

**THE CORPORATION OF
THE TOWNSHIP OF SIOUX NARROWS - NESTOR FALLS**

A regular open meeting of Council was held Tuesday, June 3rd, 2025, at the Sioux Narrows Municipal Office. A quorum of Council was present, and this was a duly authorized meeting of the Corporation of the Township of Sioux Narrows - Nestor Falls.

Resolution No. 58-25

Moved by Matt Rydberg

Seconded by Holly Chant

That the Mayor now calls this meeting to order to deal with matters pertaining to general.

Carried

Resolution No. 59-25

Moved by Holly Chant

Seconded by Matt Rydberg

That the Council of the Township of Sioux Narrows - Nestor Falls hereby approve and adopt the agenda for the June 3rd, 2025, Council meeting.

Carried

Disclosure of Interest

Councillor Rydberg declared a conflict with the By-Law for a Zoning Amendment (J. Rice). Councillor Chant declared a conflict with the resolution for a Community Improvement Plan application (Bite Me Bait and Tackle) under New Business. e.

Adoption of Minutes

Resolution No. 60-25

Moved by Matt Rydberg

Seconded by Holly Chant

That the minutes of the May 6th, 2025, regular meeting be adopted as read and published.

Carried

Correspondence – None.

Disbursements

Resolution No. 61-25

Moved by Holly Chant

Seconded by Matt Rydberg

That the May 2025 Disbursements, having been checked and found that all accounts are in order, passes same for payment in the amount of \$595,254.51.

Carried

By-Laws

Resolution No. 62-25

Moved by Matt Rydberg

Seconded by Holly Chant

That the by-law to amend by-law no. 279 (J. Rice, RR to TC), being the Zoning By-Law, having been read a first time, and deemed read a second and third time, passes the by-law as read.

Carried

By-Laws (cont.)

Resolution No. 63-25

Moved by Holly Chant

Seconded by Matt Rydberg

That the by-law to authorize the Corporation of the Township of Sioux Narrows – Nestor Falls to enter into a Grant Contract with the Ontario Trillium Foundation (Grow Grant – Trails), having been read a first time, and deemed read a second and third time, passes the by-law as read.

Carried

Staff Reports

H. Gropp – Community Development Officer – report attached. Council agreed to proceed with the survey and rezoning process for the Kenora District Services Board regarding an affordable housing project at Nestor Falls. T. Warner, Community Engagement and Trails Coordinator, handed out copies of our new Trail Passport program to Council. He gave a summary of the project. Those who participate can earn a patch. There are a number of new programs this summer, including the trail passport program, guided forest bathing session, a storybook walk, monthly community trail walks and more. H. Gropp continued with her report. Council can expect to receive a detailed report from B. Hatfield on visitation at the end of the summer season as part of her work plan over summer. She also gave a report about, and provided Council with handouts regarding her work with a regional committee through Destination Northern Ontario, concerning Northern Ontario's traffic/transportation challenges. Councillor Chant expressed thanks and appreciation, and it was echoed by Mayor Black and Councillor Rydberg, to H. Gropp, T. Warner and all municipal staff involved, for their work on economic development, community programming and trails. The results of these activities and efforts are evident.

Reports from Committees

H. Chant – Fire Department – the yellow truck (101) that was taken out of service and declared surplus has been advertised for sale for quite some time without any offers. There have been some inquiries, but interested people walk away when they find out it is a gas engine and not diesel. We don't have a use for it, but it could be put back in service as a surplus tanker or relay pumper, but we also have no space to store it indoors. The Chief is open to ideas from Council about what to do with it. There are some interested summer residents who are willing to join the department, but as it is not part of our standard operating guidelines, we would need to create something new. One of our recent applicants has numerous certifications and is eager to get started with us. He will be appointed by resolution today. As well, we have some residents from Naothamegwaning First Nation who want to join our team and will also be appointed today. These three new recruits will be starting training at the next upcoming session. The summer training schedule is every other week, alternating between Sioux Narrows and Nestor Falls. There was a Department Awards Ceremony held May 27th, 2025, acknowledging exemplary long service. Medals and certificates were given to P. Corkey, R. Mathieu and H. Cottam. Promotions were also made; R. Holden as new Deputy Chief for Nestor Falls Station, and S. Hanson as new Captain for Nestor Falls Station. Recognition challenge coins for years of service were also presented. The Chief attended the Kenora District Fire Mutual Aid Association's Chiefs meeting in Dryden, May 31st, 2025. Several trending subjects were discussed. Reported that the Sioux Narrows – Nestor Falls Men's Club are interested in supporting the Fire Department in many ways, such as volunteer logistical support, through a phone tree system that the Chief could activate and request specific volunteer support from them. Nestor Falls Recreation Committee – a community clean up event was held May 10th. A small group turned out to participate. They

