



12 Other Permits and Approvals

WFN will need to apply for and obtain a number of provincial and federal permits, licences, approvals, authorizations and other forms of clearance prior to the commencement of the Project construction phase. WFN and the authorities having jurisdiction will make efforts to discuss applicable permits/approvals with potentially affected Indigenous communities and other affected parties through the EA process. Depending on the status of consultation efforts through the EA process, additional consultation on permits and approvals may be required following completion of the EA. A summary of these potential permits and approvals is presented in Sections 2.1.4 and 2.1.5 of this ToR and is based on the current concept for the Project. This preliminary list of permits/approvals is not exhaustive and will be refined as the project design is further advanced through the EA, with input provided by applicable authorities.



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Appendix A

Relevant Background Studies, Provincial Plans and Policies

- A.1 Background Studies
- A.2 Provincial Plans and Policies

APPENDIX A.1

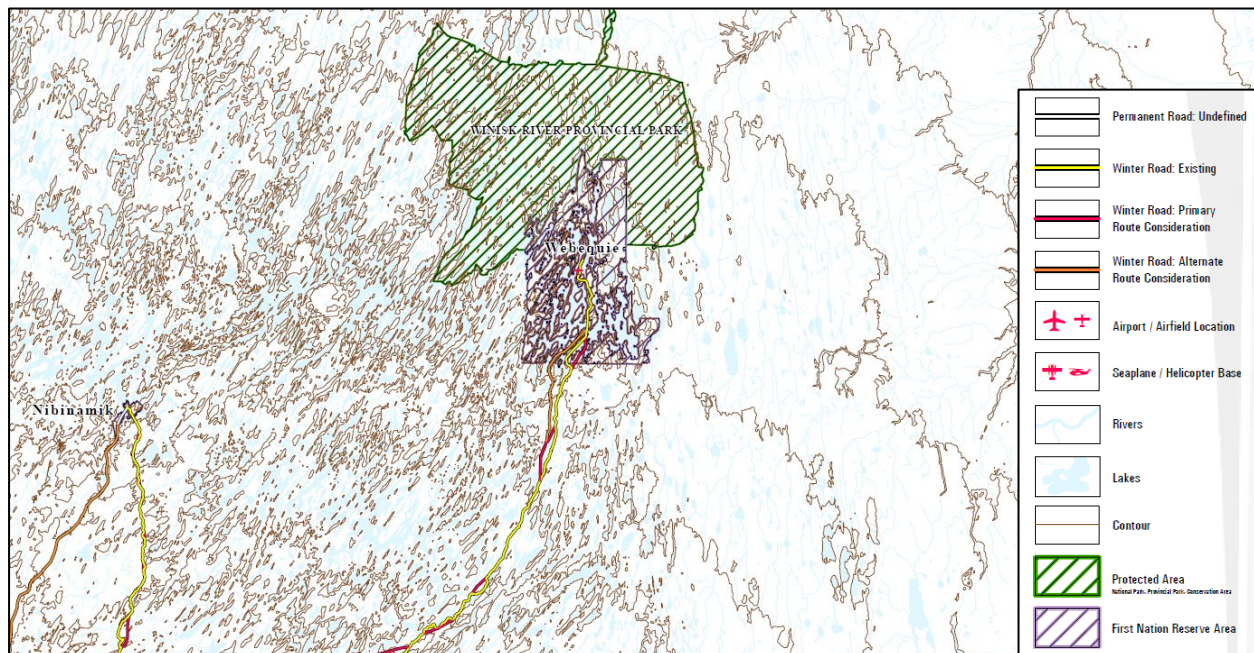
Background Studies

The following studies (summarized in Section 1.3 of this ToR) that have been conducted in the Webeque First Nation/McFaulds Lake region over recent years provide contextual background for the development and analysis of the Webeque Supply Road options. All of these studies have contributed to the inspiration and rationale for the supply road by Webeque First Nation, with the overarching goal being to bring socio-economic opportunities and prosperity to the community.

Winter Road Re-Alignment Study (2008)

On behalf of four First Nations (Marten Falls, Eabametoong, Neskantaga, Nibinamik and Webeque), the Matawa First Nations Tribal Council commissioned a study to examine realigning selected sections winter roads for approximately 200 km, with particular attention to addressing safety, environmental and operational issues related to major water/wetland crossings, steep hills, sharp curves and other deficiencies and sensitivities. **Figure A.1** shows the winter roads under consideration in the vicinity of the Webeque Supply Road study area.

Figure A.1: Matawa Winter Road Realignment Study - Webeque Local Study Area



Source: Winter Road Realignment Study (Draft). Neegan Burnside Ltd., 2008.

The work included the following scope:

- › Realignment of the full length of the Marten Falls winter road to follow a route along the east side of the Ogoki River (approximately 120 km);
- › Realignment of the existing Eabametoong winter road to circumvent Opikieigen Lake and Ozhiski Lake (approximately 67 km);
- › Realignment of the Neskantaga winter road to circumvent the western crossing of Kabanika Lake (approximately 13 km);



- › An assessment of the improvement needs for the entire winter road systems for all five First Nation communities in the study area (approximately 675 km), including the identification and assessment of additional areas for potential realignment; and
- › Consideration of upgrading standards to all-season roads, where applicable.

The study included extensive consultation with the First Nations, regulatory agencies and other stakeholders (e.g., forestry companies and outfitters). Based on the consultation program results and completed assessments, alternative solutions to identified deficiencies in the winter road system included: improvements to winter road standards, (i.e., realignment, widening, crossing improvements), including the development of engineering design criteria related to traffic volumes, operating speeds, lane configuration and vertical and horizontal alignment constraints; or upgrading of the roads to all-season standards (i.e., realignment to higher ground (along eskers); construction of permanent structures at water crossings).

The study results also included cost estimates for the construction of 332 km of winter road realignment, constructed to all-season road standards (\$75,000 - \$200,000 per kilometre, yielding total costs of \$35,754,000 for road work and \$16,850,000 for construction of permanent bridge structures).

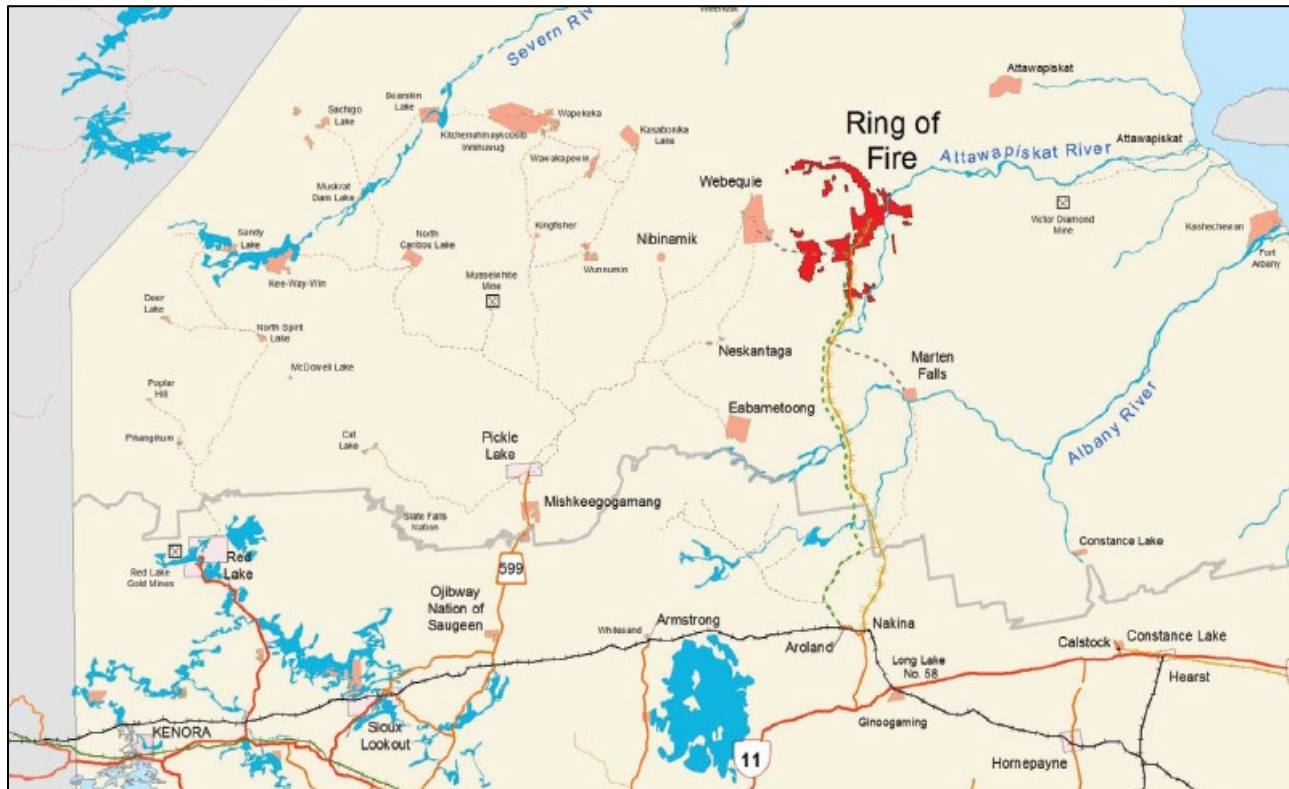
Cliffs Ferroalloys Black Thor Mine Integrated Transportation System (2011)

In 2011, Cliffs Natural Resources, later referred to as Cliffs Ferroalloys (“Cliffs”), announced its intention to move forward with permitting and development of the Black Thor Chromite Mine in the McFaulds Lake Ring of Fire area, a very large and promising mineralized zone proven to contain high grade ferrochrome deposits.

However, by 2015, citing many regulatory, financial and logistical challenges, Cliffs removed itself from further development of their Ring of Fire project. Interests in the Cliffs properties were sold to Noront Resources.

Prior to the sale, Cliffs had conducted a number of studies as part of its coordinated federal-provincial EA process. From those studies, Cliffs developed an Integrated Transportation System (ITS) that optimized all-season road connection of the Black Thor mine assets and facilities with the provincial highway system and the CN Rail system at Highway 584 near Nakina, Ontario (refer to green dashed line in **Figure A.2**).

Figure A.2: Cliffs Ferroalloys Proposed All-Season Road Route to Highway 584 and KWG Resources Proposed Rail/Road Route to Nakina



Source: "Roads, Rail and the Ring of Fire": Commentary No. 7. Northern Policy Institute (October 2015).

The all-season road option was preferred over a heavy rail system from a cost, constructability and First Nations community benefits perspective. The corridor for the all-season road was selected following optimization that minimized constructability challenges, minimized costs, and minimized environmental impacts, while providing potential opportunities for First Nations connection to the provincial highway system at Nakina.

Around the same time, KWG Resources (KWG), a junior mining company also active in the McFaulds Lake area, studied transportation options into the Ring of Fire area and identified a preference for a rail/road link that followed a similar corridor to the Cliffs proposed road corridor. The KWG preferred rail/road option (yellow hatched alignment) is also shown in **Figure A.2**. The KWG rail/road option has never been examined through a provincial or federal environmental assessment process.

Although now in control of the Cliffs Black Thor chromite project, Noront confirmed their selection of an all-season road along the East-West corridor between Highway 599/Pickle Lake Road and their proposed Eagle's Nest copper/silver/gold mine at McFaulds Lake, largely following the existing winter road alignment, for all the reasons discussed above. One of the most important considerations was that the East-West corridor would provide potential for more First Nations to potentially benefit from a connection to the provincial highway system.



From the Webequie First Nation perspective, the preferred ITS selected by Cliffs did not include winter road or all-season road connection to the Webequie First Nation, thereby limiting the potential for the community to transport goods and services between the Webequie Airport and the Black Thor mine; and also limiting the potential for connection to the provincial highway system at Nakina. It should be noted that the Cliffs EA study was not complete when Cliffs sold its interests to Noront Resources. A Webequie connection could very well have been added during the ongoing environmental assessment process (had it continued), as could further negotiations with Webequie regarding their participation and involvement in the Black Thor project.

