



# TRANSPORTING QUÉBEC TOWARDS MODERNITY

SUSTAINABLE MOBILITY POLICY - 2030

Air Transportation  
Intervention Framework

This publication was prepared by the Direction générale de la Politique de mobilité durable et de l'Électrification and edited by the Direction des communications of the ministère des Transports.

The content of this publication can be found on the Ministère's website at the following address: [www.transports.gouv.qc.ca](http://www.transports.gouv.qc.ca).

Cette publication est également disponible en français sous le titre Politique de mobilité durable – 2030 - *Cadre d'intervention en transport aérien*.

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ISBN 978-2-550-83415-1 (PDF)

(Original edition: ISBN 978-2-550-81196-1 [PDF])

Legal deposit – 2019

Bibliothèque et Archives nationales du Québec

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# 1. Air Transportation in Québec

This document is an integral part of the Sustainable Mobility Policy to 2030. It presents an overall portrait of the air transportation sector in Québec, its issues and all measures related to the 2018-2023 Air Transportation Action Plan. The most promising and cross-sectional measures in this sectoral action plan also appear in the Sustainable Mobility Policy Comprehensive Action Plan.

The Air Transportation Intervention Framework is a key component in the success of the Sustainable Mobility Policy that will give Québec a transportation ecosystem that features a territory planned with sustainable mobility in mind and a safe, efficient, high-performance, low-carbon transportation system that supports social and economic development and offers integrated and connected transportation services to people and businesses.

## Current Situation

Québec is noteworthy for the vast extent of its territory, but over 85% of the population is concentrated in the major urban centres of Montréal and the city of Québec, and in nine administrative regions surrounding these two population hubs. The administrative region of Nord-du-Québec alone encompasses no less than 840,000 km<sup>2</sup> but is home to only 40,000 inhabitants. Outside the major urban centres, the population density in Québec is fairly low.

For the remote regions and those that are isolated due to a non-existent road system, air transportation is a critical tool for economic and social development. The existence of airport facilities and the provision of scheduled air transportation services connect them with the major urban centres and allow for commercial and tourist exchanges. More importantly, air transportation provides social cohesion for the regions by giving them access to health, education, legal and other important services.

In 2016, over 18 million enplaned and deplaned passengers passed through Québec's airports. The Montréal Pierre Elliott Trudeau International Airport is the central hub for regional, national and international air transportation in Québec. In 2016, the traffic at that airport (15.7 million enplaned and deplaned passengers) accounted for 87% of all traffic recorded in all of Québec's airports. The same year, the Québec City Jean Lesage International Airport welcomed 9% of total traffic in Québec, or 1.5 million enplaned and deplaned passengers.

**Table 1: Passenger traffic at Québec airports in 2016 (Statistics Canada)**

Airports	Enplaned and deplaned passengers
Montréal Pierre Elliott Trudeau International Airport	15,678,997
Québec City Jean Lesage International Airport	1,543,660
All regional airports	878,485
<b>TOTAL</b>	<b>18,101,142</b>

A dozen regional carriers offer scheduled flights between various locations in Québec. The largest carrier is Air Canada, which, under the Air Canada Express banner, connects several regional airports with the cities of Montréal and Québec airports. Pascan Aviation rounds out the air transportation offer in certain markets. A few carriers serve specific geographic markets, such as Air Inuit, which serves Nunavik, Air Creebec, which serves the west coast of James Bay, and Air Labrador, which serves the Lower North Shore.

## **The Importance of Air Transportation for Sustainable Mobility in Québec**

The Québec air transportation industry, through the role played by the airports, air carriers, aviation goods and services providers and air navigation assistance organizations, to mention only these, is a first-rate industry in terms of its direct contribution to Québec's economy, and also in the positive effect it has on other sectors by allowing them to be more efficient and competitive.

The air transportation industry connects the regions of Québec with each other, but also connects Québec with Canadian, American and international markets. The existence of adequate, affordable air services also fosters trade, supports worker mobility and stimulates tourism in Québec. Air transportation also plays an important role in the export and import of perishable and high added-value goods.

Air transportation provides social benefits, as some remote and isolated Québec communities have to rely on air services to access the goods and services offered in the major urban centres, such as foodstuffs and medical services.