Reports from Committees (cont.

held a Spring Tea on May 31st, 2025. 25-30 people attended. It was a nice social event. Some committee membership changes were noted. Rainy River District Municipal Association (RRDMA) – The RRDMA's Hospital Communication Committee meets a few times year regarding Riverside Hospital. The most recent meeting was May 21st, 2025. No movement on the Emo Hospital planned changes that were mentioned last year. They are waiting for physician agreements and funding. A specialist diagnostic bus with handicap accessibility is now operational. It currently runs 3 days a week to Thunder Bay. Riverside is also working to get another vehicle to expand services to both Thunder Bay and west. A request was made to Riverside asking that they send their board meeting minutes to all district municipal councils to keep them in the loop. The RRDMA committee members were blindsided with the recent public announcement of the termination of the Riverside Foundation. Riverside is developing a master service plan and master capital redevelopment plan for the Rainy River District to address the district's unique needs. A consultant has been retained who is familiar with the district for this. The Ontario Health Team has made a request to address this same need.

M. Rydberg – reported that the Kenora District Services Board has recently appointed S. Stevenson as Acting CEO. We wish her the very best in her new role with KDSB.

G. Black – reported that she attended the Fire Department's Awards ceremony May 27th, 2025. Reported that there was an All Nations Health Partners Ontario Health Team Rural Generalist Council Care Model signing ceremony on May 27th, 2025. The signing represents a collaborative commitment to strengthening healthcare delivery and ensuring accessible, high-quality care for all communities. There was also a Patient and Family Advisory Committee (PFAC) meeting May 29th, 2025. Noted that the All Nations Health Partners Ontario Health Team was recognized for exceeding the upper target for their primary care survey responses. Noted that there is a lot going on the area for health care services, including primary care expansion, the potential for more hospice beds and the MRI in Kenora could be in service as soon as August 2025. The next Sioux Narrows Recreation Committee meeting is June 4th, 2025. The next Truth and Reconciliation Event Planning meeting is June 10th, 2025. The next PFAC meeting and ANHP/OHT meetings are June 11th, 2025. And, the next Boundary Waters Fishing Issues meeting is June 23rd, 2025.

Old Business – None.

New Business

Resolution No. 64-25

Moved by Matt Rydberg

Seconded by Holly Chant

That Council hereby approve the Community Improvement Plan application of Bite Me Bait and Tackle in the amount of \$3,000.00 for signage.

Carried

Resolution No. 65-25

Moved by Holly Chant

Seconded by Matt Rydberg

That Council hereby approve the Community Improvement Plan application of the Log Tavern in the amount of \$1,422.50 for signage.

Carried

New Business (cont.)

J. Port – gave a summary of the work he and H. Gropp have done to work with the 50+ Centre on their building expansion project. The Township owns the building. H. Gropp submitted a funding application, and it was approved. The construction RFP was advertised, and we received three proposals. References of the lowest priced proposal were checked. The Township will be the project manager. The recommendation is to select the lowest price proposal.

Resolution No. 66-25

Moved by Matt Rydberg

Seconded by Holly Chant

That the Council of the Township of Sioux Narrows - Nestor Falls hereby awards the 50+ Centre Addition proposal to WindsNorth Construction Ltd. in the amount of up to \$200,000.00.

Carried

Resolution No. 67-25

Moved by Holly Chant

Seconded by Matt Rydberg

That the Council of the Township of Sioux Narrows - Nestor Falls hereby supports an application to the Northern Ontario Heritage Fund Corporation for a Truth & Reconciliation Event, Our Path Forward, in the amount of \$14,550.00; and,

That Council recognizes that the Township's applicant contribution is \$13,950.00 pending approval of additional grant program applications (or potentially \$33,950 if those are unsuccessful) and that they will be responsible for any cost overruns associated with this project.

