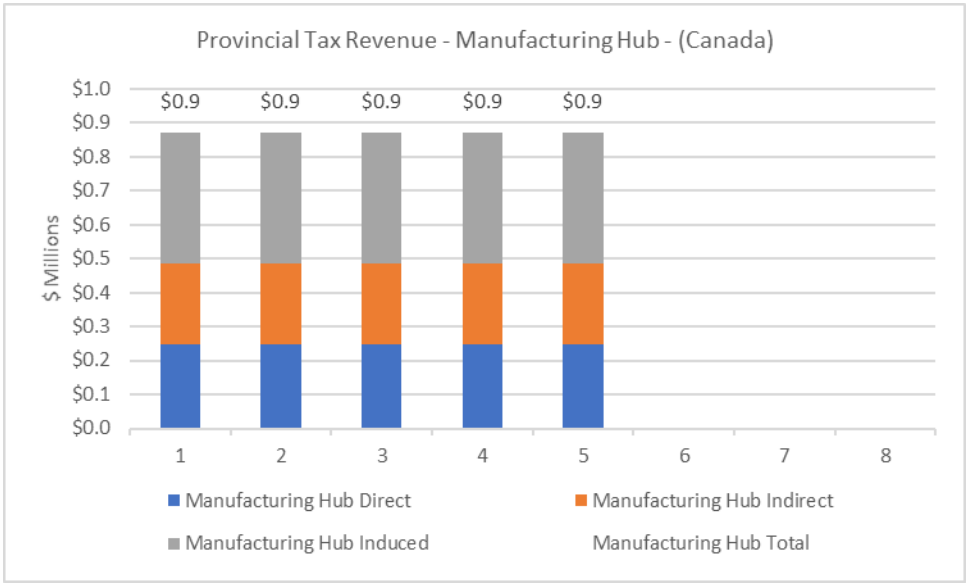


Figure 1559: Summary of Annual Construction Provincial Tax Revenue – General Harbour (Canada)

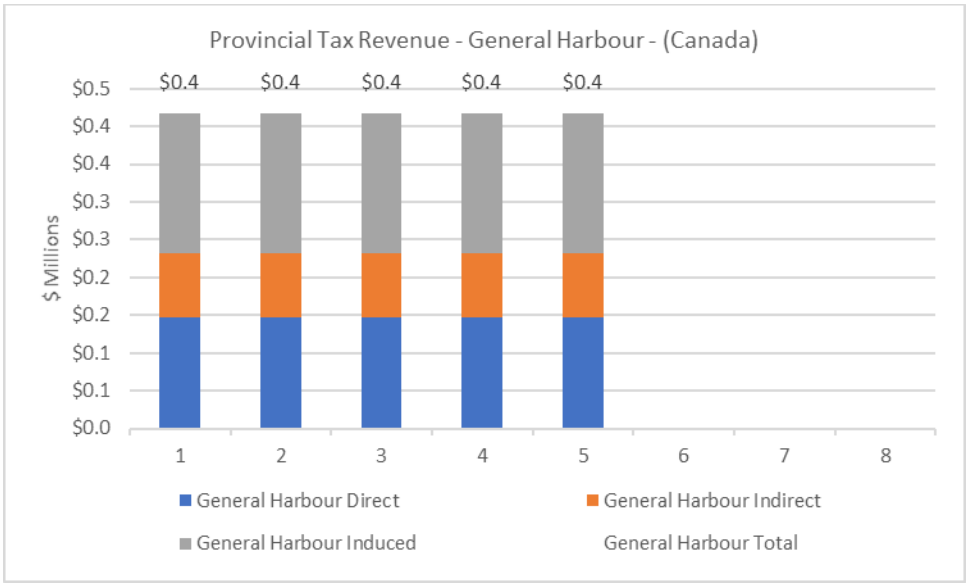


Figure 1560: Summary of Annual Construction Provincial Tax Revenue – Cargo Handling (Canada)

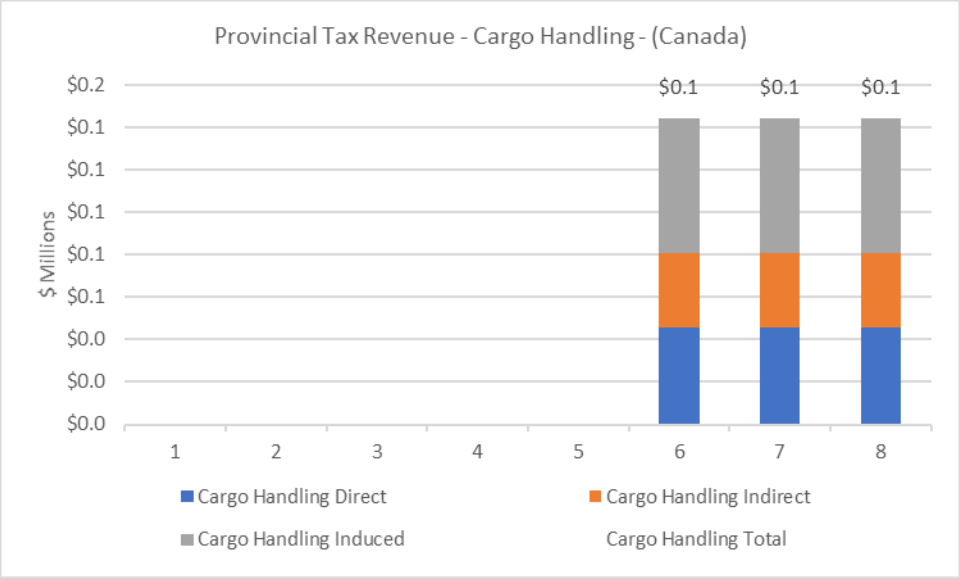


Figure 1561: Summary of Annual Construction Provincial Tax Revenue – Manufacturing Hub (Canada)

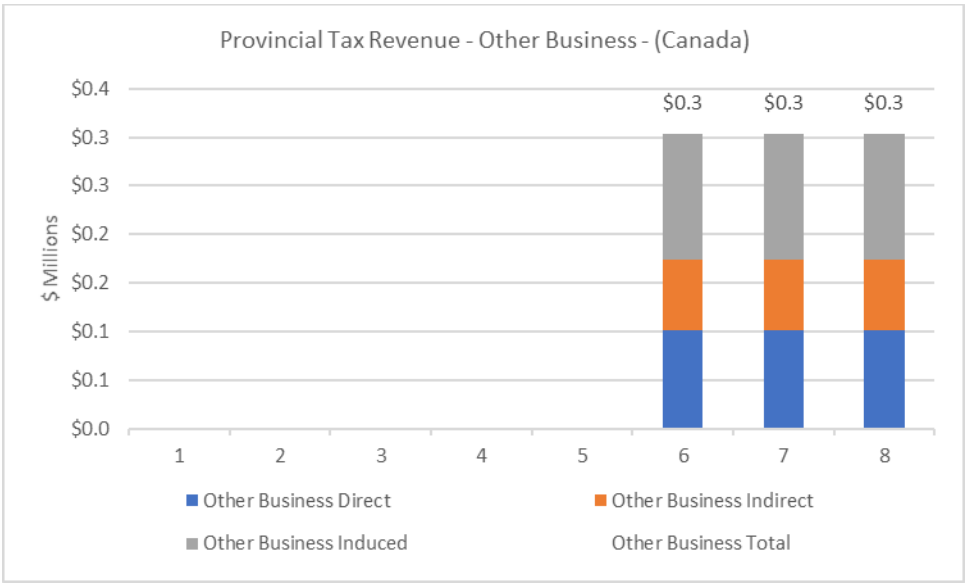


Figure 1562: Summary of Annual Construction Provincial Tax Revenue – Other Activity Scenario 1 (Canada)

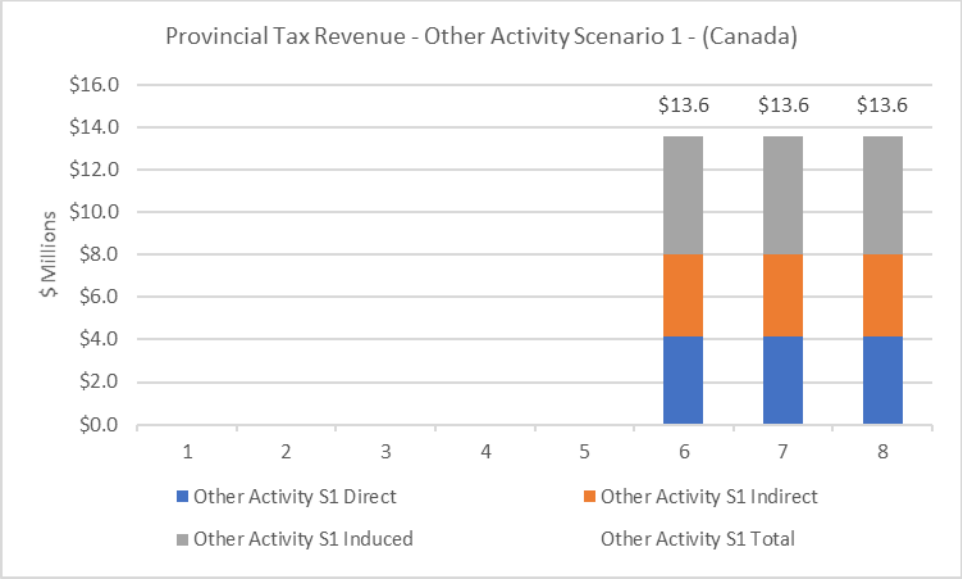


Table 265: Summary of Annual Construction Provincial Tax Revenue – Scenario 2 - All Components (Canada)

Canada		Direct	Indirect	Induced	Total
Construction Provincial Tax Revenue ($M)	All Components (S2)	$2.5	$2.0	$3.6	$8.1
	Manufacturing Hub	$1.2	$1.2	$1.9	$4.4
	General Harbour	$0.7	$0.4	$0.9	$2.1
	Cargo Handling	$0.1	$0.1	$0.2	$0.4
	Other Business	$0.3	$0.2	$0.4	$0.9
	Other Activity (S2)	$0.1	$0.1	$0.1	$0.3

Figure 1563: Provincial Tax Revenue Shares by Type – Construction – All Components (Scenario 2) – Canada

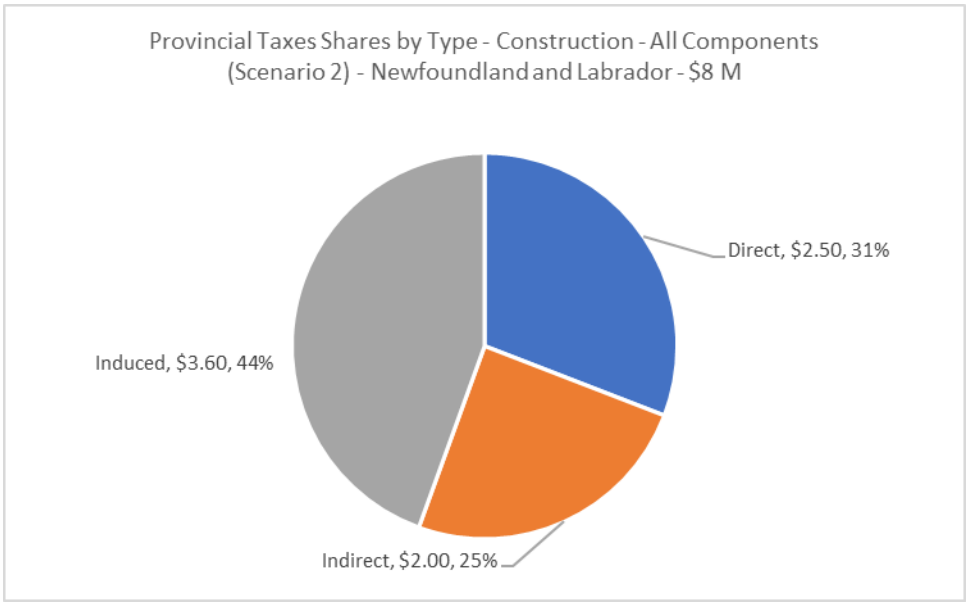


Figure 1564: Total Provincial Tax Revenue Shares by Component – Construction – (Scenario 2) – Canada

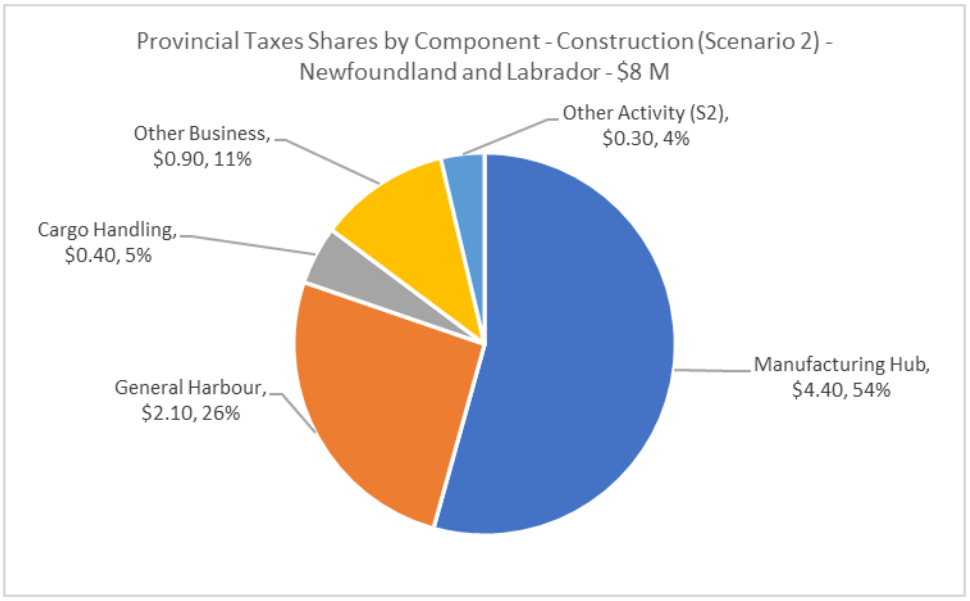


Figure 1565: Summary of Annual Construction Provincial Tax Revenue – Other Activity Scenario 2 (Canada)

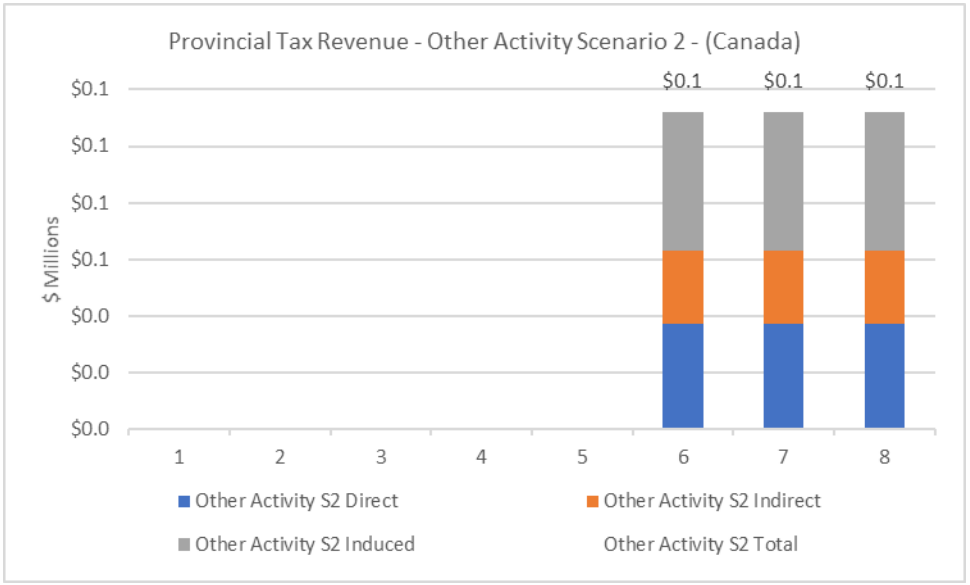
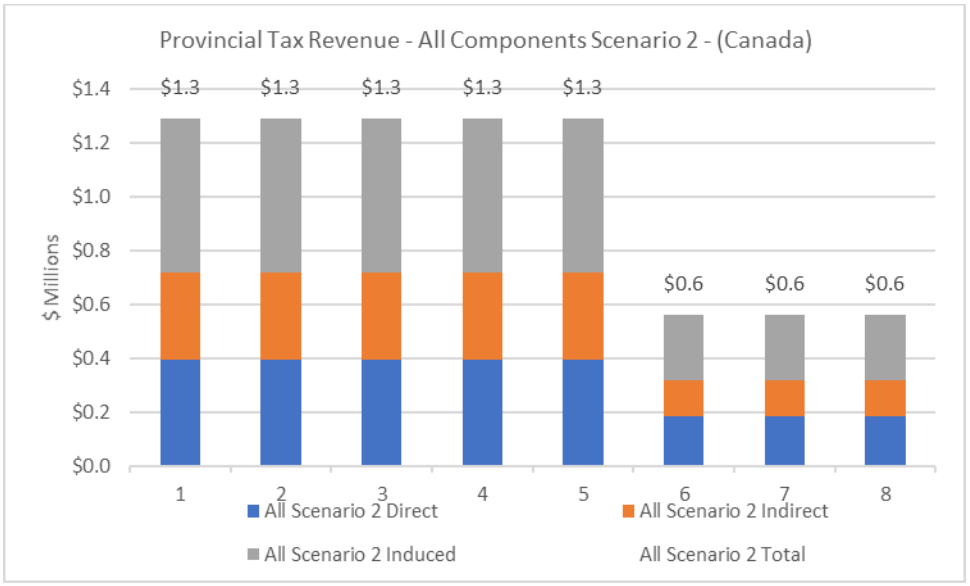


Figure 1566: Summary of Annual Construction Provincial Tax Revenue – Manufacturing Hub (Canada)



27.0 Time Profile of Economic Impacts – Operating Expenditures

The detailed annual profiles for capital and operations economic impacts are provided in Appendix D. The economic impacts for each component of operations are summarized below. Specifically, the direct, indirect, induced, and total economic impacts are estimated for:

- Annual operating expenditures,
- Employment,
- GDP,
- Wages, Salaries & Social Contributions,
- Business Income,
- Federal Tax Revenue (calculated only for Newfoundland and Labrador and Canada), and
- Provincial Tax Revenue (calculated only for Newfoundland and Labrador and Canada)

The components which are subject to detailed economic impacts, under both Scenario 1 (which includes the air to fuels project within Other Economic Activity) and Scenario 2 (which excludes the air to fuels project from Other Economic Activity), are:

- All projects combined Scenario 1 and Scenario 2),
- the Manufacturing Hub,
- the General Harbour Services,
- the Cargo Handling Hub,
- the Other Business Opportunities, and
- the Other Economic Activity (Scenario 1 and Scenario 2).

As per the terms of the original research engagement and to provide perspective on the potential contributions that the Great Northern Port could make to the sustainability of communities on the Great Northern Peninsula, the economic impacts are calculated and presented for multiple timeframes. Specifically, the economic impacts for following periods are assessed:

- a typical year of operations, which in this analysis has been designated as year 10 when all the project components are assumed to be operational simultaneously,
- the cumulative impacts over ten years,
- the cumulative impacts over twenty-five years, and
- the cumulative impacts over thirty-five years.

Finally, the economic impacts are evaluated from three geographical perspectives:

- the area encompassed by the Great Northern Peninsula,
- Newfoundland and Labrador, which includes the Great Northern Peninsula, and

- Canada, which includes Newfoundland and Labrador.

Table 266 and Figure 1567 outline and present the annual and cumulative operating expenditures for each project component and each timeframes evaluated for Scenario 1. As well, Figures 1568, 1569, 1570 and 1571 illustrates the expenditure shares associated with each component of Scenario 1 for a typical year of operations, for the cumulative expenditure shares after year 10, for the cumulative expenditure shares after year 25 and for the cumulative expenditure shares after year 35, respectively.

In a typical year of operations (Year 10), the project under Scenario 1 is assumed to expend $92.9 million. While annual operating expenditures will build to this level as various aspects of the project are brought into operations, it is assumed and shown in Figure 1568 that the annual expenditures will stay at $92.9 million through the thirty-five years considered in this analysis. When at full operations, the typical year of operations (Year 10) will require expenditures for the Manufacturing Hub of $28.3 million (31%) annually, for the General Harbour Services $10.50 million (11%) annually, for the Cargo Handling Hub $7.8 million (8%) annually, for Other Business Opportunities $8.6 million (9%) annually and for the Other Economic Activities $37.8 million (41%) annually.

Both the expenditure shares and the levels of expenditure commitments change over the ten-year time horizon because there is no assumed operations expenditures occurring from year 1 to year 5 as the Manufacturing Hub and the General Harbour Services are being constructed and the other project components are assumed only to be built during years 6, 7 and 8. Therefore, in years 6, 7 and 8, the only expenditures occurring are though associated the Manufacturing Hub and the General Harbour Services. While the other three project components are assumed to commence on Year 10 and, as such, do not report any operational expenditures until then, the Manufacturing Hub and the General Harbour Services have relative higher expenditure shares in the ten-year timeframe than would be the case for the other time horizons considered. For example, operational expenditures associated with the Manufacturing Hub comprises 47% of the ten-year cumulative expenditures (see Figure 1569), but only 31% of operations expenditures during a typical year of operations. As the operational expenditure requirements of the other project components come into play, the relative expenditure shares for the Manufacturing Hub fluctuates between 33% after 25 years (See Figure 1570) and 32% after 35 years (See Figure 1571).

In interpreting the economic significance of annual expenditure shares and the associated economic impacts, the typical year of operations is best to utilize. To get some perspective on how the operational impacts evolve and contribute to sustainability of the Great Northern Peninsula, the ten-year, the twenty-five-year and the thirty-five-year analyses are probably better suited for that purpose.

Table 266: Summary of Annual Operations Expenditures – Scenario 1 - All Components and Timeframes

		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Total Operations Expenditure ($M)	All Components (S1)	$92.9	$302.1	$1,695.6	$2,624.6
	Manufacturing Hub	$28.3	$141.4	$565.5	$848.3
	General Harbour	$10.5	$52.4	$209.5	$314.3
	Cargo Handling	$7.8	$15.5	$131.8	$209.3
	Other Business	$8.6	$17.2	$146.1	$232.0
	Other Activity (S1)	$37.8	$75.6	$642.7	$1,020.8

Figure 1567: Annual Operations Expenditures – Scenario 1 - All Components (Great Northern Peninsula)

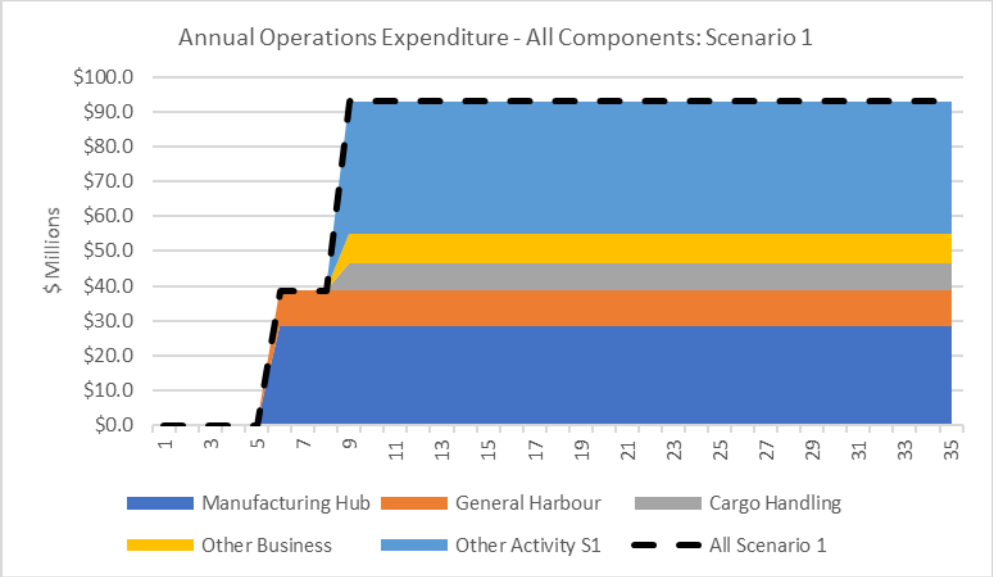


Figure 1568: Operations Expenditures Shares for a Typical Year – Scenario 1 - All Components

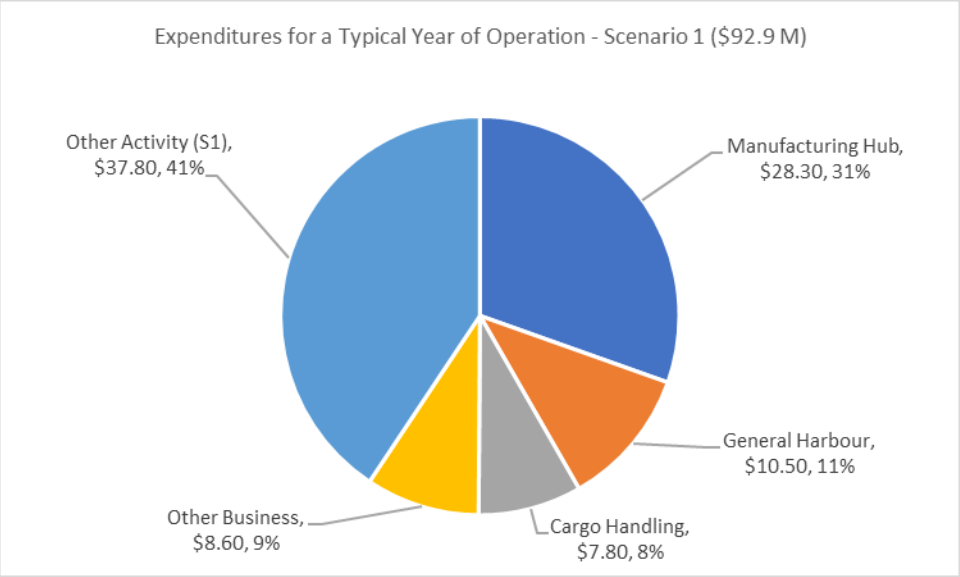


Figure 1569: Operations Expenditures Shares Over Ten Years – Scenario 1 - All Components

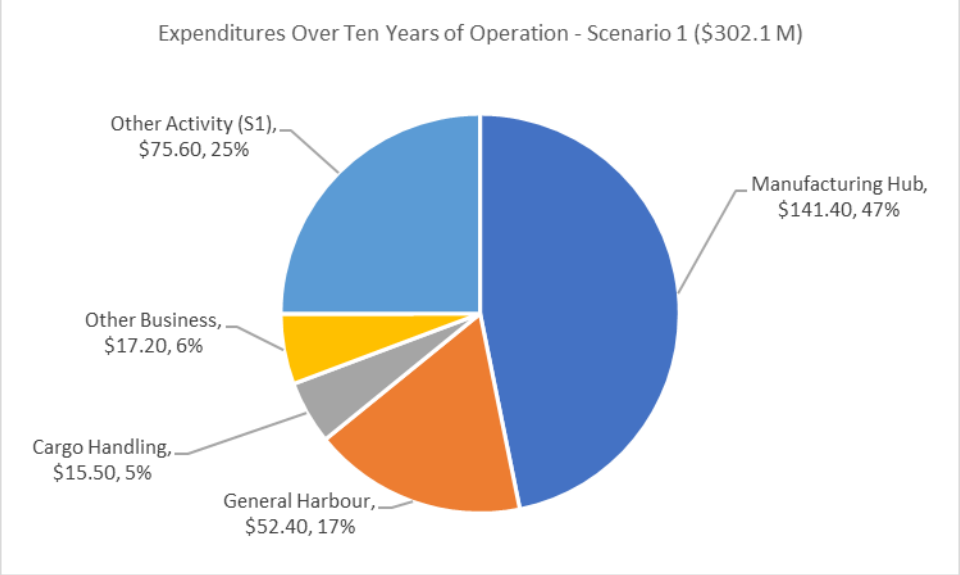


Figure 1570: Operations Expenditures Shares Over Twenty-five Years – Scenario 1 - All Components

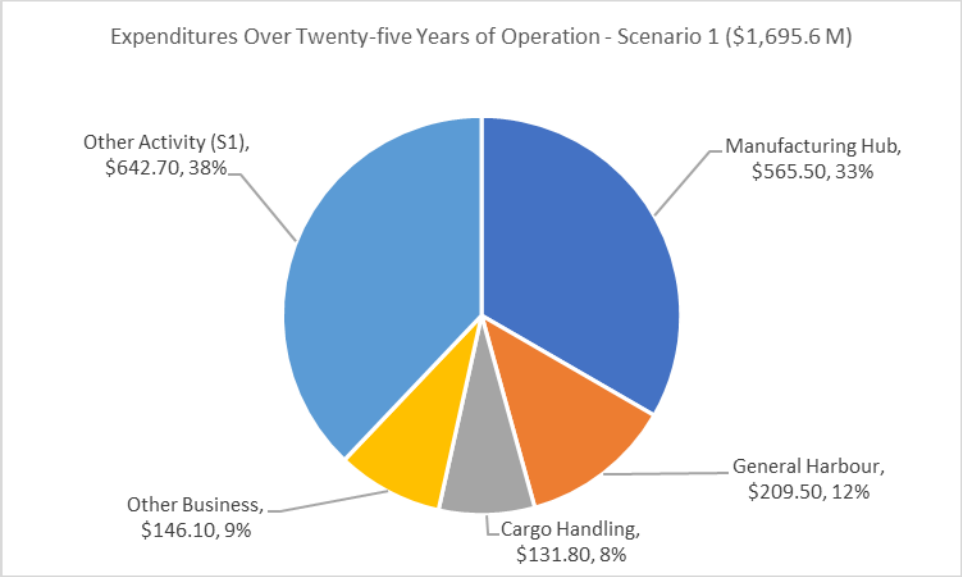


Figure 1571: Operations Expenditures Shares Over Thirty-five Years – Scenario 1 - All Components

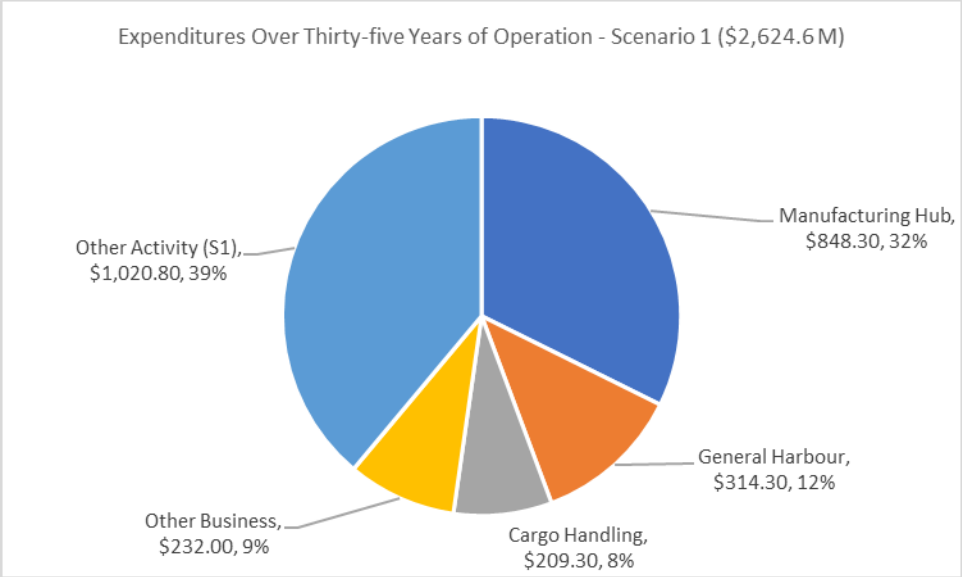


Table 267 and Figure 1572 outline and present the annual and cumulative operating expenditures for each project component and each timeframes evaluated for Scenario 2, which excludes the expenditures and economic impacts associated with the air to fuels part of the Other Economic Activity component. As well, Figures 1573, 1574, 1575 and 1576 illustrates the expenditure shares associated with each component of Scenario 2 for a typical year of operations, for the cumulative expenditure shares after year 10, for the cumulative expenditure shares after year 25 and for the cumulative expenditure shares after year 35, respectively.

In a typical year of operations (Year 10), the project under Scenario 2 is assumed to expenditure $56.4 million, which is $36.5 million less per year than would be needed with Scenario 1. While annual operating expenditures will build to this level as various aspects of the project are brought into operations, it is assumed and shown in Figure 1572 the annual expenditures will stay at $56.4 through the thirty-five years considered in this analysis.

With the omission of the air to fuels project, overall expenditures annually. Consequently, the other project components are responsible for higher expenditure shares. When at full operations, in the typical year of operations (Year 10), the Manufacturing Hub will require an annual expenditure of $28.3 million (50%), the General Harbour Services will consume annually $10.50 million (19%), the Cargo Handling Hub is expected to require an annual expenditure of $7.8 million (14%), the planned annual expenditure for Other Business Opportunities is $8.6 million (15%) and the Other Economic Activities has an anticipated annual expenditure of $1.3 million (41%).

Table 267: Summary of Annual Operations Expenditures – Scenario 2 - All Components and Timeframes

		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Total Operations Expenditure ($M)	All Components ($1)	$56.4	$229.1	$1,075.1	$1,639.1
	Manufacturing Hub	$28.3	$141.4	$565.5	$848.3
	General Harbour	$10.5	$52.4	$209.5	$314.3
	Cargo Handling	$7.8	$15.5	$131.8	$209.3
	Other Business	$8.6	$17.2	$146.1	$232.0
	Other Activity ($1)	$1.3	$2.6	$22.2	$35.3

Figure 1572: Annual Operations Expenditures – Scenario 2 - All Components (Great Northern Peninsula)

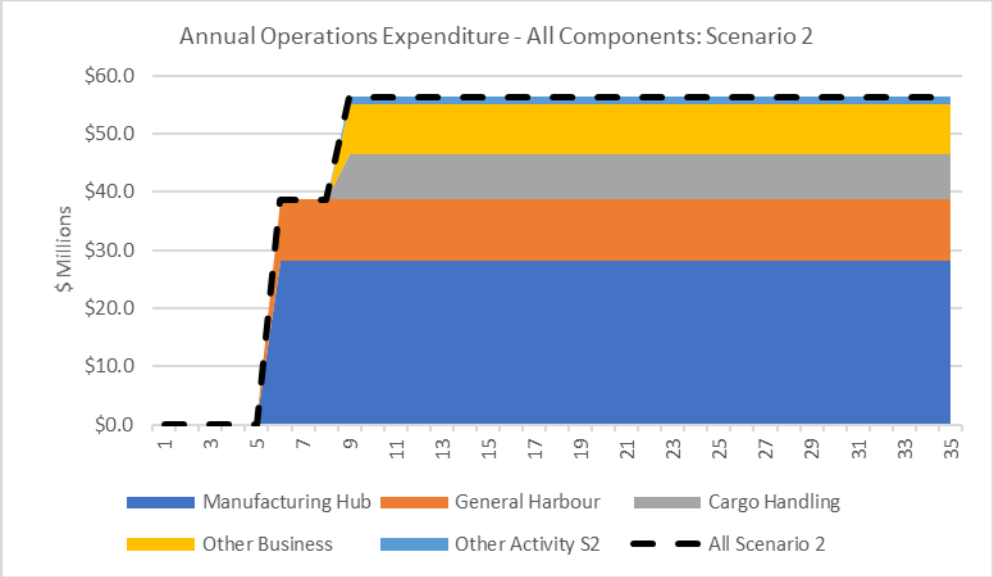


Figure 1573: Operations Expenditures Shares Over Ten Years – Scenario 2 - All Components

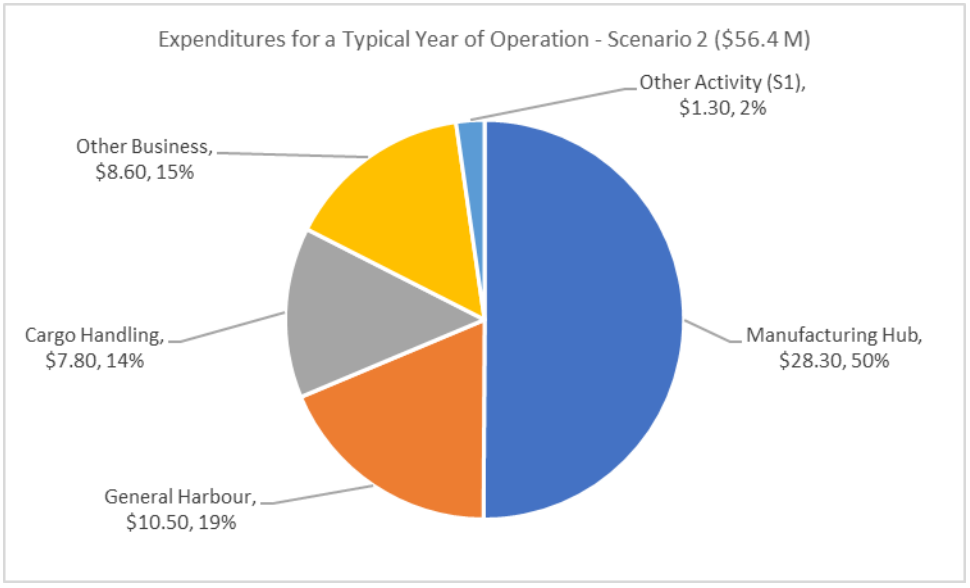


Figure 1574: Operations Expenditures Shares for a Typical Year – Scenario 2 - All Components

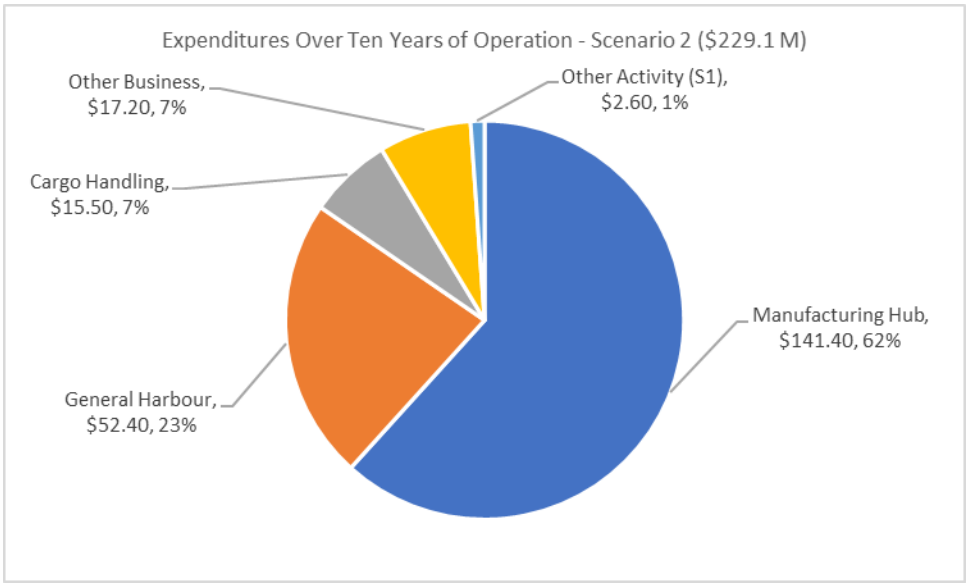


Figure 1575: Operations Expenditures Shares Over Twenty-five Years – Scenario 2 - All Components

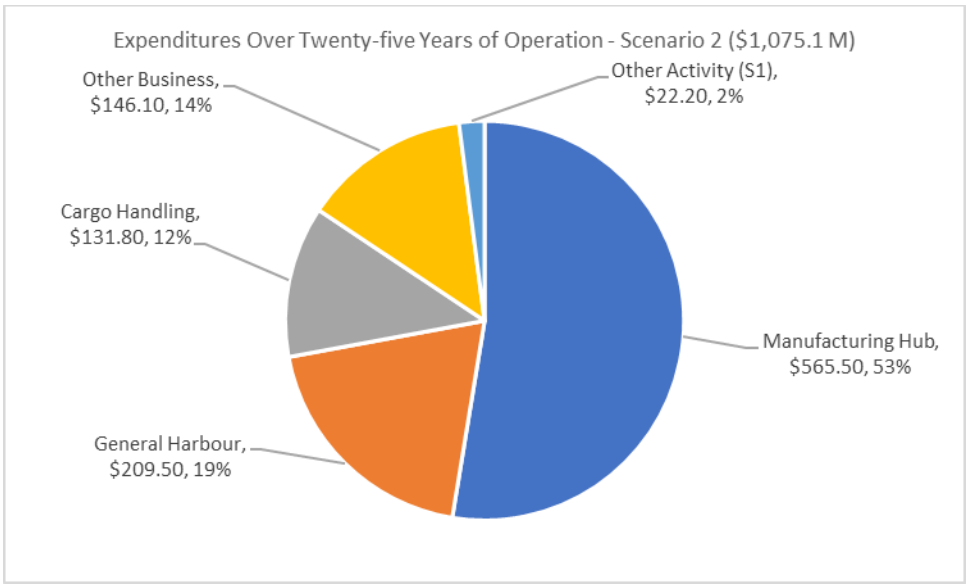
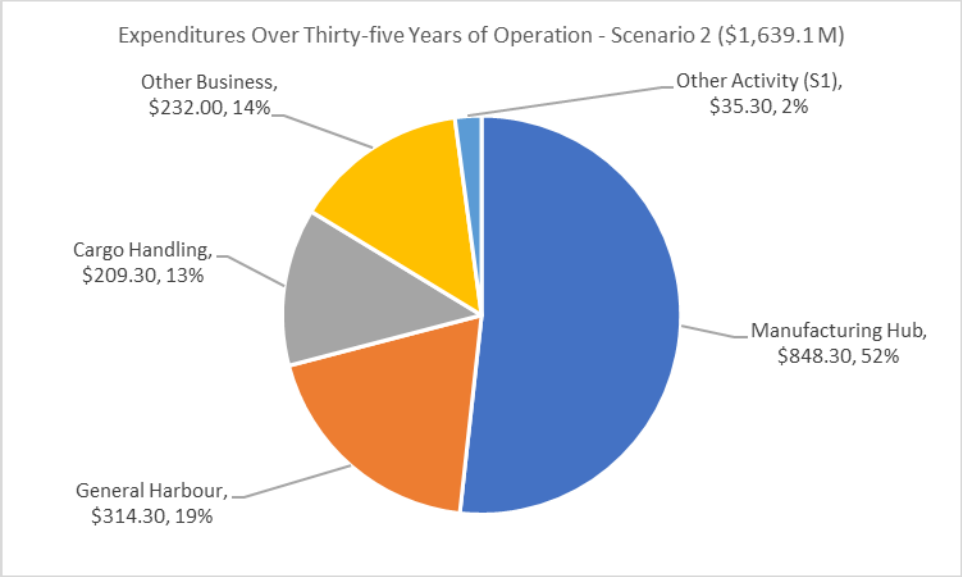


Figure 1576: Operations Expenditures Shares Over Thirty-five Years – Scenario 1 - All Components



27.1 Operations Impacts – Great Northern Peninsula

This section focuses on the economic impacts that the operations of the Great Northern Port have upon the area encompassed by the Great Northern Peninsula. Specifically analyzed, for both Scenario 1 and Scenario 2, are the direct, indirect, induced, and total impacts that each component of the project has upon employment, GDP, wages, salaries and social contributions, and business income.

27.1.1.1 Employment – Scenario 1 - Great Northern Peninsula

For Scenario 1, Table 268 profiles the direct, indirect, induced and total employment impacts by project component and the corresponding employment impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual direct operating employment impacts by project component are displayed in Figure 1577 and the employment shares by type of employment (that is, direct, indirect, and induced) are shown in Figure 1578. The corresponding direct employment shares by project component are shown in Figures 1579 through to 1582 for the four distinct timeframes considered in this analysis.

Since employment on the Great Northern Peninsula will also increase as a result of firms supplying goods and services to the Project and in the services sector because a portion of the extra incomes earned directly with the project or indirectly with firms that supply goods and services to the Project are re-spent within the local economy, total employment impacts, which includes spin-off employment, are also analyzed in this section. Specifically, annual total operating employment impacts by project component are profiled in Figure 1583. The corresponding total employment shares by project component are shown in Figures 1584 through to 1587 for the four timeframes considered in this analysis.

In a typical year of operations (Year 10), the Project, under Scenario 1, is assumed to generate a total of 534 person-years of employment. As shown in Figure 1578, this total employment is comprised of 420 person-years of direct employment (79% of the total), 43 person-years of indirect employment (8% of the total) and 71 person-years of induced employment (13% total). It is interesting to note that direct employment with the port constitutes most of the employment impacts for the Great Northern Peninsula. The lack of local of a local manufacturing industry explains why small spin-off employment levels are generated on the Great Northern Peninsula.

The annual direct operating employment will build to 420 person-years as the various components of the project are brought into operations. After year 10, when all components

are assumed to be in operation, it is assumed further, and shown in Figure 1577, that the annual direct employment will stay at 420 person-years throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will need an annual direct workforce of 137 person-years or 137 full-time equivalent workers (accounting for 33% of the total), the General Harbour Services will utilize a direct workforce of 49 full-time equivalent workers (accounting for 12% of the total) annually, the Cargo Handling Hub will require 48 person-years of employment (accounting for 11% of the total), Other Business Opportunities expected to need 44 full-time equivalent workers (accounting for 10% of the total) and Other Economic Activities has an anticipated annual workforce of 142 person-years annual (accounting for 34% of the total).

The employment shares and levels of employment changes over time because various components of the project come into operation at different points in time. For instance, the direct employment shares accounted for by the Manufacturing Hub range from 49% (Figure 1580) for the ten-year timeframe to 33% (Figure 1579) for the typical year of operations, to 35% for both the twenty-five year and the thirty-five year time horizons (Figures 1581 and 1582, respectively).

Additionally, level of direct employment for the Project is estimated to be 420 person-years in a typical operating year. As well, over the first ten years, the cumulative direct project employment is anticipated to be 1,398 person-years. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct employment levels are expected to be 7,698 person-years and 11,989 person-years, respectively.

When considering how the Project may contribute to the sustainability of the Great Northern Peninsula's economy, it is important to consider the total employment impacts (that is, both the direct employment impacts and any associated spin-off employment generated). The annual total operating employment impacts by project component are displayed in Figure 1583. The corresponding total employment shares by project component are shown in Figures 1584 through to 1587 for the four distinct timeframes considered in this analysis.

The annual total operating employment will build to 534 person-years annual over the first ten years of the Project as various project components are brought into operations. However, it is assumed, and shown in Figure 1583, that the annual total employment will stay at 534 person-years throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (Year 10), the Manufacturing Hub will support an annual total workforce of 170 person-years or full-time equivalent workers (32%), the General Harbour Services will support a total workforce of 65 full-time equivalent workers

(12%) annually, the Cargo Handling Hub is expected to support 60 person-years of employment (11%), Other Business Opportunities expected to support 57 full-time equivalent workers (11%) and Other Economic Activities is anticipated to support an annual workforce of 183 person-years annual (34%).

In a typical operating year, total employment for the Project will be 534 person-years. Over the first ten years, the cumulative total project employment is anticipated to be 1,775 person-years. For the twenty-five-year time horizon, cumulative total employment is expected to be 9,791 person-years and for the thirty-five-year time horizon, cumulative total employment is estimated to be 15,136 person-years.

Table 268: Summary of Annual Operations Employment – Scenario 1 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Employment (PY)	All Components (S1)	420.0	1,398.0	7,698.0	11,898.0
	Manufacturing Hub	137.0	685.0	2,740.0	4,110.0
	General Harbour	49.0	245.0	980.0	1,470.0
	Cargo Handling	48.0	96.0	816.0	1,296.0
	Other Business	44.0	88.0	748.0	1,188.0
	Other Activity (S1)	142.0	284.0	2,414.0	3,834.0
Indirect Operations Employment (PY)	All Components (S1)	43.3	156.2	806.2	1,239.5
	Manufacturing Hub	14.2	70.9	283.8	425.7
	General Harbour	9.0	45.0	180.1	270.2
	Cargo Handling	5.4	10.8	91.4	145.1
	Other Business	7.1	14.2	120.4	191.3
	Other Activity (S1)	7.7	15.4	130.5	207.2
Induced Operations Employment (PY)	All Components (S1)	71.1	220.2	1,286.9	1,998.0
	Manufacturing Hub	19.0	95.2	380.9	571.3
	General Harbour	7.0	34.8	139.2	208.8
	Cargo Handling	6.4	12.8	109.1	173.3
	Other Business	5.8	11.6	99.0	157.2
	Other Activity (S1)	32.9	65.7	558.7	887.3
Total Operations Employment (PY)	**All Components (S1)**	**534.4**	**1,774.5**	**9,791.1**	**15,135.5**
	Manufacturing Hub	**170.2**	**851.2**	**3,404.7**	**5,107.0**
	General Harbour	**65.0**	**324.8**	**1,299.3**	**1,949.0**
	Cargo Handling	**59.8**	**119.6**	**1,016.5**	**1,614.4**
	Other Business	**56.9**	**113.8**	**967.4**	**1,536.5**
	Other Activity (S1)	**182.5**	**365.1**	**3,103.2**	**4,928.6**

Figure 1577: Annual Direct Operations Employment – Scenario 1 - All Components (Great Northern Peninsula)

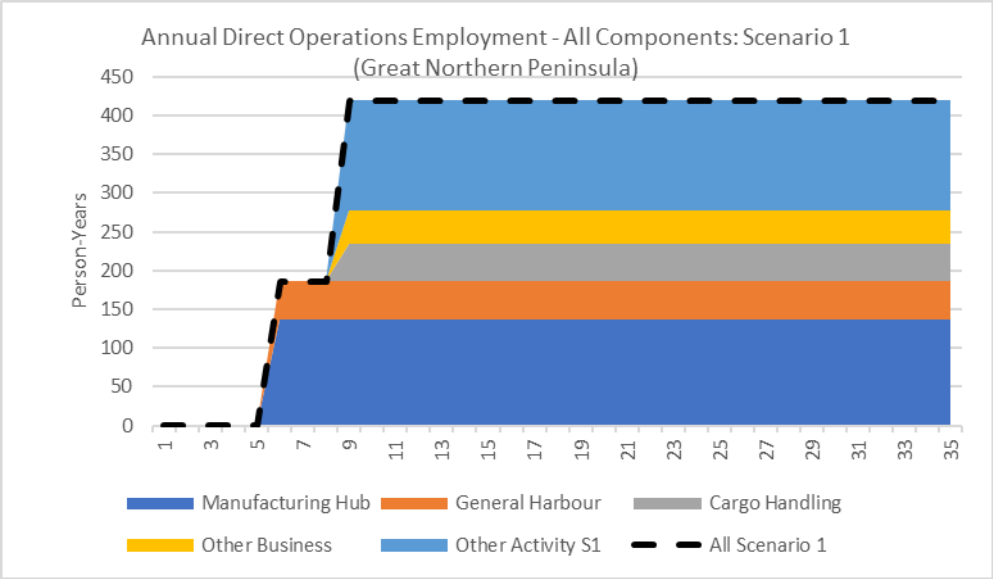


Figure 1578: Employment Shares by Type for Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

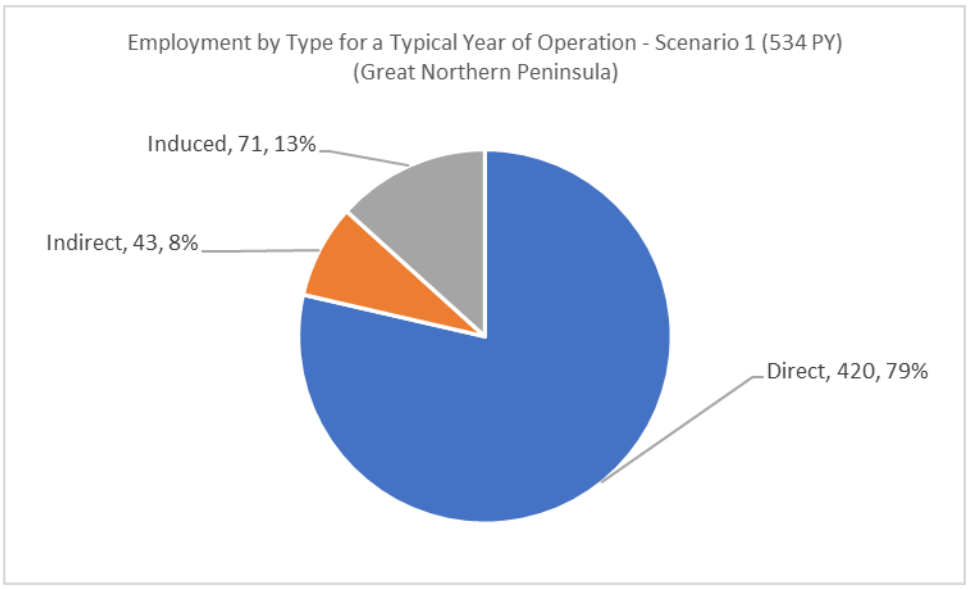


Figure 1579: Direct Employment Shares by Project Component for Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

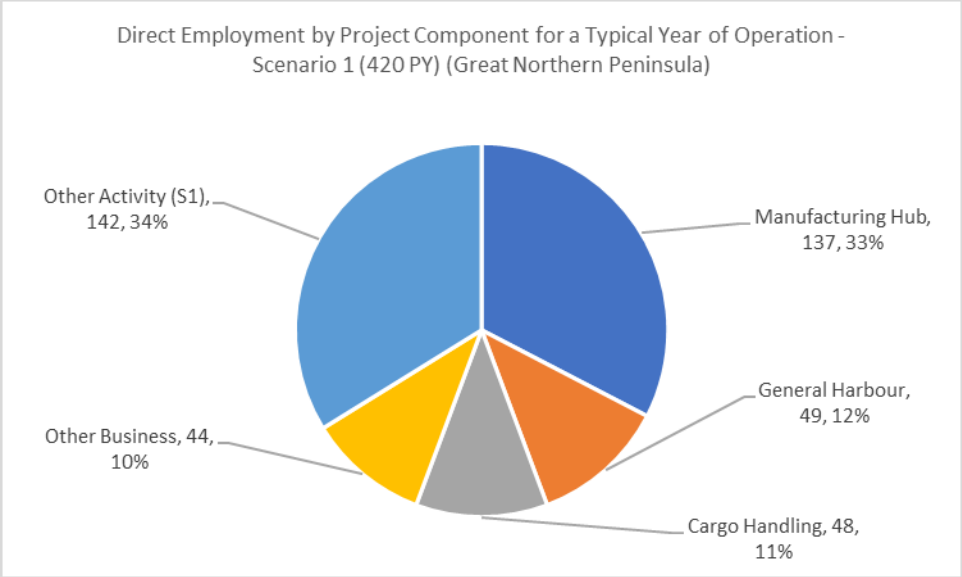


Figure 1580: Direct Employment Shares by Project Component for Ten Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

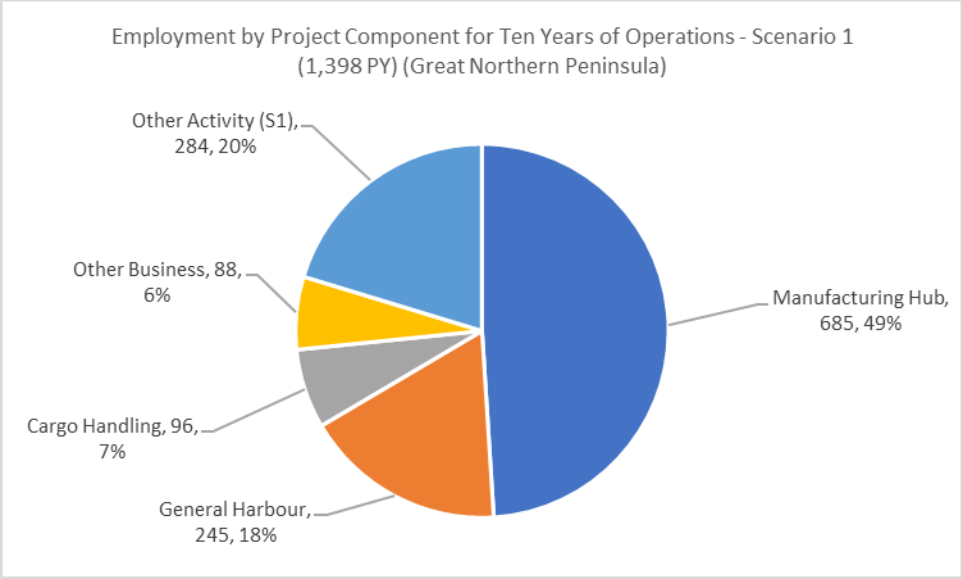


Figure 1581: Direct Employment Shares by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

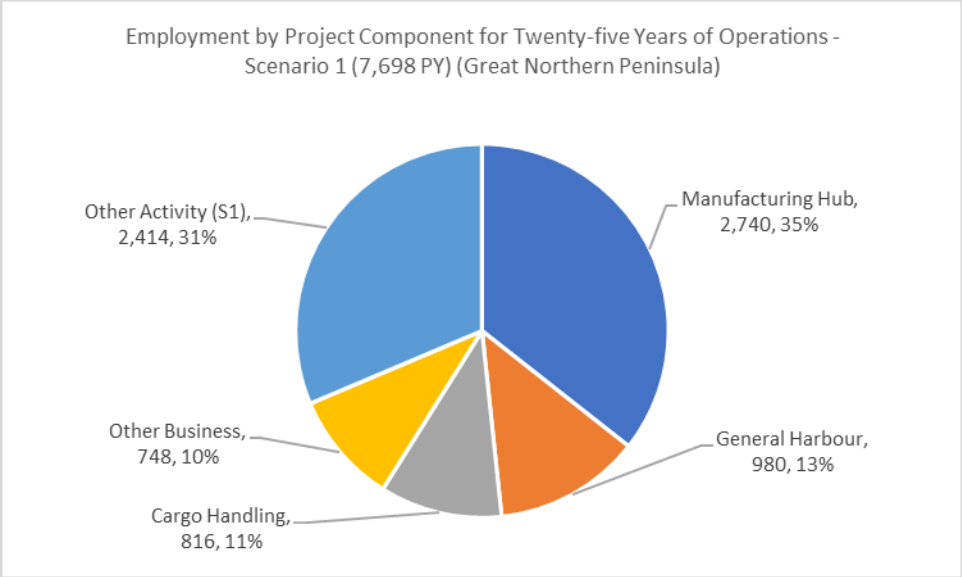


Figure 1582: Direct Employment Shares by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

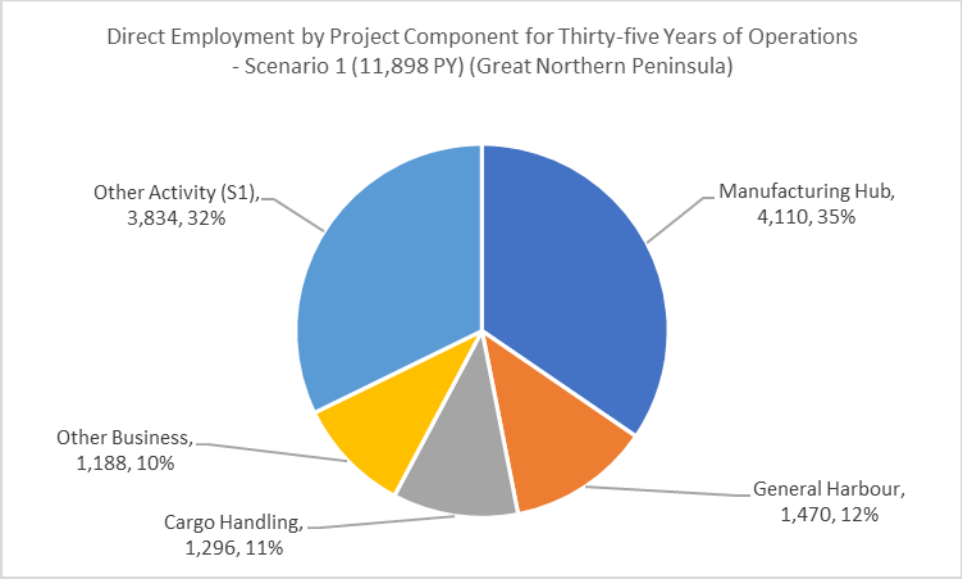


Figure 1583: Total Annual Operations Employment – Scenario 1 - All Components - (Great Northern Peninsula)

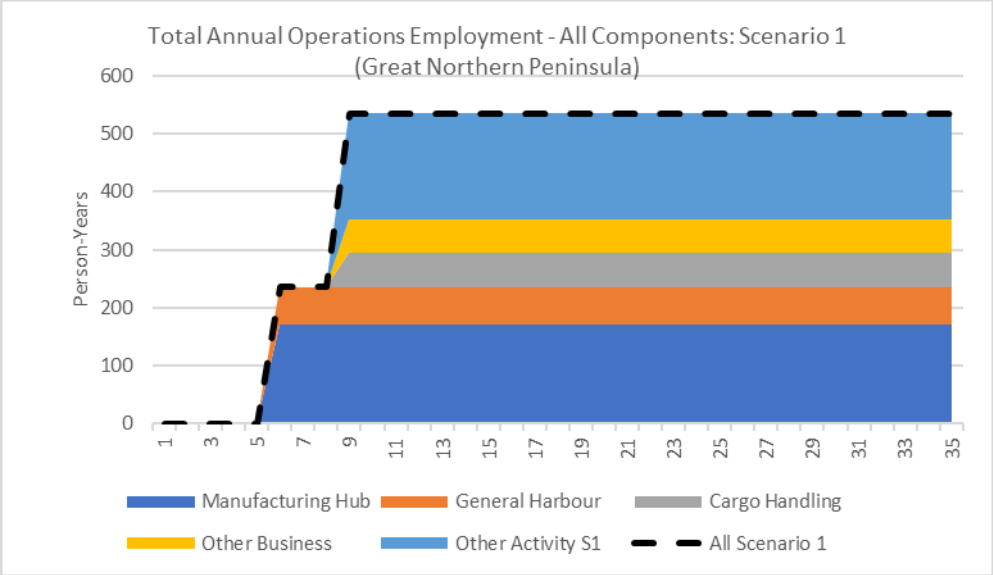


Figure 1584: Total Employment Shares by Project Component for Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

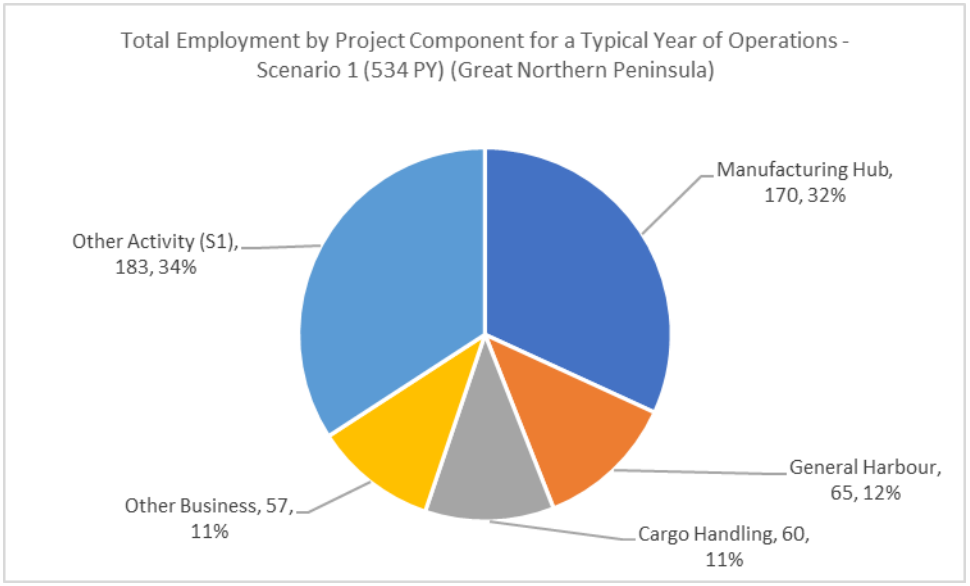


Figure 1585: Total Employment Shares by Project Component for Ten Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

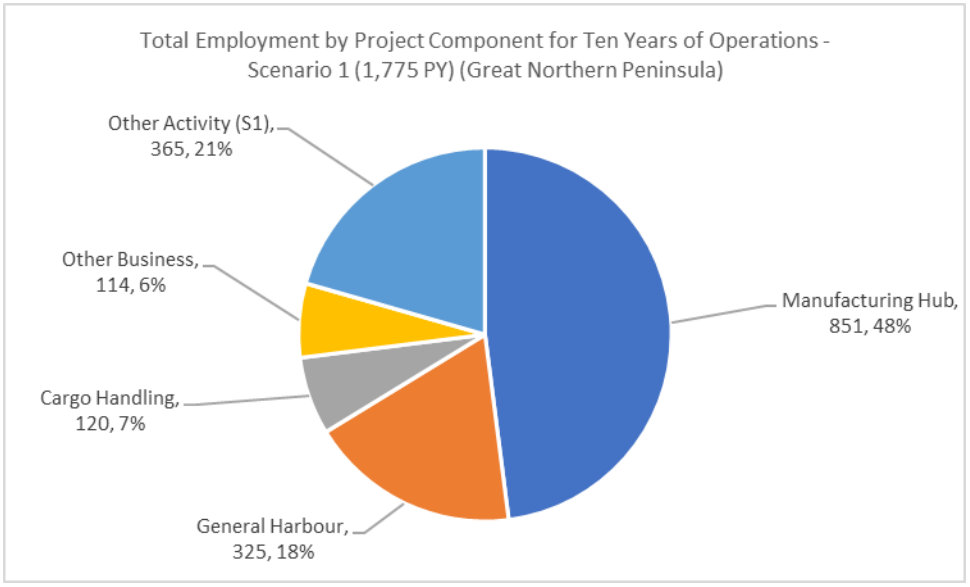


Figure 1586: Total Employment Shares by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

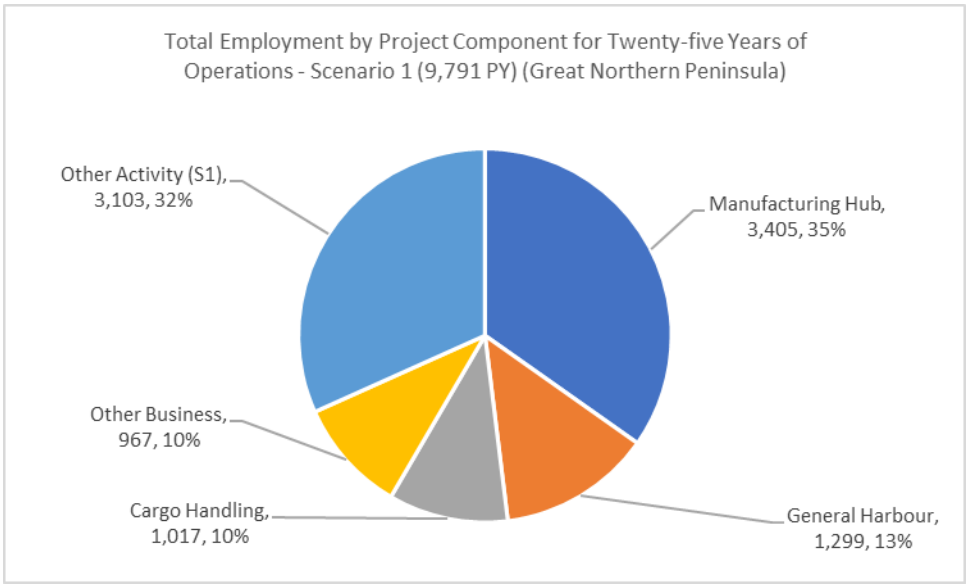
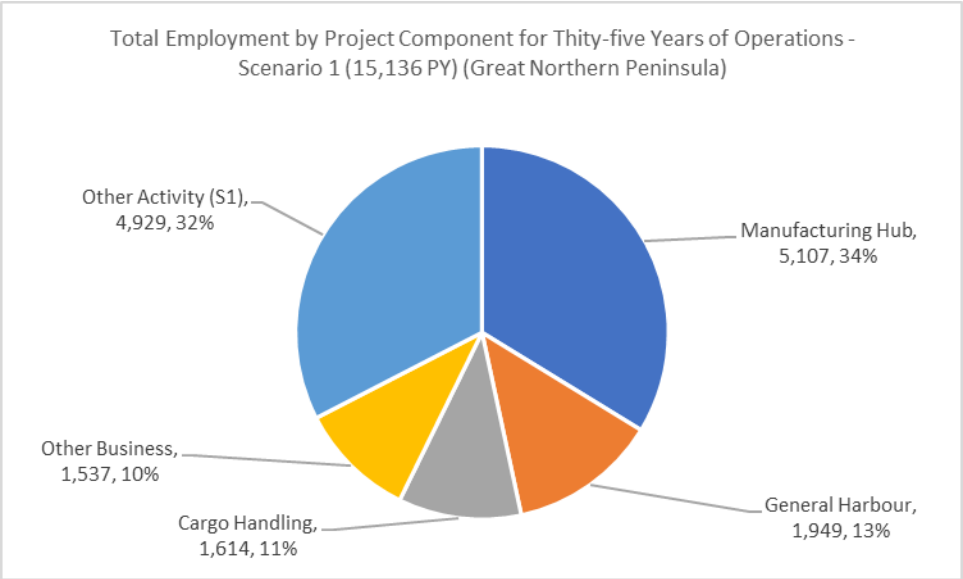


Figure 1587: Total Employment Shares by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)



27.1.1.2 Employment – Scenario 2 - Great Northern Peninsula

For Scenario 2, Table 269 profiles the direct, indirect, induced and total employment impacts by project component and the corresponding employment impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual direct operating employment impacts by project component are displayed in Figure 1588 and the employment shares by type of employment (that is, direct, indirect, and induced) are shown in Figure 1589. The corresponding direct employment shares by project component are shown in Figures 1590 through to 1593 for the four distinct timeframes considered in this analysis.

As was the case for Scenario 1, total employment for Scenario 2 was estimated and reported in this analysis. The annual total operating employment impacts by project component for Scenario 2 are profiled in Figure 1594. The corresponding total employment shares by project component are shown in Figures 1595 through to 1598 for the four timeframes considered in this analysis.

In a typical year of operations (Year 10), the Project, under Scenario 2, is assumed to generate a total of 360 person-years of employment. As shown in Figure 1589, this total employment is comprised of 285 person-years of direct employment (79% of the total), 36 person-years of indirect employment (10% of the total) and 39 person-years of induced employment (11% total).

The annual direct operating employment for Scenario 2 will build to 285 person-years as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1588, that the annual direct employment will stay at 285 person-years throughout the thirty-five-year time horizon considered in this analysis.

For Scenario 2, when at full operations, in a typical year of operations, the Manufacturing Hub will need an annual direct workforce of 137 person-years or 137 full-time equivalent workers (accounting for 48% of the total), the General Harbour Services will utilize a direct workforce of 49 full-time equivalent workers (accounting for 17% of the total) annually, the Cargo Handling Hub will require 48 person-years of employment (accounting for 17% of the total), Other Business Opportunities expected to need 44 full-time equivalent workers (accounting for 15% of the total) and Other Economic Activities has an anticipated annual workforce of 7 person-years annual (accounting for 3% of the total).

With Scenario 2, level of direct employment for the Project is estimated to be 285 person-years in a typical operating year. As well, over the first ten years, the cumulative direct project employment is anticipated to be 1,128 person-years. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct employment levels are expected to be 5,403 person-years and 8,253 person-years, respectively.

The annual total operating employment impacts by project component for Scenario 2 are displayed in Figure 1594. The corresponding total employment shares by project component are shown in Figures 1595 through to 1598 for the four distinct timeframes considered in this analysis.

The annual total operating employment for Scenario 2 will build to 360 person-years annual over the first ten years of the Project as various project components are brought into operations. However, it is assumed, and shown in Figure 1594, that the annual total employment will stay at 360 person-years throughout the thirty-five-year time horizon considered in this analysis.

For Scenario 2, when at full operations, in a typical year of operations (Year 10), the Manufacturing Hub will support an annual total workforce of 170 person-years or full-time equivalent workers (47%), the General Harbour Services will support a total workforce of 65 full-time equivalent workers (18%) annually, the Cargo Handling Hub is expected to support 60 person-years of employment (17%), Other Business Opportunities expected to support 57 full-time equivalent workers (16%) and Other Economic Activities is anticipated to support an annual workforce of 8 person-years annual (2%).

In a typical operating year, total employment for the Project will be 360 person-years. Over the first ten years, the cumulative total project employment is anticipated to be 1,426 person-years. For the twenty-five-year time horizon, cumulative total employment is expected to be 6,831 person-years and for the thirty-five-year time horizon, cumulative total employment is estimated to be 10,433 person-years.

Table 269: Summary of Annual Operations Employment – Scenario 2 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Employment (PY)	All Components (S2)	285.0	1,128.0	5,403.0	8,253.0
	Manufacturing Hub	137.0	685.0	2,740.0	4,110.0
	General Harbour	49.0	245.0	980.0	1,470.0
	Cargo Handling	48.0	96.0	816.0	1,296.0
	Other Business	44.0	88.0	748.0	1,188.0
	Other Activity (S2)	7.0	14.0	119.0	189.0
Indirect Operations Employment (PY)	All Components (S2)	36.0	141.5	681.1	1,040.7
	Manufacturing Hub	14.2	70.9	283.8	425.7
	General Harbour	9.0	45.0	180.1	270.2
	Cargo Handling	5.4	10.8	91.4	145.1
	Other Business	7.1	14.2	120.4	191.3
	Other Activity (S2)	0.3	0.6	5.3	8.4
Induced Operations Employment (PY)	All Components (S2)	39.3	156.7	746.5	1,139.7
	Manufacturing Hub	19.0	95.2	380.9	571.3
	General Harbour	7.0	34.8	139.2	208.8
	Cargo Handling	6.4	12.8	109.1	173.3
	Other Business	5.8	11.6	99.0	157.2
	Other Activity (S2)	1.1	2.2	18.3	29.0
Total Operations Employment (PY)	**All Components (S2)**	**360.3**	**1,426.2**	**6,830.5**	**10,433.4**
	Manufacturing Hub	**170.2**	**851.2**	**3,404.7**	**5,107.0**
	General Harbour	**65.0**	**324.8**	**1,299.3**	**1,949.0**
	Cargo Handling	**59.8**	**119.6**	**1,016.5**	**1,614.4**
	Other Business	**56.9**	**113.8**	**967.4**	**1,536.5**
	Other Activity (S2)	**8.4**	**16.8**	**142.6**	**226.5**

Figure 1588: Annual Direct Operations Employment – Scenario 2 - All Components (Great Northern Peninsula)

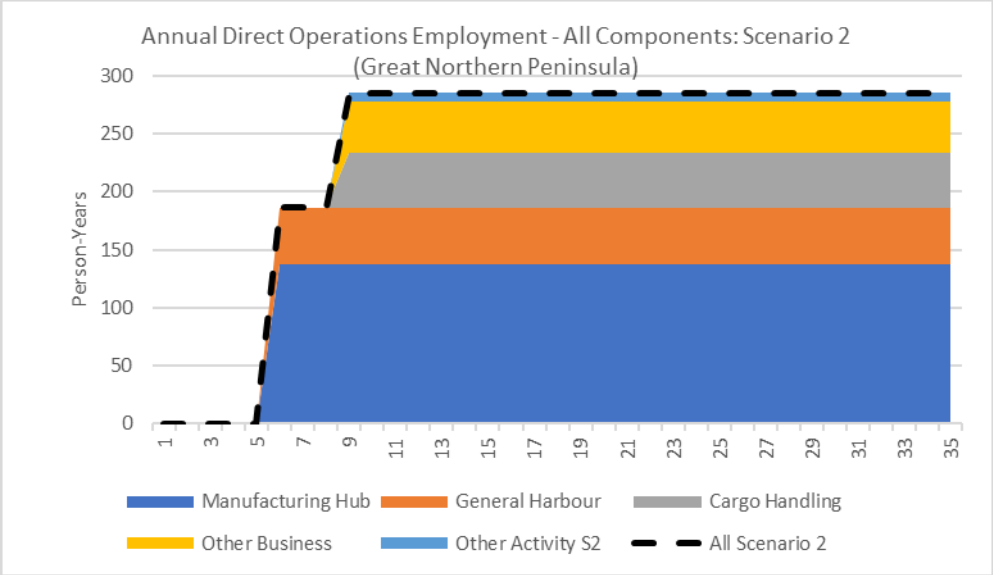


Figure 1589: Employment Shares by Type for Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

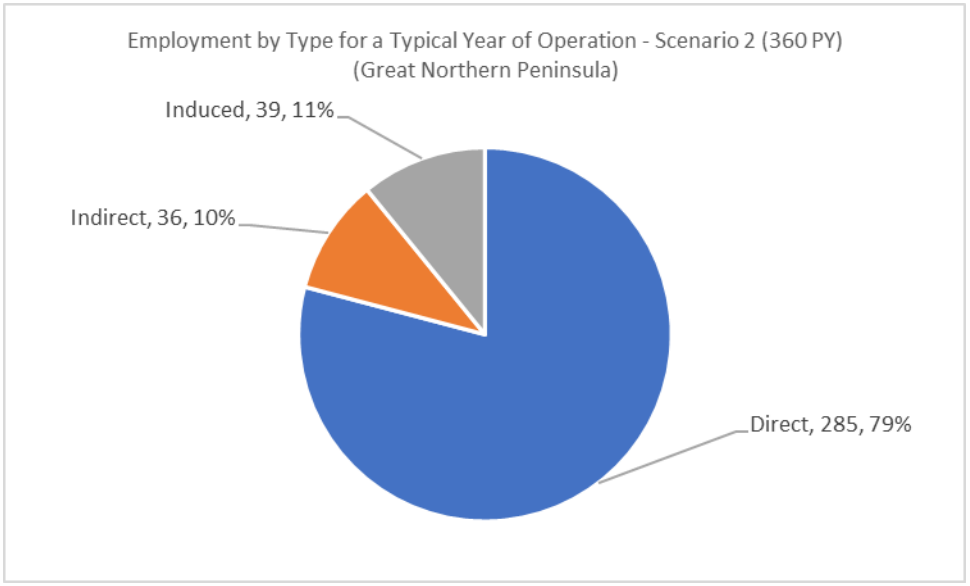


Figure 1590: Direct Employment Shares by Project Component for Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

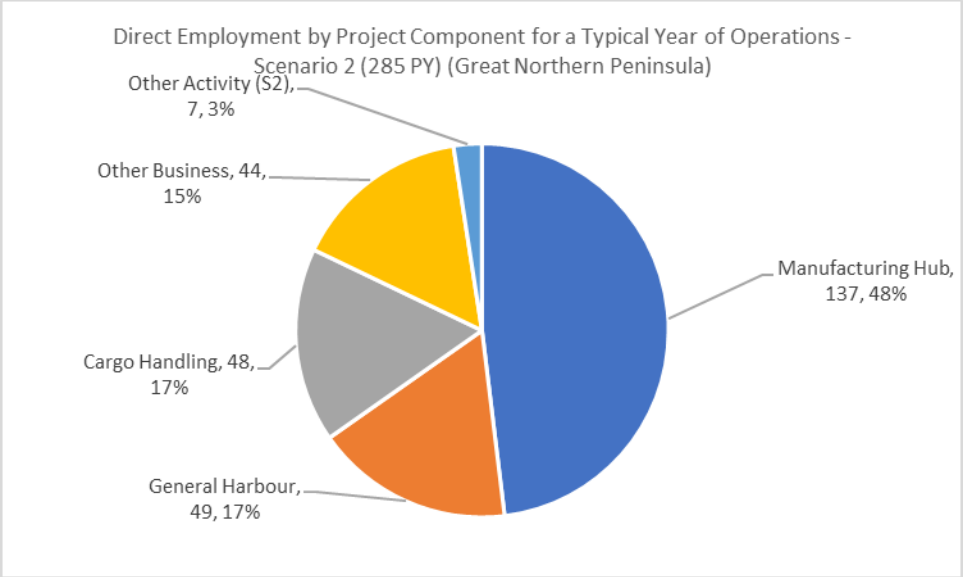


Figure 1591: Direct Employment Shares by Project Component for Ten Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

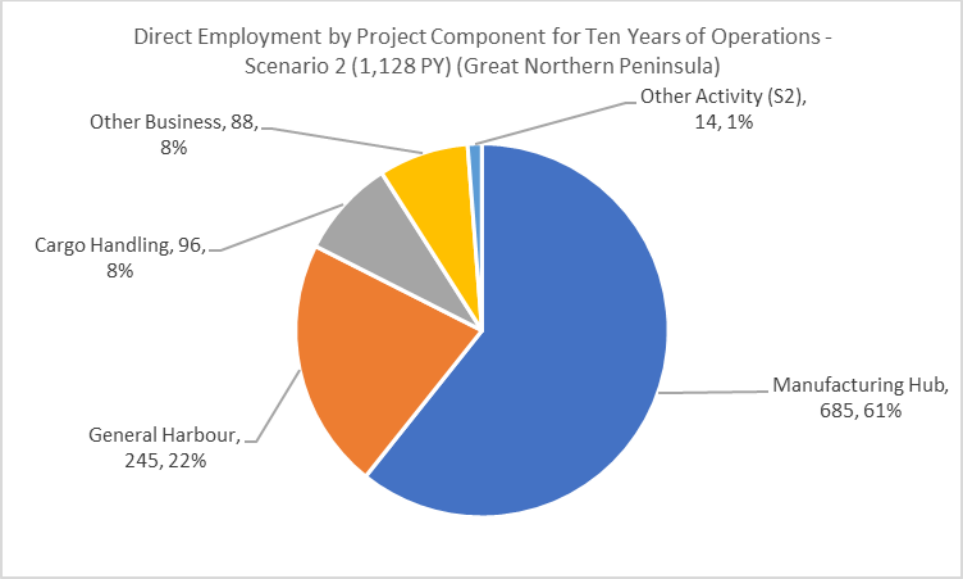


Figure 1592: Direct Employment Shares by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

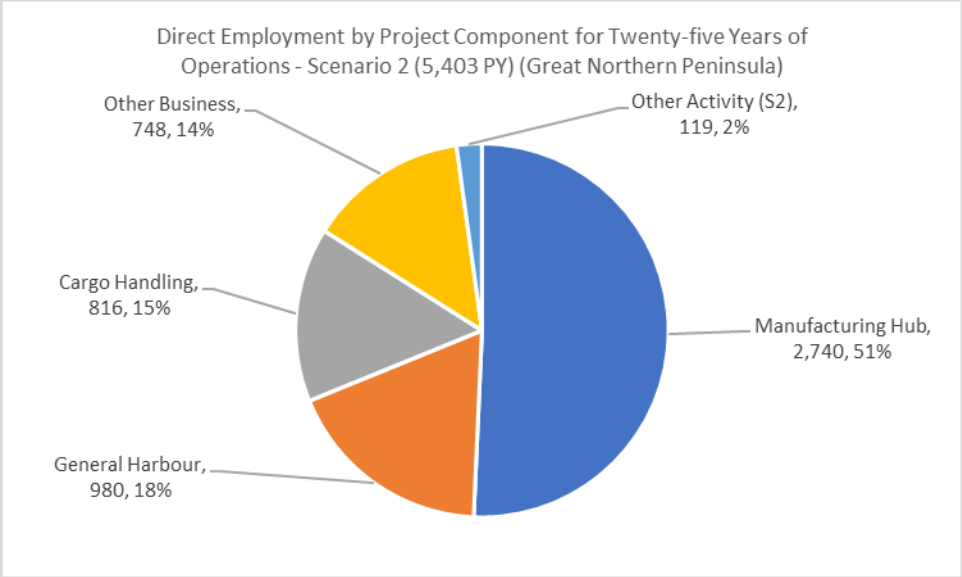


Figure 1593: Direct Employment Shares by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

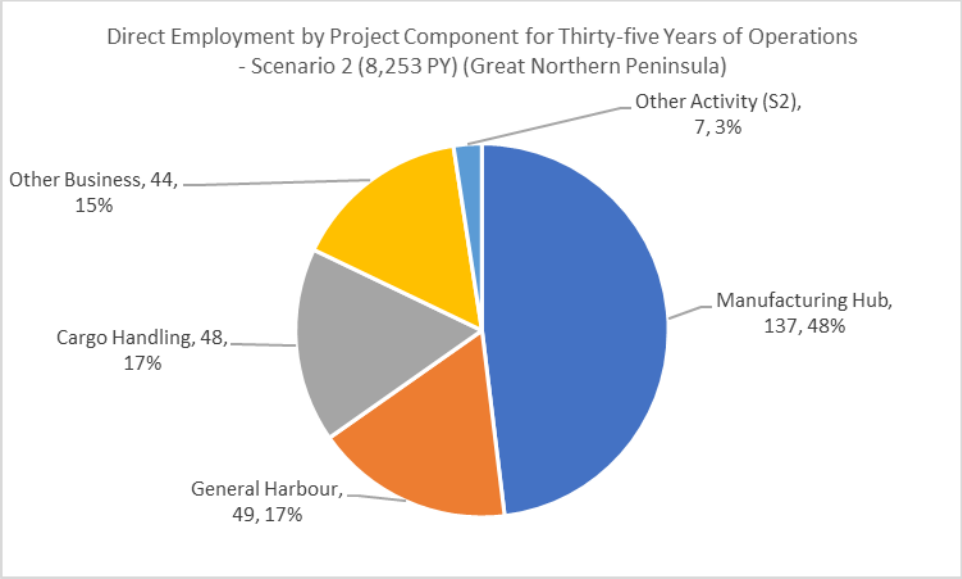


Figure 1594: Total Annual Operations Employment – Scenario 2 - All Components - (Great Northern Peninsula)

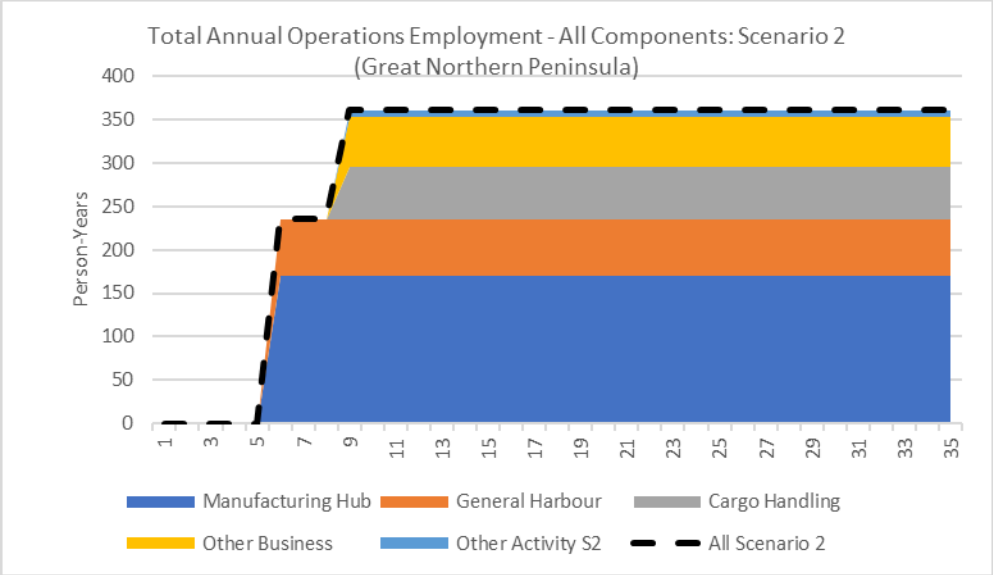


Figure 1595: Total Employment Shares by Project Component for Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

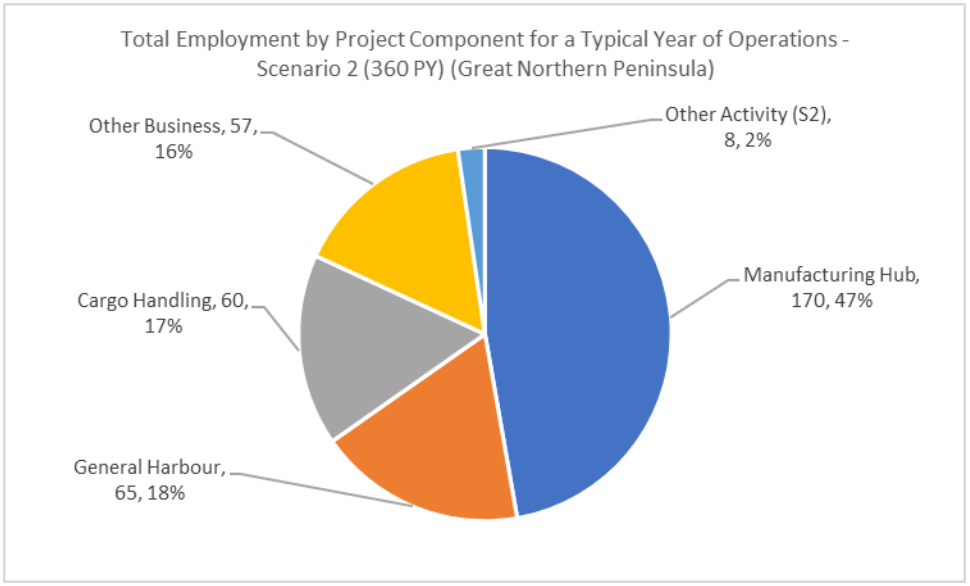


Figure 1596: Total Employment Shares by Project Component for Ten Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

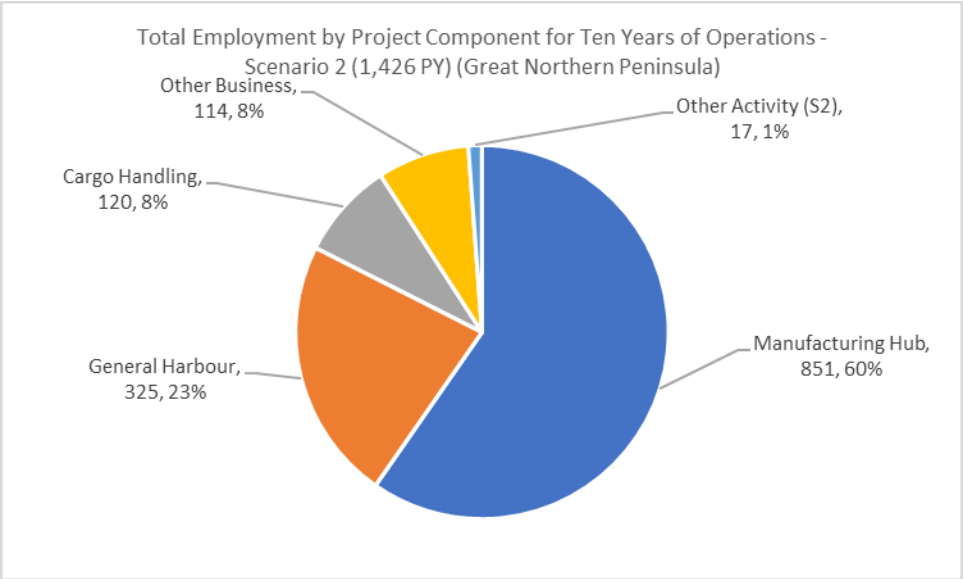


Figure 1597: Total Employment Shares by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

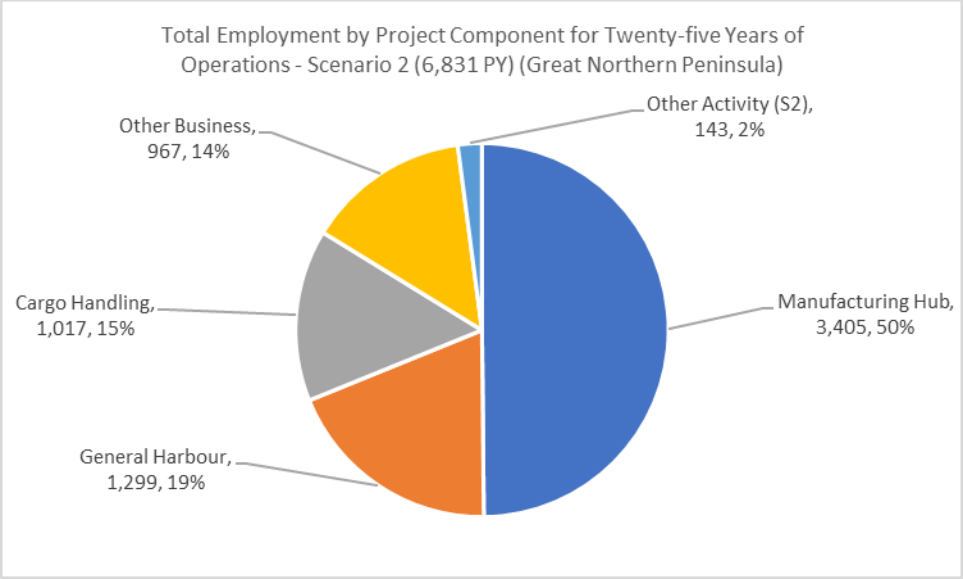
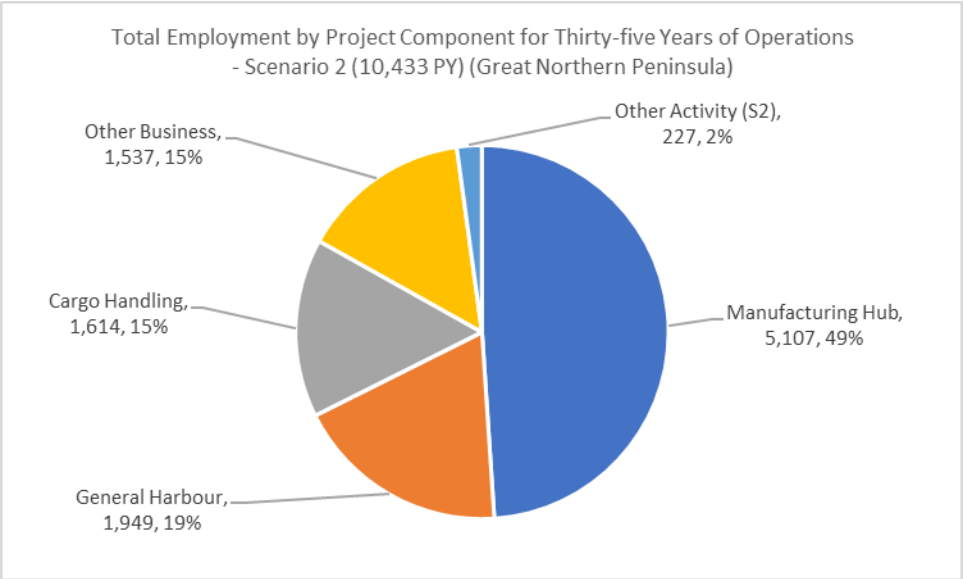


Figure 1598: Total Employment Shares by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)



27.1.2.1 GDP – Scenario 1 - Great Northern Peninsula

For Scenario 1, Table 270 profiles the direct, indirect, induced and total GDP impacts by project component and the corresponding GDP impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating GDP impacts by project component are displayed in Figure 1599 and the GDP shares by type of GDP (that is, direct, indirect, and induced) are shown in Figure 1600. The corresponding total GDP shares by project component are shown in Figures 1601 through to 1604 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $68 million of GDP. As shown in Figure 1600, this total GDP is comprised of $56 million of direct GDP (83% of the total), $3 million of indirect GDP (5% of the total) and $8 million of induced GDP (12% total).

The annual total operating GDP will build to $68 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1599, that the annual direct GDP will stay at $68 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total GDP of $21 million (30% of the total), the General

Harbour Services will responsible for $8 million in GDP (12% of the total), the Cargo Handling Hub will generate for $7 in GDP (10% of the total), Other Business Opportunities will yield $6 million in GDP (8% of the total) and Other Economic Activities has $27 million in GDP (40% of the total).

The GDP shares and levels of GDP changes over time because various components of the project come into operation at different points in time. For instance, the direct GDP shares accounted for by the Manufacturing Hub range from 46% (Figure 1602) for the ten-year timeframe to 33% (Figure 1601) for the typical year of operations, to 35% for both the twenty-five year and the thirty-five year time horizons (Figures 1603 and 1604, respectively).

Additionally, the level of total GDP for the Project is estimated to be $68 million in a typical operating year. As well, over the first ten years, the cumulative direct project GDP is anticipated to be $222 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct GDP levels are expected to be $1,242 million and $1,588 million, respectively.

Table 270: Summary of Annual Operations GDP – Scenario 1 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations GDP ($M)	All Components (S1)	$56.2	$183.7	$1,026.2	$1,587.8
	Manufacturing Hub	$17.3	$86.3	$345.3	$518.0
	General Harbour	$6.5	$32.6	$130.5	$195.7
	Cargo Handling	$5.4	$10.7	$91.2	$144.9
	Other Business	$4.3	$8.5	$72.6	$115.4
	Other Activity (S1)	$22.7	$45.5	$386.5	$613.8
Indirect Operations GDP ($M)	All Components (S1)	$3.4	$12.1	$62.7	$96.4
	Manufacturing Hub	$1.2	$5.8	$23.1	$34.7
	General Harbour	$0.6	$3.1	$12.2	$18.4
	Cargo Handling	$0.4	$0.7	$6.2	$9.8
	Other Business	$0.6	$1.2	$9.8	$15.6
	Other Activity (S1)	$0.7	$1.3	$11.3	$17.9
Induced Operations GDP ($M)	All Components (S1)	$8.4	$26.0	$152.6	$237.0
	Manufacturing Hub	$2.2	$11.2	$44.6	$66.9
	General Harbour	$0.8	$4.1	$16.4	$24.6
	Cargo Handling	$0.8	$1.5	$12.9	$20.5
	Other Business	$0.7	$1.4	$11.6	$18.5
	Other Activity (S1)	$3.9	$7.9	$67.1	$106.5
Total Operations GDP ($M))	**All Components (S1)**	**$68.0**	**$221.8**	**$1,241.5**	**$1,921.2**
	Manufacturing Hub	**$20.7**	**$103.3**	**$413.1**	**$619.7**
	General Harbour	**$8.0**	**$39.8**	**$159.1**	**$238.7**

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
	Cargo Handling	$6.5	$13.0	$110.3	$175.2
	Other Business	$5.5	$11.1	$94.1	$149.5
	Other Activity (S1)	$27.3	$54.7	$464.8	$738.3

Figure 1599: Annual Operations GDP – Scenario 1 - All Components (Great Northern Peninsula)

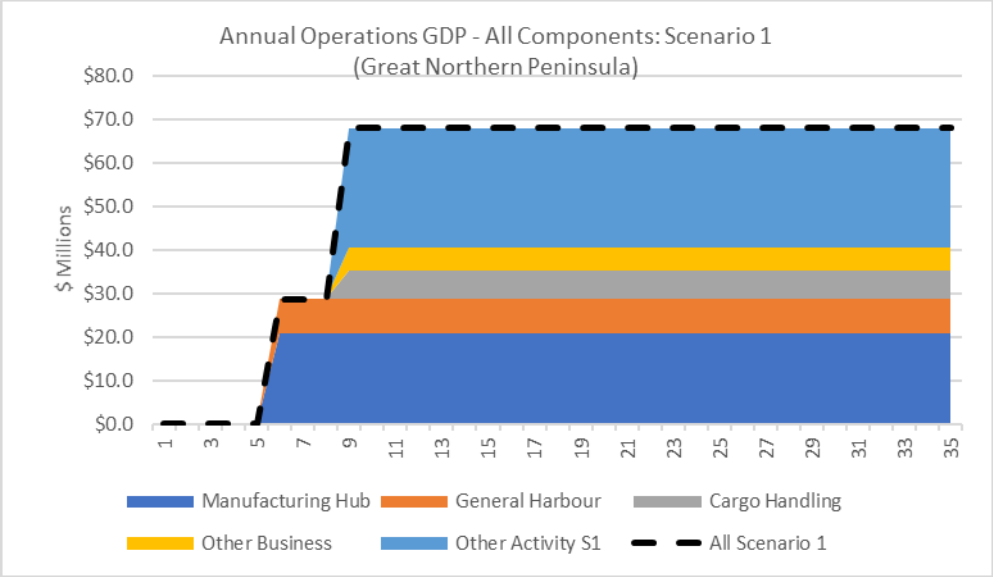


Figure 1600: Share of Total GDP by Type for a Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

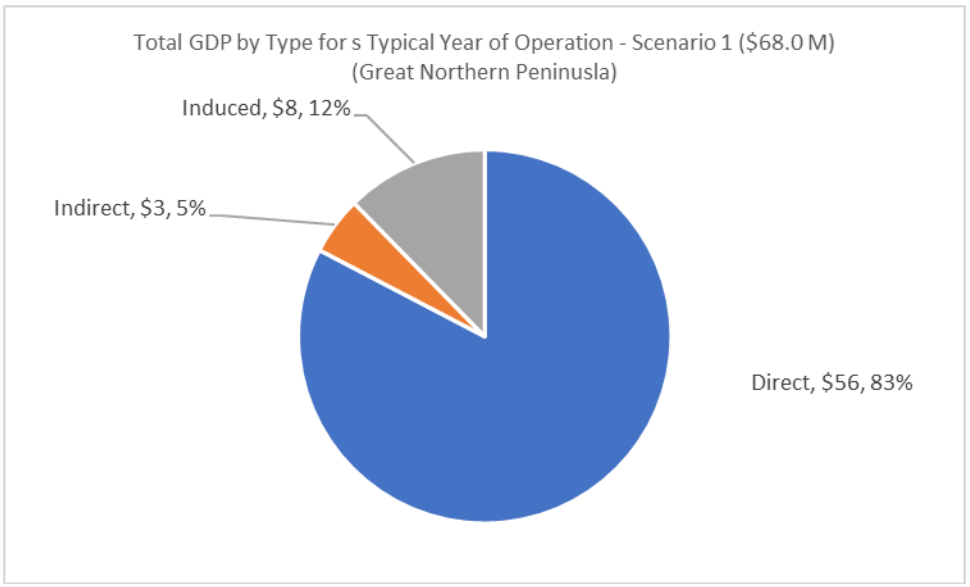


Figure 1601: Share of Total GDP by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

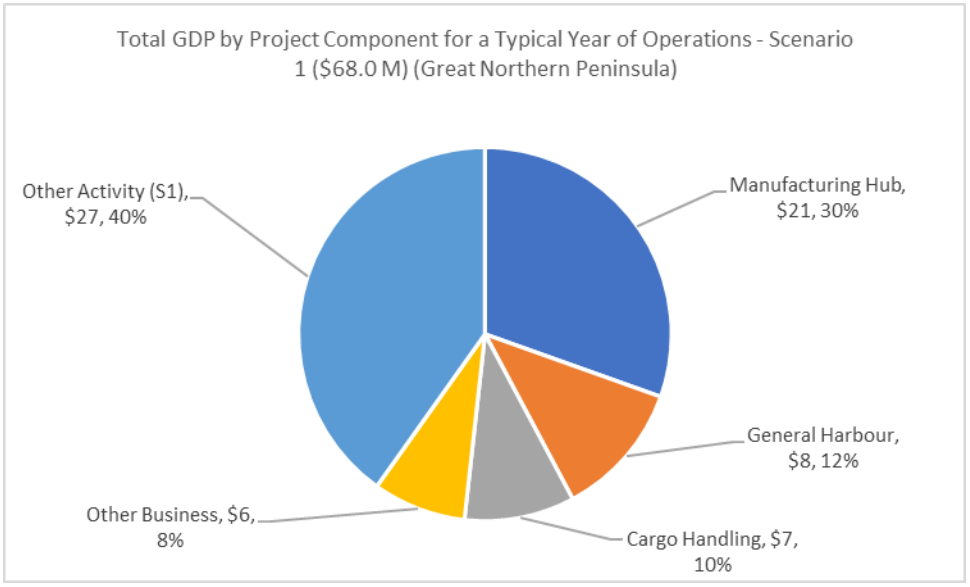


Figure 1602: Share of Total GDP by Project Component for Ten Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

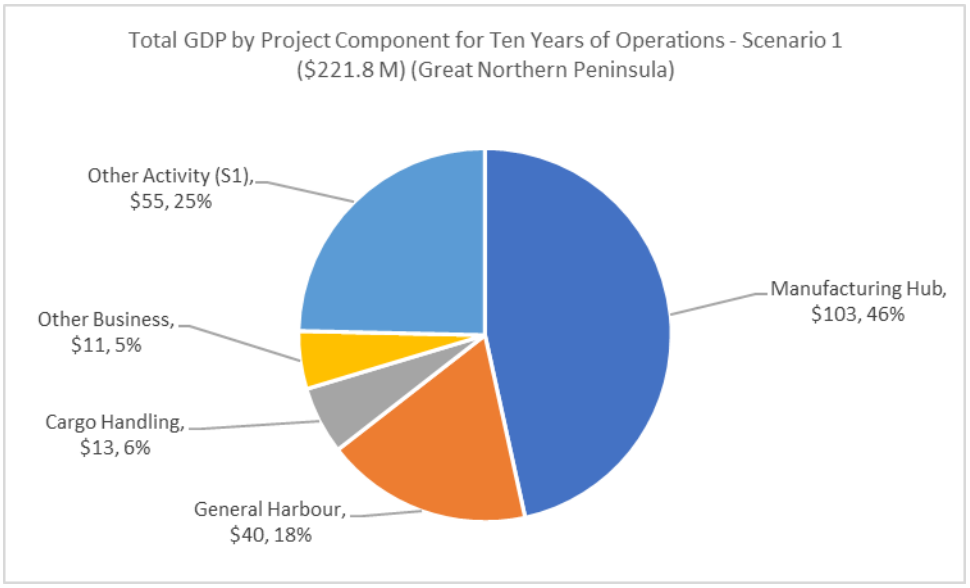


Figure 1603: Share of Total GDP by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

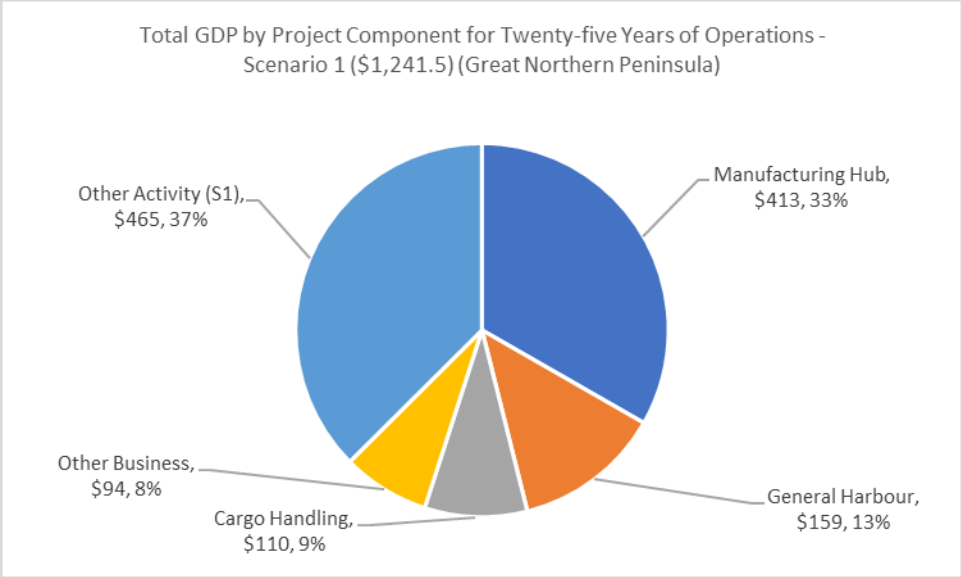
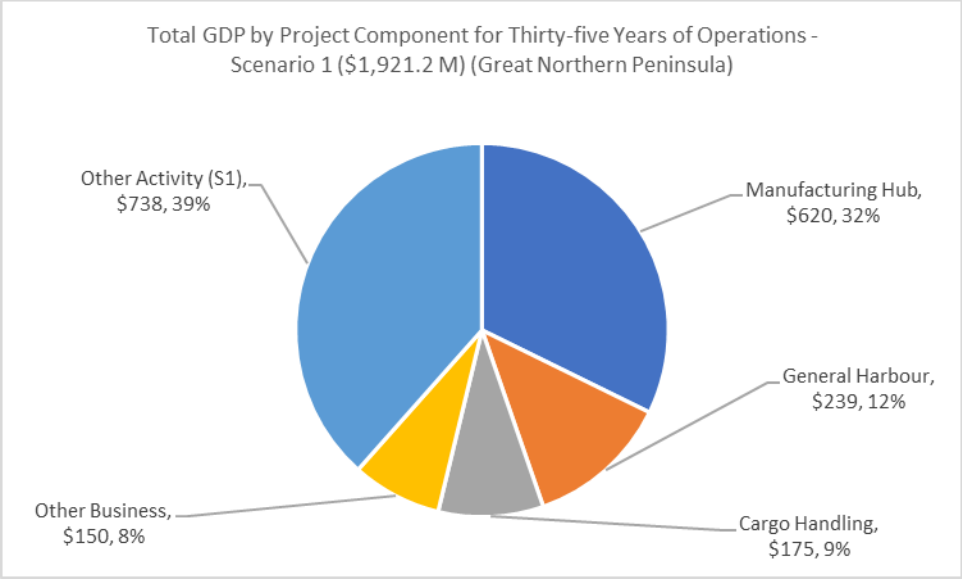


Figure 1604: Share of Total GDP by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)



27.1.2.2 GDP – Scenario 2 - Great Northern Peninsula

For Scenario 2, Table 271 profiles the direct, indirect, induced and total GDP impacts by project component and the corresponding GDP impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating GDP impacts by project component are displayed in Figure 1605 and the GDP shares by type of GDP (that is, direct, indirect, and induced) are shown in Figure 1606. The corresponding total GDP shares by project component are shown in Figures 1607 through to 1610 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $42 million of GDP. As shown in Figure 1606, this total GDP is comprised of $34 million of direct GDP (82% of the total), $3 million of indirect GDP (7% of the total) and $5 million of induced GDP (11% total).

The annual total operating GDP will build to $42 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1605, that the annual direct GDP will stay at $42 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total GDP of $21 million (50% of the total), the General Harbour Services will responsible for $8 million in GDP (19% of the total), the Cargo Handling Hub will generate for $7 in GDP (16% of the total), Other Business Opportunities will yield $6 million in GDP (13% of the total) and Other Economic Activities has $1 million in GDP (2% of the total).

The GDP shares and levels of GDP changes over time because various components of the project come into operation at different points in time. For instance, the direct GDP shares accounted for by the Manufacturing Hub range from 61% (Figure 1608) for the ten-year timeframe to 50% (Figure 1607) for the typical year of operations, to 52% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1609 and 1610, respectively).

Additionally, the level of total GDP for the Project is estimated to be $42 million in a typical operating year. As well, over the first ten years, the cumulative direct project GDP is anticipated to be $169 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct GDP levels are expected to be $793 million and $1,208 million, respectively.

Table 271: Summary of Annual Operations GDP – Scenario 2 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations GDP ($M)	All Components (S1)	$34.2	$139.8	$652.9	$995.0
	Manufacturing Hub	$17.3	$86.3	$345.3	$518.0
	General Harbour	$6.5	$32.6	$130.5	$195.7
	Cargo Handling	$5.4	$10.7	$91.2	$144.9

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
	Other Business	$4.3	$8.5	$72.6	$115.4
	Other Activity (S1)	$0.8	$1.6	$13.2	$21.0
Indirect Operations GDP ($M)	All Components (S1)	$2.7	$10.8	$51.9	$79.3
	Manufacturing Hub	$1.2	$5.8	$23.1	$34.7
	General Harbour	$0.6	$3.1	$12.2	$18.4
	Cargo Handling	$0.4	$0.7	$6.2	$9.8
	Other Business	$0.6	$1.2	$9.8	$15.6
	Other Activity (S1)	$0.0	$0.1	$0.5	$0.8
Induced Operations GDP ($M)	All Components (S1)	$4.6	$18.4	$87.7	$133.9
	Manufacturing Hub	$2.2	$11.2	$44.6	$66.9
	General Harbour	$0.8	$4.1	$16.4	$24.6
	Cargo Handling	$0.8	$1.5	$12.9	$20.5
	Other Business	$0.7	$1.4	$11.6	$18.5
	Other Activity (S1)	$0.1	$0.3	$2.2	$3.4
Total Operations GDP ($M))	**All Components (S1)**	**$41.6**	**$169.0**	**$792.5**	**$1,208.2**
	Manufacturing Hub	**$20.7**	**$103.3**	**$413.1**	**$619.7**
	General Harbour	**$8.0**	**$39.8**	**$159.1**	**$238.7**
	Cargo Handling	**$6.5**	**$13.0**	**$110.3**	**$175.2**
	Other Business	**$5.5**	**$11.1**	**$94.1**	**$149.5**
	Other Activity (S1)	**$0.9**	**$1.9**	**$15.9**	**$25.2**

Figure 1605: Annual Operations GDP – Scenario 2 - All Components (Great Northern Peninsula)

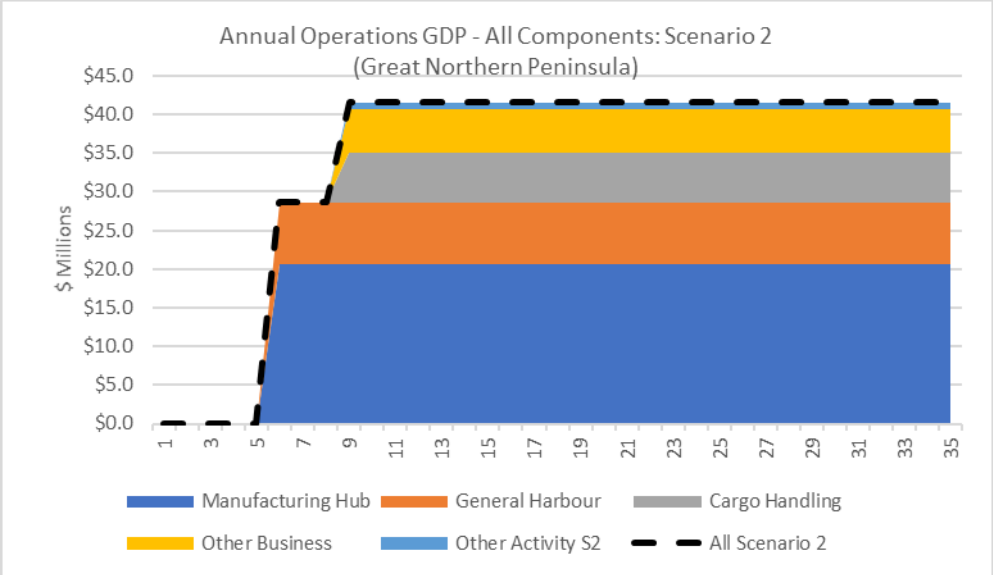


Figure 1606: Share of Total GDP by Type for a Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

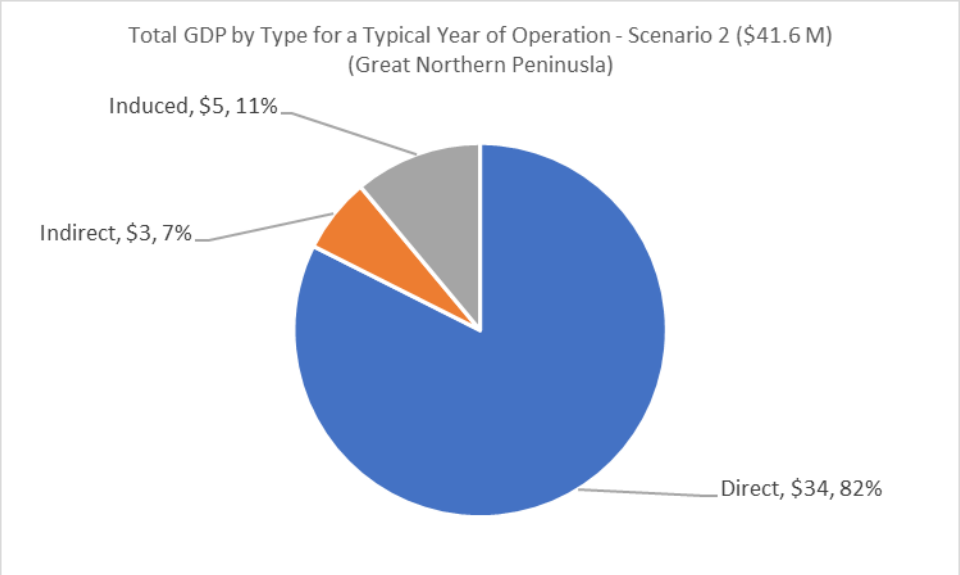


Figure 1607: Share of Total GDP by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

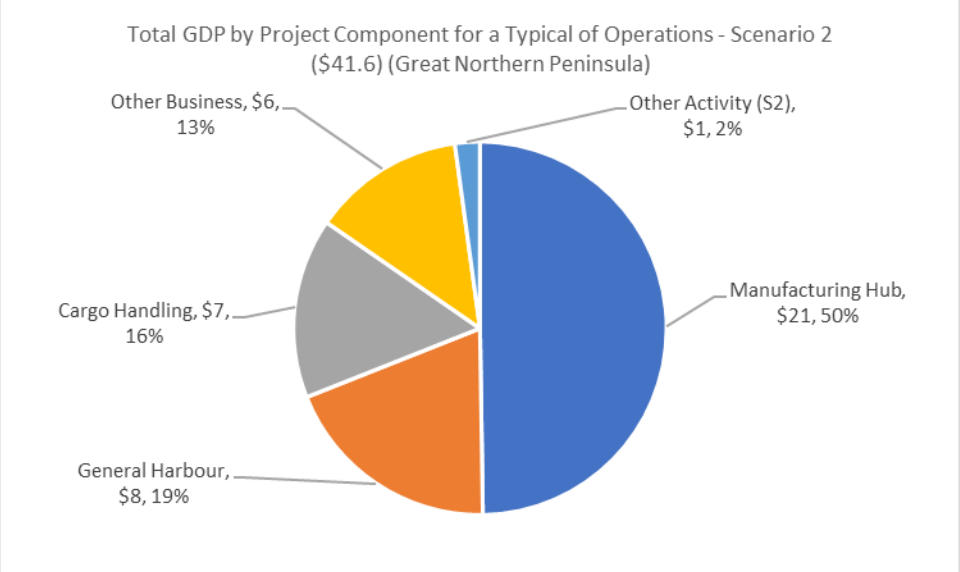


Figure 1608: Share of Total GDP by Project Component for Ten Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

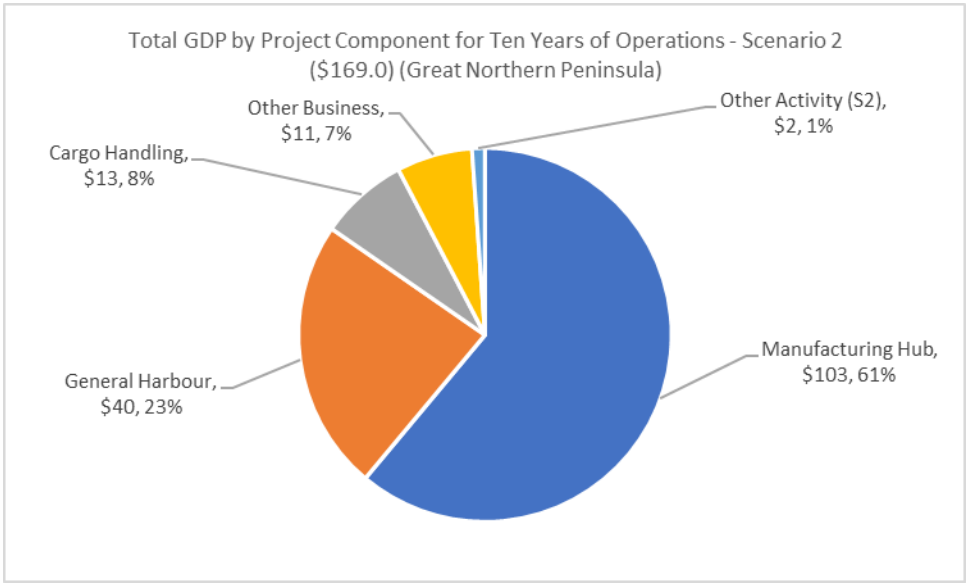


Figure 1609: Share of Total GDP by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

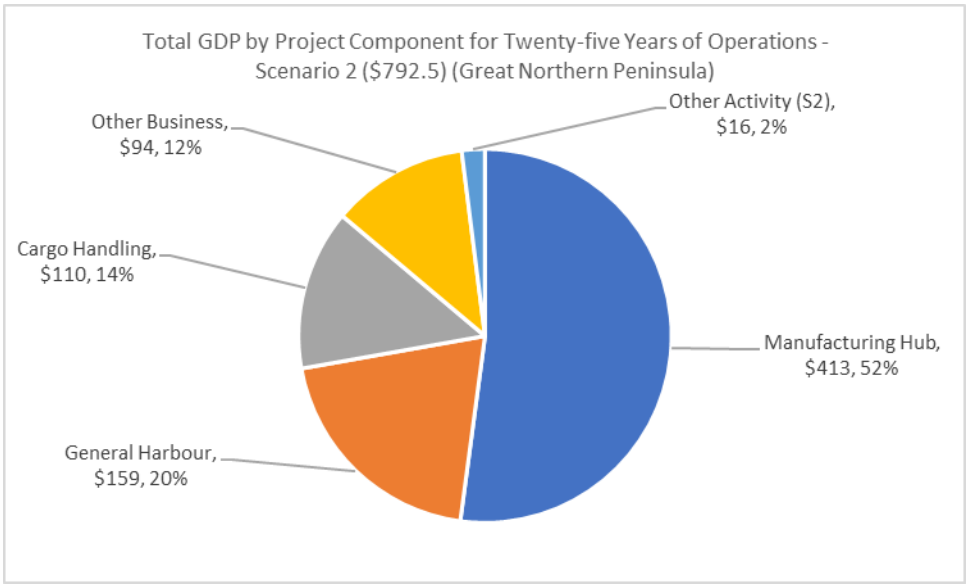
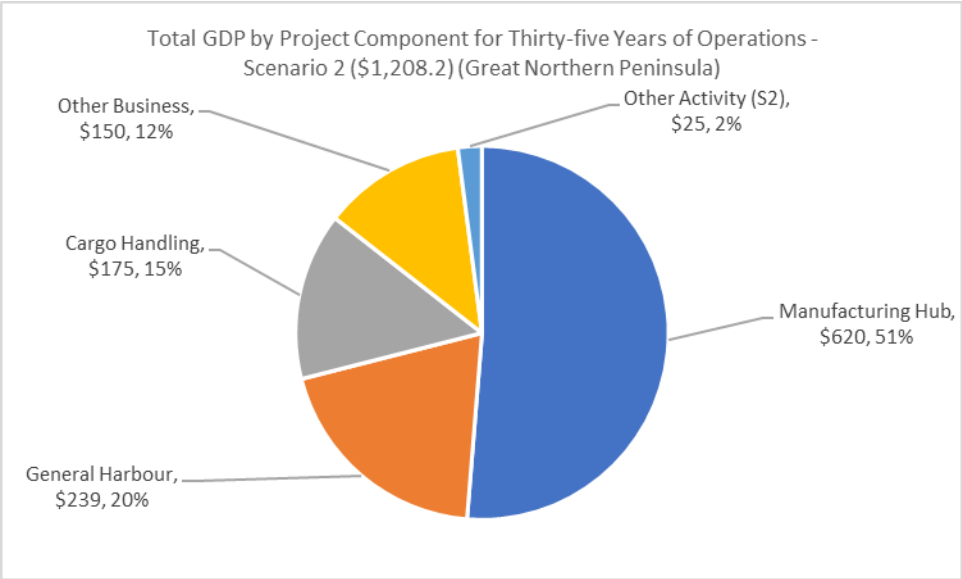


Figure 1610: Share of Total GDP by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)



27.1.3.1 Wages, Salaries, & Social Contributions – Scenario 1 - Great Northern Peninsula

For Scenario 1, Table 272 profiles the direct, indirect, induced and total wages, salaries and social contributions impacts by project component and the corresponding wages, salaries and social contributions impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating wages, salaries and social contributions impacts by project component are displayed in Figure 1611 and the wages, salaries and social contributions shares by type of wages, salaries and social contributions (that is, direct, indirect, and induced) are shown in Figure 1612. The corresponding total wages, salaries and social contributions shares by project component are shown in Figures 1613 through to 1616 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $37 million of wages, salaries, and social contributions. As shown in Figure 1612, this total wages, salaries and social contributions is comprised of $32 million of direct wages, salaries and social contributions (87% of the total), $2 million of indirect wages, salaries and social contributions (6% of the total) and $3 million of induced wages, salaries and social contributions (7% total).