The economic, social and environmental benefits provided by air transportation activities in Québec, particularly with regard to their effect on the mobility of people and goods within the territory, play a role in sustainability. Although air transportation legislation is the exclusive jurisdiction of the federal government, the actions taken by the gouvernement du Québec to support the sustainable mobility of people and goods through this means of transportation are felt all across Québec.

### **> Passenger transportation**

Air services are often the ideal solution to make up for the lack of other transportation options and the enormous distances that must be travelled by people in places that are remote or isolated from the major centres. Even when other options are available, such as roads or sea links that provide some intra- or interregional connectivity, they may not be available all year round, due to seasonal restrictions. In these situations, air transportation can provide an alternative to other means and contribute significantly to the sustainable mobility of people in Québec.

In terms of international travel, in the context of the globalization of business, trade and tourism, air transportation plays an undeniably crucial role for the transportation of travellers to and from foreign urban centres. Without the international entry points of the cities of Montréal and Québec airports, there could be no sustainable mobility from the perspective of international air travel.

### > **Freight transportation**

The general public is not very familiar with the cargo transportation industry, but its contribution is important for the import and export of merchandise and for supplying remote and isolated communities. Air transportation offers some benefits compared to other means of transportation, such as speed of delivery, capacity to cover great distances and the possibility of reaching hard-to-access places.

If the role played by air transportation in the delivery of letters, parcels and perishable foods is taken into account, especially for northern populations, its importance in terms of sustainable mobility becomes even more evident.

## **The gouvernement du Québec's Role in Air Transportation**

### > **Support for the industry**

Given the importance of regional air transportation for the socio-economic development of the regions of Québec, the gouvernement du Québec held a Regional Air Transportation Summit on February 2, 2018. The objectives of the process leading to the Summit were to:

- Consult the regions concerned in order to identify the priority issues related to regional air transportation;
- Showcase the key existing and potential initiatives to foster the optimal development of air transportation in Québec;
- Identify concrete, sustainable and viable solutions for regional air transportation.

To complement the Summit, a series of consultations were held from June to September 2017. Several briefs were also submitted which clearly defined the problems related to regional air transportation in Québec and put forward solutions that were discussed at the Summit, leading to a series of proposed actions that were outlined at the close of the event. The main actions are included in this Sustainable Mobility Policy.

### > **Management of assistance programs**

To contribute to the expansion of air transportation, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports (MTMDET) manages financial assistance programs for residents, airports and air carriers. After the Regional Air Transportation Summit, new programs and the overhaul of existing programs were announced.

In addition to managing its own programs, the MTMDET may sometimes be asked to collaborate on the analysis of financial assistance requests made to other Québec government departments. The MTMDET also offers financial support to associations with missions consistent with its air transportation interventions.

## > Ownership and management of airports

The MTMDET owns 26 airports and 8 heliports, most of which are located in remote or isolated regions. These airports play an essential role in the transportation of people and merchandise, since planes are often one of the preferred means of transportation in these areas due to the lack of road connections or the extremely long distances to cover. The MTMDET's airports offer the communities in remote and isolated regions the possibility of accessing essential services such as health and education that are available outside their area. The MTMDET is responsible for the development and maintenance of its air transportation infrastructures.

**Map 1: Gouvernement du Québec Airport Network**



\*Québec–Newfoundland-and-Labrador border (this border is not final)

## > Legislative framework

Air transportation legislation and regulation are under federal jurisdiction. As an owner and operator, however, the gouvernement du Québec oversees the regulatory compliance of the airports and heliports it owns to ensure safe operations.

## > Health support

Through the Service aérien gouvernemental (SAG) and in conjunction with the ministère de la Santé et des Services sociaux, the MTMDET operates aeromedical transports, that is, medical evacuation flights and flights for the travel of patients from remote regions<sup>1</sup>.