Carried

Resolution No. 68-25

Moved by Matt Rydberg

Seconded by Holly Chant

That the Council of the Township of Sioux Narrows - Nestor Falls hereby supports an application to the Northern Ontario Heritage Fund Corporation for the Bass Lake Park Redevelopment project in the amount of \$375,000; and,

That Council recognizes that the Township's applicant contribution is \$125,000.00 and that they will be responsible for any cost overruns associated with this project.

Carried

Resolution No. 69-25

Moved by Holly Chant

Seconded by Matt Rydberg

That the Council of the Township of Sioux Narrows - Nestor Falls hereby supports an application to FedNor for a Community programming intern in the amount of \$35,000; and,

That Council recognizes that the Township's applicant contribution is \$20,000.00, and that they will be responsible for any cost overruns associated with this project.

Carried

H. Gropp – summarized that, out of Council's Strategic Planning sessions, that staff were directed to put out an RFP to look at a feasibility study for Arts Infrastructure as well as our need for public works space. Two proposals were received from qualified firms. We had anticipated using existing funds, but those are no longer available. FedNor may be an option for funding.

New Business (cont.)

The options are, to proceed without dedicated budgeted funds or to apply for funding and delay/cancel the RFP until or if funding is secured. J. Port – indicated that we typically only hire a consultant if we don't have inhouse time or expertise. He feels we could do this inhouse. We certainly have the expertise. Discussion ensued regarding having a study shelf ready if major government capital funding becomes available. G. Black – it is an important issue and doesn't feel that we should put it off. Discussion ensued regarding analysis and who does what. Community groups need to be consulted. Needs to be identified are for both arts programming and public works space. H. Chant – if there's funding available, we should use it. If we don't have funding, let's do it internally. M. Rydberg – the scope is beyond just looking at the curling club building. We should postpone selection of a firm and apply for funding. Council agreed to table the resolution, apply for funding and make a decision pending the funding application outcome.

Resolution No. 70-25

Moved by Matt Ryberg

Seconded by Holly Chant

That the Council of Sioux Narrows - Nestor Falls hereby accepts the proposal of _____ for the Special Events Infrastructure Future Needs Assessment and Feasibility Study in the amount of _____.
Tabled

Resolution No. 71-25

Moved by Holly Chant

Seconded by Matt Rydberg

That the following be appointed as Fire Fighters to the Sioux Narrows – Nestor Falls Fire Department: Andrew Letander, Hudson Gartshore and Migizi Joseph.
Carried

Delegations

D. Anderson – asked if there is an update on the Pioneer Park property. Council indicated that MNR is reviewing the matter, and we have no response to date. Their response will likely be delayed as MNR is currently responding to extreme forest fire activity in the region.

N. Long – asked about the potential to beautify the highway corridor leading to the Sioux Narrows Cemetery. The Cemetery itself looks really nice, but the highway leading to it isn't very pleasing or welcoming. Mayor Black offered to meet with Mr. Long to discuss ideas and suggestions. As the highway is MTO regulated, we may be limited or prohibited from any development. Asked about highway signs damaged/taken down by MTO winter plowing. He did report it to our office and the office said that MTO would be notified. Council answered that if MTO has been notified, they will get to it. He asked about flags on the Sioux Narrows bridge. Council answered that if it's not within MTO guidelines, they will not approve it.

D. Anderson – asked J. Port if he saw the eagles at Pioneer Park. J. Port said that he has.

N. Long – what's the status of a fish monument. Mayor Black indicated that the fish monument was a Men's Breakfast Club idea/initiative, not council's.

T. Warner – generally reported that he will be presenting on community events and trails to the Men's Breakfast Club on Tuesday, June 10th, 2025.

Adjournment

Resolution No. 72-25

Moved by Matt Rydberg

Seconded by Holly Chant

That the business of the meeting having been dealt with, a motion for adjournment is so made.

Carried

Members Present

G. Black

M. Rydberg

H. Chant

Mayor

Clerk

Township of Sioux Narrows - Nestor Falls

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Report to Council

Council Meeting Date:	June 3, 2025
Prepared By:	Heather Gropp- Community Development Officer

Nestor Falls Housing:

We have received the patent from the Province for the land beside the Ambulance Base in Nestor Falls. We have met onsite with the KDSB and are in agreement that this is a suitable place to develop affordable housing. The KDSB is looking to build between 5 and 10 units on-site. There will be a focus on larger units suitable for families. The KDSB Board has approved this project. In order to move this forward, we are seeking Council's direction to obtain a survey of the property and begin the proceedings for re-zoning the property once the survey has been obtained.

