

British Columbia Provincial Greenhouse Gas Inventory 1990-2016: Method changes and exceptions

This table tracks changes to and deviations from the methodology described in [Methodology Book for the British Columbia Greenhouse Gas Inventory](#). This table is released annually along with the inventory. It documents all instances over time where a permanent or long-term change to methodology has been made, including all instances where a B.C. derived value is used for a given line item in place of that reported in Canada's [National Inventory Report \(NIR\)](#). It provides a reference to the current [Methodology Book](#) where that change is documented. It also reports on single-year or short run changes to methodologies or reporting where a line item cannot be reported or is being reported differently to what is described in the [Methodology Book](#) because of error, omission, privacy, or other temporary reasons.

If no change is listed, then the data was compiled as described in the [Methodology Book](#) following the *National Inventory Report*. If in a prior year, a temporary method change was listed, but there is no entry for a given year's inventory, methods have returned to those described in the [Methodology Book](#).

This document does not track changes to the methodologies or source data within the [National Inventory Report](#) itself where the NIR continues to be the source for data used in the B.C. Inventory. For documentation of any such changes see the [National Inventory Report](#) at the section references listed in the B.C. [Methodology Book](#).

Greenhouse Gas Categories	Permanent method changes substituting NIR methodology with a BC methodology (Inventory year of change; BC Methodology Book Reference)	Temporary changes for 2016 Inventory- Line item and reasons	Temporary changes for 2016 Inventory- Data sources and method used
General Changes Across Sectors			
Energy			
a. Stationary Combustion	Mining, Upstream Oil and Gas (2010; section 3)		
b. Transport		<p>Domestic Navigation – value not reported for 2016 year only by Canada in NIR 2016 because of a privacy concern for a single operator using a small amount of an alternative fuel.</p> <p>Railways – value not reported by Canada for 2016 year only in NIR 2016 so that the Domestic Navigation amount could not be back-calculated.</p> <p>B.C. wanted to report on the above for transparency, data continuity, and because it contributes to sector and provincial totals.</p>	Used NIR's usual source data on fuel consumption in <i>Report on Energy Supply and Demand in Canada</i> (RES-D) and NIR emissions factors for those fuels to estimate both navigation and rail emissions for BC. Canada has confirmed that this approach would yield an estimate amounting more than 99% of the emissions total for those sectors. B.C. is aware of the substantial change in 2016 emissions for navigation relative to 2015. These are a result of a sampling artifact in the allocation between foreign and domestic marine in the RES-D itself, not a product of BC's methodology.
c. Fugitive Sources			
d. CO2 Transport and Storage			
Industrial Processes and Product Use			
a. Mineral Products			
b. Chemical Industry			
c. Metal Production			
d. Production and Consumption of Halo-carbons, SF ₆ and NF ₃			
e. Non-Energy Products from Fuels and Solvent Use			
f. Other Product Manufacture and Use			
Agriculture			
a. Agriculture sub-sectors			
Waste			
a. Waste sub-sectors			
Afforestation and Deforestation			
a. Net deforestation sub-sectors			
OTHER LAND USE (Not included in total B.C. Emissions)			
a. Forest Management			
b. Cropland Management			
c. Wetland Management			
d. Grassland Management			
e. Settlement Management			