Noront Resources Eagle's Nest Mine Access Road (2013)

In 2013, Noront Resources prepared a draft federal/provincial Environmental Impact Statement/Environmental Assessment Report (EIS/EAR) for their proposed Eagle's Nest mine in the McFaulds Lake area, including an examination of alternative road routes and types (e.g., winter, all-season and combined winter/all-season) that would connect the mine to the provincial highway system. The Noront draft EIS/EAR process was not completed. The provincial notice of approval for the Noront EA Terms of Reference for the Eagle's Nest Project included the requirement that Noront re-screen four road corridors before reaching a conclusion on its access road corridor. The draft EIS/EAR for the Noront Eagle's Nest Mine Project was prepared in advance of the approval of the ToR and does not reflect the requirement to re-screen access road corridors. The MECP Environmental Assessment and Permissions Branch did not review the draft EIS/EAR. The WSR Project Team understands that the document was reviewed by federal agencies and comments were returned to Noront. As part of the transition to the new *Impact Assessment Act* on August 28, 2019, the Impact Assessment Agency of Canada issued a Notice of Termination of the federal EA for the Eagle's Nest Project.

The Noront environmental assessment examined access alternatives, as follows:

- › Alternative road routes that would connect the mine to the provincial highway system:
 - North-South connection through Nakina via Highway 584;
 - Eastern connection to the DeBeers Victor diamond mine; potential port facilities at the Attawapiskat First Nation; and connection to the James Bay coast winter road, with connection to rail facilities in Moosonee; and
 - East-West connection to the Northern Ontario Resource Trail (NORT) North Road/Pickle Lake Road and Highway 599 near Pickle Lake, Ontario.

This analysis identified few advantages of the Eastern connection to the Attawapiskat First Nation and the James Bay coast winter road over the more significant advantages of the East-West and North-South road options. The comparative analysis of the East-West and North-South alternatives identified the NORT North Road/Pickle Lake/Highway 599 connection near Pickle Lake as the preferred route for several key reasons:

- Interconnection to a trans-modal transportation facility with rail interconnection, at Savant Lake, for transportation of concentrate to processing facilities located in the south;
- Overall lower costs and shorter construction period;
- Potential for several First Nations to connect to the road, providing interconnection to the provincial highway system, the end of geographic isolation and potential economic development opportunities;
- Fewer major watercourse crossings (lower cost and potential environmental effects); and



- No traversing of provincial parks.
- › Alternative road types between Eagle's Nest and NORT North Road/Pickle Lake Road/Highway 599 were considered:
 - All-season road;
 - Combined winter road/all-season road:
 - Winter road connection between Eagle's Nest and Webequie Junction south of the Webequie First Nation;
 - All-season road between Webequie Junction and the NORT North Road/Pickle Lake Road/Highway 599;
 - Slurry pipeline between Eagle's Nest and Webequie Junction to transport concentrate to load-out facilities at Webequie Junction.

An all-season road connecting to the NORT North Road/Pickle Lake Road/Highway 599, and rail interface at a trans-modal load-out facility on the CN Rail corridor on Highway 599 near Savant Lake, Ontario, was selected as the preferred alternative for the following reasons:

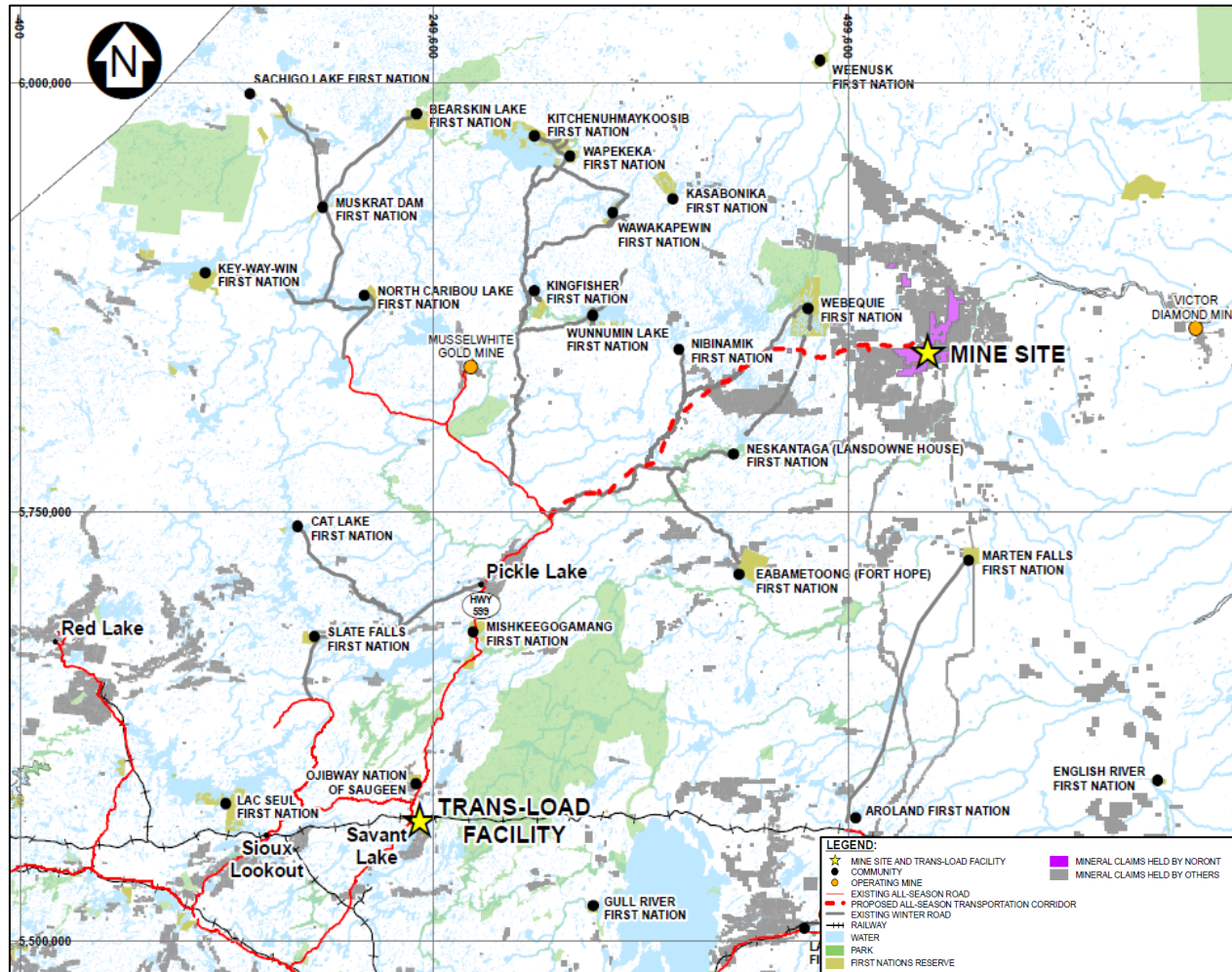
- › Capacity to accommodate higher truck traffic volumes along the entire roadway throughout the year than winter road only, or winter road/all-season road combination;
- › Lower environmental effects as a result of permanent structures, compared to annual construction disturbance with a winter road; and
- › Higher reliability for concentrate haul and the delivery of goods and services.

In identifying route alternatives for the Eagle's Nest mine access road, it was intended to maximize use of existing winter road corridors to minimize additional clearing and environmental effects. The preferred alignment was selected by optimizing constructability, environmental effects and costs. Following the existing winter road alignment, with some revisions to enhance constructability, is considered a significant advantage over the establishment of a new corridor. The preferred all season road corridor identified in the 2013 EIS/EAR is shown on **Figure A.3**.

In addition to providing the least cost, least impact route from Highway 599/Pickle Lake Road into the Eagle's Nest mine site, with the addition of connecting community lateral access roads, the selected mine site access road also provided potential all-season access to the provincial highway system for Webequie First Nation and other First Nations proximate to the proposed road, including the Nibinamik, Neskantaga and Eabametoong First Nations.

From the Webequie First Nation perspective, this corridor provided community benefits. The community would have all-season access to the provincial highway system with the addition of a community lateral connection from the Webequie Junction directly north to the Webequie reserve lands and the airport. In addition, the community would have potential year-round economic development opportunities related to the transportation of goods and services between the Webequie Airport and the Eagle's Nest mining facility.

Figure A.3: Noront 2013 Proposed Eagle's Nest All-Season Transportation Corridor



Source: Noront Eagle's Nest Project Federal/Provincial Environmental Impact Statement/Environmental Assessment Report – Executive Summary (Draft Copy) (Noront, December 20, 2013)

At present, the Noront EA process is on hold until there is more certainty about the development of all-season roads in the region. Noront has advised the WSR Project Team that, when reactivated, the EA will exclude consideration of an all-season road connection to the provincial highway network, as it has been assumed that this will be developed by others based on the Province of Ontario's pledges of funding for infrastructure (mainly roads) in the Ring of Fire area. Details on the current status of Eagle's Nest Mine project, can be found on Noront's website (<http://norontresources.com>).

All-Season Community Road Study (2016)

Webequie was one of four First Nations that directed the All-Season Community Road Study (ASCRS) that was completed in June 2016. Neskantaga, Nibinamik and Eabametoong were the other participating First Nations. The purpose of this study was to examine options for interconnecting these First Nations communities to the provincial highway system for the purposes of providing community social and economic benefits.



Webequie Supply Road Environmental Assessment Terms of Reference



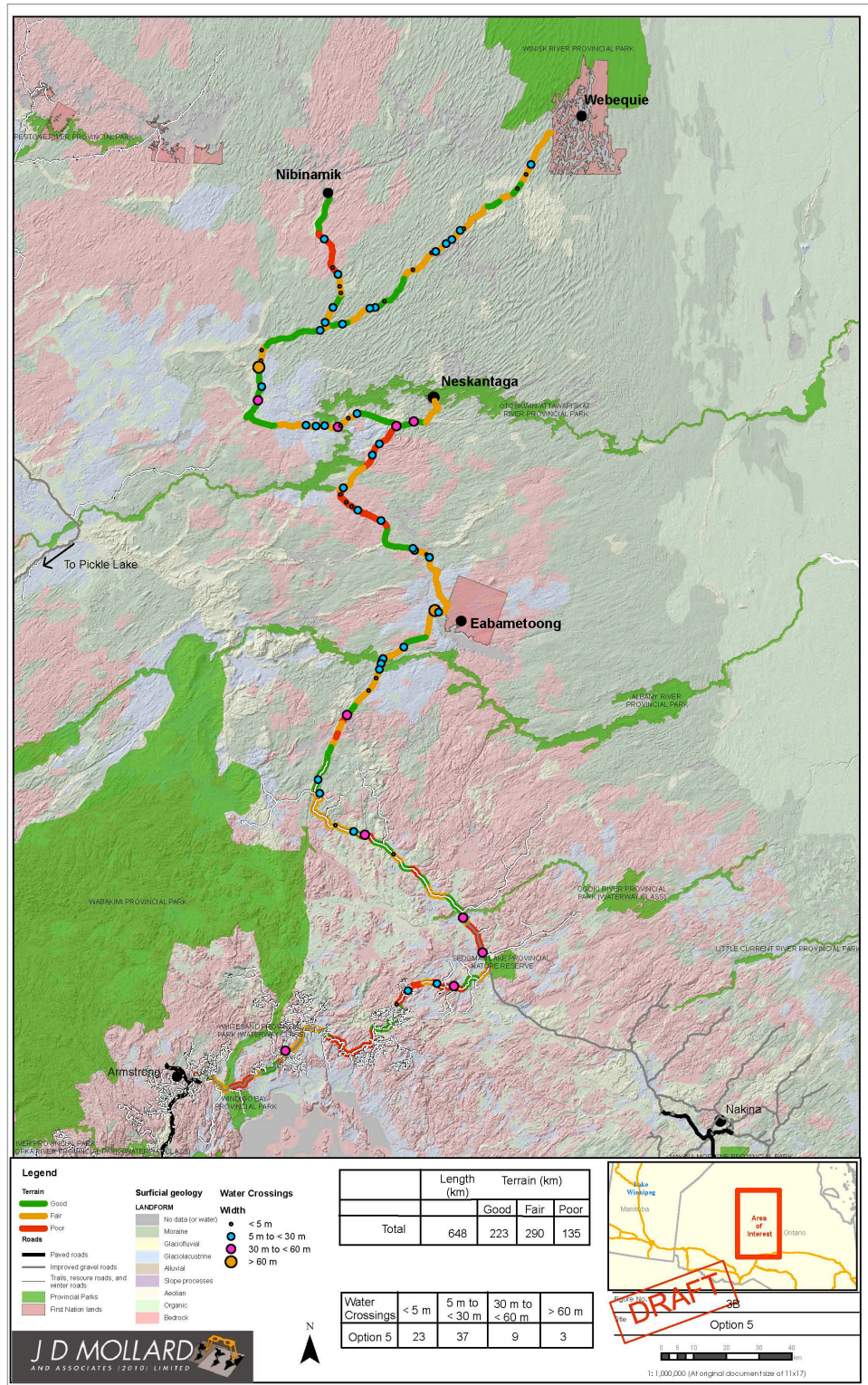
Many alternatives were examined, including those previously preferred by Noront Resources, Cliffs and KWG Resources. In addition to previously identified alternative corridors, the four First Nations chose to examine other alternatives that prioritized inter-community connections, minimized environmental impacts and maximized community benefits.