Trails Update:

The Trails department has been extremely busy over the past few weeks. We have recently received MNR approval for the construction of 2 new trails in Sioux Narrows. The larger of the two is a new trail off of Trillium Trail road. We are seeking Councils input into a naming process for this new trail. Construction on this trail will begin imminently. The second new trail is a small connector trail on the Aspen Trail network. It will eliminate trail users having to use Dubois Road.

This summer, we are launching interactive programming on our trail networks in the form of a passport, and rubbing stations along our trails. There are stickers available for the completion of stations along the trails and a badge for an entirely completed passport. Passports will be available on the trails and at the Nestor Falls Info Centre and at the Northern Ontario Sport Fishing Centre.

Construction on the Bike Trails is well underway. We are hoping to celebrate their completion



Live the Lake Life

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with a community day on the Trail on June 20th, 2025. We will be having a BBQ, inviting local and regional schools, and having the trail designers and builders on hand to talk about the trails. This event will be taking place at the Trail head near the parking lot, which will have picnic tables and porta-potties for the season.

As a result of recent funding opportunities, we are proceeding with the hiring of a full-time trail maintainer. We will also be introducing some new trail events and workshops in the coming months.

There was some confusion on the trails as there is a logging project near where we are building bike trails. We were able to successfully resolve it and MNR has committed to placing an AOC on our trails once they are complete.

Economic Development Intern:

In June 2025, our CIINO grant with FedNor will be complete. This was a 6 year project that resulted in the hiring of a community development officer for the Township. While this position will continue, the needs within the organization for support as we grow and expand our community programming is significant. Therefore, we are seeking Council's approval to move forward with a funding application for a Community programming intern through Fed Nors internship program. Fed Nor feels that this a good fit.

Updates on Marketing and Destination Development:

On May 16th we hosted Lisa Macleod and Susan Truppe, the Wandering Women on their Fam Tour.

On May 26th our partnership campaign into Minnesota and Wisconsin went live. We will also be undertaking advertising into Saskatchewan in June and into Winnipeg and Southern Manitoba in July.



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On June 1 We hosted the Heart of Canada Touring Route International Operator Fam Tour. From May 26-May 30th, 4 local businesses participated in the Fast Track to Success program through Tourism Excellence North. A community debrief was held with all participants on Friday May 30th, 2025.

We received summer student funding for a Tourism Research student. Brooke Hatfield has been hired in this position. She will be primarily based at the Sport Fishing Centre, but will be attending all events to track attendance. She will also be attending the trails throughout the summer to determine usage levels and visitors to our community.



Live the Lake Life

Road Transportation Network in Northern Ontario

94%



94% of all visitor arrivals in Northern Ontario occur by road.

KEY STATISTICS

Northern Ontario's road transportation network is crucial for connecting communities and supporting economic development across the region. It includes **11,000 km** of provincial highways, with key corridors as Highway 11, Highways 69/400, and Highway 17 linking population centres and industries to the rest of the province. The network also encompasses municipal roads, and forest access roads, which are vital for accessing remote and natural resources.

Approximately **8,400** truck trips occur daily on the northern provincial highways. These trips move more than **87,000** tons of cargo valued at over **\$200 million daily**. The average distance travelled per truck is about 350 km daily. Additionally, the road network plays a pivotal role in supporting tourism, as a significant **94% of all visitor arrivals in Northern Ontario occur by road**, underscoring the importance of maintaining and enhancing this infrastructure.