<sup>1</sup> [https://www.transports.gouv.qc.ca/fr/ministere/role\\_ministere/SAG/Pages/service-aerien-gouvernemental.aspx](https://www.transports.gouv.qc.ca/fr/ministere/role_ministere/SAG/Pages/service-aerien-gouvernemental.aspx)

## > **Firefighting**

The SAG has a fleet of air tankers to fight forest fires in Québec. It may also intervene in other Canadian provinces or even elsewhere in the world, at the request of the authorities in those provinces or countries. Emergency air interventions are carried out in collaboration with the Société de protection des forêts contre le feu (SOPFEU).

## **Trends and outlook to 2030**

In the last ten years, the air transportation offer has not always developed the way regional populations would have liked. Airfares have increased, and flight frequency has remained fairly stable, in general. The implementation of the Plan Nord<sup>22</sup> in the coming years should increase the level of activity of businesses specialized in general aviation services. It is also possible that the anticipated major growth in international air traffic markets will have repercussions across Québec. Aéroports de Montréal has invested significant efforts in recent years to secure a leading position by establishing direct connections with Asia, for example.

All these events will take place when the market rules are moving increasingly in favour of environmental interests. In this respect, Québec may find itself in an advantageous position because it has developed environmental leadership and expertise, which will allow it to face the specific environmental problems of air transportation more readily.

### **Trend 1: The emergence of new carriers**

#### > **In Canada**

On the Canadian front, the emergence of new carriers has considerably changed the face of air transportation in the country.

In the last 20 years, WestJet has developed a large network serving the main Canadian cities and offering competitive prices. In 2013, to penetrate the regional markets, the subsidiary WestJet Encore was created. With its fleet of smaller-capacity planes – Q400s with 78 seats – the company is better suited to serving regional markets in Canada. In Western Canada, the arrival of WestJet Encore pushed prices down significantly. The company's services are not yet widespread in Québec, where they are concentrated in the cities of Montréal and Québec. In summer 2018, WestJet will launch a low-cost subsidiary called Swoop. For now, only a few major Canadian markets are targeted by this new service, which uses planes with a capacity of nearly 200 passengers.

The growth of Porter Airlines, a Toronto-based company, gave Ontario better connectivity with the markets in north-eastern North America. The carrier also ushered in better prices on regional connections within Ontario. In addition to operating flights to the cities of Montréal and Québec from Toronto, Porter Airlines also offers seasonal service to Mont-Tremblant.

In Québec, the emergence of Québec air carriers or regional links offered by one of these well-established Canadian carriers would have a beneficial effect on the regional service offer. This is why the MTMDET has introduced measures to develop air carriers and foster conditions favourable to the arrival of new players.

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<sup>2</sup> <https://plannord.gouv.qc.ca/en/>

## > **Internationally**

Since the beginning of the century, a number of air carriers across the planet have developed a business strategy that sets them apart from the classic national air carriers. Companies such as Ryanair and EasyJet, in Europe, and SouthWest, in the United States, are pioneers in low-cost air transportation.

Their strategy is to reduce operating costs to a minimum in order to offer very advantageous airfares. In addition, a number of traditionally free options are charged as extras by low-cost airlines, such as checking luggage, seat selection, issuing boarding pass at the airport, onboard meals, etc. To optimize revenues, low-cost airlines try to ensure very high occupancy rates on their flights. To do this, they do not necessarily offer passengers much flight frequency.

The presence of low-cost airlines in Québec is minimal at present, but some international links have been launched through Montréal by a few low-cost international air carriers.

Although the Québec regional market is not perfectly suited to the introduction of links offered by low-cost airlines, mainly due to low population density, Québec air carriers could nevertheless draw on some of their strategies to optimize their operations, such as reducing flight frequency, using planes with greater capacity or increasing costs related to luggage while reducing ticket prices.

### **Trend 2: Air services from regional airports to sun destinations**

Air carriers that specialize in travel to sun destinations, such as Sunwing Airlines and Air Transat, are making greater and greater use of airport facilities in the regions. Traditionally, the operations of these carriers have been concentrated in the major airports in the cities of Montréal and Québec. In 2018, five regional airports are offering this type of flight: Bagotville, Mont-Joli, Rouyn-Noranda, Sept-Îles and Val-d'Or.