Following community engagement and multi-criteria assessment, a preferred corridor was identified for further study. The preferred corridor, shown on **Figure A.4**, generally followed an east-west orientation and included input from First Nations land users to avoid areas of cultural and environmental significance.

The preferred corridor/road coming out of the 2016 ASCRS did not connect to the McFaulds Lake area due to unresolved issues and concerns expressed by some participating First Nations about mining development in the Ring of Fire area.

From the Webequie First Nation perspective, the preferred alternative emerging from the 2016 ASCRS provided a number of social and economic benefits to community members as a result of connection to the provincial highway system and interconnection with other First Nations communities. However, there was additional interest in continuing to examine a supply road connection into the McFaulds Lake area, separate from the ASCRS options, and building on studies being conducted by Noront Resources. This connection between Webequie and McFaulds Lake is considered important to Webequie First Nation, as it could provide the community with economic development opportunities and community economic and social benefits above and beyond the benefits of an all-season community road to Pickle Lake.

Figure A.4: All-Season Community Road Study - Preferred Alternative





All-Season Community Road Study – Phase 2 (2017)

In 2017, the Nibinamik and Webequie First Nations continued the ASCRS on their own, to refine the preferred corridor analysis from the previous phase of the study (largely within their own traditional territories) and to continue with community engagement. The ASCRS – Phase 2 investigations involved many discussions with Nibinamik and Webequie land users, elders and youth to refine the corridor centreline and to determine support for an east-west connection to the provincial highway system at the Pickle Lake Road. The Phase 2 study also included more extensive data collection, including field studies and gathering of more Indigenous Knowledge information. This additional information, together with input from community members, was used to identify a refined east-west all-season road corridor, which is has essentially the same purpose (connection of Webequie and Nibinamik to the provincial highway system at Pickle Lake).

In addition to defining a refined corridor, it was determined during Phase 2 that there is reasonably strong support for an all-season community road connection to the provincial highway system, but not clear and full community support for interconnection of the all-season road to mining activity in the McFaulds Lake area.

From the perspective of the Webequie First Nation, there was general community and political support for an all-season community road to the provincial highway system at the Pickle Lake Road. However, there was concern that the discussion of the all-season road did not include an extension from the community eastwards to McFaulds Lake, which was thought to provide potential for economic development opportunities with mine exploration and future mining operations.



Appendix A.2

Provincial Plans and Policies

The table below presents extracts or summarizes statements from provincial planning and policy documents that relate to the relevance of the Webequie Supply Road Project in the context of broader, long-term provincial growth, development and multimodal transportation initiatives in Northern Ontario.

Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
2041 Northern Ontario Multimodal Transportation Strategy (Draft) (MTO and MNM, 2017) Goals and [Directions]	<p>Recognition that there is a uniquely close linkage between transportation and the quality of life and economic vibrancy in northern Ontario; that communities' primary means of access (air travel and winter ice roads) are limited and vulnerable to the impacts of climate change; and that flexible and innovative strategic direction is required to enhance transportation reliability and communications to and from these communities.</p> <p><u>Vision statement:</u> Northern Ontario's transportation system is responsive to economic, social and environmental needs and change, and is transformative in supporting new economic activity, healthy communities and a cleaner environment.</p> <p><u>Goal 1:</u> Increase and modernize transportation options to support everyday living and economic activity in northern Ontario.</p> <p>[1.8 - Improve quality of roads outside of the provincial highway network that connect to First Nation communities. Ontario will work with the federal government to address core responsibilities to facilitate future enhancements to these roads where they provide critical access to Indigenous communities, including clarification of jurisdiction, ownership, maintenance requirements and governance/funding for road connections relinquished by businesses; and identification of approaches for greater inclusion of First Nations on procurement of road construction and maintenance contracts for these roads].</p> <p>[1.9 - In response to the Truth and Reconciliation Commission of Canada's Calls to Action, increase and enhance economic opportunities for Indigenous peoples and businesses in government-related transportation activities, programs and projects, including employment opportunities, procurement activities related to transportation improvements/projects and/or new transportation partnerships].</p> <p><u>Goal 3:</u> Work with remote and Far North communities to address unique transportation needs with more reliable connections between communities, and to the all-season ground transportation network. Strategy Directions seek to ensure that residents of remote communities and resource development operations have appropriate transportation options, including exploring and supporting agreed upon alternatives to winter roads, such as all-season roads, and the development of an overarching Far North transportation network plan.</p>



Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	<p>[3.6 - Collaboratively pursue the expansion of the all-season road network in partnership with interested First Nation communities and other levels of government and partners, and the continued development of smaller individual projects (in planning or in progress), such as access to North Caribou Lake and Marten Falls.].</p> <p><u>Goal 4:</u> Anticipate and respond to economic, technological, environmental and social change to link people, resources and businesses.</p> <p>[4.1 - Expand broadband infrastructure in rural and remote communities in northern Ontario to enable enhanced communications for people and transportation providers].</p> <p>[4.2 - Deliver services remotely through telecommunications or locally when possible, to decrease the need for people to travel].</p> <p><u>Goal 5:</u> Create a cleaner and more sustainable transportation system in northern Ontario by reducing GHG and other environmental and human health impacts. This includes working with Indigenous peoples and remote and northern communities to reduce their reliance on diesel by connecting these communities to electricity grids and implementing renewable energy systems.</p> <p>[5.3 - Move towards a more comprehensive approach to climate change risk resiliency in considering impacts and risks associated with climate change when making decisions on transportation infrastructure investments for northern Ontario (e.g., consideration of all-season roads vs continued reliance on winter roads)].</p>
<p>Growth Plan for Northern Ontario (MOI and MNDMF, 2011)</p>	<p>Developed under the Places to Grow Act (2005), this plan applies to the Northern Ontario Growth Plan Area defined by O.Reg. 416/05, including Webequie First Nation territory, but has no force on First Nation reserve lands. It encompasses and recognizes the inter-relationships between economic development, infrastructure investment, labour market and land use components in promulgating provincial government policies for governing growth in Northern Ontario to 2036. It is structured around six theme areas: economy; people; communities; infrastructure; environment; and Aboriginal peoples.</p> <p>The Plan spawned the Northern Multimodal Transportation Strategy, as well as the creation of the Northern Policy Institute and piloting two regional economic development planning areas.</p> <p>Vision: Includes communities connected to each other and the world, offering dynamic and welcoming environments that are attractive to newcomers. Municipalities, Aboriginal communities, governments and industry work together to achieve shared economic, environmental and community goals.</p> <p>Guiding principles include:</p> <ul style="list-style-type: none"> - Delivering a complete network of transportation, energy, communications, social and learning infrastructure to support strong, vibrant communities; and



Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	<ul style="list-style-type: none"> - Partnering with Aboriginal peoples to increase educational and employment opportunities. <p>Relevant policies:</p> <p>2.2.4 The Province will focus economic development efforts, in the form of five-year action plans on 11 existing and emerging priority economic sectors, including the minerals sector and mining supply services, and the distinct competitive advantages that Northern Ontario can offer within these sectors.</p> <p>2.2.6 The Province will work to attract investment to Northern Ontario by various means, including measures to address barriers to investment, such as information and communications technology infrastructure, energy costs, labour and transportation.</p> <p>2.3.5 The Province will grow and diversify the digital economy sector by expanding access to information and communications technology infrastructure to address current and future needs of businesses, organizations and private citizens.</p> <p>2.3.8 Efforts to grow and diversify the minerals sector and mining supply and services should include: expanding the mining supply and services industry; enabling new mining opportunities; facilitating partnerships among communities and industry to optimize community employment and benefits; and facilitating the entry of new participants and entrepreneurs, including Aboriginal businesses, co-operatives and commercial developers.</p>
Ontario's Mineral Development Strategy (MNDM, 2015)	<p>As part of four strategic priorities, keep Ontario's mining industry growing and prosperous by enhancing Aboriginal voices and meaningful participation, and building a highly-skilled workforce.</p> <p>Increase mineral discovery rates by ensuring that mineral sector transportation planning needs are considered in the Northern Ontario Multimodal Transportation Strategy, which identified and prioritized long-term strategic directions for infrastructure across the North.</p> <p>Improve Ontario mining industry competitiveness by making strategic investments in mining and community-related infrastructure with the private sector, Aboriginal partners and other levels of government.</p> <p>Enhance Aboriginal voices and meaningful participation in economic development through implementation of strategies and approaches to ensure that Aboriginal communities share in the benefits from mining and mineral exploration.</p> <p>As a call to action, includes recognition that the industry must take advantage of new opportunities that come with improved infrastructure (such as the supply road link between Webequie and the McFaulds Lake area) to implement the new mineral development strategy.</p>



Appendix B

List of Preliminary Evaluation Criteria and Indicators

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment	Upland Ecosystems, Riparian Ecosystems and Wetlands	Change (hectares - ha) to upland ecosystems, riparian ecosystems and wetlands (not designated as Provincially Significant Wetland (PSW))	Potential for short-term and long-term effects on upland ecosystems, riparian ecosystems and wetlands	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge Ministry of Natural Resources and Forestry (MNRF) Natural Heritage Information Centre (NHIC) Land Information Ontario (LIO) database Desktop studies Field studies
		Ecosystem availability	Indigenous communities use of vegetation	
		Ecosystem distribution	Habitat for wildlife	
		Ecosystem composition	Ecosystem and landscape level biodiversity	
	Fish and Fish Habitat	Changes to fish and fish habitat	Potential for short-term and long-term effects on aquatic habitats	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge Field studies MNRF (Fish ON-line database) LIO Database Department of Fisheries and Oceans (DFO) NHIC Desktop studies
		Number or area (ha) of waterbodies crossed	Representative recreational species	
		Fish spawning, nursery or rearing areas (ha)	Important harvested species	
		Habitat quantity (ha)		
		Habitat quality		
		Abundance and distribution		
	Provincial Parks, Conservation Reserves, Areas of Natural and Scientific Interest (ANSIs) or Provincially Significant Wetlands	Number and area (ha) of Provincial Parks, Areas of Natural and Scientific Interest (ANSIs), Conservation Reserves, or Provincially Significant Wetland Area affected	Provincial designation of natural features of value or significance	<ul style="list-style-type: none"> MNRF NHIC LIO database Desktop studies Field studies
			Potential for short-term and long-term effects on natural features	

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)	Federal or Provincial Species at Risk (SAR)	Changes to: Habitat availability (i.e., quantity and quality) Habitat distribution (i.e., configuration and connectivity) Survival and reproduction	Federally (<i>Species At Risk Act</i>) or provincially (<i>Endangered Species Act, 2007</i>) listed species that are afforded protection Important for continued ecological function and diversity of boreal ecosystems Potential for short- and long-term effects on SAR or their habitat	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge MNRF NHIC Committee on the Status of Endangered Wildlife in Canada (COSEWIC) Species at Risk in Ontario (SARO) list Committee on the Status of Species at Risk in Ontario (COSSARO) <i>Endangered Species Act, 2007</i> Desktop studies Field studies
	<ul style="list-style-type: none"> Bald eagle Barn swallow Bank swallow; Canada warbler Evening Grosbeak Common nighthawk Rusty blackbird Olive-sided flycatcher Wolverine Little brown myotis Lake sturgeon 			
	<ul style="list-style-type: none"> Caribou (Boreal population) 	Caribou Species Protection: <ul style="list-style-type: none"> Population Size Estimates at the Range Level (e.g., minimum animal count based on available information) Population Trend Estimates at the Range Level Indirect mortality due to increases in alternate prey sources (moose and deer) leading to increase predation (wolves, bears, etc.) and increased potential for spread of disease (e.g., brainworm) Indirect impacts due to 	Federally (<i>Species At Risk Act</i>) or provincially (<i>Endangered Species Act, 2007</i>) listed species that are afforded protection Important for continued ecological function and diversity of boreal ecosystems Potential for short- and long-term effects on SAR or their habitat Potential for short-term and long-term effects on caribou habitat	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge MNRF NHIC Committee on the Status of Endangered Wildlife in Canada (COSEWIC) Species at Risk in Ontario (SARO) list Committee on the Status of Species at Risk in Ontario (COSSARO) <i>Endangered Species Act, 2007</i> Desktop studies Field studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		<p>sensory disturbances (e.g. light, sound, vibration, olfactory) within 10 km of the project</p> <ul style="list-style-type: none"> Incidental mortality due to anthropogenic impacts (e.g. vehicular collisions, increased hunting pressure) <p>Caribou Habitat Protection:</p> <ul style="list-style-type: none"> Range Condition Cumulative Disturbances at Range Level <ul style="list-style-type: none"> Quantify additional disturbance being added to the range (footprint and footprint + 500 metre buffer) Alignment with existing disturbance Length of new linear disturbances Habitat Amount and Arrangement Categorized Habitat at the Sub-range Level <ul style="list-style-type: none"> Category 1: High Use Area – Nursery Areas Habitat potentially impacted <ul style="list-style-type: none"> Number of Nursery Areas within the Range Number of Nursery Areas potentially impacted by the Project (e.g. how many intersect with 	<p>Representative recreational species</p> <p>Important harvested species</p> <p>Indigenous communities traditional use of species</p> <p>Social/cultural importance to Indigenous communities</p>	