CHALLENGES

- **Harsh Weather Conditions:** Frequent snowstorms and freezing temperatures cause road closures and maintenance challenges, disrupting traffic flow and goods movement.
- **Road Fatalities:** A high number of road fatalities have been reported along highways 11 and 17. In Northwestern Ontario in 2021, there were 13 deaths, representing a 117% increase from 2020. Multiple incidents between Nipigon and Wawa resulted in as many as 4 deaths in a single day. Additionally, there were 21 fatal collisions in remote areas of northern Ontario in 2024, with most of them involving trucks. These accidents not only lead to tragic losses but also often disrupt the network due to a lack of alternative routes.
- **Rugged Terrain:** The region's geography makes road construction and maintenance more difficult, leading to higher costs and congestion infrastructure.
- **Limited Passing Opportunities:** Many highways are two-laned roads with few safe passing opportunities, increasing the risk of accidents and congestion.
- **Shoulder Width and Road Safety:** The decision to minimize shoulder widths can lead to increased road wear and reduce drivers' ability to safely maneuver and avoid accidents, potentially compromising road safety.
- **Aging Infrastructure:** Some sections of the highway network require upgrading to ensure safety and efficiency.
- **Critical Infrastructure Vulnerability:** The Nipigon River Bridge is a single-point failure in Canada's transportation network, as it is the sole connection between Eastern and Western Canada. When it fails, there are no viable alternative routes, severely disrupting traffic flow and impacting national supply chains. In 2016, when the bridge collapsed, it disrupted the transportation of goods worth approximately \$100 million each day, with around 1,300 trucks operating daily under normal conditions.
- **Inadequate or non-existent visitor services facilities,** especially in comparison to competitive jurisdictions such as Quebec and Michigan.
- **Inadequate mobile phone and data network coverage.**
- **Insufficient charging points for EVs** According to the Northern Policy Institute, Northwestern Ontario has a limited number of charging stations, featuring 18 Level 3 charging stations and 16 Level 2 chargers. The Ontario government has announced plans to construct 190 new charging ports in Northern Ontario as part of a larger initiative to install over 1,300 new charging ports across the province. Industry response is focused on urban demand, which satiates local demand but creates uncertainty on the travel market due to lack of placement in rural locations.

IMPACTS

- **Economic Disruptions:** Delays and closures impact the transportation of goods, affecting supply chains and economic stability.
- **Critical Role in Inter-Provincial Trade and National Goods Movement:** Northern Ontario highways are essential for the efficient movement of goods across Canada. Delays and closures on these routes disrupt not only local supply chains but also impact national trade, affecting businesses. Increased investment in these roadways is crucial to enhance safety, reduce economic disruptions, and improve access to services and economic opportunities for remote communities, ultimately supporting Canada's broader economic stability and competitiveness.
- **Safety Concerns:** Limited passing opportunities and poor road conditions contribute to higher accident rates.
- **Access Barriers:** Inadequate roads hinder access to services and economic opportunities for remote communities.

POTENTIAL SOLUTIONS

- ✓ Accelerated development of expanded four-lane highways, new passing lanes, and innovative improvements such as the Highway 11 (2+1) Pilot Project.
- ✓ Continued renewal of existing infrastructure.
- ✓ Incorporation of visitor services facilities into highway capital planning so that implementation can occur at the same time as construction.
- ✓ Dedicated working groups to identify gaps and develop remediation plans for cellular coverage and EV charging.

2025-2026



Northern Ontario Transportation Challenges & Solutions

Executive Summary

Northern Ontario covers a vast geographic area but has a low population density, making efficient transportation networks essential for economic development and community connectivity.



Tourism is a key sector in the region, supporting local businesses and attracting visitors from across Canada and beyond. However, air travel has faced ongoing challenges, including reduced flight availability, high operational costs, and aging infrastructure, which limit accessibility for both residents and tourists. Road transportation also presents obstacles, such as harsh weather conditions, safety concerns, limited passing opportunities, and infrastructure vulnerabilities that disrupt mobility and trade.

Addressing these issues requires coordinated efforts from federal and provincial governments, as well as local stakeholders. Solutions include increased financial support for northern airports, improved road infrastructure through highway expansions and upgrades, and the integration of visitor services into transportation planning. Additionally, expanding cellular coverage and EV charging stations will enhance accessibility and modernize travel options. Investing in these improvements will strengthen economic opportunities, improve safety, and ensure better connectivity for Northern Ontario's communities and industries.

Ontario



Transportation Spending

In 2024, total tourism spending in Ontario reached **\$29.1 billion**, with transportation playing a vital role, accounting for approximately **17% of this total**, or about **\$4.95 billion**. This significant allocation underscores the importance of mobility in enabling tourists to explore destinations effectively. Notably, the 6% increase over 2023 combined with a 4.5% 5-year Compound Annual Growth Rate (CAGR) indicates strong recovery and possibly improvements in transportation infrastructure or increased mobility. The growth in this category suggests that tourists are travelling more within Ontario, benefiting from better connectivity and more accessible travel options.

In Northern Ontario, tourism is a crucial sector, attracting approximately **8 million visitors** annually and generating around **\$1.5 billion in tourism receipts**. The region's visitor base is primarily domestic, with a significant portion coming from the U.S. market.