The annual total operating wages, salaries and social contributions will build to $37 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1611, that the annual direct wages, salaries and social contributions will stay at $37 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total wages, salaries and social contributions of $11 million (29% of the total), the General Harbour Services will responsible for $4 million in wages, salaries and social contributions (9% of the total), the Cargo Handling Hub will generate for $3 in wages, salaries and social contributions (9% of the total), Other Business Opportunities will yield $3 million in wages, salaries and social contributions (8% of the total) and Other Economic Activities has $17 million in wages, salaries and social contributions (45% of the total).

The wages, salaries and social contributions shares and levels of wages, salaries, and social contributions changes over time because various components of the project come into operation at different points in time. For instance, the direct wages, salaries and social contributions shares accounted for by the Manufacturing Hub range from 46% (Figure 1614) for

the ten-year timeframe to 29% (Figure 1613) for the typical year of operations, to 29% for both the twenty-five year and the thirty-five year time horizons (Figures 1615 and 1616, respectively).

Additionally, the level of total wages, salaries and social contributions for the Project is estimated to be $37 million in a typical operating year. As well, over the first ten years, the cumulative direct project wages, salaries, and social contributions is anticipated to be $117 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct wages, salaries, and social contributions levels are expected to be $675 million and $1,046 million, respectively.

Table 272: Summary of Annual Operations Wages, Salaries, & Social Contributions – Scenario 1 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Wages & Salaries ($M)	All Components (S1)	$32.3	$100.8	$584.7	$907.3
	Manufacturing Hub	$9.3	$46.3	$185.3	$278.0
	General Harbour	$2.8	$14.2	$56.9	$85.4
	Cargo Handling	$2.8	$5.7	$48.4	$76.9
	Other Business	$2.2	$4.4	$37.5	$59.5
	Other Activity (S1)	$15.1	$30.2	$256.6	$407.6
Indirect Operations Wages & Salaries ($M)	All Components (S1)	$2.1	$7.6	$39.6	$60.8
	Manufacturing Hub	$0.7	$3.7	$14.8	$22.2
	General Harbour	$0.4	$1.9	$7.7	$11.6
	Cargo Handling	$0.2	$0.5	$3.9	$6.1
	Other Business	$0.3	$0.7	$5.8	$9.1
	Other Activity (S1)	$0.4	$0.9	$7.5	$11.9
Induced Operations Wages & Salaries ($M)	All Components (S1)	$2.8	$8.6	$50.4	$78.2
	Manufacturing Hub	$0.7	$3.7	$14.9	$22.4
	General Harbour	$0.3	$1.4	$5.4	$8.2
	Cargo Handling	$0.3	$0.5	$4.3	$6.8
	Other Business	$0.2	$0.5	$3.9	$6.2
	Other Activity (S1)	$1.3	$2.6	$21.9	$34.7
Total Operations Wages & Salaries ($M))	**All Components (S1)**	**$37.2**	**$117.1**	**$674.6**	**$1,046.3**
	Manufacturing Hub	**$10.7**	**$53.7**	**$215.0**	**$322.5**
	General Harbour	**$3.5**	**$17.5**	**$70.0**	**$105.1**
	Cargo Handling	**$3.3**	**$6.7**	**$56.5**	**$89.8**
	Other Business	**$2.8**	**$5.5**	**$47.1**	**$74.8**
	Other Activity (S1)	**$16.8**	**$33.6**	**$286.0**	**$454.2**

Figure 1611: Annual Operations Wages, Salaries & Social Contributions – Scenario 1 - All Components (Great Northern Peninsula)

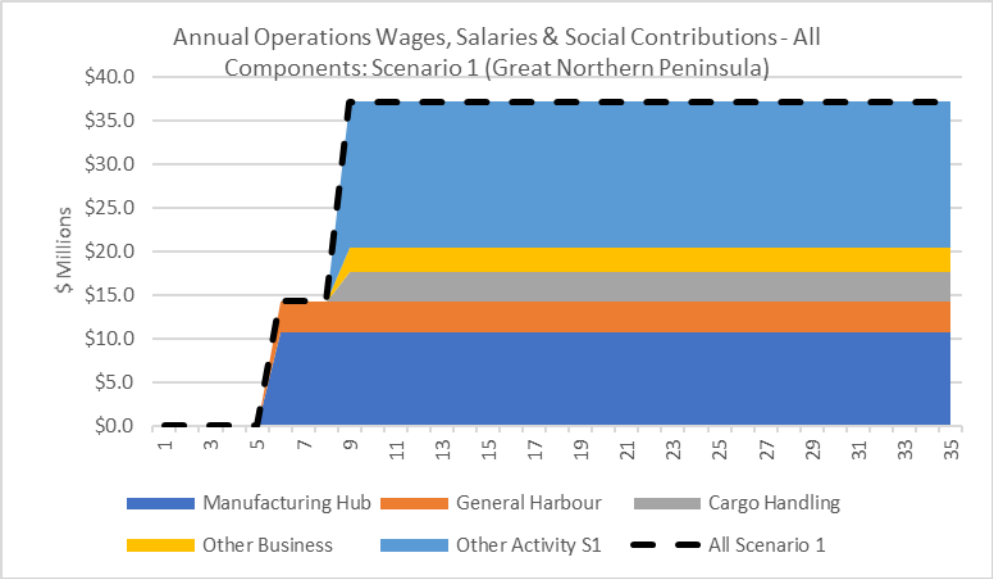


Figure 1612: Share of Total Wages, Salaries & Social Contributions by Type for a Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

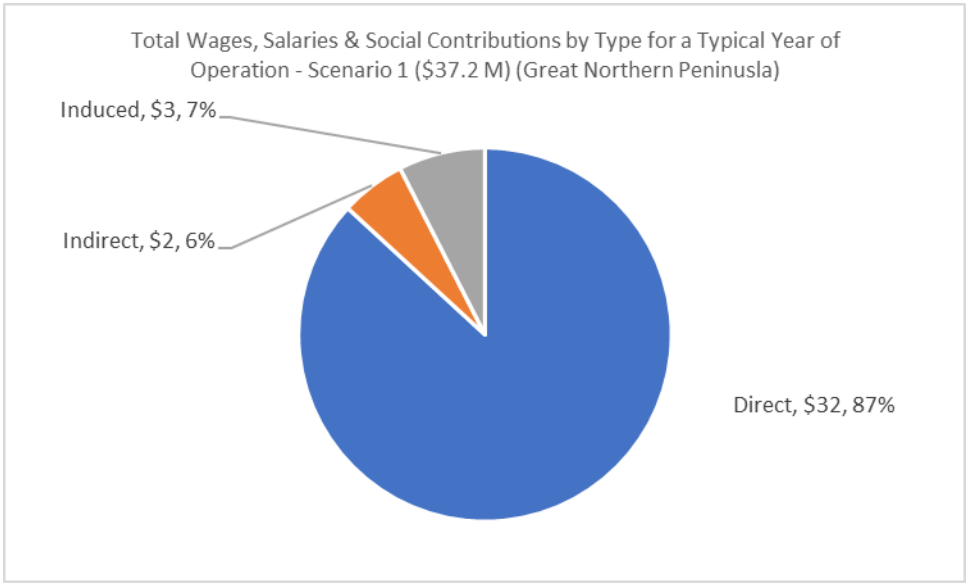


Figure 1613: Share of Total Wages, Salaries & Social Contributions by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

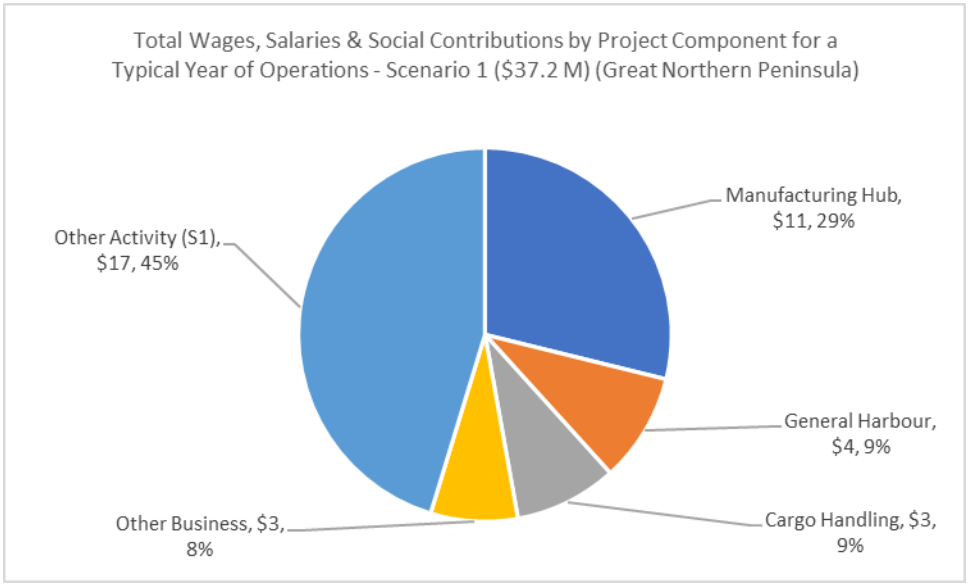


Figure 1614: Share of Total Wages, Salaries & Social Contributions by Project Component for Ten Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

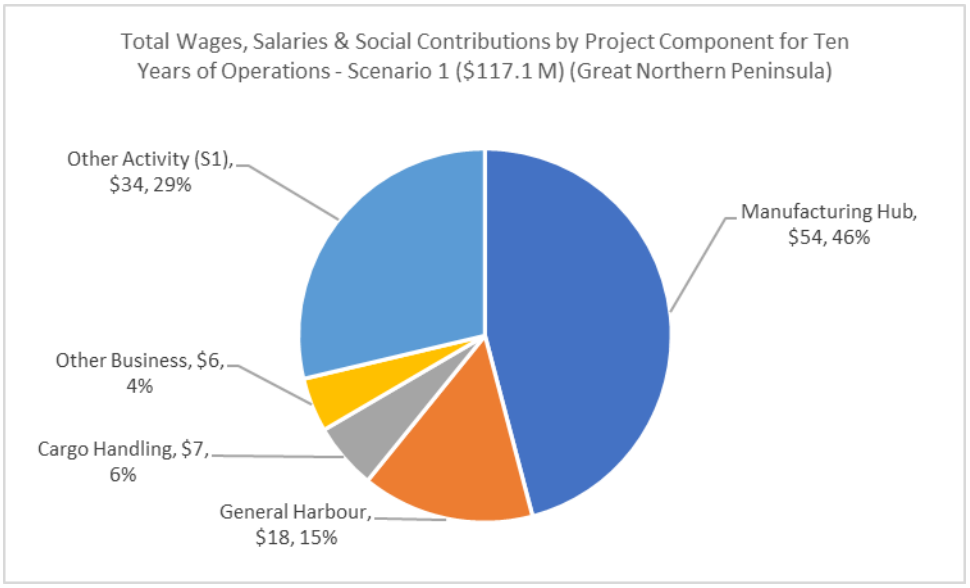


Figure 1615: Share of Total Wages, Salaries & Social Contributions by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

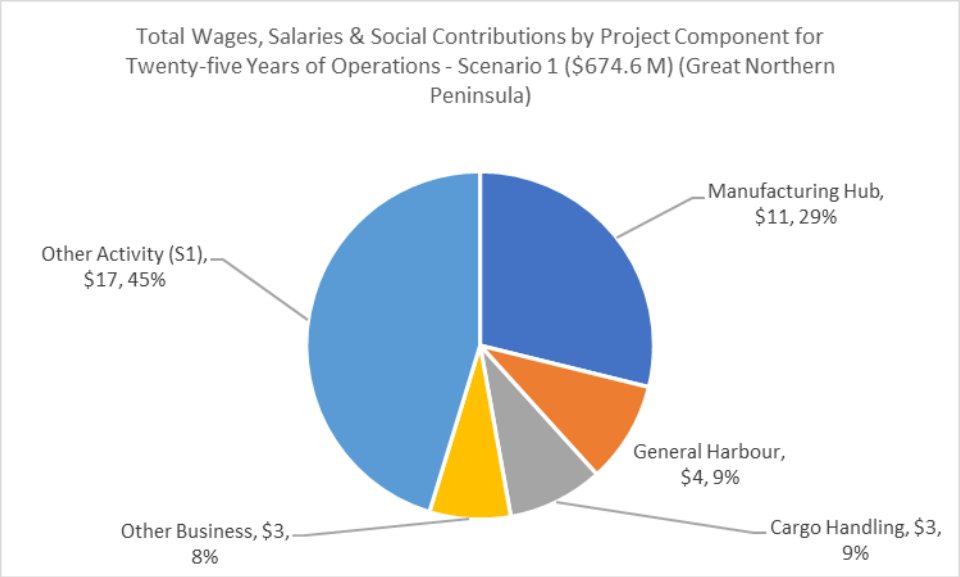
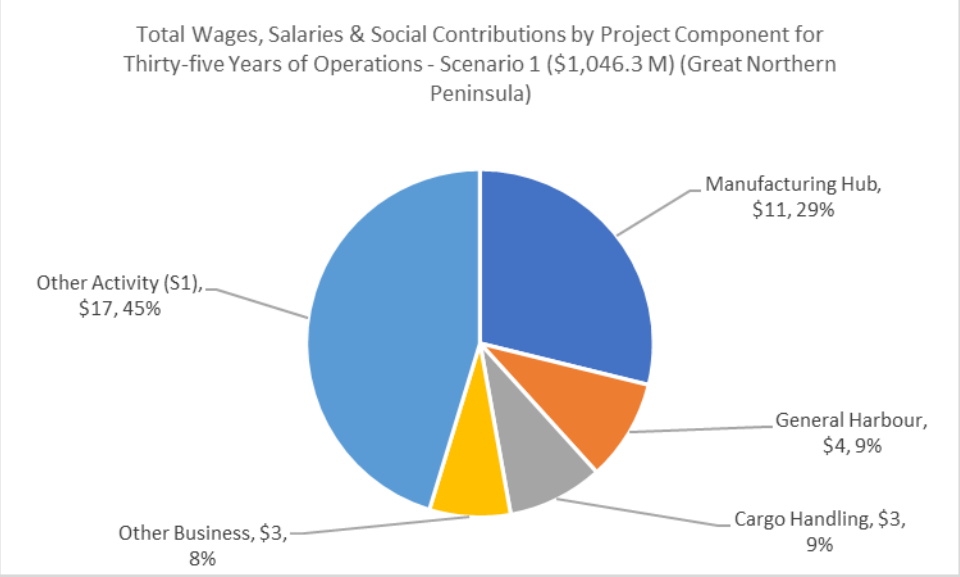


Figure 1616: Share of Total Wages, Salaries & Social Contributions by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)



27.1.3.2 Wages, Salaries, & Social Contributions – Scenario 2 - Great Northern Peninsula

For Scenario 2, Table 273 profiles the direct, indirect, induced and total wages, salaries and social contributions impacts by project component and the corresponding wages, salaries and social contributions impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating wages, salaries and social contributions impacts by project component are displayed in Figure 1617 and the wages, salaries and social contributions shares by type of wages, salaries and social contributions (that is, direct, indirect, and induced) are shown in Figure 1618. The corresponding total wages, salaries and social contributions shares by project component are shown in Figures 1619 through to 1622 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $21 million of wages, salaries, and social contributions. As shown in Figure 1618, this total wages, salaries and social contributions is comprised of $18 million of direct wages, salaries and social contributions (85% of the total), $2 million of indirect wages, salaries and social contributions (8% of the total) and $2 million of induced wages, salaries and social contributions (7% total).

The annual total operating wages, salaries and social contributions will build to $21 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1617, that the annual direct wages, salaries and social contributions will stay at $21 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total wages, salaries and social contributions of $11 million (51% of the total), the General Harbour Services will responsible for $4 million in wages, salaries and social contributions (17% of the total), the Cargo Handling Hub will generate for $3 in wages, salaries and social contributions (16% of the total), Other Business Opportunities will yield $3 million in wages, salaries and social contributions (13% of the total) and Other Economic Activities has $1 million in wages, salaries and social contributions (3% of the total).

The wages, salaries and social contributions shares and levels of wages, salaries, and social contributions changes over time because various components of the project come into operation at different points in time. For instance, the direct wages, salaries and social contributions shares accounted for by the Manufacturing Hub range from 64% (Figure 1620) for the ten-year timeframe to 51% (Figure 1619) for the typical year of operations, to 51% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1621 and 1622, respectively).

Additionally, the level of total wages, salaries and social contributions for the Project is estimated to be $21 million in a typical operating year. As well, over the first ten years, the cumulative direct project wages, salaries, and social contributions is anticipated to be $85 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative

direct wages, salaries, and social contributions levels are expected to be $398 million and $607 million, respectively.

Table 273: Summary of Annual Operations Wages, Salaries, & Social Contributions – Scenario 2 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Wages & Salaries ($M)	All Components (S1)	$17.7	$71.6	$336.5	$513.1
	Manufacturing Hub	$9.3	$46.3	$185.3	$278.0
	General Harbour	$2.8	$14.2	$56.9	$85.4
	Cargo Handling	$2.8	$5.7	$48.4	$76.9
	Other Business	$2.2	$4.4	$37.5	$59.5
	Other Activity (S1)	$0.5	$1.0	$8.4	$13.4
Indirect Operations Wages & Salaries ($M)	All Components (S1)	$1.7	$6.8	$32.4	$49.4
	Manufacturing Hub	$0.7	$3.7	$14.8	$22.2
	General Harbour	$0.4	$1.9	$7.7	$11.6
	Cargo Handling	$0.2	$0.5	$3.9	$6.1
	Other Business	$0.3	$0.7	$5.8	$9.1
	Other Activity (S1)	$0.0	$0.0	$0.3	$0.4
Induced Operations Wages & Salaries ($M)	All Components (S1)	$1.5	$6.1	$29.2	$44.6
	Manufacturing Hub	$0.7	$3.7	$14.9	$22.4
	General Harbour	$0.3	$1.4	$5.4	$8.2
	Cargo Handling	$0.3	$0.5	$4.3	$6.8
	Other Business	$0.2	$0.5	$3.9	$6.2
	Other Activity (S1)	$0.0	$0.1	$0.7	$1.1
Total Operations Wages & Salaries ($M))	**All Components (S1)**	**$20.9**	**$84.6**	**$398.1**	**$607.1**
	Manufacturing Hub	**$10.7**	**$53.7**	**$215.0**	**$322.5**
	General Harbour	**$3.5**	**$17.5**	**$70.0**	**$105.1**
	Cargo Handling	**$3.3**	**$6.7**	**$56.5**	**$89.8**
	Other Business	**$2.8**	**$5.5**	**$47.1**	**$74.8**
	Other Activity (S1)	**$0.6**	**$1.1**	**$9.4**	**$15.0**

Figure 1617: Annual Operations Wages, Salaries & Social Contributions – Scenario 2 - All Components (Great Northern Peninsula)

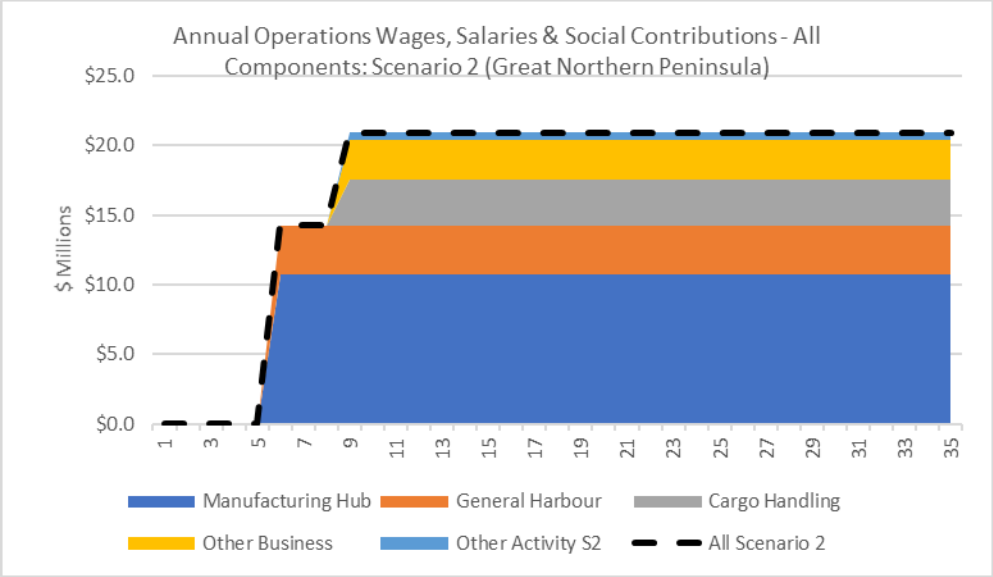


Figure 1618: Share of Total Wages, Salaries & Social Contributions by Type for a Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

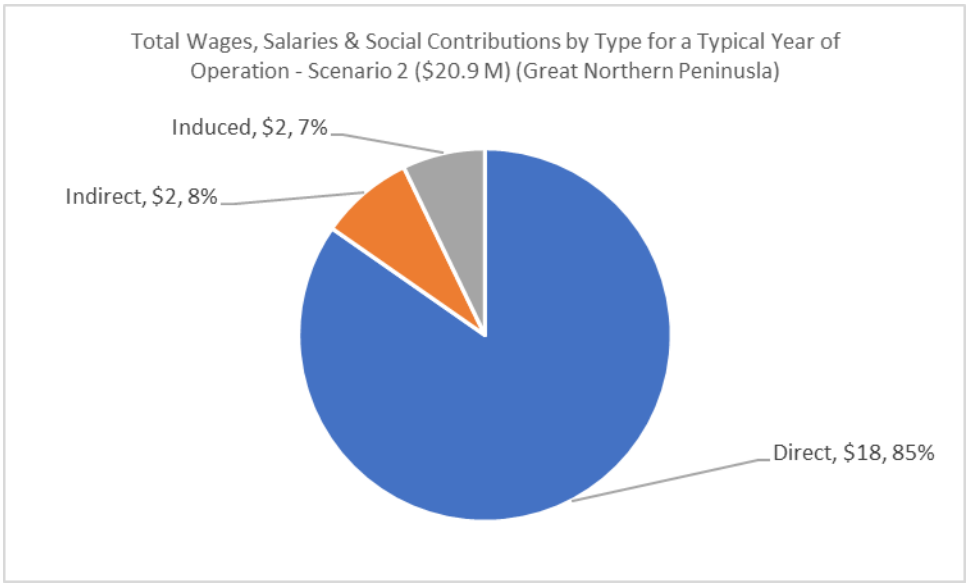


Figure 1619: Share of Total Wages, Salaries & Social Contributions by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

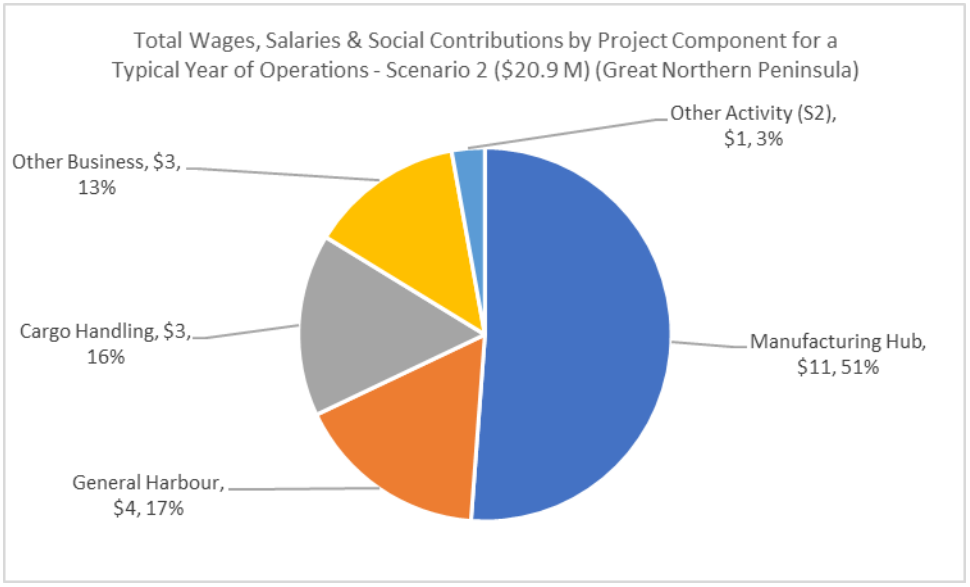


Figure 1620: Share of Total Wages, Salaries & Social Contributions by Project Component for Ten Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

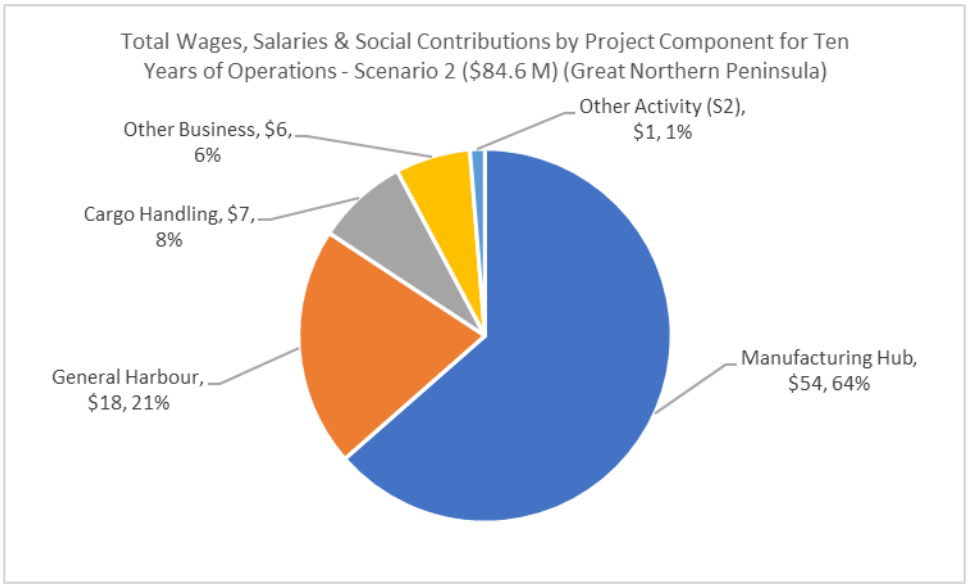


Figure 1621: Share of Total Wages, Salaries & Social Contributions by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

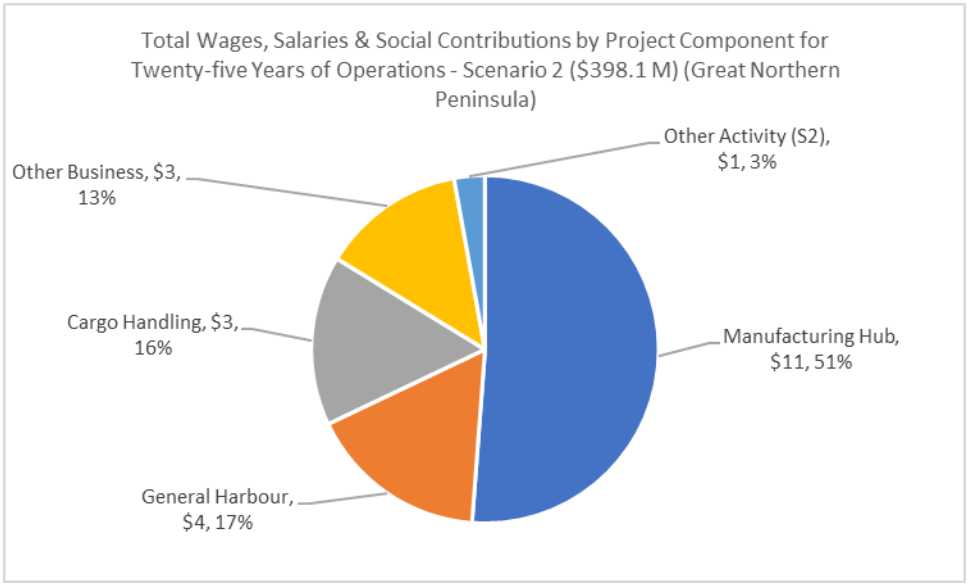
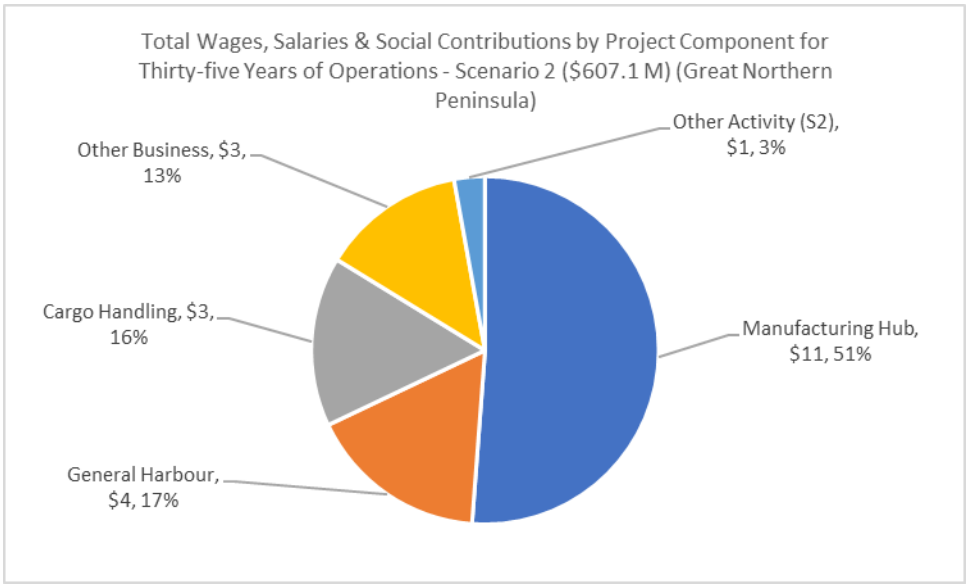


Figure 1622: Share of Total Wages, Salaries & Social Contributions by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)



27.1.4.1 Business Income – Scenario 1 - Great Northern Peninsula

For Scenario 1, Table 274 profiles the direct, indirect, induced and total business income impacts by project component and the corresponding business income impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating business income impacts by project component are displayed in Figure 1623 and the business income shares by type of business income (that is, direct, indirect, and induced) are shown in Figure 1624. The corresponding total business income shares by project component are shown in Figures 1625 through to 1628 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $28 million of business income. As shown in Figure 1624, this total business income is comprised of $24 million of direct business income (84% of the total), $1 million of indirect business income (4% of the total) and $3 million of induced business income (12% total).

The annual total operating business income will build to $28 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1623, that the annual direct business income will stay at $28 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total business income of $9 million (32% of the total), the General Harbour Services will responsible for $4 million in business income (15% of the total), the Cargo Handling Hub will generate for $3 in business income (10% of the total), Other Business Opportunities will yield $3 million in business income (10% of the total) and Other Economic Activities has $9 million in business income (33% of the total).

The business income shares and levels of business income changes over time because various components of the project come into operation at different points in time. For instance, the direct business income shares accounted for by the Manufacturing Hub range from 48% (Figure 1626) for the ten-year timeframe to 32% (Figure 1625) for the typical year of operations, to 35% for the twenty-five year time horizon and 34% for the thirty-five year time horizons (Figures 1627 and 1628, respectively).

Additionally, the level of total business income for the Project is estimated to be $28 million in a typical operating year. As well, over the first ten years, the cumulative direct project business income is anticipated to be $96 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct business income levels are expected to be $518 million and $799 million, respectively.

Table 274: Summary of Annual Operations Business Income – Scenario 1 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Business Income ($M)	All Components (S1)	$23.7	$81.7	$436.8	$673.6
	Manufacturing Hub	$7.9	$39.4	$157.6	$236.4
	General Harbour	$3.6	$17.8	$71.2	$106.7
	Cargo Handling	$2.4	$4.9	$41.6	$66.1
	Other Business	$2.2	$4.5	$38.0	$60.3
	Other Activity (S1)	$7.6	$15.1	$128.5	$204.2
Indirect Operations Business Income ($M)	All Components (S1)	$1.2	$4.2	$22.4	$34.5
	Manufacturing Hub	$0.4	$1.9	$7.5	$11.3
	General Harbour	$0.2	$1.0	$4.0	$6.0
	Cargo Handling	$0.1	$0.2	$2.0	$3.2
	Other Business	$0.2	$0.5	$4.2	$6.7
	Other Activity (S1)	$0.3	$0.5	$4.6	$7.4
Induced Operations Business Income ($M)	All Components (S1)	$3.2	$10.0	$58.7	$91.1
	Manufacturing Hub	$0.9	$4.3	$17.4	$26.0
	General Harbour	$0.3	$1.6	$6.3	$9.5
	Cargo Handling	$0.3	$0.6	$5.0	$7.9
	Other Business	$0.3	$0.5	$4.5	$7.2
	Other Activity (S1)	$1.5	$3.0	$25.5	$40.5
Total Operations Business Income ($M))	**All Components (S1)**	**$28.1**	**$95.9**	**$517.9**	**$799.2**
	Manufacturing Hub	**$9.1**	**$45.6**	**$182.5**	**$273.7**
	General Harbour	**$4.1**	**$20.4**	**$81.5**	**$122.2**
	Cargo Handling	**$2.9**	**$5.7**	**$48.6**	**$77.1**
	Other Business	**$2.7**	**$5.5**	**$46.7**	**$74.2**
	Other Activity (S1)	**$9.3**	**$18.7**	**$158.7**	**$252.0**

Figure 1623: Annual Operations Business Income – Scenario 1 - All Components (Great Northern Peninsula)

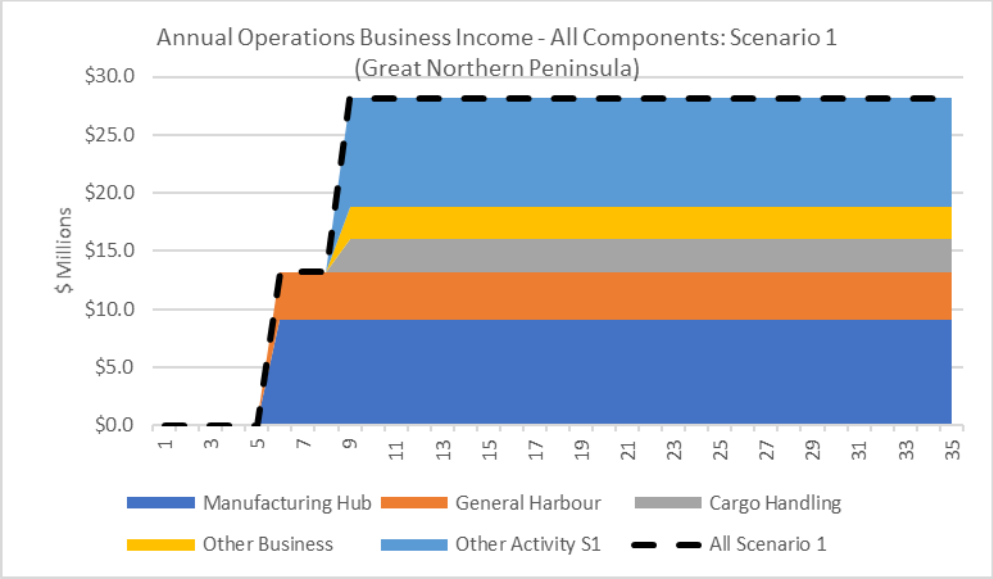


Figure 1624: Share of Total Business Income by Type for a Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

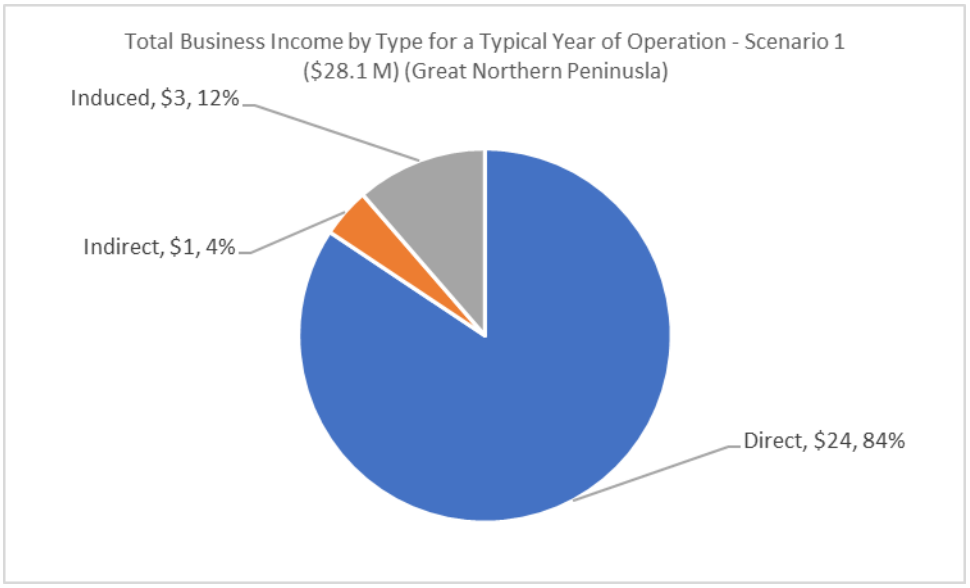


Figure 1625: Share of Total Business Income by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Great Northern Peninsula)

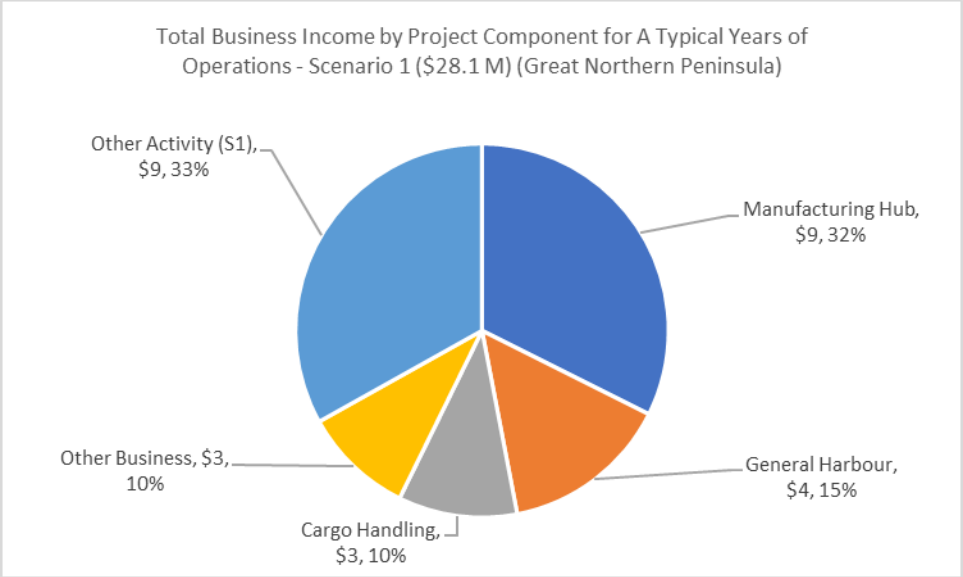


Figure 1626: Share of Total Business Income by Project Component for Ten Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

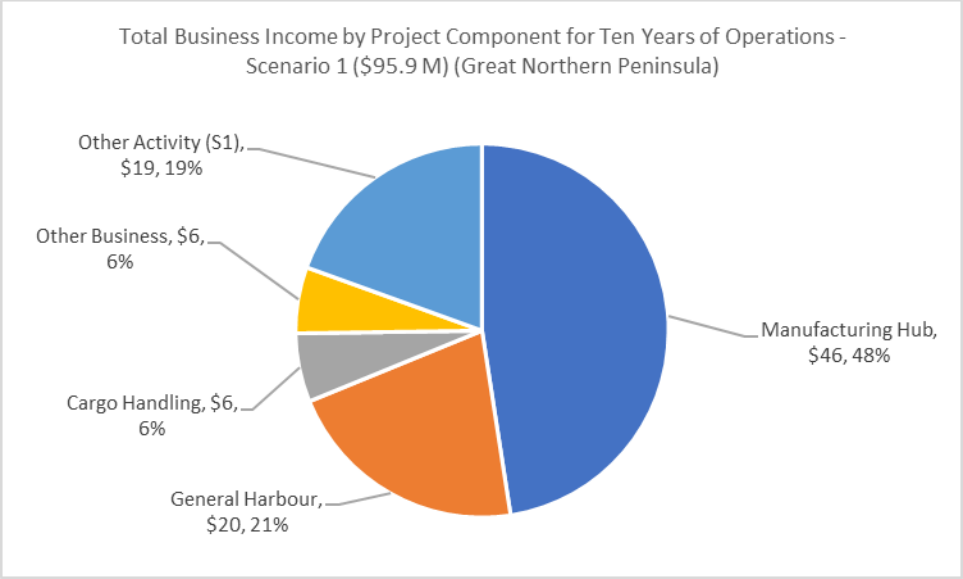


Figure 1627: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)

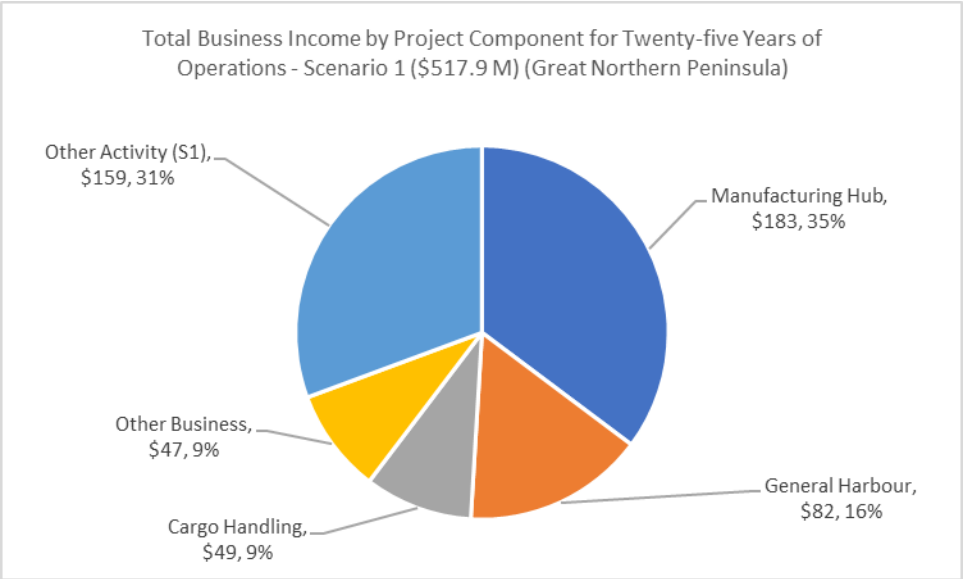
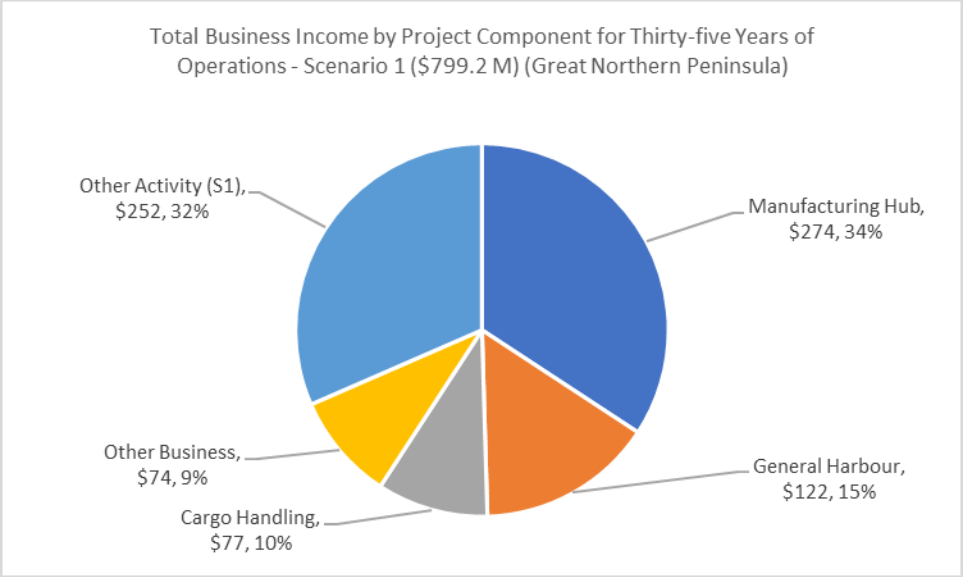


Figure 1628: Share of Total Business Income by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Great Northern Peninsula)



27.1.4.2 Business Income – Scenario 2 - Great Northern Peninsula

For Scenario 2, Table 275 profiles the direct, indirect, induced and total business income impacts by project component and the corresponding business income impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and

including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating business income impacts by project component are displayed in Figure 1629 and the business income shares by type of business income (that is, direct, indirect, and induced) are shown in Figure 1630. The corresponding total business income shares by project component are shown in Figures 1631 through to 1634 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $19 million of business income. As shown in Figure 1630, this total business income is comprised of $16 million of direct business income (86% of the total), $1 million of indirect business income (5% of the total) and $2 million of induced business income (9% total).

The annual total operating business income will build to $19 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1629, that the annual direct business income will stay at $19 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total business income of $9 million (48% of the total), the General Harbour Services will responsible for $4 million in business income (21% of the total), the Cargo Handling Hub will generate for $3 in business income (15% of the total), Other Business Opportunities will yield $3 million in business income (14% of the total) and Other Economic Activities has $0 million in business income (2% of the total).

The business income shares and levels of business income changes over time because various components of the project come into operation at different points in time. For instance, the direct business income shares accounted for by the Manufacturing Hub range from 59% (Figure 1632) for the ten-year timeframe to 48% (Figure 1631) for the typical year of operations, to 50% for the twenty-five year time horizon and 49% for the thirty-five year time horizon (Figures 1633 and 1634, respectively).

Additionally, the level of total business income for the Project is estimated to be $19 million in a typical operating year. As well, over the first ten years, the cumulative direct project business income is anticipated to be $78 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct business income levels are expected to be $365 million and $556 million, respectively.

Table 275: Summary of Annual Operations Business Income – Scenario 2 - All Components and Timeframes (Great Northern Peninsula)

Great Northern Peninsula		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Business Income ($M)	All Components (S1)	$16.4	$67.1	$312.7	$476.5
	Manufacturing Hub	$7.9	$39.4	$157.6	$236.4
	General Harbour	$3.6	$17.8	$71.2	$106.7
	Cargo Handling	$2.4	$4.9	$41.6	$66.1
	Other Business	$2.2	$4.5	$38.0	$60.3
	Other Activity (S1)	$0.3	$0.5	$4.4	$7.1
Indirect Operations Business Income ($M)	All Components (S1)	$1.0	$3.6	$18.0	$27.5
	Manufacturing Hub	$0.4	$1.9	$7.5	$11.3
	General Harbour	$0.2	$1.0	$4.0	$6.0
	Cargo Handling	$0.1	$0.2	$2.0	$3.2
	Other Business	$0.2	$0.5	$4.2	$6.7
	Other Activity (S1)	$0.0	$0.0	$0.2	$0.3
Induced Operations Business Income ($M)	All Components (S1)	$1.8	$7.1	$34.0	$52.0
	Manufacturing Hub	$0.9	$4.3	$17.4	$26.0
	General Harbour	$0.3	$1.6	$6.3	$9.5
	Cargo Handling	$0.3	$0.6	$5.0	$7.9
	Other Business	$0.3	$0.5	$4.5	$7.2
	Other Activity (S1)	$0.0	$0.1	$0.8	$1.3
Total Operations Business Income ($M))	**All Components (S1)**	**$19.1**	**$77.8**	**$364.7**	**$556.0**
	Manufacturing Hub	**$9.1**	**$45.6**	**$182.5**	**$273.7**
	General Harbour	**$4.1**	**$20.4**	**$81.5**	**$122.2**
	Cargo Handling	**$2.9**	**$5.7**	**$48.6**	**$77.1**
	Other Business	**$2.7**	**$5.5**	**$46.7**	**$74.2**
	Other Activity (S1)	**$0.3**	**$0.6**	**$5.5**	**$8.7**

Figure 1629: Annual Operations Business Income – Scenario 1 - All Components (Great Northern Peninsula)

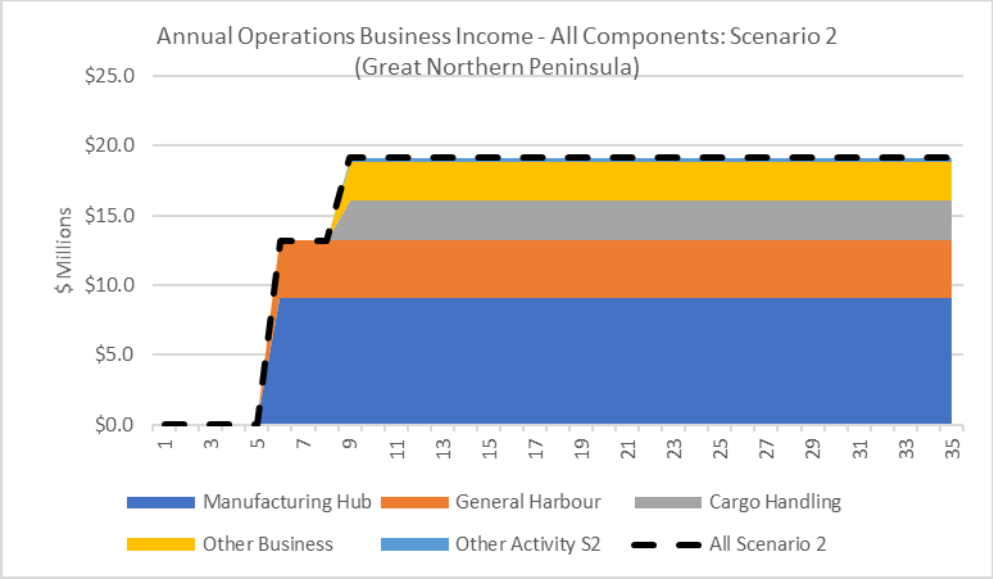


Figure 1630: Share of Total Business Income by Type for a Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

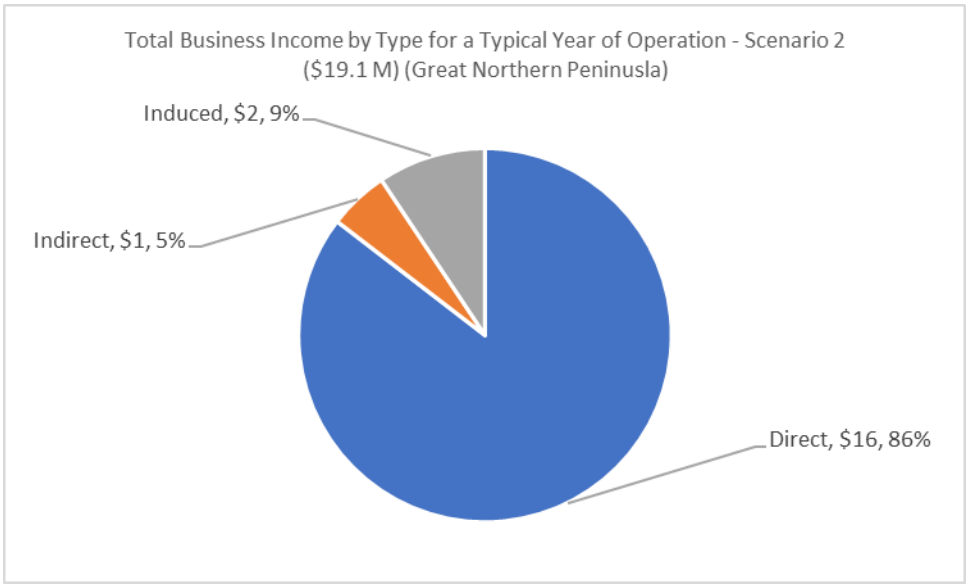


Figure 1631: Share of Total Business Income by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Great Northern Peninsula)

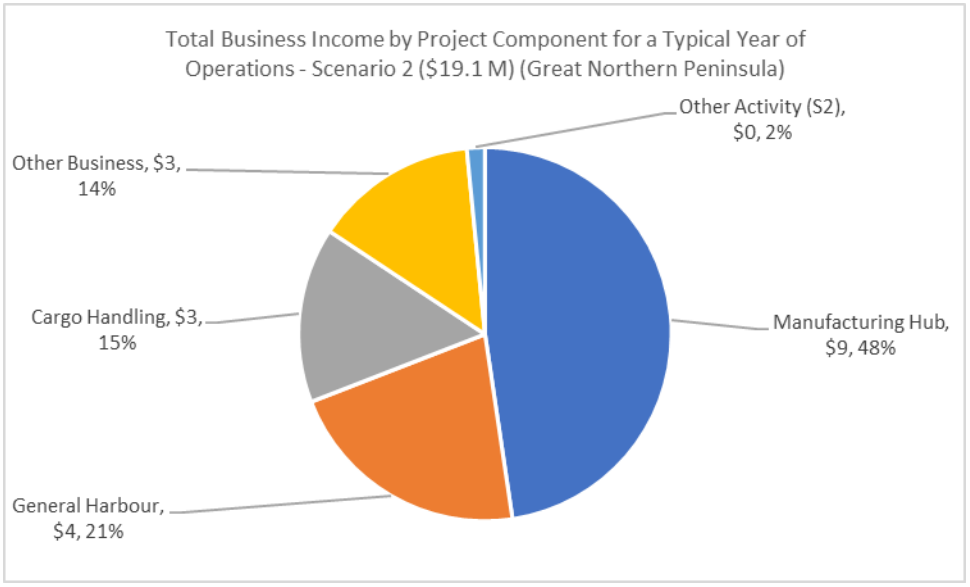


Figure 1632: Share of Total Business Income by Project Component for Ten Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

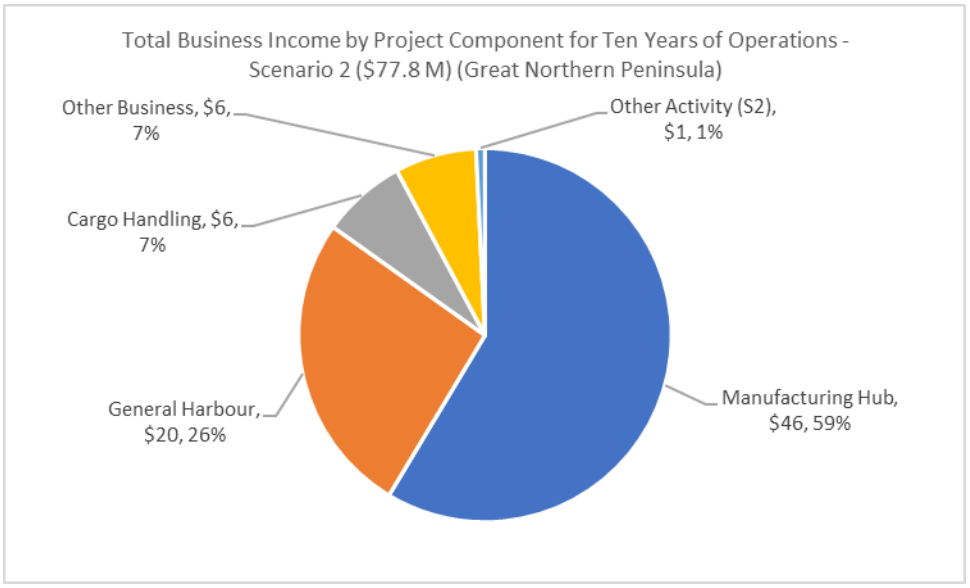


Figure 1633: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)

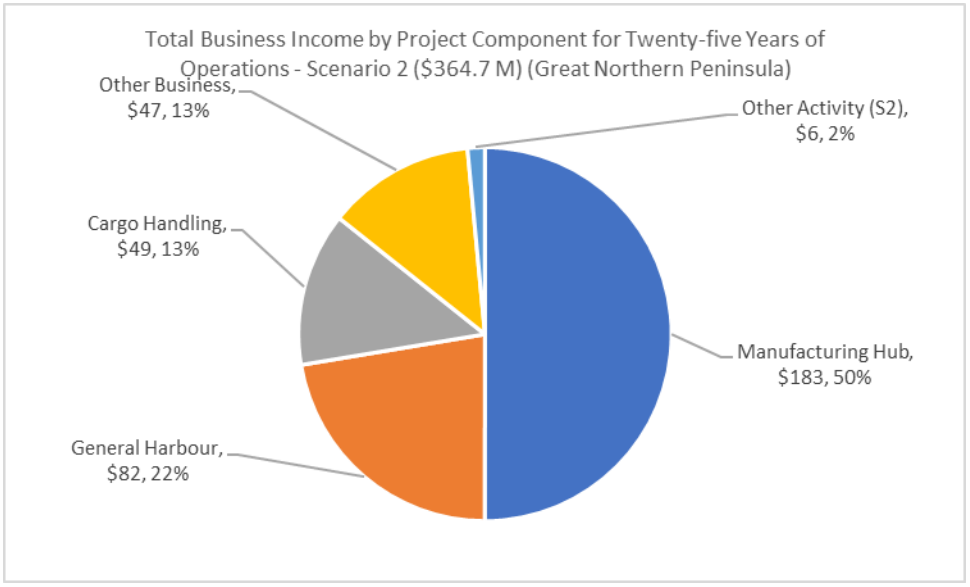
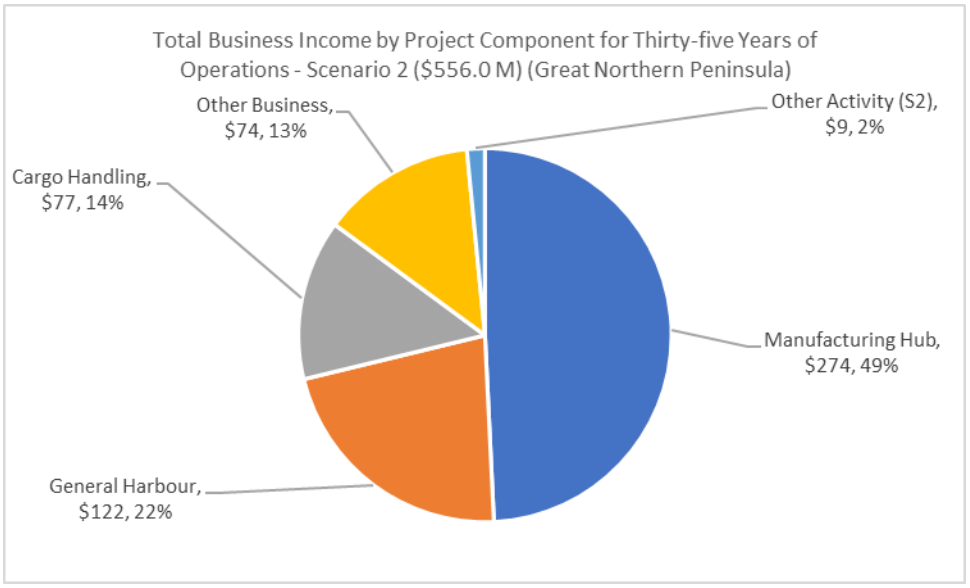


Figure 1634: Share of Total Business Income by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Great Northern Peninsula)



27.2 Operations Impacts – Newfoundland and Labrador

27.2.1.1 Employment – Scenario 1 – Newfoundland and Labrador

For Scenario 1, Table 276 profiles the direct, indirect, induced and total employment impacts by project component and the corresponding employment impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual direct operating employment impacts by project component are displayed in Figure 1635 and the employment shares by type of employment (that is, direct, indirect, and induced) are shown in Figure 1636. The corresponding direct employment shares by project component are shown in Figures 1637 through to 1640 for the four distinct timeframes considered in this analysis.

Since employment in Newfoundland and Labrador will also increase as a result of firms supplying goods and services to the Project and in the services sector because a portion of the extra incomes earned directly with the project or indirectly with firms that supply goods and services to the Project are re-spent within the local economy, total employment impacts, which includes spin-off employment, are also analyzed in this section. Specifically, annual total operating employment impacts by project component are profiled in Figure 1641. The corresponding total employment shares by project component are shown in Figures 1642 through to 1645 for the four timeframes considered in this analysis.

In a typical year of operations (Year 10), the Project, under Scenario 1, is assumed to generate a total of 635 person-years of employment. As shown in Figure 1636, this total employment is comprised of 420 person-years of direct employment (66% of the total), 88 person-years of indirect employment (14% of the total) and 127 person-years of induced employment (20% total).

The annual direct operating employment will build to 420 person-years as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1635, that the annual direct employment will stay at 420 person-years throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will need an annual direct workforce of 137 person-years or 137 full-time equivalent workers (accounting for 33% of the total), the General Harbour Services will utilize a direct workforce of 49 full-time equivalent workers (accounting for 12% of the total)

annually, the Cargo Handling Hub will require 48 person-years of employment (accounting for 11% of the total), Other Business Opportunities expected to need 44 full-time equivalent workers (accounting for 10% of the total) and Other Economic Activities has an anticipated annual workforce of 142 person-years annual (accounting for 34% of the total).

The employment shares and levels of employment changes over time because various components of the project come into operation at different points in time. For instance, the direct employment shares accounted for by the Manufacturing Hub range from 49% (Figure 1638) for the ten-year timeframe to 33% (Figure 1637) for the typical year of operations, to 33% for both the twenty-five year and the thirty-five year time horizons (Figures 1639 and 1640, respectively).

Additionally, level of direct employment for the Project is estimated to be 420 person-years in a typical operating year. As well, over the first ten years, the cumulative direct project employment is anticipated to be 1,398 person-years. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct employment levels are expected to be 7,698 person-years and 11,989 person-years, respectively.

When considering how the Project may contribute to the sustainability of the Newfoundland and Labrador's economy, it is important to consider the total employment impacts (that is, both the direct employment impacts and any associated spin-off employment generated). The annual total operating employment impacts by project component are displayed in Figure 1641. The corresponding total employment shares by project component are shown in Figures 1642 through to 1645 for the four distinct timeframes considered in this analysis.

The annual total operating employment will build to 635 person-years annual over the first ten years of the Project as various project components are brought into operations. However, it is assumed, and shown in Figure 1641, that the annual total employment will stay at 635 person-years throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (Year 10), the Manufacturing Hub will support an annual total workforce of 202 person-years or full-time equivalent workers (32%), the General Harbour Services will support a total workforce of 76 full-time equivalent workers (12%) annually, the Cargo Handling Hub is expected to support 68 person-years of employment (11%), Other Business Opportunities expected to support 71 full-time equivalent workers (11%) and Other Economic Activities is anticipated to support an annual workforce of 219 person-years annual (34%).

In a typical operating year, total employment for the Project will be 635 person-years. Over the first ten years, the cumulative total project employment is anticipated to be 2,104 person-years. For the twenty-five-year time horizon, cumulative total employment is expected to be

11,633 person-years and for the thirty-five-year time horizon, cumulative total employment is estimated to be 17,986 person-years.

Table 276: Summary of Annual Operations Employment – Scenario 1 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Employment (PY)	All Components (S1)	420.0	1,398.0	7,698.0	11,898.0
	Manufacturing Hub	137.0	685.0	2,740.0	4,110.0
	General Harbour	49.0	245.0	980.0	1,470.0
	Cargo Handling	48.0	96.0	816.0	1,296.0
	Other Business	44.0	88.0	748.0	1,188.0
	Other Activity (S1)	142.0	284.0	2,414.0	3,834.0
Indirect Operations Employment (PY)	All Components (S1)	88.0	307.7	1,627.1	2,506.8
	Manufacturing Hub	29.9	149.7	598.6	897.9
	General Harbour	14.0	69.9	279.6	419.5
	Cargo Handling	8.4	16.8	142.5	226.4
	Other Business	15.5	31.1	264.2	419.6
	Other Activity (S1)	20.1	40.2	342.1	543.4
Induced Operations Employment (PY)	All Components (S1)	127.3	397.8	2,308.0	3,581.5
	Manufacturing Hub	35.2	175.9	703.8	1,055.6
	General Harbour	12.5	62.6	250.6	375.8
	Cargo Handling	11.1	22.3	189.3	300.7
	Other Business	11.7	23.3	198.3	314.9
	Other Activity (S1)	56.8	113.7	966.1	1,534.4
Total Operations Employment (PY)	**All Components (S1)**	**635.3**	**2,103.5**	**11,633.2**	**17,986.3**
	Manufacturing Hub	**202.1**	**1,010.6**	**4,042.4**	**6,063.6**
	General Harbour	**75.5**	**377.5**	**1,510.2**	**2,265.3**
	Cargo Handling	**67.5**	**135.0**	**1,147.9**	**1,823.1**
	Other Business	**71.2**	**142.4**	**1,210.5**	**1,922.6**
	Other Activity (S1)	**219.0**	**437.9**	**3,722.2**	**5,911.8**

Figure 1635: Annual Direct Operations Employment – Scenario 1 - All Components (Newfoundland and Labrador)

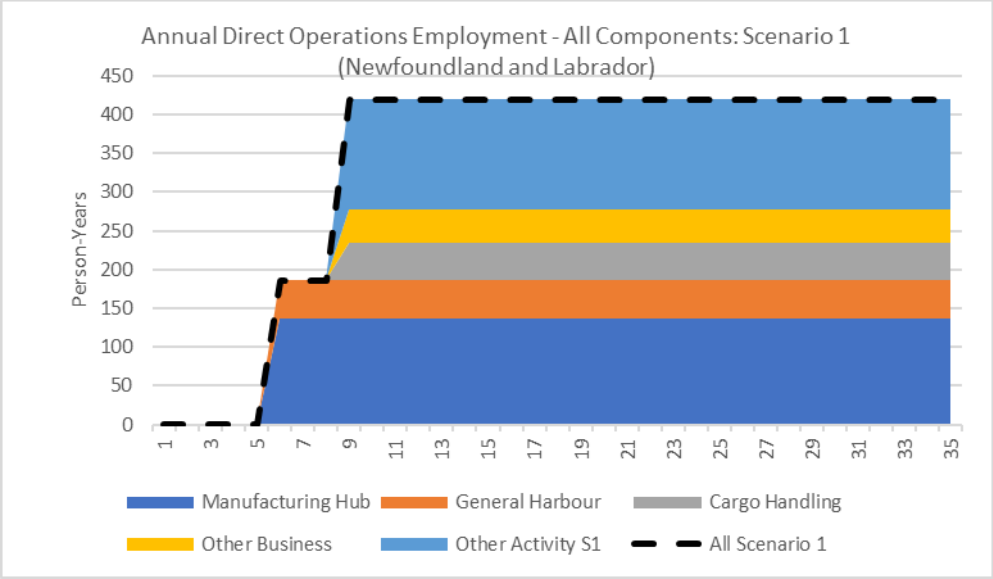


Figure 1636: Share of Employment by Type for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

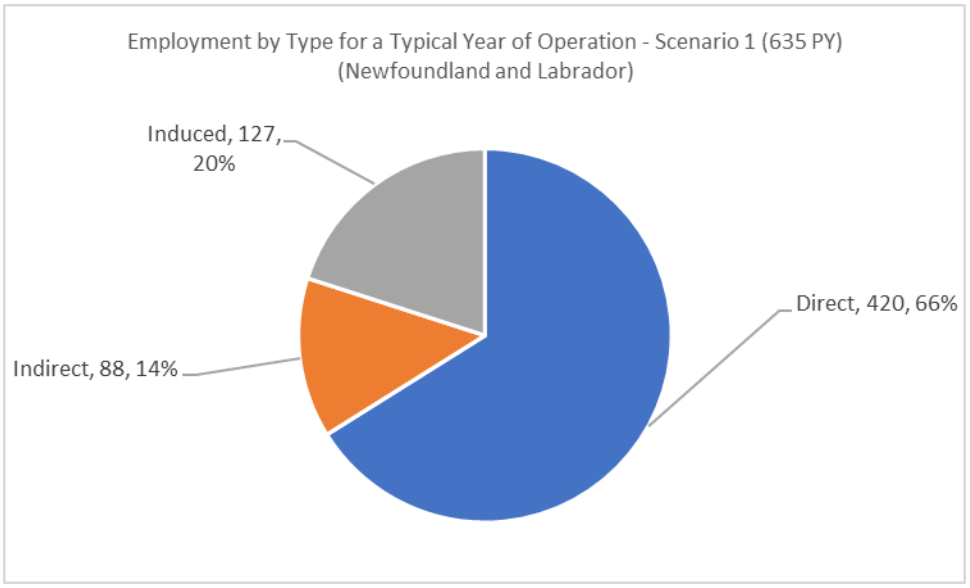


Figure 1637: Share of Direct Employment by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

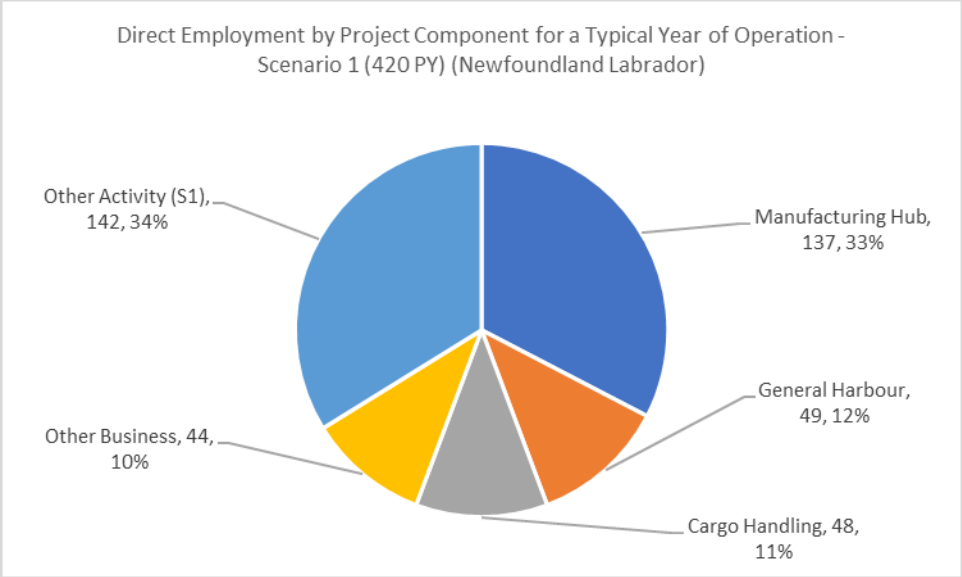


Figure 1638: Share of Direct Employment by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

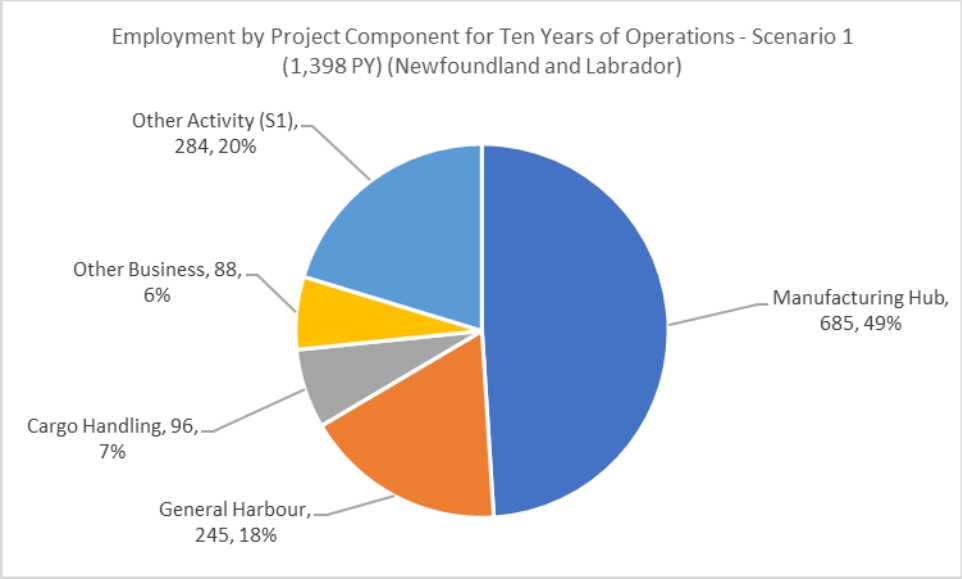


Figure 1639: Share of Direct Employment by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

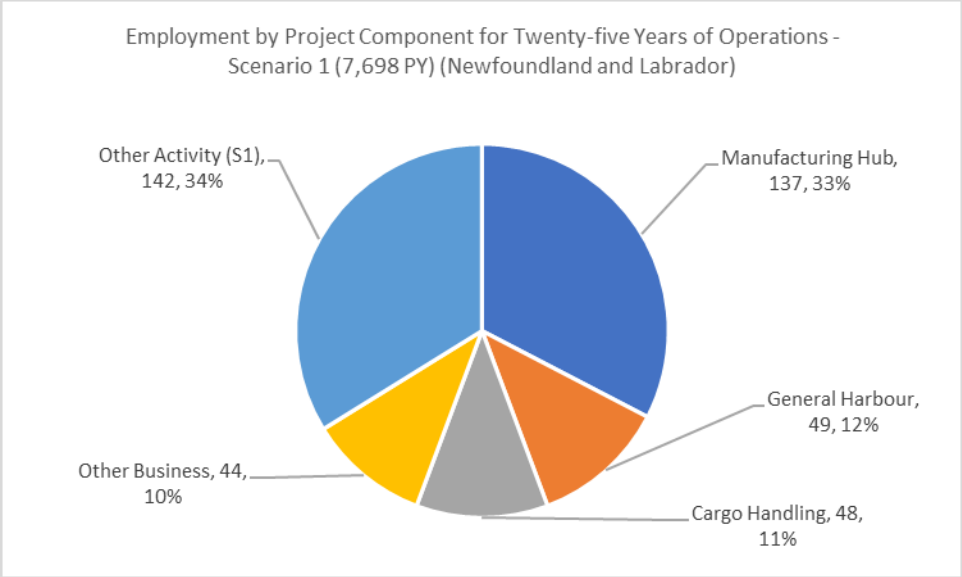


Figure 1640: Share of Direct Employment by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

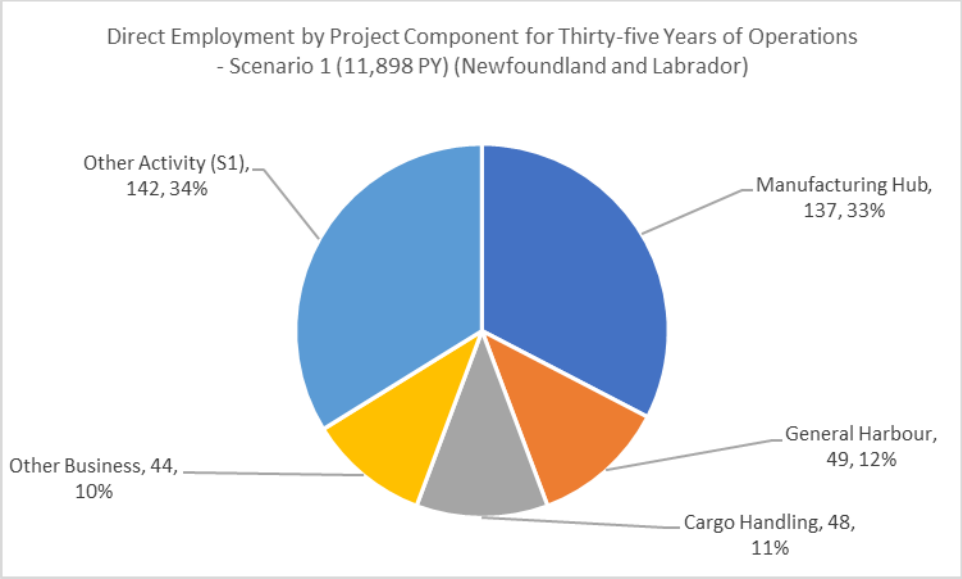


Figure 1641: Total Annual Operations Employment – Scenario 1 - All Components - (Newfoundland and Labrador)

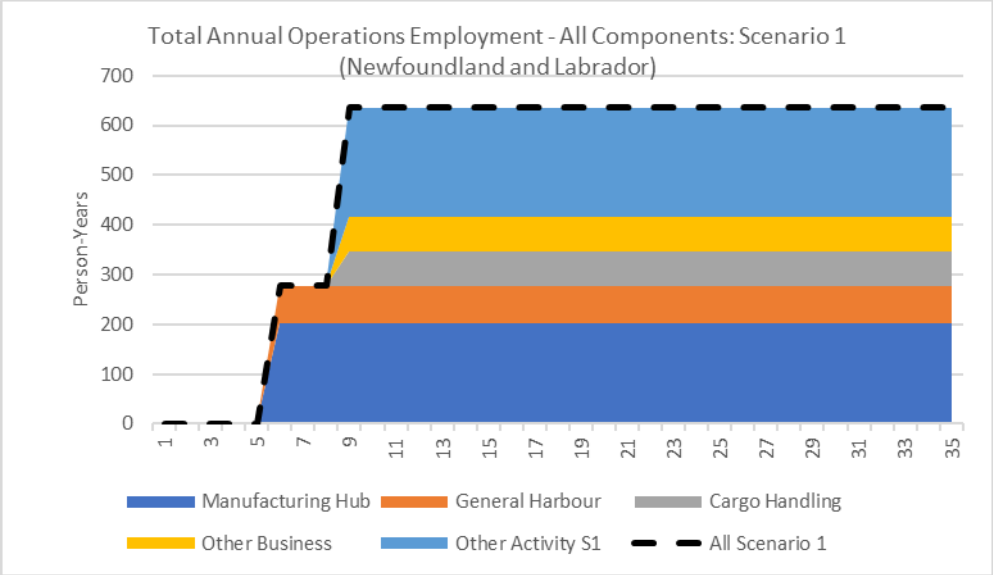


Figure 1642: Share of Total Employment by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

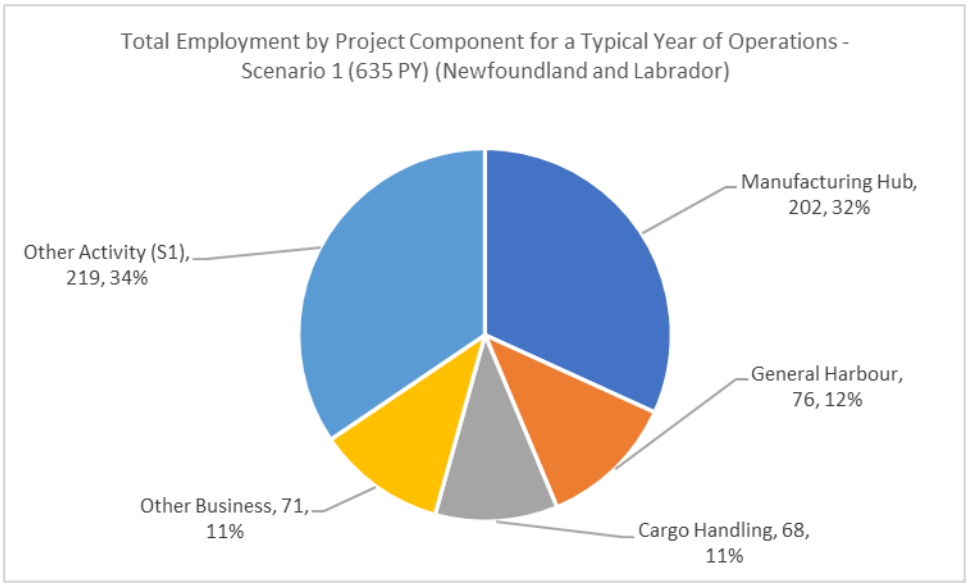


Figure 1643: Share of Total Employment by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

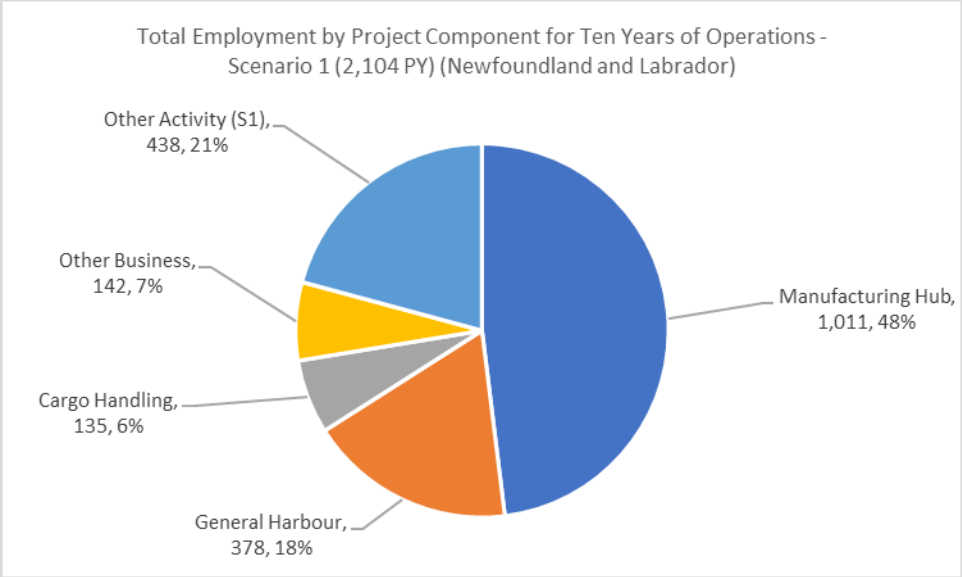


Figure 1644: Share of Total Employment by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

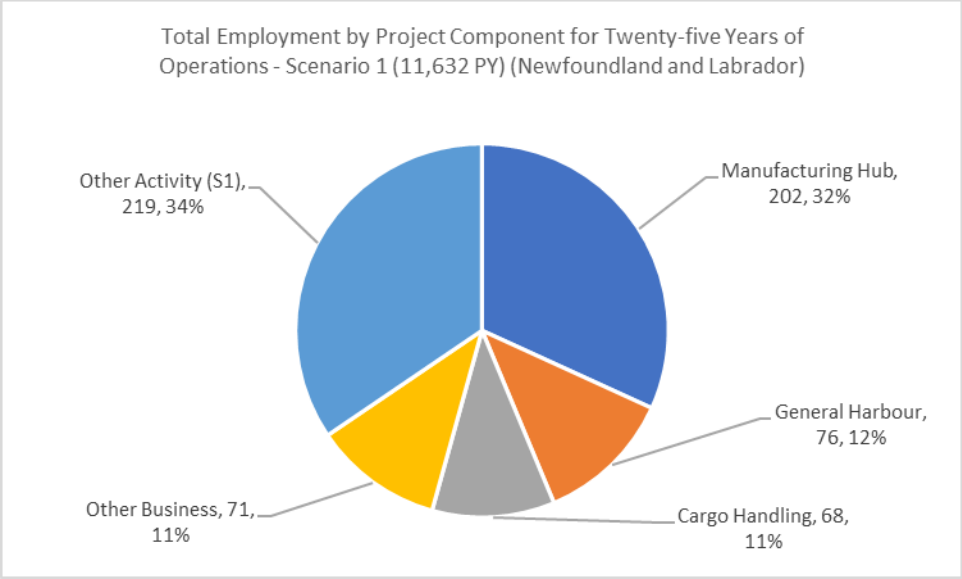
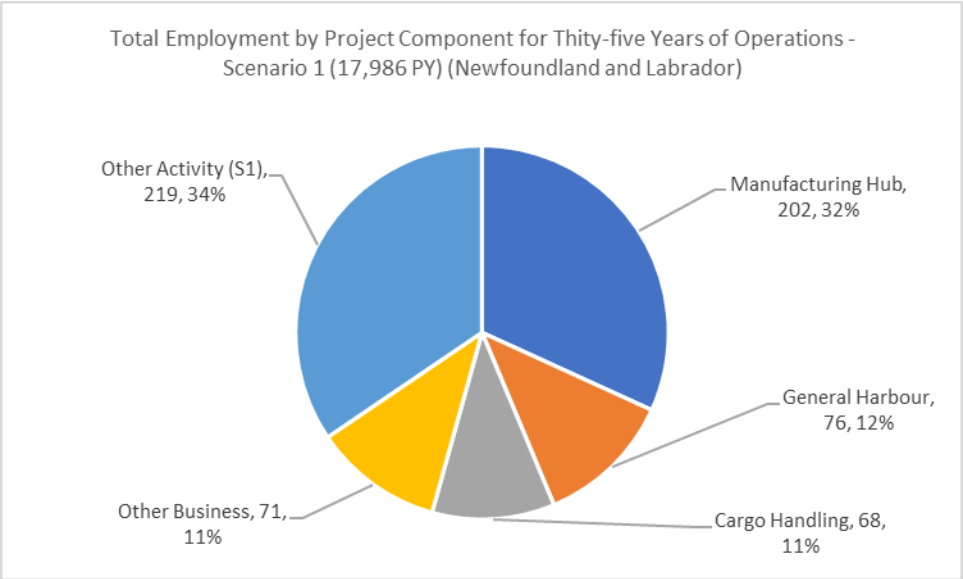


Figure 1645: Share of Total Employment by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)



27.2.1.2 Employment – Scenario 2 – Newfoundland and Labrador

For Scenario 2, Table 277 profiles the direct, indirect, induced and total employment impacts by project component and the corresponding employment impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual direct operating employment impacts by project component are displayed in Figure 1646 and the employment shares by type of employment (that is, direct, indirect, and induced) are shown in Figure 1647. The corresponding direct employment shares by project component are shown in Figures 1648 through to 1651 for the four distinct timeframes considered in this analysis.

As was the case for Scenario 1, total employment for Scenario 2 was estimated and reported in this analysis. The annual total operating employment impacts by project component for Scenario 2 are profiled in Figure 1652. The corresponding total employment shares by project component are shown in Figures 1653 through to 1656 for the four timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of 426person-years of employment. As shown in Figure 1647, this total employment is comprised of 285 person-years of direct employment (67% of the total), 69 person-years of indirect employment (16% of the total) and 72 person-years of induced employment (17% total).

The annual direct operating employment for Scenario 2 will build to 285 person-years as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1646, that the annual direct employment will stay at 285 person-years throughout the thirty-five-year time horizon considered in this analysis.

For Scenario 2, when at full operations, in a typical year of operations, the Manufacturing Hub will need an annual direct workforce of 137 person-years or 137 full-time equivalent workers (accounting for 48% of the total), the General Harbour Services will utilize a direct workforce of 49 full-time equivalent workers (accounting for 17% of the total) annually, the Cargo Handling Hub will require 48 person-years of employment (accounting for 17% of the total), Other Business Opportunities expected to need 44 full-time equivalent workers (accounting for 15% of the total) and Other Economic Activities has an anticipated annual workforce of 7 person-years annual (accounting for 3% of the total).

With Scenario 2, level of direct employment for the Project is estimated to be 285 person-years in a typical operating year. As well, over the first ten years, the cumulative direct project employment is anticipated to be 1,128 person-years. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct employment levels are expected to be 5,403 person-years and 8,253 person-years, respectively.

The annual total operating employment impacts by project component for Scenario 2 are displayed in Figure 1652. The corresponding total employment shares by project component are shown in Figures 1653 through to 1656 for the four distinct timeframes considered in this analysis.

The annual total operating employment for Scenario 2 will build to 426 person-years annual over the first ten years of the Project as various project components are brought into operations. However, it is assumed, and shown in Figure 1652, that the annual total employment will stay at 426 person-years throughout the thirty-five-year time horizon considered in this analysis.

For Scenario 2, when at full operations, in a typical year of operations (Year 10), the Manufacturing Hub will support an annual total workforce of 202 person-years or full-time equivalent workers (47%), the General Harbour Services will support a total workforce of 76 full-time equivalent workers (18%) annually, the Cargo Handling Hub is expected to support 68 person-years of employment (17%), Other Business Opportunities expected to support 71 full-time equivalent workers (16%) and Other Economic Activities is anticipated to support an annual workforce of 9 person-years annual (2%).

In a typical operating year, total employment for the Project will be 426 person-years. Over the first ten years, the cumulative total project employment is anticipated to be 1,684 person-years. For the twenty-five-year time horizon, cumulative total employment is expected to be 8,071 person-years and for the thirty-five-year time horizon, cumulative total employment is estimated to be 12,329 person-years.

Table 277: Summary of Annual Operations Employment – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Employment (PY)	All Components (S2)	285.0	1,128.0	5,403.0	8,253.0
	Manufacturing Hub	137.0	685.0	2,740.0	4,110.0
	General Harbour	49.0	245.0	980.0	1,470.0
	Cargo Handling	48.0	96.0	816.0	1,296.0
	Other Business	44.0	88.0	748.0	1,188.0
	Other Activity (S2)	7.0	14.0	119.0	189.0
Indirect Operations Employment (PY)	All Components (S2)	68.5	268.7	1,295.5	1,980.1
	Manufacturing Hub	29.9	149.7	598.6	897.9
	General Harbour	14.0	69.9	279.6	419.5
	Cargo Handling	8.4	16.8	142.5	226.4
	Other Business	15.5	31.1	264.2	419.6
	Other Activity (S2)	0.6	1.2	10.5	16.7
Induced Operations Employment (PY)	All Components (S2)	72.3	287.8	1,372.7	2,095.9
	Manufacturing Hub	35.2	175.9	703.8	1,055.6
	General Harbour	12.5	62.6	250.6	375.8
	Cargo Handling	11.1	22.3	189.3	300.7
	Other Business	11.7	23.3	198.3	314.9
	Other Activity (S2)	1.8	3.6	30.7	48.8
Total Operations Employment (PY)	**All Components (S2)**	**425.8**	**1,684.4**	**8,071.2**	**12,329.0**
	Manufacturing Hub	**202.1**	**1,010.6**	**4,042.4**	**6,063.6**
	General Harbour	**75.5**	**377.5**	**1,510.2**	**2,265.3**
	Cargo Handling	**67.5**	**135.0**	**1,147.9**	**1,823.1**
	Other Business	**71.2**	**142.4**	**1,210.5**	**1,922.6**
	Other Activity (S2)	**9.4**	**18.9**	**160.2**	**254.5**

Figure 1646: Annual Direct Operations Employment – Scenario 2 - All Components (Newfoundland and Labrador)

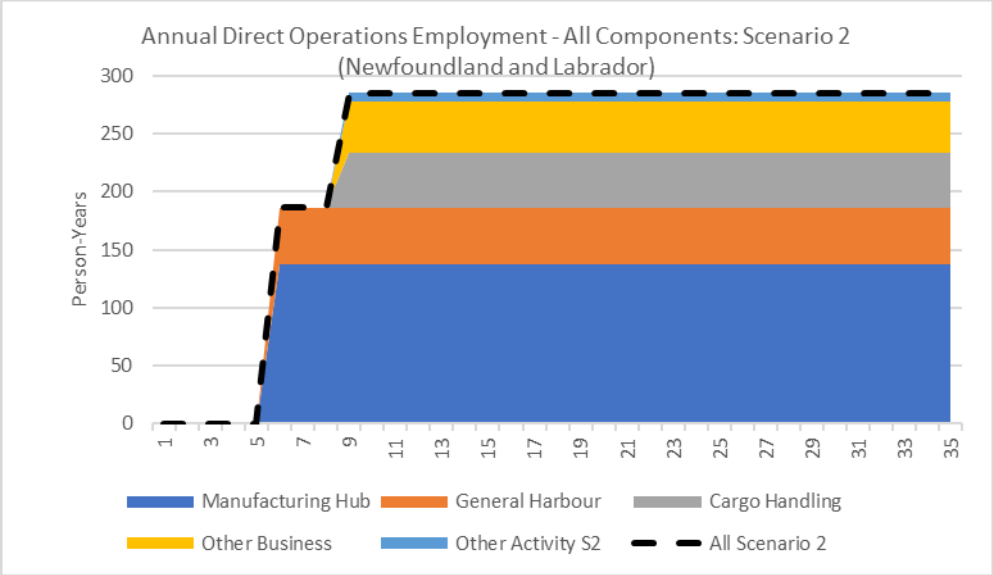


Figure 1647: Share of Employment by Type for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

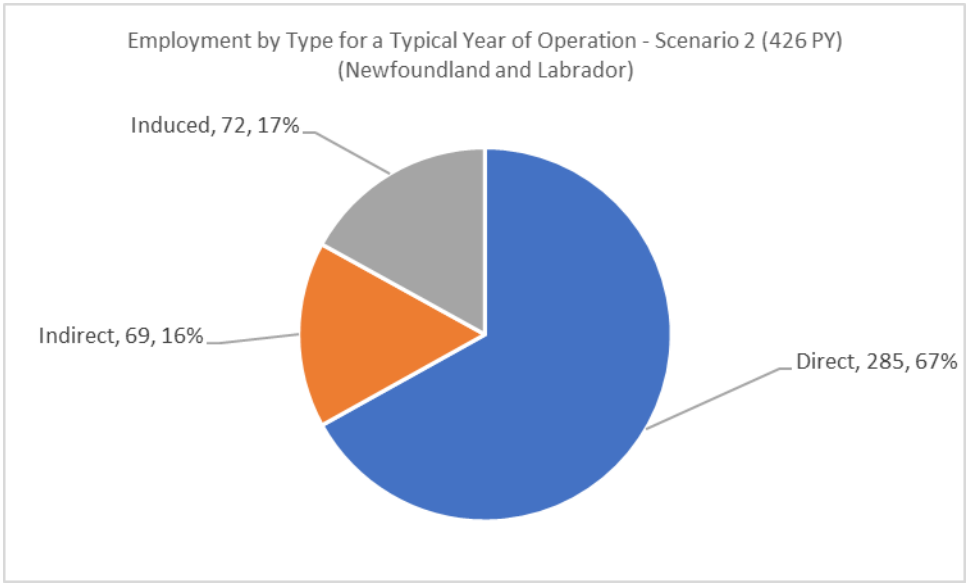


Figure 1648: Share of Direct Employment by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

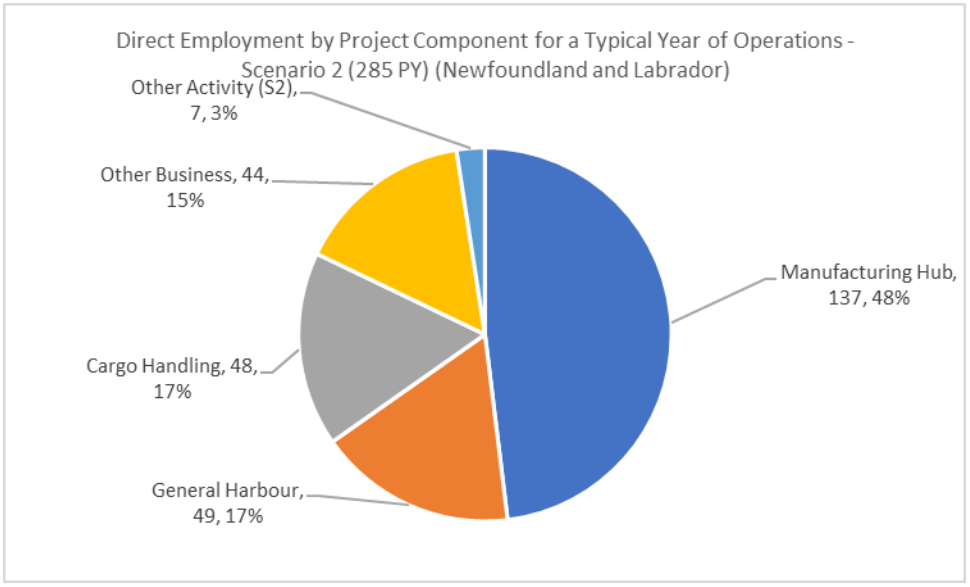


Figure 1649: Share of Direct Employment by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

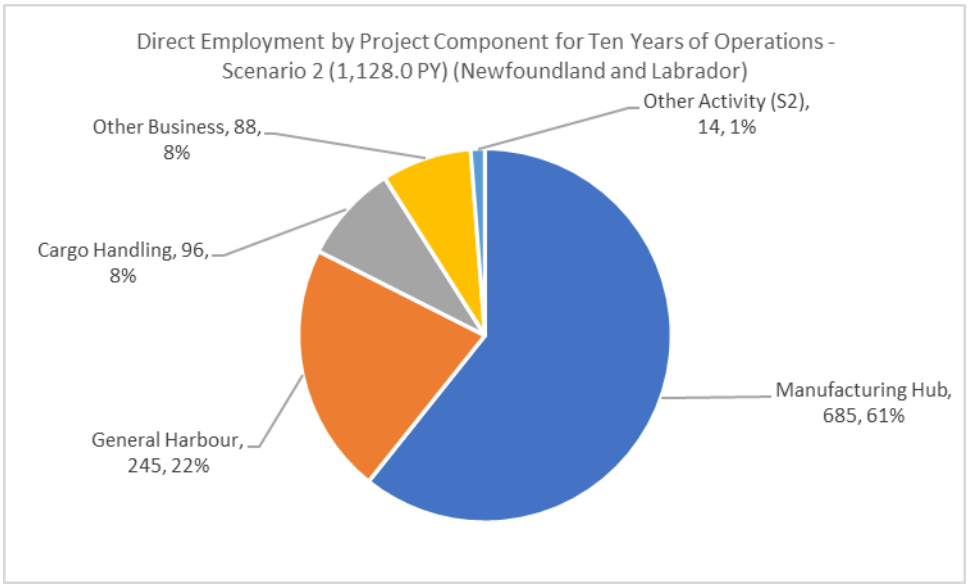


Figure 1650: Share of Direct Employment by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

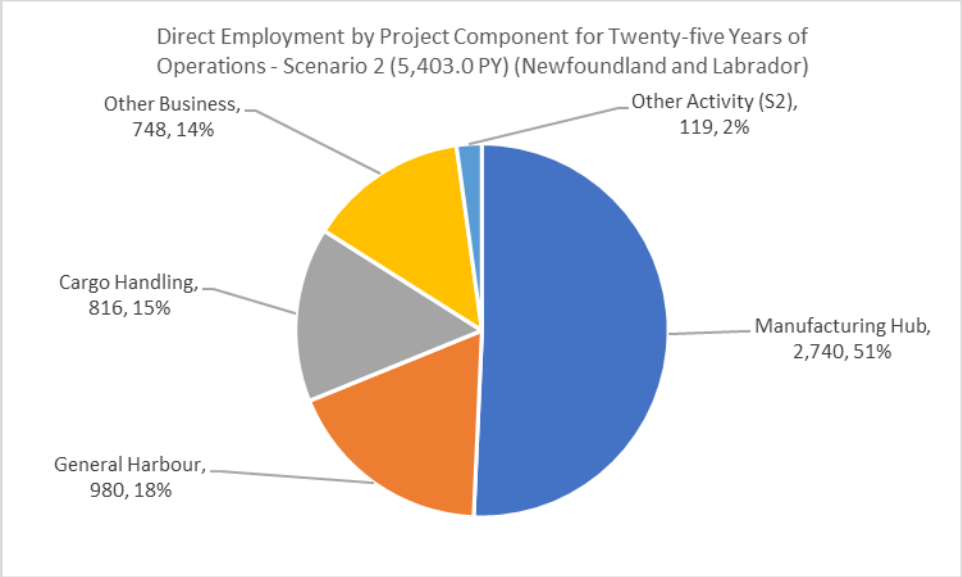


Figure 1651: Share of Direct Employment by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

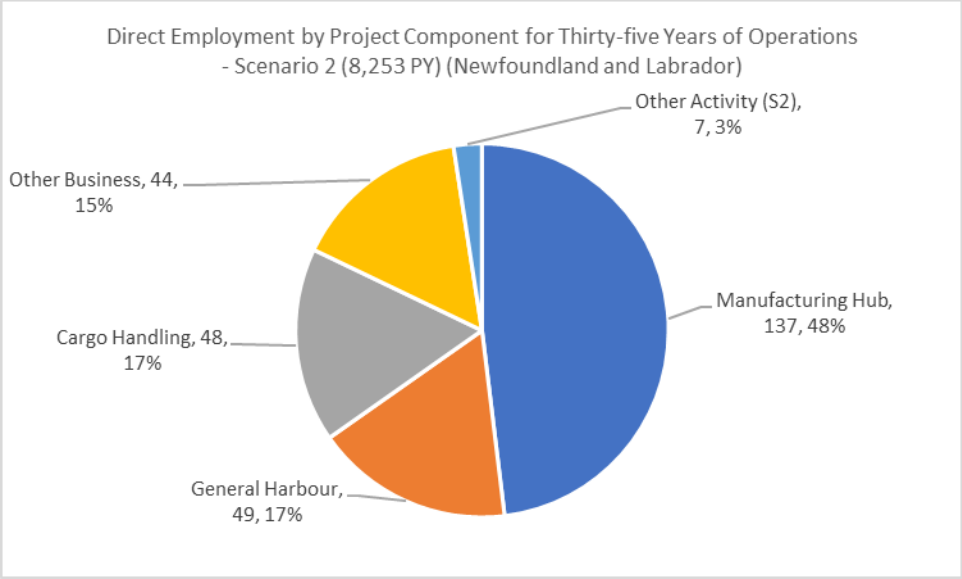


Figure 1652: Total Annual Operations Employment – Scenario 2 - All Components - (Newfoundland and Labrador)

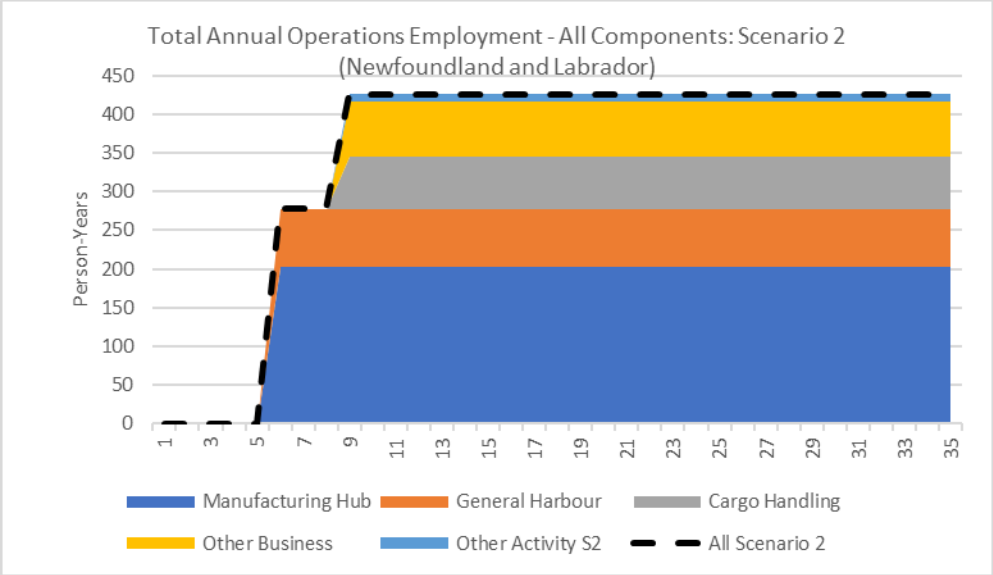


Figure 1653: Share of Total Employment by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

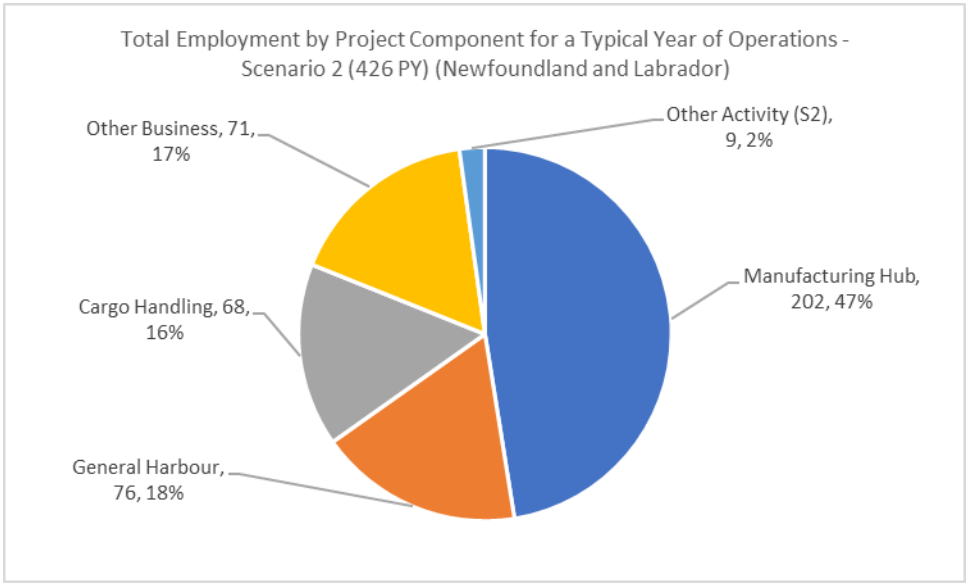


Figure 1654: Share of Total Employment by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

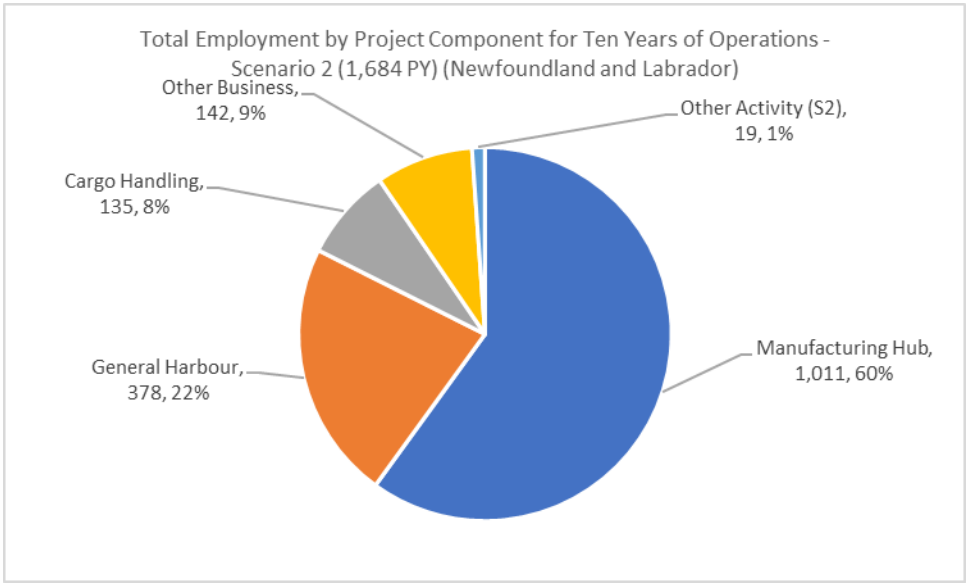


Figure 1655: Share of Total Employment by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

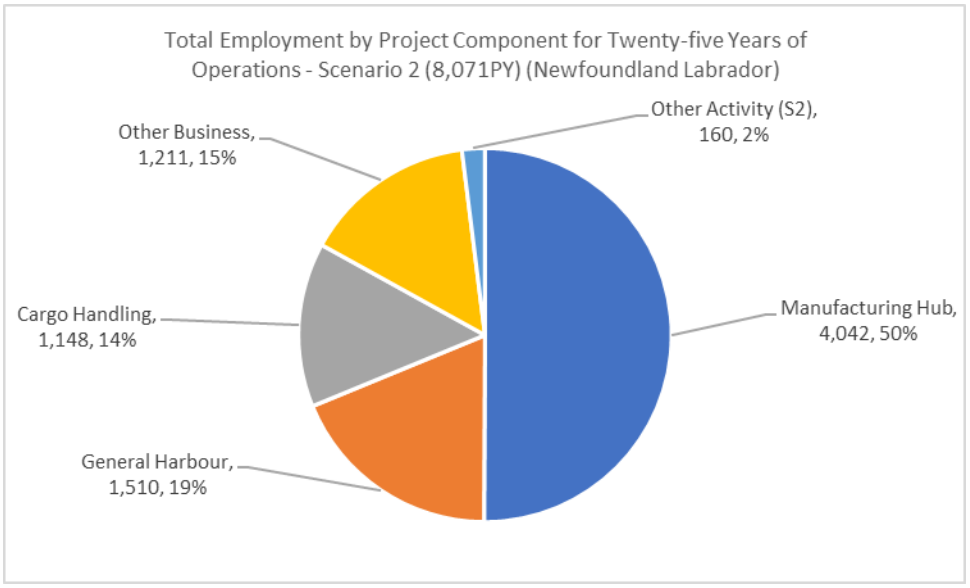
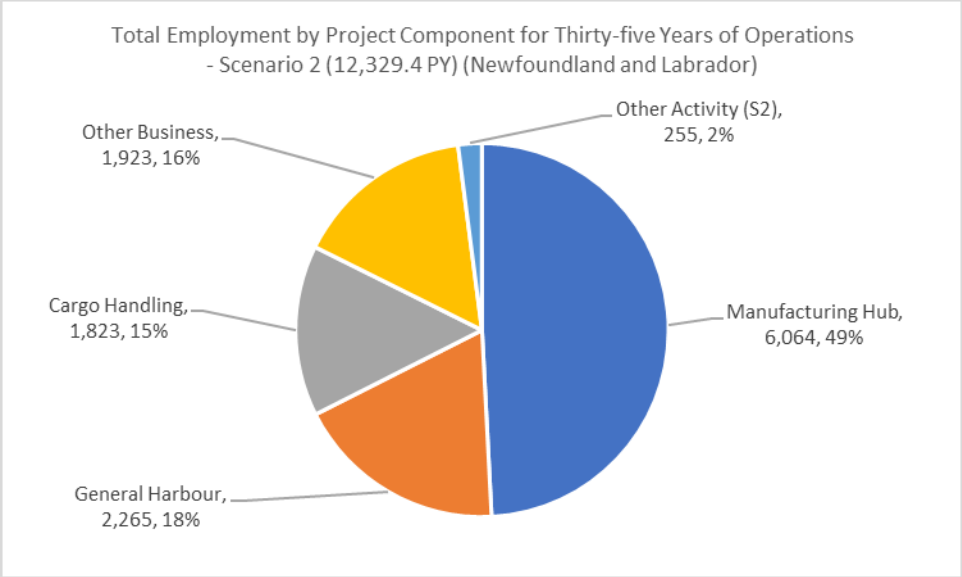


Figure 1656: Share of Total Employment by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)



27.2.2.1 GDP – Scenario 1 - Newfoundland and Labrador

For Scenario 1, Table 278 profiles the direct, indirect, induced and total GDP impacts by project component and the corresponding GDP impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating GDP impacts by project component are displayed in Figure 1657 and the GDP shares by type of GDP (that is, direct, indirect, and induced) are shown in Figure 1658. The corresponding total GDP shares by project component are shown in Figures 1659 through to 1662 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $77 million of GDP. As shown in Figure 1658, this total GDP is comprised of $56 million of direct GDP (72% of the total), $8 million of indirect GDP (10% of the total) and $14 million of induced GDP (18% total).

The annual total operating GDP will build to $77 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1657, that the annual direct GDP will stay at $77 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total GDP of $24 million (31% of the total), the General Harbour Services will responsible for $9 million in GDP (11% of the total), the Cargo Handling Hub will generate for $7 in GDP (9% of the total), Other Business Opportunities will yield $7 million in GDP (9% of the total) and Other Economic Activities has $31 million in GDP (40% of the total).

The GDP shares and levels of GDP changes over time because various components of the project come into operation at different points in time. For instance, the direct GDP shares accounted for by the Manufacturing Hub range from 47% (Figure 1660) for the ten-year timeframe to 31% (Figure 1659) for the typical year of operations, to 33% for both the twenty-five year and the thirty-five year time horizons (Figures 1661 and 1662, respectively).

Additionally, the level of total GDP for the Project is estimated to be $77 million in a typical operating year. As well, over the first ten years, the cumulative direct project GDP is anticipated to be $253 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct GDP levels are expected to be $1,414 million and $2,187 million, respectively.

Table 278: Summary of Annual Operations GDP – Scenario 1 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations GDP ($M)	All Components (S1)	$56.2	$183.7	$1,026.2	$1,587.8
	Manufacturing Hub	$17.3	$86.3	$345.3	$518.0
	General Harbour	$6.5	$32.6	$130.5	$195.7
	Cargo Handling	$5.4	$10.7	$91.2	$144.9
	Other Business	$4.3	$8.5	$72.6	$115.4
	Other Activity (S1)	$22.7	$45.5	$386.5	$613.8
Indirect Operations GDP ($M)	All Components (S1)	$7.5	$26.2	$138.5	$213.4
	Manufacturing Hub	$2.7	$13.3	$53.1	$79.6
	General Harbour	$1.1	$5.4	$21.5	$32.2
	Cargo Handling	$0.6	$1.3	$10.9	$17.3
	Other Business	$1.3	$2.7	$22.6	$35.9
	Other Activity (S1)	$1.8	$3.6	$30.5	$48.4
Induced Operations GDP ($M)	All Components (S1)	$13.7	$42.8	$248.8	$386.2
	Manufacturing Hub	$3.8	$18.8	$75.2	$112.8
	General Harbour	$1.3	$6.7	$26.9	$40.4
	Cargo Handling	$1.2	$2.4	$20.4	$32.4
	Other Business	$1.2	$2.5	$21.2	$33.7
	Other Activity (S1)	$6.2	$12.4	$105.1	$166.9
Total Operations GDP ($M))	**All Components (S1)**	**$77.4**	**$252.7**	**$1,413.5**	**$2,187.4**
	Manufacturing Hub	**$23.7**	**$118.4**	**$473.7**	**$710.5**
	General Harbour	**$8.9**	**$44.7**	**$178.8**	**$268.3**
	Cargo Handling	**$7.2**	**$14.4**	**$122.5**	**$194.6**
	Other Business	**$6.8**	**$13.7**	**$116.4**	**$184.9**
	Other Activity (S1)	**$30.7**	**$61.4**	**$522.0**	**$829.1**

Figure 1657: Annual Operations GDP – Scenario 1 - All Components (Newfoundland and Labrador)

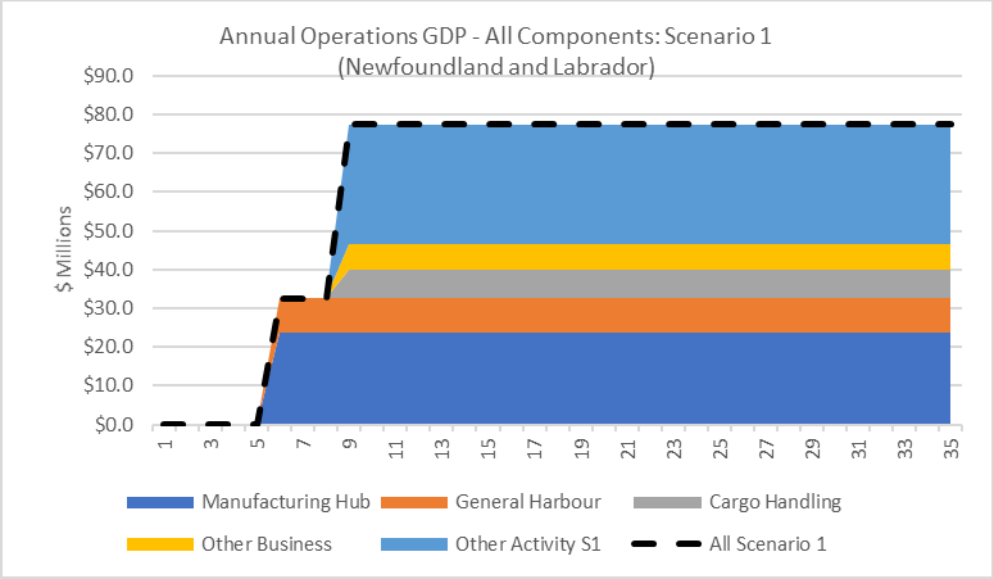


Figure 1658: Share of GDP by Type for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

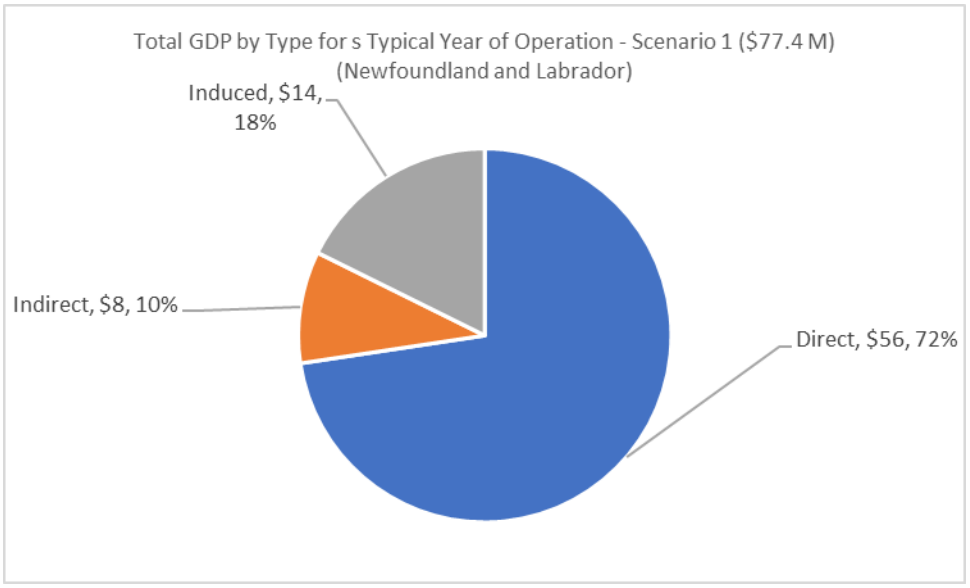


Figure 1659: Share of Total GDP by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

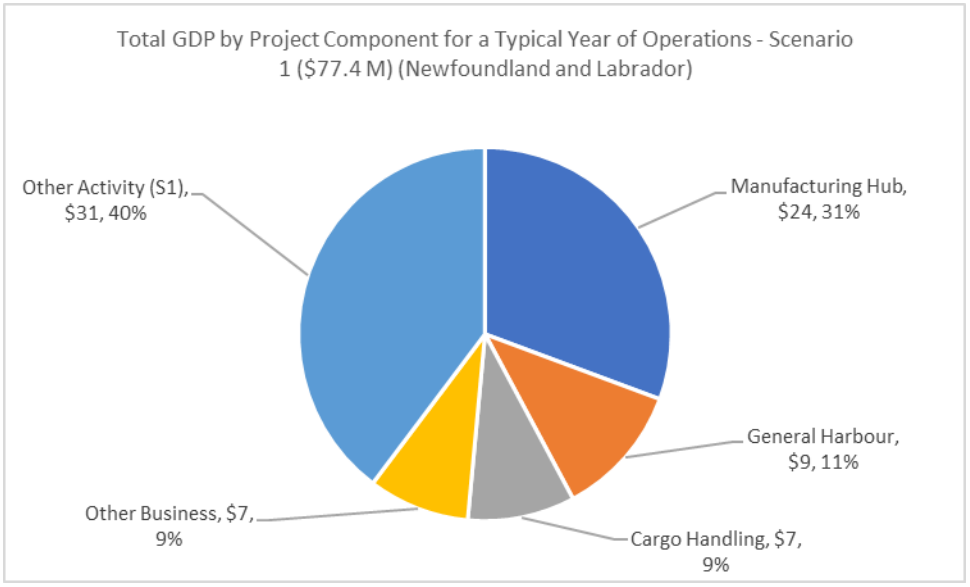


Figure 1660: Share of Total GDP by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

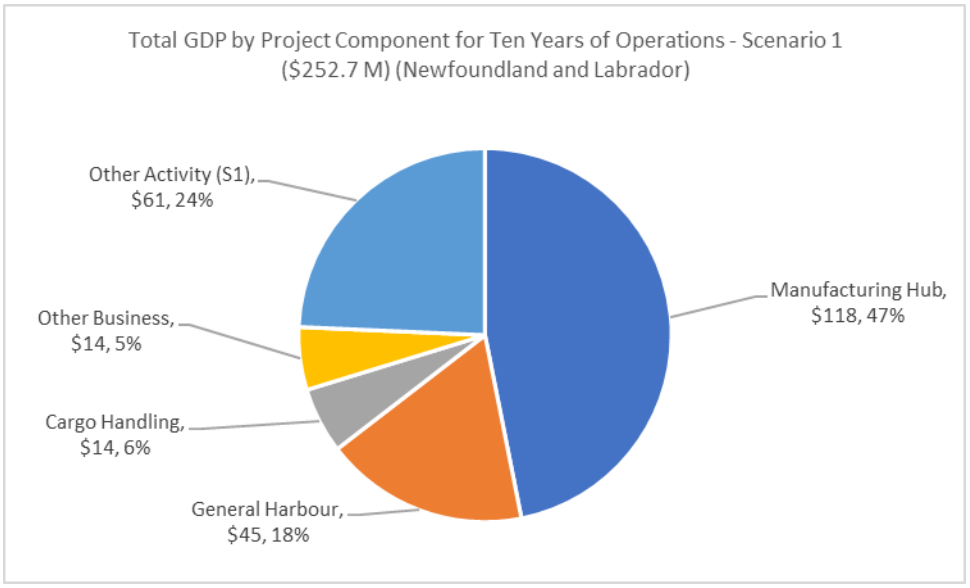


Figure 1661: Share of Total GDP by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

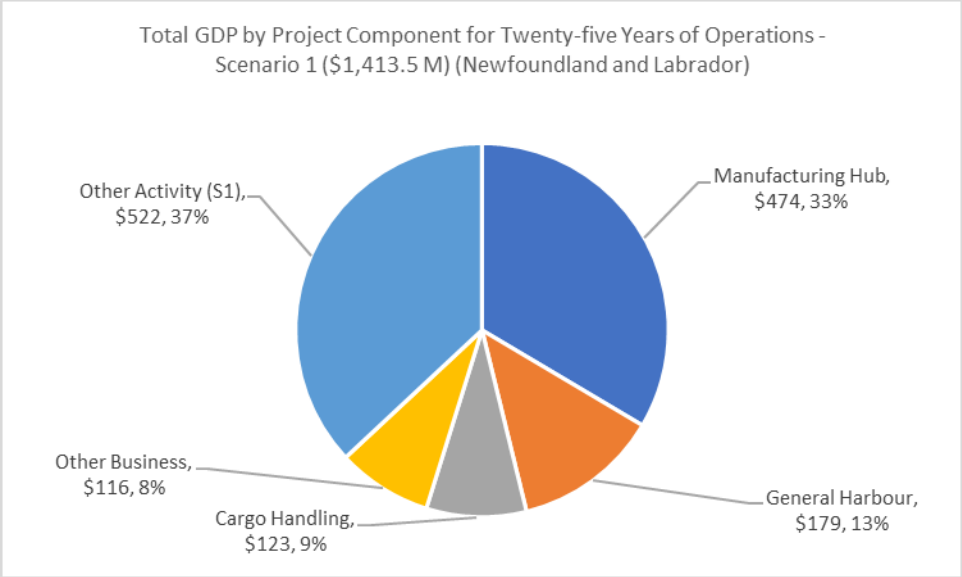
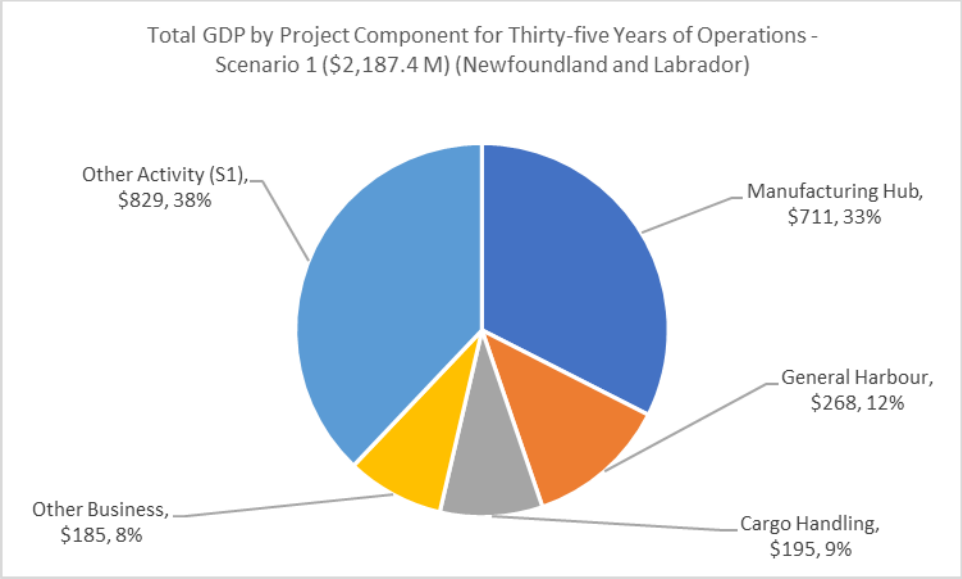


Figure 1662: Share of Total GDP by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)



27.2.2.2 GDP – Scenario 2 - Newfoundland and Labrador

For Scenario 2, Table 279 profiles the direct, indirect, induced and total GDP impacts by project component and the corresponding GDP impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating GDP impacts by project component are displayed in Figure 1663 and the GDP shares by type of GDP (that is, direct, indirect, and induced) are shown in Figure 1664. The corresponding total GDP shares by project component are shown in Figures 1665 through to 1668 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $48 million of GDP. As shown in Figure 1664, this total GDP is comprised of $34 million of direct GDP (72% of the total), $6 million of indirect GDP (12% of the total) and $8 million of induced GDP (16% total).