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		<ul style="list-style-type: none"> project footprint, are within 2 km, are within 10 km) ▪ Relevant information on that habitat such as average age of forest, condition of forest, etc. for each Nursery Area potentially impacted by the Project ▪ Area (ha) of each Nursery Area potentially being impacted ▪ Area (ha) of each Nursery Area removed by Project ○ Category 1: High Use Area – <i>Winter Use Areas</i> potentially impacted <ul style="list-style-type: none"> ▪ Number of Winter Use Areas within the Range ▪ Number of Winter Use Areas potentially impacted by the Project (e.g., how many intersect with project footprint are within 2 km, are within 10 km) ▪ Relevant information on that habitat, such as average age of forest, condition of 		

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		<ul style="list-style-type: none"> forest, etc. for each Winter Use Area potentially impacted by the Project ▪ Area (ha) of each Winter Use Area potentially being impacted ▪ Area (ha) of each Winter use Area removed by the Project ○ Category 1: High Use Area – <i>Travel Corridors</i> potentially impacted <ul style="list-style-type: none"> ▪ Number of Travel Corridors within the Range ▪ Number of Travel Corridors potentially impacted by the Project (e.g., how many intersect with project footprint are within 2 km, are within 10 km) ▪ Relevant information on that habitat, such as average age of forest, condition of forest, etc. for each Travel Corridor potentially impacted by the Project ▪ Area (ha) of each Travel Corridor potentially being 		

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		<ul style="list-style-type: none"> impacted <ul style="list-style-type: none"> ▪ Area (ha) of each Travel Corridor removed by the Project ○ Category 2: Seasonal Ranges impacted <ul style="list-style-type: none"> • Area (ha) of Seasonal Ranges potentially being impacted • Relevant information on that habitat, such as average age of forest, condition of forest, etc. for Seasonal Ranges potentially impacted by the Project • Area of Seasonal Range removed by Project ○ Category 3: Remaining Areas in the Range impacted <ul style="list-style-type: none"> ▪ Area (ha) of Remaining Areas in the Range potentially being impacted ▪ Relevant information on that habitat, such as average age of forest, condition of forest, etc. for Remaining Areas in the Range 		

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		<p>potentially impacted by the Project</p> <ul style="list-style-type: none"> Area (ha) of Remaining Area in the Range removed by Project 		
	Wildlife and Wildlife Habitat	<p>Changes to wildlife and wildlife habitat</p> <p>Area (ha) of wildlife habitat crossed</p> <p>Habitat availability (i.e., quantity and quality)</p> <p>Habitat distribution (i.e., arrangement and connectivity)</p> <p>Survival and reproduction</p>	<p>Potential for short-term and long-term effects on wildlife habitat</p> <p>Social/cultural importance to Indigenous communities</p>	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge Ontario Reptile and Amphibian Atlas Bat Conservation International MNRF NHIC Desktop studies Field studies
	Identified Significant Wildlife Habitat	Area (ha) of significant wildlife habitat crossed or fragmented	Potential for short-term and long-term effects on significant wildlife habitat	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge MNRF NHIC Desktop studies Field studies Significant Wildlife Habitat Criteria Schedules for Ecoregion 3E
	Significant Ecological Areas (defined as areas of interest to the MNRF that are ecologically significant and warrant special consideration)	Number and area (ha) of Significant Ecological Areas effected	Potential for short-term and long-term effects on Significant Ecological Areas	<ul style="list-style-type: none"> MNRF NHIC Desktop studies Indigenous consultation and Indigenous Knowledge Field studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)	Migratory Birds	Areas (ha) of migratory bird, feeding habitat and resting areas affected	Potential for short-term and long-term effects on migratory birds and their habitat	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • NHIC • MNRF - Land Information Ontario geographic data sets • Bird Studies Canada • Ebird • Ontario Breeding Bird Atlas • Environment and Climate Change Canada (ECCC) • Field studies
	Air Quality	Qualitative and quantitative assessment of changes in ambient air quality	Sensitivity of human health to air quality	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Most current Ontario Ambient Air Quality Criteria published online by MECP • Air Quality Pollutant Concentrations (MECP) • 2019 National Inventory Report (1990-2017): – Greenhouse Sources and Sinks in Canada • National Air Pollution Surveillance Network database
		Vehicle exhaust emissions Dust emissions	Sensitivity of the environment (soils, plants, animals) to air quality	
		Greenhouse gas emissions		
	Noise	Predicted Noise levels – Quantitative and qualitative assessment of changes to noise levels	<p>Sensitivity of wildlife to changes above existing noise levels - sensory disturbance can impact habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals</p> <p>Sensitivity of humans to changes above existing noise</p>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • MNRF – LOI database sets • Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning, Publication NPC-300 (MOECC, 2013) • Model Municipal Noise Control By-Law Noise Pollution Control Guideline

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)			levels - annoyance to individuals/households/communal uses in community based on noise proximity effects	Construction Equipment, Publication NPC-115 <ul style="list-style-type: none"> Equipment list provided by Project engineering team
	Surface Water	<p>Changes to surface water level</p> <p>Changes to surface water quality</p> <p>Changes to surface water quantity (flow)</p>	<p>Potential for short- and long-term effects on surface water</p> <p>Surface water is the freshwater habitat for fish and aquatic organisms</p> <p>Importance to supporting fish, recreational use, navigation of watercraft and aesthetics</p> <p>Importance to human use (drinking water or other consumption)</p>	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge Ontario Flow Assessment Tool (MNRF) Provincial (Stream) Water Quality Monitoring Network Data Catalogue (MECP) Desktop studies Field studies
	Groundwater	<p>Changes to groundwater flow</p> <p>Changes to groundwater quality</p> <p>Changes to groundwater quantity</p>	<p>Potential for short- and long-term effects on groundwater regime (flow/recharge interference, quality)</p> <p>Importance in the hydrologic cycle</p> <p>Importance to human use (potable drinking water supply quantity and quality, or other consumptive uses)</p>	<ul style="list-style-type: none"> Indigenous consultation and Indigenous Knowledge MNRF MECP – Well Water Record Database, Permit to Take Water database MECP – Data Catalogue Provincial Groundwater Monitoring Network database Ontario Geological Survey Bedrock and Quaternary Geology maps Desktop studies Field studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Socio-Economic Environment	Traditional Land and Resource Uses (hunting, gathering, fishing, trapping)	Changes, disruption (number of sites), or loss (ha) of land areas used intensively for traditional activities by community members	Social/cultural/economic importance to Indigenous communities	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • MNRF • Desktop studies
		Number of fish spawning areas affected		
		Number of quality fish harvesting areas affected		
		Number/area (ha) of seasonal hunting areas affected		
		Number/area (ha) of moose mating areas affected		
		Area (ha) used for harvesting of plants for human consumption effected		
		Number of trap lines affected		
	Commercial Activities and Labour Market	Employment and training opportunities	Project workforce hiring and procurement could affect employment, income, and training	<ul style="list-style-type: none"> • Stakeholder engagement • Statistics Canada Census Community Profiles and National Household Survey • Provincial and regional economic development reports • Ministry of Energy, Northern Development and Mines (ENDM) • Business Operators • Desktop studies • First Nations employment skills inventory

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Socio-Economic Environment (cont'd)				<ul style="list-style-type: none"> • First Nations business inventory
	Housing and Temporary Accommodation	<p>Temporary and permanent changes to local community population</p> <p>Housing demand</p> <p>Housing supply</p> <p>Services and infrastructure demands</p>	<p>Project requirements for worker accommodation during construction may result in temporary in-migration and increased demand for housing</p>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Statistics Canada Census Community Profiles and National Household Survey • Municipal and provincial government websites • Stakeholder engagement • Business Operators • Desktop studies
	Community Health and Well-being	<p>Nuisance effects</p> <p>Changes in levels of public safety</p> <p>Changes in human health</p>	<p>Potential for nuisance effects, such as noise and air quality, affecting Webequie community</p> <p>Well-being, inclusive of public safety, is a central value for Indigenous communities and land users</p> <p>Potential for Project activities to affect public safety – vehicle/pedestrian collisions</p> <p>Potential for increase in rates of addiction/substance abuse</p>	<ul style="list-style-type: none"> • Indigenous consultation and Traditional Knowledge • Stakeholder engagement • Business Operators • Desktop studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Socio-Economic Environment (cont'd)	Mineral and Aggregate Resources	Area (ha) of significant aggregate deposits affected	Potential effects on existing aggregate deposits (depletion of, access to)	<ul style="list-style-type: none"> • ENDM • MNRF • Ontario's Land Information Directory (OLID) database • Owners • Desktop studies • Indigenous consultation and Indigenous Knowledge
		Area (ha) of mines within the study area affected	Potential effects on mining operations	
		Number of mining claims within the study area affected	Potential effects on the mineral exploration industry	
		Area of pits/quarries (ha) within the study area affected	Potential for uncontrolled access to areas of mineral exploration	
	Recreational Activities (camps, trails, outfitters, movement of small watercraft)	Number/type of activities affected	<p>Of importance to communities to identify, maintain and protect recreational features and pursuits</p> <p>Potential for increased access to traditional lands for non-Indigenous recreation and harvesting</p>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • MNRF • Business Operators • Desktop studies
	Provincial Parks, Areas of Natural and Scientific Interest (ANSIs) or Conservation Reserves	Number and area (ha) of Provincial Parks, Areas of Natural and Scientific Interest (ANSIs) or Conservation Reserves affected	Parks and protected areas have social, recreational, environmental and health/ well-being values to communities and users	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • MNRF • Business Operators • Desktop studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Cultural Environment	Aboriginal and Treaty Rights and Interests	<p>Changes in preferred harvested species</p> <p>Changes to, or restrictions on, preferred harvesting methods</p> <p>Changes to quantity and quality of cultural use and spiritual locations and access</p> <p>Changes in the experience of lands and resources for cultural purposes</p>	<p>Aboriginal Rights, Treaty Rights, and interests in and current use of lands and resources for cultural purposes (e.g., hunting, trapping, fishing, agriculture, use of plants) are important to Indigenous communities and individuals</p>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Treaty 9 • MECP • MNRF • ENDM • Indigenous Services Canada • Desktop studies
	Archaeological Resources	<p>Number and/or area of artifacts, archaeological sites and marine archaeological sites, as defined in the <i>Ontario Heritage Act</i>. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i></p>	<p>Archaeological remains or artifacts are a non-renewable resource that could be affected by project activities</p> <p>Cultural and spiritual importance to Indigenous communities</p> <p>Archaeological sites are protected under the <i>Ontario Heritage Act</i></p>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) - Ontario Archaeological Sites Database • Existing archaeological assessments/reports • Desktop studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Cultural Environment (cont'd)	Built Heritage Resources and Cultural Heritage Landscapes	Number and type of known and potential built heritage resources and/or cultural heritage landscapes; including those identified by non-Indigenous and Indigenous communities	<p>Built heritage and cultural heritage landscapes are a non-renewable resource that could be affected by project activities</p> <p>Built heritage resources and cultural landscapes, including those that may have spiritual and symbolic meaning for Canadians and Indigenous communities</p> <p>Built heritage resources and landscapes are protected under the <i>Ontario Heritage Act</i></p>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) database • Existing built heritage and cultural landscape assessments/reports • Desktop studies
	Burial Sites	The identification and evaluation of burial sites are based upon investigations and fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> and the <i>Funeral, Burial and Cremation Services Act</i>	Burial sites are afforded protection under the <i>Funeral, Burial and Cremation Services Act</i>	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) database