Flights to sun destinations are essentially related to outbound tourism, so the benefits generated for the regional economy are relatively low. These air services do allow the airports to expand their activities, however, and represent a valuable source of income. Flights to sun destinations also showcase the airports to the local population and contribute to some extent to the quality of life in the region. The provision of these air services improves the residents' mobility because they do not have to pay to travel to and stay in the cities of Montréal or Québec in order to take the plane.

Since the capacity of the planes used for these flights is relatively high compared to those used for regional flights, investments in the terminals may sometimes be required so more passengers can be accommodated during peak periods.

Although air transportation services to sun destinations are popular, efforts must be made to ensure that airports are welcoming more tourists to the regions, not just taking Québécois abroad.

The introduction of Air Transat flights in the regions may also have an effect on service from the regions to Montréal. These flights stop over in Montréal, offering travellers the opportunity to purchase a ticket to Montréal at very competitive prices, but the fact that the flights are often limited to once a week, with departure times predicated on the needs of tourists, makes it difficult, for the moment, to market this service to people who need a return flight within a few days.



### **Trend 3: The new business model for international airports**

Until the 1980s, the airport business model relied on airport operating income, that is, landing and terminal fees. Then, the 1990s saw the first initiatives to privatize airport infrastructure management, particularly in Europe, while in North America, airport management was entrusted to not-for-profit organizations. This is when the Aéroports de Montréal and Aéroport de Québec corporations were formed.

To increase revenues, the managers of major airports are profiting increasingly from the traffic at their facilities. They draw additional revenues from captive passengers through commercial activities such as retail sales and restaurants. These revenues are then used to finance the development of airport activities.

At regional airports, the low traffic levels do not generate significant revenues from commercial activities in the air terminals, but it is still possible to find additional income, by hosting new activities on airport property, for example.

## **2. Sustainable Mobility Issues Related to Air Transportation**

### **Issue 1: Quality of regional air service**

In Québec, the quality of regional air service has been subject to criticism for a very long time. The limited frequency of the flights, the lack of direct flights, the restricted capacity of the planes, especially in high season, and air carrier networks centred on the main hubs of Montréal and the city of Québec all attest to air service that clearly disadvantages the regions.

In terms of the accessibility of regional air transportation services, there is fairly widespread consensus in the regions that the prices charged for regional flights are unreasonably high. For example, a round trip ticket for a regional destination may cost as much as a ticket to Europe from Montréal. While there are explanations for this, including the low demand and the use of small planes, high airfares are nevertheless a major obstacle to sustainable mobility in the regions.

As concerns the diversity of regional air services, small carriers have trouble growing and they cannot really compete with the well-established companies. The development of small carriers would help establish healthy competition in the market, because in addition to diversifying the service offer, it would be conducive to the development of better prices for consumers.

### **Issue 2: Safe airport infrastructures that meet the needs of the public**

An adequate airport network is essential to the establishment of air service that meets mobility needs. Airports play an important role in the occupation and vitality of Québec's vast territory. They are an important lever for economic development, in addition to providing access to public services such as health care and education for people from remote regions.

The gouvernement du Québec must help maintain, restore and even develop airport infrastructures to ensure that air transportation services are safe and meet the needs expressed by the public. Many municipalities that own airports have major financial needs for the maintenance, restoration and development of their infrastructures. The projects required to maintain and rehabilitate airport infrastructures have suffered from underfunding for many years, despite the existence of federal government programs. The difficulty municipalities have getting funding for work on airport infrastructures means their condition continues to deteriorate.

### **Issue 3: Environmental footprint of air transportation**

In recent years, the air transportation industry has embraced the shift to reduce the negative effects of its activities on the environment. Many measures have been put in place through various regulatory bodies, including the International Civil Aviation Organization, to reduce the environmental footprint associated with aviation.

The measures are essentially directed towards the reduction of CO<sub>2</sub> emissions, the improvement of energy efficiency and the mitigation of sound pollution from aircraft. The renewal of ageing fleets, the use of biofuels and the introduction of improved navigation practices and systems are some of the most common of these measures, at least among the large international carriers.