The annual total operating GDP will build to $48 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1663, that the annual direct GDP will stay at $48 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total GDP of $24 million (50% of the total), the General Harbour Services will responsible for $9 million in GDP (19% of the total), the Cargo Handling Hub will generate for $7 in GDP (15% of the total), Other Business Opportunities will yield $7 million in GDP (14% of the total) and Other Economic Activities has $1 million in GDP (2% of the total).

The GDP shares and levels of GDP changes over time because various components of the project come into operation at different points in time. For instance, the direct GDP shares accounted for by the Manufacturing Hub range from 61% (Figure 1666) for the ten-year timeframe to 50% (Figure 1665) for the typical year of operations, to 52% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1667 and 1668, respectively).

Additionally, the level of total GDP for the Project is estimated to be $48 million in a typical operating year. As well, over the first ten years, the cumulative direct project GDP is anticipated to be $193 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct GDP levels are expected to be $909 million and $1,386 million, respectively.

Table 279: Summary of Annual Operations GDP – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations GDP ($M)	All Components ($1)	$34.2	$139.8	$652.9	$995.0
	Manufacturing Hub	$17.3	$86.3	$345.3	$518.0
	General Harbour	$6.5	$32.6	$130.5	$195.7
	Cargo Handling	$5.4	$10.7	$91.2	$144.9

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
	Other Business	$4.3	$8.5	$72.6	$115.4
	Other Activity (S1)	$0.8	$1.6	$13.2	$21.0
Indirect Operations GDP ($M)	All Components (S1)	$5.8	$22.7	$109.0	$166.6
	Manufacturing Hub	$2.7	$13.3	$53.1	$79.6
	General Harbour	$1.1	$5.4	$21.5	$32.2
	Cargo Handling	$0.6	$1.3	$10.9	$17.3
	Other Business	$1.3	$2.7	$22.6	$35.9
	Other Activity (S1)	$0.1	$0.1	$1.0	$1.6
Induced Operations GDP ($M)	All Components (S1)	$7.7	$30.8	$147.1	$224.6
	Manufacturing Hub	$3.8	$18.8	$75.2	$112.8
	General Harbour	$1.3	$6.7	$26.9	$40.4
	Cargo Handling	$1.2	$2.4	$20.4	$32.4
	Other Business	$1.2	$2.5	$21.2	$33.7
	Other Activity (S1)	$0.2	$0.4	$3.3	$5.3
Total Operations GDP ($M))	**All Components (S1)**	**$47.7**	**$193.3**	**$909.0**	**$1,386.1**
	Manufacturing Hub	**$23.7**	**$118.4**	**$473.7**	**$710.5**
	General Harbour	**$8.9**	**$44.7**	**$178.8**	**$268.3**
	Cargo Handling	**$7.2**	**$14.4**	**$122.5**	**$194.6**
	Other Business	**$6.8**	**$13.7**	**$116.4**	**$184.9**
	Other Activity (S1)	**$1.0**	**$2.1**	**$17.5**	**$27.8**

Figure 1663: Annual Operations GDP – Scenario 2 - All Components (Newfoundland and Labrador)

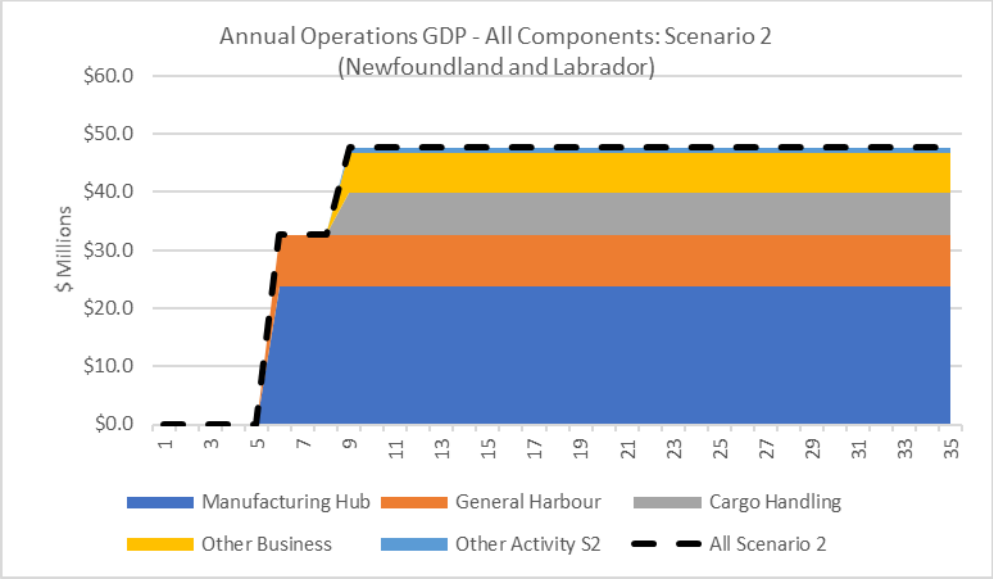


Figure 1664: Share of GDP by Type for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

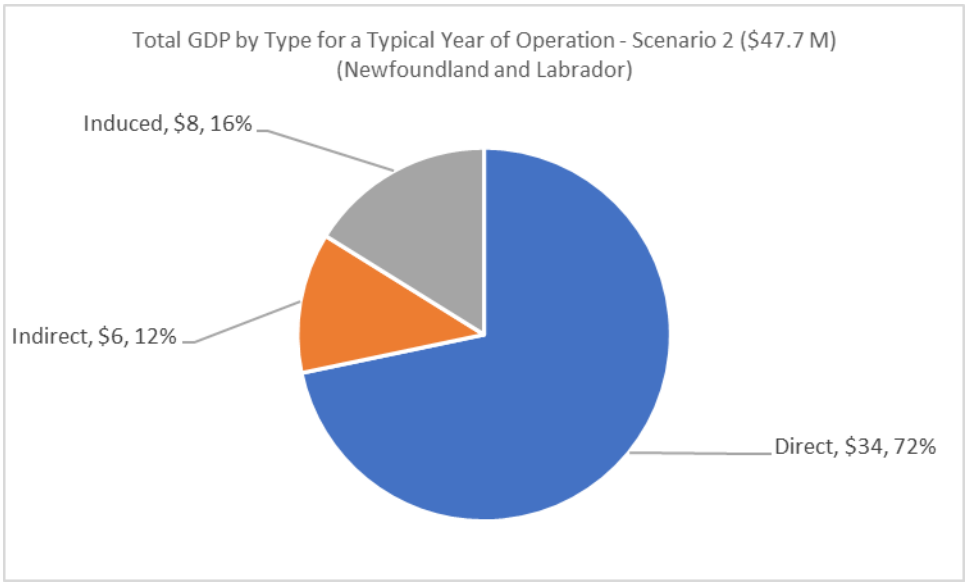


Figure 1665: Share of Total GDP by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

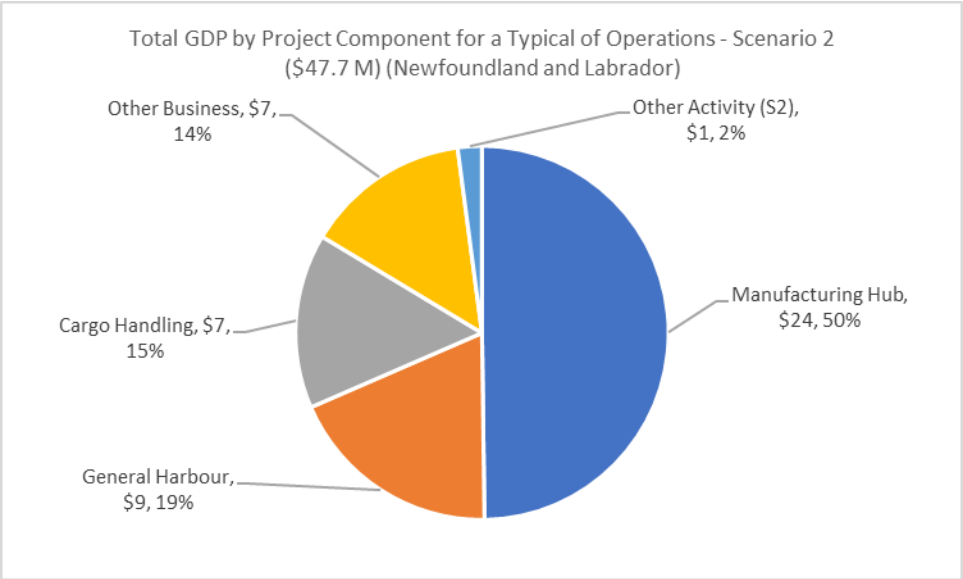


Figure 1666: Share of Total GDP by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

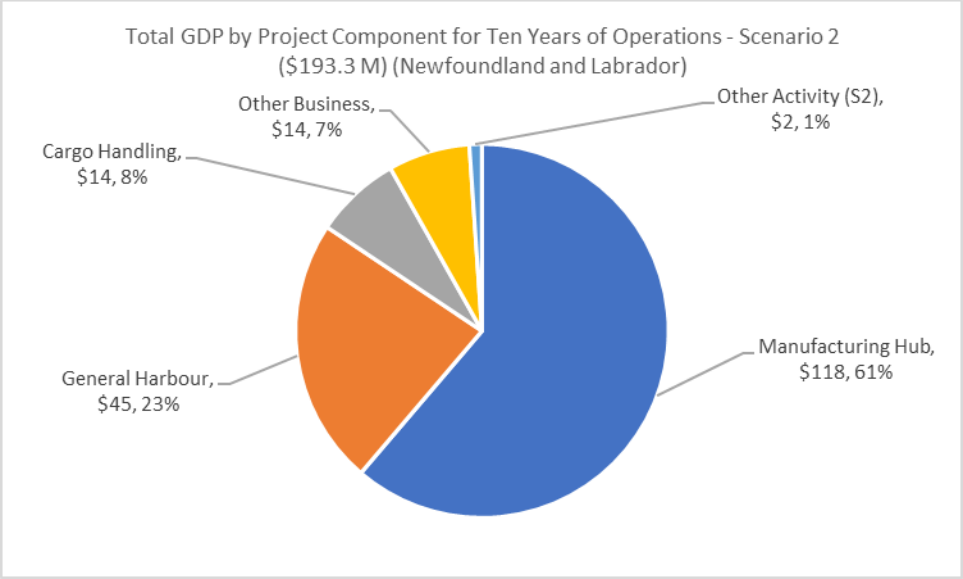


Figure 1667: Share of Total GDP by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

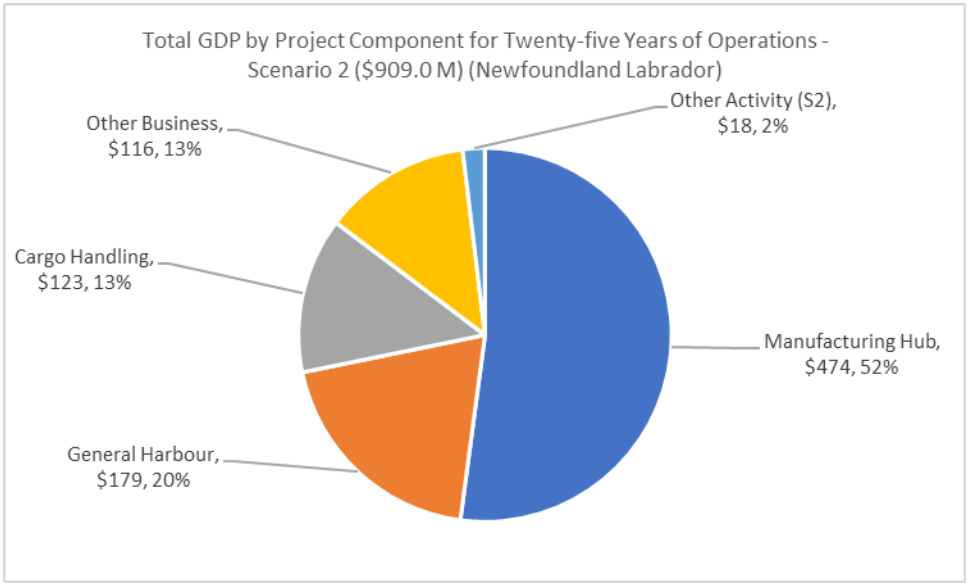
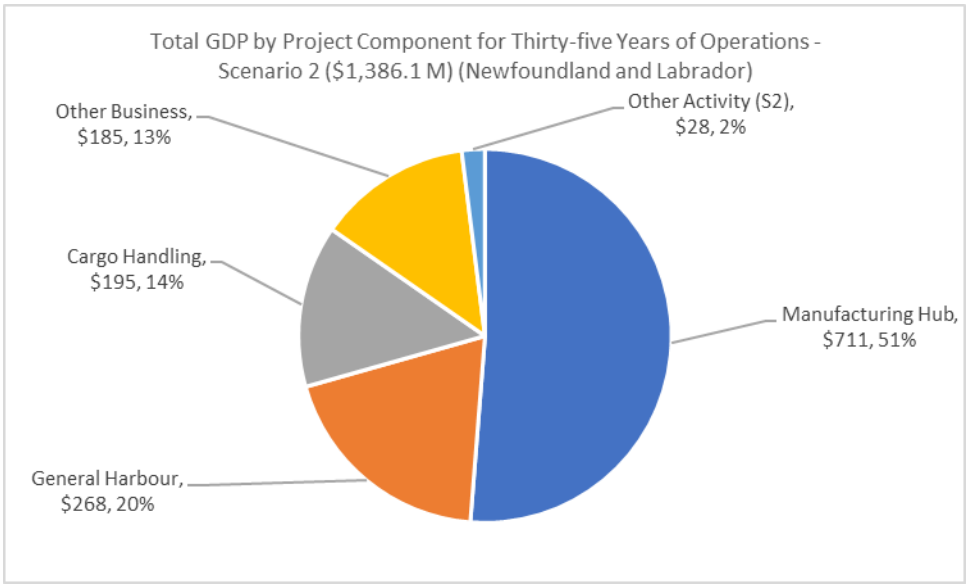


Figure 1668: Share of Total GDP by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)



27.2.3.1 Wages, Salaries, & Social Contributions – Scenario 1 - Newfoundland and Labrador

For Scenario 1, Table 280 profiles the direct, indirect, induced and total wages, salaries and social contributions impacts by project component and the corresponding wages, salaries and social contributions impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating wages, salaries and social contributions impacts by project component are displayed in Figure 1669 and the wages, salaries and social contributions shares by type of wages, salaries and social contributions (that is, direct, indirect, and induced) are shown in Figure 1670. The corresponding total wages, salaries and social contributions shares by project component are shown in Figures 1671 through to 1674 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $43 million of wages, salaries, and social contributions. As shown in Figure 1670, this total wages, salaries and social contributions is comprised of $32 million of direct wages, salaries and social contributions (75% of the total), $5 million of indirect wages, salaries and social contributions (11% of the total) and $6 million of induced wages, salaries and social contributions (14% total).

The annual total operating wages, salaries and social contributions will build to $43 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1669, that the annual direct wages, salaries and social contributions will stay at $68 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total wages, salaries and social contributions of $13 million (29% of the total), the General Harbour Services will responsible for $4 million in wages, salaries and social contributions (10% of the total), the Cargo Handling Hub will generate for $4 in wages, salaries and social contributions (9% of the total), Other Business Opportunities will yield $4 million in wages, salaries and social contributions (8% of the total) and Other Economic Activities has $19 million in wages, salaries and social contributions (44% of the total).

The wages, salaries and social contributions shares and levels of wages, salaries, and social contributions changes over time because various components of the project come into operation at different points in time. For instance, the direct wages, salaries and social

contributions shares accounted for by the Manufacturing Hub range from 46% (Figure 1662) for the ten-year timeframe to 29% (Figure 1661) for the typical year of operations, to 29% for both the twenty-five year and the thirty-five year time horizons (Figures 1663 and 1664, respectively).

Additionally, the level of total wages, salaries and social contributions for the Project is estimated to be $43 million in a typical operating year. As well, over the first ten years, the cumulative direct project wages, salaries, and social contributions is anticipated to be $136 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct wages, salaries, and social contributions levels are expected to be $585 million and $907 million, respectively.

Table 280: Summary of Annual Operations Wages, Salaries, & Social Contributions – Scenario 1 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Wages & Salaries ($M)	All Components (S1)	$32.3	$100.8	$584.7	$907.3
	Manufacturing Hub	$9.3	$46.3	$185.3	$278.0
	General Harbour	$2.8	$14.2	$56.9	$85.4
	Cargo Handling	$2.8	$5.7	$48.4	$76.9
	Other Business	$2.2	$4.4	$37.5	$59.5
	Other Activity (S1)	$15.1	$30.2	$256.6	$407.6
Indirect Operations Wages & Salaries ($M)	All Components (S1)	$4.8	$16.7	$88.3	$136.0
	Manufacturing Hub	$1.7	$8.5	$34.1	$51.2
	General Harbour	$0.7	$3.3	$13.3	$20.0
	Cargo Handling	$0.4	$0.8	$6.8	$10.7
	Other Business	$0.8	$1.6	$13.5	$21.4
	Other Activity (S1)	$1.2	$2.4	$20.6	$32.7
Induced Operations Wages & Salaries ($M)	All Components (S1)	$5.8	$18.1	$105.1	$163.1
	Manufacturing Hub	$1.6	$8.0	$32.0	$48.1
	General Harbour	$0.6	$2.9	$11.4	$17.1
	Cargo Handling	$0.5	$1.0	$8.6	$13.7
	Other Business	$0.5	$1.1	$9.0	$14.3
	Other Activity (S1)	$2.6	$5.2	$44.0	$69.9
Total Operations Wages & Salaries ($M))	**All Components (S1)**	**$42.8**	**$135.6**	**$778.1**	**$1,206.4**
	Manufacturing Hub	**$12.6**	**$62.9**	**$251.5**	**$377.2**
	General Harbour	**$4.1**	**$20.4**	**$81.6**	**$122.4**
	Cargo Handling	**$3.8**	**$7.5**	**$63.8**	**$101.3**
	Other Business	**$3.5**	**$7.1**	**$60.0**	**$95.3**
	Other Activity (S1)	**$18.9**	**$37.8**	**$321.2**	**$510.2**

Figure 1669: Annual Operations Wages, Salaries & Social Contributions – Scenario 1 - All Components (Newfoundland and Labrador)

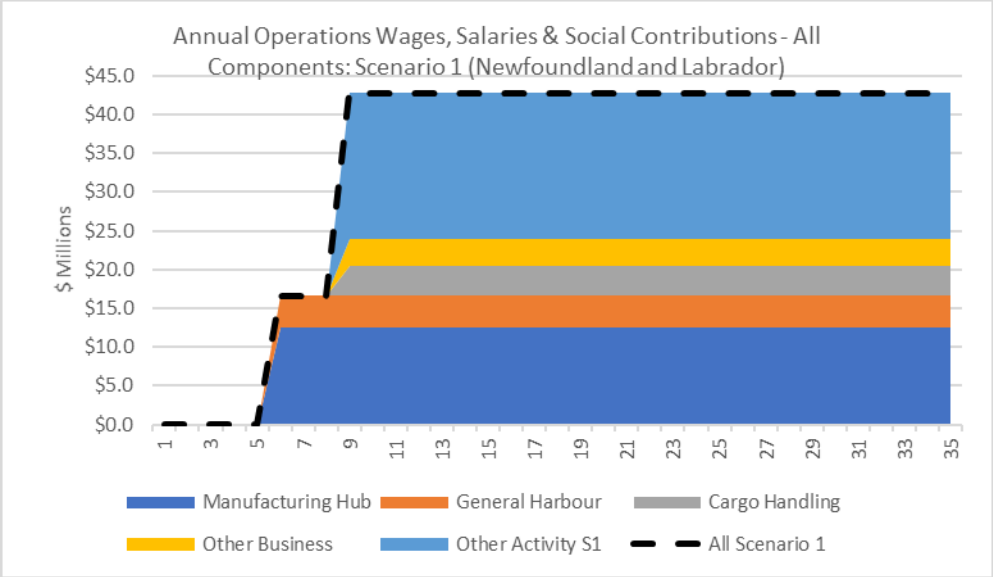


Figure 1670: Share of Wages, Salaries & Social Contributions by Type for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

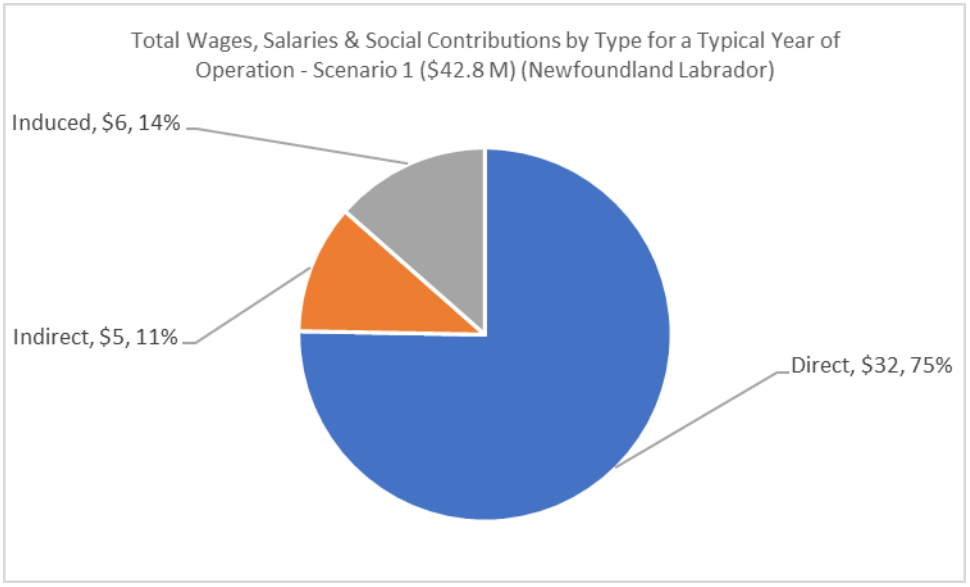


Figure 1671: Share of Total Wages, Salaries & Social Contributions by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

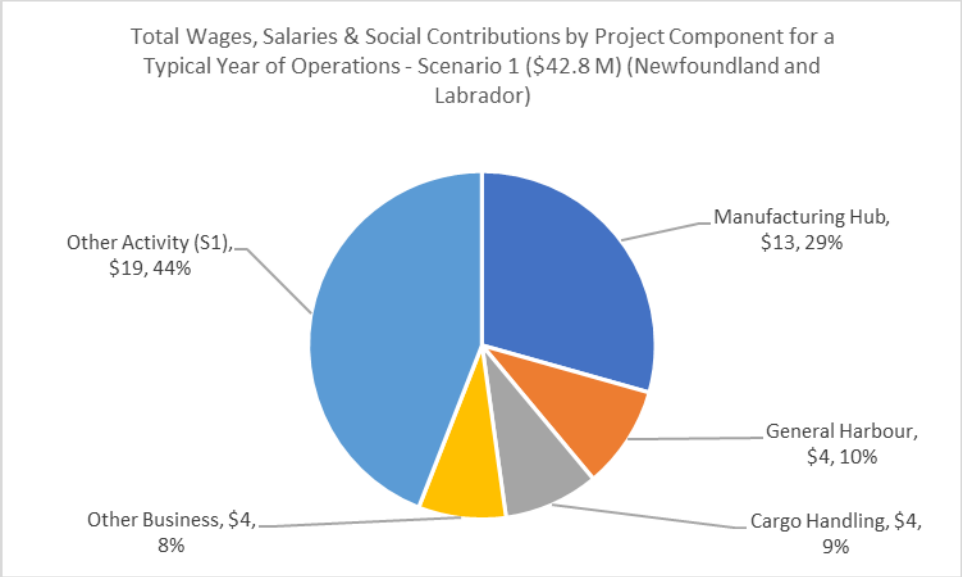


Figure 1672: Share of Total Wages, Salaries & Social Contributions by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

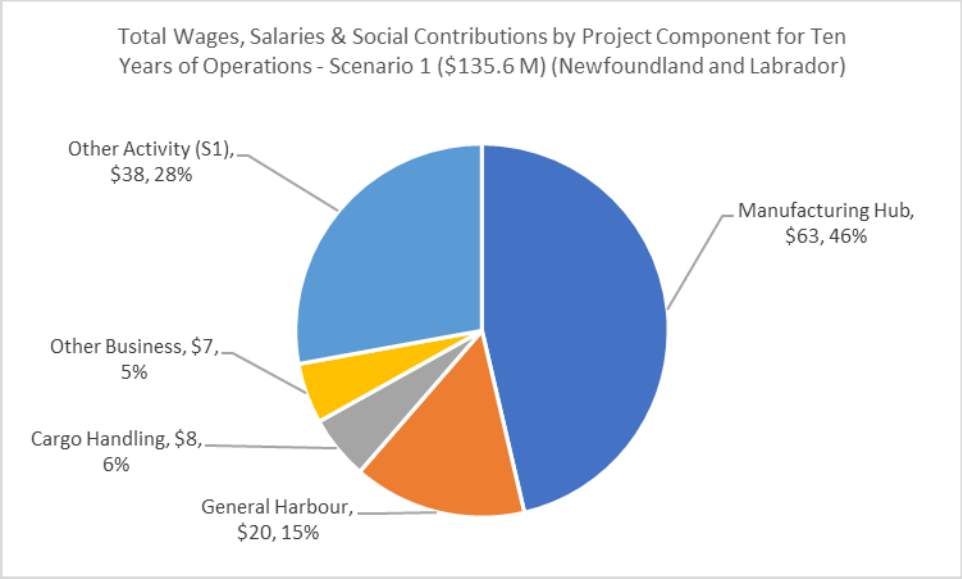


Figure 1673: Share of Total Wages, Salaries & Social Contributions by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

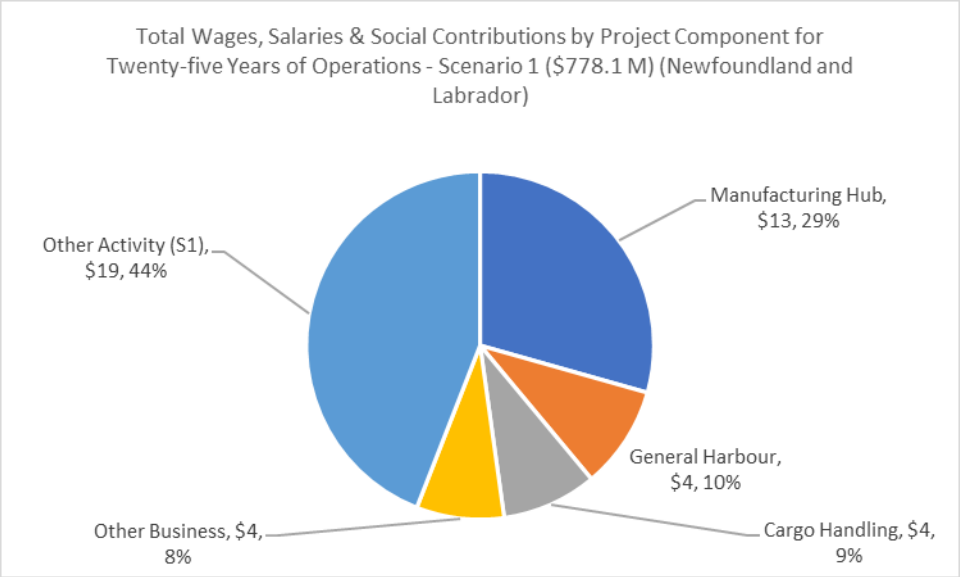
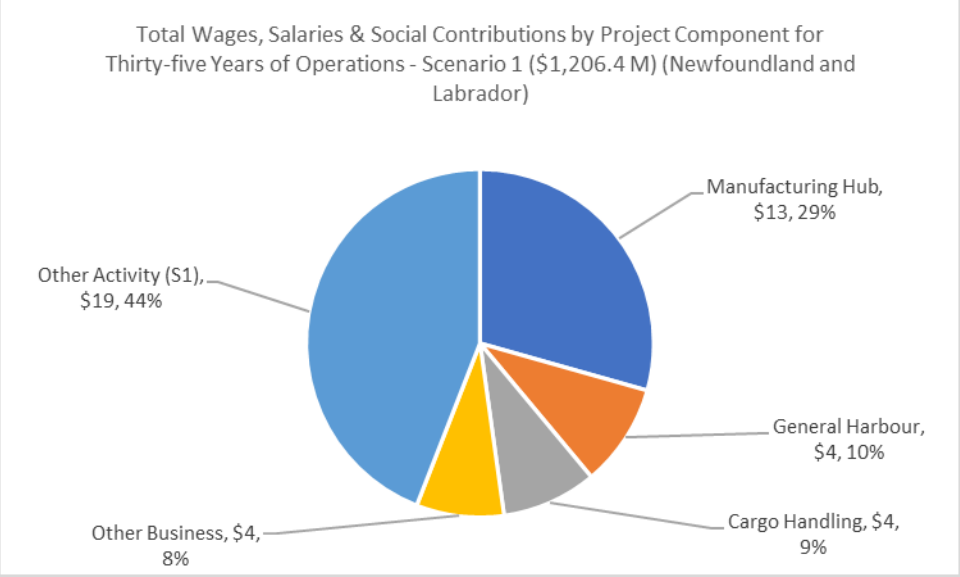


Figure 1674: Share of Total Wages, Salaries & Social Contributions by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)



27.2.3.2 Wages, Salaries, & Social Contributions – Scenario 2 - Newfoundland and Labrador

For Scenario 2, Table 281 profiles the direct, indirect, induced and total wages, salaries and social contributions impacts by project component and the corresponding wages, salaries and social contributions impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating wages, salaries and social contributions impacts by project component are displayed in Figure 1675 and the wages, salaries and social contributions shares by type of wages, salaries and social contributions (that is, direct, indirect, and induced) are shown in Figure 1676. The corresponding total wages, salaries and social contributions shares by project component are shown in Figures 1677 through to 1680 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $25 million of wages, salaries, and social contributions. As shown in Figure 1606, this total wages, salaries and social contributions is comprised of $18 million of direct wages, salaries and social contributions (72% of the total), $4 million of indirect wages, salaries and social contributions (15% of the total) and $3 million of induced wages, salaries and social contributions (13% total).

The annual total operating wages, salaries and social contributions will build to $25 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1675, that the annual direct wages, salaries and social contributions will stay at $25 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total wages, salaries and social contributions of $13 million (51% of the total), the General Harbour Services will responsible for $4 million in wages, salaries and social contributions (17% of the total), the Cargo Handling Hub will generate for $4 in wages, salaries and social contributions (16% of the total), Other Business Opportunities will yield $4 million in wages, salaries and social contributions (14% of the total) and Other Economic Activities has $1 million in wages, salaries and social contributions (2% of the total).

The wages, salaries and social contributions shares and levels of wages, salaries, and social contributions changes over time because various components of the project come into operation at different points in time. For instance, the direct wages, salaries and social contributions shares accounted for by the Manufacturing Hub range from 63% (Figure 1678) for the ten-year timeframe to 51% (Figure 1677) for the typical year of operations, to 51% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1679 and 1680, respectively).

Additionally, the level of total wages, salaries and social contributions for the Project is estimated to be $25million in a typical operating year. As well, over the first ten years, the cumulative direct project wages, salaries, and social contributions is anticipated to be $99 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative

direct wages, salaries, and social contributions levels are expected to be $467 million and $713 million, respectively.

Table 281: Summary of Annual Operations Wages, Salaries, & Social Contributions – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Wages & Salaries ($M)	All Components (S1)	$17.7	$71.6	$336.5	$513.1
	Manufacturing Hub	$9.3	$46.3	$185.3	$278.0
	General Harbour	$2.8	$14.2	$56.9	$85.4
	Cargo Handling	$2.8	$5.7	$48.4	$76.9
	Other Business	$2.2	$4.4	$37.5	$59.5
	Other Activity (S1)	$0.5	$1.0	$8.4	$13.4
Indirect Operations Wages & Salaries ($M)	All Components (S1)	$3.6	$14.3	$68.3	$104.2
	Manufacturing Hub	$1.7	$8.5	$34.1	$51.2
	General Harbour	$0.7	$3.3	$13.3	$20.0
	Cargo Handling	$0.4	$0.8	$6.8	$10.7
	Other Business	$0.8	$1.6	$13.5	$21.4
	Other Activity (S1)	$0.0	$0.1	$0.6	$0.9
Induced Operations Wages & Salaries ($M)	All Components (S1)	$3.3	$13.1	$62.5	$95.5
	Manufacturing Hub	$1.6	$8.0	$32.0	$48.1
	General Harbour	$0.6	$2.9	$11.4	$17.1
	Cargo Handling	$0.5	$1.0	$8.6	$13.7
	Other Business	$0.5	$1.1	$9.0	$14.3
	Other Activity (S1)	$0.1	$0.2	$1.4	$2.2
Total Operations Wages & Salaries ($M))	**All Components (S1)**	**$24.5**	**$99.1**	**$467.3**	**$712.8**
	Manufacturing Hub	**$12.6**	**$62.9**	**$251.5**	**$377.2**
	General Harbour	**$4.1**	**$20.4**	**$81.6**	**$122.4**
	Cargo Handling	**$3.8**	**$7.5**	**$63.8**	**$101.3**
	Other Business	**$3.5**	**$7.1**	**$60.0**	**$95.3**
	Other Activity (S1)	**$0.6**	**$1.2**	**$10.4**	**$16.5**

Figure 1675: Annual Operations Wages, Salaries & Social Contributions – Scenario 2 - All Components (Newfoundland and Labrador)

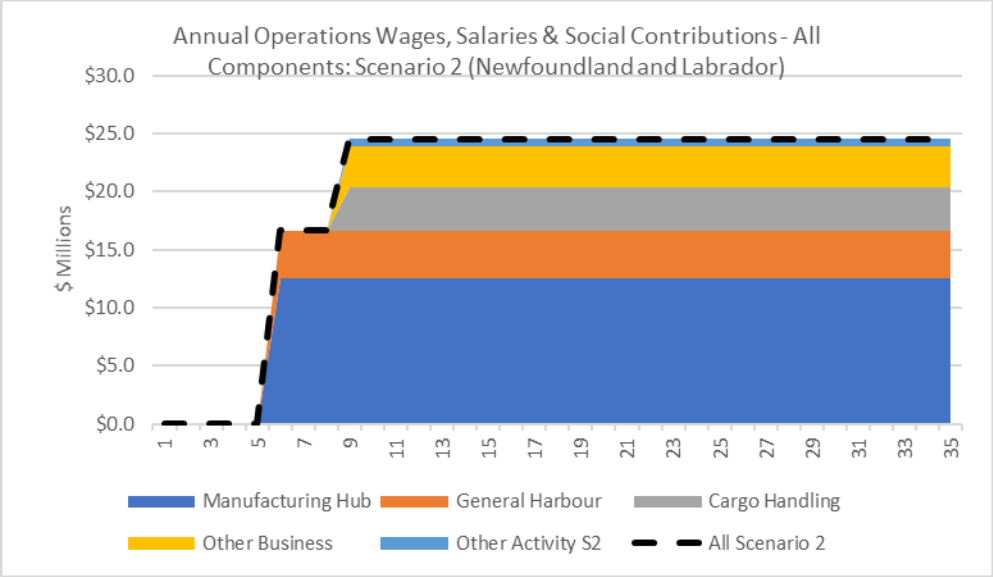


Figure 1676: Share of Wages, Salaries & Social Contributions by Type for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

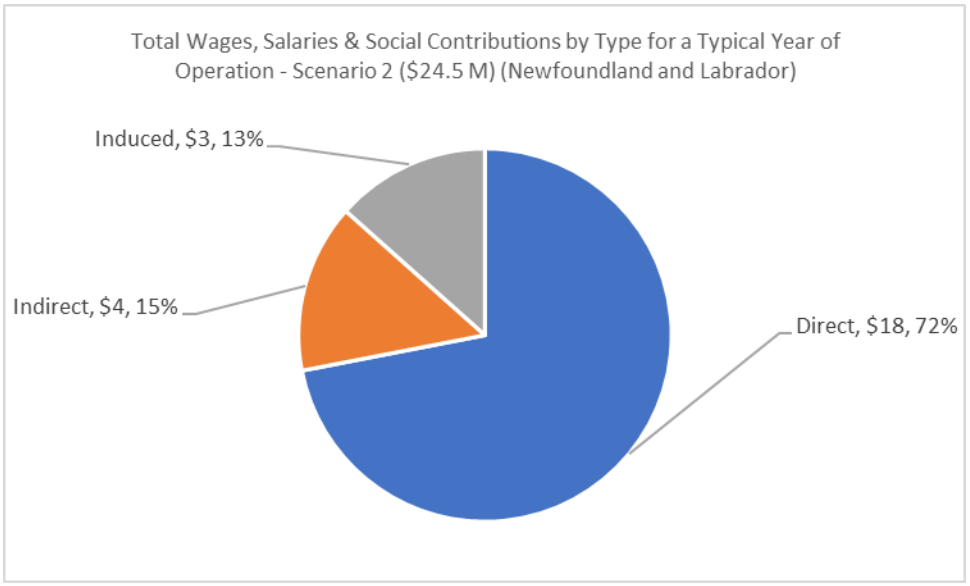


Figure 1677: Share of Total Wages, Salaries & Social Contributions by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

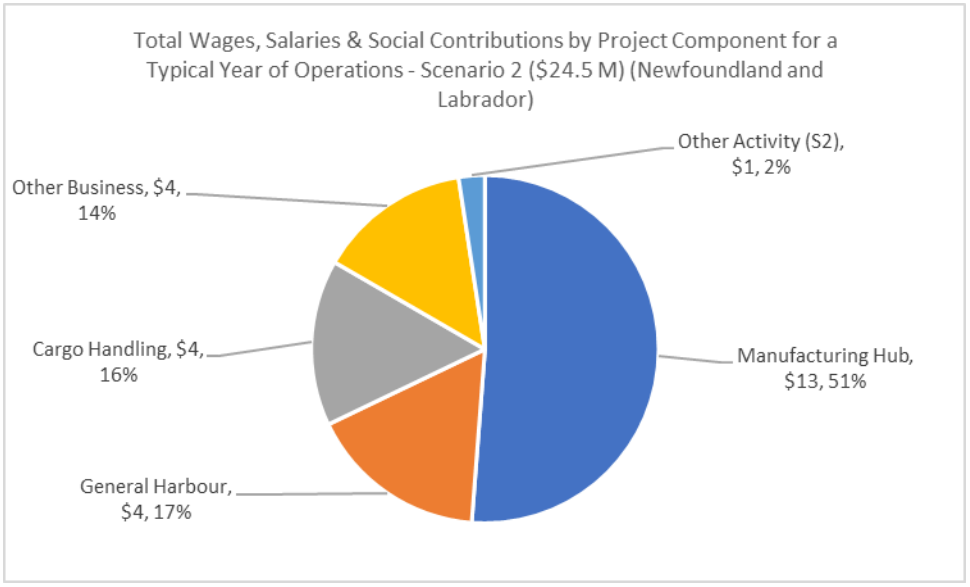


Figure 1678: Share of Total Wages, Salaries & Social Contributions by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

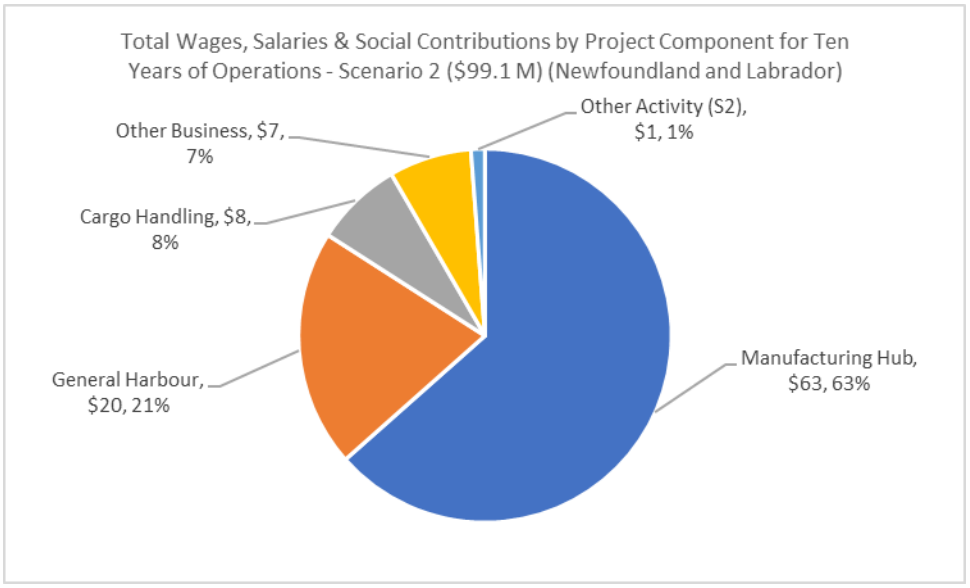


Figure 1679: Share of Total Wages, Salaries & Social Contributions by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

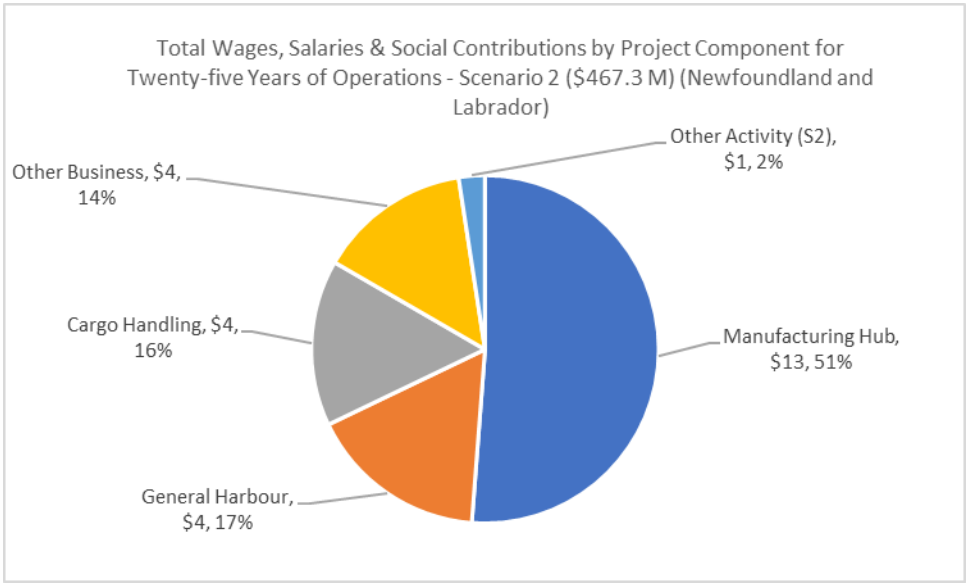
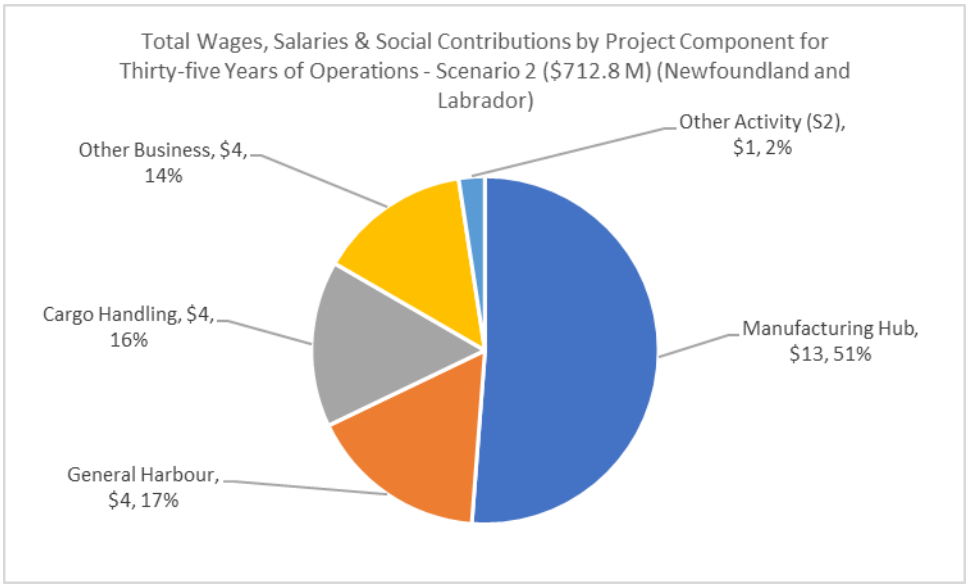


Figure 1680: Share of Total Wages, Salaries & Social Contributions by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)



27.2.4.1 Business Income – Scenario 1 - Newfoundland and Labrador

For Scenario 1, Table 282 profiles the direct, indirect, induced and total business income impacts by project component and the corresponding business income impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating business income impacts by project component are displayed in Figure 1681 and the business income shares by type of business income (that is, direct, indirect, and induced) are shown in Figure 1682. The corresponding total business income shares by project component are shown in Figures 1683 through to 1686 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $31 million of business income. As shown in Figure 1600, this total business income is comprised of $24 million of direct business income (76% of the total), $3 million of indirect business income (8% of the total) and $5 million of induced business income (16% total).

The annual total operating business income will build to $31 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1681, that the annual direct business income will stay at $31 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total business income of $10 million (33% of the total), the General Harbour Services will responsible for $4 million in business income (14% of the total), the Cargo Handling Hub will generate for $3 in business income (10% of the total), Other Business Opportunities will yield $3 million in business income (10% of the total) and Other Economic Activities has $10 million in business income (33% of the total).

The business income shares and levels of business income changes over time because various components of the project come into operation at different points in time. For instance, the direct business income shares accounted for by the Manufacturing Hub range from 48% (Figure 1684) for the ten-year timeframe to 33% (Figure 1683) for the typical year of operations, to 35% for the twenty-five year and 34% for the thirty-five year time horizons (Figures 1685 and 1686, respectively).

Additionally, the level of total business income for the Project is estimated to be $31 million in a typical operating year. As well, over the first ten years, the cumulative direct project business income is anticipated to be $106million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct business income levels are expected to be $576 million and $888 million, respectively.

Table 282: Summary of Annual Operations Business Income – Scenario 1 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Business Income ($M)	All Components (S1)	$23.7	$81.7	$436.8	$673.6
	Manufacturing Hub	$7.9	$39.4	$157.6	$236.4
	General Harbour	$3.6	$17.8	$71.2	$106.7
	Cargo Handling	$2.4	$4.9	$41.6	$66.1
	Other Business	$2.2	$4.5	$38.0	$60.3
	Other Activity (S1)	$7.6	$15.1	$128.5	$204.2
Indirect Operations Business Income ($M)	All Components (S1)	$2.6	$9.0	$48.6	$75.0
	Manufacturing Hub	$0.9	$4.3	$17.2	$25.9
	General Harbour	$0.4	$1.9	$7.6	$11.5
	Cargo Handling	$0.2	$0.5	$3.9	$6.1
	Other Business	$0.5	$1.1	$9.1	$14.4
	Other Activity (S1)	$0.6	$1.3	$10.8	$17.1
Induced Operations Business Income ($M)	All Components (S1)	$5.0	$15.5	$90.1	$139.8
	Manufacturing Hub	$1.4	$6.9	$27.5	$41.2
	General Harbour	$0.5	$2.4	$9.8	$14.7
	Cargo Handling	$0.4	$0.9	$7.4	$11.7
	Other Business	$0.5	$0.9	$7.7	$12.3
	Other Activity (S1)	$2.2	$4.4	$37.7	$59.9
Total Operations Business Income ($M))	**All Components (S1)**	**$31.3**	**$106.2**	**$575.5**	**$888.4**
	Manufacturing Hub	**$10.1**	**$50.6**	**$202.3**	**$303.5**
	General Harbour	**$4.4**	**$22.1**	**$88.6**	**$132.9**
	Cargo Handling	**$3.1**	**$6.2**	**$52.8**	**$83.9**
	Other Business	**$3.2**	**$6.4**	**$54.8**	**$87.0**
	Other Activity (S1)	**$10.4**	**$20.8**	**$177.0**	**$281.1**

Figure 1681: Annual Operations Business Income – Scenario 1 - All Components (Newfoundland and Labrador)

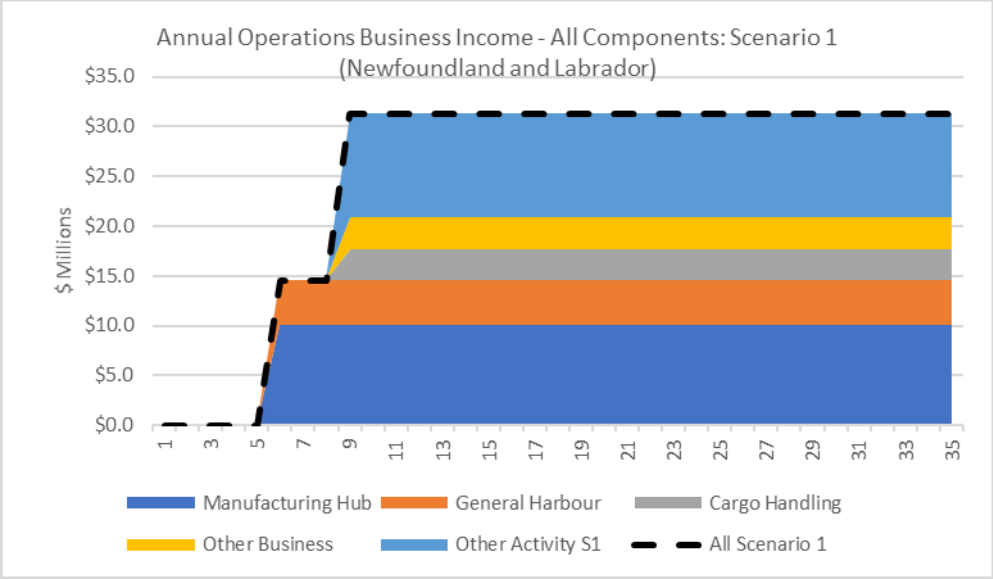


Figure 1682: Share of Business Income by Type for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

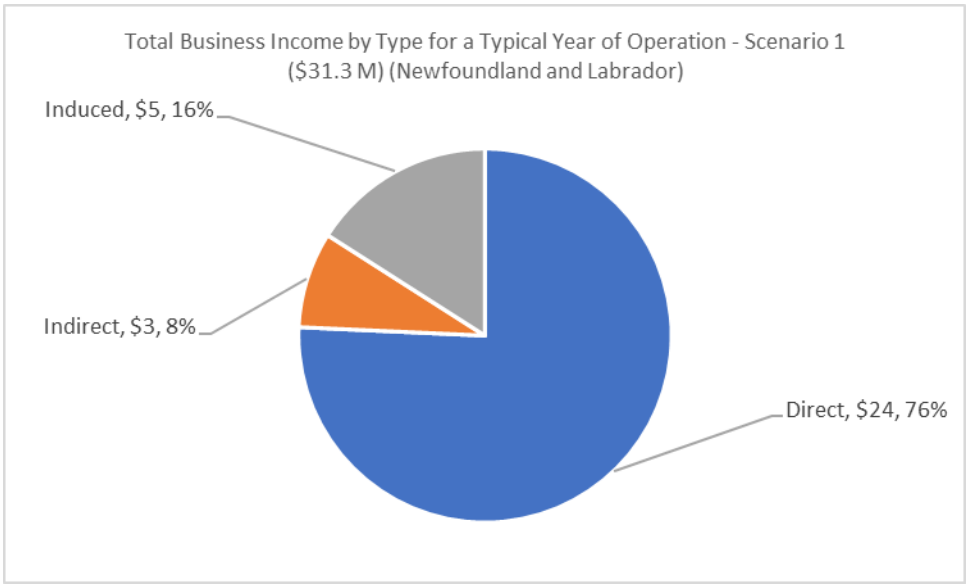


Figure 1683: Share of Total Business Income by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

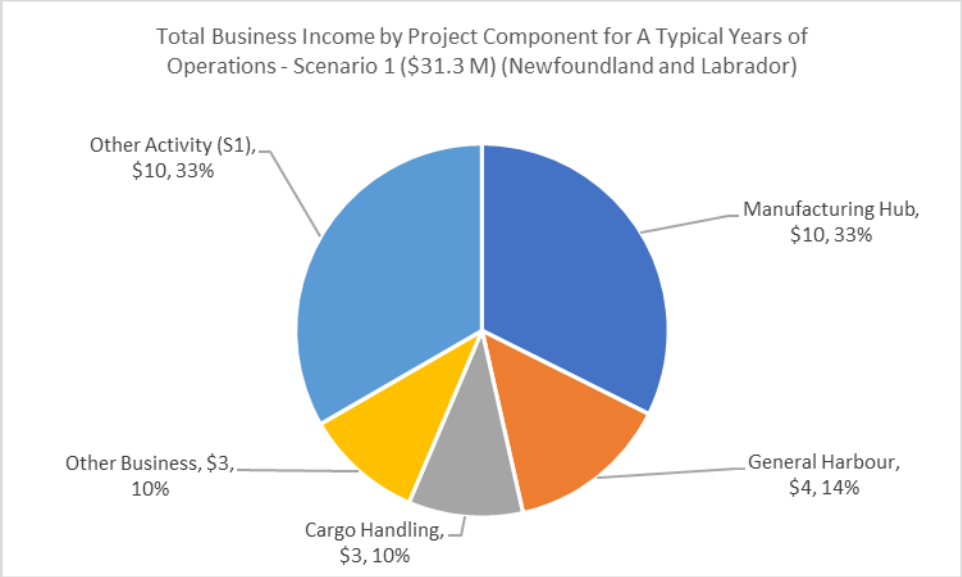


Figure 1684: Share of Total Business Income by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

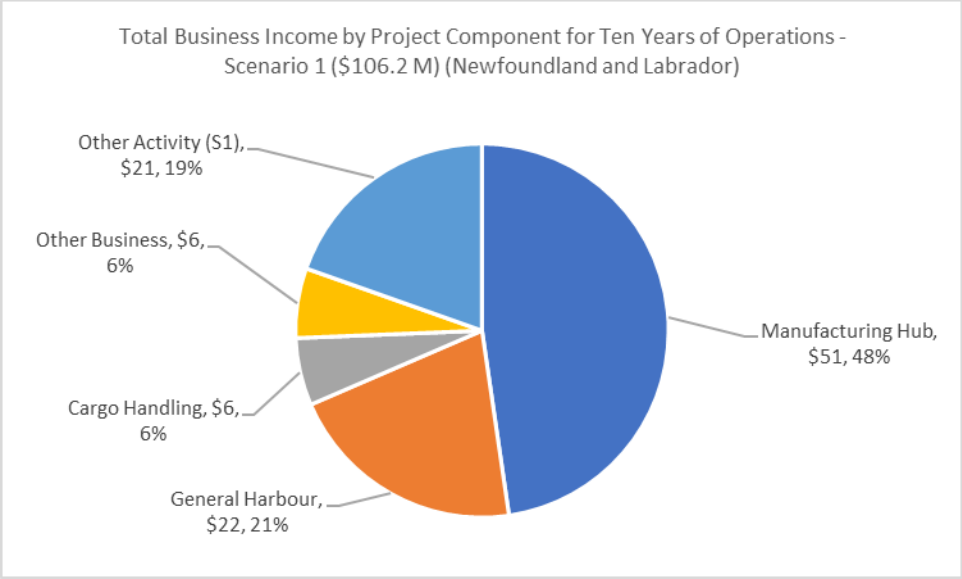


Figure 1685: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

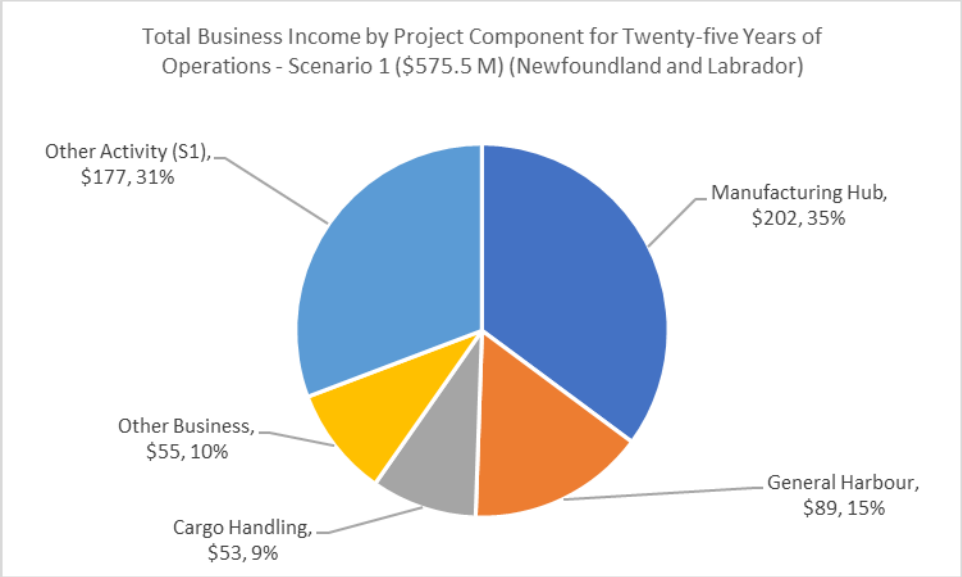
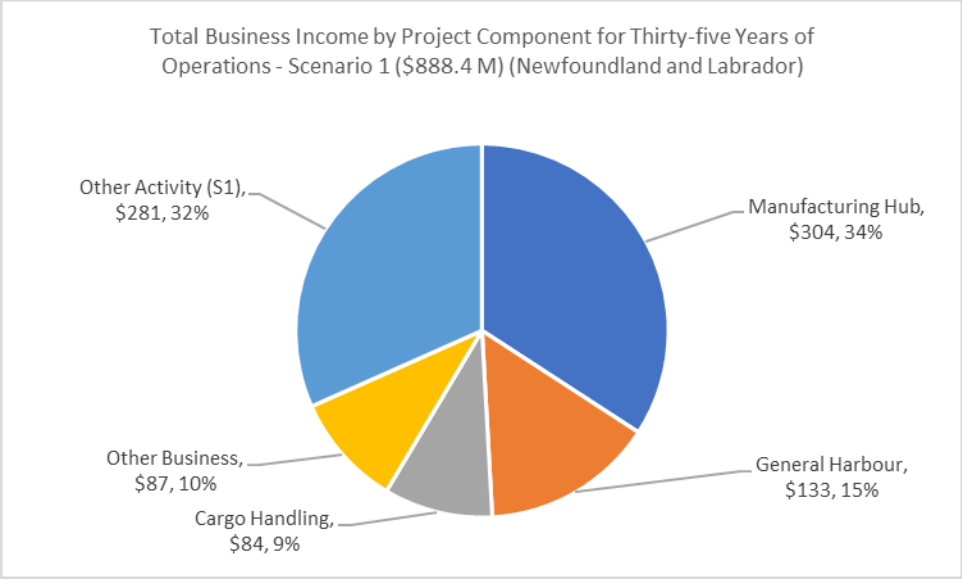


Figure 1686: Share of Total Business Income by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)



27.2.4.2 Business Income – Scenario 2 - Newfoundland and Labrador

For Scenario 2, Table 283 profiles the direct, indirect, induced and total business income impacts by project component and the corresponding business income impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating business income impacts by project component are displayed in Figure 1687 and the business income shares by type of business income (that is, direct, indirect, and induced) are shown in Figure 1688. The corresponding total business income shares by project component are shown in Figures 1689 through to 1692 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $21 million of business income. As shown in Figure 1606, this total business income is comprised of $16 million of direct business income (77% of the total), $2 million of indirect business income (10% of the total) and $3 million of induced business income (13% total).

The annual total operating business income will build to $21 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1687, that the annual direct business income will stay at $21 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total business income of $10 million (48% of the total), the General Harbour Services will responsible for $4 million in business income (21% of the total), the Cargo Handling Hub will generate for $3 in business income (14% of the total), Other Business Opportunities will yield $3 million in business income (15% of the total) and Other Economic Activities has $0 million in business income (2% of the total).

The business income shares and levels of business income changes over time because various components of the project come into operation at different points in time. For instance, the direct business income shares accounted for by the Manufacturing Hub range from 51% (Figure 1690) for the ten-year timeframe to 48% (Figure 1689) for the typical year of operations, to 50% for the twenty-five year time horizon and 49% for the thirty-five year time horizon (Figures 1691 and 1692, respectively).

Additionally, the level of total business income for the Project is estimated to be $21 million in a typical operating year. As well, over the first ten years, the cumulative direct project business income is anticipated to be $86 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct business income levels are expected to be $405 million and $617 million, respectively.

Table 283: Summary of Annual Operations Business Income – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct	All Components (S1)	$16.4	$67.1	$312.7	$476.5

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Operations Business Income ($M)	Manufacturing Hub	$7.9	$39.4	$157.6	$236.4
	General Harbour	$3.6	$17.8	$71.2	$106.7
	Cargo Handling	$2.4	$4.9	$41.6	$66.1
	Other Business	$2.2	$4.5	$38.0	$60.3
	Other Activity (S1)	$0.3	$0.5	$4.4	$7.1
Indirect Operations Business Income ($M)	All Components (S1)	$2.0	$7.8	$38.2	$58.5
	Manufacturing Hub	$0.9	$4.3	$17.2	$25.9
	General Harbour	$0.4	$1.9	$7.6	$11.5
	Cargo Handling	$0.2	$0.5	$3.9	$6.1
	Other Business	$0.5	$1.1	$9.1	$14.4
	Other Activity (S1)	$0.0	$0.0	$0.4	$0.6
Induced Operations Business Income ($M)	All Components (S1)	$2.8	$11.2	$53.6	$81.8
	Manufacturing Hub	$1.4	$6.9	$27.5	$41.2
	General Harbour	$0.5	$2.4	$9.8	$14.7
	Cargo Handling	$0.4	$0.9	$7.4	$11.7
	Other Business	$0.5	$0.9	$7.7	$12.3
	Other Activity (S1)	$0.1	$0.1	$1.2	$1.9
Total Operations Business Income ($M))	**All Components (S1)**	**$21.2**	**$86.1**	**$404.6**	**$616.9**
	Manufacturing Hub	**$10.1**	**$50.6**	**$202.3**	**$303.5**
	General Harbour	**$4.4**	**$22.1**	**$88.6**	**$132.9**
	Cargo Handling	**$3.1**	**$6.2**	**$52.8**	**$83.9**
	Other Business	**$3.2**	**$6.4**	**$54.8**	**$87.0**
	Other Activity (S1)	**$0.4**	**$0.7**	**$6.0**	**$9.6**

Figure 1687: Annual Operations Business Income – Scenario 1 - All Components (Newfoundland and Labrador)

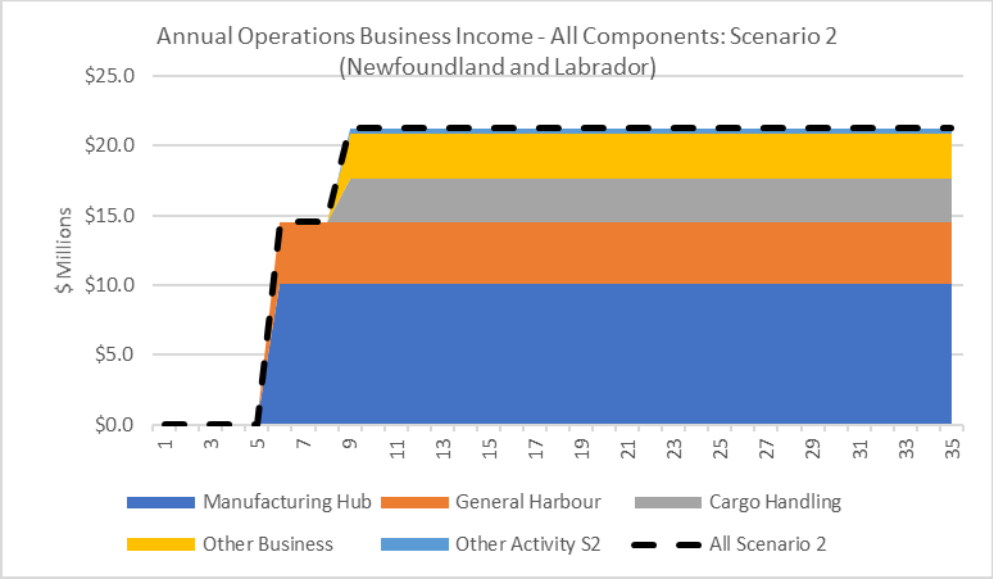


Figure 1688: Share of Business Income by Type for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

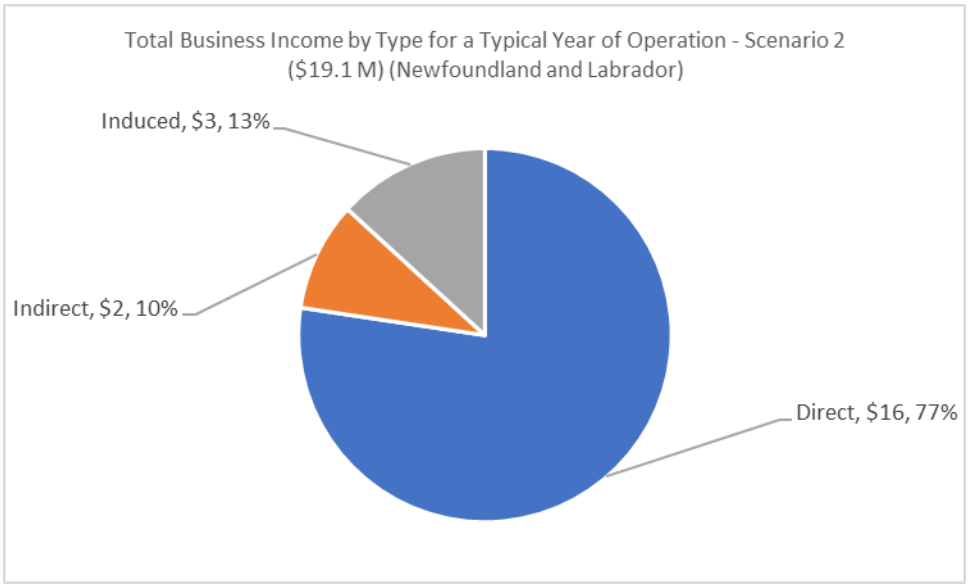


Figure 1689: Share of Total Business Income by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

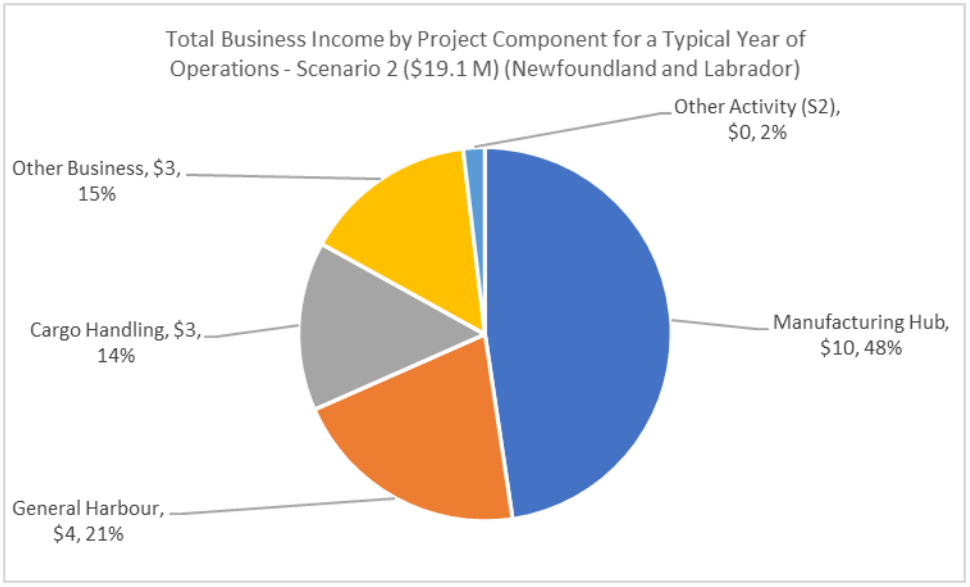


Figure 1690: Share of Total Business Income by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

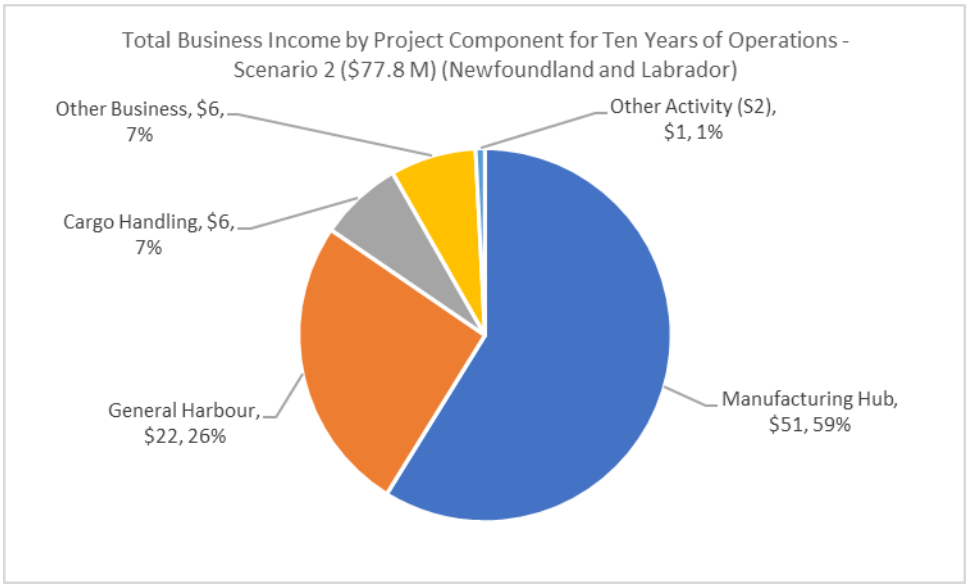


Figure 1691: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

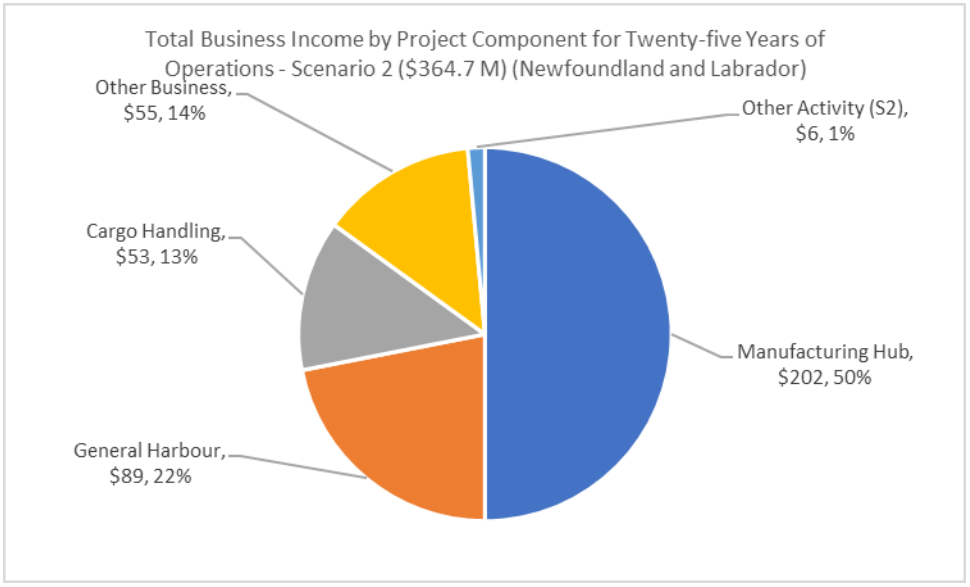
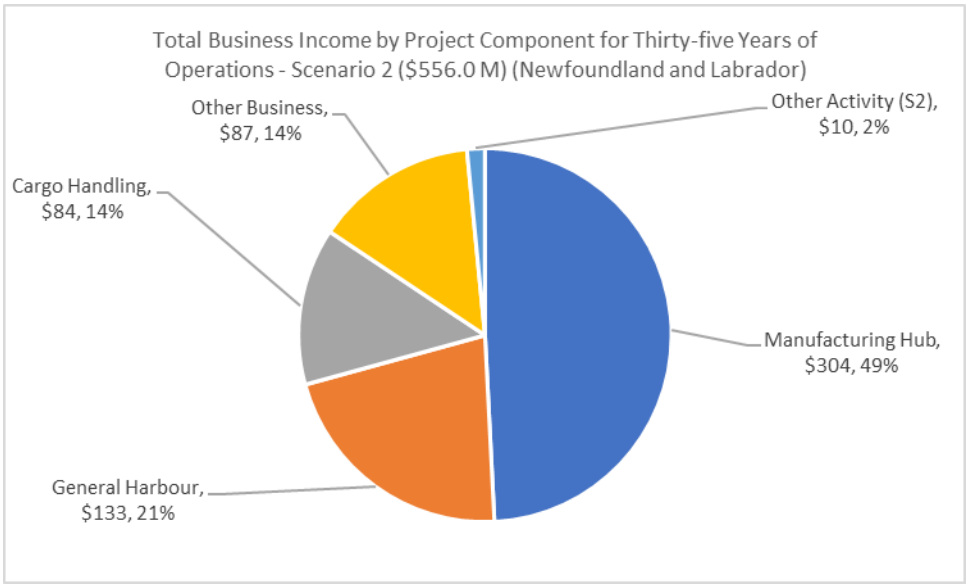


Figure 1692: Share of Total Business Income by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)



27.2.5.1 Federal Tax Revenue – Scenario 1 - Newfoundland and Labrador

For Scenario 1, Table 284 profiles the direct, indirect, induced and total federal tax revenue impacts by project component and the corresponding federal tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating federal tax revenue impacts by project component are displayed in Figure 1693 and the federal tax revenue shares by type of federal tax revenue (that is, direct, indirect, and induced) are shown in Figure 1694. The corresponding total federal tax revenue shares by project component are shown in Figures 1695 through to 1698 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $6.3 million of federal tax revenue. As shown in Figure 1694, this total federal tax revenue is comprised of $4.5 million of direct federal tax revenue (70% of the total), $0.6 million of indirect federal tax revenue (10% of the total) and $1.3 million of induced federal tax revenue (20% total).

The annual total operating federal tax revenue will build to $6.3 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1693, that the annual direct federal tax revenue will stay at $6.3 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total federal tax revenue of $1.6 million (25% of the total), the General Harbour Services will responsible for $0.6 million in federal tax revenue (10% of the total), the Cargo Handling Hub will generate for $0.5 in federal tax revenue (8% of the total), Other Business Opportunities will yield $0.5 million in federal tax revenue (8% of the total) and Other Economic Activities has $3.1 million in federal tax revenue (49% of the total).

The federal tax revenue shares and levels of federal tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct federal tax revenue shares accounted for by the Manufacturing Hub range from 42% (Figure 1696) for the ten-year timeframe to 25% (Figure 1695) for the typical year of operations, to 29% for the twenty-five year and 28% for the thirty-five year time horizons (Figures 1697 and 1698, respectively).

Additionally, the level of total federal tax revenue for the Project is estimated to be $6 million in a typical operating year. As well, over the first ten years, the cumulative direct project federal tax revenue is anticipated to be $19 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct federal tax revenue levels are expected to be $114 million and $177 million, respectively.

Table 284: Summary of Annual Operations Federal Tax Revenue – Scenario 1 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Federal Tax Revenue ($M)	All Components (S1)	$4.5	$13.3	$80.1	$124.6
	Manufacturing Hub	$1.1	$5.4	$21.8	$32.7
	General Harbour	$0.4	$1.8	$7.3	$10.9
	Cargo Handling	$0.3	$0.7	$5.5	$8.8
	Other Business	$0.3	$0.7	$5.6	$8.9
	Other Activity (S1)	$2.3	$4.7	$39.9	$63.4
Indirect Operations Federal Tax Revenue ($M)	All Components (S1)	$0.6	$2.0	$10.6	$16.3
	Manufacturing Hub	$0.2	$1.0	$4.0	$6.0
	General Harbour	$0.1	$0.4	$1.5	$2.3
	Cargo Handling	$0.0	$0.1	$0.8	$1.2
	Other Business	$0.1	$0.2	$1.8	$2.8
	Other Activity (S1)	$0.1	$0.3	$2.5	$4.0
Induced Operations Federal Tax Revenue ($M)	All Components (S1)	$1.3	$4.0	$23.3	$36.2
	Manufacturing Hub	$0.3	$1.7	$6.9	$10.4
	General Harbour	$0.1	$0.6	$2.5	$3.7
	Cargo Handling	$0.1	$0.2	$1.9	$3.0
	Other Business	$0.1	$0.2	$2.0	$3.1
	Other Activity (S1)	$0.6	$1.2	$10.0	$15.9
Total Operations Federal Tax Revenue ($M))	**All Components (S1)**	**$6.3**	**$19.2**	**$113.9**	**$177.1**
	Manufacturing Hub	**$1.6**	**$8.2**	**$32.7**	**$49.0**
	General Harbour	**$0.6**	**$2.8**	**$11.3**	**$17.0**
	Cargo Handling	**$0.5**	**$1.0**	**$8.2**	**$13.1**
	Other Business	**$0.5**	**$1.1**	**$9.3**	**$14.8**
	Other Activity (S1)	**$3.1**	**$6.2**	**$52.4**	**$83.2**

Figure 1693: Annual Operations Federal Tax Revenue – Scenario 1 - All Components (Newfoundland and Labrador)

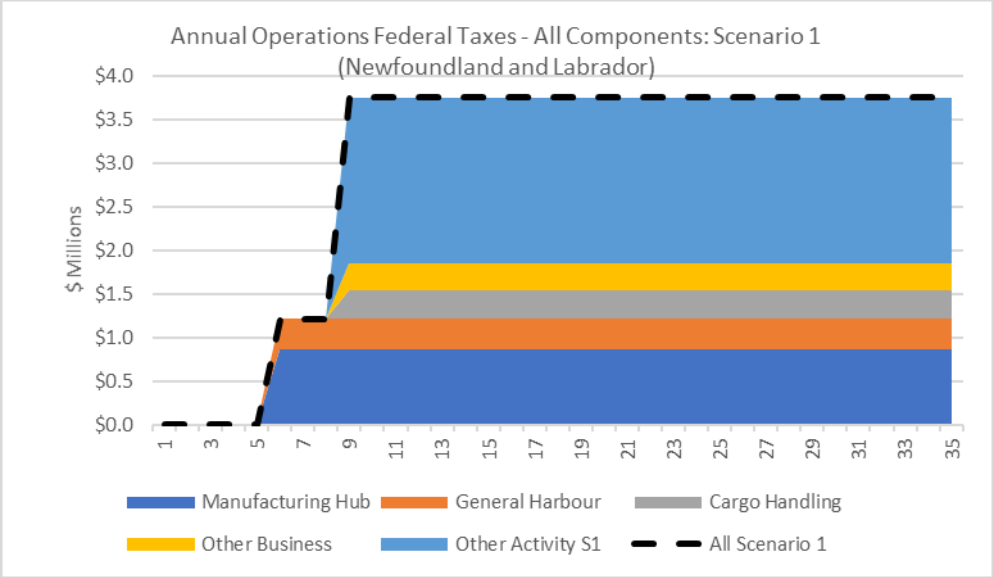


Figure 1694: Share of Federal Tax Revenue by Type for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

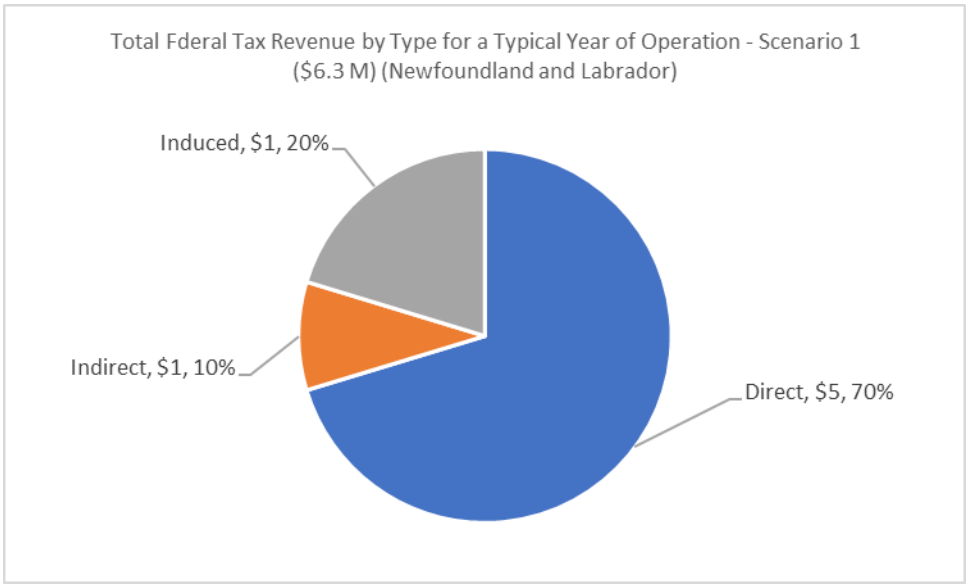


Figure 1695: Share of Total Federal Tax Revenue by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

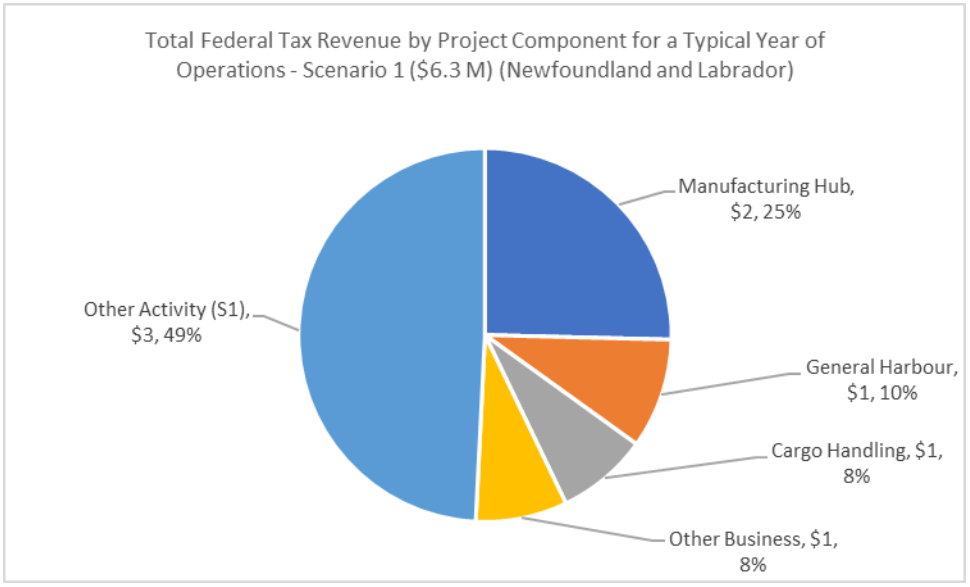


Figure 1696: Share of Total Federal Tax Revenue by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

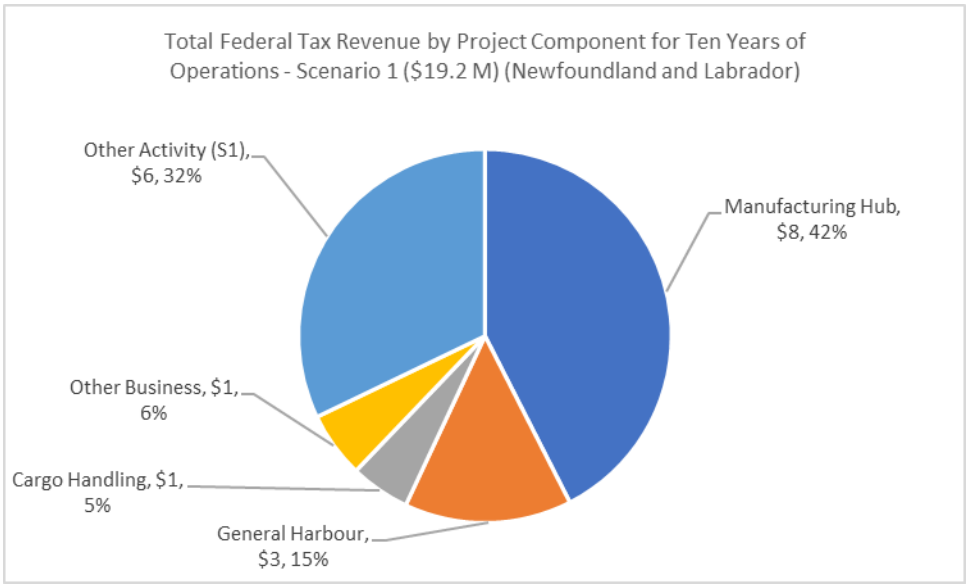


Figure 1697: Share of Total Federal Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

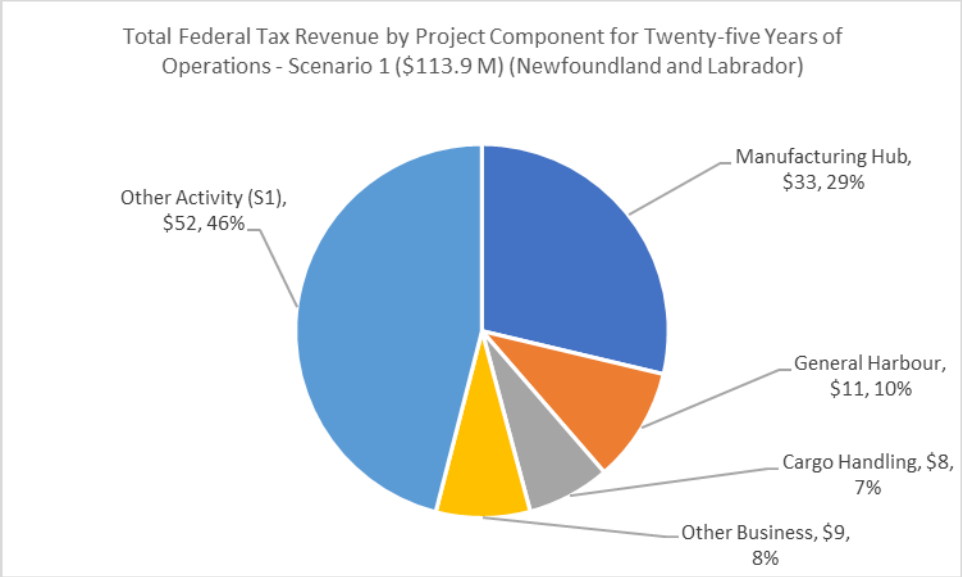
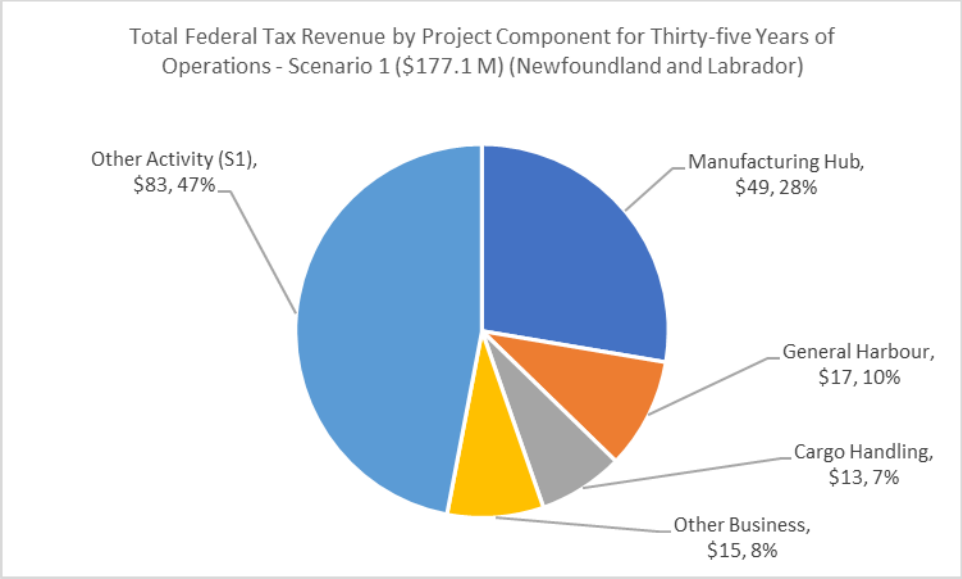


Figure 1698: Share of Total Federal Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)



27.2.5.2 Federal Tax Revenue – Scenario 2 - Newfoundland and Labrador

For Scenario 2, Table 285 profiles the direct, indirect, induced and total federal tax revenue impacts by project component and the corresponding federal tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating federal tax revenue impacts by project component are displayed in Figure 1699 and the federal tax revenue shares by type of federal tax revenue (that is, direct, indirect, and induced) are shown in Figure 1700. The corresponding total federal tax revenue shares by project component are shown in Figures 1701 through to 1704 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $3.3 million of federal tax revenue. As shown in Figure 1606, this total federal tax revenue is comprised of $2.2million of direct federal tax revenue (67% of the total), $0.4 million of indirect federal tax revenue (12% of the total) and $0.7 million of induced federal tax revenue (21% total).

The annual total operating federal tax revenue will build to $3.3 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1699, that the annual direct federal tax revenue will stay at $3.3 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total federal tax revenue of $1.6 million (49% of the total), the General Harbour Services will responsible for $0.6 million in federal tax revenue (18% of the total), the Cargo Handling Hub will generate for $0.5 in federal tax revenue (15% of the total), Other Business Opportunities will yield $0.5 million in federal tax revenue (15% of the total) and Other Economic Activities has $0.1 million in federal tax revenue (3% of the total).

The federal tax revenue shares and levels of federal tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct federal tax revenue shares accounted for by the Manufacturing Hub range from 62% (Figure 1702) for the ten-year timeframe to 49% (Figure 1701) for the typical year of operations, to 52% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1703 and 1704, respectively).

Additionally, the level of total federal tax revenue for the Project is estimated to be $3 million in a typical operating year. As well, over the first ten years, the cumulative direct project federal tax revenue is anticipated to be $13 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct federal tax revenue levels are expected to be $63 million and $96 million, respectively.

Table 285: Summary of Annual Operations Federal Tax Revenue – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Federal Tax Revenue ($M)	All Components (S1)	$2.2	$8.7	$41.1	$62.7
	Manufacturing Hub	$1.1	$5.4	$21.8	$32.7
	General Harbour	$0.4	$1.8	$7.3	$10.9
	Cargo Handling	$0.3	$0.7	$5.5	$8.8
	Other Business	$0.3	$0.7	$5.6	$8.9
	Other Activity (S1)	$0.1	$0.1	$0.9	$1.4
Indirect Operations Federal Tax Revenue ($M)	All Components (S1)	$0.4	$1.7	$8.1	$12.4
	Manufacturing Hub	$0.2	$1.0	$4.0	$6.0
	General Harbour	$0.1	$0.4	$1.5	$2.3
	Cargo Handling	$0.0	$0.1	$0.8	$1.2
	Other Business	$0.1	$0.2	$1.8	$2.8
	Other Activity (S1)	$0.0	$0.0	$0.1	$0.1
Induced Operations Federal Tax Revenue ($M)	All Components (S1)	$0.7	$2.8	$13.6	$20.8
	Manufacturing Hub	$0.3	$1.7	$6.9	$10.4
	General Harbour	$0.1	$0.6	$2.5	$3.7
	Cargo Handling	$0.1	$0.2	$1.9	$3.0
	Other Business	$0.1	$0.2	$2.0	$3.1
	Other Activity (S1)	$0.0	$0.0	$0.3	$0.5
Total Operations Federal Tax Revenue ($M))	**All Components (S1)**	**$3.3**	**$13.2**	**$62.8**	**$95.9**
	Manufacturing Hub	**$1.6**	**$8.2**	**$32.7**	**$49.0**
	General Harbour	**$0.6**	**$2.8**	**$11.3**	**$17.0**
	Cargo Handling	**$0.5**	**$1.0**	**$8.2**	**$13.1**
	Other Business	**$0.5**	**$1.1**	**$9.3**	**$14.8**
	Other Activity (S1)	**$0.1**	**$0.1**	**$1.3**	**$2.0**

Figure 1699: Annual Operations Federal Tax Revenue – Scenario 2 - All Components (Newfoundland and Labrador)

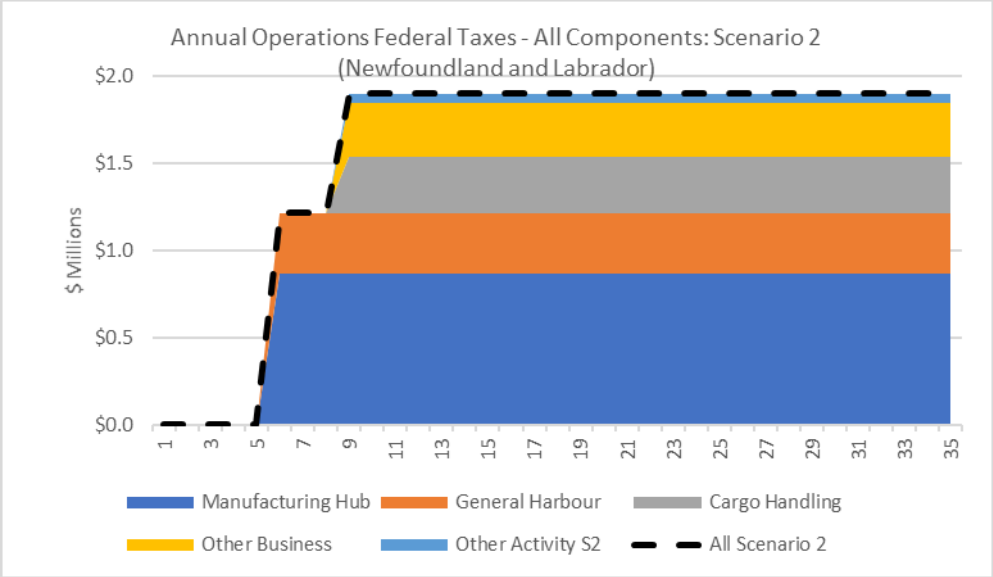


Figure 1700: Share of Federal Tax Revenue by Type for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

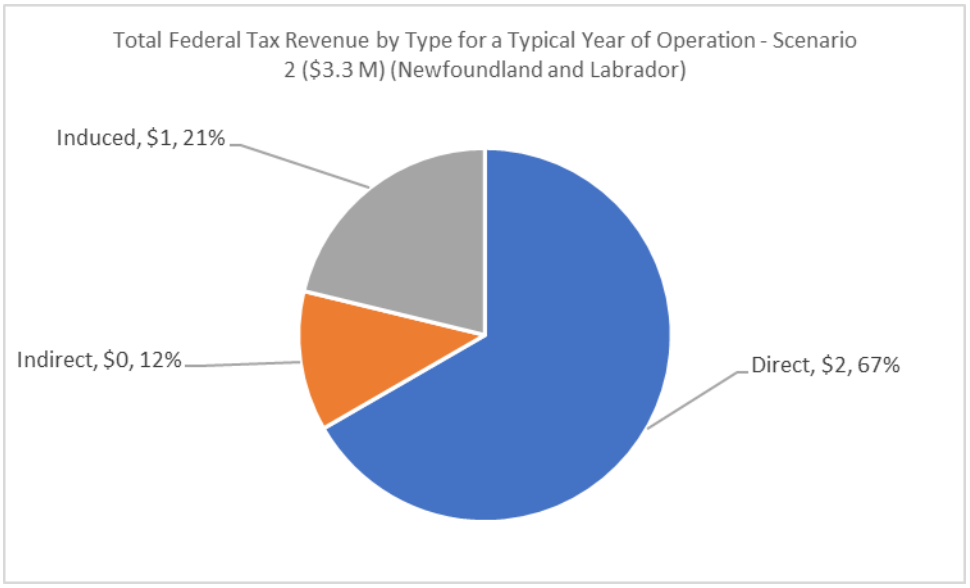


Figure 1701: Share of Total Federal Tax Revenue by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

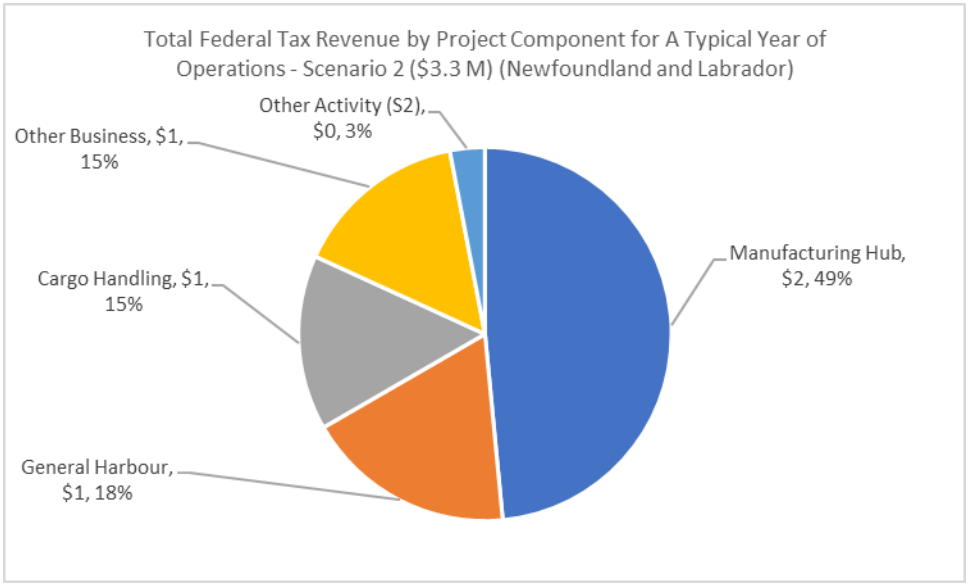


Figure 1702: Share of Total Federal Tax Revenue by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

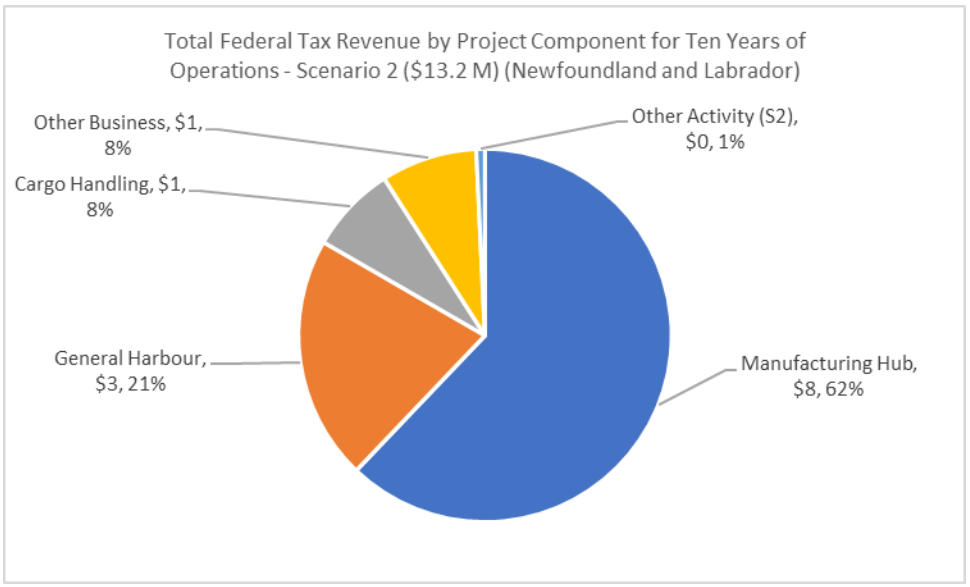


Figure 1703: Share of Total Federal Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

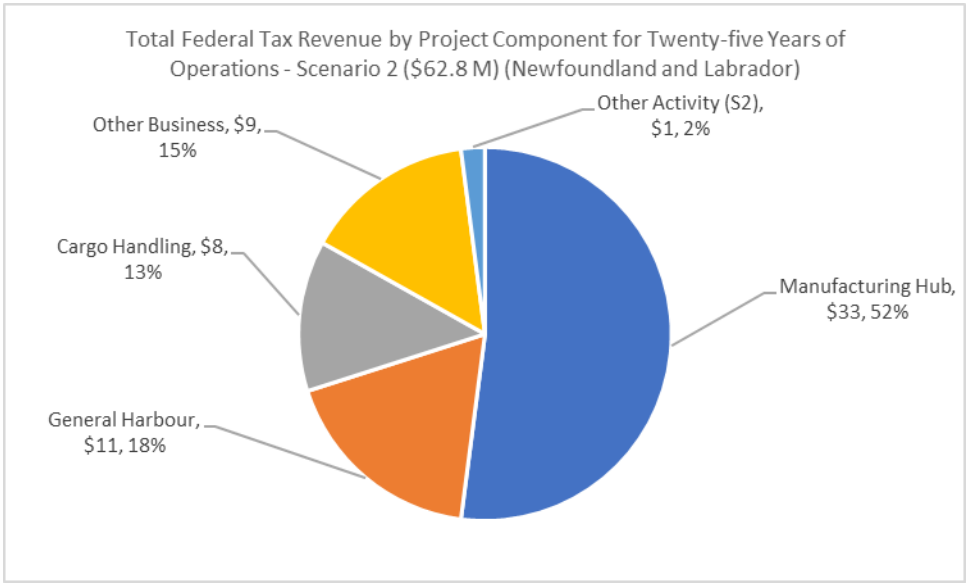
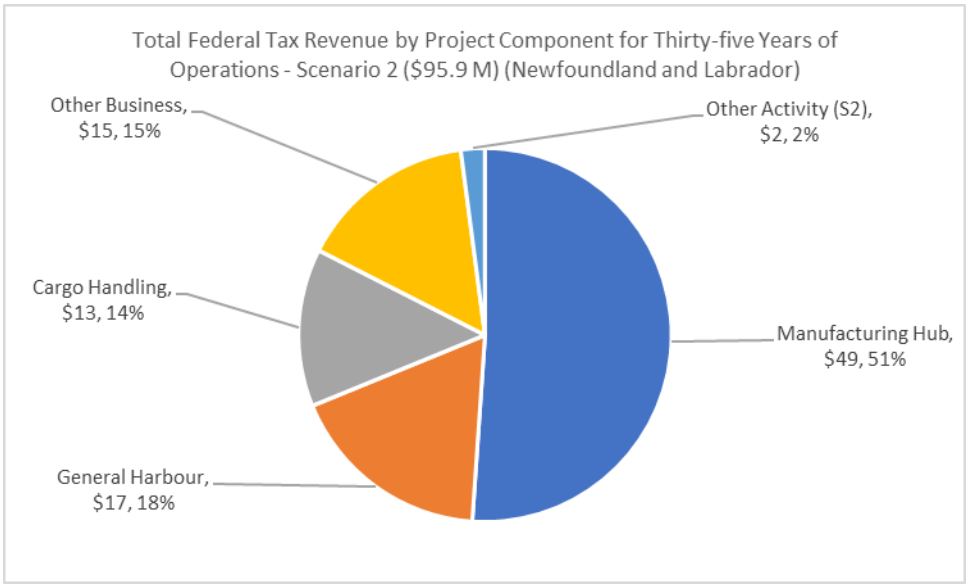


Figure 1704: Share of Total Federal Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)



27.2.6.1 Provincial Tax Revenue – Scenario 1 - Newfoundland and Labrador

For Scenario 1, Table 286 profiles the direct, indirect, induced and total provincial tax revenue impacts by project component and the corresponding provincial tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating provincial tax revenue impacts by project component are displayed in Figure 1705 and the provincial tax revenue shares by type of provincial tax revenue (that is, direct, indirect, and induced) are shown in Figure 1706. The corresponding total provincial tax revenue shares by project component are shown in Figures 1707 through to 1710 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $6.1 million of provincial tax revenue. As shown in Figure 1706, this total provincial tax revenue is comprised of $3.1 million of direct provincial tax revenue (51% of the total), $0.4 million of indirect provincial tax revenue (7% of the total) and $2.5 million of induced provincial tax revenue (42% total).

The annual total operating provincial tax revenue will build to $6.1 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1705, that the annual direct provincial tax revenue will stay at $6.1 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total provincial tax revenue of $1.7 million (28% of the total), the General Harbour Services will responsible for $0.6 million in provincial tax revenue (10% of the total), the Cargo Handling Hub will generate for $0.5 in provincial tax revenue (8% of the total), Other Business Opportunities will yield $0.4 million in provincial tax revenue (7% of the total) and Other Economic Activities has $2.8 million in provincial tax revenue (47% of the total).

The provincial tax revenue shares and levels of provincial tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct provincial tax revenue shares accounted for by the Manufacturing Hub range from 45% (Figure 1708) for the ten-year timeframe to 28% (Figure 1707) for the typical

year of operations, to 31% for the twenty-five year and 30% for the thirty-five year time horizons (Figures 1701 and 1710, respectively).

Additionally, the level of total provincial tax revenue for the Project is estimated to be $6 million in a typical operating year. As well, over the first ten years, the cumulative direct project provincial tax revenue is anticipated to be $19 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct provincial tax revenue levels are expected to be $110 million and $171 million, respectively.

Table 286: Summary of Annual Operations Provincial Tax Revenue – Scenario 1 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Provincial Tax Revenue ($M)	All Components (S1)	$3.1	$9.8	$56.9	$88.3
	Manufacturing Hub	$0.9	$4.3	$17.0	$25.6
	General Harbour	$0.3	$1.5	$6.1	$9.2
	Cargo Handling	$0.3	$0.5	$4.3	$6.9
	Other Business	$0.1	$0.3	$2.3	$3.7
	Other Activity (S1)	$1.6	$3.2	$27.0	$43.0
Indirect Operations Provincial Tax Revenue ($M)	All Components (S1)	$0.4	$1.6	$8.1	$12.4
	Manufacturing Hub	$0.2	$0.9	$3.7	$5.5
	General Harbour	$0.1	$0.3	$1.3	$2.0
	Cargo Handling	$0.0	$0.1	$0.7	$1.1
	Other Business	$0.1	$0.1	$1.2	$1.9
	Other Activity (S1)	$0.1	$0.1	$1.2	$1.9
Induced Operations Provincial Tax Revenue ($M)	All Components (S1)	$2.5	$7.7	$45.1	$70.1
	Manufacturing Hub	$0.7	$3.3	$13.3	$19.9
	General Harbour	$0.2	$1.2	$4.8	$7.2
	Cargo Handling	$0.2	$0.4	$3.7	$5.9
	Other Business	$0.2	$0.4	$3.7	$6.0
	Other Activity (S1)	$1.2	$2.3	$19.6	$31.1
Total Operations Provincial Tax Revenue ($M))	**All Components (S1)**	**$6.1**	**$19.1**	**$110.1**	**$170.8**
	Manufacturing Hub	**$1.7**	**$8.5**	**$34.0**	**$51.0**
	General Harbour	**$0.6**	**$3.1**	**$12.3**	**$18.4**
	Cargo Handling	**$0.5**	**$1.0**	**$8.7**	**$13.8**
	Other Business	**$0.4**	**$0.9**	**$7.3**	**$11.6**
	Other Activity (S1)	**$2.8**	**$5.6**	**$47.8**	**$75.9**

Figure 1705: Annual Operations Provincial Tax Revenue – Scenario 1 - All Components (Newfoundland and Labrador)

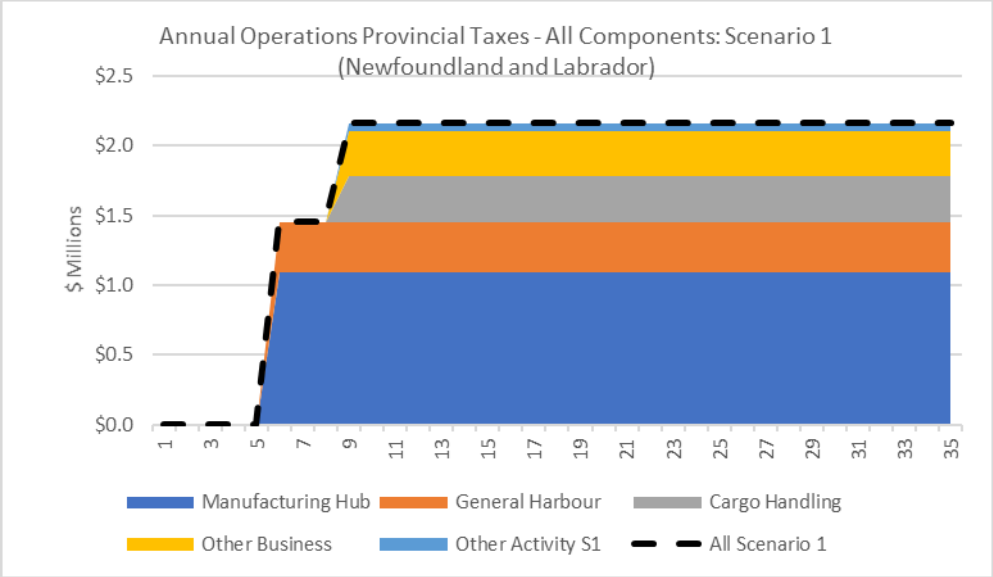


Figure 1706: Share of Provincial Tax Revenue by Type for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

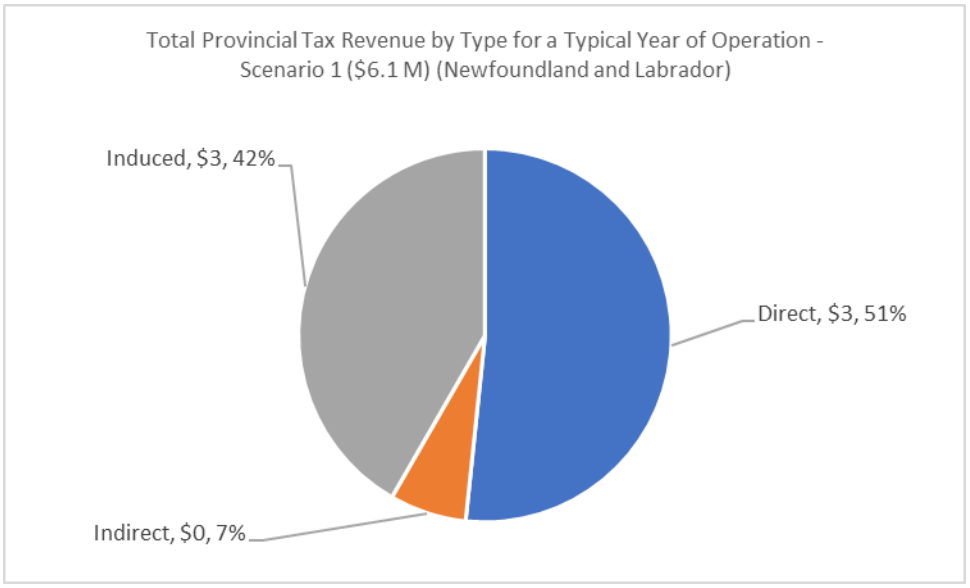


Figure 1707: Share of Total Provincial Tax Revenue by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

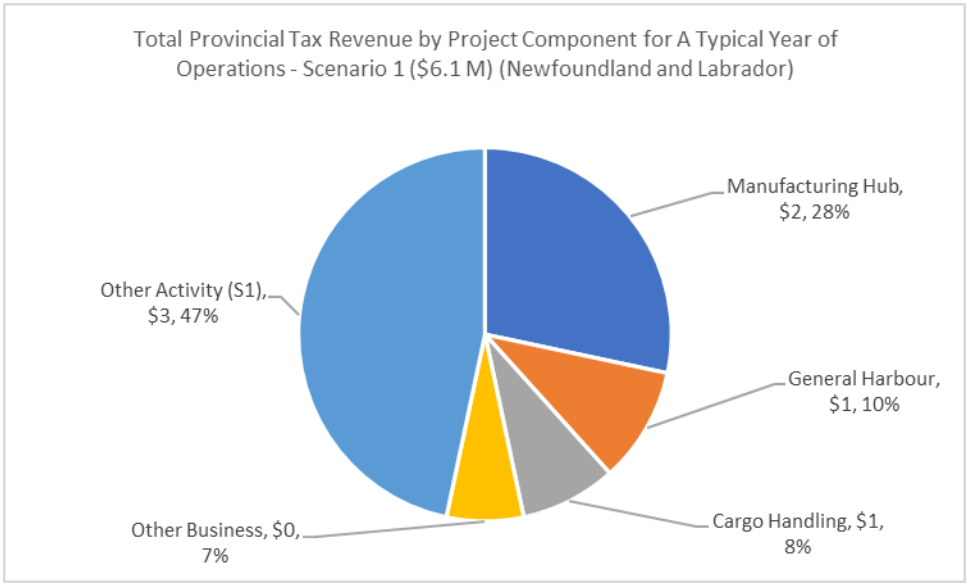


Figure 1708: Share of Total Provincial Tax Revenue by Project Component for Ten Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

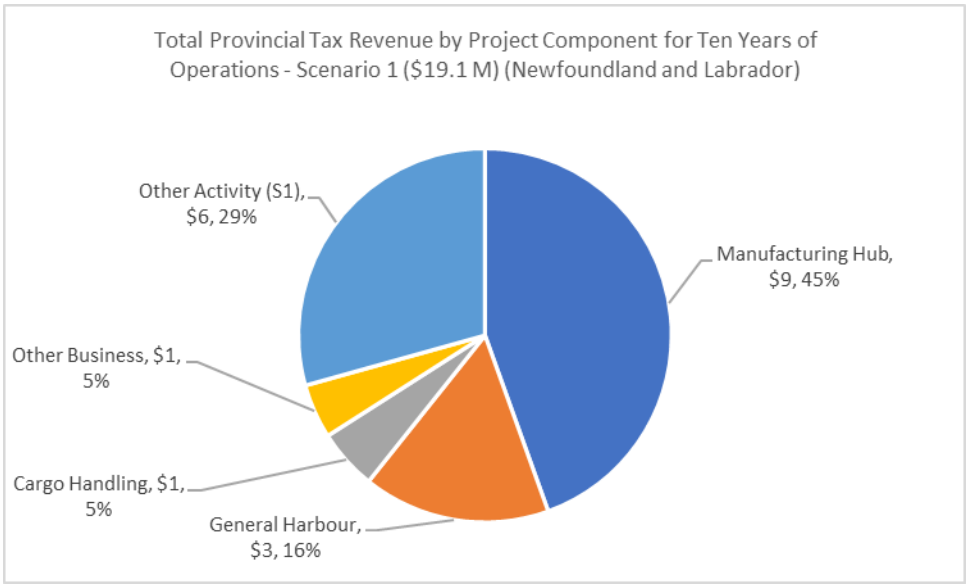


Figure 1709: Share of Total Provincial Tax Revenue by Project Component for Twenty Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)

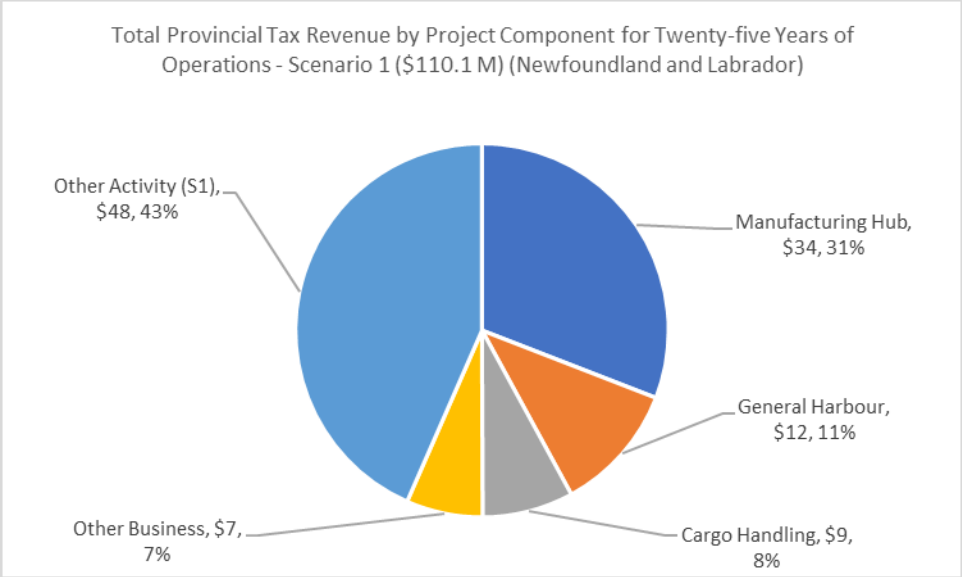
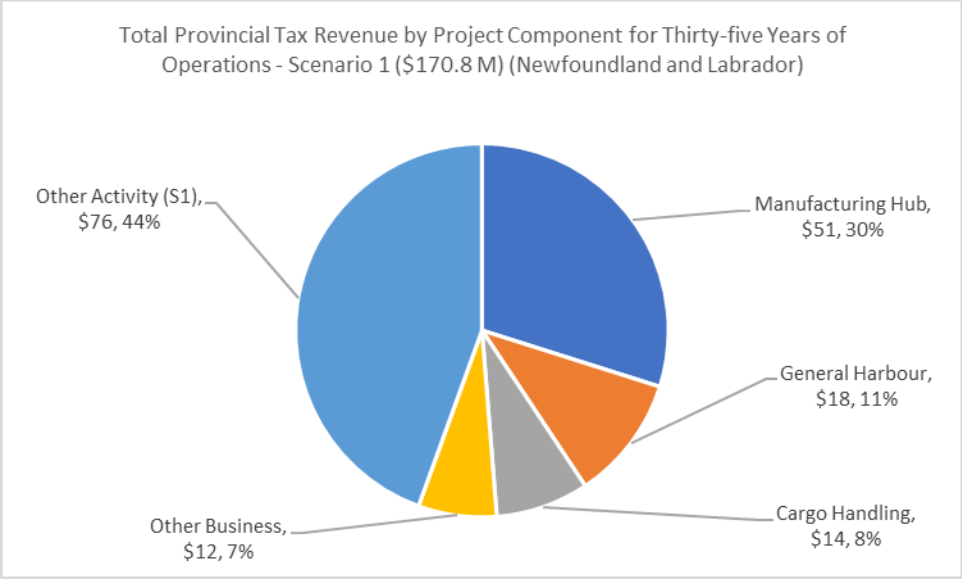


Figure 1710: Share of Total Provincial Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Newfoundland and Labrador)



27.2.6.2 Provincial Tax Revenue – Scenario 2 - Newfoundland and Labrador

For Scenario 2, Table 287 profiles the direct, indirect, induced and total provincial tax revenue impacts by project component and the corresponding provincial tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating provincial tax revenue impacts by project component are displayed in Figure 1711 and the provincial tax revenue shares by type of provincial tax revenue (that is, direct, indirect, and induced) are shown in Figure 1712. The corresponding total provincial tax revenue shares by project component are shown in Figures 1713 through to 1716 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $3.3 million of provincial tax revenue. As shown in Figure 1712, this total provincial tax revenue is comprised of $1.6 million of direct provincial tax revenue (47% of the total), $0.4 million of indirect provincial tax revenue (12% of the total) and $1.4 million of induced provincial tax revenue (41% total).