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Technical Considerations	Safety and Reliability	Conformance of road to provincial road safety standards and ability to provide reliability for users	Safety and reliability are primary technical and socio-economic concerns for Webequie community and mineral exploration/development sector users	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Ministry of Transportation (MTO) • Canadian Highway Bridge Design Code • Transportation Association of Canada (TAC) - Geometric Design Standards • Desktop and engineering studies
	Constructability	Terrain and soil stability	Constructability is a key technical consideration for the Project due to the remote nature of study area	<ul style="list-style-type: none"> • Engineering and design standards for roads • Environmental agencies' guidelines and regulations
		Local design considerations		
	Cost	Construction capital costs Operations and maintenance cost Length (km) of all-season road	Providing value and cost-effective road to WFN and Province is considered a significant technical consideration	<ul style="list-style-type: none"> • Industry engineering design, construction and operation/maintenance standards and guidelines • MTO • TAC
	Location of Supportive Infrastructure (aggregate supply areas, camps, laydown/storage yards, access roads)	Proximity/distance (km) to corridor of aggregate source sites, including quality of aggregate deposits Capability to support viable temporary construction camps Constraints to haulage/movement of materials and equipment Length (km) of temporary and permanent access roads	Location of supportive infrastructure informs constructability, construction budget, and operations and maintenance costs	<ul style="list-style-type: none"> • Indigenous consultation and Indigenous Knowledge • Industry engineering design, construction and operation/maintenance standards and guidelines • MTO • TAC



Appendix C

Summary of Commitments Made During Terms of Reference Phase

Webequie Supply Road
Summary of Commitments Made During Terms of Reference Phase

Summary of Commitments Made During Terms of Reference Phase				
Item No.	Record of Consultation (RoC) Reference	Comment Received	Webequie First Nation Commitment	Commitment Status
Indigenous Community/Group – Aroland First Nation				
1.	Appendix F Table F-1 AFN-1	“Our concerns include potential for direct impacts to our community and traditional territory that would result from connection of the Project to the provincial highway system, as well as the potential for cumulative effects that would result from additional road and mining developments in the region.”	Concerns related to the potential impacts of the Project that would result from additional road connections and mining developments in the region will be addressed as part of the cumulative effects assessment.	In progress
2.	Appendix F Table F-1 AFN-5	“Therefore, “alternative methods” to be examined during the EA for carrying out the Undertaking will need to include “alternative methods” for facilitating an all-season road connection from Webequie First Nation to the provincial highway system in conjunction with the Webequie Supply Road Project, including a “do nothing” alternative method.”	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
3.	Appendix F Table F-1 AFN-8	“...“alternative methods” to be examined during the EA for carrying out the Undertaking will need to include “alternative methods” for facilitating an all-season road connection from Webequie First Nation to the provincial highway system in conjunction with the Webequie Supply Road Project, including a “do nothing” alternative method and alternative methods for connections between the Supply Road.”	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
4.	Appendix F Table F-1 AFN-9	“...Therefore, the identification of alternative road and assessment of alternatives for an all-season road connection from the Webequie Supply Road Project to the provincial highway system must be carried forward for assessment in the EA.”	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
5.	Appendix F Table F-1 AFN-11	“The Proponent makes it clear in the Draft ToR that study of alternative connections between the Webequie Supply Road and the provincial highway system are well underway and being actively considered.”	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
6.	Appendix F Table F-1 AFN-12	“This alternatives assessment for determining a preferred supply road corridor should be carried forward into the EA and be inclusive of consideration of alternatives for an all-season road connection from the Webequie Supply Road Project to the provincial highway system.”	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
7.	Appendix F Table F-1 AFN-13	“The terrain mapping and geotechnical assessment may need to be carried forward into the EA phase depending on the outcome of the alternative methods analysis...”	Terrain mapping and geotechnical assessment will be conducted during the EA phase.	In progress
8.	Appendix F Table F-1 AFN-14	“The Regional Study Area must be inclusive of the range of impacts associated with the alternative all-season road connections from the Webequie Supply Road to the provincial highway system, inclusive of environmental, social, economic and cumulative impacts directly and indirectly related to the existence of a supply road connected to the Ring of Fire mining area that will facilitate development of the Ring of Fire mining area, and transportation of materials, supplies and people to and from the Ring of Fire mining area.”	A work plan for cumulative effects assessment will be developed at the outside of the EA.	In progress
9.	Appendix F Table F-1 AFN-16	“...Aroland First Nation must be included in the assessment of project impacts, and cumulative impacts.”	Aroland First Nation will be included in the assessment of project impacts and cumulative impacts.	In progress
10.	Appendix F Table F-1 AFN-17	“The preliminary list of potential socio- economic effects is insufficient to characterize the potential socio-economic effects that may be experienced by Aroland First Nation and its community members.”	A full range of direct and indirect impacts of the WSR will be assessed in the EA. The WSR Project Team encourages Aroland First Nation to engage and discuss potential direct and indirect impacts.	In progress
11.	Appendix F Table F-1 AFN-18	“Aroland First Nation stands to be significantly impacted by the Project and should be engaged/consulted.”	Aroland First Nation will be included in the assessment of project impacts and cumulative impacts.	In progress
12.	Appendix F Table F-1 AFN-20	“As such, the Noront Eagle’s Nest Multi-metal Mine can be classified as a “reasonably foreseeable” project due to the existence of extensive baseline data, effects assessment and public media announcements.”	The cumulative effects assessment will include Noront Eagle’s Nest Mine as a “reasonably foreseeable” project.	In progress
Indigenous Community/Group – Mushkegowuk Council				
13.	Appendix F Table F-4 MUC-4	“We will require a detailed breakdown of how volume and weight of vehicles are obtained. In addition, this subsection gives no consideration to the road design as a potential barrier to caribou or other large mammal movements.”	The specific traffic mix (%) of heavy vehicles (e.g., trucks) versus light vehicles will be further examined in the EA.	In progress

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			The current ToR provides the basis for designing the road. It is acknowledged that, given the soil and terrain in the James Bay Lowlands, caribou and other large mammals will likely have to cross the proposed supply road. The potential for related adverse effects and measures for reducing such potential will be examined during the EA phase. To date, baseline studies to inform this assessment have included winter aerial surveys to determine location and movement, and summer calving surveys in the vicinity of the preliminary preferred road corridor (refer to Section 6.2.3). Additional investigations will include an analysis of projected animal crossing locations and a determination of the most appropriate means of reducing the potential for animal-vehicle collisions.	
14.	Appendix F Table F-5 MUC-5	"Mushkegowuk Council recommends adding the review and analysis of caribou crossing data with western science and traditional knowledge experts to determine appropriate mitigation measures such as sloping, grain size and top-dressing. The completed study is to be reviewed by all directly and indirectly impacted First Nations communities so that concerns be addressed and taken into considerations for the road design. Moreover, the road impacts must be monitored during all phases of the said project, including maintenance, closure or decommissioning phases by a terrestrial advisory group comprised of impacted First Nations community harvesters, land users, regulatory officials and Proponent. Mushkegowuk Council has aquatic environment concerns and to this end, Mushkegowuk recommends that the Proponent includes the following component: "To provide baseline monthly methylmercury concentrations for an entire year prior to commencing any work related to the said project." <i>Also, include the following activity:</i> "Monitor and report to the terrestrial advisory group, methylmercury and impacts to fish on a monthly basis for all phases of the project, including the decommissioning or closure phase."	Related study results will be included in the EA documentation for review by Indigenous communities as part of the draft and final Environmental Assessment Report/Impact Statement. Input from those reviews will help inform Detail Design of the supply road, as appropriate. Mitigation, environmental protection planning and pre-construction/construction/operations phase monitoring requirements and initiatives (including water quality and fish community monitoring) and prospective participants will be identified as part of the EA.	In progress
15.	Appendix F Table F-5 MUC-6	"The Proponent proposes discussions between Indigenous communities during the construction phase."	Engagement with individual First Nation communities and groups, including land users and regulators, with respect to construction is an important aspect of EA engagement. Consideration of how engagement is conducted during the construction phase is to be determined.	In progress
16.	Appendix F Table F-5 MUC-8	"Mushkegowuk is concerned that no information about WSR's operational funding is forthcoming. Sufficient funding is required to ensure the safe operations of this Project in the ecological sensitive region of the James Bay Lowlands."	The EA will provide further rationale as to the purpose for the Project.	In progress
17.	Appendix F Table F-5 MUC-9	"Mushkegowuk requests the first stated primary objective in Section 5.1.1 be entirely deleted. Mushkegowuk recommends adding the Do nothing alternative to be considered in the Terms of Reference. In addition, please add the Do nothing alternatives in subsection 5.1.1.6. and delete the last paragraph of this subsection in its entirety, beginning with "Therefore, in keeping...." " "WFN has <u>not</u> consulted with down-muskeg and downstream coastal First Nations communities. Accordingly, all questions offered to adjacent First Nations for their consideration were for most part, upstream First Nations thereby excluding downstream and down muskeg responses."	The ToR includes an assessment of alternatives to the Undertaking, including the Do nothing option. Both Section 5.1.1.6 and Section 5.6 commit to carrying the Do nothing alternative forward as a comparator in the EA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project. Throughout the Terms of Reference and EA, WFN is committed to engaging with potentially affected Mushkegowuk First Nation communities (initially identified as Attawapiskat First Nation, Fort Albany First Nation and Kashechewan First Nation – refer also to Response MUC-3). This process is ongoing as we seek to meet with each individual FN community at their availability.	In progress
18.	Appendix F Table F-5 MUC-10	"We suggest additional consideration be brought forward regarding the possible impacts arising from variability of water table levels leading to increased levels of methylmercury. Water table levels do change in mining dewatering activities and other types of excavation associated with linear infrastructure such as roads."	Potential effects to groundwater quality, flow and quantity as a result of the Project and its interaction with other components such as the aquatic environment or surface water will be examined in the EA.	In progress
19.	Appendix F Table F-5 MUC-11	"Mushkegowuk underscores this WSR project <u>should not proceed</u> as a separate project from the Noront EA because information gaps of the intended mining activities at Eagle's Nest are and will be significant."	As part of a cumulative effects assessment, the WSR EA study will include consideration of the Noront mining activities, as well as other existing and future developments in the region that may reasonably be expected to occur and interact with the WSR Project.	In progress
20.	Appendix F Table F-5 MUC-18	"Mushkegowuk recommends the Proponent prepare an Air Quality and Dustfall Monitoring Plan with dustfall sampling methods and reporting for review by all impacted indigenous communities through the suggested terrestrial advisory group. Also, provide sampling	The comments regarding potential effects to air quality and wildlife related to dust, diesel/gas emissions have been considered and are reflected in the revised Section 7.1.4 and Section 7.1.8 of the ToR. And will be examined in the EA.	In progress



