



For Immediate Release

## Northern Policy Institute Responds to Northern Ontario's Draft Multimodal Transportation Strategy with New Series

**November 28, 2017** – Over the coming weeks, Northern Policy Institute (NPI) will be publishing a series of commentaries in response to Ontario's [Draft 2041 Northern Ontario Multimodal Transportation Strategy](#). Recommendations found within the commentaries, *Actions to move Northern Ontario forward*, relate directly to goals outlined in the draft document.

"NPI recognizes the importance of an innovative, diverse transportation strategy that takes all communities into account," said NPI President and CEO Charles Cirtwill. "As part of our role to propose evidence based, practical solutions that support the sustainable development of Ontario's northern regions, we've put forward this series of action items that outline concrete next steps that the public and private sectors can use to inform the implementation and management of transportation policies over the coming decades."

The first commentary of the series, "*Winter Roads into the Far North*" by author Dr. Barry Prentice focuses on the all-season road network into remote communities.

"The tone of the NOMTS chapter on Remote and Far North Challenges could be described as "business as usual," with recommendations that have no targets for implementation; aspirational statements are insufficient," states author Dr. Barry Prentice. "The socio-economic conditions in the Far North are already grim because the transportation options are few and current costs of access are so high - a 'Plan B' is needed that recognizes the implications of a more rapid climate change process."

Below is a summary of recommendations. To read the full report, visit [www.northernpolicy.ca](http://www.northernpolicy.ca)

- 1) Consider the three key challenges that impact the NOMTS' plan to address transportation issues in the Far North: the requirement for collaboration between the Federal, Provincial and First Nations governments, the high cost of building all-season roads, and the need for a timeline to ensure that progress is made, before the impacts of climate change become even more significant.
- 2) Develop a timeline with concrete goals to set forth a plan that implements the recommendations in the NOMTS with regards to winter roads.
- 3) Establish a "Plan B" to ensure that if the speed of climate change begins to outpace the strategic planning horizon, changes to the existing plan can be made.



Upcoming topics include *Alternative Methods of Transportation – Airships*, and *Marine Tourism – Cabotage*.

**Media Interviews:** Author, Barry Prentice and NPI President & CEO, Charles Cirtwill are both available for comment. To arrange an interview, please contact:

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**About Northern Policy Institute:**

Northern Policy Institute is Northern Ontario's independent think tank. We perform research, collect and disseminate evidence, and identify policy opportunities to support the growth of sustainable Northern communities. Our operations are located in Thunder Bay, Sault Ste. Marie, and Sudbury. We seek to enhance Northern Ontario's capacity to take the lead position on socio-economic policy that impacts Northern Ontario, Ontario, and Canada as a whole.

**About the author:**

**Dr. Barry Prentice** is a Professor of Supply Chain Management, at the I.H. Asper School of Business, University of Manitoba and the former Director (1996-2005) of the Transport Institute. His major research and teaching interests include logistics, transportation economics, urban transport and trade policy. Dr. Prentice holds a degree in economics from University of Western Ontario (1973) and graduate degrees in agricultural economics from University of Guelph (1979) and University of Manitoba (1986).

Through the Transport Institute, Dr. Prentice has organized national and international conferences on sustainable transportation (Railways and the Environment), supply chain logistics (Planes, Trains & Ships), agribusiness logistics (Fields on Wheels), the potential use of airships for northern transportation (Airships to the Arctic) and food trade between Canada and Mexico (La Cadena de Frio).

Dr. Prentice is a Fellow in Transportation at Northern Policy Institute and the President of ISO Polar Airships that he co-founded in 2005 as a not-for-profit research institute to promote the use of airships as sustainable transport for the northern latitudes.