The annual total operating provincial tax revenue will build to $3.3 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1711, that the annual direct provincial tax revenue will stay at $3.3 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total provincial tax revenue of $1.7 million (52% of the total), the General Harbour Services will responsible for $0.6 million in provincial tax revenue (18% of the total), the Cargo Handling Hub will generate for $0.5 in provincial tax revenue (15% of the total), Other Business Opportunities will yield $0.4 million in provincial tax revenue (12% of the total) and Other Economic Activities has $0.1 million in provincial tax revenue (3% of the total).

The provincial tax revenue shares and levels of provincial tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct provincial tax revenue shares accounted for by the Manufacturing Hub range from 62% (Figure 1714) for the ten-year timeframe to 52% (Figure 1713) for the typical year of operations, to 53% for the twenty-five year time horizon and 53% for the thirty-five year time horizon (Figures 1715 and 1716, respectively).

Additionally, the level of total provincial tax revenue for the Project is estimated to be $3 million in a typical operating year. As well, over the first ten years, the cumulative direct project provincial tax revenue is anticipated to be $14 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct provincial tax revenue levels are expected to be $64 million and $97 million, respectively.

Table 287: Summary of Annual Operations Provincial Tax Revenue – Scenario 2 - All Components and Timeframes (Newfoundland and Labrador)

Newfoundland and Labrador		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Provincial Tax Revenue ($M)	All Components (S1)	$1.6	$6.7	$30.6	$46.6
	Manufacturing Hub	$0.9	$4.3	$17.0	$25.6
	General Harbour	$0.3	$1.5	$6.1	$9.2
	Cargo Handling	$0.3	$0.5	$4.3	$6.9
	Other Business	$0.1	$0.3	$2.3	$3.7
	Other Activity (S1)	$0.0	$0.1	$0.8	$1.2
Indirect Operations Provincial Tax Revenue ($M)	All Components (S1)	$0.4	$1.5	$7.0	$10.6
	Manufacturing Hub	$0.2	$0.9	$3.7	$5.5
	General Harbour	$0.1	$0.3	$1.3	$2.0
	Cargo Handling	$0.0	$0.1	$0.7	$1.1
	Other Business	$0.1	$0.1	$1.2	$1.9
	Other Activity (S1)	$0.0	$0.0	$0.1	$0.1
Induced Operations Provincial Tax Revenue ($M)	All Components (S1)	$1.4	$5.5	$26.2	$40.0
	Manufacturing Hub	$0.7	$3.3	$13.3	$19.9
	General Harbour	$0.2	$1.2	$4.8	$7.2
	Cargo Handling	$0.2	$0.4	$3.7	$5.9
	Other Business	$0.2	$0.4	$3.7	$6.0
	Other Activity (S1)	$0.0	$0.1	$0.6	$1.0
Total Operations Provincial Tax Revenue ($M))	**All Components (S1)**	**$3.3**	**$13.6**	**$63.8**	**$97.2**
	Manufacturing Hub	**$1.7**	**$8.5**	**$34.0**	**$51.0**
	General Harbour	**$0.6**	**$3.1**	**$12.3**	**$18.4**
	Cargo Handling	**$0.5**	**$1.0**	**$8.7**	**$13.8**
	Other Business	**$0.4**	**$0.9**	**$7.3**	**$11.6**
	Other Activity (S1)	**$0.1**	**$0.2**	**$1.4**	**$2.3**

Figure 1711: Annual Operations Provincial Tax Revenue – Scenario 2 - All Components (Newfoundland and Labrador)

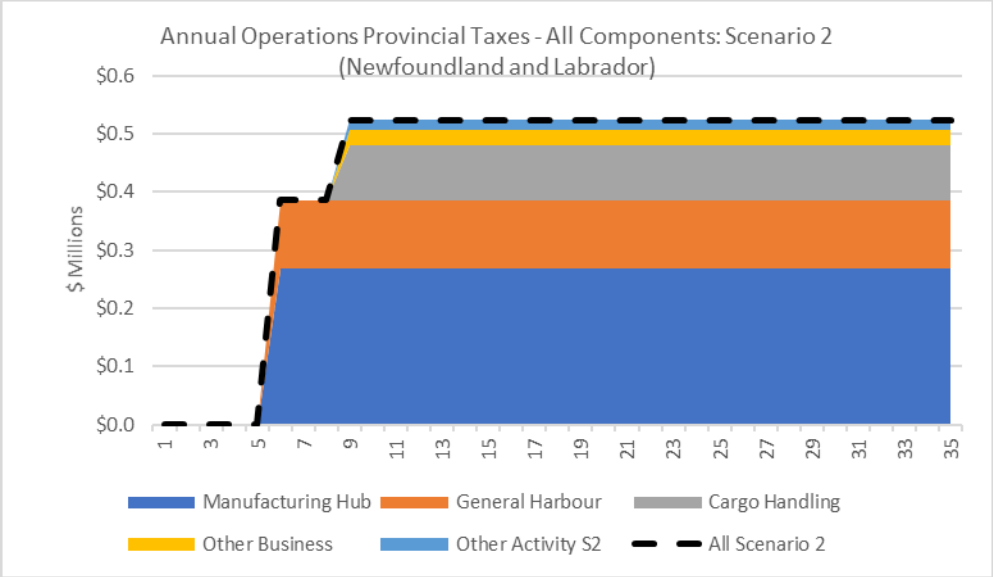


Figure 1712: Share of Provincial Tax Revenue by Type for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

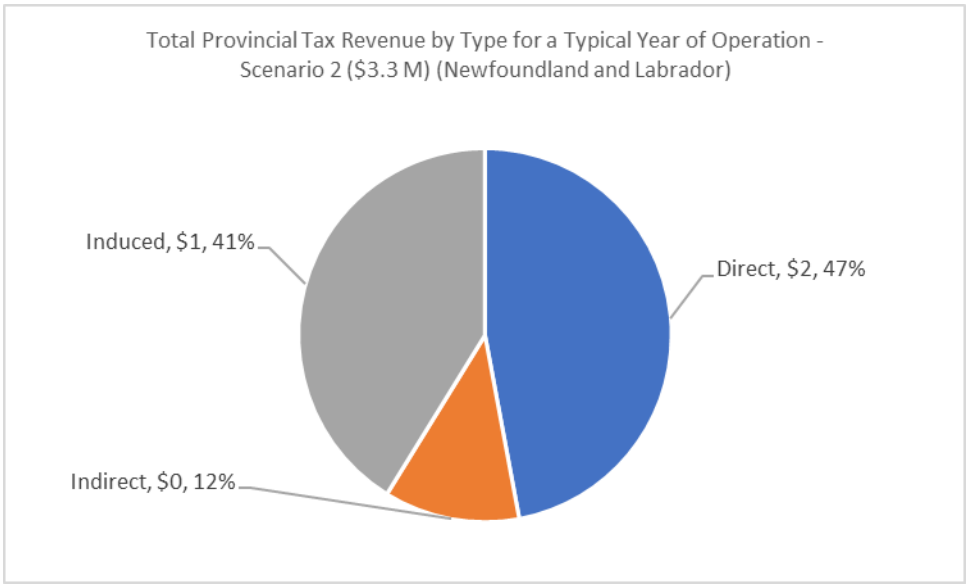


Figure 1713: Share of Total Provincial Tax Revenue by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

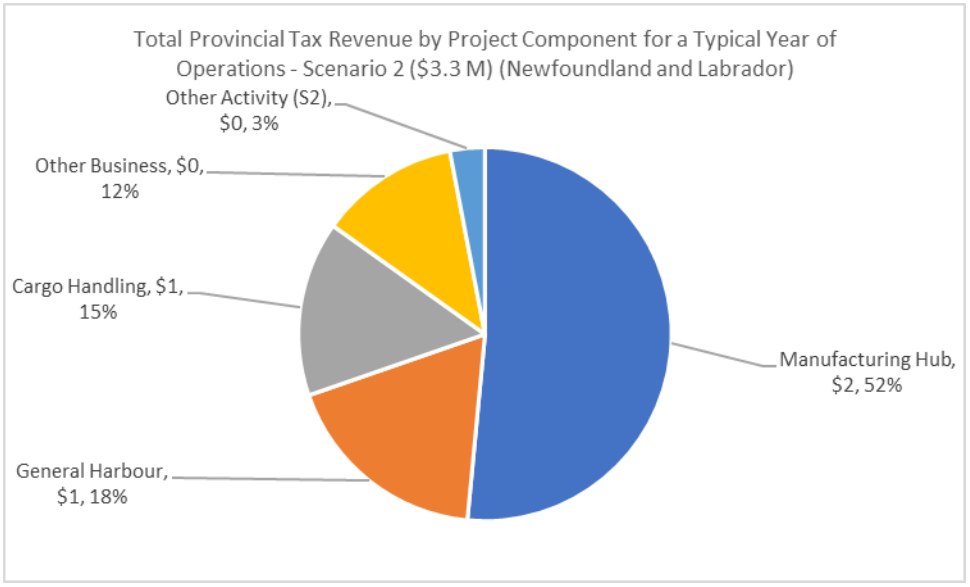


Figure 1714: Share of Total Provincial Tax Revenue by Project Component for Ten Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

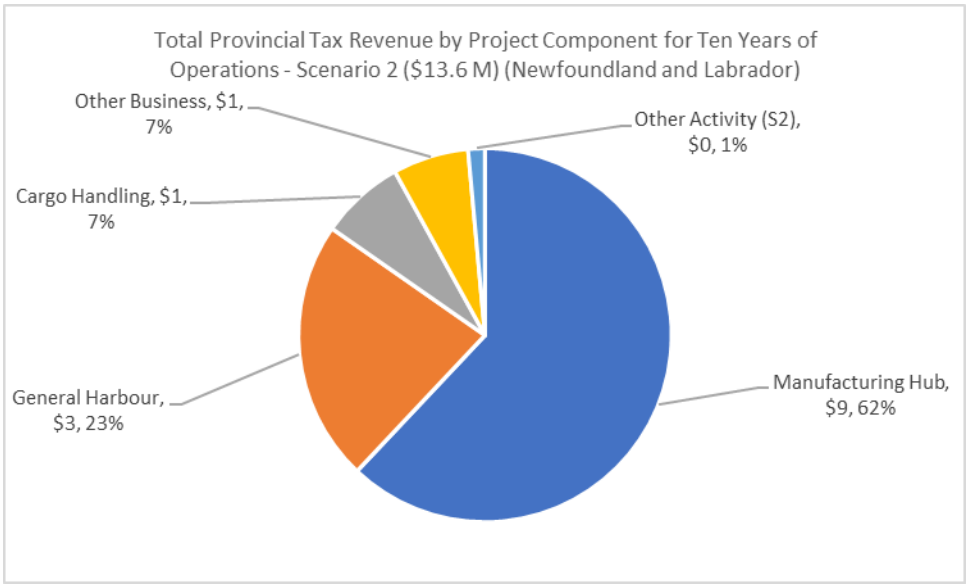


Figure 1715: Share of Total Provincial Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)

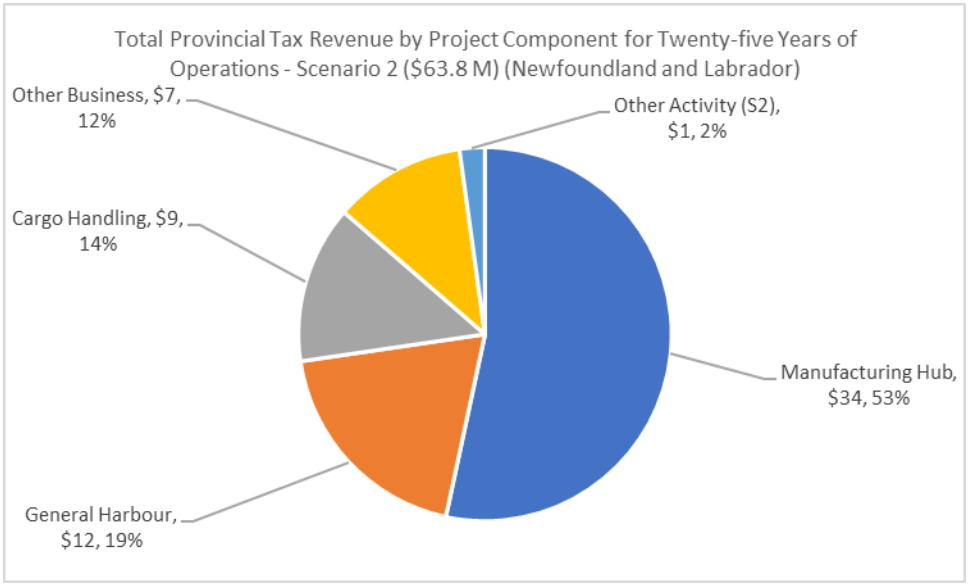
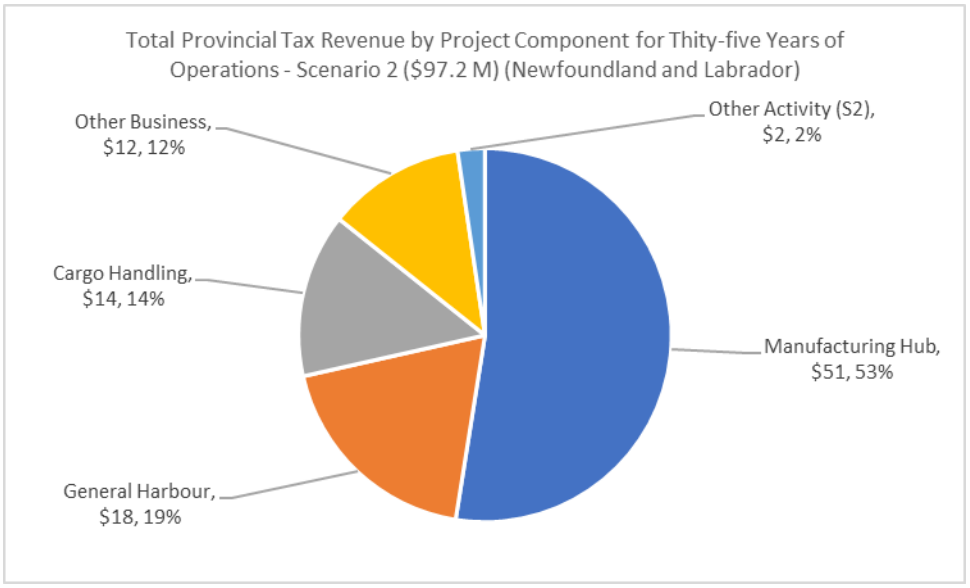


Figure 1716: Share of Total Provincial Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Newfoundland and Labrador)



27.3 Operations Impacts – Great Northern Peninsula

27.3.1.1 Employment – Scenario 1 - Canada

For Scenario 1, Table 288 profiles the direct, indirect, induced and total employment impacts by project component and the corresponding employment impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual direct operating employment impacts by project component are displayed in Figure 1717 and the employment shares by type of employment (that is, direct, indirect, and induced) are shown in Figure 1718. The corresponding direct employment shares by project component are shown in Figures 1719 through to 1722 for the four distinct timeframes considered in this analysis.

Since employment on the Canada will also increase as a result of firms supplying goods and services to the Project and in the services sector because a portion of the extra incomes earned directly with the project or indirectly with firms that supply goods and services to the Project are re-spent within the local economy, total employment impacts, which includes spin-off employment, are also analyzed in this section. Specifically, annual total operating employment impacts by project component are profiled in Figure 1723. The corresponding total employment shares by project component are shown in Figures 1724 through to 1727 for the four timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of 952 person-years of employment. As shown in Figure 1718, this total employment is comprised of 420 person-years of direct employment (44% of the total), 270 person-years of indirect employment (28% of the total) and 262 person-years of induced employment (28% total).

The annual direct operating employment will build to 420 person-years as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1723, that the annual direct employment will stay at 420 person-years throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will need an annual direct workforce of 137 person-years or 137 full-time equivalent workers (accounting for 33% of the total), the General Harbour Services will utilize a direct workforce of 49 full-time equivalent workers (accounting for 12% of the total)

annually, the Cargo Handling Hub will require 48 person-years of employment (accounting for 11% of the total), Other Business Opportunities expected to need 44 full-time equivalent workers (accounting for 10% of the total) and Other Economic Activities has an anticipated annual workforce of 142 person-years annual (accounting for 34% of the total).

The employment shares and levels of employment changes over time because various components of the project come into operation at different points in time. For instance, the direct employment shares accounted for by the Manufacturing Hub range from 49% (Figure 1720) for the ten-year timeframe to 33% (Figure 1719) for the typical year of operations, to 33% for the twenty-five year and 33% for the thirty-five year time horizons (Figures 1721 and 1722, respectively).

Additionally, level of direct employment for the Project is estimated to be 420 person-years in a typical operating year. As well, over the first ten years, the cumulative direct project employment is anticipated to be 1,398 person-years. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct employment levels are expected to be 7,698 person-years and 11,989 person-years, respectively.

When considering how the Project may contribute to the sustainability of the Canada's economy, it is important to consider the total employment impacts (that is, both the direct employment impacts and any associated spin-off employment generated). The annual total operating employment impacts by project component are displayed in Figure 1723. The corresponding total employment shares by project component are shown in Figures 1724 through to 1727 for the four distinct timeframes considered in this analysis.

The annual total operating employment will build to 952 person-years annual over the first ten years of the Project as various project components are brought into operations. However, it is assumed, and shown in Figure 1723, that the annual total employment will stay at 952 person-years throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (Year 10), the Manufacturing Hub will support an annual total workforce of 374 person-years or full-time equivalent workers (29%), the General Harbour Services will support a total workforce of 104 full-time equivalent workers (11%) annually, the Cargo Handling Hub is expected to support 86 person-years of employment (9%), Other Business Opportunities expected to support 103 full-time equivalent workers (11%) and Other Economic Activities is anticipated to support an annual workforce of 385 person-years annual (40%).

In a typical operating year, total employment for the Project will be 952 person-years. Over the first ten years, the cumulative total project employment is anticipated to be 3,037 person-years. For the twenty-five-year time horizon, cumulative total employment is expected to be

17,315 person-years and for the thirty-five-year time horizon, cumulative total employment is estimated to be 26,833 person-years.

Table 288: Summary of Annual Operations Employment – Scenario 1 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Employment (PY)	All Components (S1)	420.0	1,398.0	7,698.0	11,898.0
	Manufacturing Hub	137.0	685.0	2,740.0	4,110.0
	General Harbour	49.0	245.0	980.0	1,470.0
	Cargo Handling	48.0	96.0	816.0	1,296.0
	Other Business	44.0	88.0	748.0	1,188.0
	Other Activity (S1)	142.0	284.0	2,414.0	3,834.0
Indirect Operations Employment (PY)	All Components (S1)	270.0	843.8	4,894.0	7,594.2
	Manufacturing Hub	70.5	352.3	1,409.1	2,113.7
	General Harbour	30.8	154.0	616.1	924.2
	Cargo Handling	18.6	37.2	316.0	501.9
	Other Business	35.1	70.3	597.2	948.5
	Other Activity (S1)	115.0	230.1	1,955.6	3,105.9
Induced Operations Employment (PY)	All Components (S1)	261.8	795.4	4,722.9	7,341.3
	Manufacturing Hub	66.4	332.1	1,328.3	1,992.5
	General Harbour	24.2	120.8	483.3	724.9
	Cargo Handling	19.6	39.2	333.4	529.5
	Other Business	23.8	47.7	405.2	643.5
	Other Activity (S1)	127.8	255.6	2,172.8	3,450.8
Total Operations Employment (PY)	**All Components (S1)**	**951.8**	**3,037.2**	**17,314.9**	**26,833.4**
	Manufacturing Hub	**273.9**	**1,369.4**	**5,477.5**	**8,216.2**
	General Harbour	**104.0**	**519.9**	**2,079.4**	**3,119.1**
	Cargo Handling	**86.2**	**172.4**	**1,465.4**	**2,327.4**
	Other Business	**103.0**	**205.9**	**1,750.3**	**2,780.0**
	Other Activity (S1)	**384.8**	**769.7**	**6,542.3**	**10,390.7**

Figure 1717: Annual Direct Operations Employment – Scenario 1 - All Components (Canada)

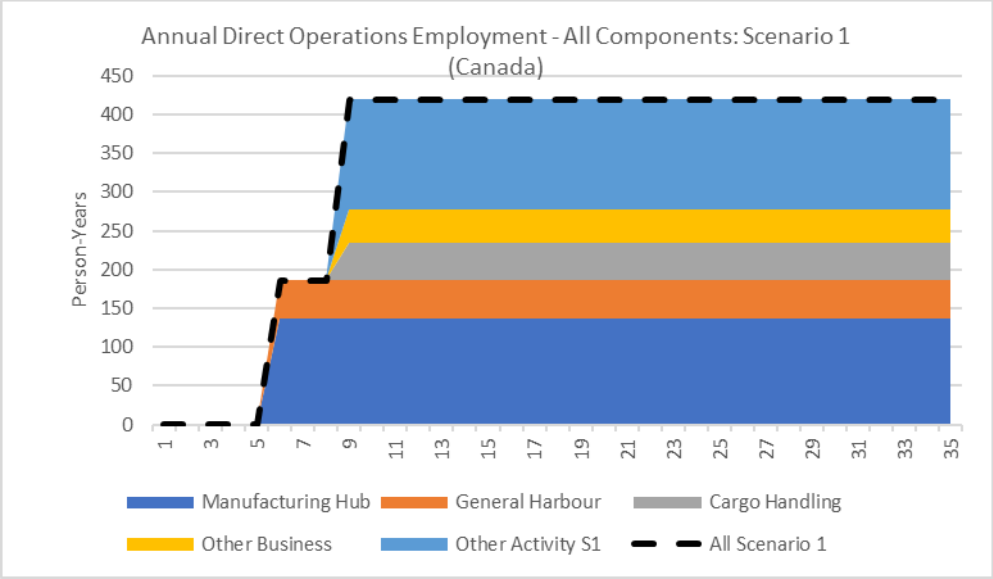


Figure 1718: Share of Employment by Type for a Typical Year of Operations – Scenario 1 - All Components (Canada)

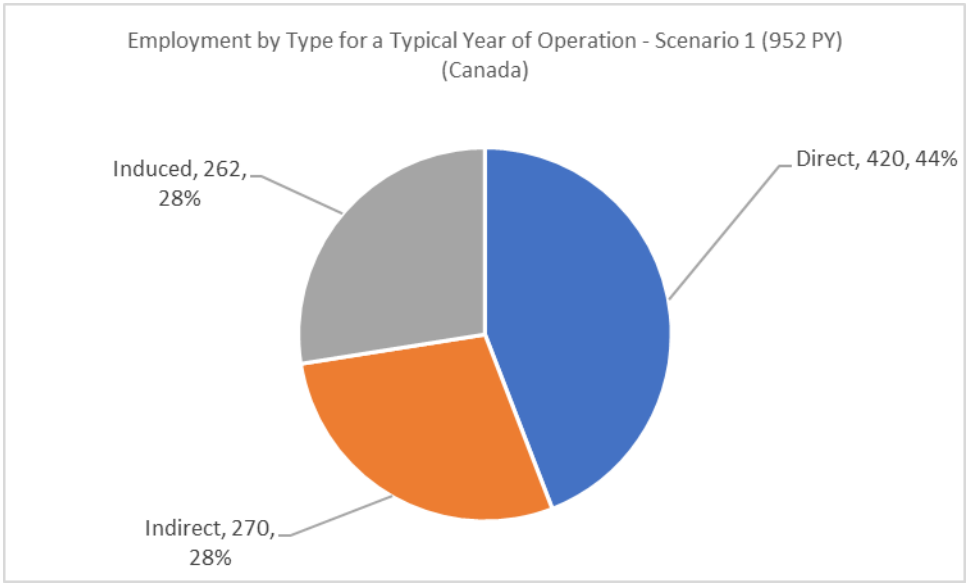


Figure 1719: Share of Direct Employment by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

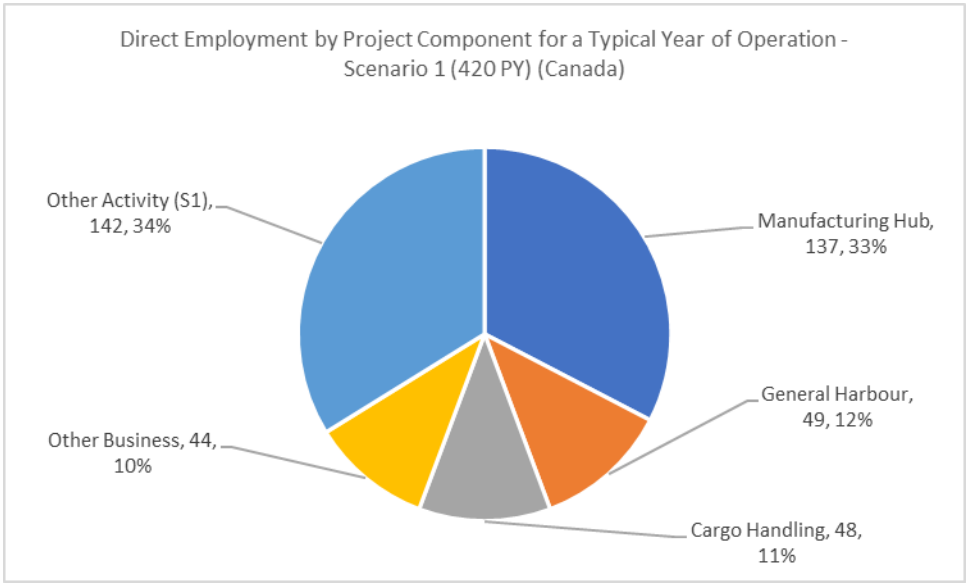


Figure 1720: Share of Direct Employment by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

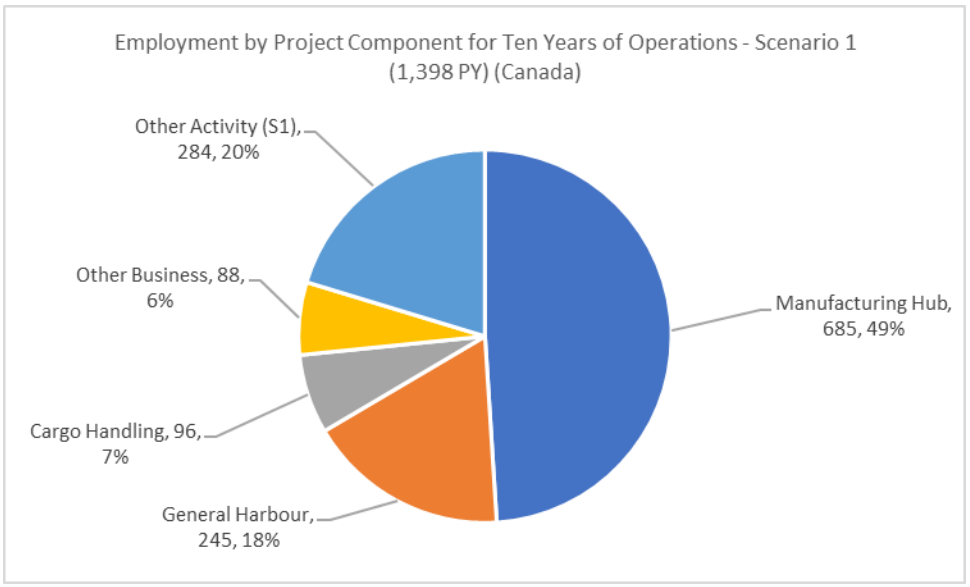


Figure 1721: Share of Direct Employment by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

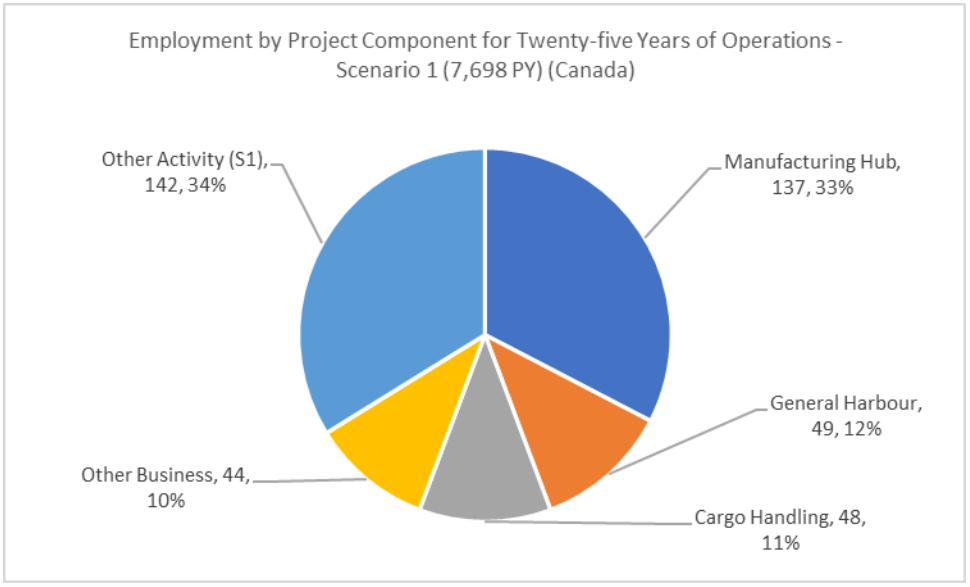


Figure 1722: Share of Direct Employment by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Canada)

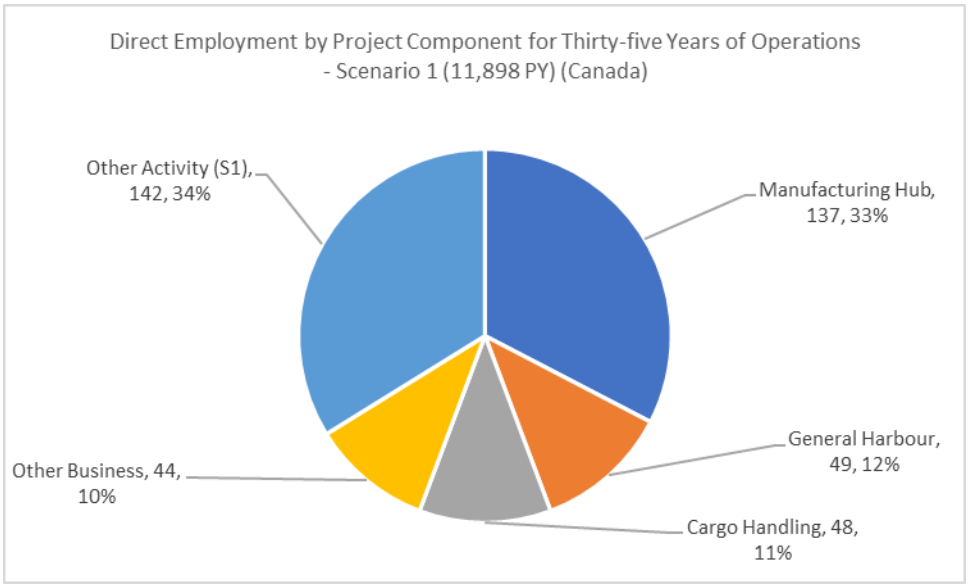


Figure 1723: Total Annual Operations Employment – Scenario 1 - All Components - (Canada)

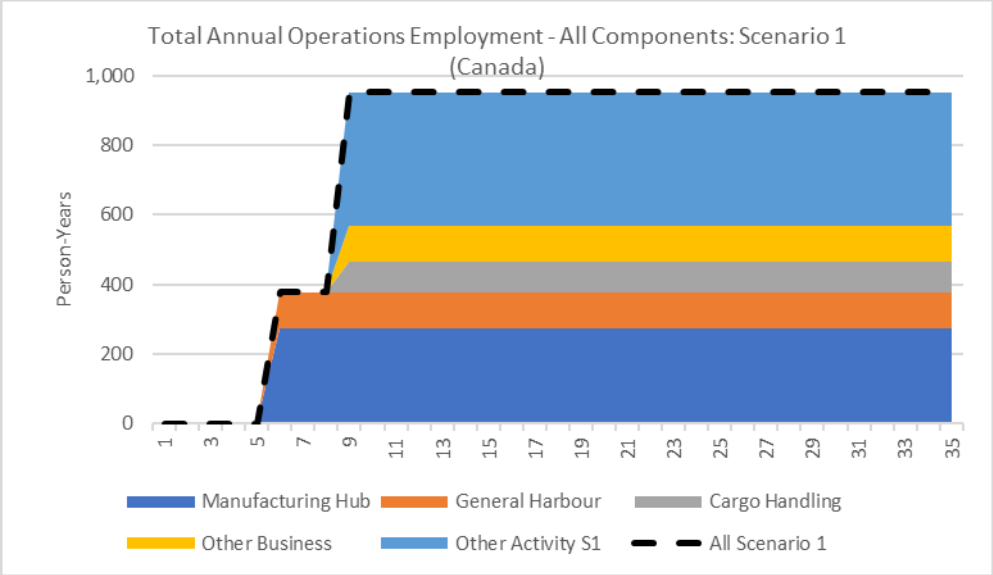


Figure 1724: Share of Total Employment by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

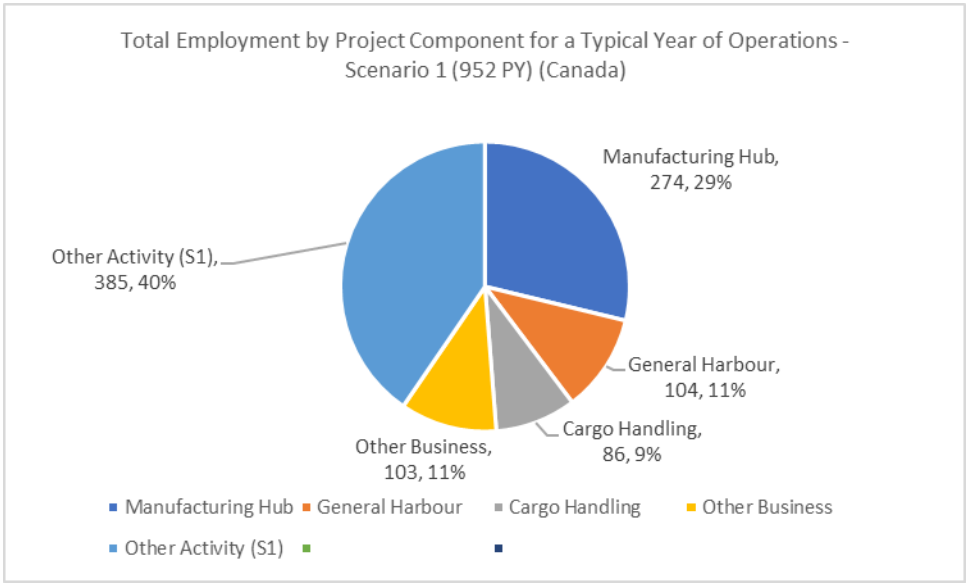


Figure 1725: Share of Total Employment by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

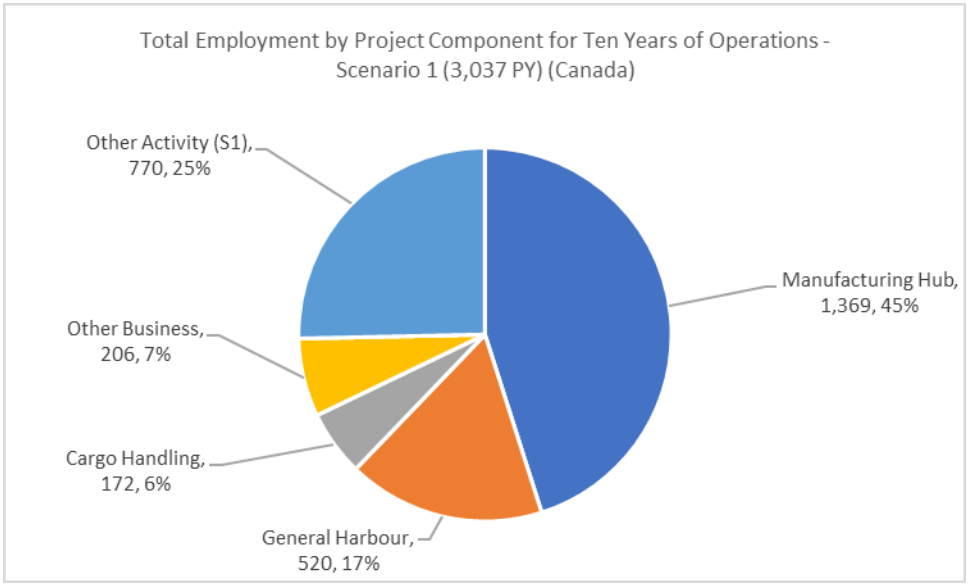


Figure 1726: Share of Total Employment by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

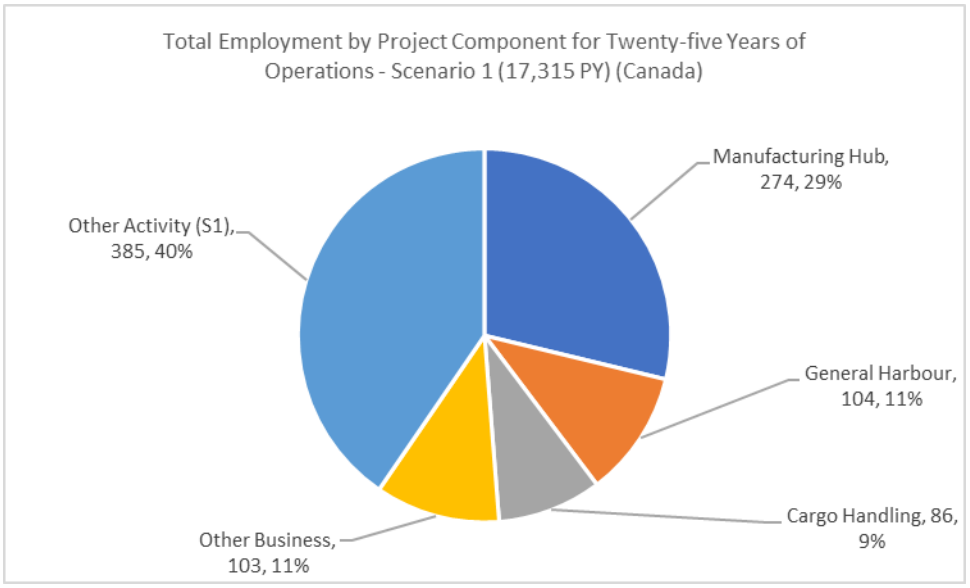
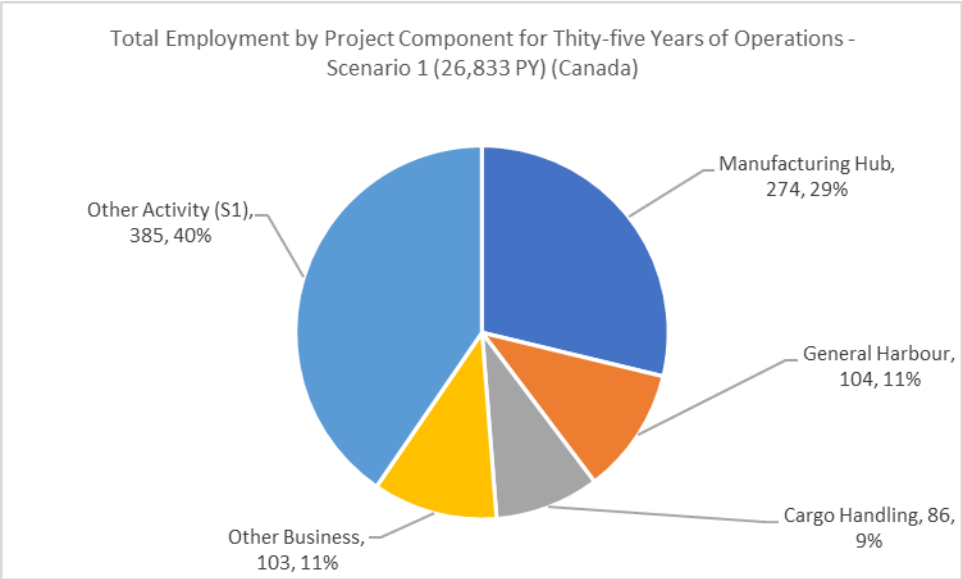


Figure 1727: Share of Total Employment by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Canada)



27.3.1.2 Employment – Scenario 2 - Canada

For Scenario 2, Table 289 profiles the direct, indirect, induced and total employment impacts by project component and the corresponding employment impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual direct operating employment impacts by project component are displayed in Figure 1728 and the employment shares by type of employment (that is, direct, indirect, and induced) are shown in Figure 1729. The corresponding direct employment shares by project component are shown in Figures 1730 through to 1733 for the four distinct timeframes considered in this analysis.

As was the case for Scenario 1, total employment for Scenario 2 was estimated and reported in this analysis. The annual total operating employment impacts by project component for Scenario 2 are profiled in Figure 1734. The corresponding total employment shares by project component are shown in Figures 1735 through to 1738 for the four timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of 582 person-years of employment. As shown in Figure 1729, this total employment is comprised of 285 person-years of direct employment (49% of the total), 159 person-years of indirect employment (27% of the total) and 138 person-years of induced employment (24% total).

The annual direct operating employment for Scenario 2 will build to 285 person-years as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1728, that the annual direct employment will stay at 285 person-years throughout the thirty-five-year time horizon considered in this analysis.

For Scenario 2, when at full operations, in a typical year of operations, the Manufacturing Hub will need an annual direct workforce of 137 person-years or 137 full-time equivalent workers (accounting for 48% of the total), the General Harbour Services will utilize a direct workforce of 49 full-time equivalent workers (accounting for 17% of the total) annually, the Cargo Handling Hub will require 48 person-years of employment (accounting for 17% of the total), Other Business Opportunities expected to need 44 full-time equivalent workers (accounting for 15% of the total) and Other Economic Activities has an anticipated annual workforce of 7 person-years annual (accounting for 3% of the total).

With Scenario 2, level of direct employment for the Project is estimated to be 285 person-years in a typical operating year. As well, over the first ten years, the cumulative direct project employment is anticipated to be 1,128 person-years. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct employment levels are expected to be 5,403 person-years and 8,253 person-years, respectively.

The annual total operating employment impacts by project component for Scenario 2 are displayed in Figure 1734. The corresponding total employment shares by project component are shown in Figures 1735 through to 1738 for the four distinct timeframes considered in this analysis.

The annual total operating employment for Scenario 2 will build to 582 person-years annual over the first ten years of the Project as various project components are brought into operations. However, it is assumed, and shown in Figure 1734, that the annual total employment will stay at 582 person-years throughout the thirty-five-year time horizon considered in this analysis.

For Scenario 2, when at full operations, in a typical year of operations (Year 10), the Manufacturing Hub will support an annual total workforce of 274 person-years or full-time equivalent workers (47%), the General Harbour Services will support a total workforce of 104 full-time equivalent workers (18%) annually, the Cargo Handling Hub is expected to support 86 person-years of employment (15%), Other Business Opportunities expected to support 103 full-time equivalent workers (18%) and Other Economic Activities is anticipated to support an annual workforce of 15 person-years annual (2%).

In a typical operating year, total employment for the Project will be 582 person-years. Over the first ten years, the cumulative total project employment is anticipated to be 2,297 person-years. For the twenty-five-year time horizon, cumulative total employment is expected to be 11.026 person-years and for the thirty-five-year time horizon, cumulative total employment is estimated to be 16,844 person-years.

Table 289: Summary of Annual Operations Employment – Scenario 2 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Employment (PY)	All Components (S2)	285.0	1,128.0	5,403.0	8,253.0
	Manufacturing Hub	137.0	685.0	2,740.0	4,110.0
	General Harbour	49.0	245.0	980.0	1,470.0
	Cargo Handling	48.0	96.0	816.0	1,296.0
	Other Business	44.0	88.0	748.0	1,188.0
	Other Activity (S2)	7.0	14.0	119.0	189.0
Indirect Operations Employment (PY)	All Components (S2)	159.0	621.8	3,007.0	4,597.2
	Manufacturing Hub	70.5	352.3	1,409.1	2,113.7
	General Harbour	30.8	154.0	616.1	924.2
	Cargo Handling	18.6	37.2	316.0	501.9
	Other Business	35.1	70.3	597.2	948.5
	Other Activity (S2)	4.0	8.1	68.6	108.9
Induced Operations Employment (PY)	All Components (S2)	137.9	547.5	2,615.5	3,994.1
	Manufacturing Hub	66.4	332.1	1,328.3	1,992.5
	General Harbour	24.2	120.8	483.3	724.9
	Cargo Handling	19.6	39.2	333.4	529.5
	Other Business	23.8	47.7	405.2	643.5
	Other Activity (S2)	3.8	7.7	65.3	103.7
Total Operations Employment (PY)	**All Components (S2)**	**581.9**	**2,297.3**	**11,025.5**	**16,844.3**
	Manufacturing Hub	**273.9**	**1,369.4**	**5,477.5**	**8,216.2**
	General Harbour	**104.0**	**519.9**	**2,079.4**	**3,119.1**
	Cargo Handling	**86.2**	**172.4**	**1,465.4**	**2,327.4**
	Other Business	**103.0**	**205.9**	**1,750.3**	**2,780.0**
	Other Activity (S2)	**14.9**	**29.7**	**252.8**	**401.6**

Figure 1728: Annual Direct Operations Employment – Scenario 2 - All Components (Canada)

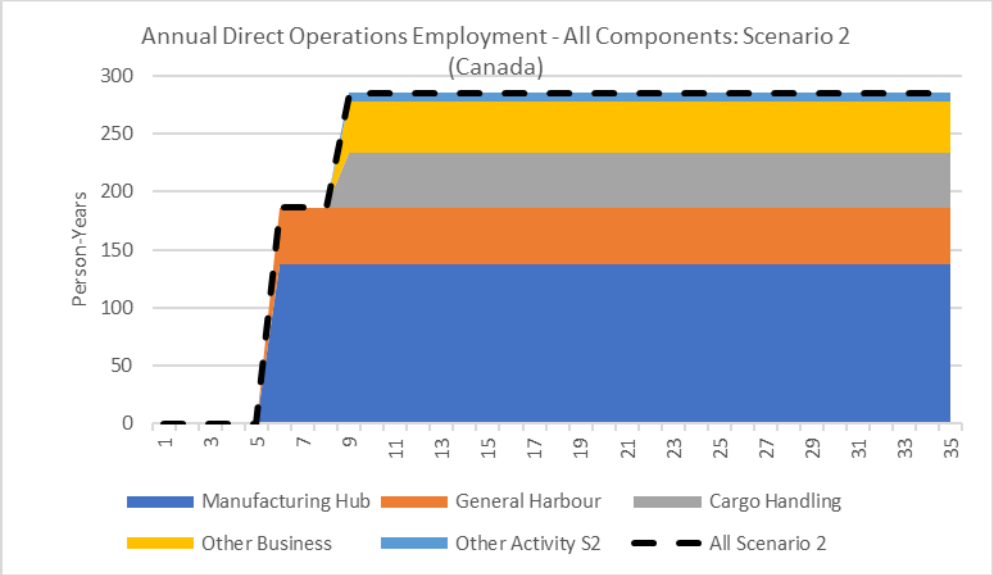


Figure 1729: Share of Employment by Type for a Typical Year of Operations – Scenario 2 - All Components (Canada)

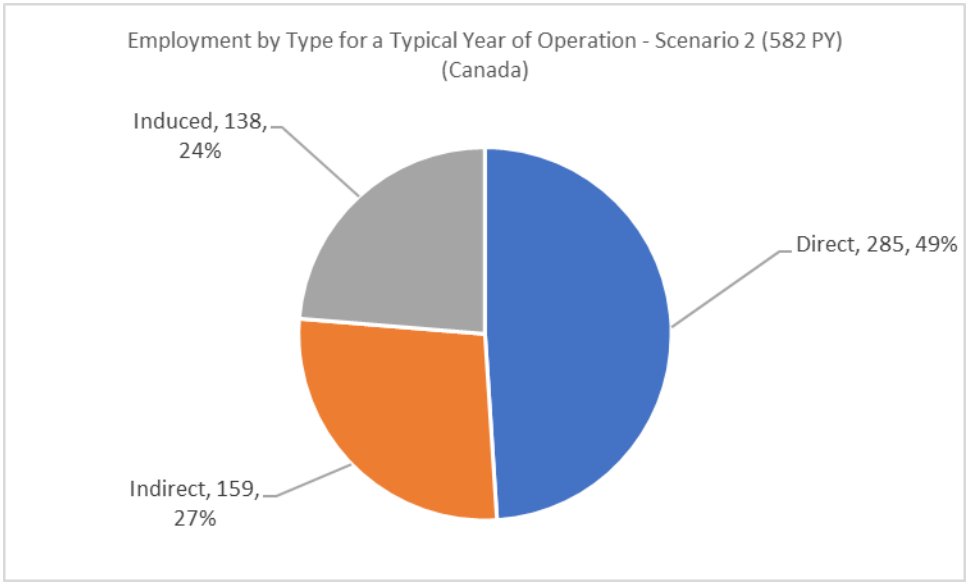


Figure 1730: Share of Direct Employment by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

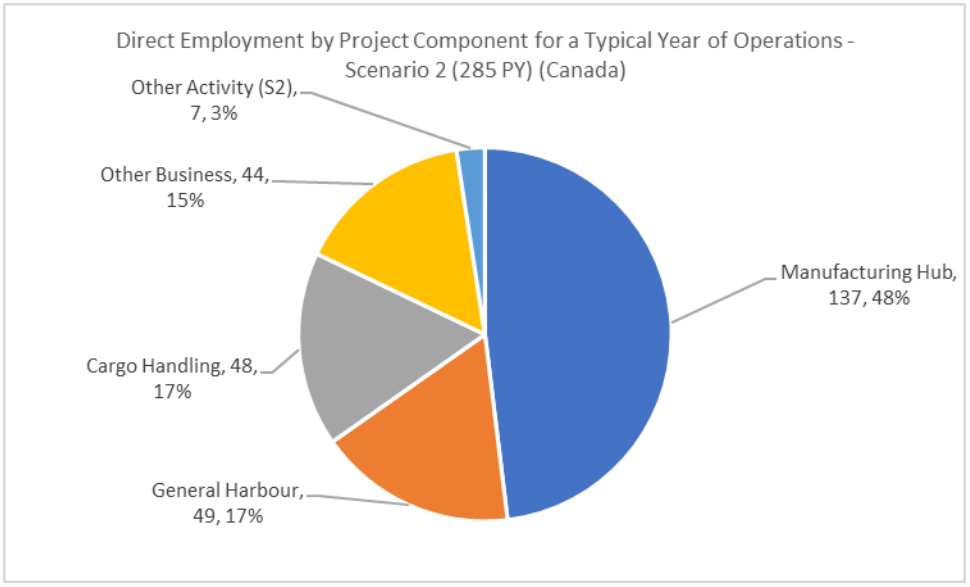


Figure 1731: Share of Direct Employment by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

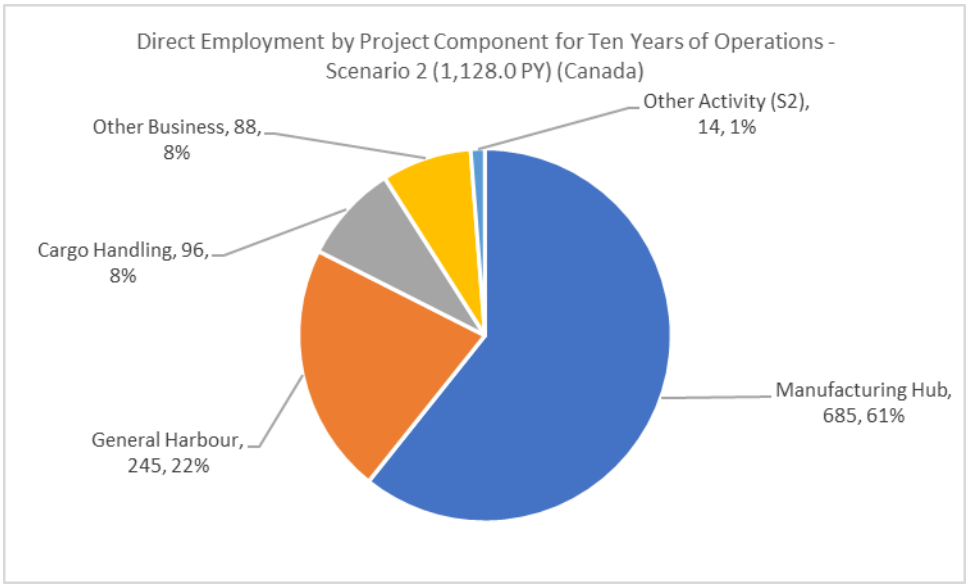


Figure 1732: Share of Direct Employment by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

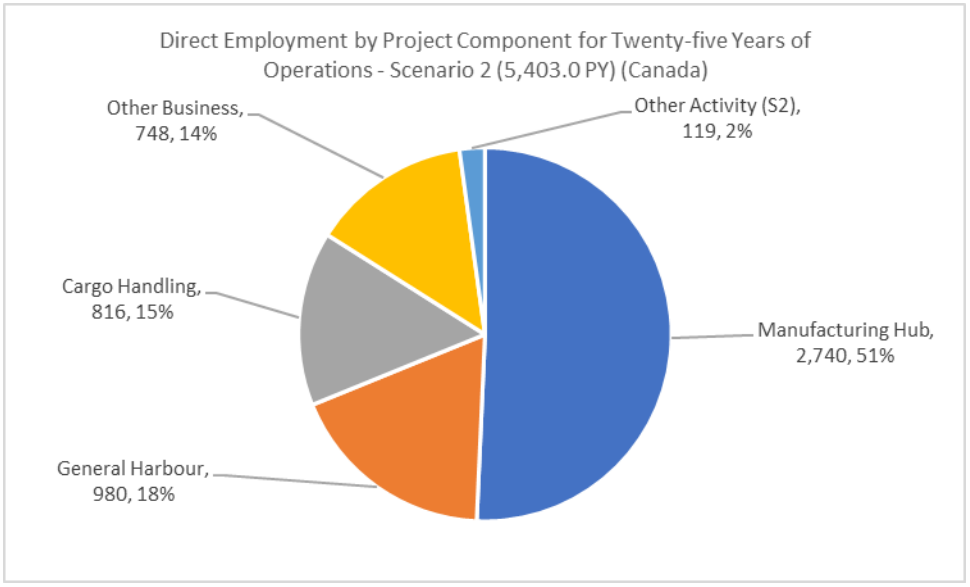


Figure 1733: Share of Direct Employment by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Canada)

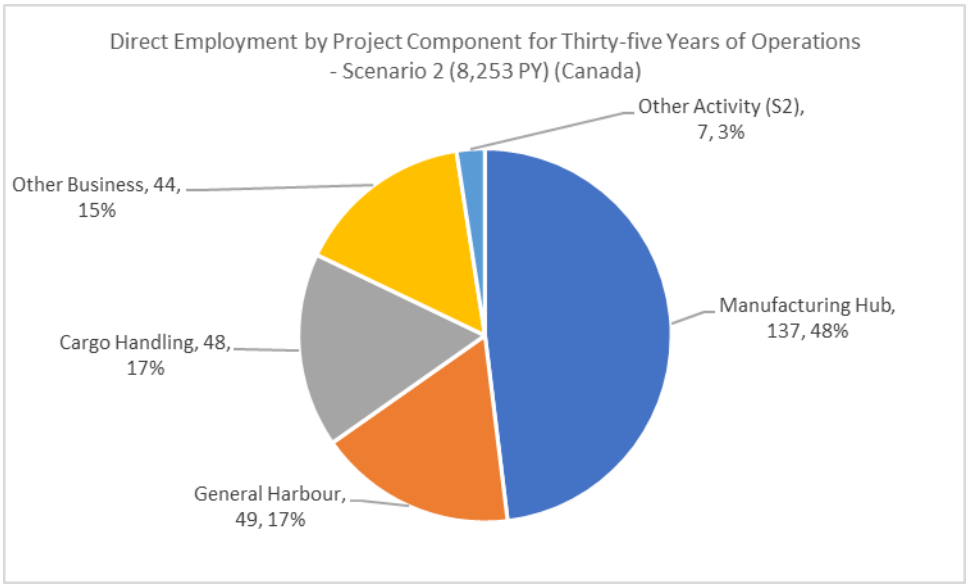


Figure 1734: Total Annual Operations Employment – Scenario 2 - All Components - (Canada)

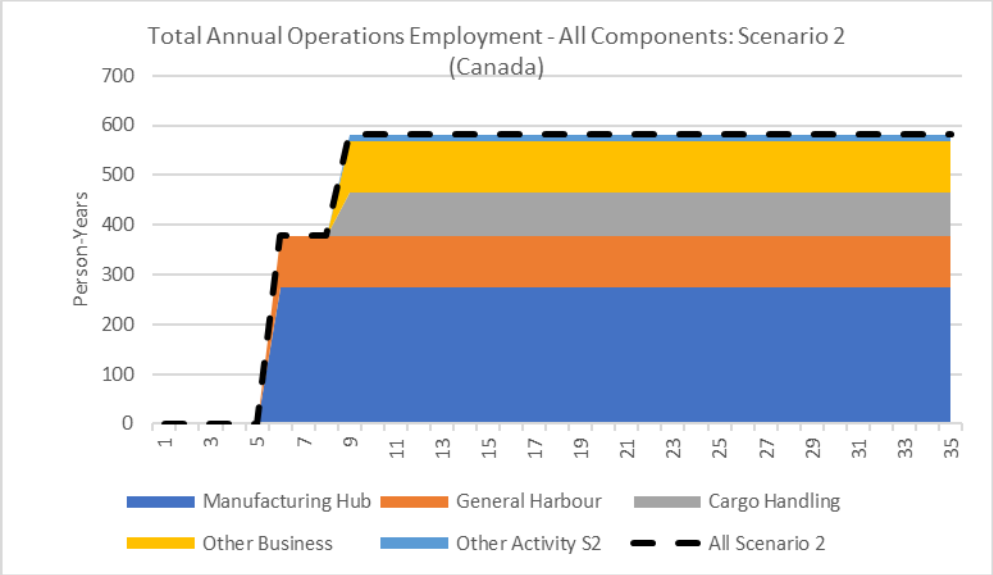


Figure 1735: Share of Total Employment by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

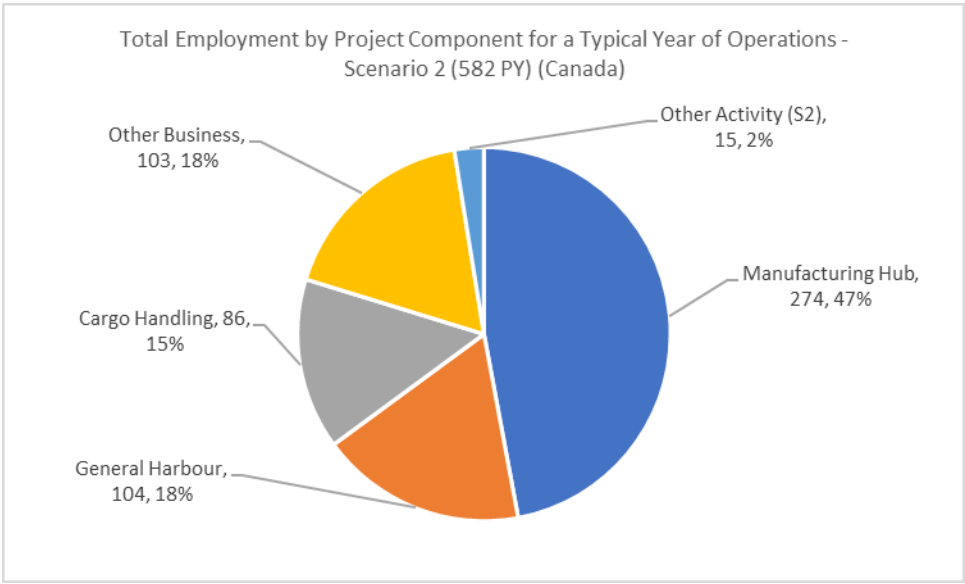


Figure 1736: Share of Total Employment by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

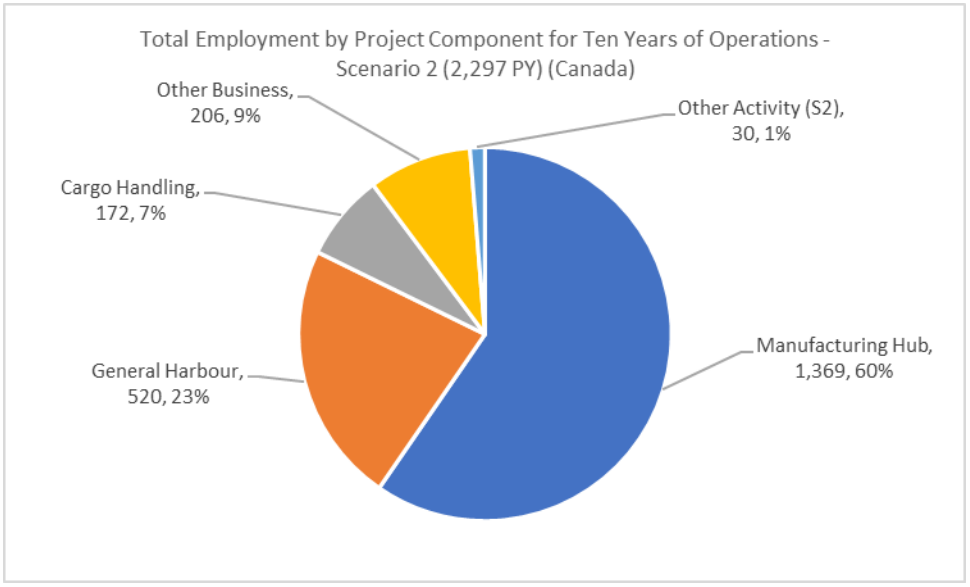


Figure 1737: Share of Total Employment by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

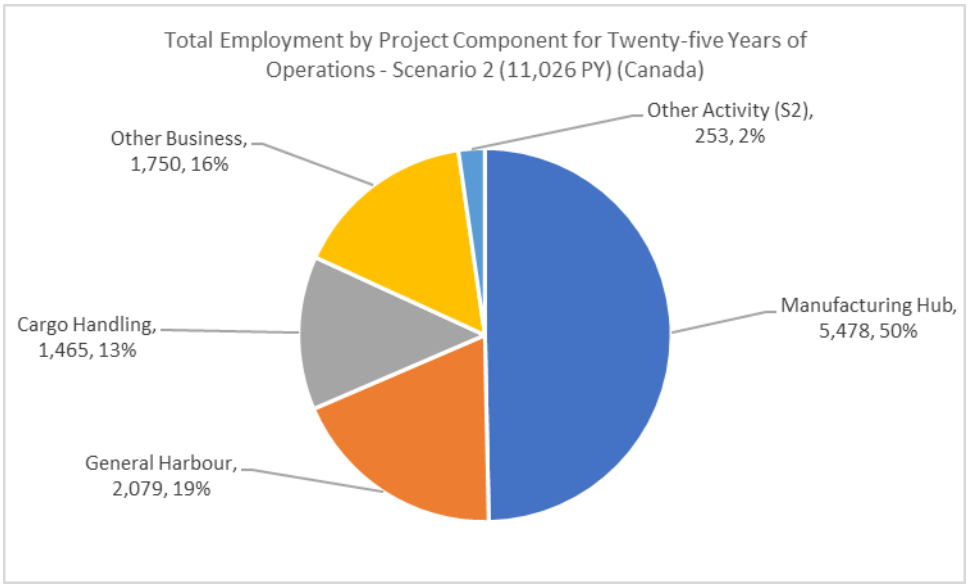
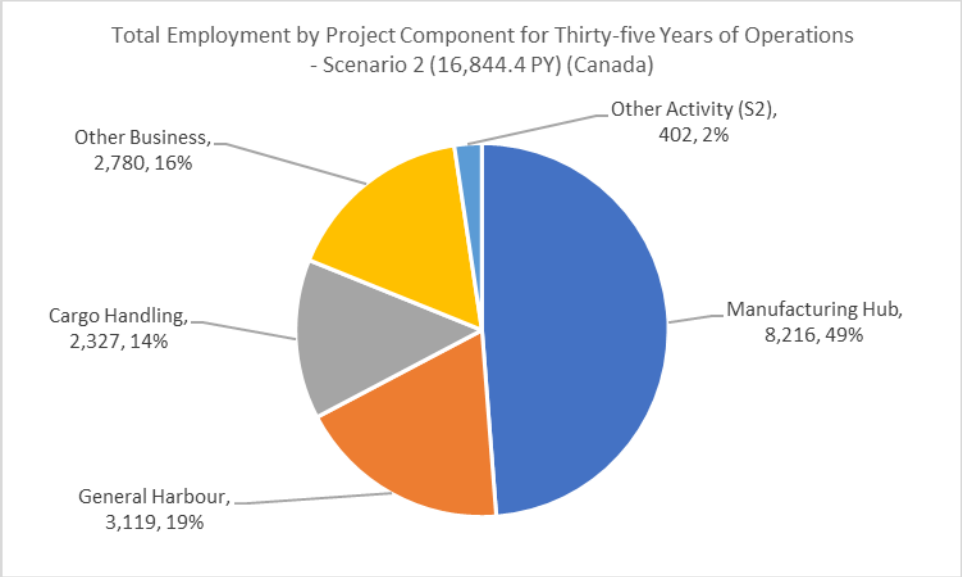


Figure 1738: Share of Total Employment by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Canada)



27.3.2.1 GDP – Scenario 1 - Canada

For Scenario 1, Table 290 profiles the direct, indirect, induced and total GDP impacts by project component and the corresponding GDP impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating GDP impacts by project component are displayed in Figure 1739 and the GDP shares by type of GDP (that is, direct, indirect, and induced) are shown in Figure 1740. The corresponding total GDP shares by project component are shown in Figures 1741 through to 1744 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $110 million of GDP. As shown in Figure 1740, this total GDP is comprised of $56 million of direct GDP (51% of the total), $26 million of indirect GDP (24% of the total) and $27 million of induced GDP (25% total).

The annual total operating GDP will build to $110 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1739, that the annual direct GDP will stay at $110 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total GDP of $31 million (28% of the total), the General Harbour Services will responsible for $12 million in GDP (11% of the total), the Cargo Handling Hub will generate for $9 in GDP (8% of the total), Other Business Opportunities will yield $10 million in GDP (9% of the total) and Other Economic Activities has $48 million in GDP (44% of the total).

The GDP shares and levels of GDP changes over time because various components of the project come into operation at different points in time. For instance, the direct GDP shares accounted for by the Manufacturing Hub range from 44% (Figure 1742) for the ten-year timeframe to 28% (Figure 1741) for the typical year of operations, to 31% for the twenty-five year and 30% for the thirty-five year time horizons (Figures 1743 and 1744, respectively).

Additionally, the level of total GDP for the Project is estimated to be $110 million in a typical operating year. As well, over the first ten years, the cumulative direct project GDP is anticipated to be $346 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct GDP levels are expected to be $1,989 million and $3,084 million, respectively.

Table 290: Summary of Annual Operations GDP – Scenario 1 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations GDP ($M)	All Components (S1)	$56.2	$183.7	$1,026.2	$1,587.8
	Manufacturing Hub	$17.3	$86.3	$345.3	$518.0
	General Harbour	$6.5	$32.6	$130.5	$195.7
	Cargo Handling	$5.4	$10.7	$91.2	$144.9
	Other Business	$4.3	$8.5	$72.6	$115.4
	Other Activity (S1)	$22.7	$45.5	$386.5	$613.8
Indirect Operations GDP ($M)	All Components (S1)	$26.3	$80.6	$475.3	$738.4
	Manufacturing Hub	$6.6	$32.8	$131.3	$196.9
	General Harbour	$2.8	$13.8	$55.1	$82.7
	Cargo Handling	$1.7	$3.3	$28.2	$44.8
	Other Business	$3.2	$6.3	$53.7	$85.3
	Other Activity (S1)	$12.2	$24.3	$206.9	$328.7
Induced Operations GDP ($M)	All Components (S1)	$27.0	$82.1	$487.7	$758.2
	Manufacturing Hub	$6.8	$34.1	$136.5	$204.8
	General Harbour	$2.5	$12.5	$49.9	$74.9
	Cargo Handling	$2.0	$4.1	$34.6	$54.9
	Other Business	$2.5	$4.9	$41.7	$66.3
	Other Activity (S1)	$13.2	$26.5	$225.0	$357.4
Total Operations GDP ($M))	**All Components (S1)**	**$109.5**	**$346.3**	**$1,989.2**	**$3,084.4**
	Manufacturing Hub	**$30.7**	**$153.3**	**$613.1**	**$919.7**
	General Harbour	**$11.8**	**$58.9**	**$235.5**	**$353.3**
	Cargo Handling	**$9.1**	**$18.1**	**$154.0**	**$244.6**
	Other Business	**$9.9**	**$19.8**	**$168.1**	**$266.9**
	Other Activity (S1)	**$48.1**	**$96.3**	**$818.5**	**$1,299.9**

Figure 1739: Annual Operations GDP – Scenario 1 - All Components (Canada)

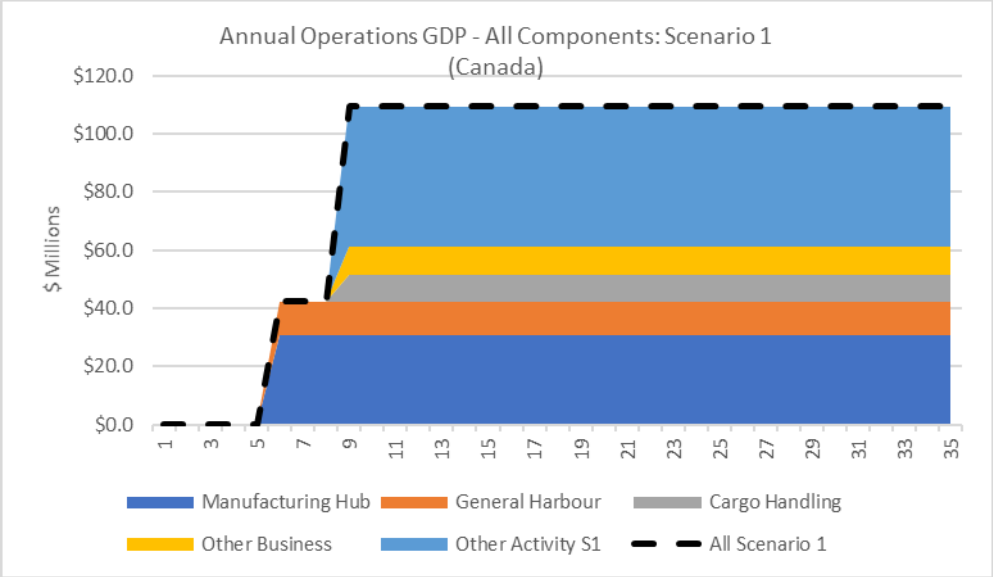


Figure 1740: Share of GDP by Type for a Typical Year of Operations – Scenario 1 - All Components (Canada)

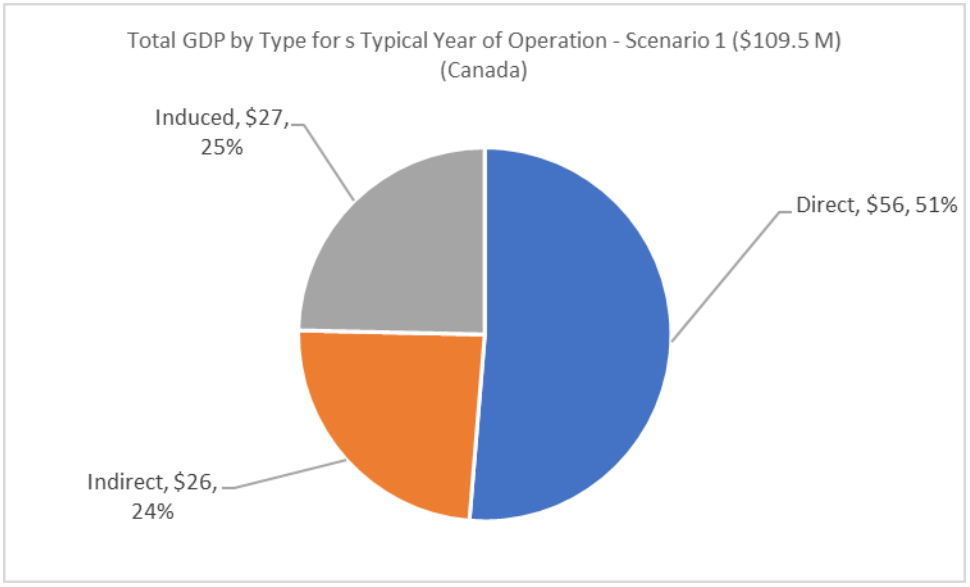


Figure 1741: Share of Total GDP by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

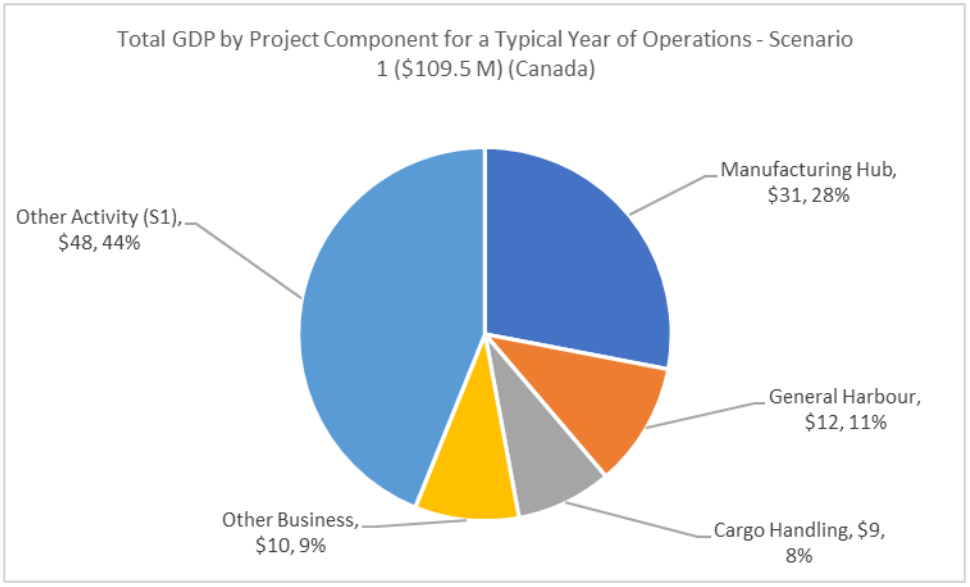


Figure 1742: Share of Total GDP by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

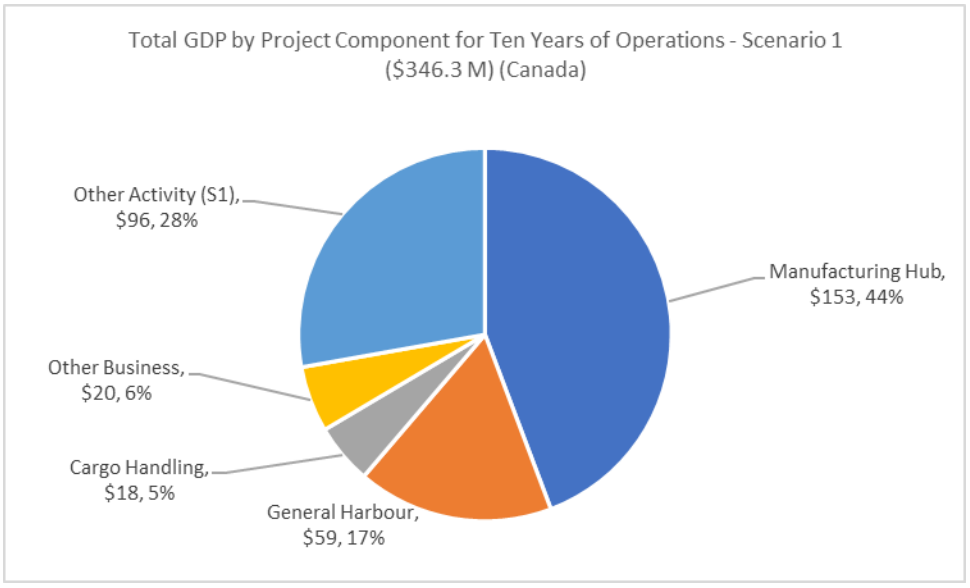


Figure 1743: Share of Total GDP by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

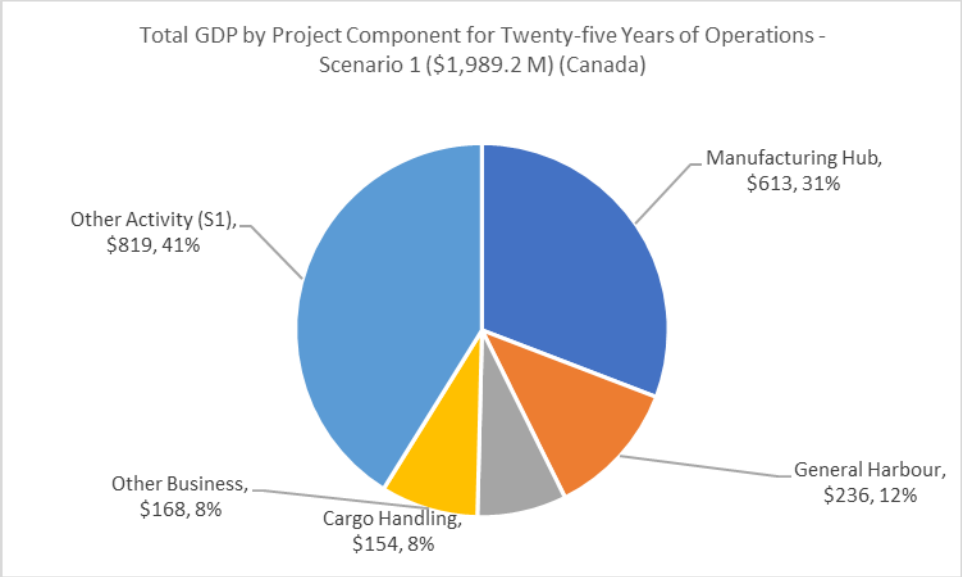
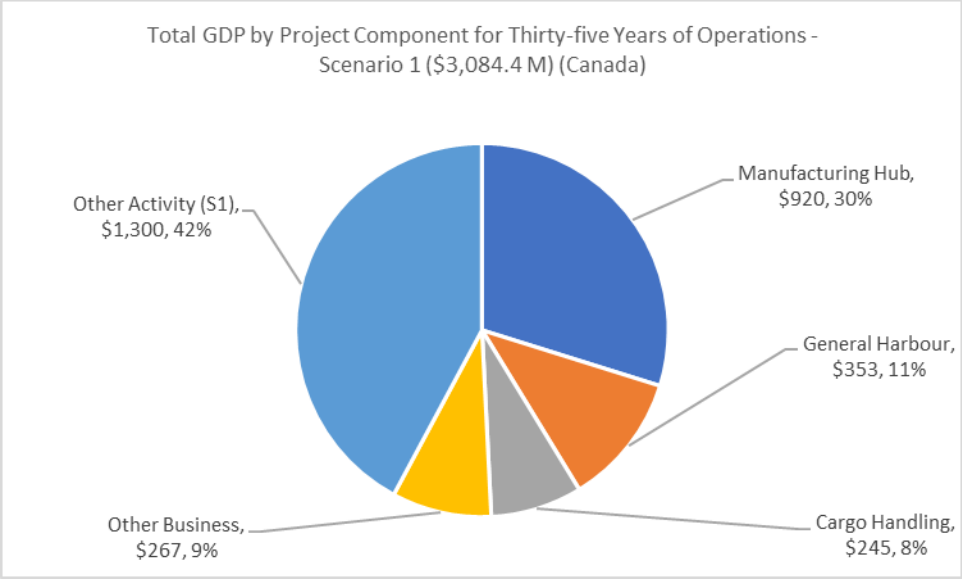


Figure 1744: Share of Total GDP by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Canada)



27.3.2.2 GDP – Scenario 2 - Canada

For Scenario 2, Table 291 profiles the direct, indirect, induced and total GDP impacts by project component and the corresponding GDP impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating GDP impacts by project component are displayed in Figure 1745 and the GDP shares by type of GDP (that is, direct, indirect, and induced) are shown in Figure 1766. The corresponding total GDP shares by project component are shown in Figures 1747 through to 1750 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $63 million of GDP. As shown in Figure 1746, this total GDP is comprised of $34 million of direct GDP (54% of the total), $15 million of indirect GDP (23% of the total) and $14 million of induced GDP (23% total).

The annual total operating GDP will build to $63 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1745, that the annual direct GDP will stay at $63 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total GDP of $31 million (49% of the total), the General Harbour Services will responsible for $12 million in GDP (19% of the total), the Cargo Handling Hub will generate for $9 in GDP (14% of the total), Other Business Opportunities will yield $10 million in GDP (16% of the total) and Other Economic Activities has $2 million in GDP (2% of the total).

The GDP shares and levels of GDP changes over time because various components of the project come into operation at different points in time. For instance, the direct GDP shares accounted for by the Manufacturing Hub range from 61% (Figure 1748) for the ten-year timeframe to 49% (Figure 1747) for the typical year of operations, to 51% for the twenty-five year time horizon and 50% for the thirty-five year time horizon (Figures 1749 and 1750, respectively).

Additionally, the level of total GDP for the Project is estimated to be $63 million in a typical operating year. As well, over the first ten years, the cumulative direct project GDP is anticipated to be $253 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct GDP levels are expected to be $1,198 million and $1,828 million, respectively.

Table 291: Summary of Annual Operations GDP – Scenario 2 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations GDP ($M)	All Components ($1)	$34.2	$139.8	$652.9	$995.0
	Manufacturing Hub	$17.3	$86.3	$345.3	$518.0
	General Harbour	$6.5	$32.6	$130.5	$195.7
	Cargo Handling	$5.4	$10.7	$91.2	$144.9

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
	Other Business	$4.3	$8.5	$72.6	$115.4
	Other Activity (S1)	$0.8	$1.6	$13.2	$21.0
Indirect Operations GDP ($M)	All Components (S1)	$14.6	$57.1	$275.5	$421.1
	Manufacturing Hub	$6.6	$32.8	$131.3	$196.9
	General Harbour	$2.8	$13.8	$55.1	$82.7
	Cargo Handling	$1.7	$3.3	$28.2	$44.8
	Other Business	$3.2	$6.3	$53.7	$85.3
	Other Activity (S1)	$0.4	$0.8	$7.2	$11.4
Induced Operations GDP ($M)	All Components (S1)	$14.2	$56.4	$269.4	$411.5
	Manufacturing Hub	$6.8	$34.1	$136.5	$204.8
	General Harbour	$2.5	$12.5	$49.9	$74.9
	Cargo Handling	$2.0	$4.1	$34.6	$54.9
	Other Business	$2.5	$4.9	$41.7	$66.3
	Other Activity (S1)	$0.4	$0.8	$6.7	$10.7
Total Operations GDP ($M))	**All Components (S1)**	**$63.0**	**$253.2**	**$1,197.8**	**$1,827.5**
	Manufacturing Hub	**$30.7**	**$153.3**	**$613.1**	**$919.7**
	General Harbour	**$11.8**	**$58.9**	**$235.5**	**$353.3**
	Cargo Handling	**$9.1**	**$18.1**	**$154.0**	**$244.6**
	Other Business	**$9.9**	**$19.8**	**$168.1**	**$266.9**
	Other Activity (S1)	**$1.6**	**$3.2**	**$27.1**	**$43.0**

Figure 1745: Annual Operations GDP – Scenario 2 - All Components (Canada)

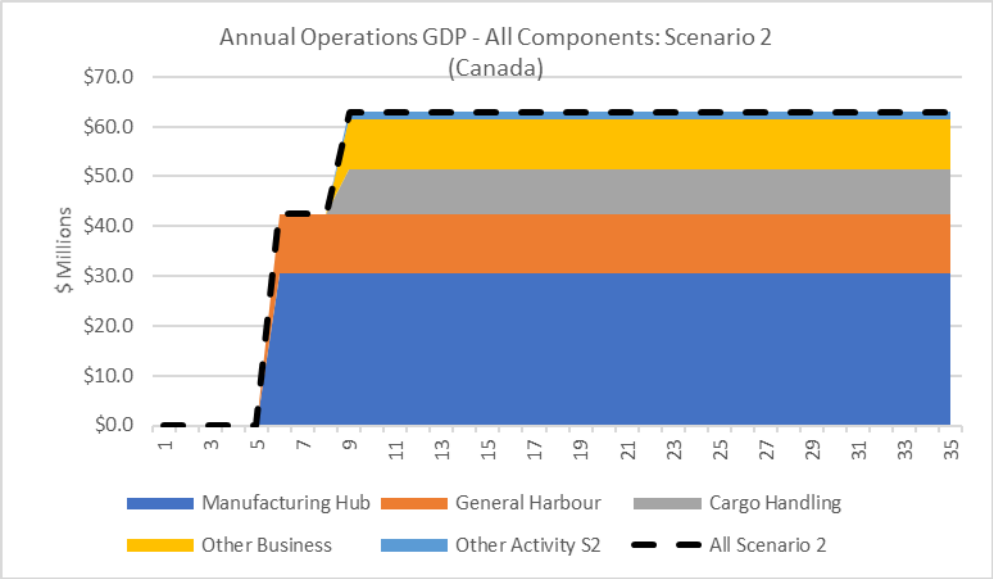


Figure 1746: Share of GDP by Type for a Typical Year of Operations – Scenario 2 - All Components (Canada)

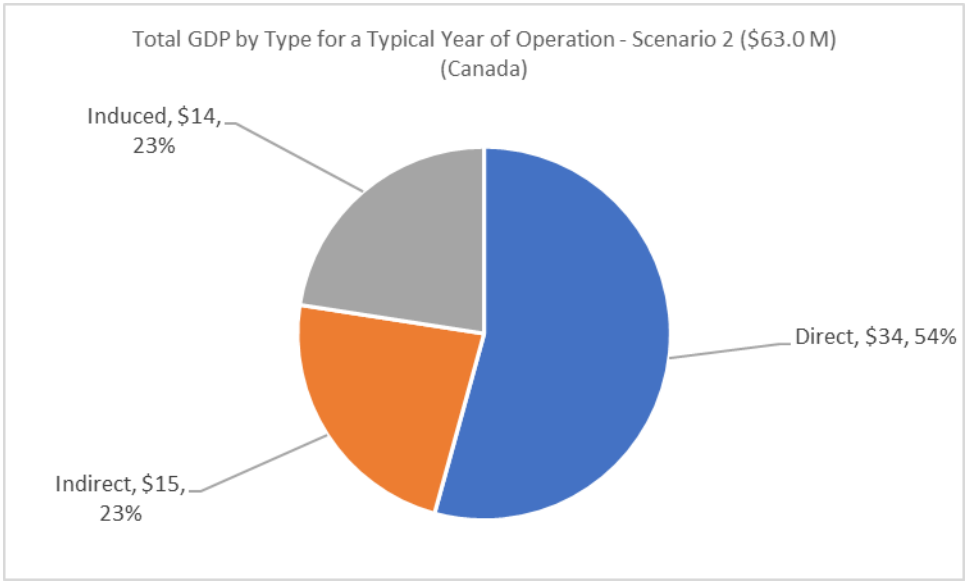


Figure 1747: Share of Total GDP by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

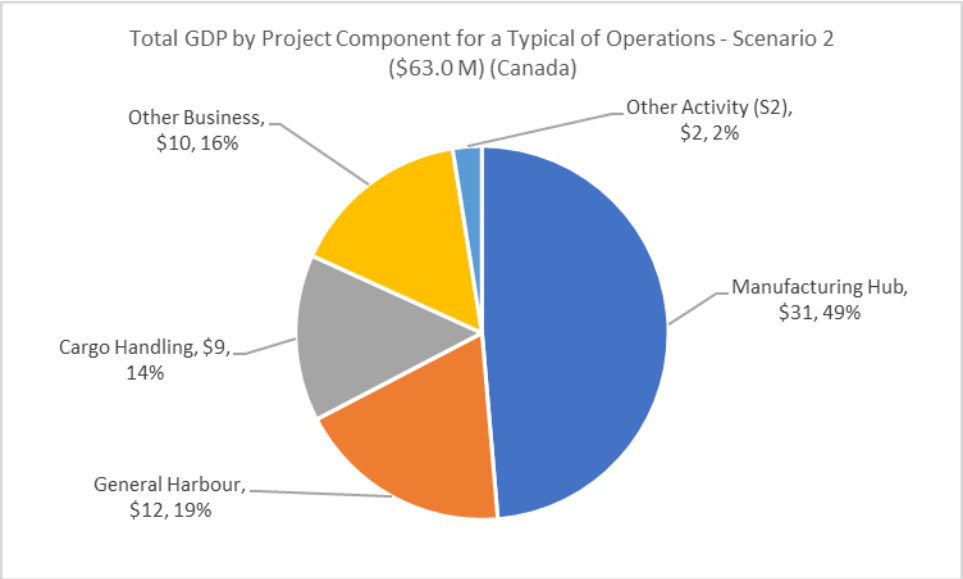


Figure 1748: Share of Total GDP by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

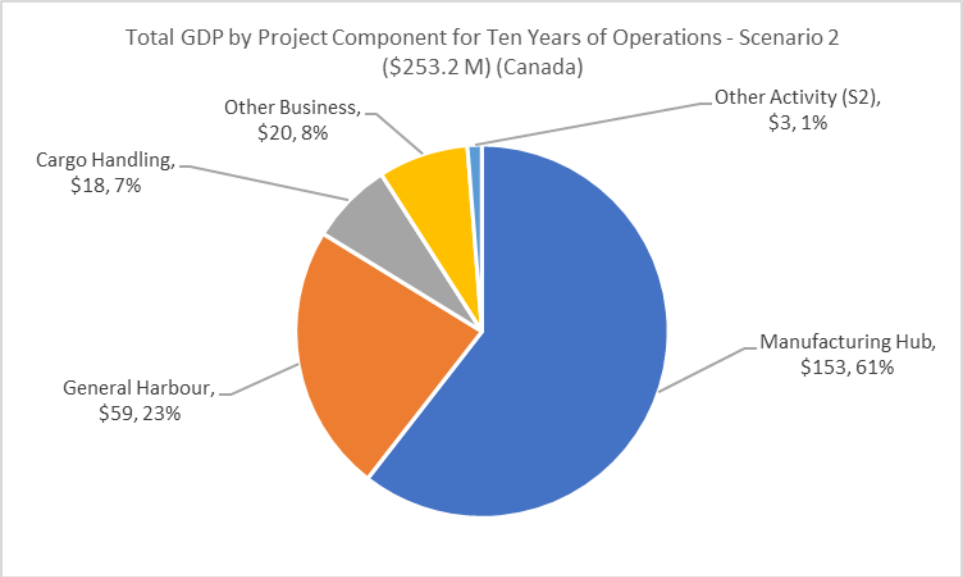


Figure 1749: Share of Total GDP by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

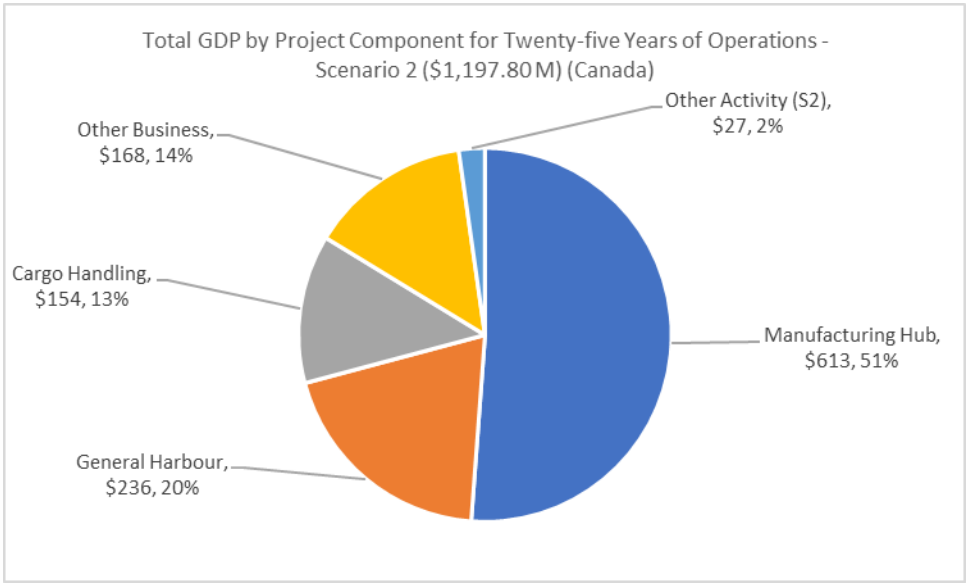
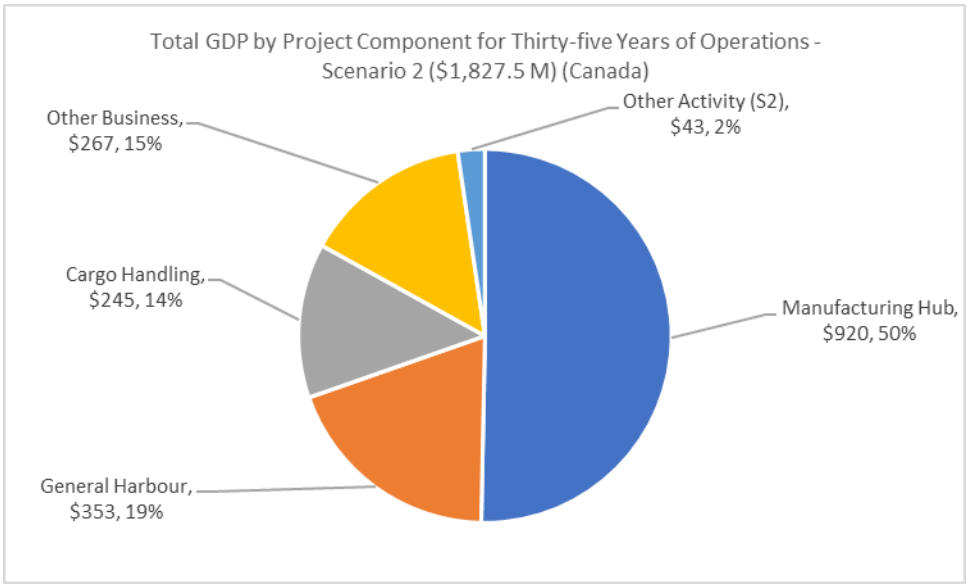


Figure 1750: Share of Total GDP by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Canada)



27.3.3.1 Wages, Salaries, & Social Contributions – Scenario 1 - Canada

For Scenario 1, Table 292 profiles the direct, indirect, induced and total wages, salaries and social contributions impacts by project component and the corresponding wages, salaries and social contributions impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating wages, salaries and social contributions impacts by project component are displayed in Figure 1751 and the wages, salaries and social contributions shares by type of wages, salaries and social contributions (that is, direct, indirect, and induced) are shown in Figure 1752. The corresponding total wages, salaries and social contributions shares by project component are shown in Figures 1753 through to 1756 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $61 million of wages, salaries, and social contributions. As shown in Figure 1752, this total wages, salaries and social contributions is comprised of $32 million of wages, salaries and social contributions (53% of the total), $16 million of indirect wages, salaries and social contributions (27% of the total) and $12 million of induced wages, salaries and social contributions 20% total).

The annual total operating wages, salaries and social contributions will build to $61 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1751, that the annual direct wages, salaries and social contributions will stay at $61 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total wages, salaries and social contributions of $17 million (27% of the total), the General Harbour Services will responsible for $6 million in wages, salaries and social contributions (9% of the total), the Cargo Handling Hub will generate for $5 in wages, salaries and social contributions (8% of the total), Other Business Opportunities will yield $5 million in wages, salaries and social contributions (9% of the total) and Other Economic Activities has $27 million in wages, salaries and social contributions (47% of the total).

The wages, salaries and social contributions shares and levels of wages, salaries, and social contributions changes over time because various components of the project come into operation at different points in time. For instance, the direct wages, salaries and social contributions shares accounted for by the Manufacturing Hub range from 44% (Figure 1754) for

the ten-year timeframe to 27% (Figure 1753) for the typical year of operations, to 27% for both the twenty-five year and the thirty-five year time horizons (Figures 1755 and 1756, respectively).

Additionally, the level of total wages, salaries and social contributions for the Project is estimated to be $6 million in a typical operating year. As well, over the first ten years, the cumulative direct project wages, salaries, and social contributions is anticipated to be $188 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct wages, salaries, and social contributions levels are expected to be $1,098 million and $1,705 million, respectively.

Table 292: Summary of Annual Operations Wages, Salaries, & Social Contributions – Scenario 1 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Wages & Salaries ($M)	All Components (S1)	$32.3	$100.8	$584.7	$907.3
	Manufacturing Hub	$9.3	$46.3	$185.3	$278.0
	General Harbour	$2.8	$14.2	$56.9	$85.4
	Cargo Handling	$2.8	$5.7	$48.4	$76.9
	Other Business	$2.2	$4.4	$37.5	$59.5
	Other Activity (S1)	$15.1	$30.2	$256.6	$407.6
Indirect Operations Wages & Salaries ($M)	All Components (S1)	$16.3	$50.1	$294.4	$457.3
	Manufacturing Hub	$4.2	$21.2	$84.7	$127.0
	General Harbour	$1.6	$8.1	$32.2	$48.4
	Cargo Handling	$1.0	$1.9	$16.5	$26.2
	Other Business	$1.8	$3.6	$30.9	$49.0
	Other Activity (S1)	$7.7	$15.3	$130.2	$206.7
Induced Operations Wages & Salaries ($M)	All Components (S1)	$12.2	$36.9	$219.2	$340.8
	Manufacturing Hub	$3.1	$15.4	$61.6	$92.4
	General Harbour	$1.1	$5.6	$22.5	$33.7
	Cargo Handling	$0.9	$1.8	$15.5	$24.7
	Other Business	$1.1	$2.2	$18.8	$29.9
	Other Activity (S1)	$5.9	$11.9	$100.8	$160.1
Total Operations Wages & Salaries ($M))	**All Components (S1)**	**$60.7**	**$187.9**	**$1,098.4**	**$1,705.3**
	Manufacturing Hub	**$16.6**	**$82.9**	**$331.5**	**$497.3**
	General Harbour	**$5.6**	**$27.9**	**$111.6**	**$167.4**
	Cargo Handling	**$4.7**	**$9.5**	**$80.4**	**$127.8**
	Other Business	**$5.1**	**$10.3**	**$87.2**	**$138.4**
	Other Activity (S1)	**$28.7**	**$57.4**	**$487.6**	**$774.4**

Figure 1751: Annual Operations Wages, Salaries & Social Contributions – Scenario 1 - All Components (Canada)

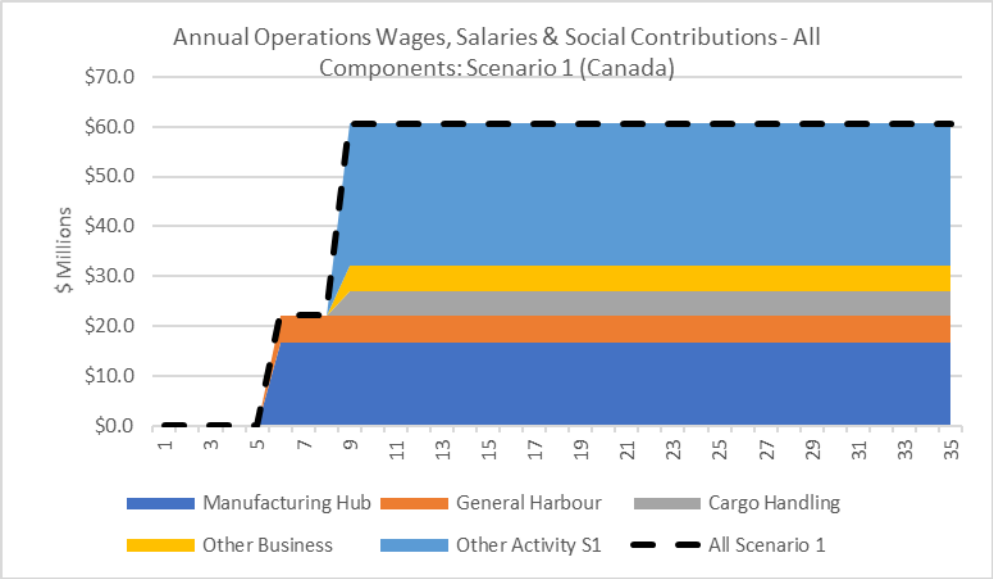


Figure 1752: Share of Wages, Salaries & Social Contributions by Type for a Typical Year of Operations – Scenario 1 - All Components (Canada)

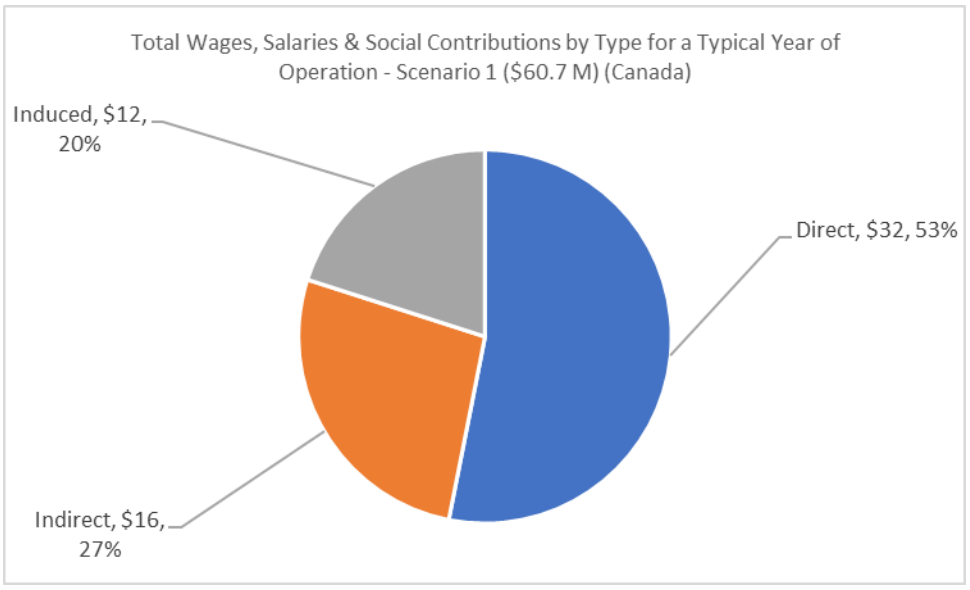


Figure 1753: Share of Total Wages, Salaries & Social Contributions by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

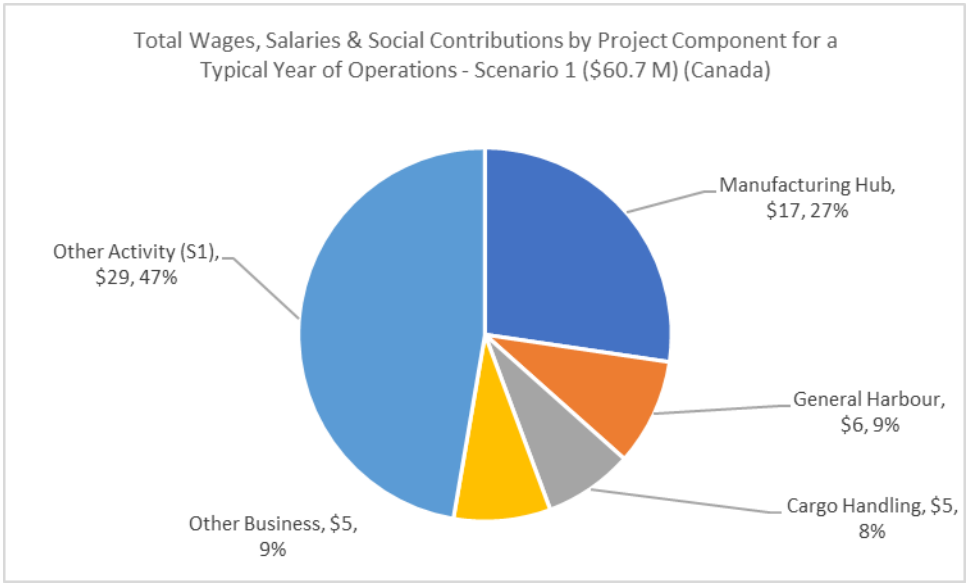


Figure 1754: Share of Total Wages, Salaries & Social Contributions by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

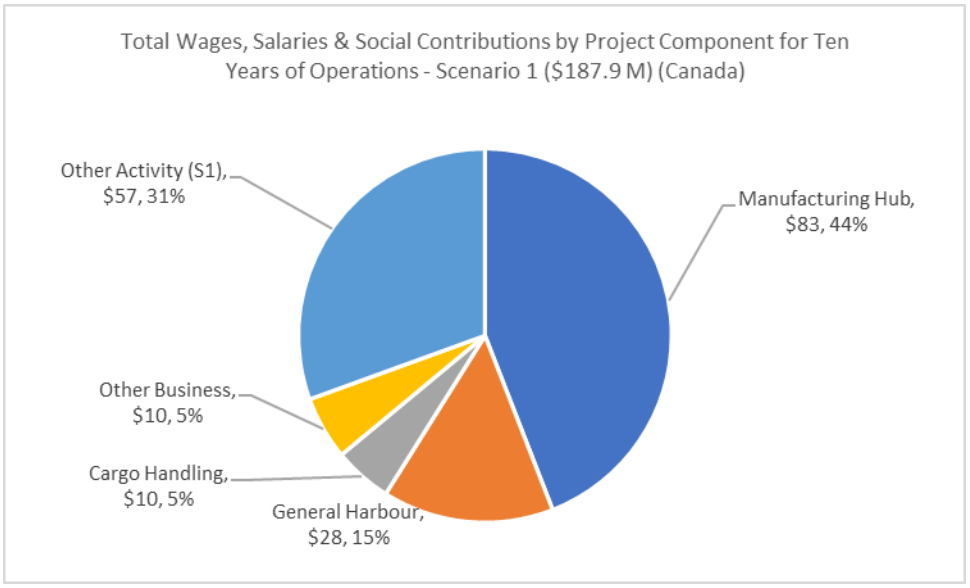


Figure 1755: Share of Total Wages, Salaries & Social Contributions by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

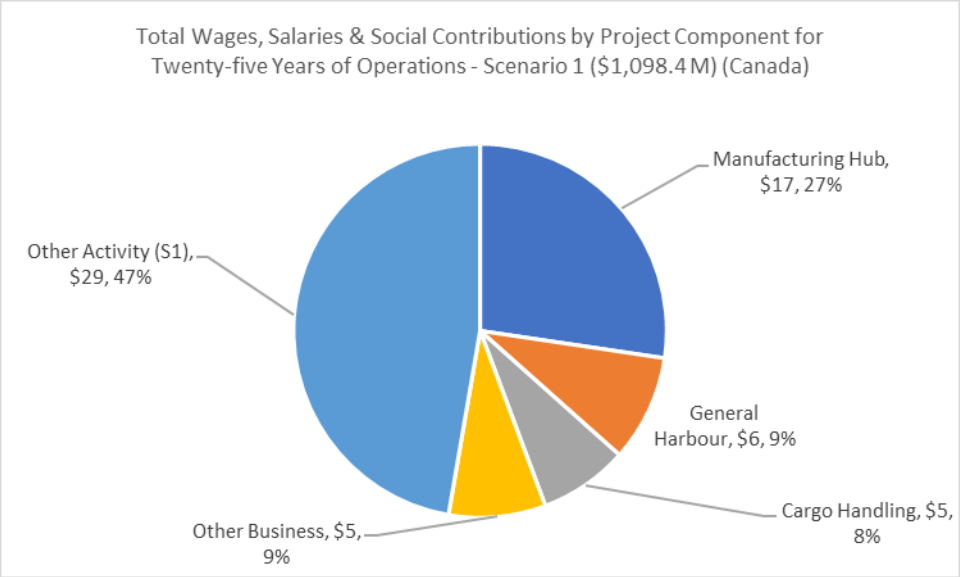
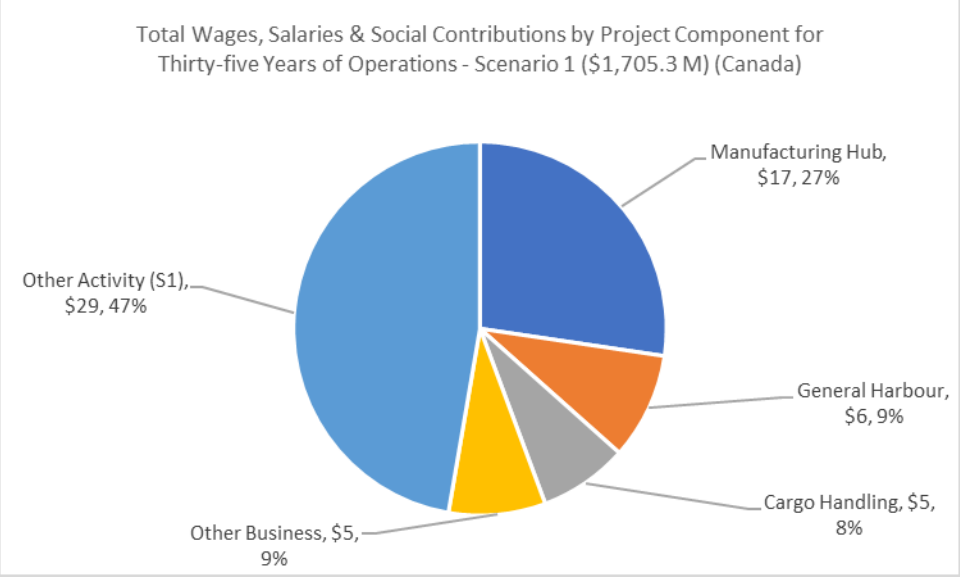


Figure 1756: Share of Total Wages, Salaries & Social Contributions by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Canada)



27.3.3.2 Wages, Salaries, & Social Contributions – Scenario 2 - Canada

For Scenario 2, Table 293 profiles the direct, indirect, induced and total wages, salaries and social contributions impacts by project component and the corresponding wages, salaries and social contributions impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating wages, salaries and social contributions impacts by project component are displayed in Figure 1757 and the wages, salaries and social contributions shares by type of wages, salaries and social contributions (that is, direct, indirect, and induced) are shown in Figure 1758. The corresponding total wages, salaries and social contributions shares by project component are shown in Figures 1759 through to 1762 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $33 million of wages, salaries, and social contributions. As shown in Figure 1758, this total wages, salaries and social contributions is comprised of $18 million of direct wages, salaries and social contributions (54% of the total), $9 million of indirect wages, salaries and social contributions (27% of the total) and $6 million of induced wages, salaries and social contributions (19% total).

The annual total operating wages, salaries and social contributions will build to $33 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1757, that the annual direct wages, salaries and social contributions will stay at $33 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total wages, salaries and social contributions of $17 million (50% of the total), the General Harbour Services will responsible for $6 million in wages, salaries and social contributions (17% of the total), the Cargo Handling Hub will generate for $5 in wages, salaries and social contributions (14% of the total), Other Business Opportunities will yield $5 million in wages, salaries and social contributions (16% of the total) and Other Economic Activities has $1 million in wages, salaries and social contributions (3% of the total).

The wages, salaries and social contributions shares and levels of wages, salaries, and social contributions changes over time because various components of the project come into operation at different points in time. For instance, the direct wages, salaries and social contributions shares accounted for by the Manufacturing Hub range from 63% (Figure 1760) for the ten-year timeframe to 50% (Figure 1759) for the typical year of operations, to 50% for the twenty-five year time horizon and 50% for the thirty-five year time horizon (Figures 1761 and 1762, respectively).

Additionally, the level of total wages, salaries and social contributions for the Project is estimated to be $33 million in a typical operating year. As well, over the first ten years, the cumulative direct project wages, salaries, and social contributions is anticipated to be $132 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative

direct wages, salaries, and social contributions levels are expected to be $626 million and $955 million, respectively.