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		methodology of air pollutants and compare with existing Nunavut air quality standards (as opposed to Ontario Ambient Air Quality Criteria which is not adapted for this subarctic region) along with ECCC recommended federal targets. Also, please amend to include an ecological risk assessment to consider ingestion of contaminants of dust and other air pollutants as a pathway for all wildlife, including the caribou and other species at risk.”		
21.	Appendix F Table F-5 MUC-24	“Add the following indicator to the Community Health and Well-being: “Changes to the volume and type of waste in the community landfill including hazardous waste materials, such as fuel cans, batteries, tires, vehicles”. Also, please add the following indicator to the Community Health and Well-being: “level of methylmercury in fish in the downstream rivers”. ”	Socio-Economic Indicators have been included in Section 8.3.1 as per comment received and will be carried forward to the EA.	In progress
22.	Appendix F Table F-5 MUC-25	Mushkegowuk recommends that the Proponent consults with potentially impacted First Nations for its monitoring framework and monitoring plans	Monitoring frameworks and monitoring plans are a critical component of any EA. It is expected that the WSR EA will address and engage on monitoring for all phases of the project.	In progress
23.	Appendix F Table F-5 MUC-26	“Please add to Indigenous communities (and we suggest organizations) requiring deepest and most frequent engagement / consultation: “Mushkegowuk Council”. ”	WFN will follow-up Mushkegowuk Council to further understand their role and objectives in representing their member communities.	In progress
Indigenous Community/Group – Neskantaga First Nation				
24.	Appendix F Table F-5 NFN-4	“Request. Please provide Neskantaga with a copy of the consultation report template. Please provide Neskantaga with copies of the Neskantaga consultation reports to date.”	A Record of Consultation for the ToR phase will be provided as supporting documentation with the final ToR, which will be available for review during the mandatory public review process for the ToR phase.	In progress
25.	Appendix F Table F-5 NFN-7	“Request. Is Webequie prepared to negotiate a Supply Road impact and benefit agreement with Neskantaga?”	The extent to which the project is expected to result in benefits will be discussed through the engagement and consultation process during the EA.	In progress
26.	Appendix F Table F-5 NFN-8	“Neskantaga’s view is that the Crown’s EA processes, as currently designed, are not adequate to undertake the cumulative effects assessment required to address these issues. A parallel process to address cumulative effects needs to be undertaken, with full Matawa First Nations’ involvement. The ToR must address this issue of an effective, fulsome cumulative effects assessment.”	The ToR has committed in Section 6.5 to the development of work plans for select environmental components at the outset of the EA, which will include preparing a work plan for assessing cumulative effects. The work plan for the cumulative effects assessment will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders. The Webequie Project Team will consider the request to establish a joint technical working group with Indigenous communities to provide input to the work plan.	In progress
27.	Appendix F Table F-5 NFN-11	“Request. Going forward the results of baseline studies should be summarized and presented to Neskantaga in clear, non-technical language.”	Environmental Baseline Studies will be available at release of the Draft EAR/IS report. Summaries in non-technical language can be provided.	In progress
28.	Appendix F Table F-5 NFN-13	“Requests. Has Webequie developed a Business Case for the Supply road? If so, please provide a copy or summary to Neskantaga? Has ENDM and/ or Infrastructure Ontario reviewed the Webequie business case for the Supply Road? What were the conclusions of the Ontario review? What external funding sources and mechanism is Webequie considering for the Supply road?”	A business case for the Project and sources of funding have not been explored in any detail at this stage. Funding sources and the economic viability of the Project will be further explored in subsequent stages of project development. The EA will provide further rationale as to the purpose for the Project.	In progress
29.	Appendix F Table F-5 NFN-14	“Requests. The 2016 Hatch Technical Review of Industrial transportation Infrastructure proposals for MNM estimated the capital costs for the Noront E/W road at \$2.4M per km.”	The preliminary estimated capital cost presented in the ToR is considered an indicative cost estimate for the Webequie Supply Road Project. The preliminary capital cost for the Project will be further examined and refined as part of the EA process.	In progress
30.	Appendix F Table F-5 NFN-16	“ Comment. Neskantaga has strong family ties to the project area since time out of mind. The project directly impacts Neskantaga traplines and falls within Neskantaga’s Area of Interest. Neskantaga has a sacred, legal obligation to protect, defend and steward the water, land, air, and resources of our territory. From Neskantaga’s perspective, we are uniquely vulnerable to the impact of the Supply Road and induced development of the entire Ring of Fire region, and will bear the burden of significant risks arising from the roads and mines.”	Webequie First Nation understands the interests of Neskantaga First Nation in the territories shared with Webequie. Webequie First Nation also understands there could be potential effects of the WSR on Neskantaga community members. These will be examined in detail in the EA and through EA engagement.	In progress

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31.	Appendix F Table F-5 NFN-18	“Request. Will Webequie pursue a consensus-based approach within the existing decision-making processes of Ontario and the Neskantaga First Nation under the Relational Tier Approach? Would Webequie consider creating a joint body with the Matawa remote First Nations to seek to reach consensus on the EA recommendations?”	Webequie First Nation intends to conduct engagement with all Indigenous communities, organizations, groups, etc. that are interested in participating in the EA.	In progress
32.	Appendix F Table F-5 NFN-20	“Requests. Please provide Neskantaga with summaries of the meetings held to date with the EA Coordination team. Would the EA Coordination team consider meeting with Neskantaga to discuss the coordination process and a potential role for Neskantaga in the process?”	WFN will follow up with Neskantaga to discuss their areas of interest and protocols for Webequie to engage and consult with Neskantaga.	In progress
Indigenous Community/Group – Attawapiskat First Nation				
33.	Appendix F Table F-8 AtFN-2	<p>“The draft ToR does not address the cumulative effects of this project from future development in the Ring of Fire. Only the immediate impacts of the project are being considered. Missing is a way of rigorously analyzing development scenarios and their anticipated cumulative effects. The draft ToR makes it clear that this project is being contemplated in connection with an all-season road between Webequie and the provincial highway system. Roads are well known to invite cumulative effects. In fact, the draft ToR states that increased mineral exploration " is considered an important and long-term economic opportunity by the Webequie First Nation," and that increased mineral exploration is a way of realizing the social and economic benefits of the project (p. 130). If the Webequie Supply Road is approved and built, it will create enormous pressure for the building of further roads and transmission lines. The industrialization of the western portion of Attawapiskat First Nation territory will have far-reaching regional impacts on the environment that supports our way of life. Our community must be able to explore the consequences of alternate future development scenarios and identify a preferred future, thereby setting limits to development and the downstream impacts to our territory.”</p> <p>“As currently drafted, the ToR does not take into account the multiple spatial and temporal scales at which this project impacts the lands and waters. The proposed evaluation criteria and indicators focus on individual species and habitat types. We require that the environmental assessment includes a consideration of relationships between species, including predator / prey dynamics (such as those impacting caribou and moose) and relationships between habitats (including terrestrial/aquatic). Also lacking is any consideration of how the interactive impacts of the Webequie Supply Road and climate change will be evaluated.”</p>	<p>The EA study will include a cumulative effects assessment, including the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. The text on cumulative effects has been expanded through the addition of Section 8.1 to the ToR.</p> <p>The ToR has committed in Section 6.5 to the development of work plans for select environmental components at the outset of the EA, which will include preparing a work plan for assessing cumulative effects. The work plan for the cumulative effects assessment will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders.</p> <p>The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government agencies, the public and any other interested persons or groups.</p>	In progress
34.	Appendix F Table F-8 AtFN-7	“The list of "detailed technical investigations" proposed for the EA includes "Indigenous knowledge" and "Indigenous land and resource use" as two of the categories to be documented. Attawapiskat First Nation requests that our Indigenous knowledge and our land and resource uses be integrated into the documentation and analysis associated with the other categories, such as "Vegetation and Wet lands," "Wildlife," "Groundwater," "Surface Water," "Socio-economic Environment" and others. Our Indigenous knowledge should inform the EA's understanding of baseline conditions, predicted environmental and socio-economic impacts, and the significance of these predicted impacts. Indigenous knowledge can also inform the types of technical investigations that need to be completed to respond to the questions and concerns of our land users.”	We will incorporate Attawapiskat First Nation's Indigenous Knowledge and land and resource uses into the documentation and analysis associated with the other categories, where Attawapiskat is prepared to share Indigenous Knowledge with the Webequie Project Team.	In progress
35.	Appendix F Table F-8 AtFN-9	The ToR section addressing design criteria states that ditches will be sized for a 25-year storm return period, and culverts at watercourse crossings for a 100-year storm return period. Are these sizes sufficient to handle potentially more frequent/larger storm returns as a result of climate change?	All roadside ditches will be sized for the 10-year Minor System Design Flow and a minimum 100-year Major System Design Flow in accordance with MTO Drainage Standards. As part of the EA, the effects of climate change on the Project will be examined, including drainage design with respect to the sizing and type of structures at waterbody crossings. The preliminary drainage design criteria for the road have been revised in Section 4.1.1 of the ToR.	In progress

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36.	Appendix F Table F-8 AtFN-17	With respect to development of the Webequie Community Based Land Use Plan, Attawapiskat First Nation requests information on how our interests are represented in a land-use planning process that is being completed by Webequie First Nation.	After the Webequie Draft Community Based Land Use Plan is finalized, it will then be shared with adjacent First Nation communities and all interested people and organizations. The joint planning team (Webequie and MNRF) will consider all input during the Draft Plan stage and continue work to prepare the Final Plan.	In progress
37.	Appendix F Table F-8 AtFN-18	"Attawapiskat First Nation requests information on how our community's interests were taken into account by the WFN Local Working Group in identifying "sensitivities and features of value for protection that should be avoided. "The proposed Webequie Supply Road is located within a portion of Attawapiskat First Nation traditional lands in the upper watersheds of the Attawapiskat and Ekwan rivers. As such, Attawapiskat First Nation should be included in the list of First Nations referenced in this section."	The Webequie Project Team encourages Attawapiskat First Nation to participate in the WSR engagement process at the earliest possible time. Webequie is prepared to discuss and resolve issues and concerns through the ToR process and during the EA. WFN will follow-up with Attawapiskat to arrange a mutual convenient time for the Webequie Project Team to meet and discuss the comments and concerns raised by Attawapiskat.	In progress
38.	Appendix F Table F-8 AtFN-19	"Webequie First Nation has identified caribou habitat fragmentation as a significant issue, but in the evaluation of alternatives, caribou travel routes are not explicitly considered as important habitat features. Attawapiskat First Nation requests that caribou travel routes be considered in the analysis, especially as areas that favour constructability (areas of high ground) can also be used by caribou as travel routes."	All available information with regard to caribou (i.e., observations, habitat, movement) will be acquired and assessed as part of the EA process.	In progress
39.	Appendix F Table F-8 AtFN-22	"The ToR states that "the size and extent of each study area may differ for each environmental study component." Attawapiskat First Nation supports this approach, but questions how cumulative effects, including historic range contraction of species such as caribou, will be considered in the delineation of the various regional study areas."	Section 8.2 of the ToR now provides greater clarity on the study area definitions. The EA will further define the LSA and RSA boundaries for each environmental factor/criterion (e.g. surface water, fish, wildlife, air, socio-economic, etc.) depending on the nature of likely effects and the geographic extent and characteristics of each factor. The selection of study areas will also consider comments and input received from Indigenous communities, regulatory agencies, the public and stakeholders. Study areas will also be designed to capture the maximum spatial extent of potential effects from the Project including other existing developments and proposed reasonably foreseeable developments as in the case of the cumulative effects assessment (Section 8.1). For example, in some cases, larger or separate study areas will be developed to address select potential environmental and socio-economic features, including but not limited to Caribou (Boreal population) to allow for greater accuracy in the prediction of project effects and development of mitigation measures.	In progress
40.	Appendix F Table F-8 AtFN-23	"The caribou aerial surveys lack clear objectives and information on how historic or future data will be used for establishing population trends and for long-term monitoring. Attawapiskat First Nation questions how a single survey can be used to establish a baseline for caribou populations. Attawapiskat First Nation does not support aerial surveys for caribou as these are disruptive to the animals, especially during the calving season, and an aerial survey would yield little information that would be relevant to the road EA. We prefer the EA to rely on knowledge and information provided by hunters and other land users for establishing population trends. Attawapiskat First Nation suggests the use of aerial photography together with land cover mapping from the MNRF's Far North Land Cover Dataset to identify suitable habitat types in the study area."	A number of data collection methods and tools will be used to inform the EA, which include but are not limited to: aerial surveys (developed with input from MNRF and MECP biologists), MNRF collaring data, NHIC caribou occurrence data, caribou habitat mapping, Far North Land Cover Data, aerial photography and Indigenous Knowledge.	In progress
41.	Appendix F Table F-8 AtFN-24	"Existing data from breeding bird surveys has little coverage of the study area and therefore a poor ability to detect trends for most species. The description of bird survey techniques in the draft ToR makes no mention of the number of stations that will be visited in the planned breeding bird survey. The draft ToR states that marsh birds will be surveyed opportunistically, as part of the breeding bird survey. This approach is unlikely to lead to an accurate assessment of the habitats (stopover and staging areas) where migratory waterfowl concentrate. Ducks and geese are important components of First Nations diets, and their habitats are also potential Significant Wildlife Habitats. Waterfowl migration staging/stopover areas should be assessed separately from the planned breeding bird surveys."	Waterfowl surveys were conducted in spring 2019. The detailed methodology and results of data collected in 2019 will be reported in a separate natural environment baseline report and summarized in the EA Report. Further breeding bird surveys are being contemplated for 2020.	In progress
42.	Appendix F Table F-8 AtFN-26	"Fish habitat sensitivities and habitat values should be determined in consultation with land users. Benthic invertebrate sampling should be conducted alongside the aquatic habitat survey."	As part of the EA, the Webequie Project Team will be seeking input from land users, and Indigenous Knowledge from communities with respect to wildlife, including fish and fish habitat. Benthic invertebrate sampling is being contemplated for the 2020 field season.	In progress