Five key transportation hot spots were identified:

- 01 Greater Sudbury
- 02 North Bay
- 03 Thunder Bay
- 04 Sault Ste. Marie
- 05 Timmins

These cities are located at key intersections and provide essential connections within Northern Ontario and neighbouring regions.



Rail Transportation

Effective transportation in Northern Ontario originated with the construction of the Canadian Pacific, Canadian National, Algoma Central and Ontario Northland railways. Historic trains such as the Canadian, the Polar Bear Express, the Agawa Canyon Tour Train, and the Sudbury-WhiteRiver Budd Car, continue to provide vital passenger rail service in the region and demonstrate the potential for sustainable, growth-oriented tourism. The return of the Northlander in 2026 will provide another building block for rail tourism growth and future success. With support from the provincial and federal governments and some flexibility from the mainline railways, Northern Ontario could be home to two or three additional rail tourism experiences, designed to attract high-yield international and domestic visitors.

Sources: Destination Canada Data Collective Lodging Aligned Spend Reporting 2024 YTD Ontario
Sault Ste. Marie Airport Development Corporation: News - Air travel recovery skips northern Ontario as regional airports face service cuts and rising costs - August 14 2024
CBCnews: Air travel recovery skips northern Ontario as regional airports face service cuts and rising costs | CBC News
Northern Policy Institue

Air Transportation

KEY STATISTICS

Ontario Ministry of Transportation (MTO) through its Remote Northern Transportation Office (RNTO), owns and operates **29 remote airports** in Northern Ontario to provide year-round air access. In addition to these provincial airports, many other airports in northern Ontario are community-owned and operated, serving larger municipalities and regional centres. Scheduled flights and passenger traffic have significantly declined across Northern Ontario airports from 2019 to 2023. Despite their importance, air travel accounts for **3% of all visitors arriving by air**.

- **Sudbury** airport flights decreased from **4,800** in 2019 to **2,380** in 2023, a **reduction of over 50%**.
- **North Bay** saw scheduled flights drop from approximately **1,900** in 2019 to **1,000** in 2023, a **difference of 47%**.
- **Timmins** experienced a decrease from over **4,000** flights in 2019 to **2,100** in 2023.
- **Greater Sudbury** Airport experienced a decrease from **254,722** passengers in 2019 to **130,000** passengers in 2023.
- + **Thunder Bay** airport is on pace for **720,000** passengers in 2024 and slightly ahead from previous year. The airports pre-pandemic peak was **860,000** passengers in 2018.
- **Sault Ste. Marie's** scheduled flights declined from almost **4,300** in 2019 to **2,669** in 2023.

During the COVID-19 pandemic, the Ontario Ministry of Transportation allocated an additional \$4 million in funding to ensure remote airports could continue operating.

CHALLENGES

- **Long distances between airports** – an average of 79 km between airports in Ontario vs 44km in Southern Ontario.
- **High operating costs** result in larger passenger fees, increasing ticket costs and reducing competitiveness for airports.
- **Harsh winter weather conditions** cause flight delays and cancellations
- **Limited passenger volumes and high operating costs** make many routes financially unsustainable (Dryden, Kenora, and Fort Frances averaged only two passengers per flight in 2024).
- **Aging airport infrastructure** in many remote communities
- **Lack of state-of-the-art instrumental landing systems (ILS)** at some airports limits all-weather access
- **Discontinuation of scheduled air service** in some communities (January 2024, Bearskin Airlines announced the cessation of flights to Dryden, Fort Frances, and Kenora as of May 11, 2024).
- **Reluctance of Canadians to fly into the U.S.** due to tariffs and exchange rates.

IMPACTS

- **Reduced accessibility to goods, services and economic opportunities** for remote communities.
- **Higher cost for food and other necessities** in fly-in communities.
- **Barriers to economic development**
- **Social isolation** for residents and remote areas
- **Challenges accessing healthcare** and other essential services
- **Significant decrease in flight frequencies** and passenger numbers across multiple airports

POTENTIAL SOLUTIONS

- ✓ The federal government could upload more of the operational costs for northern airports to allow local authorities to reduce passenger fees and increase the viability of routes.
- ✓ The Ontario government could work with airports to identify important routes and develop creative approaches for shared risks to initiate and support routes.