The measures to reduce fuel consumption also allow carriers to improve their profitability, since aviation fuel is a major expense. The replacement of ageing planes is therefore both beneficial to the environment and a key component in the carriers' business strategy. More and more air carriers on the world stage are using fleets of modern, energy-efficient aircraft. Aircraft manufacturers have also adapted to today's reality by designing quieter, more energy-efficient planes, such as the Bombardier C Series model.

In Québec, the main international carriers, including Air Canada and Air Transat, are continually updating their fleets, but the small carriers in the regions are using fleets of ageing aircraft that demand ever-increasing maintenance costs. These planes are not very efficient in terms of energy consumption and air and sound pollution, further undermining the sustainability of regional air transportation in Québec.

### **Issue 4: Planning of the air transportation network**

To strategically invest in the air transportation network, which includes air service as well as airports, the MTMDET must plan carefully. It must consult constantly with the stakeholders and encourage cooperation among the players in the air transportation industry and the regional communities. The industry stakeholders are in the best position to identify problems as well as the best solutions for the development of a better network. Studies may also contribute to the government's air network planning efforts.

Since aviation legislation and regulation are under federal jurisdiction, the government of Canada has a significant influence on the air transportation sector. To ensure that the air transportation network can develop as desired, it is important for Québec's interests to be defended with the federal government.

For example, topics such as the restrictive criteria for financial assistance programs for airports, the possibility of getting passenger and baggage checks in various airports, the introduction of customs services and regulation must be broached with the federal government.

### 3. 2018-2023 Air Transportation Action Plan

#### Issue 1: Quality of regional air service

##### **INTERVENTION PRIORITY 1.1: ENCOURAGE AFFORDABLE AIRFARES AND THE DEVELOPMENT OF AIR LINKS**

For decades, current airfares have been widely criticized in the regions and denounced by the public as too high. People find it hard to understand why it is often less expensive to travel from Montréal to an international destination than to a regional destination.

The high price of plane tickets concerns all the regions of Québec. Nunavik and Lower North Shore are especially hard hit by this situation. The low volume of passengers and the long distances between the villages, in these two regions, force airfares up. It is crucial to note that these regions do not have road networks, which makes the residents dependent on air transportation.

Regions such as Îles-de-la-Madeleine, Gaspésie, Abitibi-Témiscamingue, Saguenay– Lac-Saint-Jean, Nord-du-Québec and Bas-Saint-Laurent also face high airfares which hinder the residents' travel to the major centres and negatively affect tourism.

The frequency of the flights offered by the carriers is also often deemed inadequate and not consistent with the public's needs. Regional business communities are constantly pointing out that greater frequency is required for existing flights so that passengers have more options, including same-day returns. There are many regional airports with no regular links. Adding new links is a risky proposition for carriers, however, as each link must be financially viable.

##### **Measure 1: Review the Airfare Reduction Program**

The Airfare Reduction Program, established in the 1990s, is for residents of remote and isolated regions of Québec, such as Îles-de-la-Madeleine, Basse-Côte-Nord, Minganie, Île-d'Anticosti, Fermont, Schefferville and Eeyou Istchee James Bay. In 2016-2017, nearly 4,000 requests were processed and \$750,000 was paid out in reimbursements under this program. In Nunavik, the Kativik Regional Government established its own program. Under the current program, residents are generally eligible for a 30% refund of the cost of a plane ticket and an annual maximum amount ranging from \$500 to \$1,200, depending on their location.

This program will be reviewed to change the reimbursement conditions for residents already eligible for the program. The reimbursement rate granted and the annual maximum will be increased. Next, more regions will be added to the program: Gaspésie, Bas-Saint-Laurent, Côte-Nord, Saguenay–Lac-Saint-Jean and Abitibi-Témiscamingue.

The gouvernement du Québec is doing this to increase demand for air services, which should ultimately lead to a better offer and lower prices and possibly attract new carriers on certain links.