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43.	Appendix F Table F-8 AtFN-28	"The methods for consultation and engagement with Indigenous communities on the socio-economic environment are not defined. Attawapiskat First Nation requests that our knowledge be used to inform socio-economic baseline studies and to develop socio-economic monitoring programs."	During the process of our consultation and engagement with Indigenous communities, the Webequie Project Team will make every effort to acquire local knowledge and use this Indigenous Knowledge to inform socio-economic baseline studies and develop socio-economic monitoring programs.	In progress
44.	Appendix F Table F-8 AtFN-29	"The survey method for evaluating waterfowl stopover and staging areas is unacceptable to Attawapiskat First Nation. A single fly-over late in the fall migration season (October) is not an appropriate way of establishing a baseline of waterfowl stopover and staging areas."	Waterfowl surveys were conducted in the spring of 2019, in addition to a fall survey conducted in October 2017. These surveys augment existing data (Noront Eagle's Nest Project) regarding waterfowl staging and migration for the area. Further studies are being contemplated for the 2020 field season.	In progress
45.	Appendix F Table F-8 AtFN-31	Attawapiskat First Nation has not yet finalized its CBLUP and is concerned that Webequie's potential exemption from certain provisions of the <i>Far North Act</i> will interfere with Attawapiskat's decision-making authority over areas of shared use.	Effects to territories of Indigenous communities will be examined in the EA through the consultation and engagement process, including the assessment any potential effects to Aboriginal and Treaty Rights.	In progress
46.	Appendix F Table F-8 AtFN-34	No potential effects are listed for the disposal of solid waste, or for the disposal of wastewater/sewage. Attawapiskat First Nation requests further information on where these wastes will be disposed, and how the EA will evaluate the plans for handling and disposal of these wastes. The descriptions provided refer only to "off-site" disposal and a "licensed waste facility."	Section 7 of the ToR has been revised and reorganized to reflect the preliminary potential effects of project activities, including the proposed aggregate extraction and processing areas. The disposal of solid waste or disposal/management of wastewater/sewage from the construction and operation of the Project will be examined in the EA.	In progress
47.	Appendix F Table F-8 AtFN-35	"Figure 8.1 shows that cumulative effects assessment will take place only in the final stages of this project-specific environmental assessment. Attawapiskat First Nation is deeply concerned that cumulative effects assessment is not integrated into the earlier stages of the EA process."	<p>The EA study will include a cumulative effects assessment, including the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. The text on cumulative effects has been expanded through the addition of Section 8.1 to the ToR.</p> <p>The ToR has committed in Section 6.5 to the development of work plans for select environmental components at the outset of the EA, which will include preparing a work plan for assessing cumulative effects. The work plan for the cumulative effects assessment will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders.</p>	In progress
48.	Appendix F Table F-8 AtFN-36	"Fragmentation should be included as an indicator related to Upland Ecosystems, Riparian Ecosystems & Wet lands, SAR, and Wildlife & Wildlife Habitat. Areas of waterfowl nesting, staging, and stopover areas should be included as indicators under Migratory Birds."	The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government agencies, the public and any other interested persons or groups.	In progress
49.	Appendix F Table F-8 AtFN-37	"Ecosystem Services (carbon sequestration & storage) and Disturbance Regulation (changes to the regulatory functions of wetlands, rivers, and riparian areas) should be added as criteria/indicators for evaluation."	The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government agencies, the public and any other interested persons or groups.	In progress
50.	Appendix F Table F-8 AtFN-38	"The design of monitoring programs requires consultation with Attawapiskat First Nation. Our land users must be actively involved, throughout all phases of the project, in identifying actual effects, assessing the significance of those effects, assessing the effectiveness of mitigation/restoration/enhancement measures, and evaluating the need for additional action."	It is the intent of the Webequie Project Team to consult and engage with Indigenous communities on the effects monitoring program and identified mitigation measures that will be developed during the EA process.	In progress
Authority/Agency – Ministry of Heritage, Sport, Tourism and Culture Industries				
51.	Appendix G Table G1 MHSTCI-7	<p>"Any investigation of and for built heritage resources and cultural heritage landscapes is a separate undertaking, to be conducted by a qualified person(s).</p> <p>Regarding the contents of an archaeological assessment (2nd paragraph), although historical and cultural references provided the context, an archaeological assessment report focuses only on the archaeology component. Investigation the study area for built heritage resources and cultural heritage landscapes, historical and cultural components are typically addressed in the Cultural Heritage Existing Conditions and Preliminary Impact Assessment report."</p>	For greater clarity, text has been revised to reflect that the assessment of built heritage resources and cultural heritage landscapes will be documented in Cultural Heritage Assessment Report, including the identification of potential impacts and measures to avoid or mitigate potential negative impacts.	In progress
Authority/Agency – Ministry of Natural Resources and Forestry				
52.	Appendix G Table G2 MNRF-8	"Where conflicts between IK information and western science information arise, who will determine what is the best information and/or how to apply it to the EA (ex, impact assessment, mitigation options, impacts on caribou)? Suggest there be a dispute resolution process developed to help. All information should be used and reported on in the EA."	Prior to dispute resolution, the WSR Project Team will consider all information (Indigenous Knowledge and Western science) and will ensure that environmental effects are addressed. The dispute resolution process will be avoided to the greatest extent possible through engagement and iterative assessment.	In progress

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53.	Appendix G Table G2 MNRF-9	"In consideration of potential authorization options under the <i>Far North Act</i> , the list of investigations and assessments may want to include additional items to facilitate and expediate <i>Far North Act</i> authorization after the completion of the EA..... Include reference to SAR, more around biodiversity, candidate ANSI's (natural heritage areas); habitat fragmentation, carbon sequestration; social and economic interest of Ontario."	Noted. Species at Risk has been added as a discrete element to the list of detailed technical investigations and assessments that will be undertaken and documented in the EAR/IS.	In progress
54.	Appendix G Table G2 MNRF-10	<p>"I believe it is critical that the Ontario government require a carbon and GHG evaluation as part of the EA so the province continues to be a leader in land use planning and the environment.</p> <p>At minimum, the review of literature on road construction effects on carbon be undertaken for this potential EA. Data exist in the study region that the client should review and evaluate. These include government and conservation society reports, peer-reviewed manuscripts, and databases of carbon/GHG, weather, geology, vegetation, etc. The client is encouraged to apply the carbon/GHG calculations provided in 2013 Supplement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories: Wetlands.</p> <p>It is further recommended the project should test the IPCC calculations against data collected along the length of road network."</p>	The Project Team is committed to including a carbon and GHG evaluation as part of the EA. An additional subsection (7.1.9 Climate Change) has been added to the ToR section addressing potential environmental effects. This will include assessment methods and calculations based on the International Panel on Climate Change Guidelines for National Greenhouse Gas Inventories.	In progress
55.	Appendix G Table G2 MNRF-11	"Consideration toward Natural Heritage Features such as eskers when determining aggregate sources and preferred route for road location."	Noted. Consideration will be given to Natural Heritage Features when determining aggregate sources and the preferred route.	In progress
56.	Appendix G Table G2 MNRF-12	"Options for sourcing aggregates, including the development of new aggregate sites needs to be part of the EA; otherwise, additional EA requirements may apply prior to MNRF issuing permits for new sites. The potential impacts and proposed mitigations of various alternatives for sourcing aggregates should be addressed in the EA.	The need for the EA to include consideration of aggregate production and processing areas has been recognized in the discussion of alternative aggregate sources and in the commitment to assess alternative methods for providing supporting infrastructure to construct and operate the road.	In progress
57.	Appendix G Table G2 MNRF-16	Providing information on appropriate roadbuilding techniques, and a detailed accounting of potential effects and associated mitigations is suggested. Peatlands/wetlands in the Far North are important on local through to global scales. The EA should recognize the various peatland functions and incorporate design measures to mitigate adverse effects.	Road design features and techniques to mitigate potential effects to peatlands will be examined as part of the EA for the Project, including the evaluation of the alternatives methods of carrying out the Project.	In progress
58.	Appendix G Table G2 MNRF-21	"In consideration of potential authorization options under the <i>Far North Act</i> , the identification of alternatives and the selection of the preferred route will need to clearly identify where adjustments to routing have been made in response to consultation/ecological/cultural values. This may not be specifically required in the EA but would be needed for certain FNA authorizations."	Noted. This consideration will be included in the EA phase for identification of required authorizations.	In progress
59.	Appendix G Table G2 MNRF-24	"MNRF suggests the ToR for the proposed undertaking reflect the Natural Heritage Reference Manual, 2014 with consideration toward Significant Wildlife Habitat, rare vegetation, wetlands, Ecoregion/District and Natural Heritage Features. These values should be considered/assessed throughout the Environmental Assessment process."	Significant Wildlife Habitat, rare vegetation, wetlands, Ecoregion/District and Natural Heritage Features and other values will be considered and assessed as part of the EA.	In progress
60.	Appendix G Table G2 MNRF-25	Figure 6.1 shows "Potential Aggregate Sources"; however, many of these do not correspond to the MTO "First Right of Refusal" (FRR) sites which were approved for this section on March 25/19. Further to this, many of the approved sites are not shown on this map. Several of the potential sites identified on this map fall in shoreline reserves, over-top waterbodies or in areas with no access to the proposed road routes. Approved MTO FRR aggregate sites must be shown on this map in the EA.	Noted. MTO FRR aggregate sites will be shown on future map/figures as part of the EA.	In progress
61.	Appendix G Table G2 MNRF-26	The list of items to be assessed under Biological Environment should be aligned with the stated assessment methodologies/techniques. Please include the impacts, both positive and negative, in the assessment, as well as at the various spatial scales.	The scope and intensity of the field studies, and associated data collection methodologies, will be defined during the EA process through consultation with Indigenous communities, federal/provincial agencies and stakeholders. This will include the development of work plans at the outset of the EA phase for select environmental studies and investigations (e.g., species at risk), including the opportunity for federal and provincial agencies to review the plans and provide guidance.	In progress