Table 293: Summary of Annual Operations Wages, Salaries, & Social Contributions – Scenario 2 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Wages & Salaries ($M)	All Components (S1)	$17.7	$71.6	$336.5	$513.1
	Manufacturing Hub	$9.3	$46.3	$185.3	$278.0
	General Harbour	$2.8	$14.2	$56.9	$85.4
	Cargo Handling	$2.8	$5.7	$48.4	$76.9
	Other Business	$2.2	$4.4	$37.5	$59.5
	Other Activity (S1)	$0.5	$1.0	$8.4	$13.4
Indirect Operations Wages & Salaries ($M)	All Components (S1)	$8.9	$35.2	$168.0	$256.6
	Manufacturing Hub	$4.2	$21.2	$84.7	$127.0
	General Harbour	$1.6	$8.1	$32.2	$48.4
	Cargo Handling	$1.0	$1.9	$16.5	$26.2
	Other Business	$1.8	$3.6	$30.9	$49.0
	Other Activity (S1)	$0.2	$0.4	$3.8	$6.0
Induced Operations Wages & Salaries ($M)	All Components (S1)	$6.4	$25.4	$121.4	$185.5
	Manufacturing Hub	$3.1	$15.4	$61.6	$92.4
	General Harbour	$1.1	$5.6	$22.5	$33.7
	Cargo Handling	$0.9	$1.8	$15.5	$24.7
	Other Business	$1.1	$2.2	$18.8	$29.9
	Other Activity (S1)	$0.2	$0.4	$3.0	$4.8
Total Operations Wages & Salaries ($M))	**All Components (S1)**	**$32.9**	**$132.3**	**$626.0**	**$955.1**
	Manufacturing Hub	**$16.6**	**$82.9**	**$331.5**	**$497.3**
	General Harbour	**$5.6**	**$27.9**	**$111.6**	**$167.4**
	Cargo Handling	**$4.7**	**$9.5**	**$80.4**	**$127.8**
	Other Business	**$5.1**	**$10.3**	**$87.2**	**$138.4**
	Other Activity (S1)	**$0.9**	**$1.8**	**$15.2**	**$24.2**

Figure 1757: Annual Operations Wages, Salaries & Social Contributions – Scenario 2 - All Components (Canada)

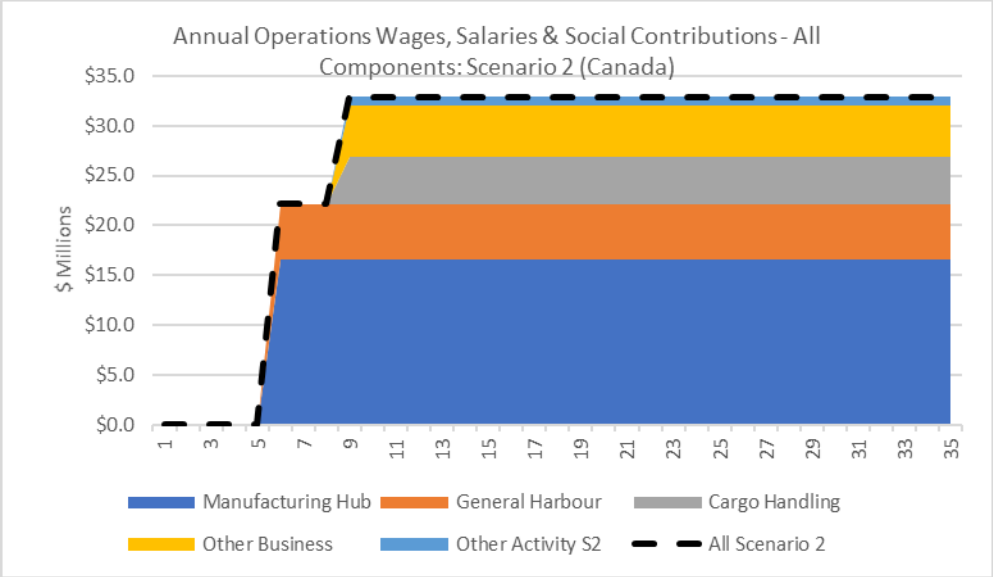


Figure 1758: Share of Wages, Salaries & Social Contributions by Type for a Typical Year of Operations – Scenario 2 - All Components (Canada)

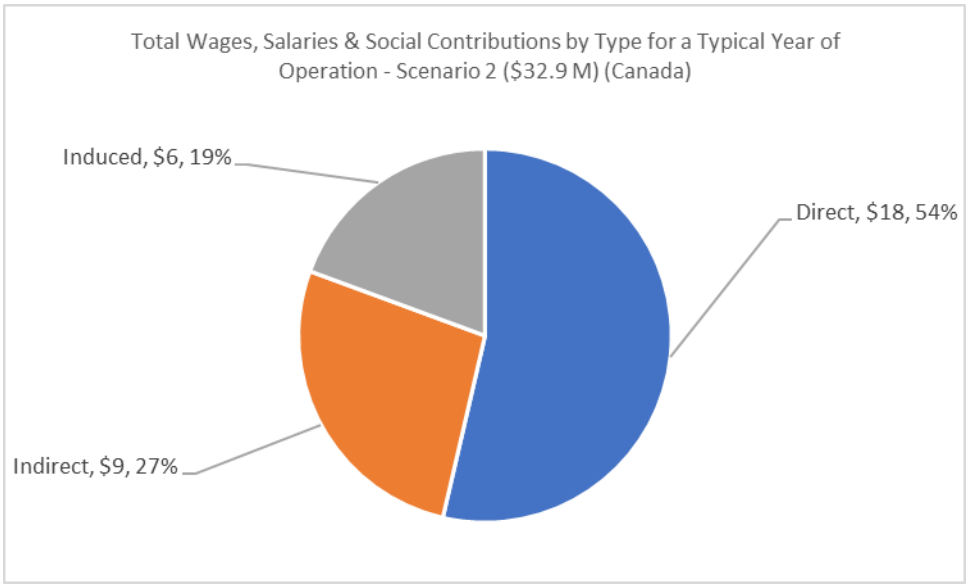


Figure 1759: Share of Total Wages, Salaries & Social Contributions by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

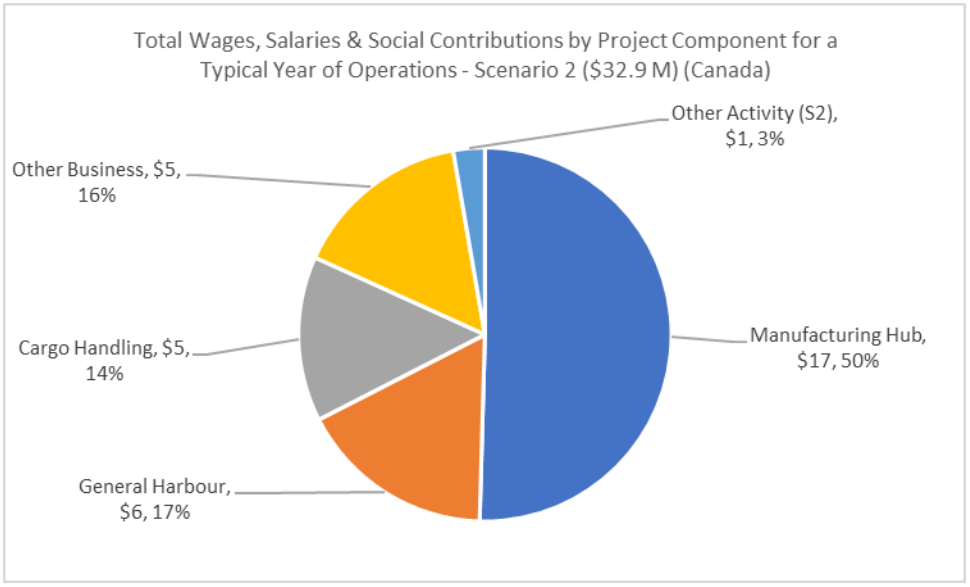


Figure 1760: Share of Total Wages, Salaries & Social Contributions by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

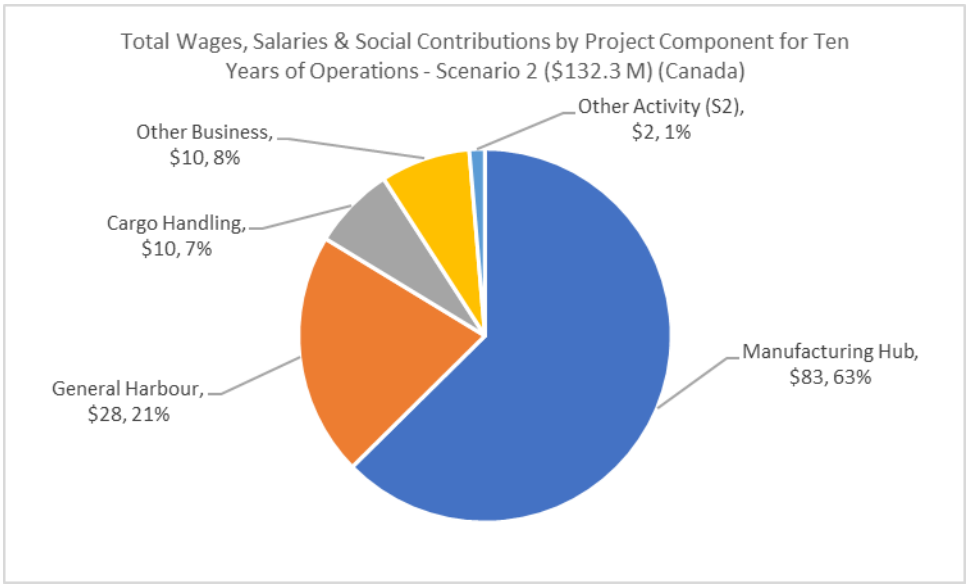


Figure 1761: Share of Total Wages, Salaries & Social Contributions by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

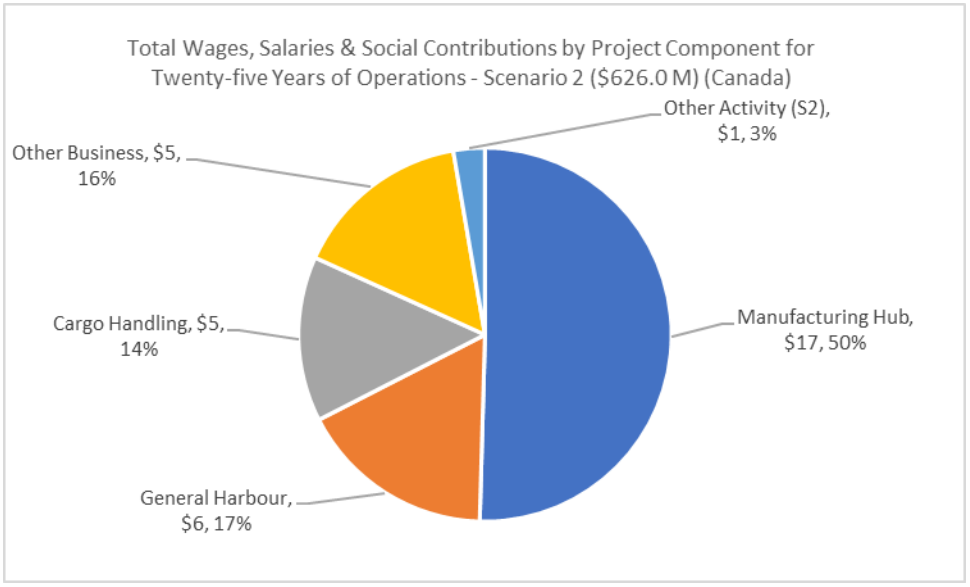
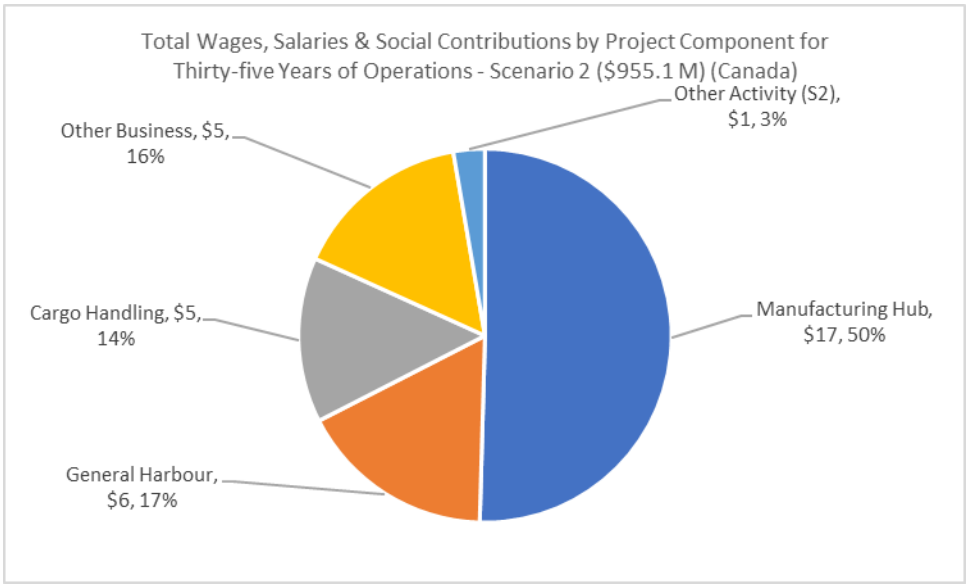


Figure 1762: Share of Total Wages, Salaries & Social Contributions by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Canada)



27.3.4.1 Business Income – Scenario 1 - Canada

For Scenario 1, Table 294 profiles the direct, indirect, induced and total business income impacts by project component and the corresponding business income impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating business income impacts by project component are displayed in Figure 1763 and the business income shares by type of business income (that is, direct, indirect, and induced) are shown in Figure 1764. The corresponding total business income shares by project component are shown in Figures 1765 through to 1768 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $43 million of business income. As shown in Figure 1764, this total business income is comprised of $24 million of direct business income (55% of the total), $9 million of indirect business income (22% of the total) and $10 million of induced business income (23% total).

The annual total operating business income will build to $43 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1763, that the annual direct business income will stay at $43 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total business income of $13 million (29% of the total), the General Harbour Services will responsible for $6 million in business income (13% of the total), the Cargo Handling Hub will generate for $4 in business income (9% of the total), Other Business Opportunities will yield $4 million in business income (10% of the total) and Other Economic Activities has $17 million in business income (39% of the total).

The business income shares and levels of business income changes over time because various components of the project come into operation at different points in time. For instance, the direct business income shares accounted for by the Manufacturing Hub range from 45% (Figure 1766) for the ten-year timeframe to 29% (Figure 1765) for the typical year of operations, to 32% for the twenty-five year and 31% for the thirty-five year time horizons (Figures 1767 and 1768, respectively).

Additionally, the level of total business income for the Project is estimated to be $43 million in a typical operating year. As well, over the first ten years, the cumulative direct project business income is anticipated to be $141 million. For the twenty-five-year time horizon and the thirty-

fie timeframe, the cumulative direct business income levels are expected to be $790 million and $1,223 million, respectively.

Table 294: Summary of Annual Operations Business Income – Scenario 1 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Business Income ($M)	All Components (S1)	$23.7	$81.7	$436.8	$673.6
	Manufacturing Hub	$7.9	$39.4	$157.6	$236.4
	General Harbour	$3.6	$17.8	$71.2	$106.7
	Cargo Handling	$2.4	$4.9	$41.6	$66.1
	Other Business	$2.2	$4.5	$38.0	$60.3
	Other Activity (S1)	$7.6	$15.1	$128.5	$204.2
Indirect Operations Business Income ($M)	All Components (S1)	$9.4	$28.2	$169.2	$263.2
	Manufacturing Hub	$2.1	$10.5	$42.2	$63.2
	General Harbour	$1.0	$5.2	$20.8	$31.3
	Cargo Handling	$0.6	$1.3	$10.7	$16.9
	Other Business	$1.2	$2.5	$21.1	$33.5
	Other Activity (S1)	$4.4	$8.8	$74.4	$118.2
Induced Operations Business Income ($M)	All Components (S1)	$10.2	$30.9	$183.9	$285.9
	Manufacturing Hub	$2.6	$12.9	$51.4	$77.1
	General Harbour	$0.9	$4.7	$18.7	$28.1
	Cargo Handling	$0.8	$1.5	$12.9	$20.5
	Other Business	$0.9	$1.9	$15.8	$25.1
	Other Activity (S1)	$5.0	$10.0	$85.0	$135.1
Total Operations Business Income ($M))	**All Components (S1)**	**$43.3**	**$140.8**	**$789.9**	**$1,222.7**
	Manufacturing Hub	**$12.6**	**$62.8**	**$251.2**	**$376.7**
	General Harbour	**$5.5**	**$27.7**	**$110.7**	**$166.1**
	Cargo Handling	**$3.8**	**$7.7**	**$65.2**	**$103.5**
	Other Business	**$4.4**	**$8.8**	**$74.9**	**$118.9**
	Other Activity (S1)	**$16.9**	**$33.9**	**$288.0**	**$457.4**

Figure 1763: Annual Operations Business Income – Scenario 1 - All Components (Canada)

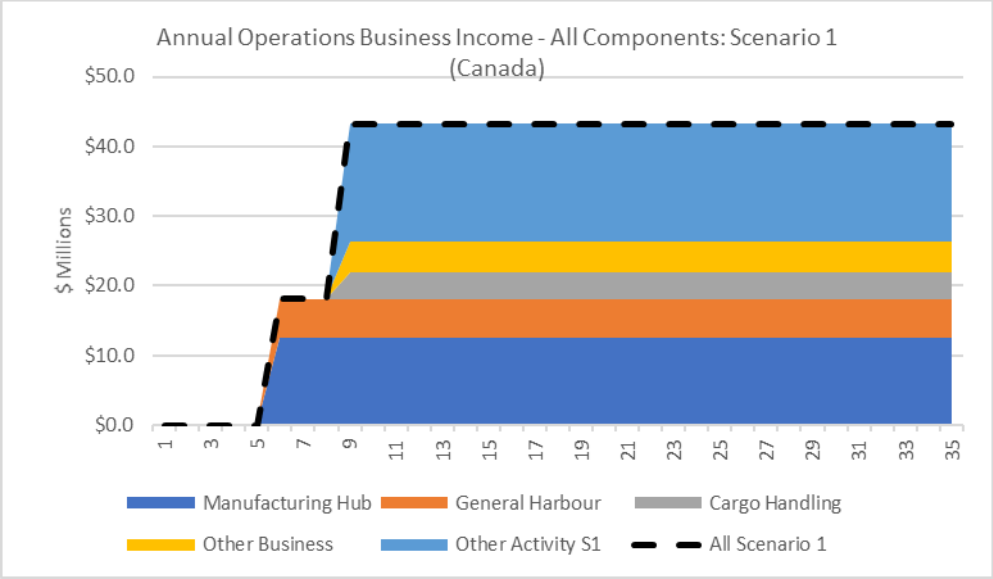


Figure 1764: Share of Business Income by Type for a Typical Year of Operations – Scenario 1 - All Components (Canada)

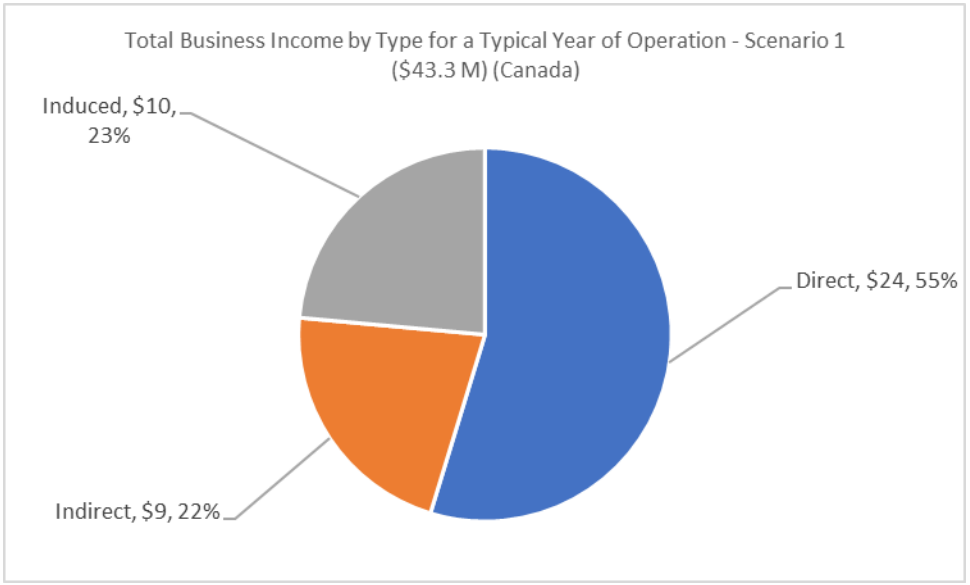


Figure 1765: Share of Total Business Income by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

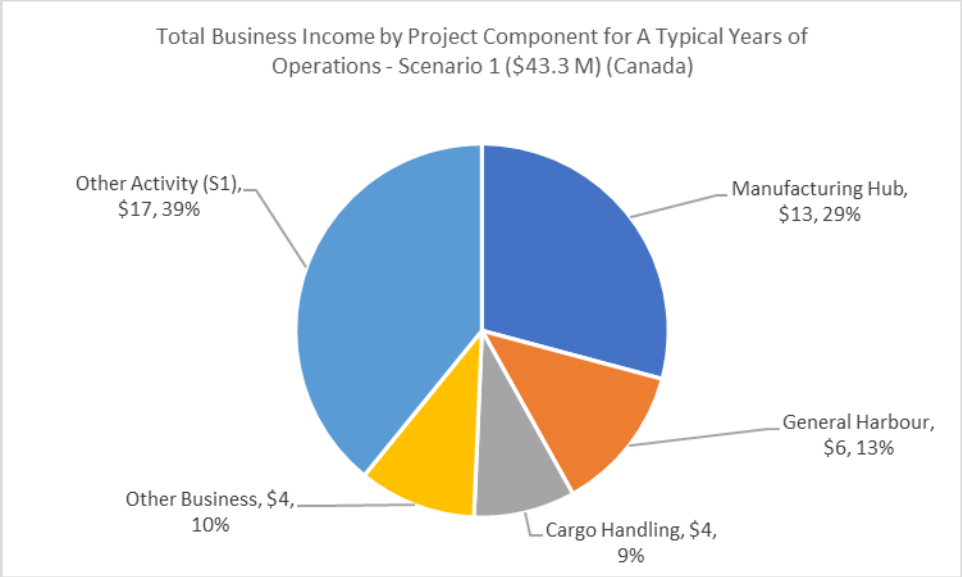


Figure 1766: Share of Total Business Income by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

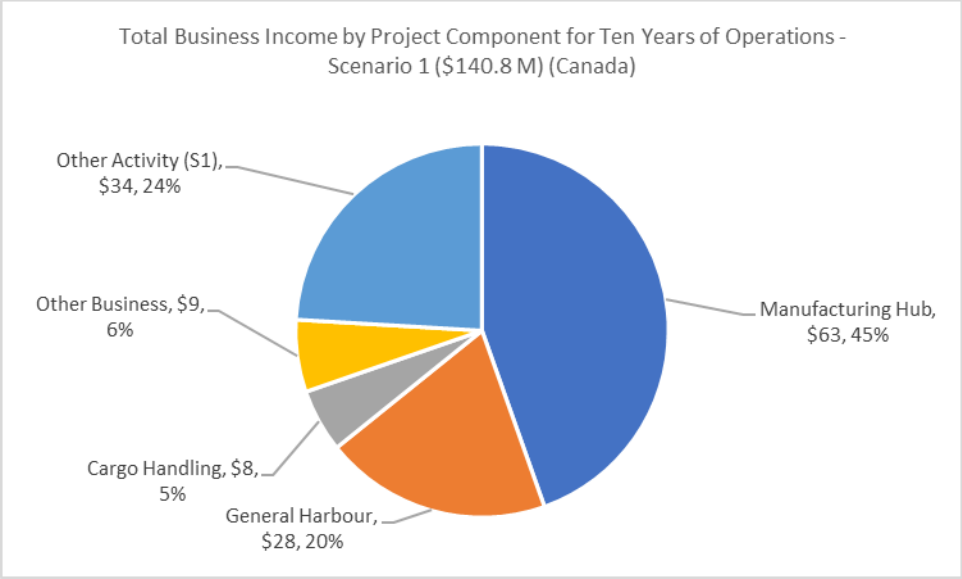


Figure 1767: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

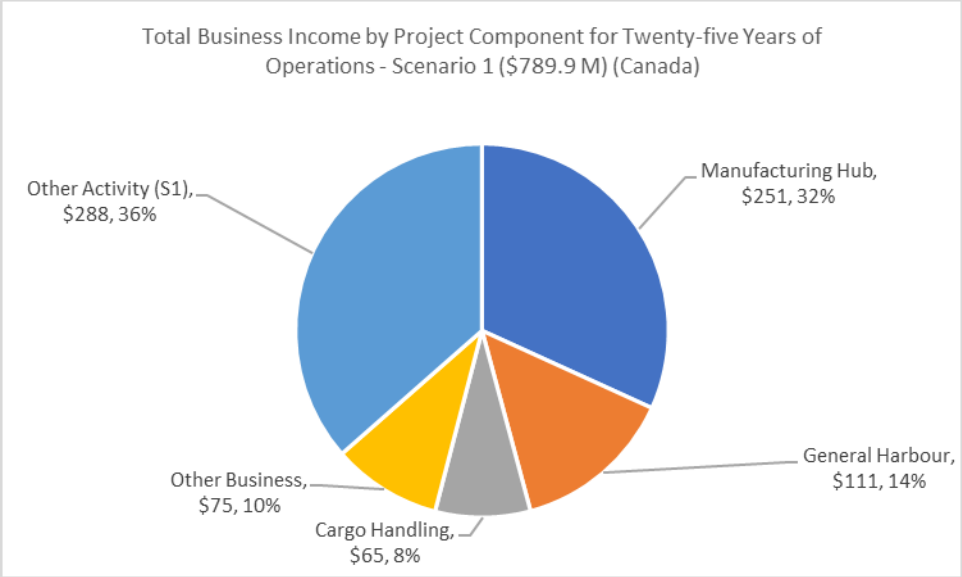
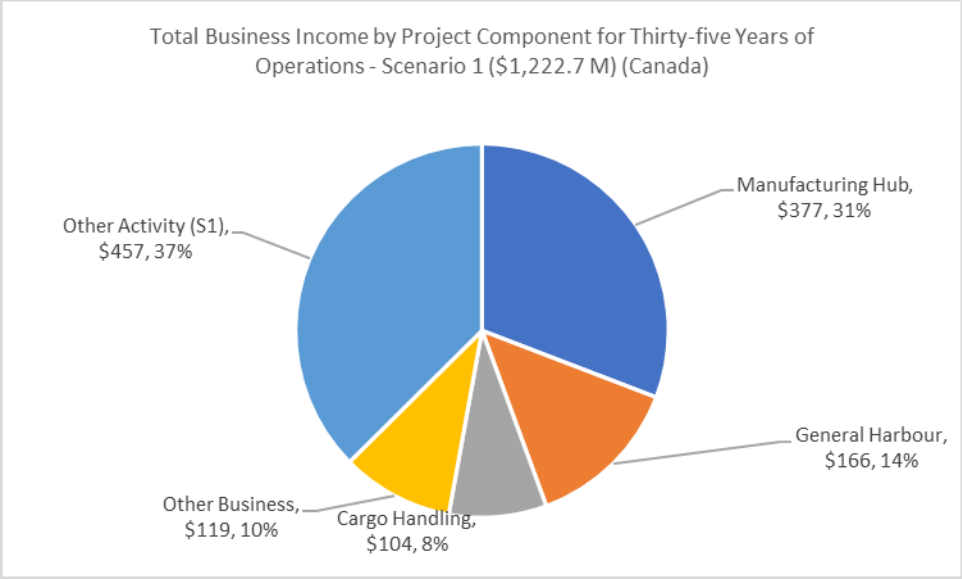


Figure 1768: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)



27.3.4.2 Business Income – Scenario 2 - Canada

For Scenario 2, Table 295 profiles the direct, indirect, induced and total business income impacts by project component and the corresponding business income impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating business income impacts by project component are displayed in Figure 1769 and the business income shares by type of business income (that is, direct, indirect, and induced) are shown in Figure 1770. The corresponding total business income shares by project component are shown in Figures 1771 through to 1774 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $27 million of business income. As shown in Figure 1770, this total business income is comprised of $16 million of direct business income (61% of the total), $5 million of indirect business income (19% of the total) and $5 million of induced business income (20% total).

The annual total operating business income will build to $27 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1769, that the annual direct business income will stay at $27 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total business income of $13 million (47% of the total), the General Harbour Services will responsible for $6 million in business income (21% of the total), the Cargo Handling Hub will generate for $4 in business income (14% of the total), Other Business Opportunities will yield $4 million in business income (16% of the total) and Other Economic Activities has $1 million in business income (2% of the total).

The business income shares and levels of business income changes over time because various components of the project come into operation at different points in time. For instance, the direct business income shares accounted for by the Manufacturing Hub range from 58% (Figure 1772) for the ten-year timeframe to 47% (Figure 1771) for the typical year of operations, to 49% for the twenty-five year time horizon and 48% for the thirty-five year time horizon (Figures 1773 and 1774, respectively).

Additionally, the level of total business income for the Project is estimated to be $27 million in a typical operating year. As well, over the first ten years, the cumulative direct project business income is anticipated to be $108 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct business income levels are expected to be $512 million and $781 million, respectively.

Table 295: Summary of Annual Operations Business Income – Scenario 2 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Business Income ($M)	All Components (S1)	$16.4	$67.1	$312.7	$476.5
	Manufacturing Hub	$7.9	$39.4	$157.6	$236.4
	General Harbour	$3.6	$17.8	$71.2	$106.7
	Cargo Handling	$2.4	$4.9	$41.6	$66.1
	Other Business	$2.2	$4.5	$38.0	$60.3
	Other Activity (S1)	$0.3	$0.5	$4.4	$7.1
Indirect Operations Business Income ($M)	All Components (S1)	$5.2	$19.9	$97.9	$149.9
	Manufacturing Hub	$2.1	$10.5	$42.2	$63.2
	General Harbour	$1.0	$5.2	$20.8	$31.3
	Cargo Handling	$0.6	$1.3	$10.7	$16.9
	Other Business	$1.2	$2.5	$21.1	$33.5
	Other Activity (S1)	$0.2	$0.4	$3.1	$4.9
Induced Operations Business Income ($M)	All Components (S1)	$5.3	$21.2	$101.4	$154.8
	Manufacturing Hub	$2.6	$12.9	$51.4	$77.1
	General Harbour	$0.9	$4.7	$18.7	$28.1
	Cargo Handling	$0.8	$1.5	$12.9	$20.5
	Other Business	$0.9	$1.9	$15.8	$25.1
	Other Activity (S1)	$0.1	$0.3	$2.5	$4.0
Total Operations Business Income ($M))	**All Components (S1)**	**$26.9**	**$108.1**	**$512.0**	**$781.2**
	Manufacturing Hub	**$12.6**	**$62.8**	**$251.2**	**$376.7**
	General Harbour	**$5.5**	**$27.7**	**$110.7**	**$166.1**
	Cargo Handling	**$3.8**	**$7.7**	**$65.2**	**$103.5**
	Other Business	**$4.4**	**$8.8**	**$74.9**	**$118.9**
	Other Activity (S1)	**$0.6**	**$1.2**	**$10.0**	**$15.9**

Figure 1769: Annual Operations Business Income – Scenario 2 - All Components (Canada)

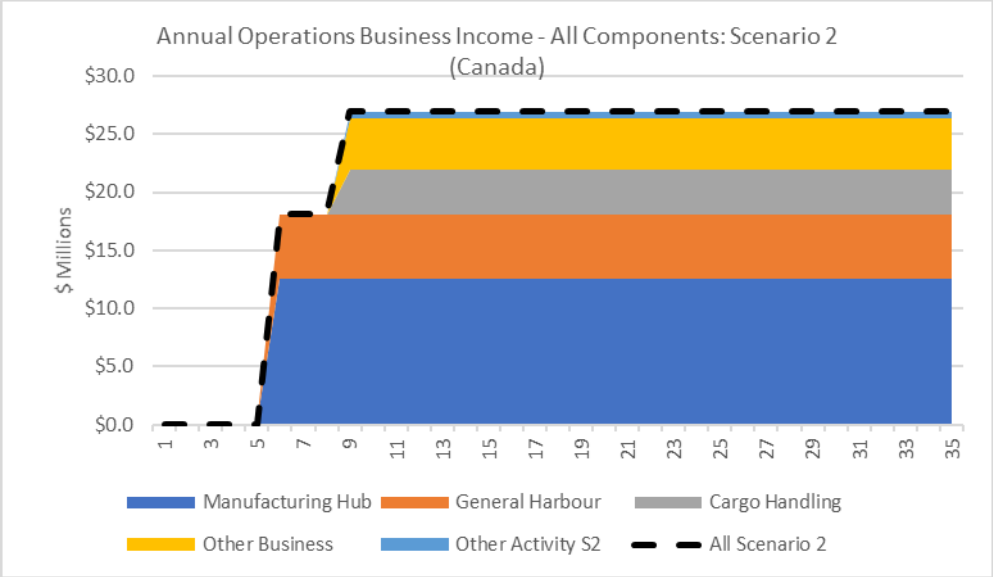


Figure 1770: Share of Business Income by Type for a Typical Year of Operations – Scenario 2 - All Components (Canada)

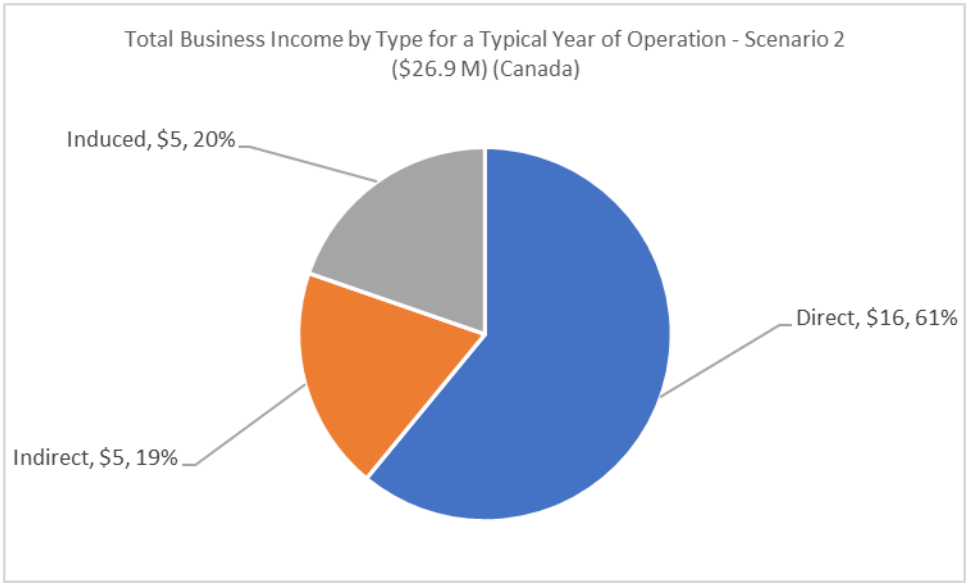


Figure 1771: Share of Total Business Income by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

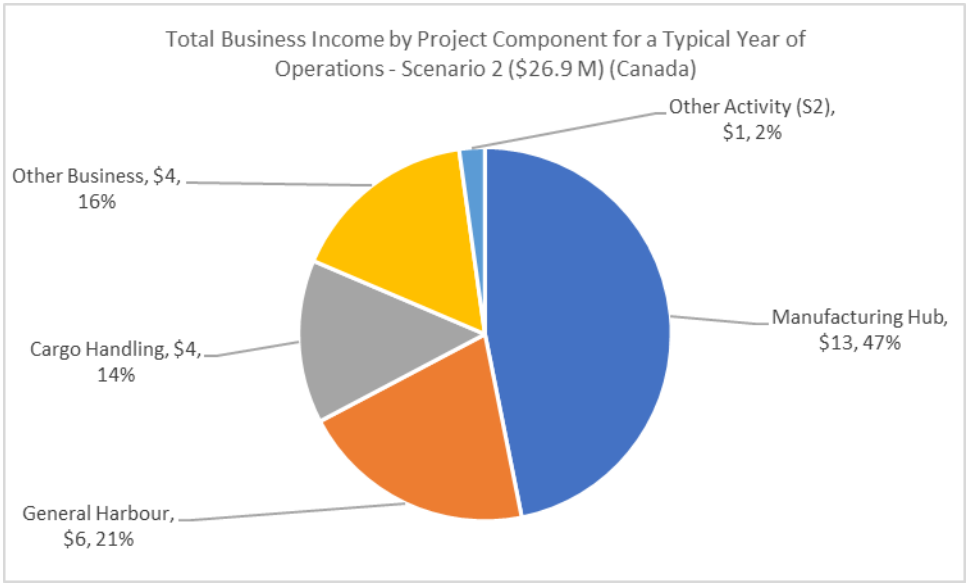


Figure 1772: Share of Total Business Income by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

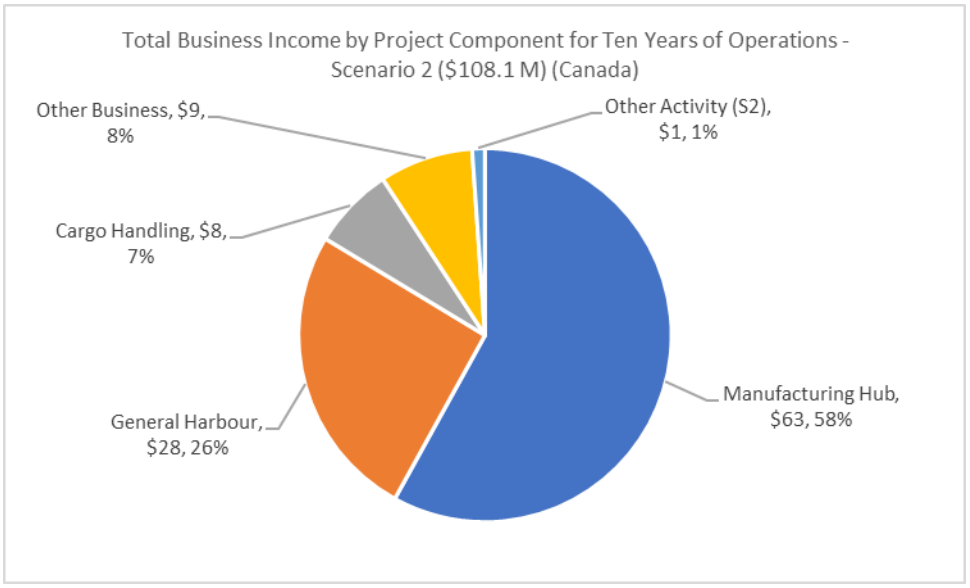


Figure 1773: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

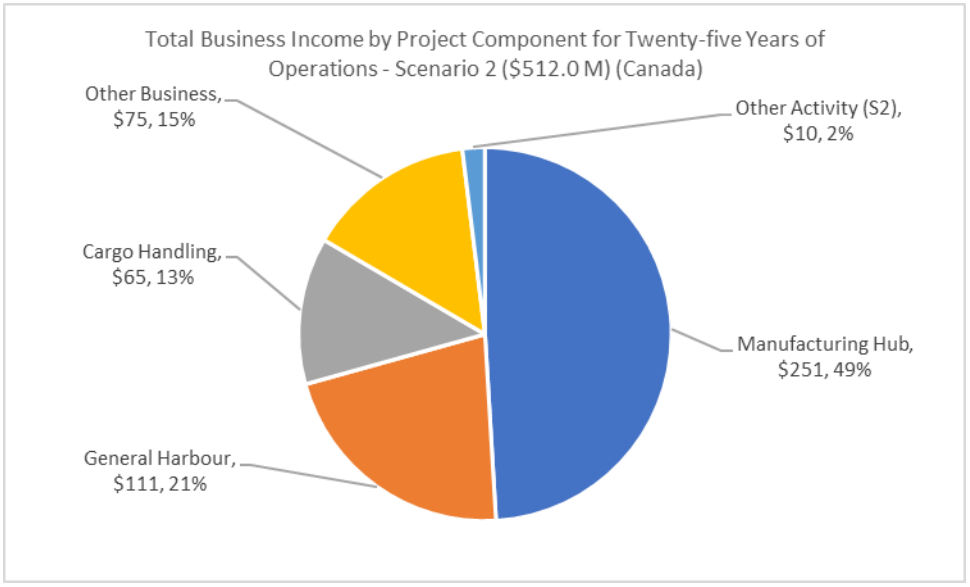
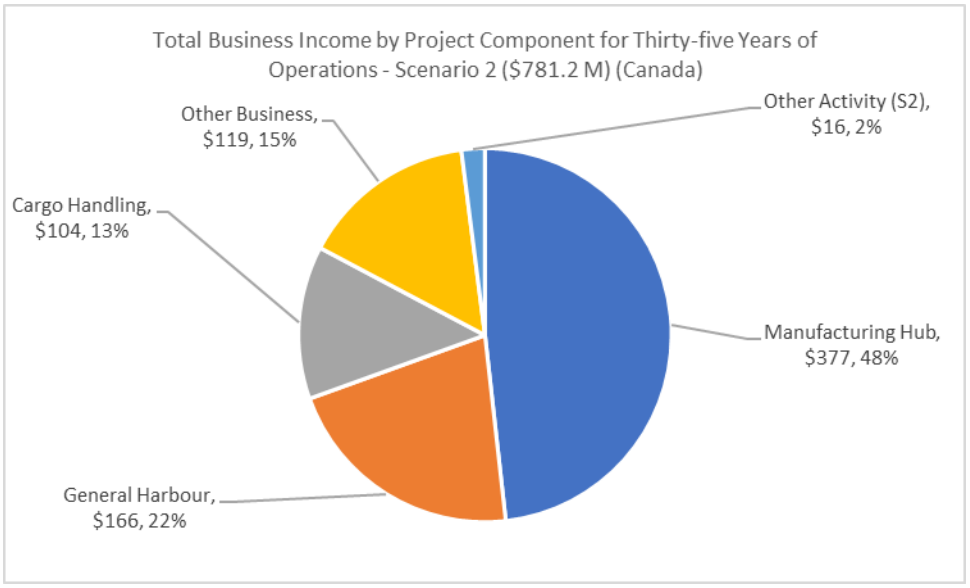


Figure 1774: Share of Total Business Income by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)



27.3.5.1 Federal Tax Revenue – Scenario 1 - Canada

For Scenario 1, Table 296 profiles the direct, indirect, induced and total federal tax revenue impacts by project component and the corresponding federal tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating federal tax revenue impacts by project component are displayed in Figure 1775 and the federal tax revenue shares by type of federal tax revenue (that is, direct, indirect, and induced) are shown in Figure 1776. The corresponding total federal tax revenue shares by project component are shown in Figures 1777 through to 1780 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $9 million of federal tax revenue. As shown in Figure 1776, this total federal tax revenue is comprised of $5 million of direct federal tax revenue (48% of the total), $2 million of indirect federal tax revenue (25% of the total) and $3 million of induced federal tax revenue (27% total).

The annual total operating federal tax revenue will build to $9 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1775, that the annual direct federal tax revenue will stay at $9 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total federal tax revenue of $9 million (24% of the total), the General Harbour Services will responsible for $2 million in federal tax revenue (9% of the total), the Cargo Handling Hub will generate for $1 in federal tax revenue (6% of the total), Other Business Opportunities will yield $1 million in federal tax revenue (9% of the total) and Other Economic Activities has $5 million in federal tax revenue (52% of the total).

The federal tax revenue shares and levels of federal tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct federal tax revenue shares accounted for by the Manufacturing Hub range from 40% (Figure 1778) for the ten-year timeframe to 24% (Figure 1777) for the typical year of operations, to 27% for the twenty-five year and 26% for the thirty-five year time horizons (Figures 1779 and 1780, respectively).

Additionally, the level of total federal tax revenue for the Project is estimated to be $9 million in a typical operating year. As well, over the first ten years, the cumulative direct project federal

tax revenue is anticipated to be $28 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct federal tax revenue levels are expected to be $167 million and $260 million, respectively.

Table 296: Summary of Annual Operations Federal Tax Revenue – Scenario 1 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Federal Tax Revenue ($M)	All Components (S1)	$4.5	$13.3	$80.1	$124.6
	Manufacturing Hub	$1.1	$5.4	$21.8	$32.7
	General Harbour	$0.4	$1.8	$7.3	$10.9
	Cargo Handling	$0.3	$0.7	$5.5	$8.8
	Other Business	$0.3	$0.7	$5.6	$8.9
	Other Activity (S1)	$2.3	$4.7	$39.9	$63.4
Indirect Operations Federal Tax Revenue ($M)	All Components (S1)	$2.3	$6.8	$41.2	$64.1
	Manufacturing Hub	$0.5	$2.6	$10.3	$15.5
	General Harbour	$0.2	$1.1	$4.4	$6.6
	Cargo Handling	$0.1	$0.3	$2.2	$3.5
	Other Business	$0.3	$0.6	$4.7	$7.4
	Other Activity (S1)	$1.1	$2.3	$19.5	$31.0
Induced Operations Federal Tax Revenue ($M)	All Components (S1)	$2.5	$7.7	$45.7	$71.1
	Manufacturing Hub	$0.6	$3.1	$12.6	$18.9
	General Harbour	$0.2	$1.2	$4.6	$7.0
	Cargo Handling	$0.2	$0.4	$3.2	$5.1
	Other Business	$0.2	$0.5	$3.9	$6.2
	Other Activity (S1)	$1.3	$2.5	$21.4	$34.0
Total Operations Federal Tax Revenue ($M))	**All Components (S1)**	**$9.3**	**$27.7**	**$167.0**	**$259.8**
	Manufacturing Hub	**$2.2**	**$11.2**	**$44.7**	**$67.0**
	General Harbour	**$0.8**	**$4.1**	**$16.3**	**$24.4**
	Cargo Handling	**$0.6**	**$1.3**	**$11.0**	**$17.5**
	Other Business	**$0.8**	**$1.7**	**$14.2**	**$22.5**
	Other Activity (S1)	**$4.8**	**$9.5**	**$80.9**	**$128.4**

Figure 1775: Annual Operations Federal Tax Revenue – Scenario 1 - All Components (Canada)

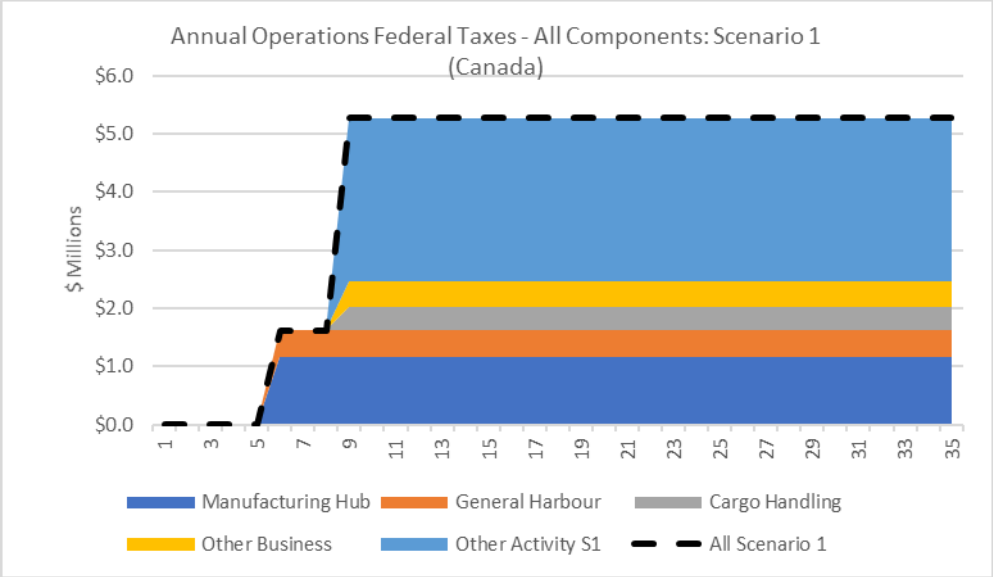


Figure 1776: Share of Federal Tax Revenue by Type for a Typical Year of Operations – Scenario 1 - All Components (Canada)

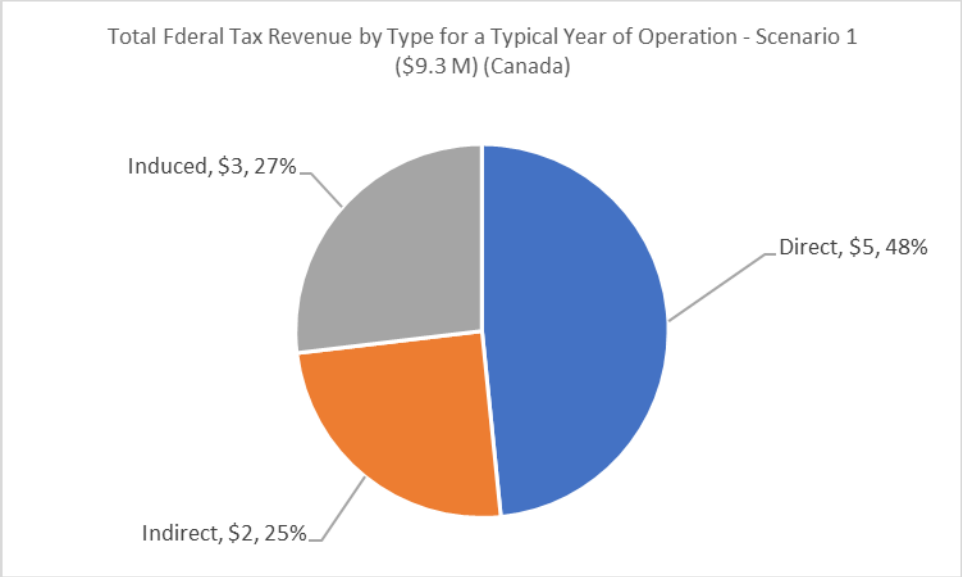


Figure 1777: Share of Total Federal Tax Revenue by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

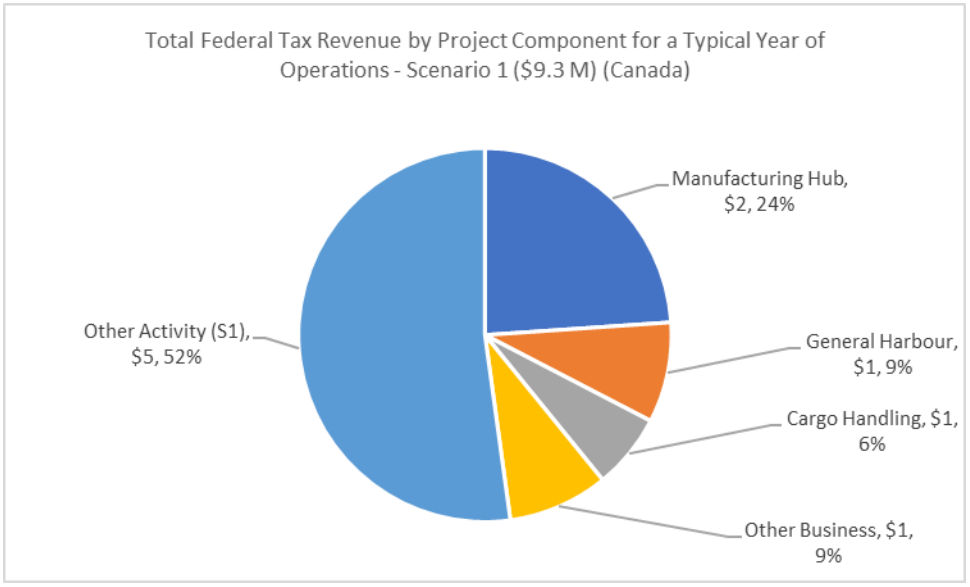


Figure 1778: Share of Total Federal Tax Revenue by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

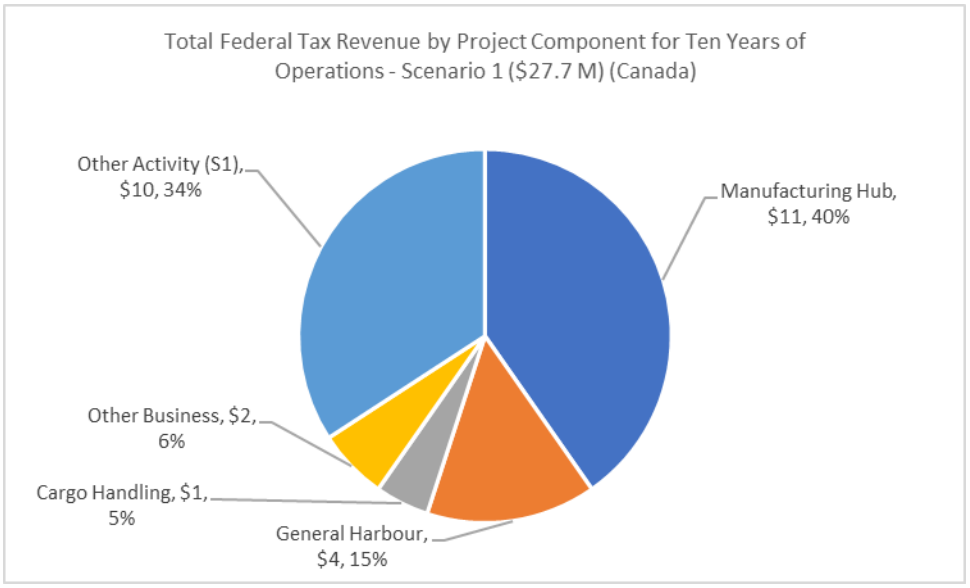


Figure 1779: Share of Total Federal Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

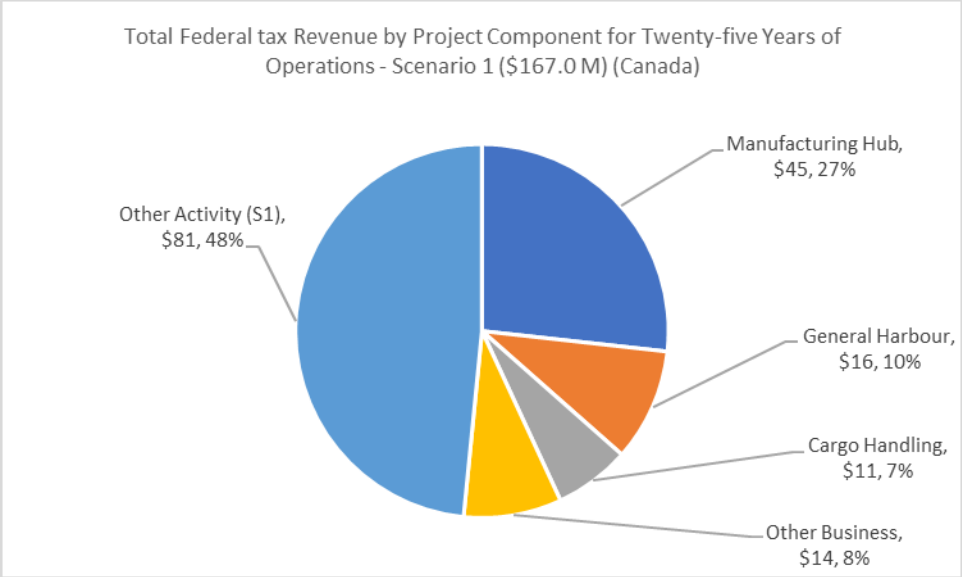
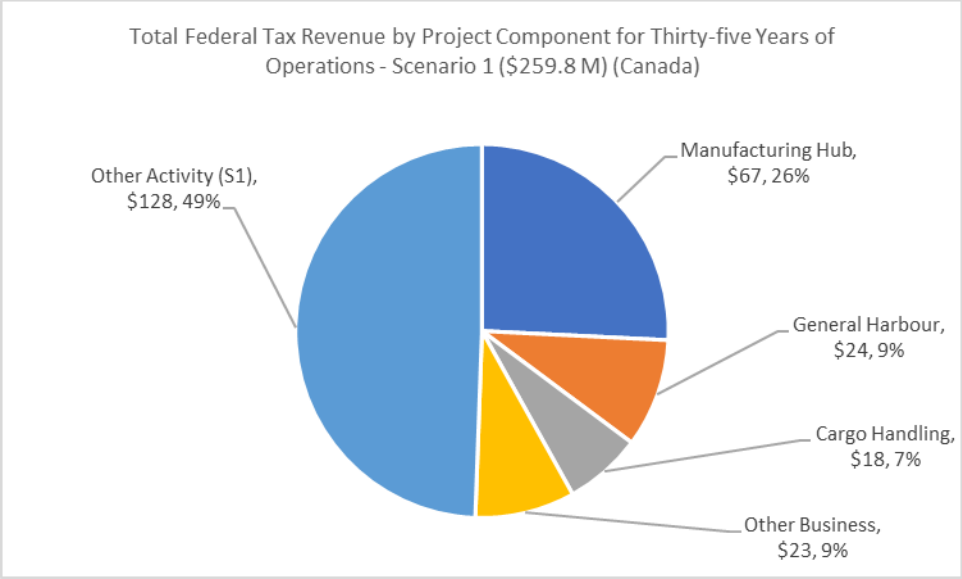


Figure 1780: Share of Total Federal Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Canada)



27.3.5.2 Federal Tax Revenue – Scenario 2 - Canada

For Scenario 2, Table 297 profiles the direct, indirect, induced and total federal tax revenue impacts by project component and the corresponding federal tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to

and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating federal tax revenue impacts by project component are displayed in Figure 1781 and the federal tax revenue shares by type of federal tax revenue (that is, direct, indirect, and induced) are shown in Figure 1782. The corresponding total federal tax revenue shares by project component are shown in Figures 1783 through to 1786 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $4.6 million of federal tax revenue. As shown in Figure 1782, this total federal tax revenue is comprised of $2.2 million of direct federal tax revenue (47% of the total), $1.2 million of indirect federal tax revenue (25% of the total) and $1.3 million of induced federal tax revenue (28% total).

The annual total operating federal tax revenue will build to $4.6 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1781, that the annual direct federal tax revenue will stay at $4.6 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total federal tax revenue of $2.2 million (49% of the total), the General Harbour Services will responsible for $0.8 million in federal tax revenue (18% of the total), the Cargo Handling Hub will generate for $0.6 in federal tax revenue (13% of the total), Other Business Opportunities will yield $0.8 million in federal tax revenue (18% of the total) and Other Economic Activities has $0.1 million in federal tax revenue (2% of the total).

The federal tax revenue shares and levels of federal tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct federal tax revenue shares accounted for by the Manufacturing Hub range from 61% (Figure 1784) for the ten-year timeframe to 50% (Figure 1783) for the typical year of operations, to 52% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1785 and 1786, respectively).

Additionally, the level of total federal tax revenue for the Project is estimated to be $4.6 million in a typical operating year. As well, over the first ten years, the cumulative direct project federal tax revenue is anticipated to be $18 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct federal tax revenue levels are expected to be $88 million and $135 million, respectively.

Table 297: Summary of Annual Operations Federal Tax Revenue – Scenario 2 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Federal Tax Revenue ($M)	All Components (S1)	$2.2	$8.7	$41.1	$62.7
	Manufacturing Hub	$1.1	$5.4	$21.8	$32.7
	General Harbour	$0.4	$1.8	$7.3	$10.9
	Cargo Handling	$0.3	$0.7	$5.5	$8.8
	Other Business	$0.3	$0.7	$5.6	$8.9
	Other Activity (S1)	$0.1	$0.1	$0.9	$1.4
Indirect Operations Federal Tax Revenue ($M)	All Components (S1)	$1.2	$4.6	$22.2	$33.9
	Manufacturing Hub	$0.5	$2.6	$10.3	$15.5
	General Harbour	$0.2	$1.1	$4.4	$6.6
	Cargo Handling	$0.1	$0.3	$2.2	$3.5
	Other Business	$0.3	$0.6	$4.7	$7.4
	Other Activity (S1)	$0.0	$0.1	$0.6	$0.9
Induced Operations Federal Tax Revenue ($M)	All Components (S1)	$1.3	$5.2	$24.9	$38.1
	Manufacturing Hub	$0.6	$3.1	$12.6	$18.9
	General Harbour	$0.2	$1.2	$4.6	$7.0
	Cargo Handling	$0.2	$0.4	$3.2	$5.1
	Other Business	$0.2	$0.5	$3.9	$6.2
	Other Activity (S1)	$0.0	$0.1	$0.6	$1.0
Total Operations Federal Tax Revenue ($M))	**All Components (S1)**	**$4.6**	**$18.4**	**$88.2**	**$134.7**
	Manufacturing Hub	**$2.2**	**$11.2**	**$44.7**	**$67.0**
	General Harbour	**$0.8**	**$4.1**	**$16.3**	**$24.4**
	Cargo Handling	**$0.6**	**$1.3**	**$11.0**	**$17.5**
	Other Business	**$0.8**	**$1.7**	**$14.2**	**$22.5**
	Other Activity (S1)	**$0.1**	**$0.2**	**$2.1**	**$3.3**

Figure 1781: Annual Operations Federal Tax Revenue – Scenario 2 - All Components (Canada)

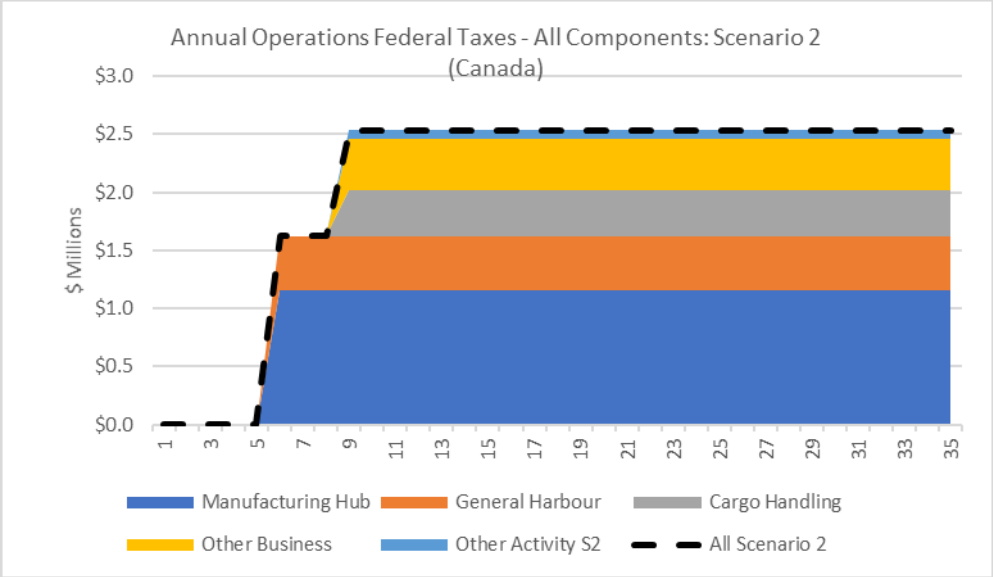


Figure 1782: Share of Federal Tax Revenue by Type for a Typical Year of Operations – Scenario 2 - All Components (Canada)

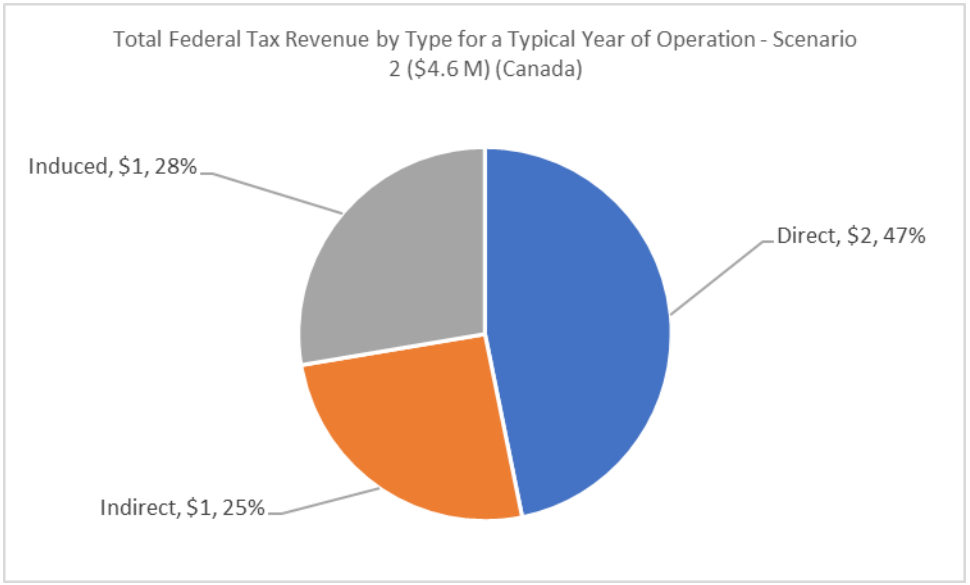


Figure 1783: Share of Total Federal Tax Revenue by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

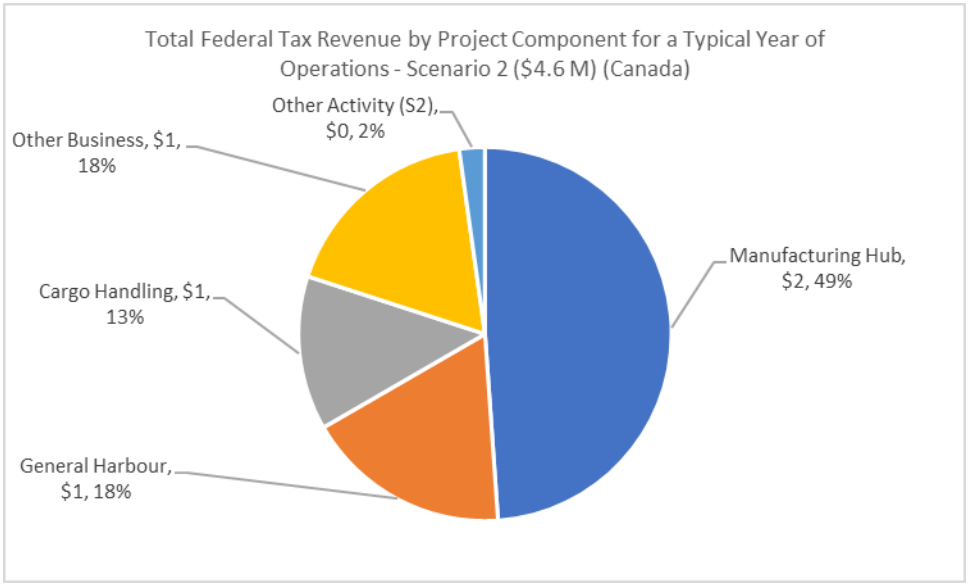


Figure 1784: Share of Total Federal Tax Revenue by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

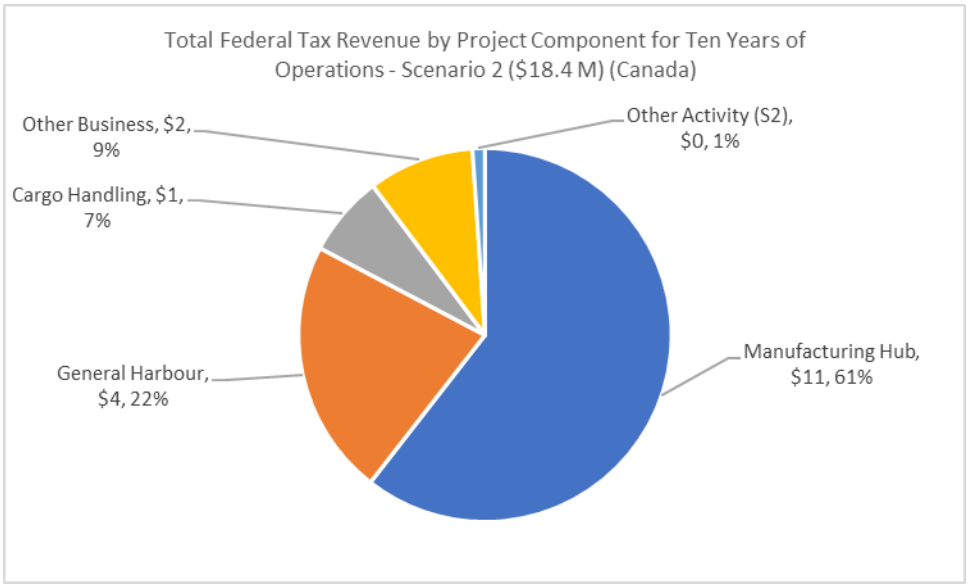


Figure 1785: Share of Total Federal Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

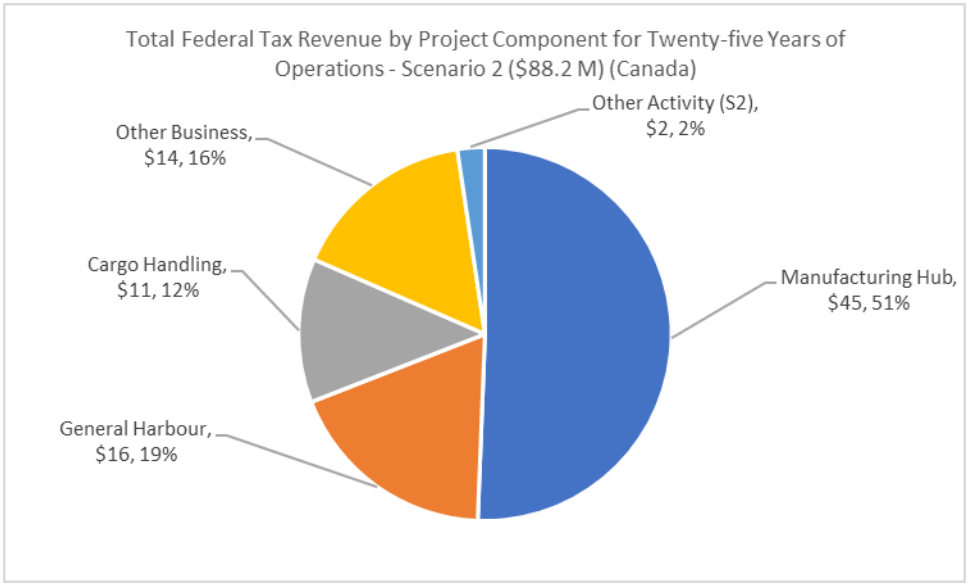
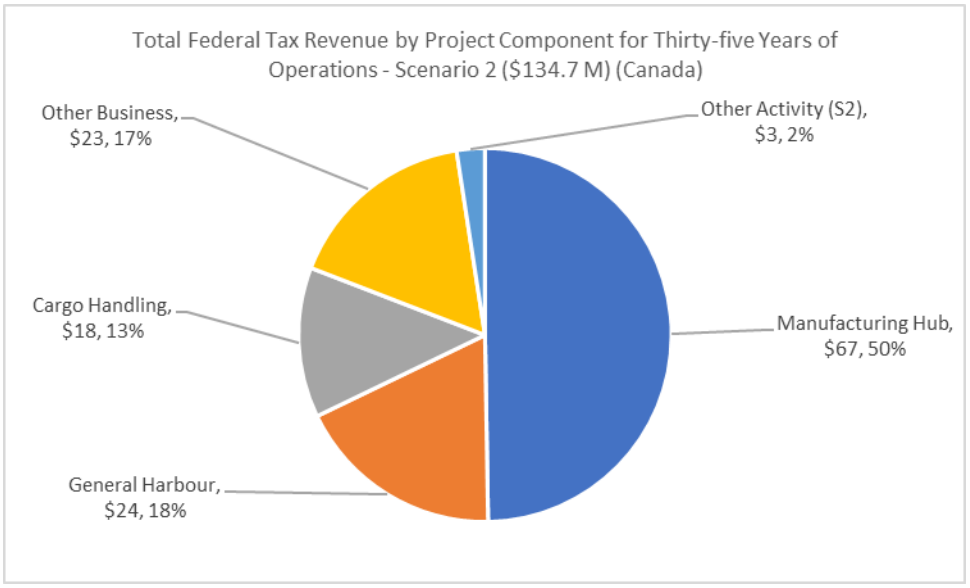


Figure 1786: Share of Total Federal Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Canada)



27.3.6.1 Provincial Tax Revenue – Scenario 1 - Canada

For Scenario 1, Table 298 profiles the direct, indirect, induced and total provincial tax revenue impacts by project component and the corresponding provincial tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating provincial tax revenue impacts by project component are displayed in Figure 1787 and the provincial tax revenue shares by type of provincial tax revenue (that is, direct, indirect, and induced) are shown in Figure 1788 The corresponding total provincial tax revenue shares by project component are shown in Figures 1789 through to 1792 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 1, is assumed to generate a total of $9.1 million of provincial tax revenue. As shown in Figure 1788, this total provincial tax revenue is comprised of $3.1 million of direct provincial tax revenue (34% of the total), $1.8 million of indirect provincial tax revenue (20% of the total) and $4.1 million of induced provincial tax revenue (46% total).

The annual total operating provincial tax revenue will build to $9.1 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1787, that the annual direct provincial tax revenue will stay at $9.1 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total provincial tax revenue of $2.4 million (26% of the total), the General Harbour Services will responsible for $0.9 million in provincial tax revenue (10% of the total), the Cargo Handling Hub will generate for $0.7 in provincial tax revenue (8% of the total), Other Business Opportunities will yield $0.7 million in provincial tax revenue (8% of the total) and Other Economic Activities has $4.4 million in provincial tax revenue (48% of the total).

The provincial tax revenue shares and levels of provincial tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct provincial tax revenue shares accounted for by the Manufacturing Hub range from 43% (Figure 1602) for the ten-year timeframe to 26% (Figure 1601) for the typical year of operations, to 29% for the twenty-five year and 28% for the thirty-five year time horizons (Figures 1603 and 1604, respectively).

Additionally, the level of total provincial tax revenue for the Project is estimated to be $9 million in a typical operating year. As well, over the first ten years, the cumulative direct project provincial tax revenue is anticipated to be $28 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct provincial tax revenue levels are expected to be $165 million and $256 million, respectively.

Table 298: Summary of Annual Operations Provincial Tax Revenue – Scenario 1 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Provincial Tax Revenue ($M)	All Components (S1)	$3.1	$9.8	$56.9	$88.3
	Manufacturing Hub	$0.9	$4.3	$17.0	$25.6
	General Harbour	$0.3	$1.5	$6.1	$9.2
	Cargo Handling	$0.3	$0.5	$4.3	$6.9
	Other Business	$0.1	$0.3	$2.3	$3.7
	Other Activity (S1)	$1.6	$3.2	$27.0	$43.0
Indirect Operations Provincial Tax Revenue ($M)	All Components (S1)	$1.8	$5.7	$32.8	$50.9
	Manufacturing Hub	$0.5	$2.4	$9.6	$14.3
	General Harbour	$0.2	$1.0	$4.0	$6.0
	Cargo Handling	$0.1	$0.2	$2.0	$3.2
	Other Business	$0.2	$0.5	$3.9	$6.2
	Other Activity (S1)	$0.8	$1.6	$13.3	$21.1
Induced Operations Provincial Tax Revenue ($M)	All Components (S1)	$4.1	$12.6	$74.8	$116.3
	Manufacturing Hub	$1.0	$5.2	$21.0	$31.4
	General Harbour	$0.4	$1.9	$7.7	$11.6
	Cargo Handling	$0.3	$0.6	$5.4	$8.6
	Other Business	$0.4	$0.7	$6.3	$10.0
	Other Activity (S1)	$2.0	$4.1	$34.4	$54.7
Total Operations Provincial Tax Revenue ($M))	**All Components (S1)**	**$9.1**	**$28.0**	**$164.5**	**$255.5**
	Manufacturing Hub	**$2.4**	**$11.9**	**$47.6**	**$71.4**
	General Harbour	**$0.9**	**$4.5**	**$17.8**	**$26.8**
	Cargo Handling	**$0.7**	**$1.4**	**$11.8**	**$18.8**
	Other Business	**$0.7**	**$1.5**	**$12.5**	**$19.9**
	Other Activity (S1)	**$4.4**	**$8.8**	**$74.8**	**$118.8**

Figure 1787: Annual Operations Provincial Tax Revenue – Scenario 1 - All Components (Canada)

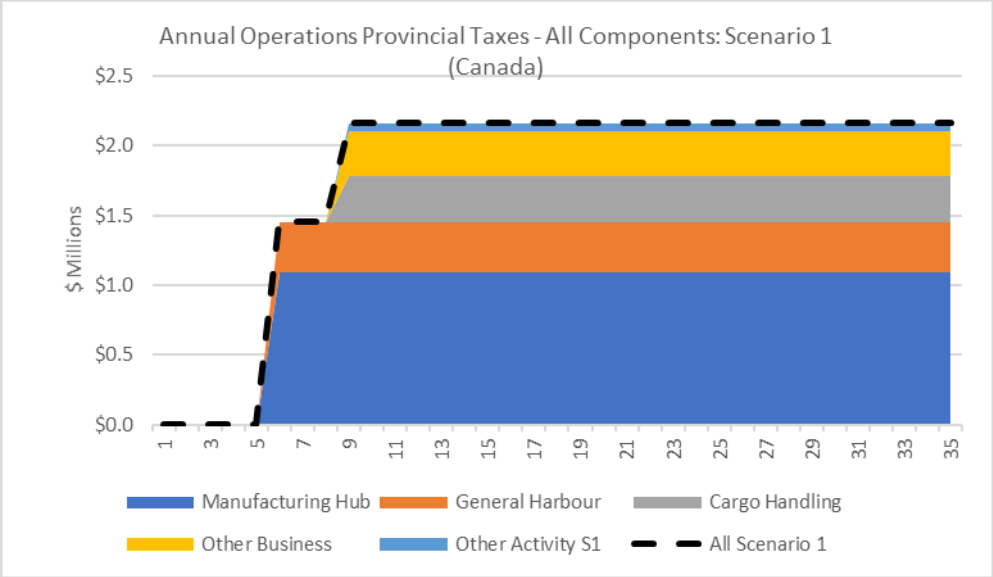


Figure 1788: Share of Provincial Tax Revenue by Type for a Typical Year of Operations – Scenario 1 - All Components (Canada)

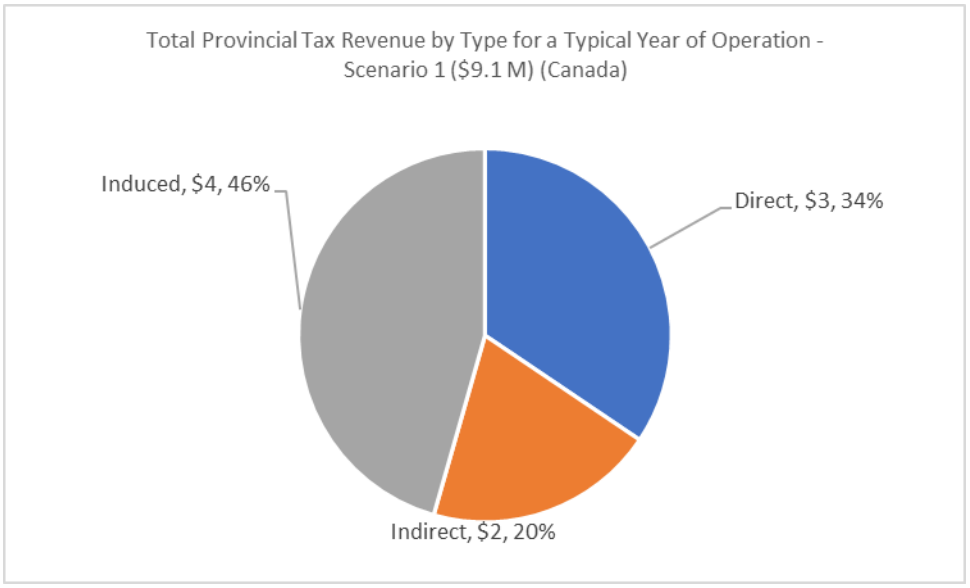


Figure 1789: Share of Total Provincial Tax Revenue by Project Component for a Typical Year of Operations – Scenario 1 - All Components (Canada)

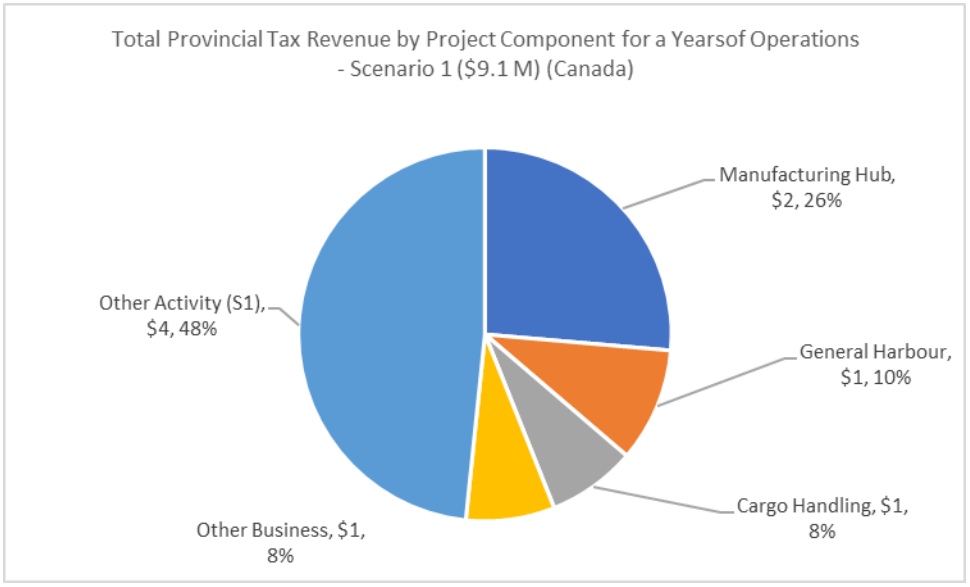


Figure 1790: Share of Total Provincial Tax Revenue by Project Component for Ten Years of Operations – Scenario 1 - All Components (Canada)

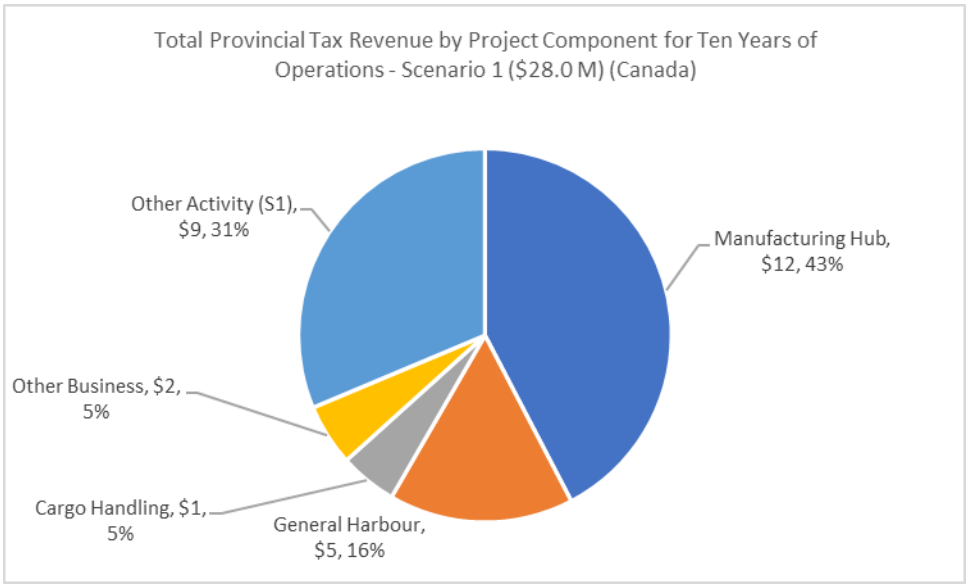


Figure 1791: Share of Total Provincial Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 1 - All Components (Canada)

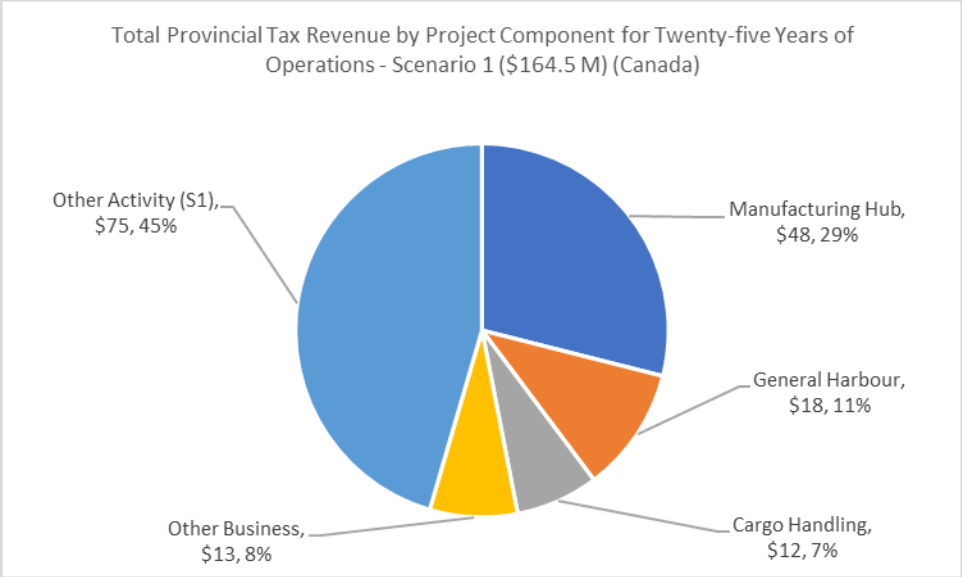
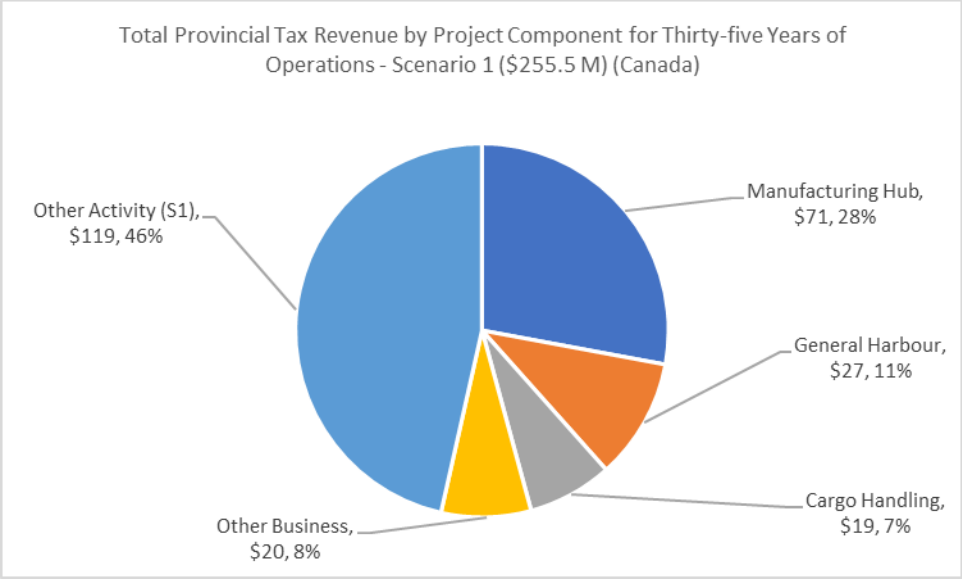


Figure 1792: Share of Total Provincial Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 1 - All Components (Canada)



27.3.6.2 Provincial Tax Revenue – Scenario 2 - Canada

For Scenario 2, Table 299 profiles the direct, indirect, induced and total provincial tax revenue impacts by project component and the corresponding provincial tax revenue impacts estimated for year ten, which is assumed to be a typical year of operations, the cumulative impacts up to

and including year ten, the cumulative impacts up to and including year twenty-five , and the cumulative impacts up to and including year thirty-five.

The annual total operating provincial tax revenue impacts by project component are displayed in Figure 1793 and the provincial tax revenue shares by type of provincial tax revenue (that is, direct, indirect, and induced) are shown in Figure 1794. The corresponding total provincial tax revenue shares by project component are shown in Figures 1795 through to 1798 for the four distinct timeframes considered in this analysis.

In a typical year of operations (Year 10), the project, under Scenario 2, is assumed to generate a total of $4.8 million of provincial tax revenue. As shown in Figure 1794, this total provincial tax revenue is comprised of $1.6 million of direct provincial tax revenue (33% of the total), $1.1 million of indirect provincial tax revenue (22% of the total) and $2.2 million of induced provincial tax revenue (45% total).

The annual total operating provincial tax revenue will build to $4.8 million as the various components of the project are brought into operations. After year 10, when all components are assumed to be in operation, it is assumed further, and shown in Figure 1793, that the annual direct provincial tax revenue will stay at $4.8 million throughout the thirty-five-year time horizon considered in this analysis.

When at full operations, in a typical year of operations (assumed to be Year 10 for this analysis), the Manufacturing Hub will account for total provincial tax revenue of $2.4 million (50% of the total), the General Harbour Services will responsible for $0.9 million in provincial tax revenue (19% of the total), the Cargo Handling Hub will generate for $0.7 in provincial tax revenue (14% of the total), Other Business Opportunities will yield $0.7 million in provincial tax revenue (15% of the total) and Other Economic Activities has $0.1 million in provincial tax revenue (2% of the total).

The provincial tax revenue shares and levels of provincial tax revenue changes over time because various components of the project come into operation at different points in time. For instance, the direct provincial tax revenue shares accounted for by the Manufacturing Hub range from 61% (Figure 1796) for the ten-year timeframe to 50% (Figure 1795) for the typical year of operations, to 52% for the twenty-five year time horizon and 51% for the thirty-five year time horizon (Figures 1797 and 1798, respectively).

Additionally, the level of total provincial tax revenue for the Project is estimated to be $4.8 million in a typical operating year. As well, over the first ten years, the cumulative direct project provincial tax revenue is anticipated to be $20 million. For the twenty-five-year time horizon and the thirty-fie timeframe, the cumulative direct provincial tax revenue levels are expected to be $92 million and $141 million, respectively.

Table 299: Summary of Annual Operations Provincial Tax Revenue – Scenario 2 - All Components and Timeframes (Canada)

Canada		Typical Operation: Year 10	Ten Year Impact	Twenty-Five Year Impact	Thirty-Five Year Impact
Direct Operations Provincial Tax Revenue ($M)	All Components (S1)	$1.6	$6.7	$30.6	$46.6
	Manufacturing Hub	$0.9	$4.3	$17.0	$25.6
	General Harbour	$0.3	$1.5	$6.1	$9.2
	Cargo Handling	$0.3	$0.5	$4.3	$6.9
	Other Business	$0.1	$0.3	$2.3	$3.7
	Other Activity (S1)	$0.0	$0.1	$0.8	$1.2
Indirect Operations Provincial Tax Revenue ($M)	All Components (S1)	$1.1	$4.2	$20.1	$30.7
	Manufacturing Hub	$0.5	$2.4	$9.6	$14.3
	General Harbour	$0.2	$1.0	$4.0	$6.0
	Cargo Handling	$0.1	$0.2	$2.0	$3.2
	Other Business	$0.2	$0.5	$3.9	$6.2
	Other Activity (S1)	$0.0	$0.1	$0.6	$0.9
Induced Operations Provincial Tax Revenue ($M)	All Components (S1)	$2.2	$8.7	$41.4	$63.3
	Manufacturing Hub	$1.0	$5.2	$21.0	$31.4
	General Harbour	$0.4	$1.9	$7.7	$11.6
	Cargo Handling	$0.3	$0.6	$5.4	$8.6
	Other Business	$0.4	$0.7	$6.3	$10.0
	Other Activity (S1)	$0.1	$0.1	$1.0	$1.7
Total Operations Provincial Tax Revenue ($M))	**All Components (S1)**	**$4.8**	**$19.5**	**$92.1**	**$140.5**
	Manufacturing Hub	**$2.4**	**$11.9**	**$47.6**	**$71.4**
	General Harbour	**$0.9**	**$4.5**	**$17.8**	**$26.8**
	Cargo Handling	**$0.7**	**$1.4**	**$11.8**	**$18.8**
	Other Business	**$0.7**	**$1.5**	**$12.5**	**$19.9**
	Other Activity (S1)	**$0.1**	**$0.3**	**$2.4**	**$3.8**

Figure 1793: Annual Operations Provincial Tax Revenue – Scenario 2 - All Components (Canada)

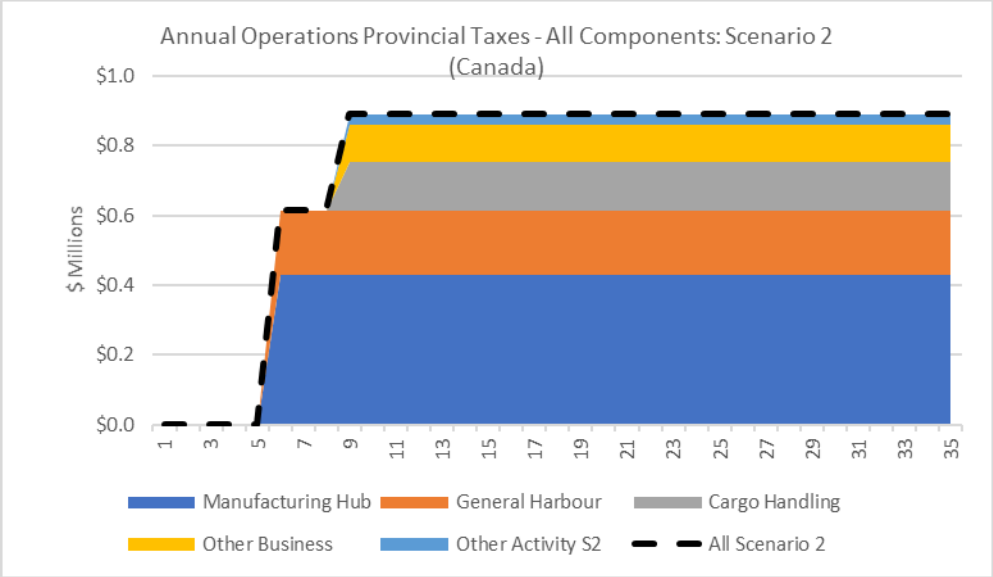


Figure 1794: Share of Total Provincial Tax Revenue by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

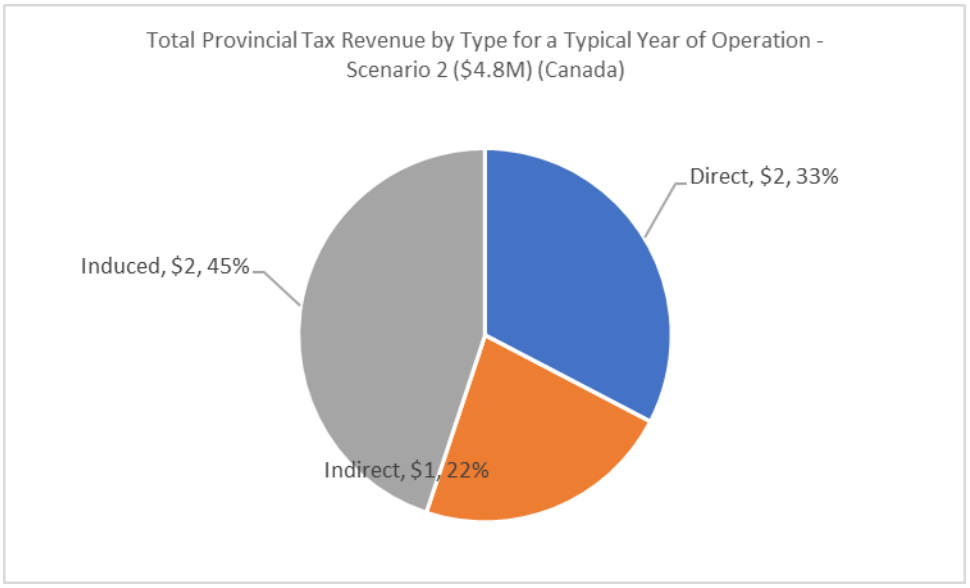


Figure 1795: Share of Total Provincial Tax Revenue by Project Component for a Typical Year of Operations – Scenario 2 - All Components (Canada)

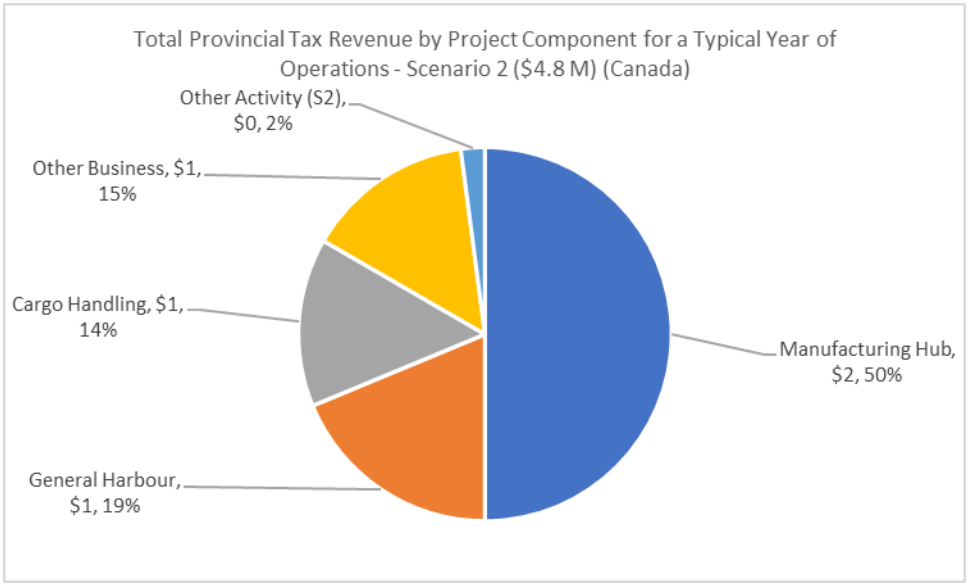


Figure 1796: Share of Total Provincial Tax Revenue by Project Component for Ten Years of Operations – Scenario 2 - All Components (Canada)

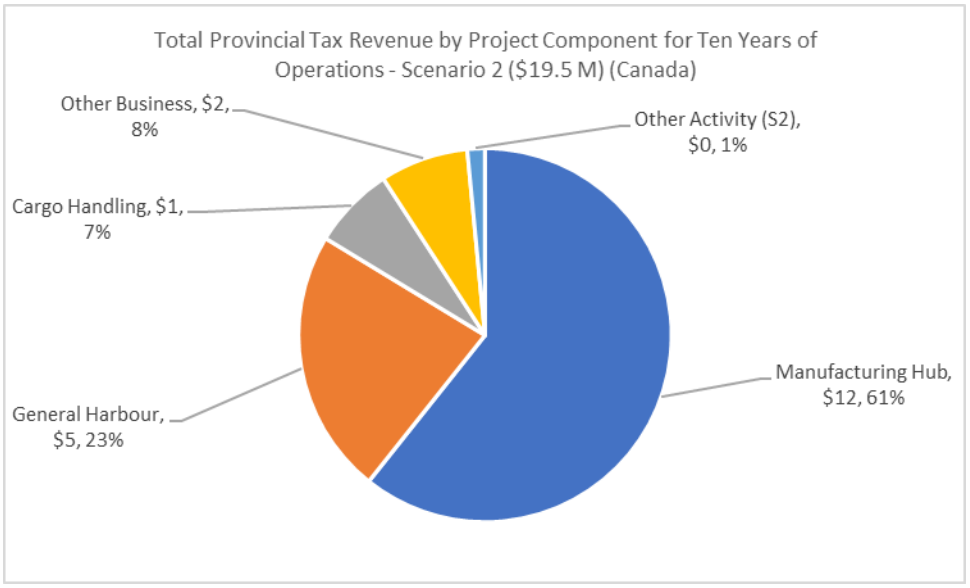


Figure 1797: Share of Total Provincial Tax Revenue by Project Component for Twenty-five Years of Operations – Scenario 2 - All Components (Canada)

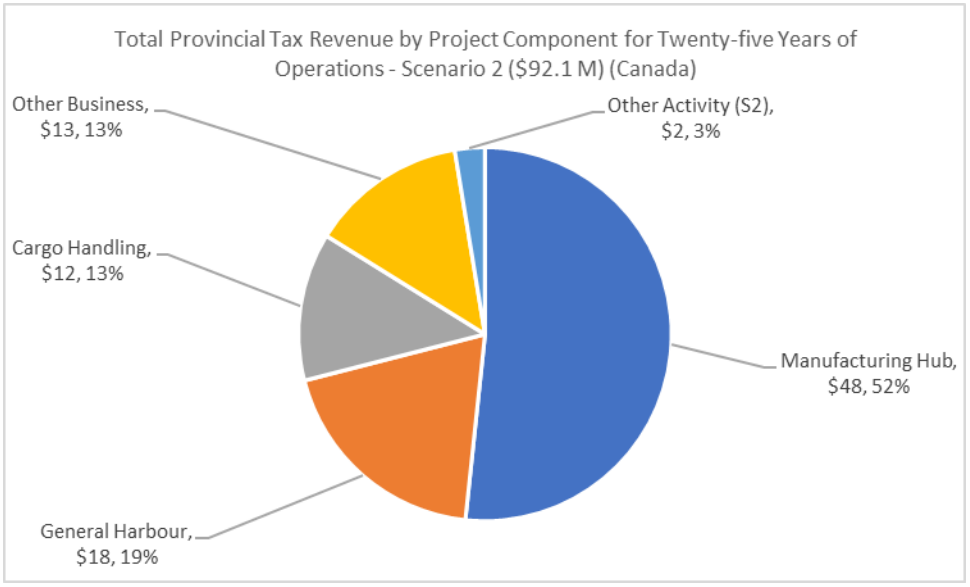
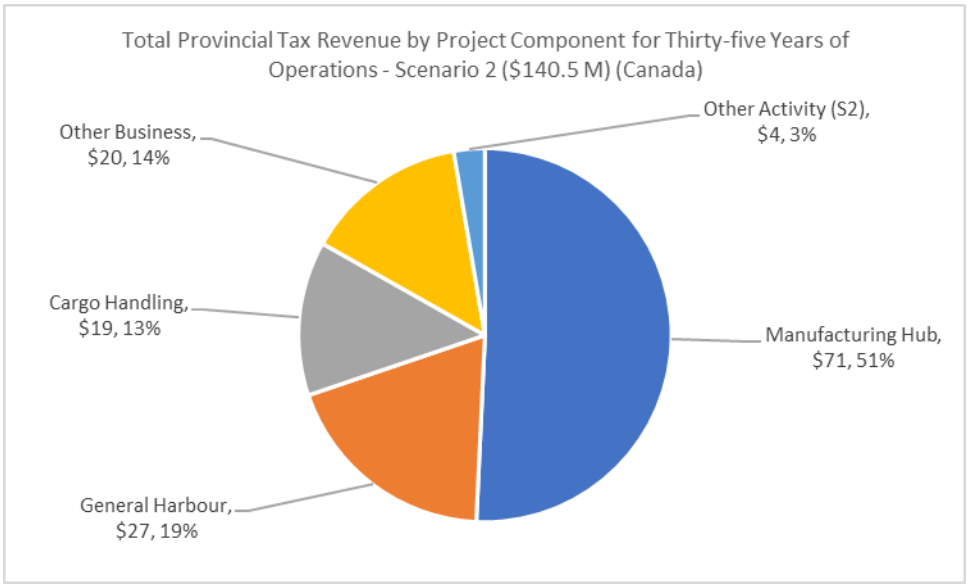


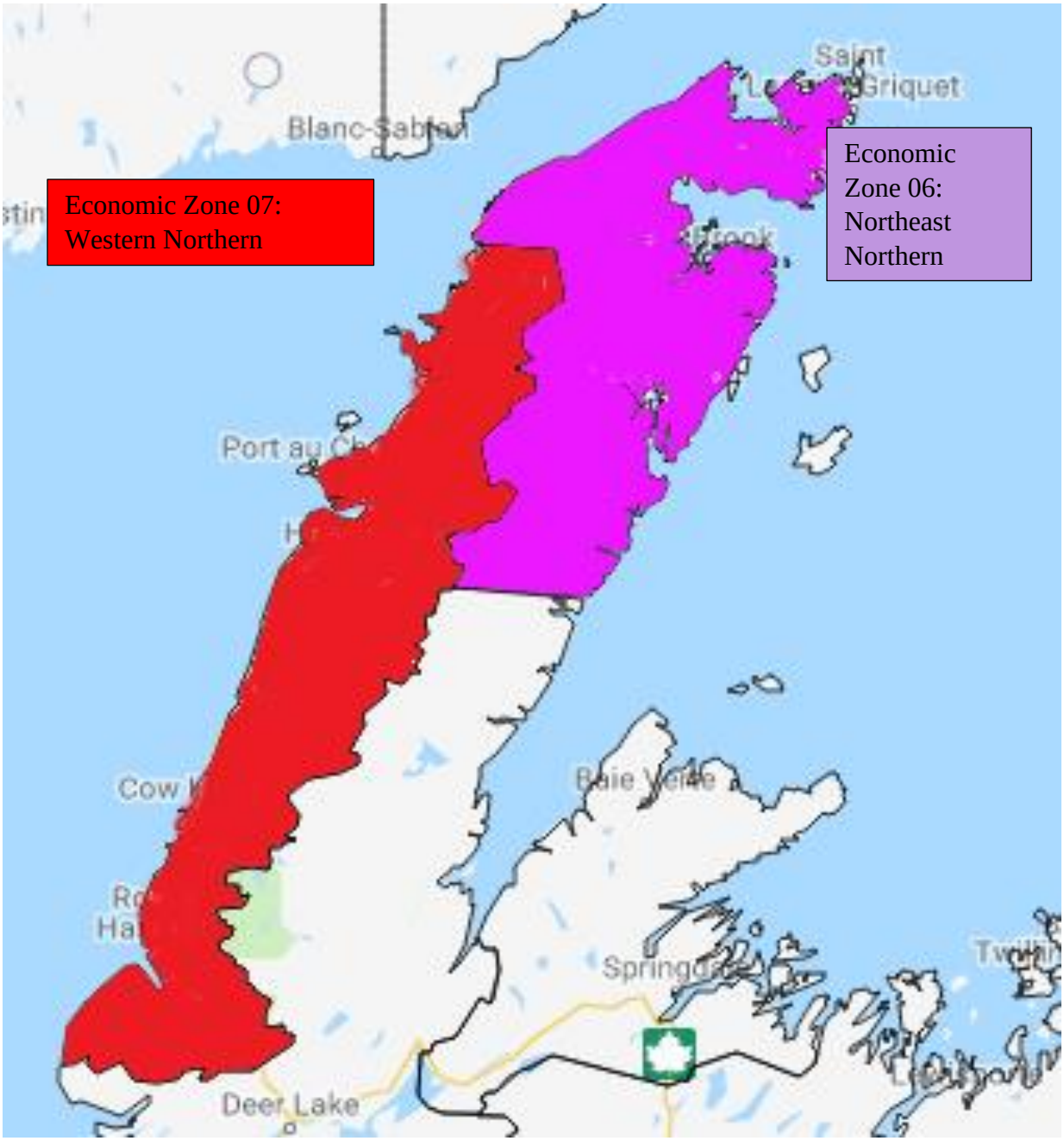
Figure 1798: Share of Total Provincial Tax Revenue by Project Component for Thirty-five Years of Operations – Scenario 2 - All Components (Canada)



28.0 Economic Impacts in Context

The areas that are most likely to be affected by the construction and operations of the Great Northern Port planned for Crémaillère Harbour, as shown on Map 4, are Zone 6 and Zone 7. As such, the contextual comparison of the economic impacts of the Great Northern Port project are confined to comparing the statistics for those Zone 6 and Zone 7 with the outputs generated in this report.

Map 4: Zone 6 and Zone 7 used for Contextual Analysis



To facilitate this analysis, Figures 1669 and 1670 illustrate median income for Zone 6 and Zone 7, respectively, while Figure 1671 and 1672 present the corresponding real disposable income statistics. Employment by industry are shown in Figures 1673 and 1674, respectively. Finally, relevant economic and demographic statistics considered in this comparison are presented in Table 300 for both Zone 6 and Zone 7.

To give perspective to the economic impacts of the projects, these statistics are compared to the outputs analyzed for the project from the perspective of the construction phase and the operation phase.

As shown in Table 300, the population of Zone 6 has fallen by nearly 34% in the 20 yar period between 1996 and 2016. Likewise, the population of Zone 7 has fallen by nearly 30%. The unemployment rate is 36.3% for Zone 6 and 37.6 for Zone 7. Transfer payments comprise 28.1% of income in Zone 6 and 34.6% within Zone 7.

Employment in Zone 6, as shown in Table 300, has fallen from 4,040 in 2011 to 3,590 in 2016. Figure 1673 and Figure 1674 illustrates the breakdown of this employment by industry for the last period for Zone 6 and Zone 7, respectively. With 18.7% of 670 workers in Zone 6, the largest share of employment in 2016 is accounted for by health care and social assistance. This is followed by the retail sector with 425 workers, manufacturing (410 workers), agriculture forest, fishing and hunting, construction (369 worker) and transportation and warehousing accounts for 150 workers. A similar pattern is observed for Zone 7. Specifically, employment in Zone 7 fell from 4,070 in 2011 to 3,780 in 2016. The patterns of employment by industry is similar, but heath accounts for 14.0% of workers, fisheries accounts for 13.0% of workers, construction accounts for12.0% of workers, manufacturing accounts for 11.6% of workers and accommodation accounts for 9.7% of workers.

These bleak statistics point to a region of the province that has suffered economically and its sustainability is challenged if new, sustainable, and significant economic opportunities are not found for the region. The Great Northern Port planned for Crémaillère Harbour can one such opportunity.

This project is analyzed under two scenarios. Scenario 1 involves the inclusion of an air to fuel technology where atmosphere carbon dioxide is combined with water and energy turned into fuels. For all components of this scenario, as shown in Table 301, $470 million will be needed to be invested in the Great Northern Port over an assumed eight-year period. Over that eight-year construction period, investment will average $58.9 million annually and will peak at $138.3 in year six through year eight. Scenario 2 excludes the air to fuel technology. For Scenario 2, as shown in Table 302, $70 million will be needed to be invested in the Great Northern Port over an assumed eight-year period. Over that eight-year construction period, investment will average $8.8 million annually and will peak at $11.1 million in year one through year five.

When the project moves into the operations phase, Scenario 1 will see an average annual expenditure of $87.5 million injected into the local economy over the thirty-five-year period considered in this analysis. Over this thirty-five-year period, this project is assumed to expend $2.6 billion in the local economy, with $93 million being expended per year from year 9 to year 35. That is, after the construction period which ends in year 8. Under Scenario 2, the annual expenditure over the thirty-five-year period considered is estimated to be $54.6 million, which implies that annual operations will inject $1.6 billion into the local economy over this period. Annual expenditure with Scenario 2 will reach a sustainable expenditure level of $56.4 million in year 9 and beyond.

With Scenario 1, constructing the Great Northern Port planned for Crémaillère Harbour, as illustrated in Table 303, is estimated to support an average of 200 additional jobs per annum over the assumed eight-year construction period. This will consist of 1,000 direct full-time equivalent jobs and 591 full-time equivalent spin-off jobs in total over this period, for an average of 125 direct full-time equivalent jobs per year and 74 spin-off jobs. Should Scenario 2 transpire, then constructing the project, as displayed in Table 304, would support 62 full-time equivalent jobs per year – 44 direct jobs and 18 spin-off jobs. The corresponding total employment over this eight-year construction period will be 496 full-time equivalent jobs – 351 direct full-time equivalent job and 145 spin-of jobs. The employment needs of the project would match the 360 construction jobs reported for Zone 6 and the 455 jobs in Zone 7 in 2016 without undue strain on the local labour market and while simultaneously complementing the existing skill sets within the adjacent zones.

When considering operations employment, Scenario 1 will, on average, support over 500 full-time equivalent jobs per year, nearly 400 of those full-time equivalent jobs directly with the project and more than another 100 full-time equivalent spin-off jobs. Should scenario 2 prevail, then almost 350 full-time equivalent jobs will be supported by the project, with 275 full-time equivalent direct jobs and 75 spin-off full-time equivalent jobs being added to the local labour markets. These jobs are consistent with the skill set within the local area, are high paying and are expected to last for a long period of time. In other words, these jobs form the basis for a sustainable transformation of the region.

If Scenario 1 is the operative scenario, the project, during construction, as shown in Table 305, will inject average annual wages and salaries into the local economy that are valued at $16.5 million per annum. With operations, see Table 317, wages and salaries supported by the project are nearly $35 million per annum.

Similarly, with Scenario 2, during construction, see Table 306, the project will support $3.8 million in wages and salaries annually in the local area. With operations, see Table 318, there will be more than $20 million annual wages and salaries on average added to the local

economy. In addition, during operations, the wages and salaries will be supplemented with another $27 million per year in local business incomes with Scenario 1 (see Table 321) and $19 million in local business incomes with Scenario 2 (see Table 322). Likewise, the local area will benefit from business income during the construction period - $4.2 million annually with Scenario 1 (Table 309) and $1.2 million annually with Scenario 2 (Table 310).

To put the wage income in perspective, the average annual wages, and salaries per full-time employee during the operations phase from the Scenario 1, as calculated in Table 319 is $68,650. This estimate is a weighted average of $75,633 annual wages and salaries for direct employment, $49,057 annual wages and salaries for indirect employment and $39,130 annual wages and salaries for induced employment. With Scenario 2, as illustrated in Table 320, the average annual wage per full-time employee is $58,273. Similarly, this is a weighted average of $62,270 annual wages and salaries for direct employment, $47,541 annual wages and salaries for indirect employment and $39,134 annual wages and salaries for induced employment.

For the construction Phase, the average annual wages, and salaries per full-time employee from the Scenario 1, as calculated in Table 307 is $72,154. This estimate is a weighted average of $85,753 annual wages and salaries for direct employment, $55,422 annual wages and salaries for indirect employment and $39,185 annual wages and salaries for induced employment. With Scenario 2, as illustrated in Table 308, the average annual wage per full-time employee is $61,479. Similarly, this is a weighted average of $66,312 annual wages and salaries for direct employment, $56,538 annual wages and salaries for indirect employment and $39,792 annual wages and salaries for induced employment.

These estimated annual wages and salaries per full-time equivalent job compare favourably to median income levels for 2016 ($28,800 for Zone 6 and $32,100 for Newfoundland and Labrador – see Figure 1669 and $27,800 for Zone 7 – see Figure 1670) and to real disposable income levels in 2016 (21,300 for Zone 6 and $22,600 for Newfoundland and Labrador – see Figure 1671 and $20,000 for Zone 7 – see Figure 1672). Hence, not only is the project estimated to yield significant employment within the local area, it will support jobs that are higher paying than currently exists on average within the region.

Although there are no officially recorded GDP statistics for the Great Northern Peninsula, Zone 6 or Zone 7, the input-output model enables us to calculate this statistic as the value of wages, salaries, business income and taxes net of subsidies. For Scenario 1, the project, see Table 323, is expected to increase local economic activity annually by $64 million during operations and another $184 million ($23 million annually), see Table 311, will be accounted for by construction activities. With Scenario 2, the local economic activity is estimated to increase by $40 million per year during operations, see Table 324, and another $43 million ($5 million annually), see Table 312, will be accounted for by construction activities.

In summary, the economic impacts estimated for the Great Northern Port planned for Crémaillère Harbour will have positive economic impacts in an area that has suffered recently from economic and demographic decline. It has the potential to offer sustainable economic activity for the region and to diversify the local economy.

