



For Immediate Release

## **New NPI Commentary Proposes Ways to Increase Cruise Ship Tourism on the Great Lakes**

**December 12, 2017** – In response to Ontario’s [Draft 2041 Northern Ontario Multimodal Transportation Strategy](#), Northern Policy Institute (NPI) has published a series of commentaries outlining action items for the government and private sector to consider. 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 third commentary of the series, *Marine Tourism - Cabotage*, by author Dr. Barry Prentice examines the barrier that lack of cabotage with the United States – the right to operate transport services within a particular territory – poses to the development of cruise ship tourism on the Great Lakes.

“As noted by the NOMTS, cabotage restrictions limit foreign-owned ships to movements between ports on opposite sides of the border, but not between two ports on the same side of the border. This limits the itineraries that are possible for cruises on the Great Lakes, making these cruises less attractive to tourists,” states author Dr. Barry Prentice. “The NOMTS could be more proactive on this issue; as the NAFTA has now been re-opened for negotiations, the Ontario Government could press the Canadian negotiators to develop a trial cabotage zone on the Great-Lakes-St. Lawrence Seaway.”

Below is a summary of recommendations found within the commentary. To read the full paper, visit [www.northernpolicy.ca/marinetourism](http://www.northernpolicy.ca/marinetourism)

- 1) MNDM and MTO should encourage the Ontario Government to press Canadian negotiators to develop a trial cabotage zone on the Great-Lakes-St. Lawrence Seaway, during or after current NAFTA renegotiations.
- 2) MNDM and MTO should encourage the Ontario Government to press for an expansion of the waivers given to foreign shipping to allow for more competition on the Great Lakes by international cruise lines, or under the CETA to permit the European cruise lines to gain access.



**Media Interviews:** Author Dr. Barry Prentice is 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.