**Indicator 1:** Number of requests for reimbursement received

**Target 1:** 10% increase in the number of requests received for localities already eligible for the program by 2023

**Indicator 2:** Participation rate in the program by locality

**Target 2:** Resident participation rates of more than 20% by 2023 for each locality not connected to the road network and 10% for each locality connected to the road network

**Budget:** \$6 million (funds already planned) and \$40 million (additional funds) –  
TOTAL: \$46 million

## Measure 2: Implement the Assistance Program for Regional Air Service

The program will create an environment conducive to better regional air service by encouraging the creation or improvement of services offered by air carriers already present in the region and encouraging the arrival of new players. Through this program, the gouvernement du Québec will be able to fund the creation of a startup fund for new regional air services and the maintenance of air links. A variety of initiatives with a positive impact on air service will also be eligible for the program, such as design projects for a reservation system, websites, loyalty programs, promotional campaigns, tourist packages, studies and business plans.

In addition to developing air links as described above, the program will also create a dynamic to improve the competitiveness of small carriers, which may be reflected in the airfares offered.

<b>Indicator 1:</b>	Number of regular regional flights in Québec
<b>Target 1:</b>	10% increase in the number of regular regional flights by 2023
<b>Indicator 2:</b>	Airfares charged on regional air links
<b>Target 2:</b>	Average regional airfares reduced by 10% by 2023
<b>Budget:</b>	\$22.5 million (additional funds)

## Measure 3: Launch “Découvrons notre Québec” (Discover our Québec)

The MTMDET will create a working group with the ministère du Tourisme, the Alliance de l'industrie touristique du Québec and the airlines present in Québec to quickly develop an initiative that will allow Quebecers to visit regions at a lower cost. The working group will have the mandate to:

- Propose a temporary measure to increase demand for domestic flights, which will grow the service offering and ultimately reduce air fares;
- Assess the result after five years, particularly regarding its impact on airfares for the target regions.

The sum of \$10 million over five years is budgeted for this measure, which will be recommended by the working group.

<b>Indicator:</b>	Measure in place
<b>Target:</b>	Measure in place by 2023
<b>Budget:</b>	\$10 million (additional funds)

## Issue 2: Safe airport infrastructures that meet the needs of the public

### INTERVENTION PRIORITY 2.1: IMPROVE AIRPORT INFRASTRUCTURES AND ENSURE THEIR LONG-TERM FUTURE

There are nearly 150 airports in Québec. Of these, 26 belong to the MTMDET and over 40 are owned by a municipality, regional county municipality (RCM) or not-for-profit corporation.

All the airports in the Québec network are essential for various reasons: transportation of passengers and merchandise, transportation of patients to hospitals in major urban centres, business aviation and regional economic development. In some cases, distance makes air transportation an important complement to the road network for public mobility.

#### **Measure 4: Launch the Programme d'aide québécois pour les infrastructures aéroportuaires régionales (PAIAR) (Québec assistance program for regional airport infrastructures)**

The new program will help protect the long-term future of airport infrastructures and support local improvement initiatives required for the regional air transportation offer. The program is for municipalities, RCM, intermunicipal boards, First Nations communities and not-for-profit corporations that own airports.

The program focuses mainly on airports that contribute to:

- The mobility of residents through scheduled or charter flights;
- The health care offer in the regions, through the offer of a minimum number of health flights operated by the SAG or its subcontractors;
- The implementation of the Plan Nord, in view of the strategic nature of air transportation for the northern territories;
- The economic development of the target regions through the presence of business aviation, pilot training schools, aerospace or aircraft maintenance businesses and the like.

The program will finance various types of work on the infrastructures and equipment required for the operation of an airport, such as runways, runway lighting, automated weather observing systems, instrument approaches, fences, buildings, etc. With the introduction of this program, the government du Québec will encourage increased airport safety and regional development.

**Indicator:** Number of projects presented and accepted

**Target:** Over 60% of infrastructure projects presented that have a direct impact on user safety will be financed by the program by 2023

**Budget:** \$100 million (additional funds)

### **Issue 3: Environmental footprint of air transportation**

#### **INTERVENTION PRIORITY 3.1: REDUCE GREENHOUSE GAS (GHG) EMISSIONS RELATED TO AIR TRANSPORTATION**

The development and deployment of technologies that reduce GHG emitted by air transportation will increase air quality and combat climate change, but they will also boost Québec's economic competitiveness.