Figure 1799: Median Income – Zone 6

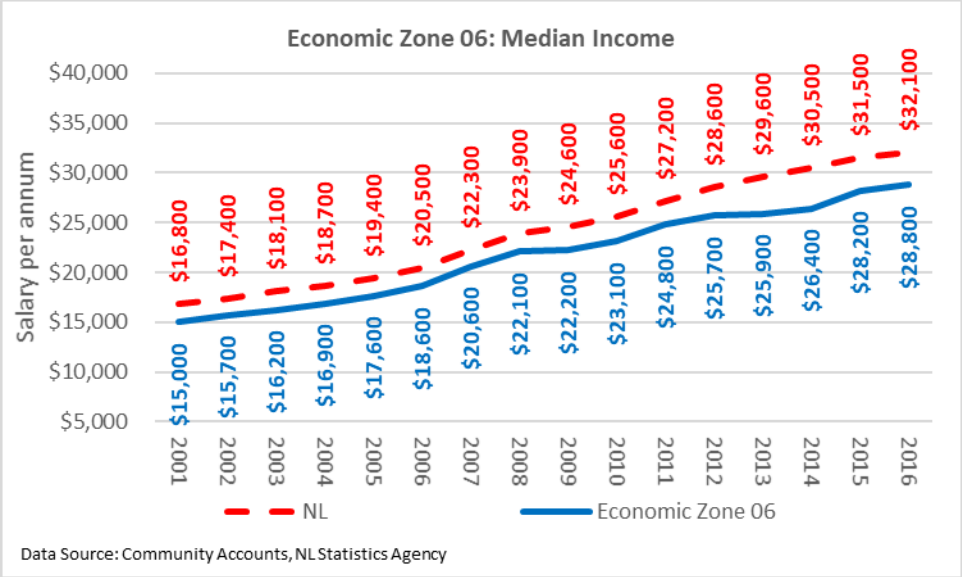


Figure 1800: Median Income – Zone 7

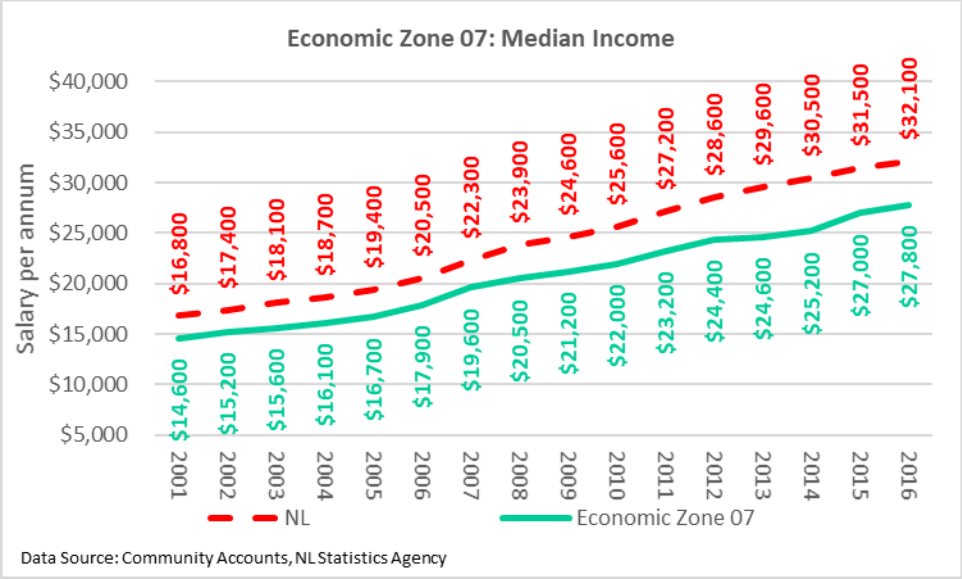


Figure 1801: Real Disposable Income per Capita – Zone 6

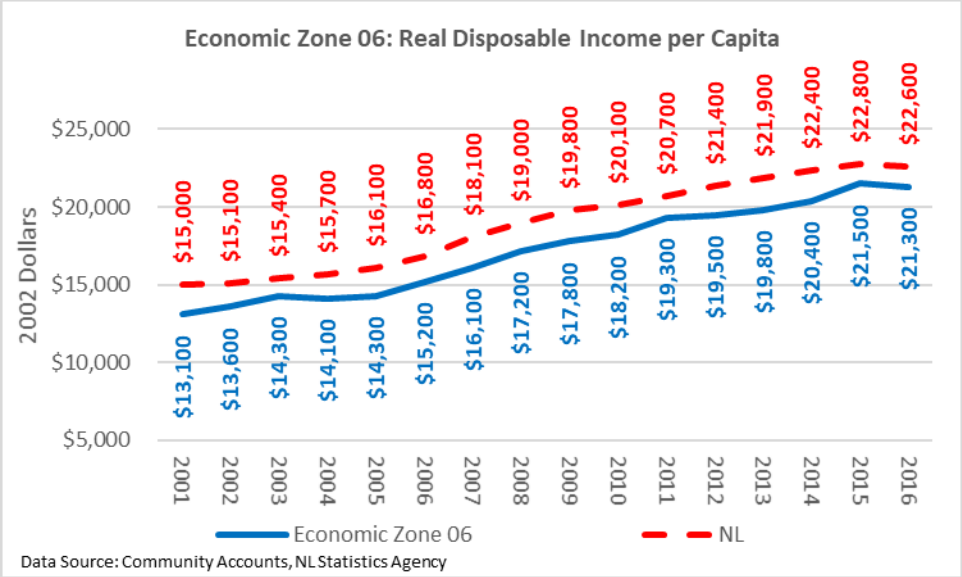


Figure 1802: Real Disposable Income per Capita – Zone 7

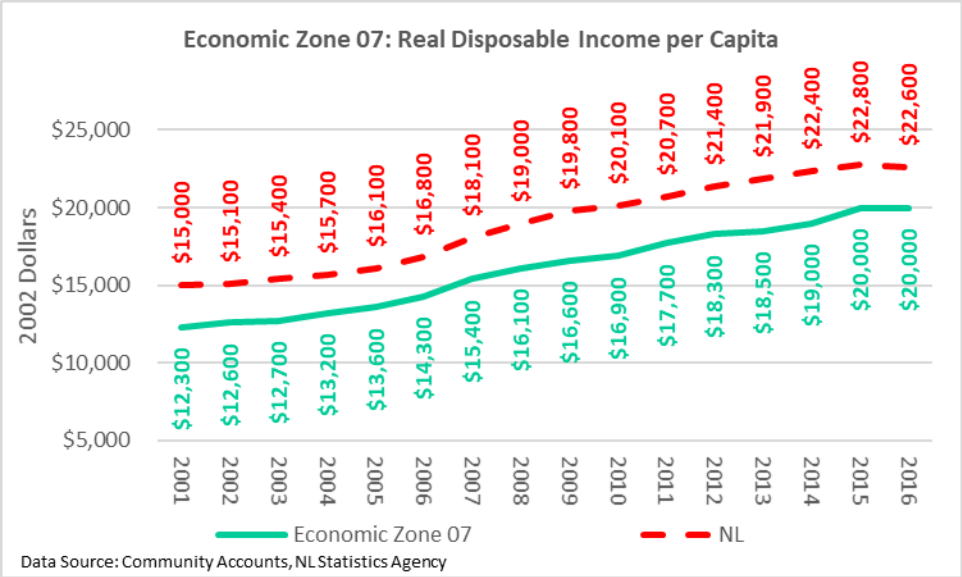


Figure 1803: Employment by Industry – Zone 6

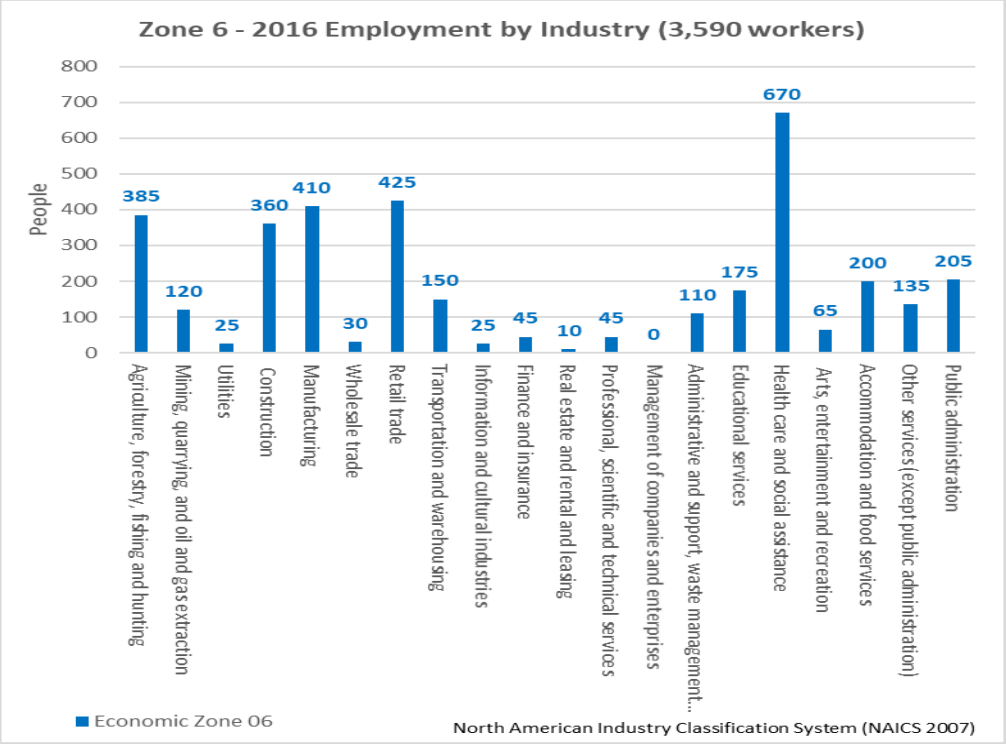


Figure 1804: Employment by Industry – Zone 7

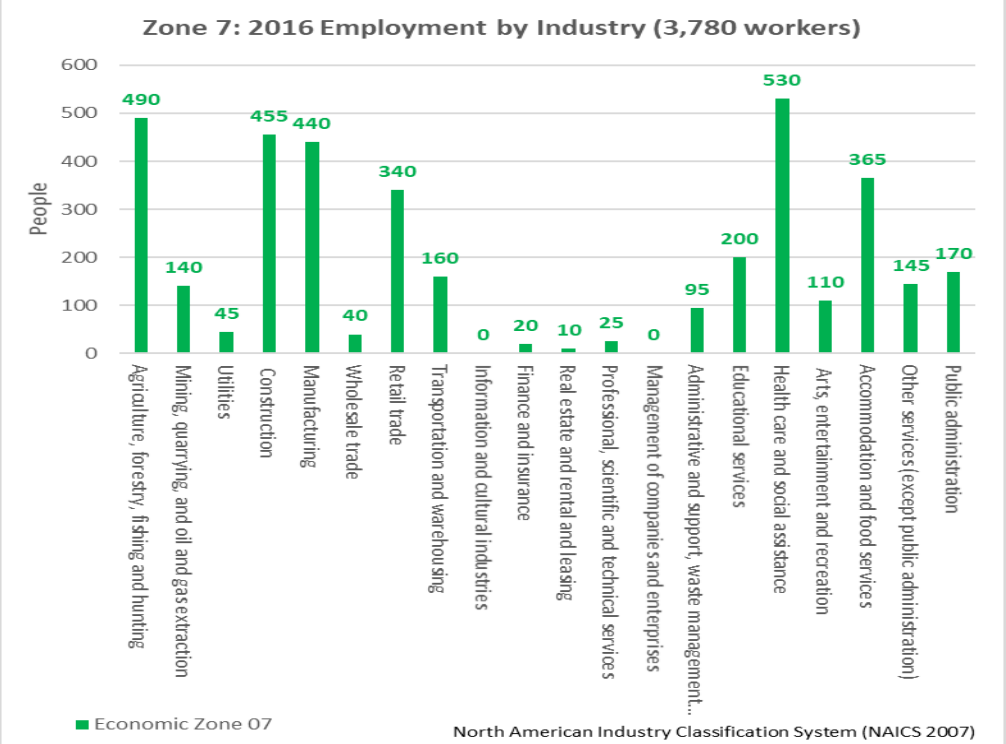


Table 300: Basic Statistics for Zone 6 and Zone 7

	Economic Zone 06	Economic Zone 07
Population	7,620	7,865
Population Change (1996-2016)	-33.70%	-29.60%
Employment 2016	3,590	3,780
Employment 2011	4,040	4,070
Working Age Population Share	59.4%	62.0%
Elderly Population Share	25.5%	24.5%
Age Dependency Ratio	40.9%	37.8%
Median Age	52	53
Natural Change	-50	-75
Residual Net Migration	-60	25
2016 Population Change	-110	-50
Unemployment Rate	36.3%	37.6%
Employment Rate	35.8%	34.6%
Participation Rate	56.2%	55.6%
Median Income	$28,800	$27,800
Real Disposable Income per Capita	$21,300	$20,000
Prevalence of Low Income	8.3%	10.2%
Employment Insurance	11.90%	16.10%
Canada Pension Plan	5.0%	5.4%
Income Support Assistance	0.80%	1.0%
Transfer Payments	28.1%	34.6%
Self-Reliance Ratio	71.9%	65.4%

Table 301: Annual Capital Phase (Investment) Expenditure – Scenario 1 ($ Millions)

	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S1	All Scenario 1
1	$7.6	$3.5				**$11.1**
2	$7.6	$3.5				**$11.1**
3	$7.6	$3.5				**$11.1**
4	$7.6	$3.5				**$11.1**
5	$7.6	$3.5				**$11.1**
6			$1.2	$2.8	$134.3	**$138.3**
7			$1.2	$2.8	$134.3	**$138.3**
8			$1.2	$2.8	$134.3	**$138.3**
Sum	**$38.0**	**$17.5**	**$3.5**	**$8.4**	**$403.0**	**$470.4**
Average	**$7.6**	**$3.5**	**$1.2**	**$2.8**	**$134.3**	**$58.8**

Table 302: Annual Capital Phase (Investment) Expenditure – Scenario 2 ($ Millions)

	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S2	All Scenario 2
1	$7.6	$3.5				**$11.1**
2	$7.6	$3.5				**$11.1**
3	$7.6	$3.5				**$11.1**
4	$7.6	$3.5				**$11.1**
5	$7.6	$3.5				**$11.1**
6			$1.2	$2.8	$1.0	**$5.0**
7			$1.2	$2.8	$1.0	**$5.0**
8			$1.2	$2.8	$1.0	**$5.0**
Sum	**$38.0**	**$17.5**	**$3.5**	**$8.4**	**$3.0**	**$70.4**
Average	**$7.6**	**$3.5**	**$1.2**	**$2.8**	**$1.0**	**$8.8**

Table 303: Annual Capital Phase (Investment) Employment – All Components - Scenario 1 (Person-Years)

	Direct Employment	Indirect Employment	Induced Employment	Total Employment
1	56	14	10	80
2	56	14	10	80
3	56	14	10	80
4	56	14	10	80
5	56	14	10	80
6	241	87	69	398
7	241	87	69	398
8	241	87	69	398
Sum	**1,001**	**334**	**257**	**1,592**
Average	**125**	**42**	**32**	**199**

Table 304: Annual Capital Phase (Investment) Employment – All Components - Scenario 2 (Person-Years)

	Direct Employment	Indirect Employment	Induced Employment	Total Employment
1	56	14	10	80
2	56	14	10	80
3	56	14	10	80
4	56	14	10	80
5	56	14	10	80
6	24	4	4	32
7	24	4	4	32
8	24	4	4	32
Sum	**351**	**85**	**60**	**496**
Average	**44**	**11**	**8**	**62**

Table 305: Annual Capital Phase (Investment) Wages and Salaries – All Components - Scenario 1 ($ Millions)

	Direct Wages & Salaries	Indirect Wages & Salaries	Induced Wages & Salaries	Total Wages & Salaries
1	$3.7	$0.8	$0.4	$4.9
2	$3.7	$0.8	$0.4	$4.9
3	$3.7	$0.8	$0.4	$4.9
4	$3.7	$0.8	$0.4	$4.9
5	$3.7	$0.8	$0.4	$4.9
6	$28.3	$4.9	$2.7	$35.9
7	$28.3	$4.9	$2.7	$35.9
8	$28.3	$4.9	$2.7	$35.9
Sum	**$103.4**	**$18.7**	**$10.10**	**$132.2**
Average	**$12.9**	**$2.3**	**$1.3**	**$16.5**

Table 306: Annual Capital Phase (Investment) Wages and Salaries – All Components - Scenario 2 ($ Millions)

	Direct Wages & Salaries	Indirect Wages & Salaries	Induced Wages & Salaries	Total Wages & Salaries
1	$3.7	$0.8	$0.4	$4.9
2	$3.7	$0.8	$0.4	$4.9
3	$3.7	$0.8	$0.4	$4.9
4	$3.7	$0.8	$0.4	$4.9
5	$3.7	$0.8	$0.4	$4.9
6	$1.6	$0.3	$0.2	$2.0
7	$1.6	$0.3	$0.2	$2.0
8	$1.6	$0.3	$0.2	$2.0
Sum	**$23.4**	**$4.7**	**$2.4**	**$30.5**
Average	**$2.9**	**$0.6**	**$0.3**	**$3.8**

Table 307: Annual Capital Phase (Investment) Wages and Salaries per Job – All Components - Scenario 1 ($)

	Direct Wages & Salaries/Job	Indirect Wages & Salaries/Job	Induced Wages & Salaries/Job	Total Wages & Salaries/Job
1	$66,843	$54,979	$39,149	$61,302
2	$66,843	$54,979	$39,149	$61,302
3	$66,843	$54,979	$39,149	$61,302
4	$66,843	$54,979	$39,149	$61,302
5	$66,843	$54,979	$39,149	$61,302
6	$117,270	$56,159	$39,246	$90,241
7	$117,270	$56,159	$39,246	$90,241
8	$117,270	$56,159	$39,246	$90,241
Average	**$85,753.2**	**$55,421.5**	**$39,185.6**	**$72,154.0**

Table 308: Annual Capital Phase (Investment) Wages and Salaries per Job – All Components - Scenario 2 ($)

	Direct Wages & Salaries/Job	Indirect Wages & Salaries/Job	Induced Wages & Salaries/Job	Total Wages & Salaries/Job
1	$66,843	$54,979	$39,149	$61,302
2	$66,843	$54,979	$39,149	$61,302
3	$66,843	$54,979	$39,149	$61,302
4	$66,843	$54,979	$39,149	$61,302
5	$66,843	$54,979	$39,149	$61,302
6	$65,426	$59,136	$40,865	$61,774
7	$65,426	$59,136	$40,865	$61,774
8	$65,426	$59,136	$40,865	$61,774
Average	**$66,311.5**	**$56,538.2**	**$39,792.8**	**$61,478.9**

Table 309: Annual Capital Phase (Investment) Business Income – All Components - Scenario 1 ($ Millions)

	Direct Business Income	Indirect Business Income	Induced Business Income	Total Business Income
1	$0.7	$0.4	$0.4	$1.5
2	$0.7	$0.4	$0.4	$1.5
3	$0.7	$0.4	$0.4	$1.5
4	$0.7	$0.4	$0.4	$1.5
5	$0.7	$0.4	$0.4	$1.5
6	$3.4	$2.1	$3.2	$8.7
7	$3.4	$2.1	$3.2	$8.7
8	$3.4	$2.1	$3.2	$8.7
Sum	**$13.6**	**$8.3**	**$11.7**	**$33.7**
Average	**$1.7**	**$1.0**	**$1.5**	**$4.2**

Table 310: Annual Capital Phase (Investment) Business Income – All Components - Scenario 2 ($ Millions)

	Direct Business Income	Indirect Business Income	Induced Business Income	Total Business Income
1	$0.7	$0.4	$0.4	$1.5
2	$0.7	$0.4	$0.4	$1.5
3	$0.7	$0.4	$0.4	$1.5
4	$0.7	$0.4	$0.4	$1.5
5	$0.7	$0.4	$0.4	$1.5
6	$0.2	$0.1	$0.2	$0.6
7	$0.2	$0.1	$0.2	$0.6
8	$0.2	$0.1	$0.2	$0.6
Sum	**$0.3**	**$0.4**	**$0.7**	**$1.4**
Average	**$0.5**	**$0.3**	**$0.3**	**$1.2**

Table 311: Annual Capital Phase (Investment) GDP Income – All Components - Scenario 1 ($ Millions)

	Direct GDP	Indirect GDP	Induced GDP	Total GDP
1	$4.5	$1.3	$1.2	$6.9
2	$4.5	$1.3	$1.2	$6.9
3	$4.5	$1.3	$1.2	$6.9
4	$4.5	$1.3	$1.2	$6.9
5	$4.5	$1.3	$1.2	$6.9
6	$34.3	$7.2	$8.4	$49.9
7	$34.3	$7.2	$8.4	$49.9
8	$34.3	$7.2	$8.4	$49.9
Sum	**$125.4**	**$27.8**	**$31.0**	**$184.2**
Average	**$15.7**	**$3.5**	**$3.9**	**$23.0**

Table 312: Annual Capital Phase (Investment) GDP Income – All Components - Scenario 2 ($ Millions)

	Direct GDP	Indirect GDP	Induced GDP	Total GDP
1	$4.5	$1.3	$1.2	$6.9
2	$4.5	$1.3	$1.2	$6.9
3	$4.5	$1.3	$1.2	$6.9
4	$4.5	$1.3	$1.2	$6.9
5	$4.5	$1.3	$1.2	$6.9
6	$1.9	$0.4	$0.5	$2.8
7	$1.9	$0.4	$0.5	$2.8
8	$1.9	$0.4	$0.5	$2.8
Sum	**$28.1**	**$7.5**	**$7.2**	**$42.8**
Average	**$3.5**	**$0.9**	**$0.9**	**$5.4**

Table 313: Annual Operations Phase Expenditure – Scenario 1 ($ Millions)

	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S1	All Scenario 1
1						
2						
3						
4						
5						
6	$28.3	$10.5				$38.8
7	$28.3	$10.5				$38.8
8	$28.3	$10.5				$38.8
9	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
10	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9

	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S1	All Scenario 1
11	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
12	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
13	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
14	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
15	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
16	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
17	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
18	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
19	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
20	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
21	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
22	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
23	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
24	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
25	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
26	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
27	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
28	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
29	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
30	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
31	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
32	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
33	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
34	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
35	$28.3	$10.5	$7.8	$8.6	$37.8	$92.9
Sum	**$848.3**	**$314.3**	**$209.3**	**$232.0**	**$1,020.8**	**$2,624.6**
Average	**$28.3**	**$10.5**	**$7.8**	**$8.6**	**$37.8**	**$87.5**

Table 314: Annual Operations Phase Expenditure – Scenario 2 ($ Millions)

	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S2	All Scenario 2
1						
2						
3						
4						
5						
6	$28.3	$10.5				$38.8
7	$28.3	$10.5				$38.8
8	$28.3	$10.5				$38.8
9	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
10	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
11	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
12	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
13	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4

	Manufacturing Hub	General Harbour	Cargo Handling	Other Business	Other Activity S2	All Scenario 2
14	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
15	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
16	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
17	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
18	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
19	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
20	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
21	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
22	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
23	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
24	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
25	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
26	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
27	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
28	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
29	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
30	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
31	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
32	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
33	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
34	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
35	$28.3	$10.5	$7.8	$8.6	$1.3	$56.4
Sum	**$848.3**	**$314.3**	**$209.3**	**$232.0**	**$35.3**	**$1,639.1**
Average	**$28.3**	**$10.5**	**$7.8**	**$8.6**	**$1.3**	**$54.6**

Table 315: Annual Operations Phase Employment – All Components - Scenario 1 (Person-Years)

	Direct Employment	Indirect Employment	Induced Employment	Total Employment
1				
2				
3				
4				
5				
6	186	23	26	235
7	186	23	26	235
8	186	23	26	235
9	420	43	71	534
10	420	43	71	534
11	420	43	71	534
12	420	43	71	534
13	420	43	71	534
14	420	43	71	534
15	420	43	71	534

	Direct Employment	Indirect Employment	Induced Employment	Total Employment
16	420	43	71	534
17	420	43	71	534
18	420	43	71	534
19	420	43	71	534
20	420	43	71	534
21	420	43	71	534
22	420	43	71	534
23	420	43	71	534
24	420	43	71	534
25	420	43	71	534
26	420	43	71	534
27	420	43	71	534
28	420	43	71	534
29	420	43	71	534
30	420	43	71	534
31	420	43	71	534
32	420	43	71	534
33	420	43	71	534
34	420	43	71	534
35	420	43	71	534
Sum	**11,898**	**1,240**	**1,998**	**15,136**
Average	**396.6**	**41.3**	**66.6**	**504.5**

Table 316: Annual Operations Phase Employment – All Components - Scenario 2 (Person-Years)

	Direct Employment	Indirect Employment	Induced Employment	Total Employment
1				
2				
3				
4				
5				
6	186	23	26	235
7	186	23	26	235
8	186	23	26	235
9	285	36	39	360
10	285	36	39	360
11	285	36	39	360
12	285	36	39	360
13	285	36	39	360
14	285	36	39	360
15	285	36	39	360
16	285	36	39	360

	Direct Employment	Indirect Employment	Induced Employment	Total Employment
17	285	36	39	360
18	285	36	39	360
19	285	36	39	360
20	285	36	39	360
21	285	36	39	360
22	285	36	39	360
23	285	36	39	360
24	285	36	39	360
25	285	36	39	360
26	285	36	39	360
27	285	36	39	360
28	285	36	39	360
29	285	36	39	360
30	285	36	39	360
31	285	36	39	360
32	285	36	39	360
33	285	36	39	360
34	285	36	39	360
35	285	36	39	360
Sum	**8,253**	**1,041**	**1,140**	**10,433**
Average	**275.1**	**34.7**	**38.0**	**347.8**

Table 317: Annual Operations Phase Wages and Salaries – All Components - Scenario 1 ($ Millions)

	Direct Wages & Salaries	Indirect Wages & Salaries	Induced Wages & Salaries	Total Wages & Salaries
1				
2				
3				
4				
5				
6	$12.1	$1.1	$1.0	$14.3
7	$12.1	$1.1	$1.0	$14.3
8	$12.1	$1.1	$1.0	$14.3
9	$32.3	$2.1	$2.8	$37.2
10	$32.3	$2.1	$2.8	$37.2
11	$32.3	$2.1	$2.8	$37.2
12	$32.3	$2.1	$2.8	$37.2
13	$32.3	$2.1	$2.8	$37.2
14	$32.3	$2.1	$2.8	$37.2
15	$32.3	$2.1	$2.8	$37.2
16	$32.3	$2.1	$2.8	$37.2
17	$32.3	$2.1	$2.8	$37.2

	Direct Wages & Salaries	Indirect Wages & Salaries	Induced Wages & Salaries	Total Wages & Salaries
18	$32.3	$2.1	$2.8	$37.2
19	$32.3	$2.1	$2.8	$37.2
20	$32.3	$2.1	$2.8	$37.2
21	$32.3	$2.1	$2.8	$37.2
22	$32.3	$2.1	$2.8	$37.2
23	$32.3	$2.1	$2.8	$37.2
24	$32.3	$2.1	$2.8	$37.2
25	$32.3	$2.1	$2.8	$37.2
26	$32.3	$2.1	$2.8	$37.2
27	$32.3	$2.1	$2.8	$37.2
28	$32.3	$2.1	$2.8	$37.2
29	$32.3	$2.1	$2.8	$37.2
30	$32.3	$2.1	$2.8	$37.2
31	$32.3	$2.1	$2.8	$37.2
32	$32.3	$2.1	$2.8	$37.2
33	$32.3	$2.1	$2.8	$37.2
34	$32.3	$2.1	$2.8	$37.2
35	$32.3	$2.1	$2.8	$37.2
Sum	**$907.3**	**$60.8**	**$78.2**	**$1,046.3**
Average	**$30.2**	**$2.0**	**$2.6**	**$34.9**

Table 318: Annual Operations Phase Wages and Salaries – All Components - Scenario 2 ($ Millions)

	Direct Wages & Salaries	Indirect Wages & Salaries	Induced Wages & Salaries	Total Wages & Salaries
1				
2				
3				
4				
5				
6	$12.1	$1.1	$1.0	$14.3
7	$12.1	$1.1	$1.0	$14.3
8	$12.1	$1.1	$1.0	$14.3
9	$17.7	$1.7	$1.5	$20.9
10	$17.7	$1.7	$1.5	$20.9
11	$17.7	$1.7	$1.5	$20.9
12	$17.7	$1.7	$1.5	$20.9
13	$17.7	$1.7	$1.5	$20.9
14	$17.7	$1.7	$1.5	$20.9
15	$17.7	$1.7	$1.5	$20.9
16	$17.7	$1.7	$1.5	$20.9
17	$17.7	$1.7	$1.5	$20.9
18	$17.7	$1.7	$1.5	$20.9

	Direct Wages & Salaries	Indirect Wages & Salaries	Induced Wages & Salaries	Total Wages & Salaries
19	$17.7	$1.7	$1.5	$20.9
20	$17.7	$1.7	$1.5	$20.9
21	$17.7	$1.7	$1.5	$20.9
22	$17.7	$1.7	$1.5	$20.9
23	$17.7	$1.7	$1.5	$20.9
24	$17.7	$1.7	$1.5	$20.9
25	$17.7	$1.7	$1.5	$20.9
26	$17.7	$1.7	$1.5	$20.9
27	$17.7	$1.7	$1.5	$20.9
28	$17.7	$1.7	$1.5	$20.9
29	$17.7	$1.7	$1.5	$20.9
30	$17.7	$1.7	$1.5	$20.9
31	$17.7	$1.7	$1.5	$20.9
32	$17.7	$1.7	$1.5	$20.9
33	$17.7	$1.7	$1.5	$20.9
34	$17.7	$1.7	$1.5	$20.9
35	$17.7	$1.7	$1.5	$20.9
Sum	**$513.1**	**$49.4**	**$44.6**	**$607.1**
Average	**$17.1**	**$1.6**	**$1.5**	**$20.2**

Table 319: Annual Operations Phase Wages and Salaries per Job – All Components - Scenario 1 ($)

	Direct Wages & Salaries/Job	Indirect Wages & Salaries/Job	Induced Wages & Salaries/Job	Total Wages & Salaries/Job
1				
2				
3				
4				
5				
6	$65,108	$48,447	$39,133	$60,592
7	$65,108	$48,447	$39,133	$60,592
8	$65,108	$48,447	$39,133	$60,592
9	$76,802	$49,125	$39,130	$69,546
10	$76,802	$49,125	$39,130	$69,546
11	$76,802	$49,125	$39,130	$69,546
12	$76,802	$49,125	$39,130	$69,546
13	$76,802	$49,125	$39,130	$69,546
14	$76,802	$49,125	$39,130	$69,546
15	$76,802	$49,125	$39,130	$69,546
16	$76,802	$49,125	$39,130	$69,546
17	$76,802	$49,125	$39,130	$69,546
18	$76,802	$49,125	$39,130	$69,546
19	$76,802	$49,125	$39,130	$69,546

	Direct Wages & Salaries/Job	Indirect Wages & Salaries/Job	Induced Wages & Salaries/Job	Total Wages & Salaries/Job
20	$76,802	$49,125	$39,130	$69,546
21	$76,802	$49,125	$39,130	$69,546
22	$76,802	$49,125	$39,130	$69,546
23	$76,802	$49,125	$39,130	$69,546
24	$76,802	$49,125	$39,130	$69,546
25	$76,802	$49,125	$39,130	$69,546
26	$76,802	$49,125	$39,130	$69,546
27	$76,802	$49,125	$39,130	$69,546
28	$76,802	$49,125	$39,130	$69,546
29	$76,802	$49,125	$39,130	$69,546
30	$76,802	$49,125	$39,130	$69,546
31	$76,802	$49,125	$39,130	$69,546
32	$76,802	$49,125	$39,130	$69,546
33	$76,802	$49,125	$39,130	$69,546
34	$76,802	$49,125	$39,130	$69,546
35	$76,802	$49,125	$39,130	$69,546
Average	**$75,632.9**	**$49,056.8**	**$39,130.3**	**$68,650.5**

Table 320: Annual Operations Phase Wages and Salaries per Job – All Components - Scenario 2 ($)

	Direct Wages & Salaries/Job	Indirect Wages & Salaries/Job	Induced Wages & Salaries/Job	Total Wages & Salaries/Job
1				
2				
3				
4				
5				
6	$65,108	$48,447	$39,133	$60,592
7	$65,108	$48,447	$39,133	$60,592
8	$65,108	$48,447	$39,133	$60,592
9	$61,954	$47,440	$39,134	$58,015
10	$61,954	$47,440	$39,134	$58,015
11	$61,954	$47,440	$39,134	$58,015
12	$61,954	$47,440	$39,134	$58,015
13	$61,954	$47,440	$39,134	$58,015
14	$61,954	$47,440	$39,134	$58,015
15	$61,954	$47,440	$39,134	$58,015
16	$61,954	$47,440	$39,134	$58,015
17	$61,954	$47,440	$39,134	$58,015
18	$61,954	$47,440	$39,134	$58,015
19	$61,954	$47,440	$39,134	$58,015
20	$61,954	$47,440	$39,134	$58,015
21	$61,954	$47,440	$39,134	$58,015

	Direct Wages & Salaries/Job	Indirect Wages & Salaries/Job	Induced Wages & Salaries/Job	Total Wages & Salaries/Job
22	$61,954	$47,440	$39,134	$58,015
23	$61,954	$47,440	$39,134	$58,015
24	$61,954	$47,440	$39,134	$58,015
25	$61,954	$47,440	$39,134	$58,015
26	$61,954	$47,440	$39,134	$58,015
27	$61,954	$47,440	$39,134	$58,015
28	$61,954	$47,440	$39,134	$58,015
29	$61,954	$47,440	$39,134	$58,015
30	$61,954	$47,440	$39,134	$58,015
31	$61,954	$47,440	$39,134	$58,015
32	$61,954	$47,440	$39,134	$58,015
33	$61,954	$47,440	$39,134	$58,015
34	$61,954	$47,440	$39,134	$58,015
35	$61,954	$47,440	$39,134	$58,015
Average	**$62,269.7**	**$47,540.8**	**$39,133.6**	**$58,272.6**

Table 321: Annual Operations Phase Business Income – All Components - Scenario 1 ($ Millions)

	Direct Business Income	Indirect Business Income	Induced Business Income	Total Business Income
1				
2				
3				
4				
5				
6	$11.4	$0.6	$1.2	$13.2
7	$11.4	$0.6	$1.2	$13.2
8	$11.4	$0.6	$1.2	$13.2
9	$23.7	$1.2	$3.2	$28.1
10	$23.7	$1.2	$3.2	$28.1
11	$23.7	$1.2	$3.2	$28.1
12	$23.7	$1.2	$3.2	$28.1
13	$23.7	$1.2	$3.2	$28.1
14	$23.7	$1.2	$3.2	$28.1
15	$23.7	$1.2	$3.2	$28.1
16	$23.7	$1.2	$3.2	$28.1
17	$23.7	$1.2	$3.2	$28.1
18	$23.7	$1.2	$3.2	$28.1
19	$23.7	$1.2	$3.2	$28.1
20	$23.7	$1.2	$3.2	$28.1
21	$23.7	$1.2	$3.2	$28.1
22	$23.7	$1.2	$3.2	$28.1
23	$23.7	$1.2	$3.2	$28.1

	Direct Business Income	Indirect Business Income	Induced Business Income	Total Business Income
24	$23.7	$1.2	$3.2	$28.1
25	$23.7	$1.2	$3.2	$28.1
26	$23.7	$1.2	$3.2	$28.1
27	$23.7	$1.2	$3.2	$28.1
28	$23.7	$1.2	$3.2	$28.1
29	$23.7	$1.2	$3.2	$28.1
30	$23.7	$1.2	$3.2	$28.1
31	$23.7	$1.2	$3.2	$28.1
32	$23.7	$1.2	$3.2	$28.1
33	$23.7	$1.2	$3.2	$28.1
34	$23.7	$1.2	$3.2	$28.1
35	$23.7	$1.2	$3.2	$28.1
Sum	**$673.6**	**$34.5**	**$91.1**	**$799.2**
Average	**$22.5**	**$1.2**	**$3.0**	**$26.6**

Table 322: Annual Operations Phase Business Income – All Components - Scenario 2 ($ Millions)

	Direct Business Income	Indirect Business Income	Induced Business Income	Total Business Income
1				
2				
3				
4				
5				
6	$11.4	$0.6	$1.2	$13.2
7	$11.4	$0.6	$1.2	$13.2
8	$11.4	$0.6	$1.2	$13.2
9	$16.4	$1.0	$1.8	$19.1
10	$16.4	$1.0	$1.8	$19.1
11	$16.4	$1.0	$1.8	$19.1
12	$16.4	$1.0	$1.8	$19.1
13	$16.4	$1.0	$1.8	$19.1
14	$16.4	$1.0	$1.8	$19.1
15	$16.4	$1.0	$1.8	$19.1
16	$16.4	$1.0	$1.8	$19.1
17	$16.4	$1.0	$1.8	$19.1
18	$16.4	$1.0	$1.8	$19.1
19	$16.4	$1.0	$1.8	$19.1
20	$16.4	$1.0	$1.8	$19.1
21	$16.4	$1.0	$1.8	$19.1
22	$16.4	$1.0	$1.8	$19.1
23	$16.4	$1.0	$1.8	$19.1
24	$16.4	$1.0	$1.8	$19.1

	Direct Business Income	Indirect Business Income	Induced Business Income	Total Business Income
25	$16.4	$1.0	$1.8	$19.1
26	$16.4	$1.0	$1.8	$19.1
27	$16.4	$1.0	$1.8	$19.1
28	$16.4	$1.0	$1.8	$19.1
29	$16.4	$1.0	$1.8	$19.1
30	$16.4	$1.0	$1.8	$19.1
31	$16.4	$1.0	$1.8	$19.1
32	$16.4	$1.0	$1.8	$19.1
33	$16.4	$1.0	$1.8	$19.1
34	$16.4	$1.0	$1.8	$19.1
35	$16.4	$1.0	$1.8	$19.1
Sum	**$476.5**	**$27.5**	**$52.0**	**$556.0**
Average	**$15.9**	**$0.9**	**$1.7**	**$18.5**

Table 323: Annual Operations Phase GDP Income – All Components - Scenario 1 ($ Millions)

	Direct GDP	Indirect GDP	Induced GDP	Total GDP
1				
2				
3				
4				
5				
6	$23.8	$1.8	$3.1	$28.6
7	$23.8	$1.8	$3.1	$28.6
8	$23.8	$1.8	$3.1	$28.6
9	$56.2	$3.4	$8.4	$68.0
10	$56.2	$3.4	$8.4	$68.0
11	$56.2	$3.4	$8.4	$68.0
12	$56.2	$3.4	$8.4	$68.0
13	$56.2	$3.4	$8.4	$68.0
14	$56.2	$3.4	$8.4	$68.0
15	$56.2	$3.4	$8.4	$68.0
16	$56.2	$3.4	$8.4	$68.0
17	$56.2	$3.4	$8.4	$68.0
18	$56.2	$3.4	$8.4	$68.0
19	$56.2	$3.4	$8.4	$68.0
20	$56.2	$3.4	$8.4	$68.0
21	$56.2	$3.4	$8.4	$68.0
22	$56.2	$3.4	$8.4	$68.0
23	$56.2	$3.4	$8.4	$68.0
24	$56.2	$3.4	$8.4	$68.0
25	$56.2	$3.4	$8.4	$68.0

	Direct GDP	Indirect GDP	Induced GDP	Total GDP
26	$56.2	$3.4	$8.4	$68.0
27	$56.2	$3.4	$8.4	$68.0
28	$56.2	$3.4	$8.4	$68.0
29	$56.2	$3.4	$8.4	$68.0
30	$56.2	$3.4	$8.4	$68.0
31	$56.2	$3.4	$8.4	$68.0
32	$56.2	$3.4	$8.4	$68.0
33	$56.2	$3.4	$8.4	$68.0
34	$56.2	$3.4	$8.4	$68.0
35	$56.2	$3.4	$8.4	$68.0
Sum	**$1,587.8**	**$96.4**	**$237.0**	**$1,921.2**
Average	**$52.9**	**$3.2**	**$7.9**	**$64.0**

Table 324: Annual Capital Phase (Investment) GDP Income – All Components - Scenario 2 ($ Millions)

	Direct GDP	Indirect GDP	Induced GDP	Total GDP
1				
2				
3				
4				
5				
6	$23.8	$1.8	$3.1	$28.6
7	$23.8	$1.8	$3.1	$28.6
8	$23.8	$1.8	$3.1	$28.6
9	$34.2	$2.7	$4.6	$41.6
10	$34.2	$2.7	$4.6	$41.6
11	$34.2	$2.7	$4.6	$41.6
12	$34.2	$2.7	$4.6	$41.6
13	$34.2	$2.7	$4.6	$41.6
14	$34.2	$2.7	$4.6	$41.6
15	$34.2	$2.7	$4.6	$41.6
16	$34.2	$2.7	$4.6	$41.6
17	$34.2	$2.7	$4.6	$41.6
18	$34.2	$2.7	$4.6	$41.6
19	$34.2	$2.7	$4.6	$41.6
20	$34.2	$2.7	$4.6	$41.6
21	$34.2	$2.7	$4.6	$41.6
22	$34.2	$2.7	$4.6	$41.6
23	$34.2	$2.7	$4.6	$41.6
24	$34.2	$2.7	$4.6	$41.6
25	$34.2	$2.7	$4.6	$41.6
26	$34.2	$2.7	$4.6	$41.6

	Direct GDP	Indirect GDP	Induced GDP	Total GDP
27	$34.2	$2.7	$4.6	$41.6
28	$34.2	$2.7	$4.6	$41.6
29	$34.2	$2.7	$4.6	$41.6
30	$34.2	$2.7	$4.6	$41.6
31	$34.2	$2.7	$4.6	$41.6
32	$34.2	$2.7	$4.6	$41.6
33	$34.2	$2.7	$4.6	$41.6
34	$34.2	$2.7	$4.6	$41.6
35	$34.2	$2.7	$4.6	$41.6
Sum	**$995.0**	**$79.3**	**$133.9**	**$1,208.2**
Average	**$33.2**	**$2.6**	**$4.5**	**$40.3**

29.0 Conclusion

The Great Northern Peninsula, located on the northwestern portion of the island of Newfoundland, experienced a significant negative change over the last twenty years. It is a region that has experienced a declining population, fueled by outmigration, an aging population and natural population decline. As well, it has faced challenging economic circumstances. The residents of the Great Northern Peninsula have faced economic challenges and the sustainability of the local economies and communities is uncertain. However, there may be hope in the form of a new industry, such as a port, which would generate employment, incomes and economic opportunities that may help revitalize the Great Northern Peninsula. Specifically, the Great Northern Port Inc. (GNP Inc.) is proposing to develop an Industrial Subdivision and Marine Port at Crémaillère Harbour on the Great Northern Peninsula of Newfoundland and Labrador. Its proponents envision that this project will be a catalyst for growth, which is based on a cluster of port services that is driven by current, and projected, onshore, and offshore logistics requirements as well as military and Coast Guard needs.

This current research project attempted to answer the following research question: **Could the Great Northern Port Project have enough positive strategic economic impact to arrest and reverse the prevailing trends of the downward economic spiral for the entire region of the Northern Peninsula and the communities involved?** This research did not attempt to validate or confirm the market demand or feasibility of the many individual business cases and proposals needed to fully realize the full potential businesses that are being contemplated in this project. Rather the research team will assume that all necessary due diligence will be conducted by individual government and industry stakeholders before any actual funding or development occurs. This research will focus on the potential of each of these project enterprises as they are conceived and known by the subject matter experts at the time of this research. The research undertaken in this report is an input-output analysis. The economic impacts analyzed in this research were: employment, GDP, wages, salaries and social contributions, business income, federal tax revenue and provincial tax revenue.

With Scenario 1, constructing the Great Northern Port planned for Crémaillère Harbour is estimated to support an average of 200 additional jobs per annum over the assumed eight-year construction period. This will consist of 1,000 direct full-time equivalent jobs and 591 full-time equivalent spin-off jobs in total over this period, for an average of 125 direct full-time equivalent jobs per year and 74 spin-off jobs. Should Scenario 2 transpire, then constructing the project would support 62 full-time equivalent jobs per year – 44 direct jobs and 18 spin-off jobs. The corresponding total employment over this eight-year construction period will be 496 full-time equivalent jobs – 351 direct full-time equivalent job and 145 spin-of jobs. The employment needs of the project would match the 360 construction jobs reported for Zone 6

and the 455 jobs in Zone 7 in 2016 without undue strain on the local labour market and while simultaneously complementing the existing skill sets within the adjacent zones.

When considering operations employment, Scenario 1 will, on average, support over 500 full-time equivalent jobs per year, nearly 400 of those full-time equivalent jobs directly with the project and more than another 100 full-time equivalent spin-off jobs. Should scenario 2 prevail, then almost 350 full-time equivalent jobs will be supported by the project, with 275 full-time equivalent direct jobs and 75 spin-off full-time equivalent jobs being added to the local labour markets. These jobs are consistent with the skill set within the local area, are high paying and are expected to last for a long period of time. In other words, these jobs form the basis for a sustainable transformation of the region.

If Scenario 1 is the operative scenario, the project, during construction will inject average annual wages and salaries into the local economy that are valued at $16.5 million per annum. With operations, wages and salaries supported by the project are nearly $35 million per annum.

Similarly, with Scenario 2, during construction, the project will support $3.8 million in wages and salaries annually in the local area. With operations, there will be more than $20 million annual wages and salaries on average added to the local economy. In addition, during operations, the wages and salaries will be supplemented with another $27 million per year in local business incomes with Scenario 1 and $19 million in local business incomes with Scenario 2. Likewise, the local area will benefit from business income during the construction period - $4.2 million annually with Scenario 1 and $1.2 million annually with Scenario 2.

To put the wage income in perspective, the average annual wages, and salaries per full-time employee during the operations phase from the Scenario 1 is $68,650. This estimate is a weighted average of $75,633 annual wages and salaries for direct employment, $49,057 annual wages and salaries for indirect employment and $39,130 annual wages and salaries for induced employment. With Scenario 2, the average annual wage per full-time employee is $58,273. Similarly, this is a weighted average of $62,270 annual wages and salaries for direct employment, $47,541 annual wages and salaries for indirect employment and $39,134 annual wages and salaries for induced employment.

For the construction Phase, the average annual wages, and salaries per full-time employee from the Scenario 1 is $72,154. This estimate is a weighted average of $85,753 annual wages and salaries for direct employment, $55,422 annual wages and salaries for indirect employment and $39,185 annual wages and salaries for induced employment. With Scenario 2, the average annual wage per full-time employee is $61,479. Similarly, this is a weighted average of $66,312 annual wages and salaries for direct employment, $56,538 annual wages and salaries for indirect employment and $39,792 annual wages and salaries for induced employment.

These estimated annual wages and salaries per full-time equivalent job compare favourably to median income levels for 2016 ($28,800 for Zone 6 and $32,100 for Newfoundland and Labrador and $27,800 for Zone 7 and to real disposable income levels in 2016 (21,300 for Zone 6 and $22,600 for Newfoundland and Labrador and $20,000 for Zone 7. Hence, not only is the project estimated to yield significant employment within the local area, it will support jobs that are higher paying than currently exists on average within the region.

Although there are no officially recorded GDP statistics for the Great Northern Peninsula, Zone 6 or Zone 7, the input-output model enables the calculation of this statistic as the value of wages, salaries, business income and taxes net of subsidies. For Scenario 1, the project is expected to increase local economic activity annually by $64 million during operations and another $184 million ($23 million annually) will be accounted for by construction activities. With Scenario 2, the local economic activity is estimated to increase by $40 million per year during operations and another $43 million ($5 million annually) will be accounted for by construction activities.

In summary, the economic impacts estimated for the Great Northern Port planned for Crémaillère Harbour will have positive economic impacts in an area that has suffered recently from economic and demographic decline. It has the potential to offer sustainable economic activity for the region and to diversify the local economy.

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Appendix A: National Household Survey Global Non-Response Rate

National Household Survey: The National Household Survey is the replacement for Statistics Canada's long form census. The survey was given to about 4.5 million households in Canada (about 30% of households), and asked questions regarding Aboriginal peoples, immigration, ethnocultural diversity, education, labour, mobility, migration, income and housing. Unlike the former long form census survey, the NHS is not mandatory, which could result in non-response bias being introduced into the survey. Statistics Canada has employed several techniques to minimize this bias, but it should still be considered when interpreting this data.[27]

Global Non-Response Rate: The global non-response rate (GNR) is a weighted measure of survey non-response, calculated based on the number of households that did not respond to the survey and the number of questions that respondents left out. The GNR can be used as an indicator of data quality, with lower values indicating more accurate data. Geographies with a GNR of higher than 50% were suppressed by Statistics Canada due to concerns about data accuracy. If a geography has a GNR of 0, it means that there was a response from all households surveyed, not necessarily that the data is representative of all households in the geography.[28]

For variables which used census data, the 2011 data point came from the 2011 National Household Survey. These variables include population, working age population share, elderly population share, age dependency ratio, median age, employment by industry and occupation, employment rate, unemployment rate and education.

Region	**Global Non-Response Rate for the 2011 National Household Survey**
Economic Zone 06	43.8%
Economic Zone 07	37.9%
Deer Lake-Cormack Area	32.7%
Bonne Bay Area	41.9%
Daniel's Harbour Area	35.2%
Hawke's Bay-Port au Choix Area	37.3%
Strait of Belle Isle	48%
Quirpon-Cook's Harbour Area	38%
Roddickton Area	49.9%
Jackson's Arm Area	34.6%
Deer Lake	46.9%

[27] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNksE_

[28] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNksE_

St. Anthony and Surrounding area	42.2%
St. Anthony	43.2%
Roddickton-Bide Arm	51.4%
Rocky Harbour	44.3%

Appendix B: Glossary and Definitions

Population: the total number of individuals living in an area

Total Birth Rate: "Total birth rate is the ratio of live births in an area to the population of that area, expressed per 1,000 population. Taxfiler and dependents were used as an estimate of population in the total birth rate calculation"[29]

Total Death Rate: "calculated by dividing the total number of deaths by the total number of taxfilers and dependents and multiplying by 1,000".[30]

Natural Change: "the number of births minus the number of deaths in a given year".[31]

Residual Net Migration: "the taxfilers and dependents in a given year minus the taxfilers and dependents in the previous year minus the number of births in the given year plus the number of deaths in the given year". In other words, residual net migration in the given year is equal to population change in the given year minus the natural change in the given year".[32]

Residual Net Migration (expressed as a percentage of the population): "the taxfilers and dependents in a given year minus the taxfilers and dependents in the previous year minus the number of births in the given year plus the number of deaths in the given year as a percent of the taxfilers and dependents in the given year"[33]

Working Age Population Share: the percentage of the population of a region that is between 18 to 64 years of age.

Elderly Population Share: the percentage of the population of a region that is aged 65 years or over.

Age Dependency Ratio: the percentage of a given region's population aged 65 years and older divided by the percentage of the given region's population aged 18 to 64 years multiplied by

[29] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXouG
[30] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJyfs7abhcO4vYy5gJCzldC0mG69yMdccWI_
[31] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXouG
[32] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXouG
[33] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXouG

100. “Age dependency ratio is an age-population ratio of those typically not in the labor force (the dependent part) and those typically in the labor force (the productive part)”.[34]

Median Age: the age where half of the population is older and half of the population is younger than that age.

Employment Rate: “the number of unemployed persons expressed as a percentage of the labour force”.[35]

Unemployment Rate: “the number of persons who are employed expressed as a percentage of the total population”.[36]

Participation Rate: “labour force during the reference week divided by the total population 15 and over”[37]

Median Income: the income in which all a region’s reported incomes are divided in half. One half of reported incomes in the given region are below that level, and one half of the reported incomes in that region are above that level.

Index: This is a comparison of the variable for the given area with either the province (province = 100) or with Canada (Canada = 100).[38]

Median Income Gender Pay Gap: equal to the median income of males in a region minus the median income of females in that region.

Real Disposable Income per Capita: Real disposable income per capita is a region’s disposable income when adjusted for changes in price levels. The data available on Community Accounts for real disposable income was expressed in terms of 2002 dollars. “Disposable income is equal to total income minus total federal taxes, minus total provincial taxes, minus Canada Pension Plan premiums, minus employment insurance premiums”.[39]

Low-income threshold: “the low-income threshold is based on the annual cost of a "market basket" of goods and services in a given community. Newfoundland and Labrador Market

[34] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouG
[35] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY98iQ__
[36] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY98iQ__
[37] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY19jw__
[38] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WpM_
[39] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp6WY0_

Basket includes: Food, Clothing and Footwear, Shelter, Transportation and Other Goods and Services."[40]

Prevalence of Low Income: "Prevalence of low income measures the proportion of individuals in families with income below the low-income threshold in a given year"[41]

Youth Prevalence of Low Income: the percentage of a region's population aged less than 18 years which reside below the region's low-income threshold.

Working Age Prevalence of Low Income: the percentage of a region's population aged 18 to 64 years of age which reside below the region's low-income threshold.

Elderly Prevalence of Low Income: the percentage of a region's population aged 65 years and over which reside below the region's low-income threshold.

Extreme Low Income: "low income families and persons with a severe shortfall in disposable income that prevents them from affording some portion of the NLMBM standard of living (i.e., food, clothing, shelter, transportation, other goods and services). This includes all families and individuals with less than half the required disposable income to purchase the NLMBM Market Basket in their community".[42]

Employment Insurance: "this comprises all types of benefits paid to individuals under this program, regardless of reason, including regular benefits for unemployment, fishing, job creation, maternity, parental/adoption, retirement, self-employment, sickness, training and work sharing".[43]

Canada Pension Plan: "refers to the compulsory contributory social insurance plans that protect workers and their families against loss of income due to retirement, disability or death"[44]

Income Support Assistance: "this includes payments made in the year on the basis of a means, needs or income test (whether made by an organized charity or under a government program)".[45]

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[40] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKWcv6GnjsO8vI.1xpG3h8C0maXTyb9Mo57Lnrq3k8Cbt4ZWhA__

[41] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKWcv6Gji8PKuJW5gJCzldC0mG69yMdccWI_

[42] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKWcv6GYnsXJrpSrgJCzldC0mG69yMdccWI_

[43] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjA__

[44] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjA__

[45] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjA__

Total Transfer Payments: "For the purpose of these data, transfer payments denote the following payments made to individuals by the federal or provincial governments: Employment Insurance, Family Allowance (to 1992), FST credit (in 1989 and 1990), GST credit (which began replacing the FST credit in 1990 and completely replaced it by 1991, and became the GST/HST credit starting in 1997), Child Tax Credit (to 1992), Canada Child Tax Benefit (starting with 1993), Old Age Security pension/net federal supplements, Canada and Quebec Pension plans, Working Income Tax Benefit (beginning in 2010), non-taxable income and provincial refundable tax credits (both beginning in 1990), Quebec family allowance (beginning in 1994), British Columbia family bonus (beginning in 1996), New Brunswick child tax benefit (beginning in 1997), Alberta family employment tax credit (beginning in 1997), Northwest Territories child benefit (beginning in 1998), Nova Scotia child tax benefit (beginning in 1998), Nunavut child benefit (beginning in 1998), Ontario child care supplement for working families (beginning in 1998) and the Saskatchewan child benefit (beginning in 1998). The individuals in this case receive these payments without providing goods or services in return. Before the 1996 data, Transfer payments also included superannuation and other (private) pensions".[46]

[46] Source: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjA

Appendix C: Specific Data Sources

Population/Working Age Population Share/Elderly Population Share/Age Dependency Ratio/Median Age

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3Xbs_

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZt5k5bIvb.YfYPNnLq3

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaJ5k5bIvb.YfYPNnLq3

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaF5k5bIvb.YfYPNnLq3

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZ15k5bIvb.YfYPNnLq3

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZ55k5bIvb.YfYPNnLq3

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaB5k5bIvb.YfYPNnLq3

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3XaF5k5bIvb.YfYPNnLq3

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpOD1JyyjZB5k5bIvb.YfYPNnLq3

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpOD1JyyjZF5k5bIvb.YfYPNnLq3

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouGUpi-x76Lsmyyl82swg__

St. Anthony: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxX4uMUpi-x76LsmykjcaswsI_

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouMUpi-x76Lsmyyl82swg__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIyMUpi-x76Lsmyyl82swg__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqF

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqK

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODxo62W4w_

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODyp.znos_

Population (Male)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3Xbt5k5bIvb.YfXy-lL4_

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZt5k5bIvb.YfXy-lL4_

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaJ5k5bIvb.YfXy-lL4_

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaF5k5bIvb.YfXy-lL4_

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZ15k5bIvb.YfXy-lL4_

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZ55k5bIvb.YfXy-lL4_

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaB5k5bIvb.YfXy-lL4_

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3XaF5k5bIvb.YfXy-lL4_

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpOD1JyyjZB5k5bIvb.YfXy-lL4_

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpOD1JyyjZF5k5bIvb.YfXy-lL4_

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouGUpi-x76LsmyricWw

St. Anthony: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxX4uMUpi-x76LsmyricWw

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouMUpi-x76LsmyricWw

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIyMUpi-x76LsmyricWw

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqFUpi-x76LsmyricWw

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqKUpi-x76LsmyricWw

St. Lunaire-Griquet and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODxo62W4x5k5bIvb.YfXy-lL4_

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODyp.znot5k5bIvb.YfXy-lL4_

Population (Female)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3Xbt5k5bIvb.YfXXDlbq3uw__

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZt5k5bIvb.YfXXDlbq3uw__

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaJ5k5bIvb.YfXXDlbq3uw__

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaF5k5bIvb.YfXXDlbq3uw__

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZ15k5bIvb.YfXXDlbq3uw__

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YZ55k5bIvb.YfXXDlbq3uw__

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3YaB5k5bIvb.YfXXDlbq3uw__

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZC3XaF5k5bIvb.YfXXDlbq3uw__

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpOD1JyyjZB5k5bIvb.YfXXDlbq3uw__

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpOD1JyyjZF5k5bIvb.YfXXDlbq3uw__

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouGUpi-x76LsmykjcaswsI__

St. Anthony: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxX4uMUpi-x76LsmykjcaswsI__

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXouMUpi-x76LsmykjcaswsI__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIyMUpi-x76LsmykjcaswsI__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqFUpi-x76LsmykjcaswsI__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODvZyxXIqKUpi-x76LsmykjcaswsI__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODxo62W4x5k5bIvb.YfXXDlbq3uw__

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrhGiWlb7NqpODyp.znot5k5bIvb.YfXXDlbq3uw__

Total Birth Rate[47]

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3XZt5pZa7y81jcWiXW7h9ho5j

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3YZt5pZa7y81jcWiXW7h9ho5j

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3YaJ5pZa7y81jcWiXW7h9ho5j

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3YaF5pZa7y81jcWiXW7h9ho5j

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3YZ15pZa7y81jcWiXW7h9ho5j

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3YZ55pZa7y81jcWiXW7h9ho5j

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3YaB5pZa7y81jcWiXW7h9ho5j

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZC3XaF5pZa7y81jcWiXW7h9ho5j

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpOD1JyyjZB5pZa7y81jcWiXW7h9ho5j

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpOD1JyyjZF5pZa7y81jcWiXW7h9ho5j

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXouGUqq-usyZfWGOWI.qiI1dgQ__

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODxo62XYt5pZa7y81jcl.OXrh9ho5j

[47] In order to change the span of years available or view the breakdown by gender, press "Change Table Settings"

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXouMUqq-usyZfWGOWI.qiI1dgQ__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXIyMUqq-usyZfWGOWI.qiI1dgQ__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXIqF

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODvZyxXIqK

St. Lunaire-Griquet and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODxo62W4w_

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxvxGiWlb7NqpODyp.znos_

Total Death Rate[47]

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxwxGiWlb7NqpOD1JyyjZB5pZa7y81jcWiXW7h9ho5j

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxwxGiWlb7NqpOD1JyyjZF5pZa7y81jcWiXW7h9ho5j

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxwxGiWlb7NqpODyp.znot5pZa7y81jcWiXW7h9ho5j

Population by Age Group (1996)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3Xbt5pZa7y5dXeWiU

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZt5pZa7y5dXeWiU

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaJ5pZa7y5dXeWiU

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaF5pZa7y5dXeWiU

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZ15pZa7y5dXeWiU

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZ55pZa7y5dXeWiU

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaB5pZa7y5dXeWiU

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3XaF5pZa7y5dXeWiU

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpOD1JyyjZB5pZa7y5dXeWiU

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpOD1JyyjZF5pZa7y5dXeWiU

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXouGUqq-usxjcWiXXg__

St. Anthony: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxX4uMUqq-usxjcWiXXg__

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXouMUqq-usxjcWiXXg__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIyMUqq-usxjcWiXXg__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIqFUqq-usxjcWiXXg__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIqKUqq-usxjcWiXXg__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODxo62W4x5pZa7y5dXeWiU

Population by Age Group (2006)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3Xbt5pZa7y5dYcF.U

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZt5pZa7y5dYcF.U

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaJ5pZa7y5dYcF.U

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaF5pZa7y5dYcF.U

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZ15pZa7y5dYcF.U

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZ55pZa7y5dYcF.U

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaB5pZa7y5dYcF.U

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3XaF5pZa7y5dYcF.U

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpOD1JyyjZB5pZa7y5dYcF.U

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpOD1JyyjZF5pZa7y5dYcF.U

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXouGUqq-usxjcl.OXg__

St. Anthony: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxX4uMUqq-usxjcl.OXg__

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXouMUqq-usxjcl.OXg__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIyMUqq-usxjcl.OXg__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIqFUqq-usxjcl.OXg__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIqKUqq-usxjcl.OXg__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODxo62W4x5pZa7y5dYcF.U

Population by Age Group (2016)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3Xbt5pZa7y5dYcGCU

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZt5pZa7y5dYcGCU

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaJ5pZa7y5dYcGCU

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaF5pZa7y5dYcGCU

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZ15pZa7y5dYcGCU

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YZ55pZa7y5dYcGCU

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3YaB5pZa7y5dYcGCU

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZC3XaF5pZa7y5dYcGCU

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpOD1JyyjZB5pZa7y5dYcGCU

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpOD1JyyjZF5pZa7y5dYcGCU

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXouGUqq-usxjcl.PXg__

St. Anthony: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxX4uMUqq-usxjcl.PXg__

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXouMUqq-usxjcl.PXg__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIyMUqq-usxjcl.PXg__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIqFUqq-usxjcl.PXg__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODvZyxXIqKUqq-usxjcl.PXg__

St. Lunaire-Griquet and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxxxGiWlb7NqpODxo62W4x5pZa7y5dYcGCU

Natural Change/Residual Net Migration[47]

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3XZt5pZa7y81jcWiXXrh9ho5h

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3YZt5pZa7y81jcWiXXrh9ho5h

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3YaJ5pZa7y81jcWiXXrh9ho5h

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3YaF5pZa7y81jcWiXXrh9ho5h

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3YZ15pZa7y81jcWiXXrh9ho5h

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3YZ55pZa7y81jcWiXXrh9ho5h

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3YaB5pZa7y81jcWiXXrh9ho5h

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZC3XaF5pZa7y81jcWiXXrh9ho5h

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpOD1JyyjZB5pZa7y81jcWiXXrh9ho5h

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpOD1JyyjZF5pZa7y81jcWiXXrh9ho5h

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXouGUqq-usyZfWCXYY.qiI1dfw__

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODxo62XYt5pZa7y81jcWiXXrh9ho5h

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXouMUqq-usyZfWCXYY.qiI1dfw__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXIyMUqq-usyZfWCXYY.qiI1dfw__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXIqF

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODvZyxXIqK

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODxo62W4w_

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvJxrgmiWlb7NqpODyp.znot5pZa7y81jcWiXXrh9ho5h

Unemployment Rate/Employment Rate/Participation Rate

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm46M

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm5KM

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm5KT

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm5KS

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm5KO

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm5KP

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm5Kx

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLBm46S

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfanNlr6B

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfanNlr6C

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY98iQ__

St. Anthony and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZu-mox9

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY98jw__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY19jw__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY17iA__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZLNlY17jQ__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZu-mox9

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGfh7PGvpmlwJy2i795j6DHz7uSfZ-Ql898

Real Disposable Income per Capita/Self-Reliance Ratio/Provincial Index for Real Disposable Income per Capita/Provincial and Canadian Indexes for Median Income[47]

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB5aYDMkZLMzJdXeWiOh4t7h5M_

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB9aYDMkZLMzJdXeWiOh4t7h5M_

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB9cIDMkZLMzJdXeWiOh4t7h5M_

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB9b4DMkZLMzJdXeWiOh4t7h5M_

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB9a4DMkZLMzJdXeWiOh4t7h5M_

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB9bIDMkZLMzJdXeWiOh4t7h5M_

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB9boDMkZLMzJdXeWiOh4t7h5M_

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpvaB5b4DMkZLMzJdXeWiOh4t7h5M_

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWTAyZupXoDMkZLMzJdXeWiOh4t7h5M_

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWTAyZupX4DMkZLMzJdXeWiOh4t7h5M_

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSyu595WYDMkZLMzJdXeWiOh4t7h5M_

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp6WY15pZa7y81jcWiXWLh9ho5i

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp6WZN5pZa7y81jcWiXWLh9ho5i

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WpN5pZa7y81jcWiXWLh9ho5i

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WIw_

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSpyZp4WJE_

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWSyu593Wg__

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKFreKWik8e4tWS2zJy6WYDMkZLMzJdXeWiOh4t7h5M_

Median Income/Employment Insurance's Share of Total Income and Number Reporting/Canada Pension Plan's Share of Total Income and Number Reporting/Income Support Assistance's Share of Total Income and Number Reporting/Transfer Payment's Share of Total Income and Number Reporting/Provincial and Canadian Indexes for Transfer Incomes per Capita[47]

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2abf9OLoaHRZYqEj42LfIBWhw__

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qbf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qif9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qhf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qdf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qef9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qgf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2ahf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZdTCmpaQf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZdTCmpaRf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZca0nmaLf9OLoaHRZYqEj42LfIBWh2CVu561xdFyfaWajbI_

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjICfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZoqVoKeV

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLkoCfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZoqVoKeV

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLkoCfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZoqVoKeV

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKiw__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKkA__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZca0nmSM

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZcrFm6eLf9OLoaHRZYqEj42LfIBWhw__

Median Income/Employment Insurance's Share of Total Income and Number Reporting/Canada Pension Plan's Share of Total Income and Number Reporting/Income Support Assistance's Share of Total Income and Number Reporting/Transfer Payment's Share of Total Income and Number Reporting/Provincial and Canadian Indexes for Transfer Incomes per Capita (Males)[47]

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2abf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qbf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qif9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qhf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qdf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qef9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qgf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2ahf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZdTCmpaQf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZdTCmpaRf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZca0nmaLf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjICfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZoOHmKs_

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLkoCfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZoOHmKs_

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLkoCfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZoOHmKs_

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKi4CNpZ3CjcuIo76Yrw__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKkICNpZ3CjcuIo76Yrw__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZca0nmSMf8GLrpPDmpaYt8mR

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZcrFm6eLf9OLoaHRZYqEj42LfIBWh2CVu561xdFydpeSkQ__

Median Income/Employment Insurance's Share of Total Income and Number Reporting/Canada Pension Plan's Share of Total Income and Number Reporting/Income Support Assistance's Share of Total Income and Number Reporting/Transfer Payment's Share of Total Income and Number Reporting/Provincial and Canadian Indexes for Transfer Incomes per Capita (Females)[47]

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2abf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qbf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qif9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qhf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qdf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qef9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2qgf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb22n2ahf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZdTCmpaQf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZdTCmpaRf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZca0nmaLf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLjICfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZnyLmaeVmg__

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLkoCfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZnyLmaeVmg__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWeLkoCfpZDQm5Z8j5ZcqYJVgnBUvZW-xMSnZnyLmaeVmg__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKi4CNpZ3CjcuInMKZq7yK

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZb3CmWWKkICNpZ3CjcuInMKZq7yK

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZca0nmSMf8GLrpPDmpaRu8qNtrU_

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKGht7CXi8N9rJaz0I6wZcrFm6eLf9OLoaHRZYqEj42LfIBWh2CVu561xdFyb5uTjbKO

Employment Classification (by Occupation)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2S-

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2if

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2im

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2il

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2ih

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2ii

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2ik

Jackson's Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGqlcPCqJu-ypJqi8nAopLGlr2Js2Sl

Employment Classification (by Industry)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNjps_

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNkps_

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNkqI_

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNkqE_

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNkp0_

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNkp4_

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNkqA_

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj5TNjqE_

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQpqDIvpA_

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQpqDIvpE_

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQmJLMjos_

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj6DHj4tZ

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj6DHj4tf

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj6DHjYxf

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj6DHjYpY

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQj6DHjYpd

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGhh7q6vE2pyZq6icaQmJLMjIw_

Education

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.i74_

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j54_

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6U_

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6Q_

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6A_

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6E_

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6M_

Jackson's Arm Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.i6Q_

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubosi5u5M_

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubosi5u5Q_

St. Anthony and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZublLq9i44_

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4jI5f

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4jI5l

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4io9l

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4io1e

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4io1j

St. Lunaire-Griquet and Surrounding Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZublLq9iY8_

Education (Percentage)

Deer Lake-Cormack Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.i55SurOZxamiv5SO2cSo

Bonne Bay Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j55SurOZxamiv5SO2cSo

Daniel's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6VSurOZxamiv5SO2cSo

Hawke's Bay-Port au Choix Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6RSurOZxamiv5SO2cSo

Strait of Belle Isle: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6BSurOZxamiv5SO2cSo

Quirpon-Cook's Harbour Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6FSurOZxamiv5SO2cSo

Roddickton Area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.j6NSurOZxamiv5SO2cSo

Jackson's Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi7y.i6RSurOZxamiv5SO2cSo

Economic Zone 06: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubosi5u5NSurOZxamiv5SO2cSo

Economic Zone 07: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubosi5u5RSurOZxamiv5SO2cSo

Deer Lake: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4jI5fcMCIxa6dypm1ndianA__

St. Anthony and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZublLq9i45SurOZxamiv5SO2cSo

Roddickton-Bide Arm: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4jI5lcMCIxa6dypm1ndianA__

Rocky Harbour: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4io9lcMCIxa6dypm1ndianA__

Port au Choix: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4io1ecMCIxa6dypm1ndianA__

Port Saunders: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubi8i4io1jcMCIxa6dypm1ndianA__

St. Lunaire-Griquet and surrounding area: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZublLq9iY9SurOZxamiv5SO2cSo

NL: https://nl.communityaccounts.ca/table.asp?_=0bfAjIydpaWrnbSTh5-FvKaixaGbj7i-rpq6uaCnkMnCmFe9yMecoZubmMu6zI5SurOZxamiv5SO2cSo

Appendix D – Capital and Operations – Detailed Annual Tables

D.1. Capital and Operations – Manufacturing Hub

Appendix Table D 1: Capital Investment – Manufacturing Hub

Relative Year	Investment in Manufacturing Hub $M
1	$7.6
2	$7.6
3	$7.6
4	$7.6
5	$7.6
6	
7	
8	
Sum	**$38.0**

Appendix Table D 2: Operating Expenditure – Manufacturing Hub

Relative Year	Expenditure on Manufacturing Hub $M	Relative Year	Expenditure on Manufacturing Hub $M
1	$0.0	**21**	$28.3
2	$0.0	**22**	$28.3
3	$0.0	**23**	$28.3
4	$0.0	**24**	$28.3
5	$0.0	**25**	$28.3
6	$28.3	**26**	$28.3
7	$28.3	**27**	$28.3
8	$28.3	**28**	$28.3
9	$28.3	**29**	$28.3
10	$28.3	**30**	$28.3
11	$28.3	**31**	$28.3
12	$28.3	**32**	$28.3
13	$28.3	**33**	$28.3
14	$28.3	**34**	$28.3
15	$28.3	**35**	$28.3
16	$28.3		
17	$28.3		

Relative Year	Expenditure on Manufacturing Hub $M	Relative Year	Expenditure on Manufacturing Hub $M
18	$28.3		
19	$28.3		
20	$28.3		
Typical Operation: Year 10			**$28.3**
Five Year Impact			**$0.0**
Ten Year Impact			**$141.4**
Twenty-Five Year Impact			**$565.5**
Thirty-Five Year Impact			**$848.3**

D.1.1 Capital and Operations – Manufacturing Hub – Employment

Appendix Table D 3: Employment for Great Northern Peninsula – Manufacturing Hub – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	38.2	11.5	6.6	56.4
2	38.2	11.5	6.6	56.4
3	38.2	11.5	6.6	56.4
4	38.2	11.5	6.6	56.4
5	38.2	11.5	6.6	56.4
6				
7				
8				
Sum	191.1	57.6	33.2	281.9

Appendix Table D 4: Employment for Great Northern Peninsula – Manufacturing Hub – Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	137.0	14.2	19.0	170.2
7	137.0	14.2	19.0	170.2
8	137.0	14.2	19.0	170.2
9	137.0	14.2	19.0	170.2
10	137.0	14.2	19.0	170.2
11	137.0	14.2	19.0	170.2
12	137.0	14.2	19.0	170.2
13	137.0	14.2	19.0	170.2
14	137.0	14.2	19.0	170.2
15	137.0	14.2	19.0	170.2
16	137.0	14.2	19.0	170.2
17	137.0	14.2	19.0	170.2
18	137.0	14.2	19.0	170.2
19	137.0	14.2	19.0	170.2
20	137.0	14.2	19.0	170.2
21	137.0	14.2	19.0	170.2
22	137.0	14.2	19.0	170.2
23	137.0	14.2	19.0	170.2
24	137.0	14.2	19.0	170.2
25	137.0	14.2	19.0	170.2

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	137.0	14.2	19.0	170.2
27	137.0	14.2	19.0	170.2
28	137.0	14.2	19.0	170.2
29	137.0	14.2	19.0	170.2
30	137.0	14.2	19.0	170.2
31	137.0	14.2	19.0	170.2
32	137.0	14.2	19.0	170.2
33	137.0	14.2	19.0	170.2
34	137.0	14.2	19.0	170.2
35	137.0	14.2	19.0	170.2
Typical Operation: Year 10	137.0	14.2	19.0	170.2
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	685.0	70.9	95.2	851.2
Twenty-Five Year Impact	2,740.0	283.8	380.9	3,404.7
Thirty-Five Year Impact	4,110.0	425.7	571.3	5,107.0

Appendix Table D 5: Employment for Newfoundland and Labrador – Manufacturing Hub – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	38.2	20.0	13.3	71.5
2	38.2	20.0	13.3	71.5
3	38.2	20.0	13.3	71.5
4	38.2	20.0	13.3	71.5
5	38.2	20.0	13.3	71.5
6				
7				
8				
Sum	191.1	100.0	66.6	357.7

Appendix Table D 6: Employment for Newfoundland and Labrador – Manufacturing Hub Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	137.0	29.9	35.2	202.1
7	137.0	29.9	35.2	202.1
8	137.0	29.9	35.2	202.1
9	137.0	29.9	35.2	202.1
10	137.0	29.9	35.2	202.1

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	137.0	29.9	35.2	202.1
12	137.0	29.9	35.2	202.1
13	137.0	29.9	35.2	202.1
14	137.0	29.9	35.2	202.1
15	137.0	29.9	35.2	202.1
16	137.0	29.9	35.2	202.1
17	137.0	29.9	35.2	202.1
18	137.0	29.9	35.2	202.1
19	137.0	29.9	35.2	202.1
20	137.0	29.9	35.2	202.1
21	137.0	29.9	35.2	202.1
22	137.0	29.9	35.2	202.1
23	137.0	29.9	35.2	202.1
24	137.0	29.9	35.2	202.1
25	137.0	29.9	35.2	202.1
26	137.0	29.9	35.2	202.1
27	137.0	29.9	35.2	202.1
28	137.0	29.9	35.2	202.1
29	137.0	29.9	35.2	202.1
30	137.0	29.9	35.2	202.1
31	137.0	29.9	35.2	202.1
32	137.0	29.9	35.2	202.1
33	137.0	29.9	35.2	202.1
34	137.0	29.9	35.2	202.1
35	137.0	29.9	35.2	202.1
Typical Operation: Year 10	**137.0**	**29.9**	**35.2**	**202.1**
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	685.0	149.7	175.9	1,010.6
Twenty-Five Year Impact	2,740.0	598.6	703.8	4,042.4
Thirty-Five Year Impact	4,110.0	897.9	1,055.6	6,063.6

Appendix Table D 7: Employment for Canada – Manufacturing Hub – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	38.2	32.2	24.0	94.4
2	38.2	32.2	24.0	94.4
3	38.2	32.2	24.0	94.4
4	38.2	32.2	24.0	94.4
5	38.2	32.2	24.0	94.4
6				
7				
8				
Sum	**191.1**	**160.9**	**120.1**	**472.1**

Appendix Table D 8: Employment for Canada – Manufacturing Hub Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	137.0	70.5	66.4	273.9
7	137.0	70.5	66.4	273.9
8	137.0	70.5	66.4	273.9
9	137.0	70.5	66.4	273.9
10	137.0	70.5	66.4	273.9
11	137.0	70.5	66.4	273.9
12	137.0	70.5	66.4	273.9
13	137.0	70.5	66.4	273.9
14	137.0	70.5	66.4	273.9
15	137.0	70.5	66.4	273.9
16	137.0	70.5	66.4	273.9
17	137.0	70.5	66.4	273.9
18	137.0	70.5	66.4	273.9
19	137.0	70.5	66.4	273.9
20	137.0	70.5	66.4	273.9
21	137.0	70.5	66.4	273.9
22	137.0	70.5	66.4	273.9
23	137.0	70.5	66.4	273.9
24	137.0	70.5	66.4	273.9
25	137.0	70.5	66.4	273.9
26	137.0	70.5	66.4	273.9
27	137.0	70.5	66.4	273.9
28	137.0	70.5	66.4	273.9
29	137.0	70.5	66.4	273.9
30	137.0	70.5	66.4	273.9
31	137.0	70.5	66.4	273.9
32	137.0	70.5	66.4	273.9
33	137.0	70.5	66.4	273.9
34	137.0	70.5	66.4	273.9
35	137.0	70.5	66.4	273.9
Typical Operation: Year 10	**137.0**	**70.5**	**66.4**	**273.9**
Five Year Impact	**0.0**	**0.0**	**0.0**	**0.0**
Ten Year Impact	**685.0**	**352.3**	**332.1**	**1,369.4**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Twenty-Five Year Impact	**2,740.0**	**1,409.1**	**1,328.3**	**5,477.5**
Thirty-Five Year Impact	4,110.0	897.9	1,055.6	6,063.6

D.1.2 Operations – Manufacturing Hub – GDP

Appendix Table D 9: GDP for Great Northern Peninsula – Manufacturing Hub – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$3.0	$1.0	$0.8	$4.8
2	$3.0	$1.0	$0.8	$4.8
3	$3.0	$1.0	$0.8	$4.8
4	$3.0	$1.0	$0.8	$4.8
5	$3.0	$1.0	$0.8	$4.8
6				
7				
8				
Sum	**$15.0**	**$5.1**	**$3.9**	**$24.1**

Appendix Table D 10: GDP for Great Northern Peninsula – Manufacturing Hub Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$17.3	$1.2	$2.2	$20.7
7	$17.3	$1.2	$2.2	$20.7
8	$17.3	$1.2	$2.2	$20.7
9	$17.3	$1.2	$2.2	$20.7
10	$17.3	$1.2	$2.2	$20.7
11	$17.3	$1.2	$2.2	$20.7
12	$17.3	$1.2	$2.2	$20.7
13	$17.3	$1.2	$2.2	$20.7
14	$17.3	$1.2	$2.2	$20.7
15	$17.3	$1.2	$2.2	$20.7
16	$17.3	$1.2	$2.2	$20.7
17	$17.3	$1.2	$2.2	$20.7
18	$17.3	$1.2	$2.2	$20.7

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
19	$17.3	$1.2	$2.2	$20.7
20	$17.3	$1.2	$2.2	$20.7
21	$17.3	$1.2	$2.2	$20.7
22	$17.3	$1.2	$2.2	$20.7
23	$17.3	$1.2	$2.2	$20.7
24	$17.3	$1.2	$2.2	$20.7
25	$17.3	$1.2	$2.2	$20.7
26	$17.3	$1.2	$2.2	$20.7
27	$17.3	$1.2	$2.2	$20.7
28	$17.3	$1.2	$2.2	$20.7
29	$17.3	$1.2	$2.2	$20.7
30	$17.3	$1.2	$2.2	$20.7
31	$17.3	$1.2	$2.2	$20.7
32	$17.3	$1.2	$2.2	$20.7
33	$17.3	$1.2	$2.2	$20.7
34	$17.3	$1.2	$2.2	$20.7
35	$17.3	$1.2	$2.2	$20.7
Typical Operation: Year 10	**$17.3**	**$1.2**	**$2.2**	**$20.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$86.3**	**$5.8**	**$11.2**	**$103.3**
Twenty-Five Year Impact	**$345.3**	**$23.1**	**$44.6**	**$413.1**
Thirty-Five Year Impact	**$518.0**	**$34.7**	**$66.9**	**$619.7**

Appendix Table D 11: GDP for Newfoundland and Labrador – Manufacturing Hub – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$3.0	$2.0	$1.4	$6.4
2	$3.0	$2.0	$1.4	$6.4
3	$3.0	$2.0	$1.4	$6.4
4	$3.0	$2.0	$1.4	$6.4
5	$3.0	$2.0	$1.4	$6.4
6				
7				
8				
Sum	**$15.0**	**$9.9**	**$7.2**	**$32.0**

Appendix Table D 12: GDP for Newfoundland and Labrador – Manufacturing Hub Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$17.3	$2.7	$3.8	$23.7
7	$17.3	$2.7	$3.8	$23.7
8	$17.3	$2.7	$3.8	$23.7
9	$17.3	$2.7	$3.8	$23.7
10	$17.3	$2.7	$3.8	$23.7
11	$17.3	$2.7	$3.8	$23.7
12	$17.3	$2.7	$3.8	$23.7
13	$17.3	$2.7	$3.8	$23.7
14	$17.3	$2.7	$3.8	$23.7
15	$17.3	$2.7	$3.8	$23.7
16	$17.3	$2.7	$3.8	$23.7
17	$17.3	$2.7	$3.8	$23.7
18	$17.3	$2.7	$3.8	$23.7
19	$17.3	$2.7	$3.8	$23.7
20	$17.3	$2.7	$3.8	$23.7
21	$17.3	$2.7	$3.8	$23.7
22	$17.3	$2.7	$3.8	$23.7
23	$17.3	$2.7	$3.8	$23.7
24	$17.3	$2.7	$3.8	$23.7
25	$17.3	$2.7	$3.8	$23.7
26	$17.3	$2.7	$3.8	$23.7
27	$17.3	$2.7	$3.8	$23.7
28	$17.3	$2.7	$3.8	$23.7
29	$17.3	$2.7	$3.8	$23.7
30	$17.3	$2.7	$3.8	$23.7
31	$17.3	$2.7	$3.8	$23.7
32	$17.3	$2.7	$3.8	$23.7
33	$17.3	$2.7	$3.8	$23.7
34	$17.3	$2.7	$3.8	$23.7
35	$17.3	$2.7	$3.8	$23.7
Typical Operation: Year 10	**$17.3**	**$2.7**	**$3.8**	**$23.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$86.3**	**$13.3**	**$18.8**	**$118.4**
Twenty-Five Year Impact	**$345.3**	**$53.1**	**$75.2**	**$473.7**
Thirty-Five Year Impact	**$518.0**	**$79.6**	**$112.8**	**$710.5**

Appendix Table D 13: GDP for Canada – Manufacturing Hub – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$3.0	$3.2	$2.5	$8.7
2	$3.0	$3.2	$2.5	$8.7

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
3	$3.0	$3.2	$2.5	$8.7
4	$3.0	$3.2	$2.5	$8.7
5	$3.0	$3.2	$2.5	$8.7
6				
7				
8				
Sum	$15.0	$16.2	$12.4	$43.6

Appendix Table D 14: GDP for Canada – Manufacturing Hub Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$17.3	$6.6	$6.8	$30.7
7	$17.3	$6.6	$6.8	$30.7
8	$17.3	$6.6	$6.8	$30.7
9	$17.3	$6.6	$6.8	$30.7
10	$17.3	$6.6	$6.8	$30.7
11	$17.3	$6.6	$6.8	$30.7
12	$17.3	$6.6	$6.8	$30.7
13	$17.3	$6.6	$6.8	$30.7
14	$17.3	$6.6	$6.8	$30.7
15	$17.3	$6.6	$6.8	$30.7
16	$17.3	$6.6	$6.8	$30.7
17	$17.3	$6.6	$6.8	$30.7
18	$17.3	$6.6	$6.8	$30.7
19	$17.3	$6.6	$6.8	$30.7
20	$17.3	$6.6	$6.8	$30.7
21	$17.3	$6.6	$6.8	$30.7
22	$17.3	$6.6	$6.8	$30.7
23	$17.3	$6.6	$6.8	$30.7
24	$17.3	$6.6	$6.8	$30.7
25	$17.3	$6.6	$6.8	$30.7
26	$17.3	$6.6	$6.8	$30.7
27	$17.3	$6.6	$6.8	$30.7
28	$17.3	$6.6	$6.8	$30.7
29	$17.3	$6.6	$6.8	$30.7
30	$17.3	$6.6	$6.8	$30.7

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
31	$17.3	$6.6	$6.8	$30.7
32	$17.3	$6.6	$6.8	$30.7
33	$17.3	$6.6	$6.8	$30.7
34	$17.3	$6.6	$6.8	$30.7
35	$17.3	$6.6	$6.8	$30.7
Typical Operation: Year 10	$17.3	$6.6	$6.8	$30.7
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$86.3	$32.8	$34.1	$153.3
Twenty-Five Year Impact	$345.3	$131.3	$136.5	$613.1
Thirty-Five Year Impact	$518.0	$196.9	$204.8	$919.7

D.1.3 Operations – Manufacturing Hub – Wages, Salaries & Social Contributions

Appendix Table D 15: Wages, Salaries & Social Contributions for Great Northern Peninsula – Manufacturing Hub – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.0	$1.0	$0.8	$4.8
2	$3.0	$1.0	$0.8	$4.8
3	$3.0	$1.0	$0.8	$4.8
4	$3.0	$1.0	$0.8	$4.8
5	$3.0	$1.0	$0.8	$4.8
6				
7				
8				
Sum	$15.0	$5.1	$3.9	$24.1

Appendix Table D 16: Wages, Salaries & Social Contributions for Great Northern Peninsula – Manufacturing Hub Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$9.3	$0.7	$0.7	$10.7

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
7	$9.3	$0.7	$0.7	$10.7
8	$9.3	$0.7	$0.7	$10.7
9	$9.3	$0.7	$0.7	$10.7
10	$9.3	$0.7	$0.7	$10.7
11	$9.3	$0.7	$0.7	$10.7
12	$9.3	$0.7	$0.7	$10.7
13	$9.3	$0.7	$0.7	$10.7
14	$9.3	$0.7	$0.7	$10.7
15	$9.3	$0.7	$0.7	$10.7
16	$9.3	$0.7	$0.7	$10.7
17	$9.3	$0.7	$0.7	$10.7
18	$9.3	$0.7	$0.7	$10.7
19	$9.3	$0.7	$0.7	$10.7
20	$9.3	$0.7	$0.7	$10.7
21	$9.3	$0.7	$0.7	$10.7
22	$9.3	$0.7	$0.7	$10.7
23	$9.3	$0.7	$0.7	$10.7
24	$9.3	$0.7	$0.7	$10.7
25	$9.3	$0.7	$0.7	$10.7
26	$9.3	$0.7	$0.7	$10.7
27	$9.3	$0.7	$0.7	$10.7
28	$9.3	$0.7	$0.7	$10.7
29	$9.3	$0.7	$0.7	$10.7
30	$9.3	$0.7	$0.7	$10.7
31	$9.3	$0.7	$0.7	$10.7
32	$9.3	$0.7	$0.7	$10.7
33	$9.3	$0.7	$0.7	$10.7
34	$9.3	$0.7	$0.7	$10.7
35	$9.3	$0.7	$0.7	$10.7
Typical Operation: Year 10	**$9.3**	**$0.7**	**$0.7**	**$10.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$46.3**	**$3.7**	**$3.7**	**$53.7**
Twenty-Five Year Impact	**$185.3**	**$14.8**	**$14.9**	**$215.0**
Thirty-Five Year Impact	**$278.0**	**$22.2**	**$22.4**	**$322.5**

Appendix Table D 17: Wages, Salaries & Social Contributions for Newfoundland and Labrador – Manufacturing Hub – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.0	$2.0	$1.4	$6.4

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
2	$3.0	$2.0	$1.4	$6.4
3	$3.0	$2.0	$1.4	$6.4
4	$3.0	$2.0	$1.4	$6.4
5	$3.0	$2.0	$1.4	$6.4
6				
7				
8				
Sum	$15.0	$9.9	$7.2	$32.0

Appendix Table D 18: Wages, Salaries & Social Contributions for Newfoundland and Labrador – Manufacturing Hub Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$9.3	$1.7	$1.6	$12.6
7	$9.3	$1.7	$1.6	$12.6
8	$9.3	$1.7	$1.6	$12.6
9	$9.3	$1.7	$1.6	$12.6
10	$9.3	$1.7	$1.6	$12.6
11	$9.3	$1.7	$1.6	$12.6
12	$9.3	$1.7	$1.6	$12.6
13	$9.3	$1.7	$1.6	$12.6
14	$9.3	$1.7	$1.6	$12.6
15	$9.3	$1.7	$1.6	$12.6
16	$9.3	$1.7	$1.6	$12.6
17	$9.3	$1.7	$1.6	$12.6
18	$9.3	$1.7	$1.6	$12.6
19	$9.3	$1.7	$1.6	$12.6
20	$9.3	$1.7	$1.6	$12.6
21	$9.3	$1.7	$1.6	$12.6
22	$9.3	$1.7	$1.6	$12.6
23	$9.3	$1.7	$1.6	$12.6
24	$9.3	$1.7	$1.6	$12.6
25	$9.3	$1.7	$1.6	$12.6
26	$9.3	$1.7	$1.6	$12.6

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
27	$9.3	$1.7	$1.6	$12.6
28	$9.3	$1.7	$1.6	$12.6
29	$9.3	$1.7	$1.6	$12.6
30	$9.3	$1.7	$1.6	$12.6
31	$9.3	$1.7	$1.6	$12.6
32	$9.3	$1.7	$1.6	$12.6
33	$9.3	$1.7	$1.6	$12.6
34	$9.3	$1.7	$1.6	$12.6
35	$9.3	$1.7	$1.6	$12.6
Typical Operation: Year 10	**$9.3**	**$1.7**	**$1.6**	**$12.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$46.3**	**$8.5**	**$8.0**	**$62.9**
Twenty-Five Year Impact	**$185.3**	**$34.1**	**$32.0**	**$251.5**
Thirty-Five Year Impact	**$278.0**	**$51.2**	**$48.1**	**$377.2**

Appendix Table D 19: Wages, Salaries & Social Contributions for Canada – Manufacturing Hub – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.0	$3.2	$2.5	$8.7
2	$3.0	$3.2	$2.5	$8.7
3	$3.0	$3.2	$2.5	$8.7
4	$3.0	$3.2	$2.5	$8.7
5	$3.0	$3.2	$2.5	$8.7
6				
7				
8				
Sum	**$15.0**	**$16.2**	**$12.4**	**$43.6**

Appendix Table D 20: Wages, Salaries & Social Contributions for Canada – Manufacturing Hub Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$9.3	$4.2	$3.1	$16.6

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
7	$9.3	$4.2	$3.1	$16.6
8	$9.3	$4.2	$3.1	$16.6
9	$9.3	$4.2	$3.1	$16.6
10	$9.3	$4.2	$3.1	$16.6
11	$9.3	$4.2	$3.1	$16.6
12	$9.3	$4.2	$3.1	$16.6
13	$9.3	$4.2	$3.1	$16.6
14	$9.3	$4.2	$3.1	$16.6
15	$9.3	$4.2	$3.1	$16.6
16	$9.3	$4.2	$3.1	$16.6
17	$9.3	$4.2	$3.1	$16.6
18	$9.3	$4.2	$3.1	$16.6
19	$9.3	$4.2	$3.1	$16.6
20	$9.3	$4.2	$3.1	$16.6
21	$9.3	$4.2	$3.1	$16.6
22	$9.3	$4.2	$3.1	$16.6
23	$9.3	$4.2	$3.1	$16.6
24	$9.3	$4.2	$3.1	$16.6
25	$9.3	$4.2	$3.1	$16.6
26	$9.3	$4.2	$3.1	$16.6
27	$9.3	$4.2	$3.1	$16.6
28	$9.3	$4.2	$3.1	$16.6
29	$9.3	$4.2	$3.1	$16.6
30	$9.3	$4.2	$3.1	$16.6
31	$9.3	$4.2	$3.1	$16.6
32	$9.3	$4.2	$3.1	$16.6
33	$9.3	$4.2	$3.1	$16.6
34	$9.3	$4.2	$3.1	$16.6
35	$9.3	$4.2	$3.1	$16.6
Typical Operation: Year 10	**$9.3**	**$4.2**	**$3.1**	**$16.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$46.3**	**$21.2**	**$15.4**	**$82.9**
Twenty-Five Year Impact	**$185.3**	**$84.7**	**$61.6**	**$331.5**
Thirty-Five Year Impact	**$278.0**	**$127.0**	**$92.4**	**$497.3**

D.1.4 Operations – Manufacturing Hub – Business Income

Appendix Table D 21: Business Income for Great Northern Peninsula – Manufacturing Hub – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.6	$0.3	$0.3	$1.2
2	$0.6	$0.3	$0.3	$1.2
3	$0.6	$0.3	$0.3	$1.2
4	$0.6	$0.3	$0.3	$1.2
5	$0.6	$0.3	$0.3	$1.2
6				
7				
8				
Sum	$2.9	$1.7	$1.5	$6.2

Appendix Table D 22: Business Income for Great Northern Peninsula – Manufacturing Hub Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$7.9	$0.4	$0.9	$9.1
7	$7.9	$0.4	$0.9	$9.1
8	$7.9	$0.4	$0.9	$9.1
9	$7.9	$0.4	$0.9	$9.1
10	$7.9	$0.4	$0.9	$9.1
11	$7.9	$0.4	$0.9	$9.1
12	$7.9	$0.4	$0.9	$9.1
13	$7.9	$0.4	$0.9	$9.1
14	$7.9	$0.4	$0.9	$9.1
15	$7.9	$0.4	$0.9	$9.1
16	$7.9	$0.4	$0.9	$9.1
17	$7.9	$0.4	$0.9	$9.1
18	$7.9	$0.4	$0.9	$9.1
19	$7.9	$0.4	$0.9	$9.1
20	$7.9	$0.4	$0.9	$9.1
21	$7.9	$0.4	$0.9	$9.1
22	$7.9	$0.4	$0.9	$9.1
23	$7.9	$0.4	$0.9	$9.1

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
24	$7.9	$0.4	$0.9	$9.1
25	$7.9	$0.4	$0.9	$9.1
26	$7.9	$0.4	$0.9	$9.1
27	$7.9	$0.4	$0.9	$9.1
28	$7.9	$0.4	$0.9	$9.1
29	$7.9	$0.4	$0.9	$9.1
30	$7.9	$0.4	$0.9	$9.1
31	$7.9	$0.4	$0.9	$9.1
32	$7.9	$0.4	$0.9	$9.1
33	$7.9	$0.4	$0.9	$9.1
34	$7.9	$0.4	$0.9	$9.1
35	$7.9	$0.4	$0.9	$9.1
Typical Operation: Year 10	**$7.9**	**$0.4**	**$0.9**	**$9.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$39.4**	**$1.9**	**$4.3**	**$45.6**
Twenty-Five Year Impact	**$157.6**	**$7.5**	**$17.4**	**$182.5**
Thirty-Five Year Impact	**$236.4**	**$11.3**	**$26.0**	**$273.7**

Appendix Table D 23: Business Income for Newfoundland and Labrador – Manufacturing Hub – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.6	$0.7	$0.5	$1.8
2	$0.6	$0.7	$0.5	$1.8
3	$0.6	$0.7	$0.5	$1.8
4	$0.6	$0.7	$0.5	$1.8
5	$0.6	$0.7	$0.5	$1.8
6				
7				
8				
Sum	**$2.9**	**$3.5**	**$2.6**	**$9.1**

Appendix Table D 24: Business Income for Newfoundland and Labrador – Manufacturing Hub Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
5	$0.0	$0.0	$0.0	$0.0
6	$7.9	$0.9	$1.4	$10.1
7	$7.9	$0.9	$1.4	$10.1
8	$7.9	$0.9	$1.4	$10.1
9	$7.9	$0.9	$1.4	$10.1
10	$7.9	$0.9	$1.4	$10.1
11	$7.9	$0.9	$1.4	$10.1
12	$7.9	$0.9	$1.4	$10.1
13	$7.9	$0.9	$1.4	$10.1
14	$7.9	$0.9	$1.4	$10.1
15	$7.9	$0.9	$1.4	$10.1
16	$7.9	$0.9	$1.4	$10.1
17	$7.9	$0.9	$1.4	$10.1
18	$7.9	$0.9	$1.4	$10.1
19	$7.9	$0.9	$1.4	$10.1
20	$7.9	$0.9	$1.4	$10.1
21	$7.9	$0.9	$1.4	$10.1
22	$7.9	$0.9	$1.4	$10.1
23	$7.9	$0.9	$1.4	$10.1
24	$7.9	$0.9	$1.4	$10.1
25	$7.9	$0.9	$1.4	$10.1
26	$7.9	$0.9	$1.4	$10.1
27	$7.9	$0.9	$1.4	$10.1
28	$7.9	$0.9	$1.4	$10.1
29	$7.9	$0.9	$1.4	$10.1
30	$7.9	$0.9	$1.4	$10.1
31	$7.9	$0.9	$1.4	$10.1
32	$7.9	$0.9	$1.4	$10.1
33	$7.9	$0.9	$1.4	$10.1
34	$7.9	$0.9	$1.4	$10.1
35	$7.9	$0.9	$1.4	$10.1
Typical Operation: Year 10	**$7.9**	**$0.9**	**$1.4**	**$10.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$39.4**	**$4.3**	**$6.9**	**$50.6**
Twenty-Five Year Impact	**$157.6**	**$17.2**	**$27.5**	**$202.3**
Thirty-Five Year Impact	**$236.4**	**$25.9**	**$41.2**	**$303.5**

Appendix Table D 25: Business Income for Canada – Manufacturing Hub – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.6	$1.2	$0.9	$2.7

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
2	$0.6	$1.2	$0.9	$2.7
3	$0.6	$1.2	$0.9	$2.7
4	$0.6	$1.2	$0.9	$2.7
5	$0.6	$1.2	$0.9	$2.7
6				
7				
8				
Sum	$2.9	$5.8	$4.7	$13.4

Appendix Table D 26: Business Income for Canada – Manufacturing Hub Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$7.9	$2.1	$2.6	$12.6
7	$7.9	$2.1	$2.6	$12.6
8	$7.9	$2.1	$2.6	$12.6
9	$7.9	$2.1	$2.6	$12.6
10	$7.9	$2.1	$2.6	$12.6
11	$7.9	$2.1	$2.6	$12.6
12	$7.9	$2.1	$2.6	$12.6
13	$7.9	$2.1	$2.6	$12.6
14	$7.9	$2.1	$2.6	$12.6
15	$7.9	$2.1	$2.6	$12.6
16	$7.9	$2.1	$2.6	$12.6
17	$7.9	$2.1	$2.6	$12.6
18	$7.9	$2.1	$2.6	$12.6
19	$7.9	$2.1	$2.6	$12.6
20	$7.9	$2.1	$2.6	$12.6
21	$7.9	$2.1	$2.6	$12.6
22	$7.9	$2.1	$2.6	$12.6
23	$7.9	$2.1	$2.6	$12.6
24	$7.9	$2.1	$2.6	$12.6
25	$7.9	$2.1	$2.6	$12.6
26	$7.9	$2.1	$2.6	$12.6
27	$7.9	$2.1	$2.6	$12.6
28	$7.9	$2.1	$2.6	$12.6
29	$7.9	$2.1	$2.6	$12.6

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
30	$7.9	$2.1	$2.6	$12.6
31	$7.9	$2.1	$2.6	$12.6
32	$7.9	$2.1	$2.6	$12.6
33	$7.9	$2.1	$2.6	$12.6
34	$7.9	$2.1	$2.6	$12.6
35	$7.9	$2.1	$2.6	$12.6
Typical Operation: Year 10	$7.9	$2.1	$2.6	$12.6
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$39.4	$10.5	$12.9	$62.8
Twenty-Five Year Impact	$157.6	$42.2	$51.4	$251.2
Thirty-Five Year Impact	$236.4	$63.2	$77.1	$376.7

D.1.5 Operations – Manufacturing Hub – Federal Tax Revenue

Appendix Table D 27: Federal Tax Revenue for Great Northern Peninsula – Manufacturing Hub – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6				
7				
8				
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 28: Federal Tax Revenue for Great Northern Peninsula – Manufacturing Hub Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 29: Federal Tax Revenue for Newfoundland and Labrador – Manufacturing Hub – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.3	$0.2	$0.1	$0.6
2	$0.3	$0.2	$0.1	$0.6
3	$0.3	$0.2	$0.1	$0.6
4	$0.3	$0.2	$0.1	$0.6
5	$0.3	$0.2	$0.1	$0.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
6				
7				
8				
Sum	$1.7	$0.8	$0.7	$3.1

Appendix Table D 30: Federal Tax Revenue for Newfoundland and Labrador – Manufacturing Hub Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.1	$0.2	$0.3	$1.6
7	$1.1	$0.2	$0.3	$1.6
8	$1.1	$0.2	$0.3	$1.6
9	$1.1	$0.2	$0.3	$1.6
10	$1.1	$0.2	$0.3	$1.6
11	$1.1	$0.2	$0.3	$1.6
12	$1.1	$0.2	$0.3	$1.6
13	$1.1	$0.2	$0.3	$1.6
14	$1.1	$0.2	$0.3	$1.6
15	$1.1	$0.2	$0.3	$1.6
16	$1.1	$0.2	$0.3	$1.6
17	$1.1	$0.2	$0.3	$1.6
18	$1.1	$0.2	$0.3	$1.6
19	$1.1	$0.2	$0.3	$1.6
20	$1.1	$0.2	$0.3	$1.6
21	$1.1	$0.2	$0.3	$1.6
22	$1.1	$0.2	$0.3	$1.6
23	$1.1	$0.2	$0.3	$1.6
24	$1.1	$0.2	$0.3	$1.6
25	$1.1	$0.2	$0.3	$1.6
26	$1.1	$0.2	$0.3	$1.6
27	$1.1	$0.2	$0.3	$1.6
28	$1.1	$0.2	$0.3	$1.6
29	$1.1	$0.2	$0.3	$1.6
30	$1.1	$0.2	$0.3	$1.6
31	$1.1	$0.2	$0.3	$1.6
32	$1.1	$0.2	$0.3	$1.6
33	$1.1	$0.2	$0.3	$1.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
34	$1.1	$0.2	$0.3	$1.6
35	$1.1	$0.2	$0.3	$1.6
Typical Operation: Year 10	$1.1	$0.2	$0.3	$1.6
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$5.4	$1.0	$1.7	$8.2
Twenty-Five Year Impact	$21.8	$4.0	$6.9	$32.7
Thirty-Five Year Impact	$32.7	$6.0	$10.4	$49.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 31: Federal Tax Revenue for Canada – Manufacturing Hub – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.3	$0.3	$0.2	$0.8
2	$0.3	$0.3	$0.2	$0.8
3	$0.3	$0.3	$0.2	$0.8
4	$0.3	$0.3	$0.2	$0.8
5	$0.3	$0.3	$0.2	$0.8
6				
7				
8				
Sum	$1.7	$1.4	$1.2	$4.2

Appendix Table D 32: Federal Tax Revenue for Canada – Manufacturing Hub Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.1	$0.5	$0.6	$2.2
7	$1.1	$0.5	$0.6	$2.2
8	$1.1	$0.5	$0.6	$2.2
9	$1.1	$0.5	$0.6	$2.2
10	$1.1	$0.5	$0.6	$2.2
11	$1.1	$0.5	$0.6	$2.2
12	$1.1	$0.5	$0.6	$2.2
13	$1.1	$0.5	$0.6	$2.2
14	$1.1	$0.5	$0.6	$2.2

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
15	$1.1	$0.5	$0.6	$2.2
16	$1.1	$0.5	$0.6	$2.2
17	$1.1	$0.5	$0.6	$2.2
18	$1.1	$0.5	$0.6	$2.2
19	$1.1	$0.5	$0.6	$2.2
20	$1.1	$0.5	$0.6	$2.2
21	$1.1	$0.5	$0.6	$2.2
22	$1.1	$0.5	$0.6	$2.2
23	$1.1	$0.5	$0.6	$2.2
24	$1.1	$0.5	$0.6	$2.2
25	$1.1	$0.5	$0.6	$2.2
26	$1.1	$0.5	$0.6	$2.2
27	$1.1	$0.5	$0.6	$2.2
28	$1.1	$0.5	$0.6	$2.2
29	$1.1	$0.5	$0.6	$2.2
30	$1.1	$0.5	$0.6	$2.2
31	$1.1	$0.5	$0.6	$2.2
32	$1.1	$0.5	$0.6	$2.2
33	$1.1	$0.5	$0.6	$2.2
34	$1.1	$0.5	$0.6	$2.2
35	$1.1	$0.5	$0.6	$2.2
Typical Operation: Year 10	**$1.1**	**$0.5**	**$0.6**	**$2.2**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$5.4**	**$2.6**	**$3.1**	**$11.2**
Twenty-Five Year Impact	**$21.8**	**$10.3**	**$12.6**	**$44.7**
Thirty-Five Year Impact	**$32.7**	**$15.5**	**$18.9**	**$67.0**

D.1.6 Operations – Manufacturing Hub - Provincial Tax Revenue

Appendix Table D 33: Provincial Tax Revenue for Great Northern Peninsula – Manufacturing Hub – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6				
7				
8				

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 34: Provincial Tax Revenue for Great Northern Peninsula – Manufacturing Hub Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.0	$0.0	$0.0	$0.0
Twenty-Five Year Impact	$0.0	$0.0	$0.0	$0.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 35: Provincial Tax Revenue for Newfoundland and Labrador – Manufacturing Hub – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.2	$0.1	$0.3	$0.6
2	$0.2	$0.1	$0.3	$0.6
3	$0.2	$0.1	$0.3	$0.6
4	$0.2	$0.1	$0.3	$0.6
5	$0.2	$0.1	$0.3	$0.6
6				
7				
8				
Sum	$1.2	$0.7	$1.3	$3.2

Appendix Table D 36: Provincial Tax Revenue for Newfoundland and Labrador – Manufacturing Hub Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.9	$0.2	$0.7	$1.7
7	$0.9	$0.2	$0.7	$1.7
8	$0.9	$0.2	$0.7	$1.7
9	$0.9	$0.2	$0.7	$1.7
10	$0.9	$0.2	$0.7	$1.7
11	$0.9	$0.2	$0.7	$1.7
12	$0.9	$0.2	$0.7	$1.7
13	$0.9	$0.2	$0.7	$1.7
14	$0.9	$0.2	$0.7	$1.7
15	$0.9	$0.2	$0.7	$1.7
16	$0.9	$0.2	$0.7	$1.7
17	$0.9	$0.2	$0.7	$1.7
18	$0.9	$0.2	$0.7	$1.7

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
19	$0.9	$0.2	$0.7	$1.7
20	$0.9	$0.2	$0.7	$1.7
21	$0.9	$0.2	$0.7	$1.7
22	$0.9	$0.2	$0.7	$1.7
23	$0.9	$0.2	$0.7	$1.7
24	$0.9	$0.2	$0.7	$1.7
25	$0.9	$0.2	$0.7	$1.7
26	$0.9	$0.2	$0.7	$1.7
27	$0.9	$0.2	$0.7	$1.7
28	$0.9	$0.2	$0.7	$1.7
29	$0.9	$0.2	$0.7	$1.7
30	$0.9	$0.2	$0.7	$1.7
31	$0.9	$0.2	$0.7	$1.7
32	$0.9	$0.2	$0.7	$1.7
33	$0.9	$0.2	$0.7	$1.7
34	$0.9	$0.2	$0.7	$1.7
35	$0.9	$0.2	$0.7	$1.7
Typical Operation: Year 10	**$0.9**	**$0.2**	**$0.7**	**$1.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.3**	**$0.9**	**$3.3**	**$8.5**
Twenty-Five Year Impact	**$17.0**	**$3.7**	**$13.3**	**$34.0**
Thirty-Five Year Impact	**$25.6**	**$5.5**	**$19.9**	**$51.0**

Appendix Table D 37: Provincial Tax Revenue for Canada – Manufacturing Hub – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.2	$0.2	$0.4	$0.9
2	$0.2	$0.2	$0.4	$0.9
3	$0.2	$0.2	$0.4	$0.9
4	$0.2	$0.2	$0.4	$0.9
5	$0.2	$0.2	$0.4	$0.9
6				
7				
8				
Sum	**$1.2**	**$1.2**	**$1.9**	**$4.4**

Appendix Table D 38: Provincial Tax Revenue for Canada – Manufacturing Hub Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.9	$0.5	$1.0	$2.4
7	$0.9	$0.5	$1.0	$2.4
8	$0.9	$0.5	$1.0	$2.4
9	$0.9	$0.5	$1.0	$2.4
10	$0.9	$0.5	$1.0	$2.4
11	$0.9	$0.5	$1.0	$2.4
12	$0.9	$0.5	$1.0	$2.4
13	$0.9	$0.5	$1.0	$2.4
14	$0.9	$0.5	$1.0	$2.4
15	$0.9	$0.5	$1.0	$2.4
16	$0.9	$0.5	$1.0	$2.4
17	$0.9	$0.5	$1.0	$2.4
18	$0.9	$0.5	$1.0	$2.4
19	$0.9	$0.5	$1.0	$2.4
20	$0.9	$0.5	$1.0	$2.4
21	$0.9	$0.5	$1.0	$2.4
22	$0.9	$0.5	$1.0	$2.4
23	$0.9	$0.5	$1.0	$2.4
24	$0.9	$0.5	$1.0	$2.4
25	$0.9	$0.5	$1.0	$2.4
26	$0.9	$0.5	$1.0	$2.4
27	$0.9	$0.5	$1.0	$2.4
28	$0.9	$0.5	$1.0	$2.4
29	$0.9	$0.5	$1.0	$2.4
30	$0.9	$0.5	$1.0	$2.4
31	$0.9	$0.5	$1.0	$2.4
32	$0.9	$0.5	$1.0	$2.4
33	$0.9	$0.5	$1.0	$2.4
34	$0.9	$0.5	$1.0	$2.4
35	$0.9	$0.5	$1.0	$2.4
Typical Operation: Year 10	**$0.9**	**$0.5**	**$1.0**	**$2.4**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.3**	**$2.4**	**$5.2**	**$11.9**
Twenty-Five Year Impact	**$17.0**	**$9.6**	**$21.0**	**$47.6**
Thirty-Five Year Impact	**$25.6**	**$14.3**	**$31.4**	**$71.4**

D.2. Capital and Operations – General Harbour Services

Appendix Table D 39: Capital Investment – General Harbour Services

Relative Year	Investment in General Harbour Services $M
1	$3.5
2	$3.5
3	$3.5
4	$3.5
5	$3.5
6	
7	
8	
Sum	**$17.5**

Appendix Table D 40: Operating Expenditure – General Harbour Services

Relative Year	Expenditure on General Harbour Services $M	Relative Year	Expenditure on General Harbour Services $M
1	$0.0	**21**	$10.5
2	$0.0	**22**	$10.5
3	$0.0	**23**	$10.5
4	$0.0	**24**	$10.5
5	$0.0	**25**	$10.5
6	$10.5	**26**	$10.5
7	$10.5	**27**	$10.5
8	$10.5	**28**	$10.5
9	$10.5	**29**	$10.5
10	$10.5	**30**	$10.5
11	$10.5	**31**	$10.5
12	$10.5	**32**	$10.5
13	$10.5	**33**	$10.5
14	$10.5	**34**	$10.5
15	$10.5	**35**	$10.5
16	$10.5		
17	$10.5		
18	$10.5		
19	$10.5		
20	$10.5		

Relative Year	Expenditure on General Harbour Services $M	Relative Year	Expenditure on General Harbour Services $M
Typical Operation: Year 10			$10.5
Five Year Impact			$0.0
Ten Year Impact			$52.4
Twenty-Five Year Impact			$209.5
Thirty-Five Year Impact			$314.3

D.2.1 Operations – General Harbour Services - Employment

Appendix Table D 41: Employment for Great Northern Peninsula – General Harbour – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	17.4	3.0	3.1	23.5
2	17.4	3.0	3.1	23.5
3	17.4	3.0	3.1	23.5
4	17.4	3.0	3.1	23.5
5	17.4	3.0	3.1	23.5
6				
7				
8				
Sum	87.0	14.8	15.7	117.5

Appendix Table D 42: Employment for Great Northern Peninsula – General Harbour Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	49.0	9.0	7.0	65.0
7	49.0	9.0	7.0	65.0
8	49.0	9.0	7.0	65.0
9	49.0	9.0	7.0	65.0
10	49.0	9.0	7.0	65.0
11	49.0	9.0	7.0	65.0
12	49.0	9.0	7.0	65.0
13	49.0	9.0	7.0	65.0
14	49.0	9.0	7.0	65.0
15	49.0	9.0	7.0	65.0
16	49.0	9.0	7.0	65.0
17	49.0	9.0	7.0	65.0
18	49.0	9.0	7.0	65.0
19	49.0	9.0	7.0	65.0
20	49.0	9.0	7.0	65.0
21	49.0	9.0	7.0	65.0
22	49.0	9.0	7.0	65.0
23	49.0	9.0	7.0	65.0
24	49.0	9.0	7.0	65.0
25	49.0	9.0	7.0	65.0

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	49.0	9.0	7.0	65.0
27	49.0	9.0	7.0	65.0
28	49.0	9.0	7.0	65.0
29	49.0	9.0	7.0	65.0
30	49.0	9.0	7.0	65.0
31	49.0	9.0	7.0	65.0
32	49.0	9.0	7.0	65.0
33	49.0	9.0	7.0	65.0
34	49.0	9.0	7.0	65.0
35	49.0	9.0	7.0	65.0
Typical Operation: Year 10	49.0	9.0	7.0	65.0
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	245.0	45.0	34.8	324.8
Twenty-Five Year Impact	980.0	180.1	139.2	1,299.3
Thirty-Five Year Impact	1,470.0	270.2	208.8	1,949.0

Appendix Table D 43: Employment for Newfoundland and Labrador – General Harbour – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	17.4	7.3	6.3	30.9
2	17.4	7.3	6.3	30.9
3	17.4	7.3	6.3	30.9
4	17.4	7.3	6.3	30.9
5	17.4	7.3	6.3	30.9
6				
7				
8				
Sum	87.0	36.3	31.4	154.7

Appendix Table D 44: Employment for Newfoundland and Labrador – General Harbour Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	49.0	14.0	12.5	75.5
7	49.0	14.0	12.5	75.5
8	49.0	14.0	12.5	75.5
9	49.0	14.0	12.5	75.5
10	49.0	14.0	12.5	75.5

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	49.0	14.0	12.5	75.5
12	49.0	14.0	12.5	75.5
13	49.0	14.0	12.5	75.5
14	49.0	14.0	12.5	75.5
15	49.0	14.0	12.5	75.5
16	49.0	14.0	12.5	75.5
17	49.0	14.0	12.5	75.5
18	49.0	14.0	12.5	75.5
19	49.0	14.0	12.5	75.5
20	49.0	14.0	12.5	75.5
21	49.0	14.0	12.5	75.5
22	49.0	14.0	12.5	75.5
23	49.0	14.0	12.5	75.5
24	49.0	14.0	12.5	75.5
25	49.0	14.0	12.5	75.5
26	49.0	14.0	12.5	75.5
27	49.0	14.0	12.5	75.5
28	49.0	14.0	12.5	75.5
29	49.0	14.0	12.5	75.5
30	49.0	14.0	12.5	75.5
31	49.0	14.0	12.5	75.5
32	49.0	14.0	12.5	75.5
33	49.0	14.0	12.5	75.5
34	49.0	14.0	12.5	75.5
35	49.0	14.0	12.5	75.5
Typical Operation: Year 10	49.0	14.0	12.5	75.5
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	245.0	69.9	62.6	377.5
Twenty-Five Year Impact	980.0	279.6	250.6	1,510.2
Thirty-Five Year Impact	1,470.0	419.5	375.8	2,265.3

Appendix Table D 45: Employment for Canada – General Harbour – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	17.4	13.3	11.3	42.0
2	17.4	13.3	11.3	42.0
3	17.4	13.3	11.3	42.0
4	17.4	13.3	11.3	42.0
5	17.4	13.3	11.3	42.0
6				
7				
8				

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Sum	87.0	66.6	56.4	210.0

Appendix Table D 46: Employment for Canada – General Harbour Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	49.0	30.8	24.2	104.0
7	49.0	30.8	24.2	104.0
8	49.0	30.8	24.2	104.0
9	49.0	30.8	24.2	104.0
10	49.0	30.8	24.2	104.0
11	49.0	30.8	24.2	104.0
12	49.0	30.8	24.2	104.0
13	49.0	30.8	24.2	104.0
14	49.0	30.8	24.2	104.0
15	49.0	30.8	24.2	104.0
16	49.0	30.8	24.2	104.0
17	49.0	30.8	24.2	104.0
18	49.0	30.8	24.2	104.0
19	49.0	30.8	24.2	104.0
20	49.0	30.8	24.2	104.0
21	49.0	30.8	24.2	104.0
22	49.0	30.8	24.2	104.0
23	49.0	30.8	24.2	104.0
24	49.0	30.8	24.2	104.0
25	49.0	30.8	24.2	104.0
26	49.0	30.8	24.2	104.0
27	49.0	30.8	24.2	104.0
28	49.0	30.8	24.2	104.0
29	49.0	30.8	24.2	104.0
30	49.0	30.8	24.2	104.0
31	49.0	30.8	24.2	104.0
32	49.0	30.8	24.2	104.0
33	49.0	30.8	24.2	104.0
34	49.0	30.8	24.2	104.0
35	49.0	30.8	24.2	104.0
Typical Operation: Year 10	49.0	30.8	24.2	104.0

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	245.0	154.0	120.8	519.9
Twenty-Five Year Impact	980.0	616.1	483.3	2,079.4
Thirty-Five Year Impact	1,470.0	924.2	724.9	3,119.1

D.2.2 Operations – General Harbour Services – GDP

Appendix Table D 47: GDP for Great Northern Peninsula – General Harbour – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$1.5	$0.2	$0.4	$2.1
2	$1.5	$0.2	$0.4	$2.1
3	$1.5	$0.2	$0.4	$2.1
4	$1.5	$0.2	$0.4	$2.1
5	$1.5	$0.2	$0.4	$2.1
6				
7				
8				
Sum	$7.4	$1.1	$1.9	$10.4

Appendix Table D 48: GDP for Great Northern Peninsula – General Harbour Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$6.5	$0.6	$0.8	$8.0
7	$6.5	$0.6	$0.8	$8.0
8	$6.5	$0.6	$0.8	$8.0
9	$6.5	$0.6	$0.8	$8.0
10	$6.5	$0.6	$0.8	$8.0
11	$6.5	$0.6	$0.8	$8.0
12	$6.5	$0.6	$0.8	$8.0
13	$6.5	$0.6	$0.8	$8.0
14	$6.5	$0.6	$0.8	$8.0
15	$6.5	$0.6	$0.8	$8.0
16	$6.5	$0.6	$0.8	$8.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
17	$6.5	$0.6	$0.8	$8.0
18	$6.5	$0.6	$0.8	$8.0
19	$6.5	$0.6	$0.8	$8.0
20	$6.5	$0.6	$0.8	$8.0
21	$6.5	$0.6	$0.8	$8.0
22	$6.5	$0.6	$0.8	$8.0
23	$6.5	$0.6	$0.8	$8.0
24	$6.5	$0.6	$0.8	$8.0
25	$6.5	$0.6	$0.8	$8.0
26	$6.5	$0.6	$0.8	$8.0
27	$6.5	$0.6	$0.8	$8.0
28	$6.5	$0.6	$0.8	$8.0
29	$6.5	$0.6	$0.8	$8.0
30	$6.5	$0.6	$0.8	$8.0
31	$6.5	$0.6	$0.8	$8.0
32	$6.5	$0.6	$0.8	$8.0
33	$6.5	$0.6	$0.8	$8.0
34	$6.5	$0.6	$0.8	$8.0
35	$6.5	$0.6	$0.8	$8.0
Typical Operation: Year 10	**$6.5**	**$0.6**	**$0.8**	**$8.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$32.6**	**$3.1**	**$4.1**	**$39.8**
Twenty-Five Year Impact	**$130.5**	**$12.2**	**$16.4**	**$159.1**
Thirty-Five Year Impact	**$195.7**	**$18.4**	**$24.6**	**$238.7**

Appendix Table D 49: GDP for Newfoundland and Labrador – General Harbour – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$1.5	$0.6	$0.7	$2.8
2	$1.5	$0.6	$0.7	$2.8
3	$1.5	$0.6	$0.7	$2.8
4	$1.5	$0.6	$0.7	$2.8
5	$1.5	$0.6	$0.7	$2.8
6				
7				
8				
Sum	**$7.4**	**$3.1**	**$3.4**	**$13.9**

Appendix Table D 50: GDP for Newfoundland and Labrador – General Harbour Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$6.5	$1.1	$1.3	$8.9
7	$6.5	$1.1	$1.3	$8.9
8	$6.5	$1.1	$1.3	$8.9
9	$6.5	$1.1	$1.3	$8.9
10	$6.5	$1.1	$1.3	$8.9
11	$6.5	$1.1	$1.3	$8.9
12	$6.5	$1.1	$1.3	$8.9
13	$6.5	$1.1	$1.3	$8.9
14	$6.5	$1.1	$1.3	$8.9
15	$6.5	$1.1	$1.3	$8.9
16	$6.5	$1.1	$1.3	$8.9
17	$6.5	$1.1	$1.3	$8.9
18	$6.5	$1.1	$1.3	$8.9
19	$6.5	$1.1	$1.3	$8.9
20	$6.5	$1.1	$1.3	$8.9
21	$6.5	$1.1	$1.3	$8.9
22	$6.5	$1.1	$1.3	$8.9
23	$6.5	$1.1	$1.3	$8.9
24	$6.5	$1.1	$1.3	$8.9
25	$6.5	$1.1	$1.3	$8.9
26	$6.5	$1.1	$1.3	$8.9
27	$6.5	$1.1	$1.3	$8.9
28	$6.5	$1.1	$1.3	$8.9
29	$6.5	$1.1	$1.3	$8.9
30	$6.5	$1.1	$1.3	$8.9
31	$6.5	$1.1	$1.3	$8.9
32	$6.5	$1.1	$1.3	$8.9
33	$6.5	$1.1	$1.3	$8.9
34	$6.5	$1.1	$1.3	$8.9
35	$6.5	$1.1	$1.3	$8.9
Typical Operation: Year 10	**$6.5**	**$1.1**	**$1.3**	**$8.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$32.6**	**$5.4**	**$6.7**	**$44.7**
Twenty-Five Year Impact	**$130.5**	**$21.5**	**$26.9**	**$178.8**
Thirty-Five Year Impact	**$195.7**	**$32.2**	**$40.4**	**$268.3**

Appendix Table D 51: GDP for Canada – General Harbour – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$1.5	$1.2	$1.2	$3.9
2	$1.5	$1.2	$1.2	$3.9
3	$1.5	$1.2	$1.2	$3.9
4	$1.5	$1.2	$1.2	$3.9
5	$1.5	$1.2	$1.2	$3.9
6				
7				
8				
Sum	$7.4	$6.0	$5.9	$19.3

Appendix Table D 52: GDP for Canada – General Harbour Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$6.5	$2.8	$2.5	$11.8
7	$6.5	$2.8	$2.5	$11.8
8	$6.5	$2.8	$2.5	$11.8
9	$6.5	$2.8	$2.5	$11.8
10	$6.5	$2.8	$2.5	$11.8
11	$6.5	$2.8	$2.5	$11.8
12	$6.5	$2.8	$2.5	$11.8
13	$6.5	$2.8	$2.5	$11.8
14	$6.5	$2.8	$2.5	$11.8
15	$6.5	$2.8	$2.5	$11.8
16	$6.5	$2.8	$2.5	$11.8
17	$6.5	$2.8	$2.5	$11.8
18	$6.5	$2.8	$2.5	$11.8
19	$6.5	$2.8	$2.5	$11.8
20	$6.5	$2.8	$2.5	$11.8
21	$6.5	$2.8	$2.5	$11.8
22	$6.5	$2.8	$2.5	$11.8
23	$6.5	$2.8	$2.5	$11.8
24	$6.5	$2.8	$2.5	$11.8
25	$6.5	$2.8	$2.5	$11.8
26	$6.5	$2.8	$2.5	$11.8

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
27	$6.5	$2.8	$2.5	$11.8
28	$6.5	$2.8	$2.5	$11.8
29	$6.5	$2.8	$2.5	$11.8
30	$6.5	$2.8	$2.5	$11.8
31	$6.5	$2.8	$2.5	$11.8
32	$6.5	$2.8	$2.5	$11.8
33	$6.5	$2.8	$2.5	$11.8
34	$6.5	$2.8	$2.5	$11.8
35	$6.5	$2.8	$2.5	$11.8
Typical Operation: Year 10	$6.5	$2.8	$2.5	$11.8
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$32.6	$13.8	$12.5	$58.9
Twenty-Five Year Impact	$130.5	$55.1	$49.9	$235.5
Thirty-Five Year Impact	$195.7	$82.7	$74.9	$353.3

D.2.3 Operations – General Harbour Services – Wages, Salaries & Social Contributions

Appendix Table D 53: Wages, Salaries & Social Contributions for Great Northern Peninsula – General Harbour – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$1.4	$0.1	$0.1	$1.6
2	$1.4	$0.1	$0.1	$1.6
3	$1.4	$0.1	$0.1	$1.6
4	$1.4	$0.1	$0.1	$1.6
5	$1.4	$0.1	$0.1	$1.6
6				
7				
8				
Sum	$6.8	$0.7	$0.6	$8.2

Appendix Table D 54: Wages, Salaries & Social Contributions for Great Northern Peninsula – General Harbour Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$2.8	$0.4	$0.3	$3.5
7	$2.8	$0.4	$0.3	$3.5
8	$2.8	$0.4	$0.3	$3.5
9	$2.8	$0.4	$0.3	$3.5
10	$2.8	$0.4	$0.3	$3.5
11	$2.8	$0.4	$0.3	$3.5
12	$2.8	$0.4	$0.3	$3.5
13	$2.8	$0.4	$0.3	$3.5
14	$2.8	$0.4	$0.3	$3.5
15	$2.8	$0.4	$0.3	$3.5
16	$2.8	$0.4	$0.3	$3.5
17	$2.8	$0.4	$0.3	$3.5
18	$2.8	$0.4	$0.3	$3.5
19	$2.8	$0.4	$0.3	$3.5
20	$2.8	$0.4	$0.3	$3.5
21	$2.8	$0.4	$0.3	$3.5
22	$2.8	$0.4	$0.3	$3.5
23	$2.8	$0.4	$0.3	$3.5
24	$2.8	$0.4	$0.3	$3.5
25	$2.8	$0.4	$0.3	$3.5
26	$2.8	$0.4	$0.3	$3.5
27	$2.8	$0.4	$0.3	$3.5
28	$2.8	$0.4	$0.3	$3.5
29	$2.8	$0.4	$0.3	$3.5
30	$2.8	$0.4	$0.3	$3.5
31	$2.8	$0.4	$0.3	$3.5
32	$2.8	$0.4	$0.3	$3.5
33	$2.8	$0.4	$0.3	$3.5
34	$2.8	$0.4	$0.3	$3.5
35	$2.8	$0.4	$0.3	$3.5
Typical Operation: Year 10	**$2.8**	**$0.4**	**$0.3**	**$3.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$14.2**	**$1.9**	**$1.4**	**$17.5**
Twenty-Five Year Impact	**$56.9**	**$7.7**	**$5.4**	**$70.0**
Thirty-Five Year Impact	**$85.4**	**$11.6**	**$8.2**	**$105.1**

Appendix Table D 55: Wages, Salaries & Social Contributions for Newfoundland and Labrador – General Harbour – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$1.4	$0.4	$0.3	$2.1
2	$1.4	$0.4	$0.3	$2.1
3	$1.4	$0.4	$0.3	$2.1
4	$1.4	$0.4	$0.3	$2.1
5	$1.4	$0.4	$0.3	$2.1
6				
7				
8				
Sum	$6.8	$2.0	$1.4	$10.3

Appendix Table D 56: Wages, Salaries & Social Contributions for Newfoundland and Labrador – General Harbour Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$2.8	$0.7	$0.6	$4.1
7	$2.8	$0.7	$0.6	$4.1
8	$2.8	$0.7	$0.6	$4.1
9	$2.8	$0.7	$0.6	$4.1
10	$2.8	$0.7	$0.6	$4.1
11	$2.8	$0.7	$0.6	$4.1
12	$2.8	$0.7	$0.6	$4.1
13	$2.8	$0.7	$0.6	$4.1
14	$2.8	$0.7	$0.6	$4.1
15	$2.8	$0.7	$0.6	$4.1
16	$2.8	$0.7	$0.6	$4.1
17	$2.8	$0.7	$0.6	$4.1
18	$2.8	$0.7	$0.6	$4.1
19	$2.8	$0.7	$0.6	$4.1
20	$2.8	$0.7	$0.6	$4.1
21	$2.8	$0.7	$0.6	$4.1
22	$2.8	$0.7	$0.6	$4.1

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
23	$2.8	$0.7	$0.6	$4.1
24	$2.8	$0.7	$0.6	$4.1
25	$2.8	$0.7	$0.6	$4.1
26	$2.8	$0.7	$0.6	$4.1
27	$2.8	$0.7	$0.6	$4.1
28	$2.8	$0.7	$0.6	$4.1
29	$2.8	$0.7	$0.6	$4.1
30	$2.8	$0.7	$0.6	$4.1
31	$2.8	$0.7	$0.6	$4.1
32	$2.8	$0.7	$0.6	$4.1
33	$2.8	$0.7	$0.6	$4.1
34	$2.8	$0.7	$0.6	$4.1
35	$2.8	$0.7	$0.6	$4.1
Typical Operation: Year 10	**$2.8**	**$0.7**	**$0.6**	**$4.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$14.2**	**$3.3**	**$2.9**	**$20.4**
Twenty-Five Year Impact	**$56.9**	**$13.3**	**$11.4**	**$81.6**
Thirty-Five Year Impact	**$85.4**	**$20.0**	**$17.1**	**$122.4**

Appendix Table D 57: Wages, Salaries & Social Contributions for Canada – General Harbour – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$1.4	$0.8	$0.5	$2.7
2	$1.4	$0.8	$0.5	$2.7
3	$1.4	$0.8	$0.5	$2.7
4	$1.4	$0.8	$0.5	$2.7
5	$1.4	$0.8	$0.5	$2.7
6				
7				
8				
Sum	**$6.8**	**$3.8**	**$2.6**	**$13.3**

Appendix Table D 58: Wages, Salaries & Social Contributions for Canada – General Harbour Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$2.8	$1.6	$1.1	$5.6
7	$2.8	$1.6	$1.1	$5.6
8	$2.8	$1.6	$1.1	$5.6
9	$2.8	$1.6	$1.1	$5.6
10	$2.8	$1.6	$1.1	$5.6
11	$2.8	$1.6	$1.1	$5.6
12	$2.8	$1.6	$1.1	$5.6
13	$2.8	$1.6	$1.1	$5.6
14	$2.8	$1.6	$1.1	$5.6
15	$2.8	$1.6	$1.1	$5.6
16	$2.8	$1.6	$1.1	$5.6
17	$2.8	$1.6	$1.1	$5.6
18	$2.8	$1.6	$1.1	$5.6
19	$2.8	$1.6	$1.1	$5.6
20	$2.8	$1.6	$1.1	$5.6
21	$2.8	$1.6	$1.1	$5.6
22	$2.8	$1.6	$1.1	$5.6
23	$2.8	$1.6	$1.1	$5.6
24	$2.8	$1.6	$1.1	$5.6
25	$2.8	$1.6	$1.1	$5.6
26	$2.8	$1.6	$1.1	$5.6
27	$2.8	$1.6	$1.1	$5.6
28	$2.8	$1.6	$1.1	$5.6
29	$2.8	$1.6	$1.1	$5.6
30	$2.8	$1.6	$1.1	$5.6
31	$2.8	$1.6	$1.1	$5.6
32	$2.8	$1.6	$1.1	$5.6
33	$2.8	$1.6	$1.1	$5.6
34	$2.8	$1.6	$1.1	$5.6
35	$2.8	$1.6	$1.1	$5.6
Typical Operation: Year 10	$2.8	$1.6	$1.1	$5.6
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$14.2**	**$8.1**	**$5.6**	**$27.9**
Twenty-Five Year Impact	**$56.9**	**$32.2**	**$22.5**	**$111.6**
Thirty-Five Year Impact	**$85.4**	**$48.4**	**$33.7**	**$167.4**

D.2.4 Operations – General Harbour Services – Business Income

Appendix Table D 59: Business Income for Great Northern Peninsula – General Harbour – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.1	$0.1	$0.1	$0.3
2	$0.1	$0.1	$0.1	$0.3
3	$0.1	$0.1	$0.1	$0.3
4	$0.1	$0.1	$0.1	$0.3
5	$0.1	$0.1	$0.1	$0.3
6				
7				
8				
Sum	$0.3	$0.4	$0.7	$1.4

Appendix Table D 60: Business Income for Great Northern Peninsula – General Harbour Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$3.6	$0.2	$0.3	$4.1
7	$3.6	$0.2	$0.3	$4.1
8	$3.6	$0.2	$0.3	$4.1
9	$3.6	$0.2	$0.3	$4.1
10	$3.6	$0.2	$0.3	$4.1
11	$3.6	$0.2	$0.3	$4.1
12	$3.6	$0.2	$0.3	$4.1
13	$3.6	$0.2	$0.3	$4.1
14	$3.6	$0.2	$0.3	$4.1
15	$3.6	$0.2	$0.3	$4.1
16	$3.6	$0.2	$0.3	$4.1
17	$3.6	$0.2	$0.3	$4.1
18	$3.6	$0.2	$0.3	$4.1
19	$3.6	$0.2	$0.3	$4.1
20	$3.6	$0.2	$0.3	$4.1
21	$3.6	$0.2	$0.3	$4.1
22	$3.6	$0.2	$0.3	$4.1
23	$3.6	$0.2	$0.3	$4.1

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
24	$3.6	$0.2	$0.3	$4.1
25	$3.6	$0.2	$0.3	$4.1
26	$3.6	$0.2	$0.3	$4.1
27	$3.6	$0.2	$0.3	$4.1
28	$3.6	$0.2	$0.3	$4.1
29	$3.6	$0.2	$0.3	$4.1
30	$3.6	$0.2	$0.3	$4.1
31	$3.6	$0.2	$0.3	$4.1
32	$3.6	$0.2	$0.3	$4.1
33	$3.6	$0.2	$0.3	$4.1
34	$3.6	$0.2	$0.3	$4.1
35	$3.6	$0.2	$0.3	$4.1
Typical Operation: Year 10	**$3.6**	**$0.2**	**$0.3**	**$4.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$17.8**	**$1.0**	**$1.6**	**$20.4**
Twenty-Five Year Impact	**$71.2**	**$4.0**	**$6.3**	**$81.5**
Thirty-Five Year Impact	**$106.7**	**$6.0**	**$9.5**	**$122.2**

Appendix Table D 61: Business Income for Newfoundland and Labrador – General Harbour – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.1	$0.2	$0.2	$0.5
2	$0.1	$0.2	$0.2	$0.5
3	$0.1	$0.2	$0.2	$0.5
4	$0.1	$0.2	$0.2	$0.5
5	$0.1	$0.2	$0.2	$0.5
6				
7				
8				
Sum	**$0.3**	**$1.0**	**$1.2**	**$2.6**

Appendix Table D 62: Business Income for Newfoundland and Labrador – General Harbour Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
6	$3.6	$0.4	$0.5	$4.4
7	$3.6	$0.4	$0.5	$4.4
8	$3.6	$0.4	$0.5	$4.4
9	$3.6	$0.4	$0.5	$4.4
10	$3.6	$0.4	$0.5	$4.4
11	$3.6	$0.4	$0.5	$4.4
12	$3.6	$0.4	$0.5	$4.4
13	$3.6	$0.4	$0.5	$4.4
14	$3.6	$0.4	$0.5	$4.4
15	$3.6	$0.4	$0.5	$4.4
16	$3.6	$0.4	$0.5	$4.4
17	$3.6	$0.4	$0.5	$4.4
18	$3.6	$0.4	$0.5	$4.4
19	$3.6	$0.4	$0.5	$4.4
20	$3.6	$0.4	$0.5	$4.4
21	$3.6	$0.4	$0.5	$4.4
22	$3.6	$0.4	$0.5	$4.4
23	$3.6	$0.4	$0.5	$4.4
24	$3.6	$0.4	$0.5	$4.4
25	$3.6	$0.4	$0.5	$4.4
26	$3.6	$0.4	$0.5	$4.4
27	$3.6	$0.4	$0.5	$4.4
28	$3.6	$0.4	$0.5	$4.4
29	$3.6	$0.4	$0.5	$4.4
30	$3.6	$0.4	$0.5	$4.4
31	$3.6	$0.4	$0.5	$4.4
32	$3.6	$0.4	$0.5	$4.4
33	$3.6	$0.4	$0.5	$4.4
34	$3.6	$0.4	$0.5	$4.4
35	$3.6	$0.4	$0.5	$4.4
Typical Operation: Year 10	**$3.6**	**$0.4**	**$0.5**	**$4.4**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$17.8**	**$1.9**	**$2.4**	**$22.1**
Twenty-Five Year Impact	**$71.2**	**$7.6**	**$9.8**	**$88.6**
Thirty-Five Year Impact	**$106.7**	**$11.5**	**$14.7**	**$132.9**

Appendix Table D 63: Business Income for Canada – General Harbour – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.1	$0.4	$0.4	$0.9
2	$0.1	$0.4	$0.4	$0.9

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
3	$0.1	$0.4	$0.4	$0.9
4	$0.1	$0.4	$0.4	$0.9
5	$0.1	$0.4	$0.4	$0.9
6				
7				
8				
Sum	$0.3	$2.1	$2.2	$4.6

Appendix Table D 64: Business Income for Canada – General Harbour Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$3.6	$1.0	$0.9	$5.5
7	$3.6	$1.0	$0.9	$5.5
8	$3.6	$1.0	$0.9	$5.5
9	$3.6	$1.0	$0.9	$5.5
10	$3.6	$1.0	$0.9	$5.5
11	$3.6	$1.0	$0.9	$5.5
12	$3.6	$1.0	$0.9	$5.5
13	$3.6	$1.0	$0.9	$5.5
14	$3.6	$1.0	$0.9	$5.5
15	$3.6	$1.0	$0.9	$5.5
16	$3.6	$1.0	$0.9	$5.5
17	$3.6	$1.0	$0.9	$5.5
18	$3.6	$1.0	$0.9	$5.5
19	$3.6	$1.0	$0.9	$5.5
20	$3.6	$1.0	$0.9	$5.5
21	$3.6	$1.0	$0.9	$5.5
22	$3.6	$1.0	$0.9	$5.5
23	$3.6	$1.0	$0.9	$5.5
24	$3.6	$1.0	$0.9	$5.5
25	$3.6	$1.0	$0.9	$5.5
26	$3.6	$1.0	$0.9	$5.5
27	$3.6	$1.0	$0.9	$5.5
28	$3.6	$1.0	$0.9	$5.5
29	$3.6	$1.0	$0.9	$5.5
30	$3.6	$1.0	$0.9	$5.5

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
31	$3.6	$1.0	$0.9	$5.5
32	$3.6	$1.0	$0.9	$5.5
33	$3.6	$1.0	$0.9	$5.5
34	$3.6	$1.0	$0.9	$5.5
35	$3.6	$1.0	$0.9	$5.5
Typical Operation: Year 10	$3.6	$1.0	$0.9	$5.5
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$17.8	$5.2	$4.7	$27.7
Twenty-Five Year Impact	$71.2	$20.8	$18.7	$110.7
Thirty-Five Year Impact	$106.7	$31.3	$28.1	$166.1

D.2.5 Operations – General Harbour Services - Federal Tax Revenue

Appendix Table D 65: Federal Tax Revenue for Great Northern Peninsula – General Harbour – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6				
7				
8				
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 66: Federal Tax Revenue for Great Northern Peninsula – General Harbour Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 67: Federal Tax Revenue for Newfoundland and Labrador – General Harbour – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.3	$0.2	$0.1	$0.6
2	$0.3	$0.2	$0.1	$0.6
3	$0.3	$0.2	$0.1	$0.6
4	$0.3	$0.2	$0.1	$0.6
5	$0.3	$0.2	$0.1	$0.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
6				
7				
8				
Sum	$1.7	$0.8	$0.7	$3.1

Appendix Table D 68: Federal Tax Revenue for Newfoundland and Labrador – General Harbour Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.4	$0.1	$0.1	$0.6
7	$0.4	$0.1	$0.1	$0.6
8	$0.4	$0.1	$0.1	$0.6
9	$0.4	$0.1	$0.1	$0.6
10	$0.4	$0.1	$0.1	$0.6
11	$0.4	$0.1	$0.1	$0.6
12	$0.4	$0.1	$0.1	$0.6
13	$0.4	$0.1	$0.1	$0.6
14	$0.4	$0.1	$0.1	$0.6
15	$0.4	$0.1	$0.1	$0.6
16	$0.4	$0.1	$0.1	$0.6
17	$0.4	$0.1	$0.1	$0.6
18	$0.4	$0.1	$0.1	$0.6
19	$0.4	$0.1	$0.1	$0.6
20	$0.4	$0.1	$0.1	$0.6
21	$0.4	$0.1	$0.1	$0.6
22	$0.4	$0.1	$0.1	$0.6
23	$0.4	$0.1	$0.1	$0.6
24	$0.4	$0.1	$0.1	$0.6
25	$0.4	$0.1	$0.1	$0.6
26	$0.4	$0.1	$0.1	$0.6
27	$0.4	$0.1	$0.1	$0.6
28	$0.4	$0.1	$0.1	$0.6
29	$0.4	$0.1	$0.1	$0.6
30	$0.4	$0.1	$0.1	$0.6
31	$0.4	$0.1	$0.1	$0.6
32	$0.4	$0.1	$0.1	$0.6
33	$0.4	$0.1	$0.1	$0.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
34	$0.4	$0.1	$0.1	$0.6
35	$0.4	$0.1	$0.1	$0.6
Typical Operation: Year 10	$0.4	$0.1	$0.1	$0.6
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$1.8	$0.4	$0.6	$2.8
Twenty-Five Year Impact	$7.3	$1.5	$2.5	$11.3
Thirty-Five Year Impact	$10.9	$2.3	$3.7	$17.0

Appendix Table D 69: Federal Tax Revenue for Canada – General Harbour – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.3	$0.3	$0.2	$0.8
2	$0.3	$0.3	$0.2	$0.8
3	$0.3	$0.3	$0.2	$0.8
4	$0.3	$0.3	$0.2	$0.8
5	$0.3	$0.3	$0.2	$0.8
6				
7				
8				
Sum	$1.7	$1.4	$1.2	$4.2

Appendix Table D 70: Federal Tax Revenue for Canada – General Harbour Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.4	$0.2	$0.2	$0.8
7	$0.4	$0.2	$0.2	$0.8
8	$0.4	$0.2	$0.2	$0.8
9	$0.4	$0.2	$0.2	$0.8
10	$0.4	$0.2	$0.2	$0.8
11	$0.4	$0.2	$0.2	$0.8
12	$0.4	$0.2	$0.2	$0.8
13	$0.4	$0.2	$0.2	$0.8
14	$0.4	$0.2	$0.2	$0.8
15	$0.4	$0.2	$0.2	$0.8

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
16	$0.4	$0.2	$0.2	$0.8
17	$0.4	$0.2	$0.2	$0.8
18	$0.4	$0.2	$0.2	$0.8
19	$0.4	$0.2	$0.2	$0.8
20	$0.4	$0.2	$0.2	$0.8
21	$0.4	$0.2	$0.2	$0.8
22	$0.4	$0.2	$0.2	$0.8
23	$0.4	$0.2	$0.2	$0.8
24	$0.4	$0.2	$0.2	$0.8
25	$0.4	$0.2	$0.2	$0.8
26	$0.4	$0.2	$0.2	$0.8
27	$0.4	$0.2	$0.2	$0.8
28	$0.4	$0.2	$0.2	$0.8
29	$0.4	$0.2	$0.2	$0.8
30	$0.4	$0.2	$0.2	$0.8
31	$0.4	$0.2	$0.2	$0.8
32	$0.4	$0.2	$0.2	$0.8
33	$0.4	$0.2	$0.2	$0.8
34	$0.4	$0.2	$0.2	$0.8
35	$0.4	$0.2	$0.2	$0.8
Typical Operation: Year 10	**$0.4**	**$0.2**	**$0.2**	**$0.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1.8**	**$1.1**	**$1.2**	**$4.1**
Twenty-Five Year Impact	**$7.3**	**$4.4**	**$4.6**	**$16.3**
Thirty-Five Year Impact	**$10.9**	**$6.6**	**$7.0**	**$24.4**

D.2.6 Operations – General Harbour Services – Provincial Tax Revenue

Appendix Table D 71: Provincial Tax Revenue for Great Northern Peninsula – General Harbour – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6				
7				
8				
Sum	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 72: Provincial Tax Revenue for Great Northern Peninsula – General Harbour Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 73: Provincial Tax Revenue for Newfoundland and Labrador – General Harbour – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.1	$0.0	$0.1	$0.3
2	$0.1	$0.0	$0.1	$0.3
3	$0.1	$0.0	$0.1	$0.3
4	$0.1	$0.0	$0.1	$0.3
5	$0.1	$0.0	$0.1	$0.3
6				
7				
8				
Sum	$0.7	$0.2	$0.6	$1.6

Appendix Table D 74: Provincial Tax Revenue for Newfoundland and Labrador – General Harbour Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.3	$0.1	$0.2	$0.6
7	$0.3	$0.1	$0.2	$0.6
8	$0.3	$0.1	$0.2	$0.6
9	$0.3	$0.1	$0.2	$0.6
10	$0.3	$0.1	$0.2	$0.6
11	$0.3	$0.1	$0.2	$0.6
12	$0.3	$0.1	$0.2	$0.6
13	$0.3	$0.1	$0.2	$0.6
14	$0.3	$0.1	$0.2	$0.6
15	$0.3	$0.1	$0.2	$0.6
16	$0.3	$0.1	$0.2	$0.6
17	$0.3	$0.1	$0.2	$0.6
18	$0.3	$0.1	$0.2	$0.6
19	$0.3	$0.1	$0.2	$0.6
20	$0.3	$0.1	$0.2	$0.6
21	$0.3	$0.1	$0.2	$0.6
22	$0.3	$0.1	$0.2	$0.6
23	$0.3	$0.1	$0.2	$0.6
24	$0.3	$0.1	$0.2	$0.6
25	$0.3	$0.1	$0.2	$0.6

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
26	$0.3	$0.1	$0.2	$0.6
27	$0.3	$0.1	$0.2	$0.6
28	$0.3	$0.1	$0.2	$0.6
29	$0.3	$0.1	$0.2	$0.6
30	$0.3	$0.1	$0.2	$0.6
31	$0.3	$0.1	$0.2	$0.6
32	$0.3	$0.1	$0.2	$0.6
33	$0.3	$0.1	$0.2	$0.6
34	$0.3	$0.1	$0.2	$0.6
35	$0.3	$0.1	$0.2	$0.6
Typical Operation: Year 10	$0.3	$0.1	$0.2	$0.6
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$1.5	$0.3	$1.2	$3.1
Twenty-Five Year Impact	$6.1	$1.3	$4.8	$12.3
Thirty-Five Year Impact	$9.2	$2.0	$7.2	$18.4

Appendix Table D 75: Provincial Tax Revenue for Canada – General Harbour – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.1	$0.1	$0.2	$0.4
2	$0.1	$0.1	$0.2	$0.4
3	$0.1	$0.1	$0.2	$0.4
4	$0.1	$0.1	$0.2	$0.4
5	$0.1	$0.1	$0.2	$0.4
6				
7				
8				
Sum	$0.7	$0.4	$0.9	$2.1

Appendix Table D 76: Provincial Tax Revenue for Canada – General Harbour Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.3	$0.2	$0.4	$0.9

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
7	$0.3	$0.2	$0.4	$0.9
8	$0.3	$0.2	$0.4	$0.9
9	$0.3	$0.2	$0.4	$0.9
10	$0.3	$0.2	$0.4	$0.9
11	$0.3	$0.2	$0.4	$0.9
12	$0.3	$0.2	$0.4	$0.9
13	$0.3	$0.2	$0.4	$0.9
14	$0.3	$0.2	$0.4	$0.9
15	$0.3	$0.2	$0.4	$0.9
16	$0.3	$0.2	$0.4	$0.9
17	$0.3	$0.2	$0.4	$0.9
18	$0.3	$0.2	$0.4	$0.9
19	$0.3	$0.2	$0.4	$0.9
20	$0.3	$0.2	$0.4	$0.9
21	$0.3	$0.2	$0.4	$0.9
22	$0.3	$0.2	$0.4	$0.9
23	$0.3	$0.2	$0.4	$0.9
24	$0.3	$0.2	$0.4	$0.9
25	$0.3	$0.2	$0.4	$0.9
26	$0.3	$0.2	$0.4	$0.9
27	$0.3	$0.2	$0.4	$0.9
28	$0.3	$0.2	$0.4	$0.9
29	$0.3	$0.2	$0.4	$0.9
30	$0.3	$0.2	$0.4	$0.9
31	$0.3	$0.2	$0.4	$0.9
32	$0.3	$0.2	$0.4	$0.9
33	$0.3	$0.2	$0.4	$0.9
34	$0.3	$0.2	$0.4	$0.9
35	$0.3	$0.2	$0.4	$0.9
Typical Operation: Year 10	**$0.3**	**$0.2**	**$0.4**	**$0.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1.5**	**$1.0**	**$1.9**	**$4.5**
Twenty-Five Year Impact	**$6.1**	**$4.0**	**$7.7**	**$17.8**
Thirty-Five Year Impact	**$9.2**	**$6.0**	**$11.6**	**$26.8**

D.3. Capital and Operations – Cargo Handling

Appendix Table D 77: Capital Investment – General Harbour Services

Relative Year	Investment in Cargo Handling $M
1	
2	
3	
4	
5	
6	$1.2
7	$1.2
8	$1.2
Sum	$3.5

Appendix Table D 78: Operating Expenditure – Cargo Handling

Relative Year	Expenditure on Cargo Handling $M	Relative Year	Expenditure on Cargo Handling $M
1	$0.0	21	$7.8
2	$0.0	22	$7.8
3	$0.0	23	$7.8
4	$0.0	24	$7.8
5	$0.0	25	$7.8
6	$0.0	26	$7.8
7	$0.0	27	$7.8
8	$0.0	28	$7.8
9	$7.8	29	$7.8
10	$7.8	30	$7.8
11	$7.8	31	$7.8
12	$7.8	32	$7.8
13	$7.8	33	$7.8
14	$7.8	34	$7.8
15	$7.8	35	$7.8
16	$7.8		
17	$7.8		
18	$7.8		
19	$7.8		
20	$7.8		

Relative Year	Expenditure on Cargo Handling $M	Relative Year	Expenditure on Cargo Handling $M
Typical Operation: Year 10			$7.8
Five Year Impact			$0.0
Ten Year Impact			$15.5
Twenty-Five Year Impact			$131.8
Thirty-Five Year Impact			$209.3

D.3.1 Operations – Cargo Handling - Employment

Appendix Table D 79: Employment for Great Northern Peninsula – Cargo Handling – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	7.7	1.3	1.0	9.9
7	7.7	1.3	1.0	9.9
8	7.7	1.3	1.0	9.9
Sum	23.0	3.8	2.9	29.7

Appendix Table D 80: Employment for Great Northern Peninsula – Cargo Handling Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00
9	48.00	5.38	6.42	59.79
10	48.00	5.38	6.42	59.79
11	48.00	5.38	6.42	59.79
12	48.00	5.38	6.42	59.79
13	48.00	5.38	6.42	59.79
14	48.00	5.38	6.42	59.79
15	48.00	5.38	6.42	59.79
16	48.00	5.38	6.42	59.79
17	48.00	5.38	6.42	59.79
18	48.00	5.38	6.42	59.79
19	48.00	5.38	6.42	59.79
20	48.00	5.38	6.42	59.79
21	48.00	5.38	6.42	59.79
22	48.00	5.38	6.42	59.79
23	48.00	5.38	6.42	59.79
24	48.00	5.38	6.42	59.79
25	48.00	5.38	6.42	59.79

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	48.00	5.38	6.42	59.79
27	48.00	5.38	6.42	59.79
28	48.00	5.38	6.42	59.79
29	48.00	5.38	6.42	59.79
30	48.00	5.38	6.42	59.79
31	48.00	5.38	6.42	59.79
32	48.00	5.38	6.42	59.79
33	48.00	5.38	6.42	59.79
34	48.00	5.38	6.42	59.79
35	48.00	5.38	6.42	59.79
Typical Operation: Year 10	**48.00**	**5.38**	**6.42**	**59.79**
Five Year Impact	**0.00**	**0.00**	**0.00**	**0.00**
Ten Year Impact	**96.00**	**10.75**	**12.84**	**119.59**
Twenty-Five Year Impact	**816.00**	**91.39**	**109.12**	**1,016.50**
Thirty-Five Year Impact	**1,296.00**	**145.15**	**173.30**	**1,614.45**

Appendix Table D 81: Employment for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	7.7	3.4	2.2	13.3
7	7.7	3.4	2.2	13.3
8	7.7	3.4	2.2	13.3
Sum	**23.0**	**10.2**	**6.6**	**39.9**

Appendix Table D 82: Employment for Newfoundland and Labrador – Cargo Handling Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00
9	48.00	8.38	11.14	67.52
10	48.00	8.38	11.14	67.52

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	48.00	8.38	11.14	67.52
12	48.00	8.38	11.14	67.52
13	48.00	8.38	11.14	67.52
14	48.00	8.38	11.14	67.52
15	48.00	8.38	11.14	67.52
16	48.00	8.38	11.14	67.52
17	48.00	8.38	11.14	67.52
18	48.00	8.38	11.14	67.52
19	48.00	8.38	11.14	67.52
20	48.00	8.38	11.14	67.52
21	48.00	8.38	11.14	67.52
22	48.00	8.38	11.14	67.52
23	48.00	8.38	11.14	67.52
24	48.00	8.38	11.14	67.52
25	48.00	8.38	11.14	67.52
26	48.00	8.38	11.14	67.52
27	48.00	8.38	11.14	67.52
28	48.00	8.38	11.14	67.52
29	48.00	8.38	11.14	67.52
30	48.00	8.38	11.14	67.52
31	48.00	8.38	11.14	67.52
32	48.00	8.38	11.14	67.52
33	48.00	8.38	11.14	67.52
34	48.00	8.38	11.14	67.52
35	48.00	8.38	11.14	67.52
Typical Operation: Year 10	**48.00**	**8.38**	**11.14**	**67.52**
Five Year Impact	**0.00**	**0.00**	**0.00**	**0.00**
Ten Year Impact	**96.00**	**16.77**	**22.27**	**135.04**
Twenty-Five Year Impact	**816.00**	**142.53**	**189.32**	**1,147.85**
Thirty-Five Year Impact	**1,296.00**	**226.37**	**300.69**	**1,823.06**

Appendix Table D 83: Employment for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	7.7	5.4	3.9	17.0
7	7.7	5.4	3.9	17.0
8	7.7	5.4	3.9	17.0
Sum	**23.0**	**16.3**	**11.7**	**51.0**

Appendix Table D 84: Employment for Canada – Cargo Handling Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00
9	48.00	18.59	19.61	86.20
10	48.00	18.59	19.61	86.20
11	48.00	18.59	19.61	86.20
12	48.00	18.59	19.61	86.20
13	48.00	18.59	19.61	86.20
14	48.00	18.59	19.61	86.20
15	48.00	18.59	19.61	86.20
16	48.00	18.59	19.61	86.20
17	48.00	18.59	19.61	86.20
18	48.00	18.59	19.61	86.20
19	48.00	18.59	19.61	86.20
20	48.00	18.59	19.61	86.20
21	48.00	18.59	19.61	86.20
22	48.00	18.59	19.61	86.20
23	48.00	18.59	19.61	86.20
24	48.00	18.59	19.61	86.20
25	48.00	18.59	19.61	86.20
26	48.00	18.59	19.61	86.20
27	48.00	18.59	19.61	86.20
28	48.00	18.59	19.61	86.20
29	48.00	18.59	19.61	86.20
30	48.00	18.59	19.61	86.20
31	48.00	18.59	19.61	86.20
32	48.00	18.59	19.61	86.20
33	48.00	18.59	19.61	86.20
34	48.00	18.59	19.61	86.20
35	48.00	18.59	19.61	86.20
Typical Operation: Year 10	**48.00**	**18.59**	**19.61**	**86.20**
Five Year Impact	**0.00**	**0.00**	**0.00**	**0.00**
Ten Year Impact	**96.00**	**37.18**	**39.22**	**172.40**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Twenty-Five Year Impact	816.00	316.01	333.36	1,465.37
Thirty-Five Year Impact	1,296.00	501.90	529.45	2,327.36

D.3.2 Operations – Cargo Handling – GDP

Appendix Table D 85: GDP for Great Northern Peninsula – Cargo Handling – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$0.4	$0.1	$0.1	$0.7
7	$0.4	$0.1	$0.1	$0.7
8	$0.4	$0.1	$0.1	$0.7
Sum	$1.3	$0.3	$0.4	$2.0

Appendix Table D 86: GDP for Great Northern Peninsula – Cargo Handling Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$5.4	$0.4	$0.8	$6.5
10	$5.4	$0.4	$0.8	$6.5
11	$5.4	$0.4	$0.8	$6.5
12	$5.4	$0.4	$0.8	$6.5
13	$5.4	$0.4	$0.8	$6.5
14	$5.4	$0.4	$0.8	$6.5
15	$5.4	$0.4	$0.8	$6.5
16	$5.4	$0.4	$0.8	$6.5
17	$5.4	$0.4	$0.8	$6.5
18	$5.4	$0.4	$0.8	$6.5

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
19	$5.4	$0.4	$0.8	$6.5
20	$5.4	$0.4	$0.8	$6.5
21	$5.4	$0.4	$0.8	$6.5
22	$5.4	$0.4	$0.8	$6.5
23	$5.4	$0.4	$0.8	$6.5
24	$5.4	$0.4	$0.8	$6.5
25	$5.4	$0.4	$0.8	$6.5
26	$5.4	$0.4	$0.8	$6.5
27	$5.4	$0.4	$0.8	$6.5
28	$5.4	$0.4	$0.8	$6.5
29	$5.4	$0.4	$0.8	$6.5
30	$5.4	$0.4	$0.8	$6.5
31	$5.4	$0.4	$0.8	$6.5
32	$5.4	$0.4	$0.8	$6.5
33	$5.4	$0.4	$0.8	$6.5
34	$5.4	$0.4	$0.8	$6.5
35	$5.4	$0.4	$0.8	$6.5
Typical Operation: Year 10	**$5.4**	**$0.4**	**$0.8**	**$6.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$10.7**	**$0.7**	**$1.5**	**$13.0**
Twenty-Five Year Impact	**$91.2**	**$6.2**	**$12.9**	**$110.3**
Thirty-Five Year Impact	**$144.9**	**$9.8**	**$20.5**	**$175.2**

Appendix Table D 87: GDP for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$0.4	$0.3	$0.2	$1.0
7	$0.4	$0.3	$0.2	$1.0
8	$0.4	$0.3	$0.2	$1.0
Sum	**$1.3**	**$1.0**	**$0.7**	**$3.0**

Appendix Table D 88: GDP for Newfoundland and Labrador – Cargo Handling Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$5.4	$0.6	$1.2	$7.2
10	$5.4	$0.6	$1.2	$7.2
11	$5.4	$0.6	$1.2	$7.2
12	$5.4	$0.6	$1.2	$7.2
13	$5.4	$0.6	$1.2	$7.2
14	$5.4	$0.6	$1.2	$7.2
15	$5.4	$0.6	$1.2	$7.2
16	$5.4	$0.6	$1.2	$7.2
17	$5.4	$0.6	$1.2	$7.2
18	$5.4	$0.6	$1.2	$7.2
19	$5.4	$0.6	$1.2	$7.2
20	$5.4	$0.6	$1.2	$7.2
21	$5.4	$0.6	$1.2	$7.2
22	$5.4	$0.6	$1.2	$7.2
23	$5.4	$0.6	$1.2	$7.2
24	$5.4	$0.6	$1.2	$7.2
25	$5.4	$0.6	$1.2	$7.2
26	$5.4	$0.6	$1.2	$7.2
27	$5.4	$0.6	$1.2	$7.2
28	$5.4	$0.6	$1.2	$7.2
29	$5.4	$0.6	$1.2	$7.2
30	$5.4	$0.6	$1.2	$7.2
31	$5.4	$0.6	$1.2	$7.2
32	$5.4	$0.6	$1.2	$7.2
33	$5.4	$0.6	$1.2	$7.2
34	$5.4	$0.6	$1.2	$7.2
35	$5.4	$0.6	$1.2	$7.2
Typical Operation: Year 10	**$5.4**	**$0.6**	**$1.2**	**$7.2**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$10.7**	**$1.3**	**$2.4**	**$14.4**
Twenty-Five Year Impact	**$91.2**	**$10.9**	**$20.4**	**$122.5**
Thirty-Five Year Impact	**$144.9**	**$17.3**	**$32.4**	**$194.6**

Appendix Table D 89: GDP for Canada – Cargo Handling – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
2				
3				
4				
5				
6	$0.4	$0.5	$0.4	$1.4
7	$0.4	$0.5	$0.4	$1.4
8	$0.4	$0.5	$0.4	$1.4
Sum	$1.3	$1.5	$1.2	$4.1

Appendix Table D 90: GDP for Canada – Cargo Handling Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$5.4	$1.7	$2.0	$9.1
10	$5.4	$1.7	$2.0	$9.1
11	$5.4	$1.7	$2.0	$9.1
12	$5.4	$1.7	$2.0	$9.1
13	$5.4	$1.7	$2.0	$9.1
14	$5.4	$1.7	$2.0	$9.1
15	$5.4	$1.7	$2.0	$9.1
16	$5.4	$1.7	$2.0	$9.1
17	$5.4	$1.7	$2.0	$9.1
18	$5.4	$1.7	$2.0	$9.1
19	$5.4	$1.7	$2.0	$9.1
20	$5.4	$1.7	$2.0	$9.1
21	$5.4	$1.7	$2.0	$9.1
22	$5.4	$1.7	$2.0	$9.1
23	$5.4	$1.7	$2.0	$9.1
24	$5.4	$1.7	$2.0	$9.1
25	$5.4	$1.7	$2.0	$9.1
26	$5.4	$1.7	$2.0	$9.1
27	$5.4	$1.7	$2.0	$9.1
28	$5.4	$1.7	$2.0	$9.1
29	$5.4	$1.7	$2.0	$9.1

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
30	$5.4	$1.7	$2.0	$9.1
31	$5.4	$1.7	$2.0	$9.1
32	$5.4	$1.7	$2.0	$9.1
33	$5.4	$1.7	$2.0	$9.1
34	$5.4	$1.7	$2.0	$9.1
35	$5.4	$1.7	$2.0	$9.1
Typical Operation: Year 10	$5.4	$1.7	$2.0	$9.1
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$10.7	$3.3	$4.1	$18.1
Twenty-Five Year Impact	$91.2	$28.2	$34.6	$154.0
Thirty-Five Year Impact	$144.9	$44.8	$54.9	$244.6

D.3.3 Operations – Cargo Handling – Wages, Salaries & Social Contributions

Appendix Table D 91: Wages, Salaries & Social Contributions for Great Northern Peninsula – Cargo Handling – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.4	$0.1	$0.0	$0.5
7	$0.4	$0.1	$0.0	$0.5
8	$0.4	$0.1	$0.0	$0.5
Sum	$1.2	$0.2	$0.1	$1.5

Appendix Table D 92: Wages, Salaries & Social Contributions for Great Northern Peninsula – Cargo Handling Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.8	$0.2	$0.3	$3.3
10	$2.8	$0.2	$0.3	$3.3
11	$2.8	$0.2	$0.3	$3.3
12	$2.8	$0.2	$0.3	$3.3
13	$2.8	$0.2	$0.3	$3.3
14	$2.8	$0.2	$0.3	$3.3
15	$2.8	$0.2	$0.3	$3.3
16	$2.8	$0.2	$0.3	$3.3
17	$2.8	$0.2	$0.3	$3.3
18	$2.8	$0.2	$0.3	$3.3
19	$2.8	$0.2	$0.3	$3.3
20	$2.8	$0.2	$0.3	$3.3
21	$2.8	$0.2	$0.3	$3.3
22	$2.8	$0.2	$0.3	$3.3
23	$2.8	$0.2	$0.3	$3.3
24	$2.8	$0.2	$0.3	$3.3
25	$2.8	$0.2	$0.3	$3.3
26	$2.8	$0.2	$0.3	$3.3
27	$2.8	$0.2	$0.3	$3.3
28	$2.8	$0.2	$0.3	$3.3
29	$2.8	$0.2	$0.3	$3.3
30	$2.8	$0.2	$0.3	$3.3
31	$2.8	$0.2	$0.3	$3.3
32	$2.8	$0.2	$0.3	$3.3
33	$2.8	$0.2	$0.3	$3.3
34	$2.8	$0.2	$0.3	$3.3
35	$2.8	$0.2	$0.3	$3.3
Typical Operation: Year 10	**$2.8**	**$0.2**	**$0.3**	**$3.3**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$5.7**	**$0.5**	**$0.5**	**$6.7**
Twenty-Five Year Impact	**$48.4**	**$3.9**	**$4.3**	**$56.5**
Thirty-Five Year Impact	**$76.9**	**$6.1**	**$6.8**	**$89.8**

Appendix Table D 93: Wages, Salaries & Social Contributions for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.4	$0.2	$0.1	$0.7
7	$0.4	$0.2	$0.1	$0.7
8	$0.4	$0.2	$0.1	$0.7
Sum	$1.2	$0.6	$0.3	$2.1

Appendix Table D 94: Wages, Salaries & Social Contributions for Newfoundland and Labrador – Cargo Handling Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.8	$0.4	$0.5	$3.8
10	$2.8	$0.4	$0.5	$3.8
11	$2.8	$0.4	$0.5	$3.8
12	$2.8	$0.4	$0.5	$3.8
13	$2.8	$0.4	$0.5	$3.8
14	$2.8	$0.4	$0.5	$3.8
15	$2.8	$0.4	$0.5	$3.8
16	$2.8	$0.4	$0.5	$3.8
17	$2.8	$0.4	$0.5	$3.8
18	$2.8	$0.4	$0.5	$3.8
19	$2.8	$0.4	$0.5	$3.8
20	$2.8	$0.4	$0.5	$3.8
21	$2.8	$0.4	$0.5	$3.8
22	$2.8	$0.4	$0.5	$3.8
23	$2.8	$0.4	$0.5	$3.8
24	$2.8	$0.4	$0.5	$3.8

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
25	$2.8	$0.4	$0.5	$3.8
26	$2.8	$0.4	$0.5	$3.8
27	$2.8	$0.4	$0.5	$3.8
28	$2.8	$0.4	$0.5	$3.8
29	$2.8	$0.4	$0.5	$3.8
30	$2.8	$0.4	$0.5	$3.8
31	$2.8	$0.4	$0.5	$3.8
32	$2.8	$0.4	$0.5	$3.8
33	$2.8	$0.4	$0.5	$3.8
34	$2.8	$0.4	$0.5	$3.8
35	$2.8	$0.4	$0.5	$3.8
Typical Operation: Year 10	**$2.8**	**$0.4**	**$0.5**	**$3.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$5.7**	**$0.8**	**$1.0**	**$7.5**
Twenty-Five Year Impact	**$48.4**	**$6.8**	**$8.6**	**$63.8**
Thirty-Five Year Impact	**$76.9**	**$10.7**	**$13.7**	**$101.3**

Appendix Table D 95: Wages, Salaries & Social Contributions for Canada – Cargo Handling – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.4	$0.3	$0.2	$0.9
7	$0.4	$0.3	$0.2	$0.9
8	$0.4	$0.3	$0.2	$0.9
Sum	**$1.2**	**$1.0**	**$0.5**	**$2.7**

Appendix Table D 96: Wages, Salaries & Social Contributions for Canada – Cargo Handling Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.8	$1.0	$0.9	$4.7
10	$2.8	$1.0	$0.9	$4.7
11	$2.8	$1.0	$0.9	$4.7
12	$2.8	$1.0	$0.9	$4.7
13	$2.8	$1.0	$0.9	$4.7
14	$2.8	$1.0	$0.9	$4.7
15	$2.8	$1.0	$0.9	$4.7
16	$2.8	$1.0	$0.9	$4.7
17	$2.8	$1.0	$0.9	$4.7
18	$2.8	$1.0	$0.9	$4.7
19	$2.8	$1.0	$0.9	$4.7
20	$2.8	$1.0	$0.9	$4.7
21	$2.8	$1.0	$0.9	$4.7
22	$2.8	$1.0	$0.9	$4.7
23	$2.8	$1.0	$0.9	$4.7
24	$2.8	$1.0	$0.9	$4.7
25	$2.8	$1.0	$0.9	$4.7
26	$2.8	$1.0	$0.9	$4.7
27	$2.8	$1.0	$0.9	$4.7
28	$2.8	$1.0	$0.9	$4.7
29	$2.8	$1.0	$0.9	$4.7
30	$2.8	$1.0	$0.9	$4.7
31	$2.8	$1.0	$0.9	$4.7
32	$2.8	$1.0	$0.9	$4.7
33	$2.8	$1.0	$0.9	$4.7
34	$2.8	$1.0	$0.9	$4.7
35	$2.8	$1.0	$0.9	$4.7
Typical Operation: Year 10	**$2.8**	**$1.0**	**$0.9**	**$4.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$5.7**	**$1.9**	**$1.8**	**$9.5**
Twenty-Five Year Impact	**$48.4**	**$16.5**	**$15.5**	**$80.4**
Thirty-Five Year Impact	**$76.9**	**$26.2**	**$24.7**	**$127.8**

D.3.4 Operations – Cargo Handling – Business Income

Appendix Table D 97: Business Income for Great Northern Peninsula – Cargo Handling – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.1
7	$0.0	$0.0	$0.0	$0.1
8	$0.0	$0.0	$0.0	$0.1
Sum	$0.1	$0.1	$0.1	$0.3

Appendix Table D 98: Business Income for Great Northern Peninsula – Cargo Handling Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.4	$0.1	$0.3	$2.9
10	$2.4	$0.1	$0.3	$2.9
11	$2.4	$0.1	$0.3	$2.9
12	$2.4	$0.1	$0.3	$2.9
13	$2.4	$0.1	$0.3	$2.9
14	$2.4	$0.1	$0.3	$2.9
15	$2.4	$0.1	$0.3	$2.9
16	$2.4	$0.1	$0.3	$2.9
17	$2.4	$0.1	$0.3	$2.9
18	$2.4	$0.1	$0.3	$2.9
19	$2.4	$0.1	$0.3	$2.9
20	$2.4	$0.1	$0.3	$2.9
21	$2.4	$0.1	$0.3	$2.9
22	$2.4	$0.1	$0.3	$2.9
23	$2.4	$0.1	$0.3	$2.9

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
24	$2.4	$0.1	$0.3	$2.9
25	$2.4	$0.1	$0.3	$2.9
26	$2.4	$0.1	$0.3	$2.9
27	$2.4	$0.1	$0.3	$2.9
28	$2.4	$0.1	$0.3	$2.9
29	$2.4	$0.1	$0.3	$2.9
30	$2.4	$0.1	$0.3	$2.9
31	$2.4	$0.1	$0.3	$2.9
32	$2.4	$0.1	$0.3	$2.9
33	$2.4	$0.1	$0.3	$2.9
34	$2.4	$0.1	$0.3	$2.9
35	$2.4	$0.1	$0.3	$2.9
Typical Operation: Year 10	**$2.4**	**$0.1**	**$0.3**	**$2.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.9**	**$0.2**	**$0.6**	**$5.7**
Twenty-Five Year Impact	**$41.6**	**$2.0**	**$5.0**	**$48.6**
Thirty-Five Year Impact	**$66.1**	**$3.2**	**$7.9**	**$77.1**

Appendix Table D 99: Business Income for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$0.0	$0.1	$0.1	$0.2
7	$0.0	$0.1	$0.1	$0.2
8	$0.0	$0.1	$0.1	$0.2
Sum	**$0.1**	**$0.3**	**$0.3**	**$0.7**

Appendix Table D 100: Business Income for Newfoundland and Labrador – Cargo Handling Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.4	$0.2	$0.4	$3.1
10	$2.4	$0.2	$0.4	$3.1
11	$2.4	$0.2	$0.4	$3.1
12	$2.4	$0.2	$0.4	$3.1
13	$2.4	$0.2	$0.4	$3.1
14	$2.4	$0.2	$0.4	$3.1
15	$2.4	$0.2	$0.4	$3.1
16	$2.4	$0.2	$0.4	$3.1
17	$2.4	$0.2	$0.4	$3.1
18	$2.4	$0.2	$0.4	$3.1
19	$2.4	$0.2	$0.4	$3.1
20	$2.4	$0.2	$0.4	$3.1
21	$2.4	$0.2	$0.4	$3.1
22	$2.4	$0.2	$0.4	$3.1
23	$2.4	$0.2	$0.4	$3.1
24	$2.4	$0.2	$0.4	$3.1
25	$2.4	$0.2	$0.4	$3.1
26	$2.4	$0.2	$0.4	$3.1
27	$2.4	$0.2	$0.4	$3.1
28	$2.4	$0.2	$0.4	$3.1
29	$2.4	$0.2	$0.4	$3.1
30	$2.4	$0.2	$0.4	$3.1
31	$2.4	$0.2	$0.4	$3.1
32	$2.4	$0.2	$0.4	$3.1
33	$2.4	$0.2	$0.4	$3.1
34	$2.4	$0.2	$0.4	$3.1
35	$2.4	$0.2	$0.4	$3.1
Typical Operation: Year 10	**$2.4**	**$0.2**	**$0.4**	**$3.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.9**	**$0.5**	**$0.9**	**$6.2**
Twenty-Five Year Impact	**$41.6**	**$3.9**	**$7.4**	**$52.8**
Thirty-Five Year Impact	**$66.1**	**$6.1**	**$11.7**	**$83.9**

Appendix Table D 101: Business Income for Canada – Cargo Handling – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
3				
4				
5				
6	$0.0	$0.1	$0.1	$0.2
7	$0.0	$0.1	$0.1	$0.2
8	$0.0	$0.1	$0.1	$0.2
Sum	$0.1	$0.3	$0.3	$0.7

Appendix Table D 102: Business Income for Canada – Cargo Handling Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.4	$0.6	$0.8	$3.8
10	$2.4	$0.6	$0.8	$3.8
11	$2.4	$0.6	$0.8	$3.8
12	$2.4	$0.6	$0.8	$3.8
13	$2.4	$0.6	$0.8	$3.8
14	$2.4	$0.6	$0.8	$3.8
15	$2.4	$0.6	$0.8	$3.8
16	$2.4	$0.6	$0.8	$3.8
17	$2.4	$0.6	$0.8	$3.8
18	$2.4	$0.6	$0.8	$3.8
19	$2.4	$0.6	$0.8	$3.8
20	$2.4	$0.6	$0.8	$3.8
21	$2.4	$0.6	$0.8	$3.8
22	$2.4	$0.6	$0.8	$3.8
23	$2.4	$0.6	$0.8	$3.8
24	$2.4	$0.6	$0.8	$3.8
25	$2.4	$0.6	$0.8	$3.8
26	$2.4	$0.6	$0.8	$3.8
27	$2.4	$0.6	$0.8	$3.8
28	$2.4	$0.6	$0.8	$3.8
29	$2.4	$0.6	$0.8	$3.8
30	$2.4	$0.6	$0.8	$3.8

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
31	$2.4	$0.6	$0.8	$3.8
32	$2.4	$0.6	$0.8	$3.8
33	$2.4	$0.6	$0.8	$3.8
34	$2.4	$0.6	$0.8	$3.8
35	$2.4	$0.6	$0.8	$3.8
Typical Operation: Year 10	$2.4	$0.6	$0.8	$3.8
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$4.9	$1.3	$1.5	$7.7
Twenty-Five Year Impact	$41.6	$10.7	$12.9	$65.2
Thirty-Five Year Impact	$66.1	$16.9	$20.5	$103.5

D.3.5 Operations – Cargo Handling - Federal Tax Revenue

Appendix Table D 103: Federal Tax Revenue for Great Northern Peninsula – Cargo Handling – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 104: Federal Tax Revenue for Great Northern Peninsula – Cargo Handling Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 105: Federal Tax Revenue for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
6	$0.1	$0.0	$0.0	$0.1
7	$0.1	$0.0	$0.0	$0.1
8	$0.1	$0.0	$0.0	$0.1
Sum	$0.2	$0.1	$0.1	$0.3

Appendix Table D 106: Federal Tax Revenue for Newfoundland and Labrador – Cargo Handling Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.0	$0.1	$0.5
10	$0.3	$0.0	$0.1	$0.5
11	$0.3	$0.0	$0.1	$0.5
12	$0.3	$0.0	$0.1	$0.5
13	$0.3	$0.0	$0.1	$0.5
14	$0.3	$0.0	$0.1	$0.5
15	$0.3	$0.0	$0.1	$0.5
16	$0.3	$0.0	$0.1	$0.5
17	$0.3	$0.0	$0.1	$0.5
18	$0.3	$0.0	$0.1	$0.5
19	$0.3	$0.0	$0.1	$0.5
20	$0.3	$0.0	$0.1	$0.5
21	$0.3	$0.0	$0.1	$0.5
22	$0.3	$0.0	$0.1	$0.5
23	$0.3	$0.0	$0.1	$0.5
24	$0.3	$0.0	$0.1	$0.5
25	$0.3	$0.0	$0.1	$0.5
26	$0.3	$0.0	$0.1	$0.5
27	$0.3	$0.0	$0.1	$0.5
28	$0.3	$0.0	$0.1	$0.5
29	$0.3	$0.0	$0.1	$0.5
30	$0.3	$0.0	$0.1	$0.5
31	$0.3	$0.0	$0.1	$0.5
32	$0.3	$0.0	$0.1	$0.5
33	$0.3	$0.0	$0.1	$0.5

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
34	$0.3	$0.0	$0.1	$0.5
35	$0.3	$0.0	$0.1	$0.5
Typical Operation: Year 10	$0.3	$0.0	$0.1	$0.5
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.7	$0.1	$0.2	$1.0
Twenty-Five Year Impact	$5.5	$0.8	$1.9	$8.2
Thirty-Five Year Impact	$8.8	$1.2	$3.0	$13.1

Appendix Table D 107: Federal Tax Revenue for Canada – Cargo Handling – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.1	$0.0	$0.0	$0.1
7	$0.1	$0.0	$0.0	$0.1
8	$0.1	$0.0	$0.0	$0.1
Sum	$0.2	$0.1	$0.1	$0.4

Appendix Table D 108: Federal Tax Revenue for Canada – Cargo Handling Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.1	$0.2	$0.6
10	$0.3	$0.1	$0.2	$0.6
11	$0.3	$0.1	$0.2	$0.6
12	$0.3	$0.1	$0.2	$0.6
13	$0.3	$0.1	$0.2	$0.6
14	$0.3	$0.1	$0.2	$0.6
15	$0.3	$0.1	$0.2	$0.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
16	$0.3	$0.1	$0.2	$0.6
17	$0.3	$0.1	$0.2	$0.6
18	$0.3	$0.1	$0.2	$0.6
19	$0.3	$0.1	$0.2	$0.6
20	$0.3	$0.1	$0.2	$0.6
21	$0.3	$0.1	$0.2	$0.6
22	$0.3	$0.1	$0.2	$0.6
23	$0.3	$0.1	$0.2	$0.6
24	$0.3	$0.1	$0.2	$0.6
25	$0.3	$0.1	$0.2	$0.6
26	$0.3	$0.1	$0.2	$0.6
27	$0.3	$0.1	$0.2	$0.6
28	$0.3	$0.1	$0.2	$0.6
29	$0.3	$0.1	$0.2	$0.6
30	$0.3	$0.1	$0.2	$0.6
31	$0.3	$0.1	$0.2	$0.6
32	$0.3	$0.1	$0.2	$0.6
33	$0.3	$0.1	$0.2	$0.6
34	$0.3	$0.1	$0.2	$0.6
35	$0.3	$0.1	$0.2	$0.6
Typical Operation: Year 10	**$0.3**	**$0.1**	**$0.2**	**$0.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.7**	**$0.3**	**$0.4**	**$1.3**
Twenty-Five Year Impact	**$5.5**	**$2.2**	**$3.2**	**$11.0**
Thirty-Five Year Impact	**$8.8**	**$3.5**	**$5.1**	**$17.5**

D.3.6 Operations – Cargo Handling – Provincial Tax Revenue

Appendix Table D 109: Provincial Tax Revenue for Great Northern Peninsula – Cargo Handling – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 110: Provincial Tax Revenue for Great Northern Peninsula – Cargo Handling Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 111: Provincial Tax Revenue for Newfoundland and Labrador – Cargo Handling – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.1
7	$0.0	$0.0	$0.0	$0.1
8	$0.0	$0.0	$0.0	$0.1
Sum	$0.1	$0.1	$0.1	$0.3

Appendix Table D 112: Provincial Tax Revenue for Newfoundland and Labrador – Cargo Handling Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.0	$0.2	$0.5
10	$0.3	$0.0	$0.2	$0.5
11	$0.3	$0.0	$0.2	$0.5
12	$0.3	$0.0	$0.2	$0.5
13	$0.3	$0.0	$0.2	$0.5
14	$0.3	$0.0	$0.2	$0.5
15	$0.3	$0.0	$0.2	$0.5
16	$0.3	$0.0	$0.2	$0.5
17	$0.3	$0.0	$0.2	$0.5
18	$0.3	$0.0	$0.2	$0.5
19	$0.3	$0.0	$0.2	$0.5
20	$0.3	$0.0	$0.2	$0.5
21	$0.3	$0.0	$0.2	$0.5

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
22	$0.3	$0.0	$0.2	$0.5
23	$0.3	$0.0	$0.2	$0.5
24	$0.3	$0.0	$0.2	$0.5
25	$0.3	$0.0	$0.2	$0.5
26	$0.3	$0.0	$0.2	$0.5
27	$0.3	$0.0	$0.2	$0.5
28	$0.3	$0.0	$0.2	$0.5
29	$0.3	$0.0	$0.2	$0.5
30	$0.3	$0.0	$0.2	$0.5
31	$0.3	$0.0	$0.2	$0.5
32	$0.3	$0.0	$0.2	$0.5
33	$0.3	$0.0	$0.2	$0.5
34	$0.3	$0.0	$0.2	$0.5
35	$0.3	$0.0	$0.2	$0.5
Typical Operation: Year 10	**$0.3**	**$0.0**	**$0.2**	**$0.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.5**	**$0.1**	**$0.4**	**$1.0**
Twenty-Five Year Impact	**$4.3**	**$0.7**	**$3.7**	**$8.7**
Thirty-Five Year Impact	**$6.9**	**$1.1**	**$5.9**	**$13.8**

Appendix Table D 113: Provincial Tax Revenue for Canada – Cargo Handling – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.1	$0.1
7	$0.0	$0.0	$0.1	$0.1
8	$0.0	$0.0	$0.1	$0.1
Sum	**$0.1**	**$0.1**	**$0.2**	**$0.4**

Appendix Table D 114: Provincial Tax Revenue for Canada – Cargo Handling Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.1	$0.3	$0.7
10	$0.3	$0.1	$0.3	$0.7
11	$0.3	$0.1	$0.3	$0.7
12	$0.3	$0.1	$0.3	$0.7
13	$0.3	$0.1	$0.3	$0.7
14	$0.3	$0.1	$0.3	$0.7
15	$0.3	$0.1	$0.3	$0.7
16	$0.3	$0.1	$0.3	$0.7
17	$0.3	$0.1	$0.3	$0.7
18	$0.3	$0.1	$0.3	$0.7
19	$0.3	$0.1	$0.3	$0.7
20	$0.3	$0.1	$0.3	$0.7
21	$0.3	$0.1	$0.3	$0.7
22	$0.3	$0.1	$0.3	$0.7
23	$0.3	$0.1	$0.3	$0.7
24	$0.3	$0.1	$0.3	$0.7
25	$0.3	$0.1	$0.3	$0.7
26	$0.3	$0.1	$0.3	$0.7
27	$0.3	$0.1	$0.3	$0.7
28	$0.3	$0.1	$0.3	$0.7
29	$0.3	$0.1	$0.3	$0.7
30	$0.3	$0.1	$0.3	$0.7
31	$0.3	$0.1	$0.3	$0.7
32	$0.3	$0.1	$0.3	$0.7
33	$0.3	$0.1	$0.3	$0.7
34	$0.3	$0.1	$0.3	$0.7
35	$0.3	$0.1	$0.3	$0.7
Typical Operation: Year 10	**$0.3**	**$0.1**	**$0.3**	**$0.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.5**	**$0.2**	**$0.6**	**$1.4**
Twenty-Five Year Impact	**$4.3**	**$2.0**	**$5.4**	**$11.8**
Thirty-Five Year Impact	**$6.9**	**$3.2**	**$8.6**	**$18.8**

D.4. Capital and Operations – Other Business

Appendix Table D 115: Capital Investment – Other Business

Relative Year	Investment in Other Business $M
1	
2	
3	
4	
5	
6	$2.8
7	$2.8
8	$2.8
Sum	$8.4

Appendix Table D 116: Operating Expenditure – Other Business

Relative Year	Expenditure on Other Business $M	Relative Year	Expenditure on Other Business $M
1	$0.0	21	$8.6
2	$0.0	22	$8.6
3	$0.0	23	$8.6
4	$0.0	24	$8.6
5	$0.0	25	$8.6
6	$0.0	26	$8.6
7	$0.0	27	$8.6
8	$0.0	28	$8.6
9	$8.6	29	$8.6
10	$8.6	30	$8.6
11	$8.6	31	$8.6
12	$8.6	32	$8.6
13	$8.6	33	$8.6
14	$8.6	34	$8.6
15	$8.6	35	$8.6
16	$8.6		
17	$8.6		
18	$8.6		
19	$8.6		
20	$8.6		

Relative Year	Expenditure on Other Business $M	Relative Year	Expenditure on Other Business $M
Typical Operation: Year 10			$8.6
Five Year Impact			$0.0
Ten Year Impact			$17.2
Twenty-Five Year Impact			$146.1
Thirty-Five Year Impact			$232.0

D.4. Operations – Other Business – Employment

Appendix Table D 117: Employment for Great Northern Peninsula – Other Business – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	13.6	2.3	1.9	17.8
7	13.6	2.3	1.9	17.8
8	13.6	2.3	1.9	17.8
Sum	40.8	6.9	5.7	53.5

Appendix Table D 118: Employment for Great Northern Peninsula – Other Business Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	44.0	7.1	5.8	56.9
10	44.0	7.1	5.8	56.9
11	44.0	7.1	5.8	56.9
12	44.0	7.1	5.8	56.9
13	44.0	7.1	5.8	56.9
14	44.0	7.1	5.8	56.9
15	44.0	7.1	5.8	56.9
16	44.0	7.1	5.8	56.9
17	44.0	7.1	5.8	56.9
18	44.0	7.1	5.8	56.9
19	44.0	7.1	5.8	56.9
20	44.0	7.1	5.8	56.9
21	44.0	7.1	5.8	56.9
22	44.0	7.1	5.8	56.9
23	44.0	7.1	5.8	56.9
24	44.0	7.1	5.8	56.9
25	44.0	7.1	5.8	56.9

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	44.0	7.1	5.8	56.9
27	44.0	7.1	5.8	56.9
28	44.0	7.1	5.8	56.9
29	44.0	7.1	5.8	56.9
30	44.0	7.1	5.8	56.9
31	44.0	7.1	5.8	56.9
32	44.0	7.1	5.8	56.9
33	44.0	7.1	5.8	56.9
34	44.0	7.1	5.8	56.9
35	44.0	7.1	5.8	56.9
Typical Operation: Year 10	44.0	7.1	5.8	56.9
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	88.0	14.2	11.6	113.8
Twenty-Five Year Impact	748.0	120.4	99.0	967.4
Thirty-Five Year Impact	1,188.0	191.3	157.2	1,536.5

Appendix Table D 119: Employment for Newfoundland and Labrador – Other Business – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	13.6	5.2	3.9	22.7
7	13.6	5.2	3.9	22.7
8	13.6	5.2	3.9	22.7
Sum	40.8	15.7	11.7	68.2

Appendix Table D 120: Employment for Newfoundland and Labrador – Other Business Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	44.0	15.5	11.7	71.2
10	44.0	15.5	11.7	71.2

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	44.0	15.5	11.7	71.2
12	44.0	15.5	11.7	71.2
13	44.0	15.5	11.7	71.2
14	44.0	15.5	11.7	71.2
15	44.0	15.5	11.7	71.2
16	44.0	15.5	11.7	71.2
17	44.0	15.5	11.7	71.2
18	44.0	15.5	11.7	71.2
19	44.0	15.5	11.7	71.2
20	44.0	15.5	11.7	71.2
21	44.0	15.5	11.7	71.2
22	44.0	15.5	11.7	71.2
23	44.0	15.5	11.7	71.2
24	44.0	15.5	11.7	71.2
25	44.0	15.5	11.7	71.2
26	44.0	15.5	11.7	71.2
27	44.0	15.5	11.7	71.2
28	44.0	15.5	11.7	71.2
29	44.0	15.5	11.7	71.2
30	44.0	15.5	11.7	71.2
31	44.0	15.5	11.7	71.2
32	44.0	15.5	11.7	71.2
33	44.0	15.5	11.7	71.2
34	44.0	15.5	11.7	71.2
35	44.0	15.5	11.7	71.2
Typical Operation: Year 10	44.0	15.5	11.7	71.2
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	88.0	31.1	23.3	142.4
Twenty-Five Year Impact	748.0	264.2	198.3	1,210.5
Thirty-Five Year Impact	1,188.0	419.6	314.9	1,922.6

Appendix Table D 121: Employment for Canada – Other Business – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	13.6	9.8	7.3	30.7
7	13.6	9.8	7.3	30.7
8	13.6	9.8	7.3	30.7
Sum	40.8	29.4	22.0	92.2

Appendix Table D 122: Employment for Canada – Other Business Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	44.0	35.1	23.8	103.0
10	44.0	35.1	23.8	103.0
11	44.0	35.1	23.8	103.0
12	44.0	35.1	23.8	103.0
13	44.0	35.1	23.8	103.0
14	44.0	35.1	23.8	103.0
15	44.0	35.1	23.8	103.0
16	44.0	35.1	23.8	103.0
17	44.0	35.1	23.8	103.0
18	44.0	35.1	23.8	103.0
19	44.0	35.1	23.8	103.0
20	44.0	35.1	23.8	103.0
21	44.0	35.1	23.8	103.0
22	44.0	35.1	23.8	103.0
23	44.0	35.1	23.8	103.0
24	44.0	35.1	23.8	103.0
25	44.0	35.1	23.8	103.0
26	44.0	35.1	23.8	103.0
27	44.0	35.1	23.8	103.0
28	44.0	35.1	23.8	103.0
29	44.0	35.1	23.8	103.0
30	44.0	35.1	23.8	103.0
31	44.0	35.1	23.8	103.0
32	44.0	35.1	23.8	103.0
33	44.0	35.1	23.8	103.0
34	44.0	35.1	23.8	103.0
35	44.0	35.1	23.8	103.0
Typical Operation: Year 10	**44.0**	**35.1**	**23.8**	**103.0**
Five Year Impact	**0.0**	**0.0**	**0.0**	**0.0**
Ten Year Impact	**88.0**	**70.3**	**47.7**	**205.9**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Twenty-Five Year Impact	748.0	597.2	405.2	1,750.3
Thirty-Five Year Impact	1,188.0	948.5	643.5	2,780.0

D.4.2 Operations – Other Business – GDP

Appendix Table D 123: GDP for Great Northern Peninsula – Other Business – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$1.0	$0.2	$0.2	$1.5
7	$1.0	$0.2	$0.2	$1.5
8	$1.0	$0.2	$0.2	$1.5
Sum	$3.1	$0.7	$0.7	$4.6

Appendix Table D 124: GDP for Great Northern Peninsula – Other Business Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$4.3	$0.6	$0.7	$5.5
10	$4.3	$0.6	$0.7	$5.5
11	$4.3	$0.6	$0.7	$5.5
12	$4.3	$0.6	$0.7	$5.5
13	$4.3	$0.6	$0.7	$5.5
14	$4.3	$0.6	$0.7	$5.5
15	$4.3	$0.6	$0.7	$5.5
16	$4.3	$0.6	$0.7	$5.5
17	$4.3	$0.6	$0.7	$5.5
18	$4.3	$0.6	$0.7	$5.5

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
19	$4.3	$0.6	$0.7	$5.5
20	$4.3	$0.6	$0.7	$5.5
21	$4.3	$0.6	$0.7	$5.5
22	$4.3	$0.6	$0.7	$5.5
23	$4.3	$0.6	$0.7	$5.5
24	$4.3	$0.6	$0.7	$5.5
25	$4.3	$0.6	$0.7	$5.5
26	$4.3	$0.6	$0.7	$5.5
27	$4.3	$0.6	$0.7	$5.5
28	$4.3	$0.6	$0.7	$5.5
29	$4.3	$0.6	$0.7	$5.5
30	$4.3	$0.6	$0.7	$5.5
31	$4.3	$0.6	$0.7	$5.5
32	$4.3	$0.6	$0.7	$5.5
33	$4.3	$0.6	$0.7	$5.5
34	$4.3	$0.6	$0.7	$5.5
35	$4.3	$0.6	$0.7	$5.5
Typical Operation: Year 10	**$4.3**	**$0.6**	**$0.7**	**$5.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$8.5**	**$1.2**	**$1.4**	**$11.1**
Twenty-Five Year Impact	**$72.6**	**$9.8**	**$11.6**	**$94.1**
Thirty-Five Year Impact	**$115.4**	**$15.6**	**$18.5**	**$149.5**

Appendix Table D 125: GDP for Newfoundland and Labrador – Other Business – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$1.0	$0.6	$0.5	$2.1
7	$1.0	$0.6	$0.5	$2.1
8	$1.0	$0.6	$0.5	$2.1
Sum	**$3.1**	**$1.7**	**$1.4**	**$6.2**

Appendix Table D 126: GDP for Newfoundland and Labrador – Other Business Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$4.3	$1.3	$1.2	$6.8
10	$4.3	$1.3	$1.2	$6.8
11	$4.3	$1.3	$1.2	$6.8
12	$4.3	$1.3	$1.2	$6.8
13	$4.3	$1.3	$1.2	$6.8
14	$4.3	$1.3	$1.2	$6.8
15	$4.3	$1.3	$1.2	$6.8
16	$4.3	$1.3	$1.2	$6.8
17	$4.3	$1.3	$1.2	$6.8
18	$4.3	$1.3	$1.2	$6.8
19	$4.3	$1.3	$1.2	$6.8
20	$4.3	$1.3	$1.2	$6.8
21	$4.3	$1.3	$1.2	$6.8
22	$4.3	$1.3	$1.2	$6.8
23	$4.3	$1.3	$1.2	$6.8
24	$4.3	$1.3	$1.2	$6.8
25	$4.3	$1.3	$1.2	$6.8
26	$4.3	$1.3	$1.2	$6.8
27	$4.3	$1.3	$1.2	$6.8
28	$4.3	$1.3	$1.2	$6.8
29	$4.3	$1.3	$1.2	$6.8
30	$4.3	$1.3	$1.2	$6.8
31	$4.3	$1.3	$1.2	$6.8
32	$4.3	$1.3	$1.2	$6.8
33	$4.3	$1.3	$1.2	$6.8
34	$4.3	$1.3	$1.2	$6.8
35	$4.3	$1.3	$1.2	$6.8
Typical Operation: Year 10	**$4.3**	**$1.3**	**$1.2**	**$6.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$8.5**	**$2.7**	**$2.5**	**$13.7**
Twenty-Five Year Impact	**$72.6**	**$22.6**	**$21.2**	**$116.4**
Thirty-Five Year Impact	**$115.4**	**$35.9**	**$33.7**	**$184.9**

Appendix Table D 127: GDP for Canada – Other Business – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
3				
4				
5				
6	$1.0	$1.0	$0.8	$2.9
7	$1.0	$1.0	$0.8	$2.9
8	$1.0	$1.0	$0.8	$2.9
Sum	$3.1	$3.1	$2.5	$8.7

Appendix Table D 128: GDP for Canada – Other Business Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$4.3	$3.2	$2.5	$9.9
10	$4.3	$3.2	$2.5	$9.9
11	$4.3	$3.2	$2.5	$9.9
12	$4.3	$3.2	$2.5	$9.9
13	$4.3	$3.2	$2.5	$9.9
14	$4.3	$3.2	$2.5	$9.9
15	$4.3	$3.2	$2.5	$9.9
16	$4.3	$3.2	$2.5	$9.9
17	$4.3	$3.2	$2.5	$9.9
18	$4.3	$3.2	$2.5	$9.9
19	$4.3	$3.2	$2.5	$9.9
20	$4.3	$3.2	$2.5	$9.9
21	$4.3	$3.2	$2.5	$9.9
22	$4.3	$3.2	$2.5	$9.9
23	$4.3	$3.2	$2.5	$9.9
24	$4.3	$3.2	$2.5	$9.9
25	$4.3	$3.2	$2.5	$9.9
26	$4.3	$3.2	$2.5	$9.9
27	$4.3	$3.2	$2.5	$9.9
28	$4.3	$3.2	$2.5	$9.9

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
29	$4.3	$3.2	$2.5	$9.9
30	$4.3	$3.2	$2.5	$9.9
31	$4.3	$3.2	$2.5	$9.9
32	$4.3	$3.2	$2.5	$9.9
33	$4.3	$3.2	$2.5	$9.9
34	$4.3	$3.2	$2.5	$9.9
35	$4.3	$3.2	$2.5	$9.9
Typical Operation: Year 10	$4.3	$3.2	$2.5	$9.9
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$8.5	$6.3	$4.9	$19.8
Twenty-Five Year Impact	$72.6	$53.7	$41.7	$168.1
Thirty-Five Year Impact	$115.4	$85.3	$66.3	$266.9

D.4.3 Operations – Other Business – Wages, Salaries & Social Contributions

Appendix Table D 129: Wages, Salaries & Social Contributions for Great Northern Peninsula – Other Business – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.8	$0.1	$0.1	$1.1
7	$0.8	$0.1	$0.1	$1.1
8	$0.8	$0.1	$0.1	$1.1
Sum	$2.5	$0.4	$0.2	$3.2

Appendix Table D 130: Wages, Salaries & Social Contributions for Great Northern Peninsula – Other Business Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.2	$0.3	$0.2	$2.8
10	$2.2	$0.3	$0.2	$2.8
11	$2.2	$0.3	$0.2	$2.8
12	$2.2	$0.3	$0.2	$2.8
13	$2.2	$0.3	$0.2	$2.8
14	$2.2	$0.3	$0.2	$2.8
15	$2.2	$0.3	$0.2	$2.8
16	$2.2	$0.3	$0.2	$2.8
17	$2.2	$0.3	$0.2	$2.8
18	$2.2	$0.3	$0.2	$2.8
19	$2.2	$0.3	$0.2	$2.8
20	$2.2	$0.3	$0.2	$2.8
21	$2.2	$0.3	$0.2	$2.8
22	$2.2	$0.3	$0.2	$2.8
23	$2.2	$0.3	$0.2	$2.8
24	$2.2	$0.3	$0.2	$2.8
25	$2.2	$0.3	$0.2	$2.8
26	$2.2	$0.3	$0.2	$2.8
27	$2.2	$0.3	$0.2	$2.8
28	$2.2	$0.3	$0.2	$2.8
29	$2.2	$0.3	$0.2	$2.8
30	$2.2	$0.3	$0.2	$2.8
31	$2.2	$0.3	$0.2	$2.8
32	$2.2	$0.3	$0.2	$2.8
33	$2.2	$0.3	$0.2	$2.8
34	$2.2	$0.3	$0.2	$2.8
35	$2.2	$0.3	$0.2	$2.8
Typical Operation: Year 10	**$2.2**	**$0.3**	**$0.2**	**$2.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.4**	**$0.7**	**$0.5**	**$5.5**
Twenty-Five Year Impact	**$37.5**	**$5.8**	**$3.9**	**$47.1**
Thirty-Five Year Impact	**$59.5**	**$9.1**	**$6.2**	**$74.8**

Appendix Table D 131: Wages, Salaries & Social Contributions for Newfoundland and Labrador – Other Business – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.8	$0.3	$0.2	$1.4
7	$0.8	$0.3	$0.2	$1.4
8	$0.8	$0.3	$0.2	$1.4
Sum	$2.5	$1.0	$0.6	$4.1

Appendix Table D 132: Wages, Salaries & Social Contributions for Newfoundland and Labrador – Other Business Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.2	$0.8	$0.5	$3.5
10	$2.2	$0.8	$0.5	$3.5
11	$2.2	$0.8	$0.5	$3.5
12	$2.2	$0.8	$0.5	$3.5
13	$2.2	$0.8	$0.5	$3.5
14	$2.2	$0.8	$0.5	$3.5
15	$2.2	$0.8	$0.5	$3.5
16	$2.2	$0.8	$0.5	$3.5
17	$2.2	$0.8	$0.5	$3.5
18	$2.2	$0.8	$0.5	$3.5
19	$2.2	$0.8	$0.5	$3.5
20	$2.2	$0.8	$0.5	$3.5
21	$2.2	$0.8	$0.5	$3.5
22	$2.2	$0.8	$0.5	$3.5

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
23	$2.2	$0.8	$0.5	$3.5
24	$2.2	$0.8	$0.5	$3.5
25	$2.2	$0.8	$0.5	$3.5
26	$2.2	$0.8	$0.5	$3.5
27	$2.2	$0.8	$0.5	$3.5
28	$2.2	$0.8	$0.5	$3.5
29	$2.2	$0.8	$0.5	$3.5
30	$2.2	$0.8	$0.5	$3.5
31	$2.2	$0.8	$0.5	$3.5
32	$2.2	$0.8	$0.5	$3.5
33	$2.2	$0.8	$0.5	$3.5
34	$2.2	$0.8	$0.5	$3.5
35	$2.2	$0.8	$0.5	$3.5
Typical Operation: Year 10	**$2.2**	**$0.8**	**$0.5**	**$3.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.4**	**$1.6**	**$1.1**	**$7.1**
Twenty-Five Year Impact	**$37.5**	**$13.5**	**$9.0**	**$60.0**
Thirty-Five Year Impact	**$59.5**	**$21.4**	**$14.3**	**$95.3**

Appendix Table D 133: Wages, Salaries & Social Contributions for Canada – Other Business – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.8	$0.6	$0.4	$1.9
7	$0.8	$0.6	$0.4	$1.9
8	$0.8	$0.6	$0.4	$1.9
Sum	**$2.5**	**$1.9**	**$1.1**	**$5.6**

Appendix Table D 134: Wages, Salaries & Social Contributions for Canada – Other Business Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.2	$1.8	$1.1	$5.1
10	$2.2	$1.8	$1.1	$5.1
11	$2.2	$1.8	$1.1	$5.1
12	$2.2	$1.8	$1.1	$5.1
13	$2.2	$1.8	$1.1	$5.1
14	$2.2	$1.8	$1.1	$5.1
15	$2.2	$1.8	$1.1	$5.1
16	$2.2	$1.8	$1.1	$5.1
17	$2.2	$1.8	$1.1	$5.1
18	$2.2	$1.8	$1.1	$5.1
19	$2.2	$1.8	$1.1	$5.1
20	$2.2	$1.8	$1.1	$5.1
21	$2.2	$1.8	$1.1	$5.1
22	$2.2	$1.8	$1.1	$5.1
23	$2.2	$1.8	$1.1	$5.1
24	$2.2	$1.8	$1.1	$5.1
25	$2.2	$1.8	$1.1	$5.1
26	$2.2	$1.8	$1.1	$5.1
27	$2.2	$1.8	$1.1	$5.1
28	$2.2	$1.8	$1.1	$5.1
29	$2.2	$1.8	$1.1	$5.1
30	$2.2	$1.8	$1.1	$5.1
31	$2.2	$1.8	$1.1	$5.1
32	$2.2	$1.8	$1.1	$5.1
33	$2.2	$1.8	$1.1	$5.1
34	$2.2	$1.8	$1.1	$5.1
35	$2.2	$1.8	$1.1	$5.1
Typical Operation: Year 10	**$2.2**	**$1.8**	**$1.1**	**$5.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.4**	**$3.6**	**$2.2**	**$10.3**
Twenty-Five Year Impact	**$37.5**	**$30.9**	**$18.8**	**$87.2**
Thirty-Five Year Impact	**$59.5**	**$49.0**	**$29.9**	**$138.4**

D.4.4 Operations – Other Business – Business Income

Appendix Table D 135: Business Income for Great Northern Peninsula – Other Business – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$0.2	$0.1	$0.1	$0.3
7	$0.2	$0.1	$0.1	$0.3
8	$0.2	$0.1	$0.1	$0.3
Sum	$0.5	$0.3	$0.3	$1.0

Appendix Table D 136: Business Income for Great Northern Peninsula – Other Business Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.2	$0.2	$0.3	$2.7
10	$2.2	$0.2	$0.3	$2.7
11	$2.2	$0.2	$0.3	$2.7
12	$2.2	$0.2	$0.3	$2.7
13	$2.2	$0.2	$0.3	$2.7
14	$2.2	$0.2	$0.3	$2.7
15	$2.2	$0.2	$0.3	$2.7
16	$2.2	$0.2	$0.3	$2.7
17	$2.2	$0.2	$0.3	$2.7
18	$2.2	$0.2	$0.3	$2.7
19	$2.2	$0.2	$0.3	$2.7
20	$2.2	$0.2	$0.3	$2.7
21	$2.2	$0.2	$0.3	$2.7
22	$2.2	$0.2	$0.3	$2.7
23	$2.2	$0.2	$0.3	$2.7

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
24	$2.2	$0.2	$0.3	$2.7
25	$2.2	$0.2	$0.3	$2.7
26	$2.2	$0.2	$0.3	$2.7
27	$2.2	$0.2	$0.3	$2.7
28	$2.2	$0.2	$0.3	$2.7
29	$2.2	$0.2	$0.3	$2.7
30	$2.2	$0.2	$0.3	$2.7
31	$2.2	$0.2	$0.3	$2.7
32	$2.2	$0.2	$0.3	$2.7
33	$2.2	$0.2	$0.3	$2.7
34	$2.2	$0.2	$0.3	$2.7
35	$2.2	$0.2	$0.3	$2.7
Typical Operation: Year 10	**$2.2**	**$0.2**	**$0.3**	**$2.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.5**	**$0.5**	**$0.5**	**$5.5**
Twenty-Five Year Impact	**$38.0**	**$4.2**	**$4.5**	**$46.7**
Thirty-Five Year Impact	**$60.3**	**$6.7**	**$7.2**	**$74.2**

Appendix Table D 137: Business Income for Newfoundland and Labrador – Other Business – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$0.2	$0.2	$0.2	$0.5
7	$0.2	$0.2	$0.2	$0.5
8	$0.2	$0.2	$0.2	$0.5
Sum	**$0.5**	**$0.6**	**$0.5**	**$1.6**

Appendix Table D 138: Business Income for Newfoundland and Labrador – Other Business Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.2	$0.5	$0.5	$3.2
10	$2.2	$0.5	$0.5	$3.2
11	$2.2	$0.5	$0.5	$3.2
12	$2.2	$0.5	$0.5	$3.2
13	$2.2	$0.5	$0.5	$3.2
14	$2.2	$0.5	$0.5	$3.2
15	$2.2	$0.5	$0.5	$3.2
16	$2.2	$0.5	$0.5	$3.2
17	$2.2	$0.5	$0.5	$3.2
18	$2.2	$0.5	$0.5	$3.2
19	$2.2	$0.5	$0.5	$3.2
20	$2.2	$0.5	$0.5	$3.2
21	$2.2	$0.5	$0.5	$3.2
22	$2.2	$0.5	$0.5	$3.2
23	$2.2	$0.5	$0.5	$3.2
24	$2.2	$0.5	$0.5	$3.2
25	$2.2	$0.5	$0.5	$3.2
26	$2.2	$0.5	$0.5	$3.2
27	$2.2	$0.5	$0.5	$3.2
28	$2.2	$0.5	$0.5	$3.2
29	$2.2	$0.5	$0.5	$3.2
30	$2.2	$0.5	$0.5	$3.2
31	$2.2	$0.5	$0.5	$3.2
32	$2.2	$0.5	$0.5	$3.2
33	$2.2	$0.5	$0.5	$3.2
34	$2.2	$0.5	$0.5	$3.2
35	$2.2	$0.5	$0.5	$3.2
Typical Operation: Year 10	**$2.2**	**$0.5**	**$0.5**	**$3.2**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.5**	**$1.1**	**$0.9**	**$6.4**
Twenty-Five Year Impact	**$38.0**	**$9.1**	**$7.7**	**$54.8**
Thirty-Five Year Impact	**$60.3**	**$14.4**	**$12.3**	**$87.0**

Appendix Table D 139: Business Income for Canada – Other Business – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
3				
4				
5				
6	$0.2	$0.4	$0.3	$0.8
7	$0.2	$0.4	$0.3	$0.8
8	$0.2	$0.4	$0.3	$0.8
Sum	$0.5	$1.1	$0.9	$2.5

Appendix Table D 140: Business Income for Canada – Other Business Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.2	$1.2	$0.9	$4.4
10	$2.2	$1.2	$0.9	$4.4
11	$2.2	$1.2	$0.9	$4.4
12	$2.2	$1.2	$0.9	$4.4
13	$2.2	$1.2	$0.9	$4.4
14	$2.2	$1.2	$0.9	$4.4
15	$2.2	$1.2	$0.9	$4.4
16	$2.2	$1.2	$0.9	$4.4
17	$2.2	$1.2	$0.9	$4.4
18	$2.2	$1.2	$0.9	$4.4
19	$2.2	$1.2	$0.9	$4.4
20	$2.2	$1.2	$0.9	$4.4
21	$2.2	$1.2	$0.9	$4.4
22	$2.2	$1.2	$0.9	$4.4
23	$2.2	$1.2	$0.9	$4.4
24	$2.2	$1.2	$0.9	$4.4
25	$2.2	$1.2	$0.9	$4.4
26	$2.2	$1.2	$0.9	$4.4
27	$2.2	$1.2	$0.9	$4.4
28	$2.2	$1.2	$0.9	$4.4
29	$2.2	$1.2	$0.9	$4.4
30	$2.2	$1.2	$0.9	$4.4

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
31	$2.2	$1.2	$0.9	$4.4
32	$2.2	$1.2	$0.9	$4.4
33	$2.2	$1.2	$0.9	$4.4
34	$2.2	$1.2	$0.9	$4.4
35	$2.2	$1.2	$0.9	$4.4
Typical Operation: Year 10	$2.2	$1.2	$0.9	$4.4
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$4.5	$2.5	$1.9	$8.8
Twenty-Five Year Impact	$38.0	$21.1	$15.8	$74.9
Thirty-Five Year Impact	$60.3	$33.5	$25.1	$118.9

D.4.5 Operations – Other Business - Federal Tax Revenue

Appendix Table D 141: Federal Tax Revenue for Great Northern Peninsula – Other Business – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 142: Federal Tax Revenue for Great Northern Peninsula – Other Business Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	$0.0	$0.0	$0.0	$0.0
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.0	$0.0	$0.0	$0.0
Twenty-Five Year Impact	$0.0	$0.0	$0.0	$0.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 143: Federal Tax Revenue for Newfoundland and Labrador – Other Business – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
5				
6	$0.1	$0.0	$0.0	$0.2
7	$0.1	$0.0	$0.0	$0.2
8	$0.1	$0.0	$0.0	$0.2
Sum	$0.4	$0.1	$0.1	$0.6

Appendix Table D 144: Federal Tax Revenue for Newfoundland and Labrador – Other Business Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.1	$0.1	$0.5
10	$0.3	$0.1	$0.1	$0.5
11	$0.3	$0.1	$0.1	$0.5
12	$0.3	$0.1	$0.1	$0.5
13	$0.3	$0.1	$0.1	$0.5
14	$0.3	$0.1	$0.1	$0.5
15	$0.3	$0.1	$0.1	$0.5
16	$0.3	$0.1	$0.1	$0.5
17	$0.3	$0.1	$0.1	$0.5
18	$0.3	$0.1	$0.1	$0.5
19	$0.3	$0.1	$0.1	$0.5
20	$0.3	$0.1	$0.1	$0.5
21	$0.3	$0.1	$0.1	$0.5
22	$0.3	$0.1	$0.1	$0.5
23	$0.3	$0.1	$0.1	$0.5
24	$0.3	$0.1	$0.1	$0.5
25	$0.3	$0.1	$0.1	$0.5
26	$0.3	$0.1	$0.1	$0.5
27	$0.3	$0.1	$0.1	$0.5
28	$0.3	$0.1	$0.1	$0.5
29	$0.3	$0.1	$0.1	$0.5
30	$0.3	$0.1	$0.1	$0.5
31	$0.3	$0.1	$0.1	$0.5
32	$0.3	$0.1	$0.1	$0.5

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
33	$0.3	$0.1	$0.1	$0.5
34	$0.3	$0.1	$0.1	$0.5
35	$0.3	$0.1	$0.1	$0.5
Typical Operation: Year 10	$0.3	$0.1	$0.1	$0.5
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.7	$0.2	$0.2	$1.1
Twenty-Five Year Impact	$5.6	$1.8	$2.0	$9.3
Thirty-Five Year Impact	$8.9	$2.8	$3.1	$14.8

Appendix Table D 145: Federal Tax Revenue for Canada – Other Business – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.1	$0.1	$0.1	$0.3
7	$0.1	$0.1	$0.1	$0.3
8	$0.1	$0.1	$0.1	$0.3
Sum	$0.4	$0.3	$0.2	$0.9

Appendix Table D 146: Federal Tax Revenue for Canada – Other Business Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.3	$0.2	$0.8
10	$0.3	$0.3	$0.2	$0.8
11	$0.3	$0.3	$0.2	$0.8
12	$0.3	$0.3	$0.2	$0.8
13	$0.3	$0.3	$0.2	$0.8
14	$0.3	$0.3	$0.2	$0.8

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
15	$0.3	$0.3	$0.2	$0.8
16	$0.3	$0.3	$0.2	$0.8
17	$0.3	$0.3	$0.2	$0.8
18	$0.3	$0.3	$0.2	$0.8
19	$0.3	$0.3	$0.2	$0.8
20	$0.3	$0.3	$0.2	$0.8
21	$0.3	$0.3	$0.2	$0.8
22	$0.3	$0.3	$0.2	$0.8
23	$0.3	$0.3	$0.2	$0.8
24	$0.3	$0.3	$0.2	$0.8
25	$0.3	$0.3	$0.2	$0.8
26	$0.3	$0.3	$0.2	$0.8
27	$0.3	$0.3	$0.2	$0.8
28	$0.3	$0.3	$0.2	$0.8
29	$0.3	$0.3	$0.2	$0.8
30	$0.3	$0.3	$0.2	$0.8
31	$0.3	$0.3	$0.2	$0.8
32	$0.3	$0.3	$0.2	$0.8
33	$0.3	$0.3	$0.2	$0.8
34	$0.3	$0.3	$0.2	$0.8
35	$0.3	$0.3	$0.2	$0.8
Typical Operation: Year 10	**$0.3**	**$0.3**	**$0.2**	**$0.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.7**	**$0.6**	**$0.5**	**$1.7**
Twenty-Five Year Impact	**$5.6**	**$4.7**	**$3.9**	**$14.2**
Thirty-Five Year Impact	**$8.9**	**$7.4**	**$6.2**	**$22.5**

D.4.6 Operations – Other Business – Provincial Tax Revenue

Appendix Table D 147: Provincial Tax Revenue for Great Northern Peninsula – Other Business – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 148: Provincial Tax Revenue for Great Northern Peninsula – Other Business Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.0	$0.0	$0.0	$0.0
Twenty-Five Year Impact	$0.0	$0.0	$0.0	$0.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 149: Provincial Tax Revenue for Newfoundland and Labrador – Other Business – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.1	$0.0	$0.1	$0.2
7	$0.1	$0.0	$0.1	$0.2
8	$0.1	$0.0	$0.1	$0.2
Sum	$0.3	$0.1	$0.3	$0.7

Appendix Table D 150: Provincial Tax Revenue for Newfoundland and Labrador – Other Business Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.1	$0.1	$0.2	$0.4
10	$0.1	$0.1	$0.2	$0.4
11	$0.1	$0.1	$0.2	$0.4
12	$0.1	$0.1	$0.2	$0.4
13	$0.1	$0.1	$0.2	$0.4
14	$0.1	$0.1	$0.2	$0.4
15	$0.1	$0.1	$0.2	$0.4
16	$0.1	$0.1	$0.2	$0.4
17	$0.1	$0.1	$0.2	$0.4
18	$0.1	$0.1	$0.2	$0.4

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
19	$0.1	$0.1	$0.2	$0.4
20	$0.1	$0.1	$0.2	$0.4
21	$0.1	$0.1	$0.2	$0.4
22	$0.1	$0.1	$0.2	$0.4
23	$0.1	$0.1	$0.2	$0.4
24	$0.1	$0.1	$0.2	$0.4
25	$0.1	$0.1	$0.2	$0.4
26	$0.1	$0.1	$0.2	$0.4
27	$0.1	$0.1	$0.2	$0.4
28	$0.1	$0.1	$0.2	$0.4
29	$0.1	$0.1	$0.2	$0.4
30	$0.1	$0.1	$0.2	$0.4
31	$0.1	$0.1	$0.2	$0.4
32	$0.1	$0.1	$0.2	$0.4
33	$0.1	$0.1	$0.2	$0.4
34	$0.1	$0.1	$0.2	$0.4
35	$0.1	$0.1	$0.2	$0.4
Typical Operation: Year 10	**$0.1**	**$0.1**	**$0.2**	**$0.4**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.3**	**$0.1**	**$0.4**	**$0.9**
Twenty-Five Year Impact	**$2.3**	**$1.2**	**$3.7**	**$7.3**
Thirty-Five Year Impact	**$3.7**	**$1.9**	**$6.0**	**$11.6**

Appendix Table D 151: Provincial Tax Revenue for Canada – Other Business – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.1	$0.1	$0.1	$0.3
7	$0.1	$0.1	$0.1	$0.3
8	$0.1	$0.1	$0.1	$0.3
Sum	**$0.3**	**$0.2**	**$0.4**	**$0.9**

Appendix Table D 152: Provincial Tax Revenue for Canada – Other Business Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.1	$0.2	$0.4	$0.7
10	$0.1	$0.2	$0.4	$0.7
11	$0.1	$0.2	$0.4	$0.7
12	$0.1	$0.2	$0.4	$0.7
13	$0.1	$0.2	$0.4	$0.7
14	$0.1	$0.2	$0.4	$0.7
15	$0.1	$0.2	$0.4	$0.7
16	$0.1	$0.2	$0.4	$0.7
17	$0.1	$0.2	$0.4	$0.7
18	$0.1	$0.2	$0.4	$0.7
19	$0.1	$0.2	$0.4	$0.7
20	$0.1	$0.2	$0.4	$0.7
21	$0.1	$0.2	$0.4	$0.7
22	$0.1	$0.2	$0.4	$0.7
23	$0.1	$0.2	$0.4	$0.7
24	$0.1	$0.2	$0.4	$0.7
25	$0.1	$0.2	$0.4	$0.7
26	$0.1	$0.2	$0.4	$0.7
27	$0.1	$0.2	$0.4	$0.7
28	$0.1	$0.2	$0.4	$0.7
29	$0.1	$0.2	$0.4	$0.7
30	$0.1	$0.2	$0.4	$0.7
31	$0.1	$0.2	$0.4	$0.7
32	$0.1	$0.2	$0.4	$0.7
33	$0.1	$0.2	$0.4	$0.7
34	$0.1	$0.2	$0.4	$0.7
35	$0.1	$0.2	$0.4	$0.7
Typical Operation: Year 10	**$0.1**	**$0.2**	**$0.4**	**$0.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.3**	**$0.5**	**$0.7**	**$1.5**
Twenty-Five Year Impact	**$2.3**	**$3.9**	**$6.3**	**$12.5**
Thirty-Five Year Impact	**$3.7**	**$6.2**	**$10.0**	**$19.9**

D.5. Capital and Operations – Other Economic Activity (Scenario 1)

Appendix Table D 153: Capital Investment – Other Economic Activity (Scenario 1)

Relative Year	Investment in Other Economic Activity (Scenario 1) $M
1	
2	
3	
4	
5	
6	$134.3
7	$134.3
8	$134.3
Sum	$403.0

Appendix Table D 154: Operating Expenditure – Other Economic Activities (Scenario 1)

Relative Year	Expenditure on Other Economic Activity (Scenario 1) $M	Relative Year	Expenditure on Other Economic Activity (Scenario 1) $M
1	$0.0	21	$37.8
2	$0.0	22	$37.8
3	$0.0	23	$37.8
4	$0.0	24	$37.8
5	$0.0	25	$37.8
6	$0.0	26	$37.8
7	$0.0	27	$37.8
8	$0.0	28	$37.8
9	$37.8	29	$37.8
10	$37.8	30	$37.8
11	$37.8	31	$37.8
12	$37.8	32	$37.8
13	$37.8	33	$37.8
14	$37.8	34	$37.8
15	$37.8	35	$37.8
16	$37.8		
17	$37.8		

Relative Year	Expenditure on Other Economic Activity (Scenario 1) $M	Relative Year	Expenditure on Other Economic Activity (Scenario 1) $M
18	$37.8		
19	$37.8		
20	$37.8		
Typical Operation: Year 10			**$37.8**
Five Year Impact			**$0.0**
Ten Year Impact			**$75.6**
Twenty-Five Year Impact			**$642.7**
Thirty-Five Year Impact			**$1,020.8**

D.5.1 Operations – Other Economic Activity (Scenario 1) - Employment

Appendix Table D 155: Employment for Great Northern Peninsula – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	219.7	83.6	66.6	369.8
7	219.7	83.6	66.6	369.8
8	219.7	83.6	66.6	369.8
Sum	659.0	250.7	199.8	1,109.5

Appendix Table D 156: Employment for Great Northern Peninsula – Other Economic Activities (Scenario 1) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	142.0	7.7	32.9	182.5
10	142.0	7.7	32.9	182.5
11	142.0	7.7	32.9	182.5
12	142.0	7.7	32.9	182.5
13	142.0	7.7	32.9	182.5
14	142.0	7.7	32.9	182.5
15	142.0	7.7	32.9	182.5
16	142.0	7.7	32.9	182.5
17	142.0	7.7	32.9	182.5
18	142.0	7.7	32.9	182.5
19	142.0	7.7	32.9	182.5
20	142.0	7.7	32.9	182.5
21	142.0	7.7	32.9	182.5
22	142.0	7.7	32.9	182.5
23	142.0	7.7	32.9	182.5
24	142.0	7.7	32.9	182.5
25	142.0	7.7	32.9	182.5

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	142.0	7.7	32.9	182.5
27	142.0	7.7	32.9	182.5
28	142.0	7.7	32.9	182.5
29	142.0	7.7	32.9	182.5
30	142.0	7.7	32.9	182.5
31	142.0	7.7	32.9	182.5
32	142.0	7.7	32.9	182.5
33	142.0	7.7	32.9	182.5
34	142.0	7.7	32.9	182.5
35	142.0	7.7	32.9	182.5
Typical Operation: Year 10	142.0	7.7	32.9	182.5
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	284.0	15.4	65.7	365.1
Twenty-Five Year Impact	2,414.0	130.5	558.7	3,103.2
Thirty-Five Year Impact	3,834.0	207.2	887.3	4,928.6

Appendix Table D 157: Employment for Newfoundland and Labrador – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	219.7	207.8	145.1	572.6
7	219.7	207.8	145.1	572.6
8	219.7	207.8	145.1	572.6
Sum	659.0	623.3	435.4	1,717.7

Appendix Table D 158: Employment for Newfoundland and Labrador – Other Economic Activities (Scenario 1) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	142.0	20.1	56.8	219.0
10	142.0	20.1	56.8	219.0

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	142.0	20.1	56.8	219.0
12	142.0	20.1	56.8	219.0
13	142.0	20.1	56.8	219.0
14	142.0	20.1	56.8	219.0
15	142.0	20.1	56.8	219.0
16	142.0	20.1	56.8	219.0
17	142.0	20.1	56.8	219.0
18	142.0	20.1	56.8	219.0
19	142.0	20.1	56.8	219.0
20	142.0	20.1	56.8	219.0
21	142.0	20.1	56.8	219.0
22	142.0	20.1	56.8	219.0
23	142.0	20.1	56.8	219.0
24	142.0	20.1	56.8	219.0
25	142.0	20.1	56.8	219.0
26	142.0	20.1	56.8	219.0
27	142.0	20.1	56.8	219.0
28	142.0	20.1	56.8	219.0
29	142.0	20.1	56.8	219.0
30	142.0	20.1	56.8	219.0
31	142.0	20.1	56.8	219.0
32	142.0	20.1	56.8	219.0
33	142.0	20.1	56.8	219.0
34	142.0	20.1	56.8	219.0
35	142.0	20.1	56.8	219.0
Typical Operation: Year 10	**142.0**	**20.1**	**56.8**	**219.0**
Five Year Impact	**0.0**	**0.0**	**0.0**	**0.0**
Ten Year Impact	**284.0**	**40.2**	**113.7**	**437.9**
Twenty-Five Year Impact	**2,414.0**	**342.1**	**966.1**	**3,722.2**
Thirty-Five Year Impact	**3,834.0**	**543.4**	**1,534.4**	**5,911.8**

Appendix Table D 159: Employment for Canada – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	219.7	562.3	354.3	1,136.3
7	219.7	562.3	354.3	1,136.3
8	219.7	562.3	354.3	1,136.3

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Sum	659.0	1,686.9	1,063.0	3,408.9

Appendix Table D 160: Employment for Canada – Other Economic Activities (Scenario 1) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	142.0	115.0	127.8	384.8
10	142.0	115.0	127.8	384.8
11	142.0	115.0	127.8	384.8
12	142.0	115.0	127.8	384.8
13	142.0	115.0	127.8	384.8
14	142.0	115.0	127.8	384.8
15	142.0	115.0	127.8	384.8
16	142.0	115.0	127.8	384.8
17	142.0	115.0	127.8	384.8
18	142.0	115.0	127.8	384.8
19	142.0	115.0	127.8	384.8
20	142.0	115.0	127.8	384.8
21	142.0	115.0	127.8	384.8
22	142.0	115.0	127.8	384.8
23	142.0	115.0	127.8	384.8
24	142.0	115.0	127.8	384.8
25	142.0	115.0	127.8	384.8
26	142.0	115.0	127.8	384.8
27	142.0	115.0	127.8	384.8
28	142.0	115.0	127.8	384.8
29	142.0	115.0	127.8	384.8
30	142.0	115.0	127.8	384.8
31	142.0	115.0	127.8	384.8
32	142.0	115.0	127.8	384.8
33	142.0	115.0	127.8	384.8
34	142.0	115.0	127.8	384.8
35	142.0	115.0	127.8	384.8
Typical Operation: Year 10	142.0	115.0	127.8	384.8

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	284.0	230.1	255.6	769.7
Twenty-Five Year Impact	2,414.0	1,955.6	2,172.8	6,542.3
Thirty-Five Year Impact	3,834.0	3,105.9	3,450.8	10,390.7

D.5.2 Operations – Other Economic Activity (Scenario 1) – GDP

Appendix Table D 161: GDP for Great Northern Peninsula – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$32.9	$6.8	$8.0	$47.7
7	$32.9	$6.8	$8.0	$47.7
8	$32.9	$6.8	$8.0	$47.7
Sum	$98.6	$20.5	$24.0	$143.1

Appendix Table D 162: GDP for Great Northern Peninsula – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$22.7	$0.7	$3.9	$22.7
10	$22.7	$0.7	$3.9	$22.7
11	$22.7	$0.7	$3.9	$22.7
12	$22.7	$0.7	$3.9	$22.7
13	$22.7	$0.7	$3.9	$22.7
14	$22.7	$0.7	$3.9	$22.7
15	$22.7	$0.7	$3.9	$22.7
16	$22.7	$0.7	$3.9	$22.7

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
17	$22.7	$0.7	$3.9	$22.7
18	$22.7	$0.7	$3.9	$22.7
19	$22.7	$0.7	$3.9	$22.7
20	$22.7	$0.7	$3.9	$22.7
21	$22.7	$0.7	$3.9	$22.7
22	$22.7	$0.7	$3.9	$22.7
23	$22.7	$0.7	$3.9	$22.7
24	$22.7	$0.7	$3.9	$22.7
25	$22.7	$0.7	$3.9	$22.7
26	$22.7	$0.7	$3.9	$22.7
27	$22.7	$0.7	$3.9	$22.7
28	$22.7	$0.7	$3.9	$22.7
29	$22.7	$0.7	$3.9	$22.7
30	$22.7	$0.7	$3.9	$22.7
31	$22.7	$0.7	$3.9	$22.7
32	$22.7	$0.7	$3.9	$22.7
33	$22.7	$0.7	$3.9	$22.7
34	$22.7	$0.7	$3.9	$22.7
35	$22.7	$0.7	$3.9	$22.7
Typical Operation: Year 10	**$22.7**	**$0.7**	**$3.9**	**$22.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$45.5**	**$1.3**	**$7.9**	**$54.7**
Twenty-Five Year Impact	**$386.5**	**$11.3**	**$67.1**	**$464.8**
Thirty-Five Year Impact	**$613.8**	**$17.9**	**$106.5**	**$738.3**

Appendix Table D 163: GDP for Newfoundland and Labrador – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$32.9	$19.6	$15.7	$68.1
7	$32.9	$19.6	$15.7	$68.1
8	$32.9	$19.6	$15.7	$68.1
Sum	**$98.6**	**$58.8**	**$47.0**	**$204.4**

Appendix Table D 164: GDP for Newfoundland and Labrador – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$22.7	$1.8	$6.2	$30.7
10	$22.7	$1.8	$6.2	$30.7
11	$22.7	$1.8	$6.2	$30.7
12	$22.7	$1.8	$6.2	$30.7
13	$22.7	$1.8	$6.2	$30.7
14	$22.7	$1.8	$6.2	$30.7
15	$22.7	$1.8	$6.2	$30.7
16	$22.7	$1.8	$6.2	$30.7
17	$22.7	$1.8	$6.2	$30.7
18	$22.7	$1.8	$6.2	$30.7
19	$22.7	$1.8	$6.2	$30.7
20	$22.7	$1.8	$6.2	$30.7
21	$22.7	$1.8	$6.2	$30.7
22	$22.7	$1.8	$6.2	$30.7
23	$22.7	$1.8	$6.2	$30.7
24	$22.7	$1.8	$6.2	$30.7
25	$22.7	$1.8	$6.2	$30.7
26	$22.7	$1.8	$6.2	$30.7
27	$22.7	$1.8	$6.2	$30.7
28	$22.7	$1.8	$6.2	$30.7
29	$22.7	$1.8	$6.2	$30.7
30	$22.7	$1.8	$6.2	$30.7
31	$22.7	$1.8	$6.2	$30.7
32	$22.7	$1.8	$6.2	$30.7
33	$22.7	$1.8	$6.2	$30.7
34	$22.7	$1.8	$6.2	$30.7
35	$22.7	$1.8	$6.2	$30.7
Typical Operation: Year 10	$22.7	$1.8	$6.2	$30.7
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$45.5**	**$3.6**	**$12.4**	**$61.4**
Twenty-Five Year Impact	**$386.5**	**$30.5**	**$105.1**	**$522.0**
Thirty-Five Year Impact	**$613.8**	**$48.4**	**$166.9**	**$829.1**

Appendix Table D 165: GDP for Canada – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$32.9	$53.6	$36.5	$123.0
7	$32.9	$53.6	$36.5	$123.0
8	$32.9	$53.6	$36.5	$123.0
Sum	$98.6	$160.7	$109.6	$368.9

Appendix Table D 166: GDP for Canada – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$22.7	$12.2	$13.2	$48.1
10	$22.7	$12.2	$13.2	$48.1
11	$22.7	$12.2	$13.2	$48.1
12	$22.7	$12.2	$13.2	$48.1
13	$22.7	$12.2	$13.2	$48.1
14	$22.7	$12.2	$13.2	$48.1
15	$22.7	$12.2	$13.2	$48.1
16	$22.7	$12.2	$13.2	$48.1
17	$22.7	$12.2	$13.2	$48.1
18	$22.7	$12.2	$13.2	$48.1
19	$22.7	$12.2	$13.2	$48.1
20	$22.7	$12.2	$13.2	$48.1
21	$22.7	$12.2	$13.2	$48.1
22	$22.7	$12.2	$13.2	$48.1
23	$22.7	$12.2	$13.2	$48.1
24	$22.7	$12.2	$13.2	$48.1

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
25	$22.7	$12.2	$13.2	$48.1
26	$22.7	$12.2	$13.2	$48.1
27	$22.7	$12.2	$13.2	$48.1
28	$22.7	$12.2	$13.2	$48.1
29	$22.7	$12.2	$13.2	$48.1
30	$22.7	$12.2	$13.2	$48.1
31	$22.7	$12.2	$13.2	$48.1
32	$22.7	$12.2	$13.2	$48.1
33	$22.7	$12.2	$13.2	$48.1
34	$22.7	$12.2	$13.2	$48.1
35	$22.7	$12.2	$13.2	$48.1
Typical Operation: Year 10	$22.7	$12.2	$13.2	$48.1
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$45.5	$24.3	$26.5	$96.3
Twenty-Five Year Impact	$386.5	$206.9	$225.0	$818.5
Thirty-Five Year Impact	$613.8	$328.7	$357.4	$1,299.9

D.5.3 Operations – Other Econ. Activity (Scenario 1) – Wages, & Salaries

Appendix Table D 167: Wages & Salaries for Great Northern Peninsula – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$27.0	$4.7	$2.6	$34.3
7	$27.0	$4.7	$2.6	$34.3
8	$27.0	$4.7	$2.6	$34.3
Sum	$81.1	$14.0	$7.8	$102.9

Appendix Table D 168: Wages & Salaries for Great Northern Peninsula – Other Econ. Activity (Scenario 1) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$15.1	$0.4	$1.3	$16.8
10	$15.1	$0.4	$1.3	$16.8
11	$15.1	$0.4	$1.3	$16.8
12	$15.1	$0.4	$1.3	$16.8
13	$15.1	$0.4	$1.3	$16.8
14	$15.1	$0.4	$1.3	$16.8
15	$15.1	$0.4	$1.3	$16.8
16	$15.1	$0.4	$1.3	$16.8
17	$15.1	$0.4	$1.3	$16.8
18	$15.1	$0.4	$1.3	$16.8
19	$15.1	$0.4	$1.3	$16.8
20	$15.1	$0.4	$1.3	$16.8
21	$15.1	$0.4	$1.3	$16.8
22	$15.1	$0.4	$1.3	$16.8
23	$15.1	$0.4	$1.3	$16.8
24	$15.1	$0.4	$1.3	$16.8
25	$15.1	$0.4	$1.3	$16.8
26	$15.1	$0.4	$1.3	$16.8
27	$15.1	$0.4	$1.3	$16.8
28	$15.1	$0.4	$1.3	$16.8
29	$15.1	$0.4	$1.3	$16.8
30	$15.1	$0.4	$1.3	$16.8
31	$15.1	$0.4	$1.3	$16.8
32	$15.1	$0.4	$1.3	$16.8
33	$15.1	$0.4	$1.3	$16.8
34	$15.1	$0.4	$1.3	$16.8
35	$15.1	$0.4	$1.3	$16.8
Typical Operation: Year 10	**$15.1**	**$0.4**	**$1.3**	**$16.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$30.2**	**$0.9**	**$2.6**	**$33.6**
Twenty-Five Year Impact	**$256.6**	**$7.5**	**$21.9**	**$286.0**
Thirty-Five Year Impact	**$407.6**	**$11.9**	**$34.7**	**$454.2**

Appendix Table D 169: Wages & Salaries for Newfoundland and Labrador – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$27.0	$12.7	$6.6	$46.4
7	$27.0	$12.7	$6.6	$46.4
8	$27.0	$12.7	$6.6	$46.4
Sum	$81.1	$38.2	$19.8	$139.1

Appendix Table D 170: Wages & Salaries for Newfoundland and Labrador – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$15.1	$1.2	$2.6	$18.9
10	$15.1	$1.2	$2.6	$18.9
11	$15.1	$1.2	$2.6	$18.9
12	$15.1	$1.2	$2.6	$18.9
13	$15.1	$1.2	$2.6	$18.9
14	$15.1	$1.2	$2.6	$18.9
15	$15.1	$1.2	$2.6	$18.9
16	$15.1	$1.2	$2.6	$18.9
17	$15.1	$1.2	$2.6	$18.9
18	$15.1	$1.2	$2.6	$18.9
19	$15.1	$1.2	$2.6	$18.9
20	$15.1	$1.2	$2.6	$18.9
21	$15.1	$1.2	$2.6	$18.9

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
22	$15.1	$1.2	$2.6	$18.9
23	$15.1	$1.2	$2.6	$18.9
24	$15.1	$1.2	$2.6	$18.9
25	$15.1	$1.2	$2.6	$18.9
26	$15.1	$1.2	$2.6	$18.9
27	$15.1	$1.2	$2.6	$18.9
28	$15.1	$1.2	$2.6	$18.9
29	$15.1	$1.2	$2.6	$18.9
30	$15.1	$1.2	$2.6	$18.9
31	$15.1	$1.2	$2.6	$18.9
32	$15.1	$1.2	$2.6	$18.9
33	$15.1	$1.2	$2.6	$18.9
34	$15.1	$1.2	$2.6	$18.9
35	$15.1	$1.2	$2.6	$18.9
Typical Operation: Year 10	**$15.1**	**$1.2**	**$2.6**	**$18.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$30.2**	**$2.4**	**$5.2**	**$37.8**
Twenty-Five Year Impact	**$256.6**	**$20.6**	**$44.0**	**$321.2**
Thirty-Five Year Impact	**$407.6**	**$32.7**	**$69.9**	**$510.2**

Appendix Table D 171: Wages & Salaries for Canada – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$27.0	$33.9	$16.5	$77.3
7	$27.0	$33.9	$16.5	$77.3
8	$27.0	$33.9	$16.5	$77.3
Sum	**$81.1**	**$101.6**	**$49.4**	**$232.0**

Appendix Table D 172: Wages & Salaries for Canada – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$15.1	$7.7	$5.9	$28.7
10	$15.1	$7.7	$5.9	$28.7
11	$15.1	$7.7	$5.9	$28.7
12	$15.1	$7.7	$5.9	$28.7
13	$15.1	$7.7	$5.9	$28.7
14	$15.1	$7.7	$5.9	$28.7
15	$15.1	$7.7	$5.9	$28.7
16	$15.1	$7.7	$5.9	$28.7
17	$15.1	$7.7	$5.9	$28.7
18	$15.1	$7.7	$5.9	$28.7
19	$15.1	$7.7	$5.9	$28.7
20	$15.1	$7.7	$5.9	$28.7
21	$15.1	$7.7	$5.9	$28.7
22	$15.1	$7.7	$5.9	$28.7
23	$15.1	$7.7	$5.9	$28.7
24	$15.1	$7.7	$5.9	$28.7
25	$15.1	$7.7	$5.9	$28.7
26	$15.1	$7.7	$5.9	$28.7
27	$15.1	$7.7	$5.9	$28.7
28	$15.1	$7.7	$5.9	$28.7
29	$15.1	$7.7	$5.9	$28.7
30	$15.1	$7.7	$5.9	$28.7
31	$15.1	$7.7	$5.9	$28.7
32	$15.1	$7.7	$5.9	$28.7
33	$15.1	$7.7	$5.9	$28.7
34	$15.1	$7.7	$5.9	$28.7
35	$15.1	$7.7	$5.9	$28.7
Typical Operation: Year 10	**$15.1**	**$7.7**	**$5.9**	**$28.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$30.2**	**$15.3**	**$11.9**	**$57.4**
Twenty-Five Year Impact	**$256.6**	**$130.2**	**$100.8**	**$487.6**
Thirty-Five Year Impact	**$407.6**	**$206.7**	**$160.1**	**$774.4**

D.5.4 Operations – Other Economic Activity (Scenario 1) – Business Income

Appendix Table D 173: Business Income for Great Northern Peninsula – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$3.3	$2.0	$3.0	$8.3
7	$3.3	$2.0	$3.0	$8.3
8	$3.3	$2.0	$3.0	$8.3
Sum	$9.8	$5.9	$9.1	$24.8

Appendix Table D 174: Business Income for Great Northern Peninsula – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$7.6	$0.3	$1.5	$9.3
10	$7.6	$0.3	$1.5	$9.3
11	$7.6	$0.3	$1.5	$9.3
12	$7.6	$0.3	$1.5	$9.3
13	$7.6	$0.3	$1.5	$9.3
14	$7.6	$0.3	$1.5	$9.3
15	$7.6	$0.3	$1.5	$9.3
16	$7.6	$0.3	$1.5	$9.3
17	$7.6	$0.3	$1.5	$9.3
18	$7.6	$0.3	$1.5	$9.3
19	$7.6	$0.3	$1.5	$9.3
20	$7.6	$0.3	$1.5	$9.3
21	$7.6	$0.3	$1.5	$9.3
22	$7.6	$0.3	$1.5	$9.3
23	$7.6	$0.3	$1.5	$9.3

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
24	$7.6	$0.3	$1.5	$9.3
25	$7.6	$0.3	$1.5	$9.3
26	$7.6	$0.3	$1.5	$9.3
27	$7.6	$0.3	$1.5	$9.3
28	$7.6	$0.3	$1.5	$9.3
29	$7.6	$0.3	$1.5	$9.3
30	$7.6	$0.3	$1.5	$9.3
31	$7.6	$0.3	$1.5	$9.3
32	$7.6	$0.3	$1.5	$9.3
33	$7.6	$0.3	$1.5	$9.3
34	$7.6	$0.3	$1.5	$9.3
35	$7.6	$0.3	$1.5	$9.3
Typical Operation: Year 10	**$7.6**	**$0.3**	**$1.5**	**$9.3**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$15.1**	**$0.5**	**$3.0**	**$18.7**
Twenty-Five Year Impact	**$128.5**	**$4.6**	**$25.5**	**$158.7**
Thirty-Five Year Impact	**$204.2**	**$7.4**	**$40.5**	**$252.0**

Appendix Table D 175: Business Income for Newfoundland and Labrador – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$3.3	$6.5	$5.7	$15.4
7	$3.3	$6.5	$5.7	$15.4
8	$3.3	$6.5	$5.7	$15.4
Sum	**$9.8**	**$19.4**	**$17.0**	**$46.2**

Appendix Table D 176: Business Income for Newfoundland and Labrador – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$7.6	$0.6	$2.2	$10.4
10	$7.6	$0.6	$2.2	$10.4
11	$7.6	$0.6	$2.2	$10.4
12	$7.6	$0.6	$2.2	$10.4
13	$7.6	$0.6	$2.2	$10.4
14	$7.6	$0.6	$2.2	$10.4
15	$7.6	$0.6	$2.2	$10.4
16	$7.6	$0.6	$2.2	$10.4
17	$7.6	$0.6	$2.2	$10.4
18	$7.6	$0.6	$2.2	$10.4
19	$7.6	$0.6	$2.2	$10.4
20	$7.6	$0.6	$2.2	$10.4
21	$7.6	$0.6	$2.2	$10.4
22	$7.6	$0.6	$2.2	$10.4
23	$7.6	$0.6	$2.2	$10.4
24	$7.6	$0.6	$2.2	$10.4
25	$7.6	$0.6	$2.2	$10.4
26	$7.6	$0.6	$2.2	$10.4
27	$7.6	$0.6	$2.2	$10.4
28	$7.6	$0.6	$2.2	$10.4
29	$7.6	$0.6	$2.2	$10.4
30	$7.6	$0.6	$2.2	$10.4
31	$7.6	$0.6	$2.2	$10.4
32	$7.6	$0.6	$2.2	$10.4
33	$7.6	$0.6	$2.2	$10.4
34	$7.6	$0.6	$2.2	$10.4
35	$7.6	$0.6	$2.2	$10.4
Typical Operation: Year 10	**$7.6**	**$0.6**	**$2.2**	**$10.4**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$15.1**	**$1.3**	**$4.4**	**$20.8**
Twenty-Five Year Impact	**$128.5**	**$10.8**	**$37.7**	**$177.0**
Thirty-Five Year Impact	**$204.2**	**$17.1**	**$59.9**	**$281.1**

Appendix Table D 177: Business Income for Canada – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
2				
3				
4				
5				
6	$3.3	$18.1	$13.8	$35.2
7	$3.3	$18.1	$13.8	$35.2
8	$3.3	$18.1	$13.8	$35.2
Sum	$9.8	$54.4	$41.4	$105.6

Appendix Table D 178: Business Income for Canada – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$7.6	$4.4	$5.0	$16.9
10	$7.6	$4.4	$5.0	$16.9
11	$7.6	$4.4	$5.0	$16.9
12	$7.6	$4.4	$5.0	$16.9
13	$7.6	$4.4	$5.0	$16.9
14	$7.6	$4.4	$5.0	$16.9
15	$7.6	$4.4	$5.0	$16.9
16	$7.6	$4.4	$5.0	$16.9
17	$7.6	$4.4	$5.0	$16.9
18	$7.6	$4.4	$5.0	$16.9
19	$7.6	$4.4	$5.0	$16.9
20	$7.6	$4.4	$5.0	$16.9
21	$7.6	$4.4	$5.0	$16.9
22	$7.6	$4.4	$5.0	$16.9
23	$7.6	$4.4	$5.0	$16.9
24	$7.6	$4.4	$5.0	$16.9
25	$7.6	$4.4	$5.0	$16.9
26	$7.6	$4.4	$5.0	$16.9
27	$7.6	$4.4	$5.0	$16.9
28	$7.6	$4.4	$5.0	$16.9
29	$7.6	$4.4	$5.0	$16.9

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
30	$7.6	$4.4	$5.0	$16.9
31	$7.6	$4.4	$5.0	$16.9
32	$7.6	$4.4	$5.0	$16.9
33	$7.6	$4.4	$5.0	$16.9
34	$7.6	$4.4	$5.0	$16.9
35	$7.6	$4.4	$5.0	$16.9
Typical Operation: Year 10	$7.6	$4.4	$5.0	$16.9
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$15.1	$8.8	$10.0	$33.9
Twenty-Five Year Impact	$128.5	$74.4	$85.0	$288.0
Thirty-Five Year Impact	$204.2	$118.2	$135.1	$457.4

D.5.5 Operations – Other Economic Activity (Scenario 1) - Federal Tax Revenue

Appendix Table D 179: Federal Tax Revenue for Great Northern Peninsula – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 180: Federal Tax Revenue for Great Northern Peninsula – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 181: Federal Tax Revenue for Newfoundland and Labrador – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
2				
3				
4				
5				
6	$4.3	$1.6	$1.5	$7.4
7	$4.3	$1.6	$1.5	$7.4
8	$4.3	$1.6	$1.5	$7.4
Sum	$12.9	$4.7	$4.4	$22.1

Appendix Table D 182: Federal Tax Revenue for Newfoundland and Labrador – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.3	$0.1	$0.6	$3.1
10	$2.3	$0.1	$0.6	$3.1
11	$2.3	$0.1	$0.6	$3.1
12	$2.3	$0.1	$0.6	$3.1
13	$2.3	$0.1	$0.6	$3.1
14	$2.3	$0.1	$0.6	$3.1
15	$2.3	$0.1	$0.6	$3.1
16	$2.3	$0.1	$0.6	$3.1
17	$2.3	$0.1	$0.6	$3.1
18	$2.3	$0.1	$0.6	$3.1
19	$2.3	$0.1	$0.6	$3.1
20	$2.3	$0.1	$0.6	$3.1
21	$2.3	$0.1	$0.6	$3.1
22	$2.3	$0.1	$0.6	$3.1
23	$2.3	$0.1	$0.6	$3.1
24	$2.3	$0.1	$0.6	$3.1
25	$2.3	$0.1	$0.6	$3.1
26	$2.3	$0.1	$0.6	$3.1
27	$2.3	$0.1	$0.6	$3.1
28	$2.3	$0.1	$0.6	$3.1

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
29	$2.3	$0.1	$0.6	$3.1
30	$2.3	$0.1	$0.6	$3.1
31	$2.3	$0.1	$0.6	$3.1
32	$2.3	$0.1	$0.6	$3.1
33	$2.3	$0.1	$0.6	$3.1
34	$2.3	$0.1	$0.6	$3.1
35	$2.3	$0.1	$0.6	$3.1
Typical Operation: Year 10	**$2.3**	**$0.1**	**$0.6**	**$3.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.7**	**$0.3**	**$1.2**	**$6.2**
Twenty-Five Year Impact	**$39.9**	**$2.5**	**$10.0**	**$52.4**
Thirty-Five Year Impact	**$63.4**	**$4.0**	**$15.9**	**$83.2**

Appendix Table D 183: Federal Tax Revenue for Canada – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$4.3	$4.6	$3.4	$12.4
7	$4.3	$4.6	$3.4	$12.4
8	$4.3	$4.6	$3.4	$12.4
Sum	**$12.9**	**$13.8**	**$10.3**	**$37.1**

Appendix Table D 184: Federal Tax Revenue for Canada – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$2.3	$1.1	$1.3	$4.8

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
10	$2.3	$1.1	$1.3	$4.8
11	$2.3	$1.1	$1.3	$4.8
12	$2.3	$1.1	$1.3	$4.8
13	$2.3	$1.1	$1.3	$4.8
14	$2.3	$1.1	$1.3	$4.8
15	$2.3	$1.1	$1.3	$4.8
16	$2.3	$1.1	$1.3	$4.8
17	$2.3	$1.1	$1.3	$4.8
18	$2.3	$1.1	$1.3	$4.8
19	$2.3	$1.1	$1.3	$4.8
20	$2.3	$1.1	$1.3	$4.8
21	$2.3	$1.1	$1.3	$4.8
22	$2.3	$1.1	$1.3	$4.8
23	$2.3	$1.1	$1.3	$4.8
24	$2.3	$1.1	$1.3	$4.8
25	$2.3	$1.1	$1.3	$4.8
26	$2.3	$1.1	$1.3	$4.8
27	$2.3	$1.1	$1.3	$4.8
28	$2.3	$1.1	$1.3	$4.8
29	$2.3	$1.1	$1.3	$4.8
30	$2.3	$1.1	$1.3	$4.8
31	$2.3	$1.1	$1.3	$4.8
32	$2.3	$1.1	$1.3	$4.8
33	$2.3	$1.1	$1.3	$4.8
34	$2.3	$1.1	$1.3	$4.8
35	$2.3	$1.1	$1.3	$4.8
Typical Operation: Year 10	**$2.3**	**$1.1**	**$1.3**	**$4.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$4.7**	**$2.3**	**$2.5**	**$9.5**
Twenty-Five Year Impact	**$39.9**	**$19.5**	**$21.4**	**$80.9**
Thirty-Five Year Impact	**$63.4**	**$31.0**	**$34.0**	**$128.4**

D.5.6 Operations – Other Economic Activity (Scenario 1) – Provincial Tax Revenue

Appendix Table D 185: Provincial Tax Revenue for Great Northern Peninsula – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 186: Provincial Tax Revenue for Great Northern Peninsula – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	$0.0	$0.0	$0.0	$0.0
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.0	$0.0	$0.0	$0.0
Twenty-Five Year Impact	$0.0	$0.0	$0.0	$0.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 187: Provincial Tax Revenue for Newfoundland and Labrador – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$4.2	$1.3	$2.9	$8.3
7	$4.2	$1.3	$2.9	$8.3
8	$4.2	$1.3	$2.9	$8.3
Sum	$12.5	$3.9	$8.6	$25.0

Appendix Table D 188: Provincial Tax Revenue for Newfoundland and Labrador – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$1.6	$0.1	$1.2	$2.8

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
10	$1.6	$0.1	$1.2	$2.8
11	$1.6	$0.1	$1.2	$2.8
12	$1.6	$0.1	$1.2	$2.8
13	$1.6	$0.1	$1.2	$2.8
14	$1.6	$0.1	$1.2	$2.8
15	$1.6	$0.1	$1.2	$2.8
16	$1.6	$0.1	$1.2	$2.8
17	$1.6	$0.1	$1.2	$2.8
18	$1.6	$0.1	$1.2	$2.8
19	$1.6	$0.1	$1.2	$2.8
20	$1.6	$0.1	$1.2	$2.8
21	$1.6	$0.1	$1.2	$2.8
22	$1.6	$0.1	$1.2	$2.8
23	$1.6	$0.1	$1.2	$2.8
24	$1.6	$0.1	$1.2	$2.8
25	$1.6	$0.1	$1.2	$2.8
26	$1.6	$0.1	$1.2	$2.8
27	$1.6	$0.1	$1.2	$2.8
28	$1.6	$0.1	$1.2	$2.8
29	$1.6	$0.1	$1.2	$2.8
30	$1.6	$0.1	$1.2	$2.8
31	$1.6	$0.1	$1.2	$2.8
32	$1.6	$0.1	$1.2	$2.8
33	$1.6	$0.1	$1.2	$2.8
34	$1.6	$0.1	$1.2	$2.8
35	$1.6	$0.1	$1.2	$2.8
Typical Operation: Year 10	**$1.6**	**$0.1**	**$1.2**	**$2.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$3.2**	**$0.1**	**$2.3**	**$5.6**
Twenty-Five Year Impact	**$27.0**	**$1.2**	**$19.6**	**$47.8**
Thirty-Five Year Impact	**$43.0**	**$1.9**	**$31.1**	**$75.9**

Appendix Table D 189: Provincial Tax Revenue for Canada – Other Economic Activities (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$4.2	$3.9	$5.6	$13.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
7	$4.2	$3.9	$5.6	$13.6
8	$4.2	$3.9	$5.6	$13.6
Sum	$12.5	$11.6	$16.7	$40.8

Appendix Table D 190: Provincial Tax Revenue for Canada – Other Economic Activity (Scenario 1) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$1.6	$0.8	$2.0	$4.4
10	$1.6	$0.8	$2.0	$4.4
11	$1.6	$0.8	$2.0	$4.4
12	$1.6	$0.8	$2.0	$4.4
13	$1.6	$0.8	$2.0	$4.4
14	$1.6	$0.8	$2.0	$4.4
15	$1.6	$0.8	$2.0	$4.4
16	$1.6	$0.8	$2.0	$4.4
17	$1.6	$0.8	$2.0	$4.4
18	$1.6	$0.8	$2.0	$4.4
19	$1.6	$0.8	$2.0	$4.4
20	$1.6	$0.8	$2.0	$4.4
21	$1.6	$0.8	$2.0	$4.4
22	$1.6	$0.8	$2.0	$4.4
23	$1.6	$0.8	$2.0	$4.4
24	$1.6	$0.8	$2.0	$4.4
25	$1.6	$0.8	$2.0	$4.4
26	$1.6	$0.8	$2.0	$4.4
27	$1.6	$0.8	$2.0	$4.4
28	$1.6	$0.8	$2.0	$4.4
29	$1.6	$0.8	$2.0	$4.4
30	$1.6	$0.8	$2.0	$4.4
31	$1.6	$0.8	$2.0	$4.4
32	$1.6	$0.8	$2.0	$4.4
33	$1.6	$0.8	$2.0	$4.4
34	$1.6	$0.8	$2.0	$4.4