#### **Measure 5: Continue the Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire (PETMAF) (Assistance program to improve the efficiency of maritime, air and rail transportation)**

The MTMDET will continue to provide government financial support to the air transportation industry under the PETMAF, a financial incentive that it manages and that is part of the 2015-2020 Transportation Electrification Action Plan. Through this program, the MTMDET promotes innovation and the use of green air transportation technology and encourages all air carriers to conduct energy audits on all their activities.

The PETMAF will help reduce GHG emissions by supporting initiatives related to the rejuvenation of aircraft fleets, the installation of equipment (winglets) on planes to reduce fuel consumption, the electrification of some airport activities (use of electric preconditioned air units for the jet bridges), use of less energy-intensive snow removal trucks, studies to optimize the use of airport rolling stock, etc.

**Indicator:** Percentage reduction in annual CO<sub>2</sub> emissions

**Target:** 135 kt CO<sub>2</sub> equivalent in 2020

**Budget:** \$25.2 million for 2018-2020 (funds already planned)

## Issue 4: Planning of the air transportation network

### INTERVENTION PRIORITY 4.1: ORGANIZE AIR TRANSPORTATION INDUSTRY STAKEHOLDERS

#### Measure 6: Create a national standing committee

In the wake of the Regional Air Transportation Summit, a national standing committee involving a variety of stakeholders from the air transportation industry will be created. The need for such a committee was mentioned in the consultations held in relation to the event.

The mandate of the national standing committee will be to:

- Continually examine the government actions put in place after the Summit;
- Target issues that could be raised by the gouvernement du Québec with the federal government;
- Carry out joint projects for the industry, such as promoting air transportation in the regions and conducting studies;
- Examine the matter of chartered aircrafts, an essential aspect of the Plan Nord and the development of Québec's economy;
- Consider the possibility of establishing a floor price for certain regional air services, with a financial compensation mechanism to ensure the floor price is met;
- Analyse the costs and scope of abolishing the QST and determine to what extent it would be the best way to reduce ticket cost;
- Determine whether the costs associated with such a measure would have the intended effects and whether it would be preferable to allocate them differently to maximize the benefits for the citizens.

**Indicator:** Number of meetings

**Target:** Hold at least two meetings per year until 2023

#### Measure 7: Create regional committees

Since the issues related to air transportation differ from one region to another, regional committees will be set up. These committees will be composed of local stakeholders with an interest in air transportation.

The mandate of the regional committees will be to:

- Determine the priority guidelines for the development of air transportation in the region;
- Develop the solutions proposed by the communities, to foster synergy between air carriers and the various socio-economic players related to regional air transportation;
- Focus in particular on enhancing the organization and offer of air transportation in regions that are difficult to access, under- or unserved by the road network, especially Côte-Nord, Nunavik and Eeyou Istchee James Bay;
- Create packages (under the Regional air service assistance program when necessary) that include air services in order to market the regional tourism offer.

**Indicator:** Number of regional committees formed

**Target:** Regional committees formed in six administrative regions by 2023

### **Measure 8: Create a specific air transportation communications channel with the federal government**

Since the regulation of air transportation is under the exclusive jurisdiction of the federal government and it is therefore a very important stakeholder in terms of the support for air service and the financial assistance provided to airports for infrastructure work, a communications channel dedicated specifically to air transportation will be put in place.

This communications channel will focus principally on resolving air transportation issues that were raised by the participants at the Regional Air Transportation Summit, as well as those expressed by the national standing committee.

**Indicator:** Communications channel established with the federal government

**Target:** Communications channel created by 2023

## **INTERVENTION PRIORITY 4.2: IMPROVE KNOWLEDGE ABOUT THE SECTOR**

### **Measure 9: Conduct a study on air transportation in the Plan Nord territory**

There are many problems specific to the Plan Nord territory, in terms of infrastructure (lack thereof, deficiency and accessibility) and air service, as well as the high fares charged by the carriers that provide service there. The diversity of these difficulties places the gouvernement du Québec in a complex situation, which can be resolved only by a sophisticated understanding of the various aspects of the problem. Moreover, only an appreciation of this complexity can lead the gouvernement du Québec to strategic, structuring and permanent actions to improve access to northern lands.