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
35	$1.6	$0.8	$2.0	$4.4
Typical Operation: Year 10	$1.6	$0.8	$2.0	$4.4
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$3.2	$1.6	$4.1	$8.8
Twenty-Five Year Impact	$27.0	$13.3	$34.4	$74.8
Thirty-Five Year Impact	$43.0	$21.1	$54.7	$118.8

D.6. Capital and Operations – Other Economic Activity (Scenario 2)

Appendix Table D 191: Capital Investment – Other Economic Activity (Scenario 2)

Relative Year	Investment in Other Economic Activity (Scenario 2) $M
1	
2	
3	
4	
5	
6	$1.0
7	$1.0
8	$1.0
Sum	**$3.0**

Appendix Table D 192: Operating Expenditure – Other Economic Activities (Scenario 2)

Relative Year	Expenditure on Other Economic Activity (Scenario 2) $M	Relative Year	Expenditure on Other Economic Activity (Scenario 2) $M
1	$0.0	**21**	$1.3
2	$0.0	**22**	$1.3
3	$0.0	**23**	$1.3
4	$0.0	**24**	$1.3
5	$0.0	**25**	$1.3
6	$0.0	**26**	$1.3
7	$0.0	**27**	$1.3
8	$0.0	**28**	$1.3
9	$1.3	**29**	$1.3
10	$1.3	**30**	$1.3
11	$1.3	**31**	$1.3
12	$1.3	**32**	$1.3
13	$1.3	**33**	$1.3
14	$1.3	**34**	$1.3
15	$1.3	**35**	$1.3
16	$1.3		
17	$1.3		
18	$1.3		

Relative Year	Expenditure on Other Economic Activity (Scenario 2) $M	Relative Year	Expenditure on Other Economic Activity (Scenario 2) $M
19	$1.3		
20	$1.3		
Typical Operation: Year 10			**$1.3**
Five Year Impact			**$0.0**
Ten Year Impact			**$2.6**
Twenty-Five Year Impact			**$22.2**
Thirty-Five Year Impact			**$35.3**

D.6.1 Operations – Other Economic Activity (Scenario 2) - Employment

Appendix Table D 193: Employment for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	3.0	0.7	0.8	4.5
7	3.0	0.7	0.8	4.5
8	3.0	0.7	0.8	4.5
Sum	9.0	2.0	2.5	13.5

Appendix Table D 194: Employment for Great Northern Peninsula – Other Economic Activities (Scenario 2) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	7.0	0.3	1.1	8.4
10	7.0	0.3	1.1	8.4
11	7.0	0.3	1.1	8.4
12	7.0	0.3	1.1	8.4
13	7.0	0.3	1.1	8.4
14	7.0	0.3	1.1	8.4
15	7.0	0.3	1.1	8.4
16	7.0	0.3	1.1	8.4
17	7.0	0.3	1.1	8.4
18	7.0	0.3	1.1	8.4
19	7.0	0.3	1.1	8.4
20	7.0	0.3	1.1	8.4
21	7.0	0.3	1.1	8.4
22	7.0	0.3	1.1	8.4
23	7.0	0.3	1.1	8.4
24	7.0	0.3	1.1	8.4
25	7.0	0.3	1.1	8.4

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	7.0	0.3	1.1	8.4
27	7.0	0.3	1.1	8.4
28	7.0	0.3	1.1	8.4
29	7.0	0.3	1.1	8.4
30	7.0	0.3	1.1	8.4
31	7.0	0.3	1.1	8.4
32	7.0	0.3	1.1	8.4
33	7.0	0.3	1.1	8.4
34	7.0	0.3	1.1	8.4
35	7.0	0.3	1.1	8.4
Typical Operation: Year 10	7.0	0.3	1.1	8.4
Five Year Impact	0.0	0.0	0.0	0.0
Ten Year Impact	14.0	0.6	2.2	16.8
Twenty-Five Year Impact	119.0	5.3	18.3	142.6
Thirty-Five Year Impact	189.0	8.4	29.0	226.5

Appendix Table D 195: Employment for Newfoundland and Labrador – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	3.0	1.7	1.6	6.4
7	3.0	1.7	1.6	6.4
8	3.0	1.7	1.6	6.4
Sum	9.0	5.2	4.9	19.2

Appendix Table D 196: Employment for Newfoundland and Labrador – Other Economic Activities (Scenario 2) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	7.0	0.6	1.8	9.4
10	7.0	0.6	1.8	9.4

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	7.0	0.6	1.8	9.4
12	7.0	0.6	1.8	9.4
13	7.0	0.6	1.8	9.4
14	7.0	0.6	1.8	9.4
15	7.0	0.6	1.8	9.4
16	7.0	0.6	1.8	9.4
17	7.0	0.6	1.8	9.4
18	7.0	0.6	1.8	9.4
19	7.0	0.6	1.8	9.4
20	7.0	0.6	1.8	9.4
21	7.0	0.6	1.8	9.4
22	7.0	0.6	1.8	9.4
23	7.0	0.6	1.8	9.4
24	7.0	0.6	1.8	9.4
25	7.0	0.6	1.8	9.4
26	7.0	0.6	1.8	9.4
27	7.0	0.6	1.8	9.4
28	7.0	0.6	1.8	9.4
29	7.0	0.6	1.8	9.4
30	7.0	0.6	1.8	9.4
31	7.0	0.6	1.8	9.4
32	7.0	0.6	1.8	9.4
33	7.0	0.6	1.8	9.4
34	7.0	0.6	1.8	9.4
35	7.0	0.6	1.8	9.4
Typical Operation: Year 10	**7.0**	**0.6**	**1.8**	**9.4**
Five Year Impact	**0.0**	**0.0**	**0.0**	**0.0**
Ten Year Impact	**14.0**	**1.2**	**3.6**	**18.9**
Twenty-Five Year Impact	**119.0**	**10.5**	**30.7**	**160.2**
Thirty-Five Year Impact	**189.0**	**16.7**	**48.8**	**254.5**

Appendix Table D 197: Employment for Canada – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1				
2				
3				
4				
5				
6	3.0	3.5	3.0	9.5
7	3.0	3.5	3.0	9.5
8	3.0	3.5	3.0	9.5
Sum	**9.0**	**10.5**	**9.1**	**28.6**

Appendix Table D 198: Employment for Canada – Other Economic Activities (Scenario 2) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	7.0	4.0	3.8	14.9
10	7.0	4.0	3.8	14.9
11	7.0	4.0	3.8	14.9
12	7.0	4.0	3.8	14.9
13	7.0	4.0	3.8	14.9
14	7.0	4.0	3.8	14.9
15	7.0	4.0	3.8	14.9
16	7.0	4.0	3.8	14.9
17	7.0	4.0	3.8	14.9
18	7.0	4.0	3.8	14.9
19	7.0	4.0	3.8	14.9
20	7.0	4.0	3.8	14.9
21	7.0	4.0	3.8	14.9
22	7.0	4.0	3.8	14.9
23	7.0	4.0	3.8	14.9
24	7.0	4.0	3.8	14.9
25	7.0	4.0	3.8	14.9
26	7.0	4.0	3.8	14.9
27	7.0	4.0	3.8	14.9
28	7.0	4.0	3.8	14.9
29	7.0	4.0	3.8	14.9
30	7.0	4.0	3.8	14.9
31	7.0	4.0	3.8	14.9
32	7.0	4.0	3.8	14.9
33	7.0	4.0	3.8	14.9
34	7.0	4.0	3.8	14.9
35	7.0	4.0	3.8	14.9
Typical Operation: Year 10	**7.0**	**4.0**	**3.8**	**14.9**
Five Year Impact	**0.0**	**0.0**	**0.0**	**0.0**
Ten Year Impact	**14.0**	**8.1**	**7.7**	**29.7**
Twenty-Five Year Impact	**119.0**	**68.6**	**65.3**	**252.8**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Thirty-Five Year Impact	189.0	108.9	103.7	401.6

D.6.2 Operations – Other Economic Activity (Scenario 2) - GDP

Appendix Table D 199: GDP for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$0.4	$0.1	$0.1	$0.6
7	$0.4	$0.1	$0.1	$0.6
8	$0.4	$0.1	$0.1	$0.6
Sum	$1.3	$0.2	$0.3	$1.8

Appendix Table D 200: GDP for Great Northern Peninsula – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.8	$0.0	$0.1	$0.9
10	$0.8	$0.0	$0.1	$0.9
11	$0.8	$0.0	$0.1	$0.9
12	$0.8	$0.0	$0.1	$0.9
13	$0.8	$0.0	$0.1	$0.9
14	$0.8	$0.0	$0.1	$0.9
15	$0.8	$0.0	$0.1	$0.9
16	$0.8	$0.0	$0.1	$0.9
17	$0.8	$0.0	$0.1	$0.9
18	$0.8	$0.0	$0.1	$0.9
19	$0.8	$0.0	$0.1	$0.9

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
20	$0.8	$0.0	$0.1	$0.9
21	$0.8	$0.0	$0.1	$0.9
22	$0.8	$0.0	$0.1	$0.9
23	$0.8	$0.0	$0.1	$0.9
24	$0.8	$0.0	$0.1	$0.9
25	$0.8	$0.0	$0.1	$0.9
26	$0.8	$0.0	$0.1	$0.9
27	$0.8	$0.0	$0.1	$0.9
28	$0.8	$0.0	$0.1	$0.9
29	$0.8	$0.0	$0.1	$0.9
30	$0.8	$0.0	$0.1	$0.9
31	$0.8	$0.0	$0.1	$0.9
32	$0.8	$0.0	$0.1	$0.9
33	$0.8	$0.0	$0.1	$0.9
34	$0.8	$0.0	$0.1	$0.9
35	$0.8	$0.0	$0.1	$0.9
Typical Operation: Year 10	**$0.8**	**$0.0**	**$0.1**	**$0.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1.6**	**$0.1**	**$0.3**	**$1.9**
Twenty-Five Year Impact	**$13.2**	**$0.5**	**$2.2**	**$15.9**
Thirty-Five Year Impact	**$21.0**	**$0.8**	**$3.4**	**$25.2**

Appendix Table D 201: GDP for Newfoundland and Labrador – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				
3				
4				
5				
6	$0.4	$0.2	$0.2	$0.8
7	$0.4	$0.2	$0.2	$0.8
8	$0.4	$0.2	$0.2	$0.8
Sum	**$1.3**	**$0.5**	**$0.5**	**$2.4**

Appendix Table D 202: GDP for Newfoundland and Labrador – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.8	$0.1	$0.2	$1.0
10	$0.8	$0.1	$0.2	$1.0
11	$0.8	$0.1	$0.2	$1.0
12	$0.8	$0.1	$0.2	$1.0
13	$0.8	$0.1	$0.2	$1.0
14	$0.8	$0.1	$0.2	$1.0
15	$0.8	$0.1	$0.2	$1.0
16	$0.8	$0.1	$0.2	$1.0
17	$0.8	$0.1	$0.2	$1.0
18	$0.8	$0.1	$0.2	$1.0
19	$0.8	$0.1	$0.2	$1.0
20	$0.8	$0.1	$0.2	$1.0
21	$0.8	$0.1	$0.2	$1.0
22	$0.8	$0.1	$0.2	$1.0
23	$0.8	$0.1	$0.2	$1.0
24	$0.8	$0.1	$0.2	$1.0
25	$0.8	$0.1	$0.2	$1.0
26	$0.8	$0.1	$0.2	$1.0
27	$0.8	$0.1	$0.2	$1.0
28	$0.8	$0.1	$0.2	$1.0
29	$0.8	$0.1	$0.2	$1.0
30	$0.8	$0.1	$0.2	$1.0
31	$0.8	$0.1	$0.2	$1.0
32	$0.8	$0.1	$0.2	$1.0
33	$0.8	$0.1	$0.2	$1.0
34	$0.8	$0.1	$0.2	$1.0
35	$0.8	$0.1	$0.2	$1.0
Typical Operation: Year 10	**$0.8**	**$0.1**	**$0.2**	**$1.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1.6**	**$0.1**	**$0.4**	**$2.1**
Twenty-Five Year Impact	**$13.2**	**$1.0**	**$3.3**	**$17.5**
Thirty-Five Year Impact	**$21.0**	**$1.6**	**$5.3**	**$27.8**

Appendix Table D 203: GDP for Canada – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1				
2				

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
3				
4				
5				
6	$0.4	$0.4	$0.3	$1.1
7	$0.4	$0.4	$0.3	$1.1
8	$0.4	$0.4	$0.3	$1.1
Sum	$1.3	$1.1	$0.9	$3.3

Appendix Table D 204: GDP for Canada – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.8	$0.4	$0.4	$1.6
10	$0.8	$0.4	$0.4	$1.6
11	$0.8	$0.4	$0.4	$1.6
12	$0.8	$0.4	$0.4	$1.6
13	$0.8	$0.4	$0.4	$1.6
14	$0.8	$0.4	$0.4	$1.6
15	$0.8	$0.4	$0.4	$1.6
16	$0.8	$0.4	$0.4	$1.6
17	$0.8	$0.4	$0.4	$1.6
18	$0.8	$0.4	$0.4	$1.6
19	$0.8	$0.4	$0.4	$1.6
20	$0.8	$0.4	$0.4	$1.6
21	$0.8	$0.4	$0.4	$1.6
22	$0.8	$0.4	$0.4	$1.6
23	$0.8	$0.4	$0.4	$1.6
24	$0.8	$0.4	$0.4	$1.6
25	$0.8	$0.4	$0.4	$1.6
26	$0.8	$0.4	$0.4	$1.6
27	$0.8	$0.4	$0.4	$1.6
28	$0.8	$0.4	$0.4	$1.6
29	$0.8	$0.4	$0.4	$1.6
30	$0.8	$0.4	$0.4	$1.6
31	$0.8	$0.4	$0.4	$1.6
32	$0.8	$0.4	$0.4	$1.6

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
33	$0.8	$0.4	$0.4	$1.6
34	$0.8	$0.4	$0.4	$1.6
35	$0.8	$0.4	$0.4	$1.6
Typical Operation: Year 10	$0.8	$0.4	$0.4	$1.6
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$1.6	$0.8	$0.8	$3.2
Twenty-Five Year Impact	$13.2	$7.2	$6.7	$27.1
Thirty-Five Year Impact	$21.0	$11.4	$10.7	$43.0

D.6.3 Operations – Other Economic Activity (Scenario 2) – Wages & Salaries

Appendix Table D 205: Wages & Salaries for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.4	$0.0	$0.0	$0.4
7	$0.4	$0.0	$0.0	$0.4
8	$0.4	$0.0	$0.0	$0.4
Sum	$1.1	$0.1	$0.1	$1.3

Appendix Table D 206: Wages & Salaries for Great Northern Peninsula – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.5	$0.0	$0.0	$0.6

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
10	$0.5	$0.0	$0.0	$0.6
11	$0.5	$0.0	$0.0	$0.6
12	$0.5	$0.0	$0.0	$0.6
13	$0.5	$0.0	$0.0	$0.6
14	$0.5	$0.0	$0.0	$0.6
15	$0.5	$0.0	$0.0	$0.6
16	$0.5	$0.0	$0.0	$0.6
17	$0.5	$0.0	$0.0	$0.6
18	$0.5	$0.0	$0.0	$0.6
19	$0.5	$0.0	$0.0	$0.6
20	$0.5	$0.0	$0.0	$0.6
21	$0.5	$0.0	$0.0	$0.6
22	$0.5	$0.0	$0.0	$0.6
23	$0.5	$0.0	$0.0	$0.6
24	$0.5	$0.0	$0.0	$0.6
25	$0.5	$0.0	$0.0	$0.6
26	$0.5	$0.0	$0.0	$0.6
27	$0.5	$0.0	$0.0	$0.6
28	$0.5	$0.0	$0.0	$0.6
29	$0.5	$0.0	$0.0	$0.6
30	$0.5	$0.0	$0.0	$0.6
31	$0.5	$0.0	$0.0	$0.6
32	$0.5	$0.0	$0.0	$0.6
33	$0.5	$0.0	$0.0	$0.6
34	$0.5	$0.0	$0.0	$0.6
35	$0.5	$0.0	$0.0	$0.6
Typical Operation: Year 10	**$0.5**	**$0.0**	**$0.0**	**$0.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1.0**	**$0.0**	**$0.1**	**$1.1**
Twenty-Five Year Impact	**$8.4**	**$0.3**	**$0.7**	**$9.4**
Thirty-Five Year Impact	**$13.4**	**$0.4**	**$1.1**	**$15.0**

Appendix Table D 207: Wages & Salaries for Newfoundland and Labrador – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
5				
6	$0.4	$0.1	$0.1	$0.5
7	$0.4	$0.1	$0.1	$0.5
8	$0.4	$0.1	$0.1	$0.5
Sum	$1.1	$0.3	$0.2	$1.6

Appendix Table D 208: Wages & Salaries for Newfoundland and Labrador – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.5	$0.0	$0.1	$0.6
10	$0.5	$0.0	$0.1	$0.6
11	$0.5	$0.0	$0.1	$0.6
12	$0.5	$0.0	$0.1	$0.6
13	$0.5	$0.0	$0.1	$0.6
14	$0.5	$0.0	$0.1	$0.6
15	$0.5	$0.0	$0.1	$0.6
16	$0.5	$0.0	$0.1	$0.6
17	$0.5	$0.0	$0.1	$0.6
18	$0.5	$0.0	$0.1	$0.6
19	$0.5	$0.0	$0.1	$0.6
20	$0.5	$0.0	$0.1	$0.6
21	$0.5	$0.0	$0.1	$0.6
22	$0.5	$0.0	$0.1	$0.6
23	$0.5	$0.0	$0.1	$0.6
24	$0.5	$0.0	$0.1	$0.6
25	$0.5	$0.0	$0.1	$0.6
26	$0.5	$0.0	$0.1	$0.6
27	$0.5	$0.0	$0.1	$0.6
28	$0.5	$0.0	$0.1	$0.6
29	$0.5	$0.0	$0.1	$0.6
30	$0.5	$0.0	$0.1	$0.6

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
31	$0.5	$0.0	$0.1	$0.6
32	$0.5	$0.0	$0.1	$0.6
33	$0.5	$0.0	$0.1	$0.6
34	$0.5	$0.0	$0.1	$0.6
35	$0.5	$0.0	$0.1	$0.6
Typical Operation: Year 10	$0.5	$0.0	$0.1	$0.6
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$1.0	$0.1	$0.2	$1.2
Twenty-Five Year Impact	$8.4	$0.6	$1.4	$10.4
Thirty-Five Year Impact	$13.4	$0.9	$2.2	$16.5

Appendix Table D 209: Wages & Salaries for Canada – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1				
2				
3				
4				
5				
6	$0.4	$0.2	$0.1	$0.7
7	$0.4	$0.2	$0.1	$0.7
8	$0.4	$0.2	$0.1	$0.7
Sum	$1.1	$0.6	$0.4	$2.1

Appendix Table D 210: Wages & Salaries for Canada – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.5	$0.2	$0.2	$0.9
10	$0.5	$0.2	$0.2	$0.9

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
11	$0.5	$0.2	$0.2	$0.9
12	$0.5	$0.2	$0.2	$0.9
13	$0.5	$0.2	$0.2	$0.9
14	$0.5	$0.2	$0.2	$0.9
15	$0.5	$0.2	$0.2	$0.9
16	$0.5	$0.2	$0.2	$0.9
17	$0.5	$0.2	$0.2	$0.9
18	$0.5	$0.2	$0.2	$0.9
19	$0.5	$0.2	$0.2	$0.9
20	$0.5	$0.2	$0.2	$0.9
21	$0.5	$0.2	$0.2	$0.9
22	$0.5	$0.2	$0.2	$0.9
23	$0.5	$0.2	$0.2	$0.9
24	$0.5	$0.2	$0.2	$0.9
25	$0.5	$0.2	$0.2	$0.9
26	$0.5	$0.2	$0.2	$0.9
27	$0.5	$0.2	$0.2	$0.9
28	$0.5	$0.2	$0.2	$0.9
29	$0.5	$0.2	$0.2	$0.9
30	$0.5	$0.2	$0.2	$0.9
31	$0.5	$0.2	$0.2	$0.9
32	$0.5	$0.2	$0.2	$0.9
33	$0.5	$0.2	$0.2	$0.9
34	$0.5	$0.2	$0.2	$0.9
35	$0.5	$0.2	$0.2	$0.9
Typical Operation: Year 10	**$0.5**	**$0.2**	**$0.2**	**$0.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1.0**	**$0.4**	**$0.4**	**$1.8**
Twenty-Five Year Impact	**$8.4**	**$3.8**	**$3.0**	**$15.2**
Thirty-Five Year Impact	**$13.4**	**$6.0**	**$4.8**	**$24.2**

D.6.4 Operations – Other Economic Activity (Scenario 2) – Business Income

Appendix Table D 211: Business Income for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
4				
5				
6	$0.1	$0.0	$0.0	$0.1
7	$0.1	$0.0	$0.0	$0.1
8	$0.1	$0.0	$0.0	$0.1
Sum	$0.2	$0.1	$0.1	$0.4

Appendix Table D 212: Business Income for Great Northern Peninsula – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.0	$0.0	$0.3
10	$0.3	$0.0	$0.0	$0.3
11	$0.3	$0.0	$0.0	$0.3
12	$0.3	$0.0	$0.0	$0.3
13	$0.3	$0.0	$0.0	$0.3
14	$0.3	$0.0	$0.0	$0.3
15	$0.3	$0.0	$0.0	$0.3
16	$0.3	$0.0	$0.0	$0.3
17	$0.3	$0.0	$0.0	$0.3
18	$0.3	$0.0	$0.0	$0.3
19	$0.3	$0.0	$0.0	$0.3
20	$0.3	$0.0	$0.0	$0.3
21	$0.3	$0.0	$0.0	$0.3
22	$0.3	$0.0	$0.0	$0.3
23	$0.3	$0.0	$0.0	$0.3
24	$0.3	$0.0	$0.0	$0.3
25	$0.3	$0.0	$0.0	$0.3
26	$0.3	$0.0	$0.0	$0.3
27	$0.3	$0.0	$0.0	$0.3
28	$0.3	$0.0	$0.0	$0.3
29	$0.3	$0.0	$0.0	$0.3
30	$0.3	$0.0	$0.0	$0.3
31	$0.3	$0.0	$0.0	$0.3

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
32	$0.3	$0.0	$0.0	$0.3
33	$0.3	$0.0	$0.0	$0.3
34	$0.3	$0.0	$0.0	$0.3
35	$0.3	$0.0	$0.0	$0.3
Typical Operation: Year 10	$0.3	$0.0	$0.0	$0.3
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.5	$0.0	$0.1	$0.6
Twenty-Five Year Impact	$4.4	$0.2	$0.8	$5.5
Thirty-Five Year Impact	$7.1	$0.3	$1.3	$8.7

Appendix Table D 213: Business Income for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$0.1	$0.1	$0.1	$0.2
7	$0.1	$0.1	$0.1	$0.2
8	$0.1	$0.1	$0.1	$0.2
Sum	$0.2	$0.2	$0.2	$0.6

Appendix Table D 214: Business Income for Newfoundland and Labrador – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.0	$0.1	$0.4
10	$0.3	$0.0	$0.1	$0.4
11	$0.3	$0.0	$0.1	$0.4
12	$0.3	$0.0	$0.1	$0.4
13	$0.3	$0.0	$0.1	$0.4

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
14	$0.3	$0.0	$0.1	$0.4
15	$0.3	$0.0	$0.1	$0.4
16	$0.3	$0.0	$0.1	$0.4
17	$0.3	$0.0	$0.1	$0.4
18	$0.3	$0.0	$0.1	$0.4
19	$0.3	$0.0	$0.1	$0.4
20	$0.3	$0.0	$0.1	$0.4
21	$0.3	$0.0	$0.1	$0.4
22	$0.3	$0.0	$0.1	$0.4
23	$0.3	$0.0	$0.1	$0.4
24	$0.3	$0.0	$0.1	$0.4
25	$0.3	$0.0	$0.1	$0.4
26	$0.3	$0.0	$0.1	$0.4
27	$0.3	$0.0	$0.1	$0.4
28	$0.3	$0.0	$0.1	$0.4
29	$0.3	$0.0	$0.1	$0.4
30	$0.3	$0.0	$0.1	$0.4
31	$0.3	$0.0	$0.1	$0.4
32	$0.3	$0.0	$0.1	$0.4
33	$0.3	$0.0	$0.1	$0.4
34	$0.3	$0.0	$0.1	$0.4
35	$0.3	$0.0	$0.1	$0.4
Typical Operation: Year 10	$0.3	$0.0	$0.1	$0.4
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.5	$0.0	$0.1	$0.7
Twenty-Five Year Impact	$4.4	$0.4	$1.2	$6.0
Thirty-Five Year Impact	$7.1	$0.6	$1.9	$9.6

Appendix Table D 215: Business Income for Canada – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1				
2				
3				
4				
5				
6	$0.1	$0.1	$0.1	$0.3
7	$0.1	$0.1	$0.1	$0.3
8	$0.1	$0.1	$0.1	$0.3
Sum	$0.2	$0.4	$0.4	$0.9

Appendix Table D 216: Business Income for Canada – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.3	$0.2	$0.1	$0.6
10	$0.3	$0.2	$0.1	$0.6
11	$0.3	$0.2	$0.1	$0.6
12	$0.3	$0.2	$0.1	$0.6
13	$0.3	$0.2	$0.1	$0.6
14	$0.3	$0.2	$0.1	$0.6
15	$0.3	$0.2	$0.1	$0.6
16	$0.3	$0.2	$0.1	$0.6
17	$0.3	$0.2	$0.1	$0.6
18	$0.3	$0.2	$0.1	$0.6
19	$0.3	$0.2	$0.1	$0.6
20	$0.3	$0.2	$0.1	$0.6
21	$0.3	$0.2	$0.1	$0.6
22	$0.3	$0.2	$0.1	$0.6
23	$0.3	$0.2	$0.1	$0.6
24	$0.3	$0.2	$0.1	$0.6
25	$0.3	$0.2	$0.1	$0.6
26	$0.3	$0.2	$0.1	$0.6
27	$0.3	$0.2	$0.1	$0.6
28	$0.3	$0.2	$0.1	$0.6
29	$0.3	$0.2	$0.1	$0.6
30	$0.3	$0.2	$0.1	$0.6
31	$0.3	$0.2	$0.1	$0.6
32	$0.3	$0.2	$0.1	$0.6
33	$0.3	$0.2	$0.1	$0.6
34	$0.3	$0.2	$0.1	$0.6
35	$0.3	$0.2	$0.1	$0.6
Typical Operation: Year 10	**$0.3**	**$0.2**	**$0.1**	**$0.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.5**	**$0.4**	**$0.3**	**$1.2**
Twenty-Five Year Impact	**$4.4**	**$3.1**	**$2.5**	**$10.0**
Thirty-Five Year Impact	**$7.1**	**$4.9**	**$4.0**	**$15.9**

D.6.5 Operations – Other Economic Activity (Scenario 2) - Federal Tax Revenue

Appendix Table D 217: Federal Tax Revenue for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 218: Federal Tax Revenue for Great Northern Peninsula – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 219: Federal Tax Revenue for Newfoundland and Labrador – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.1
7	$0.0	$0.0	$0.0	$0.1
8	$0.0	$0.0	$0.0	$0.1
Sum	**$0.1**	**$0.0**	**$0.1**	**$0.2**

Appendix Table D 220: Federal Tax Revenue for Newfoundland and Labrador – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.1	$0.0	$0.0	$0.1
10	$0.1	$0.0	$0.0	$0.1
11	$0.1	$0.0	$0.0	$0.1
12	$0.1	$0.0	$0.0	$0.1
13	$0.1	$0.0	$0.0	$0.1
14	$0.1	$0.0	$0.0	$0.1
15	$0.1	$0.0	$0.0	$0.1
16	$0.1	$0.0	$0.0	$0.1
17	$0.1	$0.0	$0.0	$0.1
18	$0.1	$0.0	$0.0	$0.1
19	$0.1	$0.0	$0.0	$0.1
20	$0.1	$0.0	$0.0	$0.1
21	$0.1	$0.0	$0.0	$0.1
22	$0.1	$0.0	$0.0	$0.1
23	$0.1	$0.0	$0.0	$0.1
24	$0.1	$0.0	$0.0	$0.1
25	$0.1	$0.0	$0.0	$0.1
26	$0.1	$0.0	$0.0	$0.1
27	$0.1	$0.0	$0.0	$0.1
28	$0.1	$0.0	$0.0	$0.1
29	$0.1	$0.0	$0.0	$0.1
30	$0.1	$0.0	$0.0	$0.1
31	$0.1	$0.0	$0.0	$0.1
32	$0.1	$0.0	$0.0	$0.1
33	$0.1	$0.0	$0.0	$0.1
34	$0.1	$0.0	$0.0	$0.1
35	$0.1	$0.0	$0.0	$0.1
Typical Operation: Year 10	**$0.1**	**$0.0**	**$0.0**	**$0.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.1**	**$0.0**	**$0.0**	**$0.1**
Twenty-Five Year Impact	**$0.9**	**$0.1**	**$0.3**	**$1.3**

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
Thirty-Five Year Impact	$1.4	$0.1	$0.5	$2.0

Appendix Table D 221: Federal Tax Revenue for Canada – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.1
7	$0.0	$0.0	$0.0	$0.1
8	$0.0	$0.0	$0.0	$0.1
Sum	$0.1	$0.1	$0.1	$0.3

Appendix Table D 222: Federal Tax Revenue for Canada – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.1	$0.0	$0.0	$0.1
10	$0.1	$0.0	$0.0	$0.1
11	$0.1	$0.0	$0.0	$0.1
12	$0.1	$0.0	$0.0	$0.1
13	$0.1	$0.0	$0.0	$0.1
14	$0.1	$0.0	$0.0	$0.1
15	$0.1	$0.0	$0.0	$0.1
16	$0.1	$0.0	$0.0	$0.1
17	$0.1	$0.0	$0.0	$0.1
18	$0.1	$0.0	$0.0	$0.1
19	$0.1	$0.0	$0.0	$0.1
20	$0.1	$0.0	$0.0	$0.1
21	$0.1	$0.0	$0.0	$0.1

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
22	$0.1	$0.0	$0.0	$0.1
23	$0.1	$0.0	$0.0	$0.1
24	$0.1	$0.0	$0.0	$0.1
25	$0.1	$0.0	$0.0	$0.1
26	$0.1	$0.0	$0.0	$0.1
27	$0.1	$0.0	$0.0	$0.1
28	$0.1	$0.0	$0.0	$0.1
29	$0.1	$0.0	$0.0	$0.1
30	$0.1	$0.0	$0.0	$0.1
31	$0.1	$0.0	$0.0	$0.1
32	$0.1	$0.0	$0.0	$0.1
33	$0.1	$0.0	$0.0	$0.1
34	$0.1	$0.0	$0.0	$0.1
35	$0.1	$0.0	$0.0	$0.1
Typical Operation: Year 10	**$0.1**	**$0.0**	**$0.0**	**$0.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.1**	**$0.1**	**$0.1**	**$0.2**
Twenty-Five Year Impact	**$0.9**	**$0.6**	**$0.6**	**$2.1**
Thirty-Five Year Impact	**$1.4**	**$0.9**	**$1.0**	**$3.3**

D.6.6 Operations – Other Economic Activity (Scenario 2) – Provincial Tax Revenue

Appendix Table D 223: Provincial Tax Revenue for Great Northern Peninsula – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 224: Provincial Tax Revenue for Great Northern Peninsula – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 225: Provincial Tax Revenue for Newfoundland and Labrador – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.1
7	$0.0	$0.0	$0.0	$0.1
8	$0.0	$0.0	$0.0	$0.1
Sum	$0.1	$0.0	$0.1	$0.2

Appendix Table D 226: Provincial Tax Revenue for Newfoundland and Labrador – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.1
10	$0.0	$0.0	$0.0	$0.1
11	$0.0	$0.0	$0.0	$0.1
12	$0.0	$0.0	$0.0	$0.1
13	$0.0	$0.0	$0.0	$0.1
14	$0.0	$0.0	$0.0	$0.1
15	$0.0	$0.0	$0.0	$0.1
16	$0.0	$0.0	$0.0	$0.1
17	$0.0	$0.0	$0.0	$0.1
18	$0.0	$0.0	$0.0	$0.1
19	$0.0	$0.0	$0.0	$0.1
20	$0.0	$0.0	$0.0	$0.1

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
21	$0.0	$0.0	$0.0	$0.1
22	$0.0	$0.0	$0.0	$0.1
23	$0.0	$0.0	$0.0	$0.1
24	$0.0	$0.0	$0.0	$0.1
25	$0.0	$0.0	$0.0	$0.1
26	$0.0	$0.0	$0.0	$0.1
27	$0.0	$0.0	$0.0	$0.1
28	$0.0	$0.0	$0.0	$0.1
29	$0.0	$0.0	$0.0	$0.1
30	$0.0	$0.0	$0.0	$0.1
31	$0.0	$0.0	$0.0	$0.1
32	$0.0	$0.0	$0.0	$0.1
33	$0.0	$0.0	$0.0	$0.1
34	$0.0	$0.0	$0.0	$0.1
35	$0.0	$0.0	$0.0	$0.1
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.1**	**$0.0**	**$0.1**	**$0.2**
Twenty-Five Year Impact	**$0.8**	**$0.1**	**$0.6**	**$1.4**
Thirty-Five Year Impact	**$1.2**	**$0.1**	**$1.0**	**$2.3**

Appendix Table D 227: Provincial Tax Revenue for Canada – Other Economic Activities (Scenario 2) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1				
2				
3				
4				
5				
6	$0.0	$0.0	$0.0	$0.1
7	$0.0	$0.0	$0.0	$0.1
8	$0.0	$0.0	$0.0	$0.1
Sum	**$0.1**	**$0.1**	**$0.1**	**$0.3**

Appendix Table D 228: Provincial Tax Revenue for Canada – Other Economic Activity (Scenario 2) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.1	$0.1
10	$0.0	$0.0	$0.1	$0.1
11	$0.0	$0.0	$0.1	$0.1
12	$0.0	$0.0	$0.1	$0.1
13	$0.0	$0.0	$0.1	$0.1
14	$0.0	$0.0	$0.1	$0.1
15	$0.0	$0.0	$0.1	$0.1
16	$0.0	$0.0	$0.1	$0.1
17	$0.0	$0.0	$0.1	$0.1
18	$0.0	$0.0	$0.1	$0.1
19	$0.0	$0.0	$0.1	$0.1
20	$0.0	$0.0	$0.1	$0.1
21	$0.0	$0.0	$0.1	$0.1
22	$0.0	$0.0	$0.1	$0.1
23	$0.0	$0.0	$0.1	$0.1
24	$0.0	$0.0	$0.1	$0.1
25	$0.0	$0.0	$0.1	$0.1
26	$0.0	$0.0	$0.1	$0.1
27	$0.0	$0.0	$0.1	$0.1
28	$0.0	$0.0	$0.1	$0.1
29	$0.0	$0.0	$0.1	$0.1
30	$0.0	$0.0	$0.1	$0.1
31	$0.0	$0.0	$0.1	$0.1
32	$0.0	$0.0	$0.1	$0.1
33	$0.0	$0.0	$0.1	$0.1
34	$0.0	$0.0	$0.1	$0.1
35	$0.0	$0.0	$0.1	$0.1
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.1**	**$0.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.1**	**$0.1**	**$0.1**	**$0.3**
Twenty-Five Year Impact	**$0.8**	**$0.6**	**$1.0**	**$2.4**
Thirty-Five Year Impact	**$1.2**	**$0.9**	**$1.7**	**$3.8**

D.7. Capital and Operations – All Components (Scenario 1)

Appendix Table D 229: Capital Investment – Other Economic Activity (Scenario 1)

Relative Year	Investment in All Components (Scenario 1) $M
1	$11.1
2	$11.1
3	$11.1
4	$11.1
5	$11.1
6	$138.3
7	$138.3
8	$138.3
Sum	**$470.4**

Appendix Table D 230: Operating Expenditure – All Components (Scenario 1)

Relative Year	Expenditure on All Components (Scenario 1) $M	Relative Year	Expenditure on Other Business (Scenario 1) $M
1	$0.0	**21**	$92.9
2	$0.0	**22**	$92.9
3	$0.0	**23**	$92.9
4	$0.0	**24**	$92.9
5	$0.0	**25**	$92.9
6	$38.8	**26**	$92.9
7	$38.8	**27**	$92.9
8	$38.8	**28**	$92.9
9	$92.9	**29**	$92.9
10	$92.9	**30**	$92.9
11	$92.9	**31**	$92.9
12	$92.9	**32**	$92.9
13	$92.9	**33**	$92.9
14	$92.9	**34**	$92.9
15	$92.9	**35**	$92.9
16	$92.9		
17	$92.9		
18	$92.9		
19	$92.9		

Relative Year	Expenditure on All Components (Scenario 1) $M	Relative Year	Expenditure on Other Business (Scenario 1) $M
20	$92.9		
Typical Operation: Year 10			**$92.9**
Five Year Impact			**$0.0**
Ten Year Impact			**$302.1**
Twenty-Five Year Impact			**$1,695.6**
Thirty-Five Year Impact			**$2,624.6**

D.7.1 Operations – All Components (Scenario 1) - Employment

Appendix Table D 231: Employment for Great Northern Peninsula – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	55.6	14.5	9.8	79.9
2	55.6	14.5	9.8	79.9
3	55.6	14.5	9.8	79.9
4	55.6	14.5	9.8	79.9
5	55.6	14.5	9.8	79.9
6	240.9	87.1	69.5	397.5
7	240.9	87.1	69.5	397.5
8	240.9	87.1	69.5	397.5
Sum	**1,000.9**	**333.8**	**257.3**	**1,592.0**

Appendix Table D 232: Employment for Great Northern Peninsula – All Components (Scenario 1) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0	0	0	**0**
2	0	0	0	**0**
3	0	0	0	**0**
4	0	0	0	**0**
5	0	0	0	**0**
6	186	23	26	**235**
7	186	23	26	**235**
8	186	23	26	**235**
9	420	43	71	**534**
10	420	43	71	**534**
11	420	43	71	**534**
12	420	43	71	**534**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
13	420	43	71	534
14	420	43	71	534
15	420	43	71	534
16	420	43	71	534
17	420	43	71	534
18	420	43	71	534
19	420	43	71	534
20	420	43	71	534
21	420	43	71	534
22	420	43	71	534
23	420	43	71	534
24	420	43	71	534
25	420	43	71	534
26	420	43	71	534
27	420	43	71	534
28	420	43	71	534
29	420	43	71	534
30	420	43	71	534
31	420	43	71	534
32	420	43	71	534
33	420	43	71	534
34	420	43	71	534
35	420	43	71	534
Typical Operation: Year 10	420	43	71	534
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$1,398.0	$156.2	$220.2	$1,774.5
Twenty-Five Year Impact	$7,698.0	$806.2	$1,286.9	$9,791.1
Thirty-Five Year Impact	$11,898.0	$1,239.5	$1,998.0	$15,135.5

Appendix Table D 233: Employment for Newfoundland and Labrador – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	55.6	27.3	19.6	102.5
2	55.6	27.3	19.6	102.5
3	55.6	27.3	19.6	102.5
4	55.6	27.3	19.6	102.5
5	55.6	27.3	19.6	102.5
6	240.9	216.4	151.3	608.6
7	240.9	216.4	151.3	608.6
8	240.9	216.4	151.3	608.6
Sum	1,000.9	785.6	551.7	2,338.2

Appendix Table D 234: Employment for Newfoundland and Labrador – All Components (Scenario 1) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0	0	0	**0**
2	0	0	0	**0**
3	0	0	0	**0**
4	0	0	0	**0**
5	0	0	0	**0**
6	186	44	48	**278**
7	186	44	48	**278**
8	186	44	48	**278**
9	420	88	127	**635**
10	420	88	127	**635**
11	420	88	127	**635**
12	420	88	127	**635**
13	420	88	127	**635**
14	420	88	127	**635**
15	420	88	127	**635**
16	420	88	127	**635**
17	420	88	127	**635**
18	420	88	127	**635**
19	420	88	127	**635**
20	420	88	127	**635**
21	420	88	127	**635**
22	420	88	127	**635**
23	420	88	127	**635**
24	420	88	127	**635**
25	420	88	127	**635**
26	420	88	127	**635**
27	420	88	127	**635**
28	420	88	127	**635**
29	420	88	127	**635**
30	420	88	127	**635**
31	420	88	127	**635**
32	420	88	127	**635**
33	420	88	127	**635**
34	420	88	127	**635**
35	420	88	127	**635**
Typical Operation: Year 10	**420**	**88**	**127**	**635**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1,398.0**	**$307.7**	**$397.8**	**$2,103.5**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Twenty-Five Year Impact	$7,698.0	$1,627.1	$2,308.0	$11,633.2
Thirty-Five Year Impact	$11,898.0	$2,506.8	$3,581.5	$17,986.3

Appendix Table D 235: Employment for Canada – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	55.6	45.5	35.3	136.4
2	55.6	45.5	35.3	136.4
3	55.6	45.5	35.3	136.4
4	55.6	45.5	35.3	136.4
5	55.6	45.5	35.3	136.4
6	240.9	577.5	365.6	1,184.0
7	240.9	577.5	365.6	1,184.0
8	240.9	577.5	365.6	1,184.0
Sum	1,000.9	1,960.1	1,273.2	4,234.3

Appendix Table D 236: Employment for Canada – All Components (Scenario 1) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0	0	0	**0**
2	0	0	0	**0**
3	0	0	0	**0**
4	0	0	0	**0**
5	0	0	0	**0**
6	186	101	91	**378**
7	186	101	91	**378**
8	186	101	91	**378**
9	420	270	262	**952**
10	420	270	262	**952**
11	420	270	262	**952**
12	420	270	262	**952**
13	420	270	262	**952**
14	420	270	262	**952**
15	420	270	262	**952**
16	420	270	262	**952**
17	420	270	262	**952**
18	420	270	262	**952**
19	420	270	262	**952**
20	420	270	262	**952**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
21	420	270	262	**952**
22	420	270	262	**952**
23	420	270	262	**952**
24	420	270	262	**952**
25	420	270	262	**952**
26	420	270	262	**952**
27	420	270	262	**952**
28	420	270	262	**952**
29	420	270	262	**952**
30	420	270	262	**952**
31	420	270	262	**952**
32	420	270	262	**952**
33	420	270	262	**952**
34	420	270	262	**952**
35	420	270	262	**952**
Typical Operation: Year 10	**420**	**270**	**262**	**952**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1,398.0**	**$843.8**	**$795.4**	**$3,037.2**
Twenty-Five Year Impact	**$7,698.0**	**$4,894.0**	**$4,722.9**	**$17,314.9**
Thirty-Five Year Impact	**$11,898.0**	**$7,594.2**	**$7,341.3**	**$26,833.4**

D.7.2 Operations – All Components (Scenario 1) - GDP

Appendix Table D 237: GDP for Great Northern Peninsula – All Components (Scenario 1) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$4.5	$1.3	$1.2	$6.9
2	$4.5	$1.3	$1.2	$6.9
3	$4.5	$1.3	$1.2	$6.9
4	$4.5	$1.3	$1.2	$6.9
5	$4.5	$1.3	$1.2	$6.9
6	$34.3	$7.2	$8.4	$49.9
7	$34.3	$7.2	$8.4	$49.9
8	$34.3	$7.2	$8.4	$49.9
Sum	**$125.4**	**$27.8**	**$31.0**	**$184.2**

Appendix Table D 238: GDP for Great Northern Peninsula – All Components (Scenario 1) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$23.8	$1.8	$3.1	$28.6
7	$23.8	$1.8	$3.1	$28.6
8	$23.8	$1.8	$3.1	$28.6
9	$56.2	$3.4	$8.4	$68.0
10	$56.2	$3.4	$8.4	$68.0
11	$56.2	$3.4	$8.4	$68.0
12	$56.2	$3.4	$8.4	$68.0
13	$56.2	$3.4	$8.4	$68.0
14	$56.2	$3.4	$8.4	$68.0
15	$56.2	$3.4	$8.4	$68.0
16	$56.2	$3.4	$8.4	$68.0
17	$56.2	$3.4	$8.4	$68.0
18	$56.2	$3.4	$8.4	$68.0
19	$56.2	$3.4	$8.4	$68.0
20	$56.2	$3.4	$8.4	$68.0
21	$56.2	$3.4	$8.4	$68.0
22	$56.2	$3.4	$8.4	$68.0
23	$56.2	$3.4	$8.4	$68.0
24	$56.2	$3.4	$8.4	$68.0
25	$56.2	$3.4	$8.4	$68.0
26	$56.2	$3.4	$8.4	$68.0
27	$56.2	$3.4	$8.4	$68.0
28	$56.2	$3.4	$8.4	$68.0
29	$56.2	$3.4	$8.4	$68.0
30	$56.2	$3.4	$8.4	$68.0
31	$56.2	$3.4	$8.4	$68.0
32	$56.2	$3.4	$8.4	$68.0
33	$56.2	$3.4	$8.4	$68.0
34	$56.2	$3.4	$8.4	$68.0
35	$56.2	$3.4	$8.4	$68.0
Typical Operation: Year 10	**$56.2**	**$3.4**	**$8.4**	**$68.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$183.7**	**$12.1**	**$26.0**	**$221.8**
Twenty-Five Year Impact	**$1,026.2**	**$62.7**	**$152.6**	**$1,241.5**
Thirty-Five Year Impact	**$1,587.8**	**$96.4**	**$237.0**	**$1,921.2**

Appendix Table D 239: GDP for Newfoundland and Labrador – All Components (Scenario 1) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$4.5	$2.6	$2.1	$9.2
2	$4.5	$2.6	$2.1	$9.2
3	$4.5	$2.6	$2.1	$9.2
4	$4.5	$2.6	$2.1	$9.2
5	$4.5	$2.6	$2.1	$9.2
6	$34.3	$20.5	$16.4	$71.2
7	$34.3	$20.5	$16.4	$71.2
8	$34.3	$20.5	$16.4	$71.2
Sum	$125.4	$74.5	$59.7	$259.5

Appendix Table D 240: GDP for Newfoundland and Labrador – All Components (Scenario 1) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$23.8	$3.7	$5.1	$32.6
7	$23.8	$3.7	$5.1	$32.6
8	$23.8	$3.7	$5.1	$32.6
9	$56.2	$7.5	$13.7	$77.4
10	$56.2	$7.5	$13.7	$77.4
11	$56.2	$7.5	$13.7	$77.4
12	$56.2	$7.5	$13.7	$77.4
13	$56.2	$7.5	$13.7	$77.4
14	$56.2	$7.5	$13.7	$77.4
15	$56.2	$7.5	$13.7	$77.4
16	$56.2	$7.5	$13.7	$77.4
17	$56.2	$7.5	$13.7	$77.4
18	$56.2	$7.5	$13.7	$77.4
19	$56.2	$7.5	$13.7	$77.4
20	$56.2	$7.5	$13.7	$77.4
21	$56.2	$7.5	$13.7	$77.4
22	$56.2	$7.5	$13.7	$77.4
23	$56.2	$7.5	$13.7	$77.4
24	$56.2	$7.5	$13.7	$77.4
25	$56.2	$7.5	$13.7	$77.4
26	$56.2	$7.5	$13.7	$77.4

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
27	$56.2	$7.5	$13.7	$77.4
28	$56.2	$7.5	$13.7	$77.4
29	$56.2	$7.5	$13.7	$77.4
30	$56.2	$7.5	$13.7	$77.4
31	$56.2	$7.5	$13.7	$77.4
32	$56.2	$7.5	$13.7	$77.4
33	$56.2	$7.5	$13.7	$77.4
34	$56.2	$7.5	$13.7	$77.4
35	$56.2	$7.5	$13.7	$77.4
Typical Operation: Year 10	**$56.2**	**$7.5**	**$13.7**	**$77.4**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$183.7**	**$26.2**	**$42.8**	**$252.7**
Twenty-Five Year Impact	**$1,026.2**	**$138.5**	**$248.8**	**$1,413.5**
Thirty-Five Year Impact	**$1,587.8**	**$213.4**	**$386.2**	**$2,187.4**

Appendix Table D 241: GDP for Canada – All Components (Scenario 1) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$4.5	$4.4	$3.7	$12.6
2	$4.5	$4.4	$3.7	$12.6
3	$4.5	$4.4	$3.7	$12.6
4	$4.5	$4.4	$3.7	$12.6
5	$4.5	$4.4	$3.7	$12.6
6	$34.3	$55.1	$37.8	$127.2
7	$34.3	$55.1	$37.8	$127.2
8	$34.3	$55.1	$37.8	$127.2
Sum	**$125.4**	**$187.6**	**$131.6**	**$444.6**

Appendix Table D 242: GDP for Canada – All Components (Scenario 1) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$23.8	$9.3	$9.3	$42.4
7	$23.8	$9.3	$9.3	$42.4
8	$23.8	$9.3	$9.3	$42.4
9	$56.2	$26.3	$27.0	$109.5
10	$56.2	$26.3	$27.0	$109.5
11	$56.2	$26.3	$27.0	$109.5

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
12	$56.2	$26.3	$27.0	$109.5
13	$56.2	$26.3	$27.0	$109.5
14	$56.2	$26.3	$27.0	$109.5
15	$56.2	$26.3	$27.0	$109.5
16	$56.2	$26.3	$27.0	$109.5
17	$56.2	$26.3	$27.0	$109.5
18	$56.2	$26.3	$27.0	$109.5
19	$56.2	$26.3	$27.0	$109.5
20	$56.2	$26.3	$27.0	$109.5
21	$56.2	$26.3	$27.0	$109.5
22	$56.2	$26.3	$27.0	$109.5
23	$56.2	$26.3	$27.0	$109.5
24	$56.2	$26.3	$27.0	$109.5
25	$56.2	$26.3	$27.0	$109.5
26	$56.2	$26.3	$27.0	$109.5
27	$56.2	$26.3	$27.0	$109.5
28	$56.2	$26.3	$27.0	$109.5
29	$56.2	$26.3	$27.0	$109.5
30	$56.2	$26.3	$27.0	$109.5
31	$56.2	$26.3	$27.0	$109.5
32	$56.2	$26.3	$27.0	$109.5
33	$56.2	$26.3	$27.0	$109.5
34	$56.2	$26.3	$27.0	$109.5
35	$56.2	$26.3	$27.0	$109.5
Typical Operation: Year 10	**$56.2**	**$26.3**	**$27.0**	**$109.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$183.7**	**$80.6**	**$82.1**	**$346.3**
Twenty-Five Year Impact	**$1,026.2**	**$475.3**	**$487.7**	**$1,989.2**
Thirty-Five Year Impact	**$1,587.8**	**$738.4**	**$758.2**	**$3,084.4**

D.7.3 Operations – All Components (Scenario 1) – Wages, Salaries & Social Contributions

Appendix Table D 243: Wages & Salaries for Great Northern Peninsula – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.7	$0.8	$0.4	$4.9
2	$3.7	$0.8	$0.4	$4.9

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
3	$3.7	$0.8	$0.4	$4.9
4	$3.7	$0.8	$0.4	$4.9
5	$3.7	$0.8	$0.4	$4.9
6	$28.3	$4.9	$2.7	$35.9
7	$28.3	$4.9	$2.7	$35.9
8	$28.3	$4.9	$2.7	$35.9
Sum	$103.4	$18.7	$10.1	$132.1

Appendix Table D 244: Wages & Salaries for Great Northern Peninsula – All Components (Scenario 1) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$12.1	$1.1	$1.0	$14.3
7	$12.1	$1.1	$1.0	$14.3
8	$12.1	$1.1	$1.0	$14.3
9	$32.3	$2.1	$2.8	$37.2
10	$32.3	$2.1	$2.8	$37.2
11	$32.3	$2.1	$2.8	$37.2
12	$32.3	$2.1	$2.8	$37.2
13	$32.3	$2.1	$2.8	$37.2
14	$32.3	$2.1	$2.8	$37.2
15	$32.3	$2.1	$2.8	$37.2
16	$32.3	$2.1	$2.8	$37.2
17	$32.3	$2.1	$2.8	$37.2
18	$32.3	$2.1	$2.8	$37.2
19	$32.3	$2.1	$2.8	$37.2
20	$32.3	$2.1	$2.8	$37.2
21	$32.3	$2.1	$2.8	$37.2
22	$32.3	$2.1	$2.8	$37.2
23	$32.3	$2.1	$2.8	$37.2
24	$32.3	$2.1	$2.8	$37.2
25	$32.3	$2.1	$2.8	$37.2
26	$32.3	$2.1	$2.8	$37.2
27	$32.3	$2.1	$2.8	$37.2
28	$32.3	$2.1	$2.8	$37.2

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
29	$32.3	$2.1	$2.8	$37.2
30	$32.3	$2.1	$2.8	$37.2
31	$32.3	$2.1	$2.8	$37.2
32	$32.3	$2.1	$2.8	$37.2
33	$32.3	$2.1	$2.8	$37.2
34	$32.3	$2.1	$2.8	$37.2
35	$32.3	$2.1	$2.8	$37.2
Typical Operation: Year 10	$32.3	$2.1	$2.8	$37.2
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$100.8	$7.6	$8.6	$117.1
Twenty-Five Year Impact	$584.7	$39.6	$50.4	$674.6
Thirty-Five Year Impact	$907.3	$60.8	$78.2	$1,046.3

Appendix Table D 245: Wages & Salaries for Newfoundland and Labrador – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.7	$1.6	$0.9	$6.2
2	$3.7	$1.6	$0.9	$6.2
3	$3.7	$1.6	$0.9	$6.2
4	$3.7	$1.6	$0.9	$6.2
5	$3.7	$1.6	$0.9	$6.2
6	$28.3	$13.3	$6.9	$48.4
7	$28.3	$13.3	$6.9	$48.4
8	$28.3	$13.3	$6.9	$48.4
Sum	$103.4	$47.9	$25.2	$176.4

Appendix Table D 246: Wages & Salaries for Newfoundland and Labrador – All Components (Scenario 1) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$12.1	$2.4	$2.2	$16.7
7	$12.1	$2.4	$2.2	$16.7
8	$12.1	$2.4	$2.2	$16.7

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
9	$32.3	$4.8	$5.8	$42.8
10	$32.3	$4.8	$5.8	$42.8
11	$32.3	$4.8	$5.8	$42.8
12	$32.3	$4.8	$5.8	$42.8
13	$32.3	$4.8	$5.8	$42.8
14	$32.3	$4.8	$5.8	$42.8
15	$32.3	$4.8	$5.8	$42.8
16	$32.3	$4.8	$5.8	$42.8
17	$32.3	$4.8	$5.8	$42.8
18	$32.3	$4.8	$5.8	$42.8
19	$32.3	$4.8	$5.8	$42.8
20	$32.3	$4.8	$5.8	$42.8
21	$32.3	$4.8	$5.8	$42.8
22	$32.3	$4.8	$5.8	$42.8
23	$32.3	$4.8	$5.8	$42.8
24	$32.3	$4.8	$5.8	$42.8
25	$32.3	$4.8	$5.8	$42.8
26	$32.3	$4.8	$5.8	$42.8
27	$32.3	$4.8	$5.8	$42.8
28	$32.3	$4.8	$5.8	$42.8
29	$32.3	$4.8	$5.8	$42.8
30	$32.3	$4.8	$5.8	$42.8
31	$32.3	$4.8	$5.8	$42.8
32	$32.3	$4.8	$5.8	$42.8
33	$32.3	$4.8	$5.8	$42.8
34	$32.3	$4.8	$5.8	$42.8
35	$32.3	$4.8	$5.8	$42.8
Typical Operation: Year 10	**$32.3**	**$4.8**	**$5.8**	**$42.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$100.8**	**$16.7**	**$18.1**	**$135.6**
Twenty-Five Year Impact	**$584.7**	**$88.3**	**$105.1**	**$778.1**
Thirty-Five Year Impact	**$907.3**	**$136.0**	**$163.1**	**$1,206.4**

Appendix Table D 247: Wages & Salaries for Canada – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.7	$2.7	$1.6	$8.1
2	$3.7	$2.7	$1.6	$8.1
3	$3.7	$2.7	$1.6	$8.1

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
4	$3.7	$2.7	$1.6	$8.1
5	$3.7	$2.7	$1.6	$8.1
6	$28.3	$34.8	$17.0	$80.1
7	$28.3	$34.8	$17.0	$80.1
8	$28.3	$34.8	$17.0	$80.1
Sum	$103.4	$118.1	$59.2	$280.7

Appendix Table D 248: Wages & Salaries for Canada – All Components (Scenario 1) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$12.1	$5.8	$4.2	$22.2
7	$12.1	$5.8	$4.2	$22.2
8	$12.1	$5.8	$4.2	$22.2
9	$32.3	$16.3	$12.2	$60.7
10	$32.3	$16.3	$12.2	$60.7
11	$32.3	$16.3	$12.2	$60.7
12	$32.3	$16.3	$12.2	$60.7
13	$32.3	$16.3	$12.2	$60.7
14	$32.3	$16.3	$12.2	$60.7
15	$32.3	$16.3	$12.2	$60.7
16	$32.3	$16.3	$12.2	$60.7
17	$32.3	$16.3	$12.2	$60.7
18	$32.3	$16.3	$12.2	$60.7
19	$32.3	$16.3	$12.2	$60.7
20	$32.3	$16.3	$12.2	$60.7
21	$32.3	$16.3	$12.2	$60.7
22	$32.3	$16.3	$12.2	$60.7
23	$32.3	$16.3	$12.2	$60.7
24	$32.3	$16.3	$12.2	$60.7
25	$32.3	$16.3	$12.2	$60.7
26	$32.3	$16.3	$12.2	$60.7
27	$32.3	$16.3	$12.2	$60.7
28	$32.3	$16.3	$12.2	$60.7
29	$32.3	$16.3	$12.2	$60.7

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
30	$32.3	$16.3	$12.2	$60.7
31	$32.3	$16.3	$12.2	$60.7
32	$32.3	$16.3	$12.2	$60.7
33	$32.3	$16.3	$12.2	$60.7
34	$32.3	$16.3	$12.2	$60.7
35	$32.3	$16.3	$12.2	$60.7
Typical Operation: Year 10	$32.3	$16.3	$12.2	$60.7
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$100.8	$50.1	$36.9	$187.9
Twenty-Five Year Impact	$584.7	$294.4	$219.2	$1,098.4
Thirty-Five Year Impact	$907.3	$457.3	$340.8	$1,705.3

D.7.4 Operations – All Components (Scenario 1) – Business Income

Appendix Table D 249: Business Income for Great Northern Peninsula – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.7	$0.4	$0.4	$1.5
2	$0.7	$0.4	$0.4	$1.5
3	$0.7	$0.4	$0.4	$1.5
4	$0.7	$0.4	$0.4	$1.5
5	$0.7	$0.4	$0.4	$1.5
6	$3.4	$2.1	$3.2	$8.7
7	$3.4	$2.1	$3.2	$8.7
8	$3.4	$2.1	$3.2	$8.7
Sum	$13.6	$8.3	$11.7	$33.7

Appendix Table D 250: Business Income for Great Northern Peninsula – All Components (Scenario 1) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$11.4	$0.6	$1.2	$13.2
7	$11.4	$0.6	$1.2	$13.2

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
8	$11.4	$0.6	$1.2	$13.2
9	$23.7	$1.2	$3.2	$28.1
10	$23.7	$1.2	$3.2	$28.1
11	$23.7	$1.2	$3.2	$28.1
12	$23.7	$1.2	$3.2	$28.1
13	$23.7	$1.2	$3.2	$28.1
14	$23.7	$1.2	$3.2	$28.1
15	$23.7	$1.2	$3.2	$28.1
16	$23.7	$1.2	$3.2	$28.1
17	$23.7	$1.2	$3.2	$28.1
18	$23.7	$1.2	$3.2	$28.1
19	$23.7	$1.2	$3.2	$28.1
20	$23.7	$1.2	$3.2	$28.1
21	$23.7	$1.2	$3.2	$28.1
22	$23.7	$1.2	$3.2	$28.1
23	$23.7	$1.2	$3.2	$28.1
24	$23.7	$1.2	$3.2	$28.1
25	$23.7	$1.2	$3.2	$28.1
26	$23.7	$1.2	$3.2	$28.1
27	$23.7	$1.2	$3.2	$28.1
28	$23.7	$1.2	$3.2	$28.1
29	$23.7	$1.2	$3.2	$28.1
30	$23.7	$1.2	$3.2	$28.1
31	$23.7	$1.2	$3.2	$28.1
32	$23.7	$1.2	$3.2	$28.1
33	$23.7	$1.2	$3.2	$28.1
34	$23.7	$1.2	$3.2	$28.1
35	$23.7	$1.2	$3.2	$28.1
Typical Operation: Year 10	**$23.7**	**$1.2**	**$3.2**	**$28.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$81.7**	**$4.2**	**$10.0**	**$95.9**
Twenty-Five Year Impact	**$436.8**	**$22.4**	**$58.7**	**$517.9**
Thirty-Five Year Impact	**$673.6**	**$34.5**	**$91.1**	**$799.2**

Appendix Table D 251: Business Income for Newfoundland and Labrador – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.7	$0.9	$0.8	$2.3
2	$0.7	$0.9	$0.8	$2.3
3	$0.7	$0.9	$0.8	$2.3
4	$0.7	$0.9	$0.8	$2.3

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
5	$0.7	$0.9	$0.8	$2.3
6	$3.4	$6.8	$5.9	$16.1
7	$3.4	$6.8	$5.9	$16.1
8	$3.4	$6.8	$5.9	$16.1
Sum	$13.6	$24.9	$21.6	$60.1

Appendix Table D 252: Business Income for Newfoundland and Labrador – All Components (Scenario 1) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$11.4	$1.2	$1.9	$14.5
7	$11.4	$1.2	$1.9	$14.5
8	$11.4	$1.2	$1.9	$14.5
9	$23.7	$2.6	$5.0	$31.3
10	$23.7	$2.6	$5.0	$31.3
11	$23.7	$2.6	$5.0	$31.3
12	$23.7	$2.6	$5.0	$31.3
13	$23.7	$2.6	$5.0	$31.3
14	$23.7	$2.6	$5.0	$31.3
15	$23.7	$2.6	$5.0	$31.3
16	$23.7	$2.6	$5.0	$31.3
17	$23.7	$2.6	$5.0	$31.3
18	$23.7	$2.6	$5.0	$31.3
19	$23.7	$2.6	$5.0	$31.3
20	$23.7	$2.6	$5.0	$31.3
21	$23.7	$2.6	$5.0	$31.3
22	$23.7	$2.6	$5.0	$31.3
23	$23.7	$2.6	$5.0	$31.3
24	$23.7	$2.6	$5.0	$31.3
25	$23.7	$2.6	$5.0	$31.3
26	$23.7	$2.6	$5.0	$31.3
27	$23.7	$2.6	$5.0	$31.3
28	$23.7	$2.6	$5.0	$31.3
29	$23.7	$2.6	$5.0	$31.3
30	$23.7	$2.6	$5.0	$31.3
31	$23.7	$2.6	$5.0	$31.3
32	$23.7	$2.6	$5.0	$31.3

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
33	$23.7	$2.6	$5.0	$31.3
34	$23.7	$2.6	$5.0	$31.3
35	$23.7	$2.6	$5.0	$31.3
Typical Operation: Year 10	$23.7	$2.6	$5.0	$31.3
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$81.7	$9.0	$15.5	$106.2
Twenty-Five Year Impact	$436.8	$48.6	$90.1	$575.5
Thirty-Five Year Impact	$673.6	$75.0	$139.8	$888.4

Appendix Table D 253: Business Income for Canada – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.7	$1.6	$1.4	$3.6
2	$0.7	$1.6	$1.4	$3.6
3	$0.7	$1.6	$1.4	$3.6
4	$0.7	$1.6	$1.4	$3.6
5	$0.7	$1.6	$1.4	$3.6
6	$3.4	$18.7	$14.3	$36.4
7	$3.4	$18.7	$14.3	$36.4
8	$3.4	$18.7	$14.3	$36.4
Sum	$13.6	$63.9	$49.6	$127.1

Appendix Table D 254: Business Income for Canada – All Components (Scenario 1) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$11.4	$3.2	$3.5	$18.1
7	$11.4	$3.2	$3.5	$18.1
8	$11.4	$3.2	$3.5	$18.1
9	$23.7	$9.4	$10.2	$43.3
10	$23.7	$9.4	$10.2	$43.3
11	$23.7	$9.4	$10.2	$43.3
12	$23.7	$9.4	$10.2	$43.3
13	$23.7	$9.4	$10.2	$43.3
14	$23.7	$9.4	$10.2	$43.3

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
15	$23.7	$9.4	$10.2	$43.3
16	$23.7	$9.4	$10.2	$43.3
17	$23.7	$9.4	$10.2	$43.3
18	$23.7	$9.4	$10.2	$43.3
19	$23.7	$9.4	$10.2	$43.3
20	$23.7	$9.4	$10.2	$43.3
21	$23.7	$9.4	$10.2	$43.3
22	$23.7	$9.4	$10.2	$43.3
23	$23.7	$9.4	$10.2	$43.3
24	$23.7	$9.4	$10.2	$43.3
25	$23.7	$9.4	$10.2	$43.3
26	$23.7	$9.4	$10.2	$43.3
27	$23.7	$9.4	$10.2	$43.3
28	$23.7	$9.4	$10.2	$43.3
29	$23.7	$9.4	$10.2	$43.3
30	$23.7	$9.4	$10.2	$43.3
31	$23.7	$9.4	$10.2	$43.3
32	$23.7	$9.4	$10.2	$43.3
33	$23.7	$9.4	$10.2	$43.3
34	$23.7	$9.4	$10.2	$43.3
35	$23.7	$9.4	$10.2	$43.3
Typical Operation: Year 10	**$23.7**	**$9.4**	**$10.2**	**$43.3**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$81.7**	**$28.2**	**$30.9**	**$140.8**
Twenty-Five Year Impact	**$436.8**	**$169.2**	**$183.9**	**$789.9**
Thirty-Five Year Impact	**$673.6**	**$263.2**	**$285.9**	**$1,222.7**

D.7.5 Operations – All Components (Scenario 1) - Federal Tax Revenue

Appendix Table D 255: Federal Tax Revenue for Great Northern Peninsula – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 256: Federal Tax Revenue for Great Northern Peninsula – All Components (Scenario 1) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.0	$0.0	$0.0	$0.0
Twenty-Five Year Impact	$0.0	$0.0	$0.0	$0.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 257: Federal Tax Revenue for Newfoundland and Labrador – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.5	$0.2	$0.2	$0.9
2	$0.5	$0.2	$0.2	$0.9
3	$0.5	$0.2	$0.2	$0.9
4	$0.5	$0.2	$0.2	$0.9
5	$0.5	$0.2	$0.2	$0.9
6	$4.5	$1.6	$1.5	$7.7
7	$4.5	$1.6	$1.5	$7.7
8	$4.5	$1.6	$1.5	$7.7
Sum	$16.0	$6.0	$5.6	$27.6

Appendix Table D 258: Federal Tax Revenue for Newfoundland and Labrador – All Components (Scenario 1) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.5	$0.3	$0.5	$2.2
7	$1.5	$0.3	$0.5	$2.2
8	$1.5	$0.3	$0.5	$2.2
9	$4.5	$0.6	$1.3	$6.3
10	$4.5	$0.6	$1.3	$6.3
11	$4.5	$0.6	$1.3	$6.3
12	$4.5	$0.6	$1.3	$6.3
13	$4.5	$0.6	$1.3	$6.3
14	$4.5	$0.6	$1.3	$6.3
15	$4.5	$0.6	$1.3	$6.3
16	$4.5	$0.6	$1.3	$6.3
17	$4.5	$0.6	$1.3	$6.3

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
18	$4.5	$0.6	$1.3	$6.3
19	$4.5	$0.6	$1.3	$6.3
20	$4.5	$0.6	$1.3	$6.3
21	$4.5	$0.6	$1.3	$6.3
22	$4.5	$0.6	$1.3	$6.3
23	$4.5	$0.6	$1.3	$6.3
24	$4.5	$0.6	$1.3	$6.3
25	$4.5	$0.6	$1.3	$6.3
26	$4.5	$0.6	$1.3	$6.3
27	$4.5	$0.6	$1.3	$6.3
28	$4.5	$0.6	$1.3	$6.3
29	$4.5	$0.6	$1.3	$6.3
30	$4.5	$0.6	$1.3	$6.3
31	$4.5	$0.6	$1.3	$6.3
32	$4.5	$0.6	$1.3	$6.3
33	$4.5	$0.6	$1.3	$6.3
34	$4.5	$0.6	$1.3	$6.3
35	$4.5	$0.6	$1.3	$6.3
Typical Operation: Year 10	**$4.5**	**$0.6**	**$1.3**	**$6.3**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$13.3**	**$2.0**	**$4.0**	**$19.2**
Twenty-Five Year Impact	**$80.1**	**$10.6**	**$23.3**	**$113.9**
Thirty-Five Year Impact	**$124.6**	**$16.3**	**$36.2**	**$177.1**

Appendix Table D 259: Federal Tax Revenue for Canada – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.5	$0.4	$0.3	$1.2
2	$0.5	$0.4	$0.3	$1.2
3	$0.5	$0.4	$0.3	$1.2
4	$0.5	$0.4	$0.3	$1.2
5	$0.5	$0.4	$0.3	$1.2
6	$4.5	$4.7	$3.6	$12.8
7	$4.5	$4.7	$3.6	$12.8
8	$4.5	$4.7	$3.6	$12.8
Sum	**$16.0**	**$16.1**	**$12.4**	**$44.5**

Appendix Table D 260: Federal Tax Revenue for Canada – All Components (Scenario 1) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.5	$0.7	$0.9	$3.0
7	$1.5	$0.7	$0.9	$3.0
8	$1.5	$0.7	$0.9	$3.0
9	$4.5	$2.3	$2.5	$9.3
10	$4.5	$2.3	$2.5	$9.3
11	$4.5	$2.3	$2.5	$9.3
12	$4.5	$2.3	$2.5	$9.3
13	$4.5	$2.3	$2.5	$9.3
14	$4.5	$2.3	$2.5	$9.3
15	$4.5	$2.3	$2.5	$9.3
16	$4.5	$2.3	$2.5	$9.3
17	$4.5	$2.3	$2.5	$9.3
18	$4.5	$2.3	$2.5	$9.3
19	$4.5	$2.3	$2.5	$9.3
20	$4.5	$2.3	$2.5	$9.3
21	$4.5	$2.3	$2.5	$9.3
22	$4.5	$2.3	$2.5	$9.3
23	$4.5	$2.3	$2.5	$9.3
24	$4.5	$2.3	$2.5	$9.3
25	$4.5	$2.3	$2.5	$9.3
26	$4.5	$2.3	$2.5	$9.3
27	$4.5	$2.3	$2.5	$9.3
28	$4.5	$2.3	$2.5	$9.3
29	$4.5	$2.3	$2.5	$9.3
30	$4.5	$2.3	$2.5	$9.3
31	$4.5	$2.3	$2.5	$9.3
32	$4.5	$2.3	$2.5	$9.3
33	$4.5	$2.3	$2.5	$9.3
34	$4.5	$2.3	$2.5	$9.3
35	$4.5	$2.3	$2.5	$9.3
Typical Operation: Year 10	$4.5	$2.3	$2.5	$9.3
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$13.3**	**$6.8**	**$7.7**	**$27.7**
Twenty-Five Year Impact	**$80.1**	**$41.2**	**$45.7**	**$167.0**
Thirty-Five Year Impact	**$124.6**	**$64.1**	**$71.1**	**$259.8**

D.7.6 Operations – All Components (Scenario 1) – Provincial Tax Revenue

Appendix Table D 261: Provincial Tax Revenue for Great Northern Peninsula – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 262: Provincial Tax Revenue for Great Northern Peninsula – All Components (Scenario 1) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	$0.0	$0.0	$0.0	$0.0
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$0.0	$0.0	$0.0	$0.0
Twenty-Five Year Impact	$0.0	$0.0	$0.0	$0.0
Thirty-Five Year Impact	$0.0	$0.0	$0.0	$0.0

Appendix Table D 263: Provincial Tax Revenue for Newfoundland and Labrador – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.4	$0.2	$0.4	$1.0
2	$0.4	$0.2	$0.4	$1.0
3	$0.4	$0.2	$0.4	$1.0
4	$0.4	$0.2	$0.4	$1.0
5	$0.4	$0.2	$0.4	$1.0
6	$4.3	$1.3	$3.0	$8.7
7	$4.3	$1.3	$3.0	$8.7
8	$4.3	$1.3	$3.0	$8.7
Sum	$14.9	$4.9	$10.9	$30.7

Appendix Table D 264: Provincial Tax Revenue for Newfoundland and Labrador – All Components (Scenario 1) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
5	$0.0	$0.0	$0.0	$0.0
6	$1.2	$0.3	$0.9	$2.3
7	$1.2	$0.3	$0.9	$2.3
8	$1.2	$0.3	$0.9	$2.3
9	$3.1	$0.4	$2.5	$6.1
10	$3.1	$0.4	$2.5	$6.1
11	$3.1	$0.4	$2.5	$6.1
12	$3.1	$0.4	$2.5	$6.1
13	$3.1	$0.4	$2.5	$6.1
14	$3.1	$0.4	$2.5	$6.1
15	$3.1	$0.4	$2.5	$6.1
16	$3.1	$0.4	$2.5	$6.1
17	$3.1	$0.4	$2.5	$6.1
18	$3.1	$0.4	$2.5	$6.1
19	$3.1	$0.4	$2.5	$6.1
20	$3.1	$0.4	$2.5	$6.1
21	$3.1	$0.4	$2.5	$6.1
22	$3.1	$0.4	$2.5	$6.1
23	$3.1	$0.4	$2.5	$6.1
24	$3.1	$0.4	$2.5	$6.1
25	$3.1	$0.4	$2.5	$6.1
26	$3.1	$0.4	$2.5	$6.1
27	$3.1	$0.4	$2.5	$6.1
28	$3.1	$0.4	$2.5	$6.1
29	$3.1	$0.4	$2.5	$6.1
30	$3.1	$0.4	$2.5	$6.1
31	$3.1	$0.4	$2.5	$6.1
32	$3.1	$0.4	$2.5	$6.1
33	$3.1	$0.4	$2.5	$6.1
34	$3.1	$0.4	$2.5	$6.1
35	$3.1	$0.4	$2.5	$6.1
Typical Operation: Year 10	**$3.1**	**$0.4**	**$2.5**	**$6.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$9.8**	**$1.6**	**$7.7**	**$19.1**
Twenty-Five Year Impact	**$56.9**	**$8.1**	**$45.1**	**$110.1**
Thirty-Five Year Impact	**$88.3**	**$12.4**	**$70.1**	**$170.8**

Appendix Table D 265: Provincial Tax Revenue for Canada – All Components (Scenario 1) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.4	$0.3	$0.6	$1.3

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
2	$0.4	$0.3	$0.6	$1.3
3	$0.4	$0.3	$0.6	$1.3
4	$0.4	$0.3	$0.6	$1.3
5	$0.4	$0.3	$0.6	$1.3
6	$4.3	$4.0	$5.8	$14.0
7	$4.3	$4.0	$5.8	$14.0
8	$4.3	$4.0	$5.8	$14.0
Sum	$14.9	$13.5	$20.1	$48.6

Appendix Table D 266: Provincial Tax Revenue for Canada – All Components (Scenario 1) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.2	$0.7	$1.4	$3.3
7	$1.2	$0.7	$1.4	$3.3
8	$1.2	$0.7	$1.4	$3.3
9	$3.1	$1.8	$4.1	$9.1
10	$3.1	$1.8	$4.1	$9.1
11	$3.1	$1.8	$4.1	$9.1
12	$3.1	$1.8	$4.1	$9.1
13	$3.1	$1.8	$4.1	$9.1
14	$3.1	$1.8	$4.1	$9.1
15	$3.1	$1.8	$4.1	$9.1
16	$3.1	$1.8	$4.1	$9.1
17	$3.1	$1.8	$4.1	$9.1
18	$3.1	$1.8	$4.1	$9.1
19	$3.1	$1.8	$4.1	$9.1
20	$3.1	$1.8	$4.1	$9.1
21	$3.1	$1.8	$4.1	$9.1
22	$3.1	$1.8	$4.1	$9.1
23	$3.1	$1.8	$4.1	$9.1
24	$3.1	$1.8	$4.1	$9.1
25	$3.1	$1.8	$4.1	$9.1
26	$3.1	$1.8	$4.1	$9.1
27	$3.1	$1.8	$4.1	$9.1
28	$3.1	$1.8	$4.1	$9.1
29	$3.1	$1.8	$4.1	$9.1

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
30	$3.1	$1.8	$4.1	$9.1
31	$3.1	$1.8	$4.1	$9.1
32	$3.1	$1.8	$4.1	$9.1
33	$3.1	$1.8	$4.1	$9.1
34	$3.1	$1.8	$4.1	$9.1
35	$3.1	$1.8	$4.1	$9.1
Typical Operation: Year 10	**$3.1**	**$1.8**	**$4.1**	**$9.1**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$9.8**	**$5.7**	**$12.6**	**$28.0**
Twenty-Five Year Impact	**$56.9**	**$32.8**	**$74.8**	**$164.5**
Thirty-Five Year Impact	**$88.3**	**$50.9**	**$116.3**	**$255.5**

D.8. Capital and Operations – All Components (Scenario 2)

Appendix Table D 267: Capital Investment – Other Economic Activity (Scenario 2)

Relative Year	Investment in All Components (Scenario 2) $M
1	$11.1
2	$11.1
3	$11.1
4	$11.1
5	$11.1
6	$5.0
7	$5.0
8	$5.0
Sum	**$11.1**

Appendix Table D 268: Operating Expenditure – All Components (Scenario 2)

Relative Year	Expenditure on All Components (Scenario 2) $M	Relative Year	Expenditure on All Components (Scenario 2) $M
1	$0.0	**21**	$56.4
2	$0.0	**22**	$56.4
3	$0.0	**23**	$56.4
4	$0.0	**24**	$56.4
5	$0.0	**25**	$56.4
6	$38.8	**26**	$56.4
7	$38.8	**27**	$56.4
8	$38.8	**28**	$56.4
9	$56.4	**29**	$56.4
10	$56.4	**30**	$56.4
11	$56.4	**31**	$56.4
12	$56.4	**32**	$56.4
13	$56.4	**33**	$56.4
14	$56.4	**34**	$56.4
15	$56.4	**35**	$56.4
16	$56.4		
17	$56.4		
18	$56.4		
19	$56.4		

Relative Year	Expenditure on All Components (Scenario 2) $M	Relative Year	Expenditure on All Components (Scenario 2) $M
20	$56.4		
Typical Operation: Year 10			**$56.4**
Five Year Impact			**$0.0**
Ten Year Impact			**$229.1**
Twenty-Five Year Impact			**$1,075.1**
Thirty-Five Year Impact			**$1,639.1**

D.8.1 Operations – All Components (Scenario 2) - Employment

Appendix Table D 269: Employment for Great Northern Peninsula – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	55.6	14.5	9.8	79.9
2	55.6	14.5	9.8	79.9
3	55.6	14.5	9.8	79.9
4	55.6	14.5	9.8	79.9
5	55.6	14.5	9.8	79.9
6	24.3	4.2	3.7	32.2
7	24.3	4.2	3.7	32.2
8	24.3	4.2	3.7	32.2
Sum	350.9	85.2	60.0	496.1

Appendix Table D 270: Employment for Great Northern Peninsula – All Components (Scenario 2) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0	0	0	**0**
2	0	0	0	**0**
3	0	0	0	**0**
4	0	0	0	**0**
5	0	0	0	**0**
6	186	23	26	**235**
7	186	23	26	**235**
8	186	23	26	**235**
9	285	36	39	**360**
10	285	36	39	**360**
11	285	36	39	**360**
12	285	36	39	**360**
13	285	36	39	**360**
14	285	36	39	**360**
15	285	36	39	**360**
16	285	36	39	**360**
17	285	36	39	**360**
18	285	36	39	**360**
19	285	36	39	**360**
20	285	36	39	**360**
21	285	36	39	**360**
22	285	36	39	**360**
23	285	36	39	**360**
24	285	36	39	**360**
25	285	36	39	**360**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
26	285	36	39	**360**
27	285	36	39	**360**
28	285	36	39	**360**
29	285	36	39	**360**
30	285	36	39	**360**
31	285	36	39	**360**
32	285	36	39	**360**
33	285	36	39	**360**
34	285	36	39	**360**
35	285	36	39	**360**
Typical Operation: Year 10	**285**	**36**	**39**	**360**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1,128.0**	**$141.5**	**$156.7**	**$1,426.2**
Twenty-Five Year Impact	**$5,403.0**	**$681.1**	**$746.5**	**$6,830.5**
Thirty-Five Year Impact	**$8,253.0**	**$1,040.7**	**$1,139.7**	**$10,433.4**

Appendix Table D 271: Employment for Newfoundland and Labrador – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	55.6	27.3	19.6	102.5
2	55.6	27.3	19.6	102.5
3	55.6	27.3	19.6	102.5
4	55.6	27.3	19.6	102.5
5	55.6	27.3	19.6	102.5
6	24.3	10.4	7.8	42.4
7	24.3	10.4	7.8	42.4
8	24.3	10.4	7.8	42.4
Sum	**350.9**	**167.5**	**121.3**	**639.7**

Appendix Table D 272: Employment for Newfoundland and Labrador – All Components (Scenario 2) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0	0	0	**0**
2	0	0	0	**0**
3	0	0	0	**0**
4	0	0	0	**0**
5	0	0	0	**0**
6	186	44	48	**278**
7	186	44	48	**278**
8	186	44	48	**278**
9	285	68	72	**426**
10	285	68	72	**426**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
11	285	68	72	426
12	285	68	72	426
13	285	68	72	426
14	285	68	72	426
15	285	68	72	426
16	285	68	72	426
17	285	68	72	426
18	285	68	72	426
19	285	68	72	426
20	285	68	72	426
21	285	68	72	426
22	285	68	72	426
23	285	68	72	426
24	285	68	72	426
25	285	68	72	426
26	285	68	72	426
27	285	68	72	426
28	285	68	72	426
29	285	68	72	426
30	285	68	72	426
31	285	68	72	426
32	285	68	72	426
33	285	68	72	426
34	285	68	72	426
35	285	68	72	426
Typical Operation: Year 10	285	68	72	426
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$1,128.0	$268.7	$287.8	$1,684.4
Twenty-Five Year Impact	$5,403.0	$1,295.5	$1,372.7	$8,071.2
Thirty-Five Year Impact	$8,253.0	$1,980.1	$2,095.9	$12,329.0

Appendix Table D 273: Employment for Canada – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	55.6	45.5	35.3	136.4
2	55.6	45.5	35.3	136.4
3	55.6	45.5	35.3	136.4
4	55.6	45.5	35.3	136.4
5	55.6	45.5	35.3	136.4
6	24.3	18.7	14.3	57.3
7	24.3	18.7	14.3	57.3
8	24.3	18.7	14.3	57.3
Sum	350.9	283.7	219.3	853.9

Appendix Table D 274: Employment for Canada – All Components (Scenario 2) Operations Phase

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
1	0	0	0	**0**
2	0	0	0	**0**
3	0	0	0	**0**
4	0	0	0	**0**
5	0	0	0	**0**
6	186	101	91	**378**
7	186	101	91	**378**
8	186	101	91	**378**
9	285	159	138	**582**
10	285	159	138	**582**
11	285	159	138	**582**
12	285	159	138	**582**
13	285	159	138	**582**
14	285	159	138	**582**
15	285	159	138	**582**
16	285	159	138	**582**
17	285	159	138	**582**
18	285	159	138	**582**
19	285	159	138	**582**
20	285	159	138	**582**
21	285	159	138	**582**
22	285	159	138	**582**
23	285	159	138	**582**
24	285	159	138	**582**
25	285	159	138	**582**
26	285	159	138	**582**
27	285	159	138	**582**
28	285	159	138	**582**
29	285	159	138	**582**
30	285	159	138	**582**
31	285	159	138	**582**
32	285	159	138	**582**
33	285	159	138	**582**
34	285	159	138	**582**
35	285	159	138	**582**
Typical Operation: Year 10	**285**	**159**	**138**	**582**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$1,128.0**	**$621.8**	**$547.5**	**$2,297.3**

Relative Year	Direct Employment PY	Indirect Employment PY	Induced Employment PY	Total Employment PY
Twenty-Five Year Impact	$5,403.0	$3,007.0	$2,615.5	$11,025.5
Thirty-Five Year Impact	$8,253.0	$4,597.2	$3,994.1	$16,844.3

D.8.2 Operations – All Components (Scenario 2) - GDP

Appendix Table D 275: GDP for Great Northern Peninsula – All Components (Scenario 2) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$4.5	$1.3	$1.2	$6.9
2	$4.5	$1.3	$1.2	$6.9
3	$4.5	$1.3	$1.2	$6.9
4	$4.5	$1.3	$1.2	$6.9
5	$4.5	$1.3	$1.2	$6.9
6	$1.9	$0.4	$0.5	$2.8
7	$1.9	$0.4	$0.5	$2.8
8	$1.9	$0.4	$0.5	$2.8
Sum	$28.1	$7.5	$7.2	$42.8

Appendix Table D 276: GDP for Great Northern Peninsula – All Components (Scenario 2) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$23.8	$1.8	$3.1	$28.6
7	$23.8	$1.8	$3.1	$28.6
8	$23.8	$1.8	$3.1	$28.6
9	$34.2	$2.7	$4.6	$41.6
10	$34.2	$2.7	$4.6	$41.6
11	$34.2	$2.7	$4.6	$41.6
12	$34.2	$2.7	$4.6	$41.6
13	$34.2	$2.7	$4.6	$41.6
14	$34.2	$2.7	$4.6	$41.6
15	$34.2	$2.7	$4.6	$41.6
16	$34.2	$2.7	$4.6	$41.6
17	$34.2	$2.7	$4.6	$41.6
18	$34.2	$2.7	$4.6	$41.6
19	$34.2	$2.7	$4.6	$41.6

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
20	$34.2	$2.7	$4.6	$41.6
21	$34.2	$2.7	$4.6	$41.6
22	$34.2	$2.7	$4.6	$41.6
23	$34.2	$2.7	$4.6	$41.6
24	$34.2	$2.7	$4.6	$41.6
25	$34.2	$2.7	$4.6	$41.6
26	$34.2	$2.7	$4.6	$41.6
27	$34.2	$2.7	$4.6	$41.6
28	$34.2	$2.7	$4.6	$41.6
29	$34.2	$2.7	$4.6	$41.6
30	$34.2	$2.7	$4.6	$41.6
31	$34.2	$2.7	$4.6	$41.6
32	$34.2	$2.7	$4.6	$41.6
33	$34.2	$2.7	$4.6	$41.6
34	$34.2	$2.7	$4.6	$41.6
35	$34.2	$2.7	$4.6	$41.6
Typical Operation: Year 10	**$34.2**	**$2.7**	**$4.6**	**$41.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$139.8**	**$10.8**	**$18.4**	**$169.0**
Twenty-Five Year Impact	**$652.9**	**$51.9**	**$87.7**	**$792.5**
Thirty-Five Year Impact	**$995.0**	**$79.3**	**$133.9**	**$1,208.2**

Appendix Table D 277: GDP for Newfoundland and Labrador – All Components (Scenario 2) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$4.5	$2.6	$2.1	$9.2
2	$4.5	$2.6	$2.1	$9.2
3	$4.5	$2.6	$2.1	$9.2
4	$4.5	$2.6	$2.1	$9.2
5	$4.5	$2.6	$2.1	$9.2
6	$1.9	$1.1	$0.9	$3.8
7	$1.9	$1.1	$0.9	$3.8
8	$1.9	$1.1	$0.9	$3.8
Sum	**$28.1**	**$16.2**	**$13.2**	**$57.5**

Appendix Table D 278: GDP for Newfoundland and Labrador – All Components (Scenario 2) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
5	$0.0	$0.0	$0.0	$0.0
6	$23.8	$3.7	$5.1	$32.6
7	$23.8	$3.7	$5.1	$32.6
8	$23.8	$3.7	$5.1	$32.6
9	$34.2	$5.8	$7.7	$47.7
10	$34.2	$5.8	$7.7	$47.7
11	$34.2	$5.8	$7.7	$47.7
12	$34.2	$5.8	$7.7	$47.7
13	$34.2	$5.8	$7.7	$47.7
14	$34.2	$5.8	$7.7	$47.7
15	$34.2	$5.8	$7.7	$47.7
16	$34.2	$5.8	$7.7	$47.7
17	$34.2	$5.8	$7.7	$47.7
18	$34.2	$5.8	$7.7	$47.7
19	$34.2	$5.8	$7.7	$47.7
20	$34.2	$5.8	$7.7	$47.7
21	$34.2	$5.8	$7.7	$47.7
22	$34.2	$5.8	$7.7	$47.7
23	$34.2	$5.8	$7.7	$47.7
24	$34.2	$5.8	$7.7	$47.7
25	$34.2	$5.8	$7.7	$47.7
26	$34.2	$5.8	$7.7	$47.7
27	$34.2	$5.8	$7.7	$47.7
28	$34.2	$5.8	$7.7	$47.7
29	$34.2	$5.8	$7.7	$47.7
30	$34.2	$5.8	$7.7	$47.7
31	$34.2	$5.8	$7.7	$47.7
32	$34.2	$5.8	$7.7	$47.7
33	$34.2	$5.8	$7.7	$47.7
34	$34.2	$5.8	$7.7	$47.7
35	$34.2	$5.8	$7.7	$47.7
Typical Operation: Year 10	**$34.2**	**$5.8**	**$7.7**	**$47.7**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$139.8**	**$22.7**	**$30.8**	**$193.3**
Twenty-Five Year Impact	**$652.9**	**$109.0**	**$147.1**	**$909.0**
Thirty-Five Year Impact	**$995.0**	**$166.6**	**$224.6**	**$1,386.1**

Appendix Table D 279: GDP for Canada – All Components (Scenario 2) – Capital Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$4.5	$4.4	$3.7	$12.6
2	$4.5	$4.4	$3.7	$12.6
3	$4.5	$4.4	$3.7	$12.6

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
4	$4.5	$4.4	$3.7	$12.6
5	$4.5	$4.4	$3.7	$12.6
6	$1.9	$1.9	$1.5	$5.4
7	$1.9	$1.9	$1.5	$5.4
8	$1.9	$1.9	$1.5	$5.4
Sum	$28.1	$27.9	$22.9	$79.0

Appendix Table D 280: GDP for Canada – All Components (Scenario 2) Operations Phase

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$23.8	$9.3	$9.3	$42.4
7	$23.8	$9.3	$9.3	$42.4
8	$23.8	$9.3	$9.3	$42.4
9	$34.2	$14.6	$14.2	$63.0
10	$34.2	$14.6	$14.2	$63.0
11	$34.2	$14.6	$14.2	$63.0
12	$34.2	$14.6	$14.2	$63.0
13	$34.2	$14.6	$14.2	$63.0
14	$34.2	$14.6	$14.2	$63.0
15	$34.2	$14.6	$14.2	$63.0
16	$34.2	$14.6	$14.2	$63.0
17	$34.2	$14.6	$14.2	$63.0
18	$34.2	$14.6	$14.2	$63.0
19	$34.2	$14.6	$14.2	$63.0
20	$34.2	$14.6	$14.2	$63.0
21	$34.2	$14.6	$14.2	$63.0
22	$34.2	$14.6	$14.2	$63.0
23	$34.2	$14.6	$14.2	$63.0
24	$34.2	$14.6	$14.2	$63.0
25	$34.2	$14.6	$14.2	$63.0
26	$34.2	$14.6	$14.2	$63.0
27	$34.2	$14.6	$14.2	$63.0
28	$34.2	$14.6	$14.2	$63.0
29	$34.2	$14.6	$14.2	$63.0
30	$34.2	$14.6	$14.2	$63.0
31	$34.2	$14.6	$14.2	$63.0

Relative Year	Direct GDP $ M	Indirect GDP $ M	Induced GDP $ M	Total GDP $ M
32	$34.2	$14.6	$14.2	$63.0
33	$34.2	$14.6	$14.2	$63.0
34	$34.2	$14.6	$14.2	$63.0
35	$34.2	$14.6	$14.2	$63.0
Typical Operation: Year 10	$34.2	$14.6	$14.2	$63.0
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$139.8	$57.1	$56.4	$253.2
Twenty-Five Year Impact	$652.9	$275.5	$269.4	$1,197.8
Thirty-Five Year Impact	$995.0	$421.1	$411.5	$1,827.5

D.8.3 Operations – All Components (Scenario 2) – Wages, Salaries & Social Contributions

Appendix Table D 281: Wages & Salaries for Great Northern Peninsula – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.7	$0.8	$0.4	$4.9
2	$3.7	$0.8	$0.4	$4.9
3	$3.7	$0.8	$0.4	$4.9
4	$3.7	$0.8	$0.4	$4.9
5	$3.7	$0.8	$0.4	$4.9
6	$1.6	$0.3	$0.2	$2.0
7	$1.6	$0.3	$0.2	$2.0
8	$1.6	$0.3	$0.2	$2.0
Sum	$23.4	$4.7	$2.4	$30.5

Appendix Table D 282: Wages & Salaries for Great Northern Peninsula – All Components (Scenario 2) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$12.1	$1.1	$1.0	$14.3

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
7	$12.1	$1.1	$1.0	$14.3
8	$12.1	$1.1	$1.0	$14.3
9	$17.7	$1.7	$1.5	$20.9
10	$17.7	$1.7	$1.5	$20.9
11	$17.7	$1.7	$1.5	$20.9
12	$17.7	$1.7	$1.5	$20.9
13	$17.7	$1.7	$1.5	$20.9
14	$17.7	$1.7	$1.5	$20.9
15	$17.7	$1.7	$1.5	$20.9
16	$17.7	$1.7	$1.5	$20.9
17	$17.7	$1.7	$1.5	$20.9
18	$17.7	$1.7	$1.5	$20.9
19	$17.7	$1.7	$1.5	$20.9
20	$17.7	$1.7	$1.5	$20.9
21	$17.7	$1.7	$1.5	$20.9
22	$17.7	$1.7	$1.5	$20.9
23	$17.7	$1.7	$1.5	$20.9
24	$17.7	$1.7	$1.5	$20.9
25	$17.7	$1.7	$1.5	$20.9
26	$17.7	$1.7	$1.5	$20.9
27	$17.7	$1.7	$1.5	$20.9
28	$17.7	$1.7	$1.5	$20.9
29	$17.7	$1.7	$1.5	$20.9
30	$17.7	$1.7	$1.5	$20.9
31	$17.7	$1.7	$1.5	$20.9
32	$17.7	$1.7	$1.5	$20.9
33	$17.7	$1.7	$1.5	$20.9
34	$17.7	$1.7	$1.5	$20.9
35	$17.7	$1.7	$1.5	$20.9
Typical Operation: Year 10	**$17.7**	**$1.7**	**$1.5**	**$20.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$71.6**	**$6.8**	**$6.1**	**$84.6**
Twenty-Five Year Impact	**$336.5**	**$32.4**	**$29.2**	**$398.1**
Thirty-Five Year Impact	**$513.1**	**$49.4**	**$44.6**	**$607.1**

Appendix Table D 283: Wages & Salaries for Newfoundland and Labrador – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.7	$1.6	$0.9	$6.2

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
2	$3.7	$1.6	$0.9	$6.2
3	$3.7	$1.6	$0.9	$6.2
4	$3.7	$1.6	$0.9	$6.2
5	$3.7	$1.6	$0.9	$6.2
6	$1.6	$0.7	$0.4	$2.6
7	$1.6	$0.7	$0.4	$2.6
8	$1.6	$0.7	$0.4	$2.6
Sum	$23.4	$10.1	$5.6	$39.0

Appendix Table D 284: Wages & Salaries for Newfoundland and Labrador – All Components (Scenario 2) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$12.1	$2.4	$2.2	$16.7
7	$12.1	$2.4	$2.2	$16.7
8	$12.1	$2.4	$2.2	$16.7
9	$17.7	$3.6	$3.3	$24.5
10	$17.7	$3.6	$3.3	$24.5
11	$17.7	$3.6	$3.3	$24.5
12	$17.7	$3.6	$3.3	$24.5
13	$17.7	$3.6	$3.3	$24.5
14	$17.7	$3.6	$3.3	$24.5
15	$17.7	$3.6	$3.3	$24.5
16	$17.7	$3.6	$3.3	$24.5
17	$17.7	$3.6	$3.3	$24.5
18	$17.7	$3.6	$3.3	$24.5
19	$17.7	$3.6	$3.3	$24.5
20	$17.7	$3.6	$3.3	$24.5
21	$17.7	$3.6	$3.3	$24.5
22	$17.7	$3.6	$3.3	$24.5
23	$17.7	$3.6	$3.3	$24.5
24	$17.7	$3.6	$3.3	$24.5
25	$17.7	$3.6	$3.3	$24.5
26	$17.7	$3.6	$3.3	$24.5
27	$17.7	$3.6	$3.3	$24.5

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
28	$17.7	$3.6	$3.3	$24.5
29	$17.7	$3.6	$3.3	$24.5
30	$17.7	$3.6	$3.3	$24.5
31	$17.7	$3.6	$3.3	$24.5
32	$17.7	$3.6	$3.3	$24.5
33	$17.7	$3.6	$3.3	$24.5
34	$17.7	$3.6	$3.3	$24.5
35	$17.7	$3.6	$3.3	$24.5
Typical Operation: Year 10	**$17.7**	**$3.6**	**$3.3**	**$24.5**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$71.6**	**$14.3**	**$13.1**	**$99.1**
Twenty-Five Year Impact	**$336.5**	**$68.3**	**$62.5**	**$467.3**
Thirty-Five Year Impact	**$513.1**	**$104.2**	**$95.5**	**$712.8**

Appendix Table D 285: Wages & Salaries for Canada – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$3.7	$2.7	$1.6	$8.1
2	$3.7	$2.7	$1.6	$8.1
3	$3.7	$2.7	$1.6	$8.1
4	$3.7	$2.7	$1.6	$8.1
5	$3.7	$2.7	$1.6	$8.1
6	$1.6	$1.2	$0.7	$3.5
7	$1.6	$1.2	$0.7	$3.5
8	$1.6	$1.2	$0.7	$3.5
Sum	**$23.4**	**$17.2**	**$10.3**	**$50.9**

Appendix Table D 286: Wages & Salaries for Canada – All Components (Scenario 2) Operations Phase

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$12.1	$5.8	$4.2	$22.2
7	$12.1	$5.8	$4.2	$22.2

Relative Year	Direct Wages, Salaries & Social Contributions $ M	Indirect Wages, Salaries & Social Contributions $ M	Induced Wages, Salaries & Social Contributions $ M	Total Wages, Salaries & Social Contributions $ M
8	$12.1	$5.8	$4.2	$22.2
9	$17.7	$8.9	$6.4	$32.9
10	$17.7	$8.9	$6.4	$32.9
11	$17.7	$8.9	$6.4	$32.9
12	$17.7	$8.9	$6.4	$32.9
13	$17.7	$8.9	$6.4	$32.9
14	$17.7	$8.9	$6.4	$32.9
15	$17.7	$8.9	$6.4	$32.9
16	$17.7	$8.9	$6.4	$32.9
17	$17.7	$8.9	$6.4	$32.9
18	$17.7	$8.9	$6.4	$32.9
19	$17.7	$8.9	$6.4	$32.9
20	$17.7	$8.9	$6.4	$32.9
21	$17.7	$8.9	$6.4	$32.9
22	$17.7	$8.9	$6.4	$32.9
23	$17.7	$8.9	$6.4	$32.9
24	$17.7	$8.9	$6.4	$32.9
25	$17.7	$8.9	$6.4	$32.9
26	$17.7	$8.9	$6.4	$32.9
27	$17.7	$8.9	$6.4	$32.9
28	$17.7	$8.9	$6.4	$32.9
29	$17.7	$8.9	$6.4	$32.9
30	$17.7	$8.9	$6.4	$32.9
31	$17.7	$8.9	$6.4	$32.9
32	$17.7	$8.9	$6.4	$32.9
33	$17.7	$8.9	$6.4	$32.9
34	$17.7	$8.9	$6.4	$32.9
35	$17.7	$8.9	$6.4	$32.9
Typical Operation: Year 10	**$17.7**	**$8.9**	**$6.4**	**$32.9**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$71.6**	**$35.2**	**$25.4**	**$132.3**
Twenty-Five Year Impact	**$336.5**	**$168.0**	**$121.4**	**$626.0**
Thirty-Five Year Impact	**$513.1**	**$256.6**	**$185.5**	**$955.1**

D.8.4 Operations – All Components (Scenario 2) – Business Income

Appendix Table D 287: Business Income for Great Northern Peninsula – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.7	$0.4	$0.4	$1.5
2	$0.7	$0.4	$0.4	$1.5
3	$0.7	$0.4	$0.4	$1.5
4	$0.7	$0.4	$0.4	$1.5
5	$0.7	$0.4	$0.4	$1.5
6	$0.2	$0.1	$0.2	$0.6
7	$0.2	$0.1	$0.2	$0.6
8	$0.2	$0.1	$0.2	$0.6
Sum	$4.0	$2.5	$2.8	$9.2

Appendix Table D 288: Business Income for Great Northern Peninsula – All Components (Scenario 2) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$11.4	$0.6	$1.2	$13.2
7	$11.4	$0.6	$1.2	$13.2
8	$11.4	$0.6	$1.2	$13.2
9	$16.4	$1.0	$1.8	$19.1
10	$16.4	$1.0	$1.8	$19.1
11	$16.4	$1.0	$1.8	$19.1
12	$16.4	$1.0	$1.8	$19.1
13	$16.4	$1.0	$1.8	$19.1
14	$16.4	$1.0	$1.8	$19.1
15	$16.4	$1.0	$1.8	$19.1
16	$16.4	$1.0	$1.8	$19.1
17	$16.4	$1.0	$1.8	$19.1
18	$16.4	$1.0	$1.8	$19.1
19	$16.4	$1.0	$1.8	$19.1
20	$16.4	$1.0	$1.8	$19.1
21	$16.4	$1.0	$1.8	$19.1
22	$16.4	$1.0	$1.8	$19.1
23	$16.4	$1.0	$1.8	$19.1

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
24	$16.4	$1.0	$1.8	$19.1
25	$16.4	$1.0	$1.8	$19.1
26	$16.4	$1.0	$1.8	$19.1
27	$16.4	$1.0	$1.8	$19.1
28	$16.4	$1.0	$1.8	$19.1
29	$16.4	$1.0	$1.8	$19.1
30	$16.4	$1.0	$1.8	$19.1
31	$16.4	$1.0	$1.8	$19.1
32	$16.4	$1.0	$1.8	$19.1
33	$16.4	$1.0	$1.8	$19.1
34	$16.4	$1.0	$1.8	$19.1
35	$16.4	$1.0	$1.8	$19.1
Typical Operation: Year 10	$16.4	$1.0	$1.8	$19.1
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$67.1	$3.6	$7.1	$77.8
Twenty-Five Year Impact	$312.7	$18.0	$34.0	$364.7
Thirty-Five Year Impact	$476.5	$27.5	$52.0	$556.0

Appendix Table D 289: Business Income for Newfoundland and Labrador – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.7	$0.9	$0.8	$2.3
2	$0.7	$0.9	$0.8	$2.3
3	$0.7	$0.9	$0.8	$2.3
4	$0.7	$0.9	$0.8	$2.3
5	$0.7	$0.9	$0.8	$2.3
6	$0.2	$0.4	$0.3	$0.9
7	$0.2	$0.4	$0.3	$0.9
8	$0.2	$0.4	$0.3	$0.9
Sum	$4.0	$5.7	$4.8	$14.5

Appendix Table D 290: Business Income for Newfoundland and Labrador – All Components (Scenario 2) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
6	$11.4	$1.2	$1.9	$14.5
7	$11.4	$1.2	$1.9	$14.5
8	$11.4	$1.2	$1.9	$14.5
9	$16.4	$2.0	$2.8	$21.2
10	$16.4	$2.0	$2.8	$21.2
11	$16.4	$2.0	$2.8	$21.2
12	$16.4	$2.0	$2.8	$21.2
13	$16.4	$2.0	$2.8	$21.2
14	$16.4	$2.0	$2.8	$21.2
15	$16.4	$2.0	$2.8	$21.2
16	$16.4	$2.0	$2.8	$21.2
17	$16.4	$2.0	$2.8	$21.2
18	$16.4	$2.0	$2.8	$21.2
19	$16.4	$2.0	$2.8	$21.2
20	$16.4	$2.0	$2.8	$21.2
21	$16.4	$2.0	$2.8	$21.2
22	$16.4	$2.0	$2.8	$21.2
23	$16.4	$2.0	$2.8	$21.2
24	$16.4	$2.0	$2.8	$21.2
25	$16.4	$2.0	$2.8	$21.2
26	$16.4	$2.0	$2.8	$21.2
27	$16.4	$2.0	$2.8	$21.2
28	$16.4	$2.0	$2.8	$21.2
29	$16.4	$2.0	$2.8	$21.2
30	$16.4	$2.0	$2.8	$21.2
31	$16.4	$2.0	$2.8	$21.2
32	$16.4	$2.0	$2.8	$21.2
33	$16.4	$2.0	$2.8	$21.2
34	$16.4	$2.0	$2.8	$21.2
35	$16.4	$2.0	$2.8	$21.2
Typical Operation: Year 10	**$16.4**	**$2.0**	**$2.8**	**$21.2**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$67.1**	**$7.8**	**$11.2**	**$86.1**
Twenty-Five Year Impact	**$312.7**	**$38.2**	**$53.6**	**$404.6**
Thirty-Five Year Impact	**$476.5**	**$58.5**	**$81.8**	**$616.9**

Appendix Table D 291: Business Income for Canada – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.7	$1.6	$1.4	$3.6
2	$0.7	$1.6	$1.4	$3.6

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
3	$0.7	$1.6	$1.4	$3.6
4	$0.7	$1.6	$1.4	$3.6
5	$0.7	$1.6	$1.4	$3.6
6	$0.2	$0.7	$0.6	$1.5
7	$0.2	$0.7	$0.6	$1.5
8	$0.2	$0.7	$0.6	$1.5
Sum	$4.0	$9.9	$8.6	$22.5

Appendix Table D 292: Business Income for Canada – All Components (Scenario 2) Operations Phase

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$11.4	$3.2	$3.5	$18.1
7	$11.4	$3.2	$3.5	$18.1
8	$11.4	$3.2	$3.5	$18.1
9	$16.4	$5.2	$5.3	$26.9
10	$16.4	$5.2	$5.3	$26.9
11	$16.4	$5.2	$5.3	$26.9
12	$16.4	$5.2	$5.3	$26.9
13	$16.4	$5.2	$5.3	$26.9
14	$16.4	$5.2	$5.3	$26.9
15	$16.4	$5.2	$5.3	$26.9
16	$16.4	$5.2	$5.3	$26.9
17	$16.4	$5.2	$5.3	$26.9
18	$16.4	$5.2	$5.3	$26.9
19	$16.4	$5.2	$5.3	$26.9
20	$16.4	$5.2	$5.3	$26.9
21	$16.4	$5.2	$5.3	$26.9
22	$16.4	$5.2	$5.3	$26.9
23	$16.4	$5.2	$5.3	$26.9
24	$16.4	$5.2	$5.3	$26.9
25	$16.4	$5.2	$5.3	$26.9
26	$16.4	$5.2	$5.3	$26.9
27	$16.4	$5.2	$5.3	$26.9
28	$16.4	$5.2	$5.3	$26.9
29	$16.4	$5.2	$5.3	$26.9
30	$16.4	$5.2	$5.3	$26.9

Relative Year	Direct Business Income $ M	Indirect Business Income $ M	Induced Business Income $ M	Total Business Income $ M
31	$16.4	$5.2	$5.3	$26.9
32	$16.4	$5.2	$5.3	$26.9
33	$16.4	$5.2	$5.3	$26.9
34	$16.4	$5.2	$5.3	$26.9
35	$16.4	$5.2	$5.3	$26.9
Typical Operation: Year 10	$16.4	$5.2	$5.3	$26.9
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$67.1	$19.9	$21.2	$108.1
Twenty-Five Year Impact	$312.7	$97.9	$101.4	$512.0
Thirty-Five Year Impact	$476.5	$149.9	$154.8	$781.2

D.8.5 Operations – All Components (Scenario 2) - Federal Tax Revenue

Appendix Table D 293: Federal Tax Revenue for Great Northern Peninsula – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	$0.0	$0.0	$0.0	$0.0

Appendix Table D 294: Federal Tax Revenue for Great Northern Peninsula – All Components (Scenario 2) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 295: Federal Tax Revenue for Newfoundland and Labrador – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.5	$0.2	$0.2	$0.9
2	$0.5	$0.2	$0.2	$0.9
3	$0.5	$0.2	$0.2	$0.9
4	$0.5	$0.2	$0.2	$0.9
5	$0.5	$0.2	$0.2	$0.9
6	$0.2	$0.1	$0.1	$0.4

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
7	$0.2	$0.1	$0.1	$0.4
8	$0.2	$0.1	$0.1	$0.4
Sum	$3.3	$1.3	$1.2	$5.8

Appendix Table D 296: Federal Tax Revenue for Newfoundland and Labrador – All Components (Scenario 2) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.5	$0.3	$0.5	$2.2
7	$1.5	$0.3	$0.5	$2.2
8	$1.5	$0.3	$0.5	$2.2
9	$2.2	$0.4	$0.7	$3.3
10	$2.2	$0.4	$0.7	$3.3
11	$2.2	$0.4	$0.7	$3.3
12	$2.2	$0.4	$0.7	$3.3
13	$2.2	$0.4	$0.7	$3.3
14	$2.2	$0.4	$0.7	$3.3
15	$2.2	$0.4	$0.7	$3.3
16	$2.2	$0.4	$0.7	$3.3
17	$2.2	$0.4	$0.7	$3.3
18	$2.2	$0.4	$0.7	$3.3
19	$2.2	$0.4	$0.7	$3.3
20	$2.2	$0.4	$0.7	$3.3
21	$2.2	$0.4	$0.7	$3.3
22	$2.2	$0.4	$0.7	$3.3
23	$2.2	$0.4	$0.7	$3.3
24	$2.2	$0.4	$0.7	$3.3
25	$2.2	$0.4	$0.7	$3.3
26	$2.2	$0.4	$0.7	$3.3
27	$2.2	$0.4	$0.7	$3.3
28	$2.2	$0.4	$0.7	$3.3
29	$2.2	$0.4	$0.7	$3.3
30	$2.2	$0.4	$0.7	$3.3
31	$2.2	$0.4	$0.7	$3.3
32	$2.2	$0.4	$0.7	$3.3
33	$2.2	$0.4	$0.7	$3.3
34	$2.2	$0.4	$0.7	$3.3

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
35	$2.2	$0.4	$0.7	$3.3
Typical Operation: Year 10	$2.2	$0.4	$0.7	$3.3
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$8.7	$1.7	$2.8	$13.2
Twenty-Five Year Impact	$41.1	$8.1	$13.6	$62.8
Thirty-Five Year Impact	$62.7	$12.4	$20.8	$95.9

Appendix Table D 297: Federal Tax Revenue for Canada – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.5	$0.4	$0.3	$1.2
2	$0.5	$0.4	$0.3	$1.2
3	$0.5	$0.4	$0.3	$1.2
4	$0.5	$0.4	$0.3	$1.2
5	$0.5	$0.4	$0.3	$1.2
6	$0.2	$0.2	$0.1	$0.5
7	$0.2	$0.2	$0.1	$0.5
8	$0.2	$0.2	$0.1	$0.5
Sum	$3.3	$2.3	$2.1	$7.7

Appendix Table D 298: Federal Tax Revenue for Canada – All Components (Scenario 2) Operations Phase

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.5	$0.7	$0.9	$3.0
7	$1.5	$0.7	$0.9	$3.0
8	$1.5	$0.7	$0.9	$3.0
9	$2.2	$1.2	$1.3	$4.6
10	$2.2	$1.2	$1.3	$4.6
11	$2.2	$1.2	$1.3	$4.6
12	$2.2	$1.2	$1.3	$4.6
13	$2.2	$1.2	$1.3	$4.6
14	$2.2	$1.2	$1.3	$4.6
15	$2.2	$1.2	$1.3	$4.6
16	$2.2	$1.2	$1.3	$4.6

Relative Year	Direct Federal Tax Revenue $ M	Indirect Federal Tax Revenue $ M	Induced Federal Tax Revenue $ M	Total Federal Tax Revenue $ M
17	$2.2	$1.2	$1.3	$4.6
18	$2.2	$1.2	$1.3	$4.6
19	$2.2	$1.2	$1.3	$4.6
20	$2.2	$1.2	$1.3	$4.6
21	$2.2	$1.2	$1.3	$4.6
22	$2.2	$1.2	$1.3	$4.6
23	$2.2	$1.2	$1.3	$4.6
24	$2.2	$1.2	$1.3	$4.6
25	$2.2	$1.2	$1.3	$4.6
26	$2.2	$1.2	$1.3	$4.6
27	$2.2	$1.2	$1.3	$4.6
28	$2.2	$1.2	$1.3	$4.6
29	$2.2	$1.2	$1.3	$4.6
30	$2.2	$1.2	$1.3	$4.6
31	$2.2	$1.2	$1.3	$4.6
32	$2.2	$1.2	$1.3	$4.6
33	$2.2	$1.2	$1.3	$4.6
34	$2.2	$1.2	$1.3	$4.6
35	$2.2	$1.2	$1.3	$4.6
Typical Operation: Year 10	**$2.2**	**$1.2**	**$1.3**	**$4.6**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$8.7**	**$4.6**	**$5.2**	**$18.4**
Twenty-Five Year Impact	**$41.1**	**$22.2**	**$24.9**	**$88.2**
Thirty-Five Year Impact	**$62.7**	**$33.9**	**$38.1**	**$134.7**

D.8.6 Operations – All Components (Scenario 2) – Provincial Tax Revenue

Appendix Table D 299: Provincial Tax Revenue for Great Northern Peninsula – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
Sum	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 300: Provincial Tax Revenue for Great Northern Peninsula – All Components (Scenario 2) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$0.0	$0.0	$0.0	$0.0
7	$0.0	$0.0	$0.0	$0.0
8	$0.0	$0.0	$0.0	$0.0
9	$0.0	$0.0	$0.0	$0.0
10	$0.0	$0.0	$0.0	$0.0
11	$0.0	$0.0	$0.0	$0.0
12	$0.0	$0.0	$0.0	$0.0
13	$0.0	$0.0	$0.0	$0.0
14	$0.0	$0.0	$0.0	$0.0
15	$0.0	$0.0	$0.0	$0.0
16	$0.0	$0.0	$0.0	$0.0
17	$0.0	$0.0	$0.0	$0.0
18	$0.0	$0.0	$0.0	$0.0
19	$0.0	$0.0	$0.0	$0.0
20	$0.0	$0.0	$0.0	$0.0
21	$0.0	$0.0	$0.0	$0.0
22	$0.0	$0.0	$0.0	$0.0
23	$0.0	$0.0	$0.0	$0.0
24	$0.0	$0.0	$0.0	$0.0
25	$0.0	$0.0	$0.0	$0.0
26	$0.0	$0.0	$0.0	$0.0
27	$0.0	$0.0	$0.0	$0.0
28	$0.0	$0.0	$0.0	$0.0
29	$0.0	$0.0	$0.0	$0.0
30	$0.0	$0.0	$0.0	$0.0
31	$0.0	$0.0	$0.0	$0.0
32	$0.0	$0.0	$0.0	$0.0
33	$0.0	$0.0	$0.0	$0.0
34	$0.0	$0.0	$0.0	$0.0
35	$0.0	$0.0	$0.0	$0.0
Typical Operation: Year 10	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Twenty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Thirty-Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Appendix Table D 301: Provincial Tax Revenue for Newfoundland and Labrador – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.4	$0.2	$0.4	$1.0
2	$0.4	$0.2	$0.4	$1.0
3	$0.4	$0.2	$0.4	$1.0
4	$0.4	$0.2	$0.4	$1.0
5	$0.4	$0.2	$0.4	$1.0
6	$0.2	$0.1	$0.2	$0.4
7	$0.2	$0.1	$0.2	$0.4
8	$0.2	$0.1	$0.2	$0.4
Sum	$2.5	$1.1	$2.4	$6.0

Appendix Table D 302: Provincial Tax Revenue for Newfoundland and Labrador – All Components (Scenario 2) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0
5	$0.0	$0.0	$0.0	$0.0
6	$1.2	$0.3	$0.9	$2.3
7	$1.2	$0.3	$0.9	$2.3
8	$1.2	$0.3	$0.9	$2.3
9	$1.6	$0.4	$1.4	$3.3
10	$1.6	$0.4	$1.4	$3.3
11	$1.6	$0.4	$1.4	$3.3
12	$1.6	$0.4	$1.4	$3.3
13	$1.6	$0.4	$1.4	$3.3
14	$1.6	$0.4	$1.4	$3.3
15	$1.6	$0.4	$1.4	$3.3
16	$1.6	$0.4	$1.4	$3.3
17	$1.6	$0.4	$1.4	$3.3
18	$1.6	$0.4	$1.4	$3.3
19	$1.6	$0.4	$1.4	$3.3
20	$1.6	$0.4	$1.4	$3.3
21	$1.6	$0.4	$1.4	$3.3
22	$1.6	$0.4	$1.4	$3.3
23	$1.6	$0.4	$1.4	$3.3
24	$1.6	$0.4	$1.4	$3.3
25	$1.6	$0.4	$1.4	$3.3

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
26	$1.6	$0.4	$1.4	$3.3
27	$1.6	$0.4	$1.4	$3.3
28	$1.6	$0.4	$1.4	$3.3
29	$1.6	$0.4	$1.4	$3.3
30	$1.6	$0.4	$1.4	$3.3
31	$1.6	$0.4	$1.4	$3.3
32	$1.6	$0.4	$1.4	$3.3
33	$1.6	$0.4	$1.4	$3.3
34	$1.6	$0.4	$1.4	$3.3
35	$1.6	$0.4	$1.4	$3.3
Typical Operation: Year 10	$1.6	$0.4	$1.4	$3.3
Five Year Impact	$0.0	$0.0	$0.0	$0.0
Ten Year Impact	$6.7	$1.5	$5.5	$13.6
Twenty-Five Year Impact	$30.6	$7.0	$26.2	$63.8
Thirty-Five Year Impact	$46.6	$10.6	$40.0	$97.2

Appendix Table D 303: Provincial Tax Revenue for Canada – All Components (Scenario 2) – Capital Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.4	$0.3	$0.6	$1.3
2	$0.4	$0.3	$0.6	$1.3
3	$0.4	$0.3	$0.6	$1.3
4	$0.4	$0.3	$0.6	$1.3
5	$0.4	$0.3	$0.6	$1.3
6	$0.2	$0.1	$0.2	$0.6
7	$0.2	$0.1	$0.2	$0.6
8	$0.2	$0.1	$0.2	$0.6
Sum	$2.5	$2.0	$3.6	$8.1

Appendix Table D 304: Provincial Tax Revenue for Canada – All Components (Scenario 2) Operations Phase

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
1	$0.0	$0.0	$0.0	$0.0
2	$0.0	$0.0	$0.0	$0.0
3	$0.0	$0.0	$0.0	$0.0
4	$0.0	$0.0	$0.0	$0.0

Relative Year	Direct Provincial Tax Revenue $ M	Indirect Provincial Tax Revenue $ M	Induced Provincial Tax Revenue $ M	Total Provincial Tax Revenue $ M
5	$0.0	$0.0	$0.0	$0.0
6	$1.2	$0.7	$1.4	$3.3
7	$1.2	$0.7	$1.4	$3.3
8	$1.2	$0.7	$1.4	$3.3
9	$1.6	$1.1	$2.2	$4.8
10	$1.6	$1.1	$2.2	$4.8
11	$1.6	$1.1	$2.2	$4.8
12	$1.6	$1.1	$2.2	$4.8
13	$1.6	$1.1	$2.2	$4.8
14	$1.6	$1.1	$2.2	$4.8
15	$1.6	$1.1	$2.2	$4.8
16	$1.6	$1.1	$2.2	$4.8
17	$1.6	$1.1	$2.2	$4.8
18	$1.6	$1.1	$2.2	$4.8
19	$1.6	$1.1	$2.2	$4.8
20	$1.6	$1.1	$2.2	$4.8
21	$1.6	$1.1	$2.2	$4.8
22	$1.6	$1.1	$2.2	$4.8
23	$1.6	$1.1	$2.2	$4.8
24	$1.6	$1.1	$2.2	$4.8
25	$1.6	$1.1	$2.2	$4.8
26	$1.6	$1.1	$2.2	$4.8
27	$1.6	$1.1	$2.2	$4.8
28	$1.6	$1.1	$2.2	$4.8
29	$1.6	$1.1	$2.2	$4.8
30	$1.6	$1.1	$2.2	$4.8
31	$1.6	$1.1	$2.2	$4.8
32	$1.6	$1.1	$2.2	$4.8
33	$1.6	$1.1	$2.2	$4.8
34	$1.6	$1.1	$2.2	$4.8
35	$1.6	$1.1	$2.2	$4.8
Typical Operation: Year 10	**$1.6**	**$1.1**	**$2.2**	**$4.8**
Five Year Impact	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Ten Year Impact	**$6.7**	**$4.2**	**$8.7**	**$19.5**
Twenty-Five Year Impact	**$30.6**	**$20.1**	**$41.4**	**$92.1**
Thirty-Five Year Impact	**$46.6**	**$30.7**	**$63.3**	**$140.5**

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