An analysis will be required of the needs expressed by the communities and the industry with regard to:

- Financial assistance that can be offered on certain strategic regional links;
- Criteria and factors to improve access to the territory, the mobility of the residents and the socio-economic development of the territory;
- Instrument approaches, visual aids and the automated weather observing systems required for the target airports in the Plan Nord territory;

- New security control to be introduced in airports (passenger and checked baggage );
- Maintenance, extension and asphaltting of target runways.

The study will be coordinated by the Société du Plan Nord, with contributions from the MTMDET.

**Indicator:** Completion of the study

**Target:** Study completed by 2023

**Budget:** \$700,000



## SUMMARY TABLE

Air Transportation Intervention Framework	Indicator	Target	Contribution to aspects of the Sustainable Mobility Policy					
			SMP aspect 1	SMP aspect 2	SMP aspect 3	SMP aspect 4	SMP aspect 5	Winning conditions
Issues, Intervention Priorities and Measures								
ISSUE 1: Quality of regional air service								
Intervention priority 1.1: Encourage affordable airfares and the development of air links								
Measure 1: Review the Airfare Reduction Program (MTMDET)	Indicator 1: Number of requests for reimbursement received  Indicator 2: Participation rate in the program by locality	Target 1: 10% increase in the number of requests received for localities already eligible for the program by 2023  Target 2: Resident participation rates of more than 20% by 2023 for each locality not connected to the road network and 10% for each locality connected to the road network	X					
Measure 2: Implement the Assistance Program for Regional Air Service Assistance Program (MTMDET)	Indicator 1: Number of regular flights  Indicator 2: Airfares charged on regional air links	Target 1: 10% increase in the number of regular regional flights by 2023  Target 2: Average regional airfares reduced by 10% by 2023	X					
Measure 3: Launch “Découvrons notre Québec” (Discover our Québec) (MTMDET)	Launch	Measure launched by 2023	X					

Air Transportation Intervention Framework  Issues, lines of intervention and Measures	Indicator	Target	Contribution to aspects of the Sustainable Mobility Policy					
			SMP aspect 1	SMP aspect 2	SMP aspect 3	SMP aspect 4	SMP aspect 5	Winning conditions
<b>ISSUE 2: Safe airport infrastructures that meet the public's needs</b>								
<b>Intervention priority 2.1: Improve airport infrastructures and ensure their long-term future</b>								
Measure 4: Launch the Programme d'aide québécois pour les infrastructures aéroportuaires régionales (PAIAR) (Québec assistance program for regional airport infrastructures) (MTMDET)	Number of projects presented and accepted	Over 60% of infrastructure projects presented that have a direct impact on user safety will be financed by the program by 2023			X			
<b>ISSUE 3: Environmental footprint of air transportation</b>								
<b>Intervention priority 3.1: Reduce greenhouse gas (GHG) emissions related to air transportation</b>								
Measure 5: Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire en matière de réduction ou d'évitement des émissions de gaz à effet de serre (PETMAF) (Assistance program to improve the efficiency of maritime, air and rail transportation in reduction or avoidance of greenhouse gas emissions)	% annual CO <sub>2</sub> reduction	135 kt CO <sub>2</sub> equivalent by 2020				X		
<b>ISSUE 4: Planning of the air transportation network</b>								
<b>Intervention priority 4.1: Organize air transportation industry stakeholders</b>								
Measure 6: Create a national standing committee (MTMDET)	Number of meetings	Hold at least two meetings per year until 2023						X
Measure 7: Create regional committees (MTMDET)	Number of regional committees formed	Regional committees formed in 6 administrative regions by 2023						X
Measure 8: Create a specific air transportation communications channel with the federal government (MTMDET)	Communications channel established with the federal government	Communications channel created by 2023						X

Air Transportation Intervention Framework	Indicator	Target	Contribution to aspects of the Sustainable Mobility Policy					
			SMP aspect 1	SMP aspect 2	SMP aspect 3	SMP aspect 4	SMP aspect 5	Winning conditions
Issues, lines of intervention and Measures								
<b>Intervention priority 4.2: Improve knowledge about the sector</b>								
Measure 9: Conduct a study on air transportation in the Plan Nord territory (Société du Plan Nord)	Production of the study	Study completed by 2023	X					