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62.	Appendix G Table G2 MNRF-31	Status of the Webequie Community Based Land Use Plan (and related potential for related ministerial orders) under the <i>Far North Act</i> , as well as deliberations by Ontario on proposals to repeal the Act.	The status of the CBLUP and related orders under the FNA has been clarified with MNRF. The Project Team will continue to monitor the status of the proposal to repeal the FNA and incorporate the implications in the EA, as appropriate.	In progress
63.	Appendix G Table G2 MNRF-33	Consider offering the opportunity for First Nations contribute to or develop community profiles through the EA consultation process.	Through consultation activities during the EA phase, Indigenous communities will have the opportunity to inform or provide input to the community profiles. If information is not provided by Indigenous communities, community profiles will be developed through desktop research using information sources such as Statistics Canada, First Nation websites, etc.	In progress
64.	Appendix G Table G2 MNRF-34	The ToR identifies mining tenure, but does not identify MNRF values in the area.	MNRF values in the area will be identified and examined in the EA in consultation with MNRF.	In progress
65.	Appendix G Table G2 MNRF-36	"MNRF supports the completion of alternatives analysis for ancillary infrastructure components and/or activities involved in the Project. This approach will ensure good project planning and that all activities that are part of the Project are evaluated and consulted on through the EA and will not require completion of further EA alternatives processes / requirements at the time of MNRF permitting (Note: Project components that are not evaluated as part of the EA but require dispositions of Crown land / resources may be subject to additional EA requirements). Providing this information in the EA process will also help to enable flexibility in project implementation (e.g., method, location, style, implementation) if/as required."	Noted. The environmental assessment will include temporary and permanent supportive ancillary infrastructure for the Project, such as access roads, construction camps, laydown/storage yards and aggregate extraction and processing sites.	In progress
66.	Appendix G Table G2 MNRF-38	Detailed information about the type and volume of aggregate needed to implement the project and that exists in the project area (i.e. specific sources) will need to be presented, along with an assessment of environmental impacts of new aggregate extraction operations that are proposed and how these will be mitigated. With respect to the assessment approach to evaluating potential effects for aggregates, attention should be given to developing criterion and indicators under the Natural Environment (as well as under the heading socio-economic) that reflect the potential ecological and hydrologic effects associated with construction and maintenance of the proposed road.	The assessment approach to evaluating potential effects of aggregate extraction and processing areas, including developing criterion and indicators to reflect the potential ecological and hydrologic effects, will be examined further in the EA.	In progress
Authority/Agency – Ministry of Transportation of Ontario				
67.	Appendix G Table G3 MTO-3	"Consider land requirements for snowplow turnarounds, storage, salt and sand storage facilities."	Snow plow turnarounds will be considered once a preferred road alignment has been established as part of the EA. No changes to the ToR are proposed.	In progress
68.	Appendix G Table G3 MTO-5	"Predicted impacts on animals from collisions with vehicles have not been identified as part of "project activities and potential effects on the natural environment.""	Predicated effects to wildlife and wildlife habitat from the supply road, including the potential for direct mortality to wildlife from vehicle collisions, will be examined in the EA and is identified as a potential effect in the ToR.	In progress
69.	Appendix G Table G3 MTO-7	"The purpose and scope of the cumulative effects assessment should be a subject for discussion in the development of the Terms of Reference."	A new section has been added to the ToR to discuss cumulative effects. As part of the EA, Webequie First Nation will identify and assess the project's cumulative effects using the approaches as described provincial and federal guidance documents, such as the <i>Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012</i> (CEA Agency, 2015b); and <i>Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012</i> (CEA Agency, 2018b). A technical work plan for the cumulative effects assessment will be prepared at the outset of the EA, including identification of which other developments will be assessed and the methodology for assessing effects.	In progress
Authority/Agency – Ministry of the Environment, Conservation and Parks				
70.	Appendix G Table G4-1 MECP-EA-10	"Technical Studies: Climate Change, Visual and Human Health - Consideration should be given to assessing impacts related to climate change (mitigation and adaptation), visual/aesthetics and human health."	Human health and climate change have been added to the list of technical studies. Visual/aesthetics will be examined in the EA.	In progress
71.	Appendix G Table G4-1 MECP-EA-20	"In section 5.5 please list and describe all types of infrastructure that will be subject to an alternatives assessment and effects assessment in the EA."	Alternatives for the cited infrastructure elements (aggregate sites, waterbody crossings, sites for temporary laydown and storage areas, sites for construction camps, and access road locations) will be subjected to assessment during the EA.	In progress

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72.	Appendix G Table G4-1 MECP-EA-23	Please include details on biological relevant field studies/data collection methodologies in the ToR.	Data collection methods and baseline studies has been added in the ToR to state that the scope and intensity of the field studies and that associated data collection methodologies will be defined during the EA process through consultation with Indigenous communities, federal/provincial agencies and stakeholders. This will include the development of work plans at the outset of the EA phase for select environmental studies and investigations (e.g., species at risk, human health, etc.) including the opportunity for federal and provincial agencies to review and provide guidance.	In progress
73.	Appendix G Table G4-1 MECP-EA-26	"The results of some field studies completed by the proponent are included in this section. MECP views this information as preliminary to understand the existing environment, with more details to be provided in the EA."	The description of the existing natural environment conditions in ToR includes some preliminary results for the Webequie Supply Road as reported in the <i>Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)</i> (2018). These studies are considered preliminary and the full details of these studies and any supplemental studies, including field collection methodologies and results will be available for review during the EA phase of the Project.	In progress
74.	Appendix G Table G4-1 MECP-EA-30	"It is strongly recommended to include commitments to develop work plans at the outset of the EA phase, including opportunities for technical review." "Indicate how consultation on the ToR has informed the preliminary criteria and indicators. Please clarify when additional consultation on criteria and indicators will occur in order to finalize the list."	The ToR states a commitment to the development of work plans at the outset of the EA phase for select environmental studies and investigations (e.g., species at risk, human health, etc.) including the opportunity for federal and provincial agencies to review and provide guidance. The ToR indicates that the preliminary criteria and indicators have been developed by the Webequie Project Team and includes input received from government agencies, the public and Indigenous communities from the engagement and consultation undertaken to date. Criteria and indicators will be finalized through consultation activities during the EA.	In progress
75.	Appendix G Table G4-1 MECP-EA-31	"It is strongly recommended to include the commitment to prepare a technical work plan for the cumulative effects assessment, including identification of which other developments will be assessed, the study areas for the assessment, and the methodology for assessing effects."	The ToR includes a commitment to prepare a work plan for the cumulative effects assessment at the outset of the EA. The work plan will be provided to the MECP and IAAC for review and guidance and will be summarized and presented to the public and Indigenous communities, and others as part of the consultation and engagement activities for the Project.	In progress
76.	Appendix G Table G4-2 MECP-IC-39	"Please incorporate Indigenous Knowledge into all applicable sections of the ToR and EA Report."	Indigenous Knowledge will be incorporated into all applicable sections of the ToR and EA Report.	In progress
77.	Appendix G Table G4-2 MECP-IC-48	"Please indicate in this section (and/or Table 10-3) how input during development of the ToR informed the plan for consultation during the EA. Please also clarify if one plan will be executed for all communities, or if community-specific plans will be developed."	One Consultation Plan will be executed for all communities. The WSR Project Team will tailor activities and mechanisms in accordance with the consultation protocols and procedures of Indigenous communities, if requested.	In progress
78.	Appendix G Table G4-3 MECP-AR-2 MECP-CC-50	"The ToR should commit to the EA including a quantitative GHG emission prediction that includes explanation for the calculations". The ToR should include preliminary mitigation measures for GHG emissions, with complete mitigation measures identified in the EA."	The preliminary estimate of GHG emissions in the ToR will be updated for both the construction and operation phase in the EA using more accurate information. Mitigation measures for GHG emissions will be identified in the EA.	In progress
79.	Appendix G Table G4-5 MECP-SW-7	"Revise Table 7-1: Project Activities and Potential Effects on the Natural Environment to also include the following Potential Effect: "Degradation of/alteration to surface water quality and flow, and/or fish habitat" "Table 7-1 should also be revised to include the mitigation measures related to water taking and dewatering."	Table 7.1 in the ToR has been deleted and replaced with subsections that describe the preliminary potential environmental effects for each environmental component, including surface water and fish and fish habitat. Mitigation measures will be identified and described as part of the EA.	In progress
80.	Appendix G Table G4-6 MECP-GW-8	"Section 6.2.2 includes a list of the primary field methods for collection of data for the physical environment. This list does not include groundwater sampling, groundwater elevation or flow monitoring. Representative baseline groundwater quality and groundwater elevation data is required along the road corridor route and at proposed aggregate source locations (with the addition of groundwater flow data)."	Section 6.2.2 - Physical Environment in the ToR that list the primary field methods has been removed and replaced with Section 6.5, which includes the commitment to prepare and submit a groundwater work plan at the outset of the EA for MECP review and guidance on the detailed field methodologies to be used and specific data that will be collected for the purpose of the EA and any future monitoring during subsequent phases of the Project.	In progress
81.	Appendix G Table G4-8 MECP-AQ-1	"To identify any issues with the scope of air quality assessment for the proposed Project, it is recommended that an air quality work plan with technical details be developed in consultation with government agencies as early as possible."	An air quality and climate change work plan will be prepared at the outset of the EA for MECP review and guidance on the detailed field methodologies to be used and specific data that will be collected for the purpose of the EA.	In progress

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82.	Appendix G Table G4-9 MECP-WM-1	"The ToR should clarify whether an Approval for a waste disposal site (transfer/processing/landfill) will be one of the approval applications made to the Province."	Waste types, generation rates, processing prior to off-site disposal, including whether an existing waste facility on federal/Webequie reserve lands has capacity or if a new waste facility is required will be examined in the EA, including identifying applicable approvals from the Province or Canada.	In progress
83.	Appendix G Table G4-14 MECP-PC-3	"Public/Stakeholder/Indigenous consultation regarding the project and alternatives should include impacts to ALL species at risk and their respective habitats."	Project consultation activities regarding the Project and alternatives during the EA will include discussion of potential effects to all species at risk and their respective habitats.	In progress
84.	Appendix G Table G4-14 MECP-PC-3	"MECP would like to request all areas where vegetation removal is required for any stage of the process (road, access roads, laydown areas and aggregate extraction areas etc.) be communicated when determined and MECP allowed time to provide more specific advice on SAR. Otherwise, we are unable to comment on the impact to some species or their habitat."	MECP will be provided with vegetation removal details for the Project as part of the EA, including impacts to SAR and/or their habitat to allow for more specific advice from MECP on avoidance, mitigation and whether an authorization under the ESA will be required.	In progress
85.	Appendix G Table G4-14 MECP-PC-8	"MECP request that all activities, including prep work, are considered for impacts to SAR and their habitat and outlined in the EA. For example, the high-level list of activities associated with the broader project presented in section 4.2 are often the type of activities that impact SAR and their habitat."	All project components and activities will be examined in the EA, including in the context of potential effects to SAR.	In progress
86.	Appendix G Table G4-14 MECP-PC-11	"MECP would like to request information: which "field surveys" are being planned? MECP would like to request input or review to Species at Risk Survey (SAR) methodology."	A SAR work plan will be prepared at the outset of the EA for MECP review and guidance on the detailed field methodologies to be used and specific data that will be collected for the purpose of the EA.	In progress
87.	Appendix G Table G4-14 MECP-PC-12	"Potential disturbance and impacts to SAR of operation and maintenance should be considered. Any solutions or mitigation measures made, should be included in the agreement for the operator of WSR."	Potential disturbance and impacts to SAR as a result of the operation and maintenance phase of the Project will be considered in the EA. Any solutions or mitigation measures identified for this phase of the Project will form part of the future commitments specified in the EA and would represent obligations for implementation by the operator of the WSR where applicable.	In progress
88.	Appendix G Table G4-14 MECP-PC-13	"The information about road controls will be important to some SAR and we would like to request more information on this. We would also like to request that SAR be taken into consideration when making this decision."	The Project team will provide further information on road controls and potential effects to SAR to MECP as part of the EA and will seek advice where applicable.	In progress
89.	Appendix G Table G4-14 MECP-PC-19	"Update ToR to include an assessment of potential sensory impacts to Caribou within 10 km of each alternative".	Sensory noise levels for construction and operation of the proposed supply road are not known at this time. A noise assessment study is proposed as part of the EA and will examine potential sensory impacts to Caribou for the alternatives being carried forward to the EA. However, this will not be examined as part of the screening of alternative conceptual corridors presented in the ToR.	In progress
90.	Appendix G Table G4-14 MECP-PC-26	"Consider the application of radio satellite collars as an effective monitoring tool that could provide important baseline information and contribute towards assessing impacts of the Project on caribou habitat movement and habitat selection/use."	MNRF collaring data is currently available for Caribou within the Misissa Range and other surrounding ranges and will be used for the EA.	In progress
91.	Appendix G Table G4-14 MECP-PC-40	Update ToR and provide more details in a summary table of the 2011-2012 survey results for mammals.	Specific details of previous studies with respect to mammals will be provided in tabular form as part of the EA documentation. Section 6.2.3 of the ToR is intended to provide a high-level overview of those species observed in the project area from the review of secondary source information and field work conducted in 2017.	In progress
92.	Appendix G Table G4-14 MECP-PC-51	"More detail on how the change in indicators will be monitored. How surveys for each species will be carried out in order to quantify this."	How the change in indicators will be monitored will be examined in more detail in the EA.	In progress
Authority/Agency – Ministry of Energy, Northern Development and Mines				
93.	Appendix G Table G5 ENDM-10	The typical cross-section for the supply road should include a detail for excavation below original ground, per MTO examples, to provide the basis for roadbed foundation considerations.	The typical cross-section has been revised to clarify/include the detail for excavation below existing grade, and preliminary engineering road design details will be discussed with MTO as part of the EA.	In progress
94.	Appendix G Table G5 ENDM-21	Under the methodology for conducting Vegetation Surveys, why not sample age of trees over 10m? Does age-class of a stand not contribute as a factor in determining appropriateness of potential wildlife habitat, or is the visual assessment enough of an indicator?	Visual assessment of vegetation, along with supportive field surveys, are deemed adequate for determining potential effects to wildlife habitat, including species at risk, as usage is more dependent on size class and height/cover than actual age of trees. Detailed field work plans that outline the approach and methodology for biological surveys will be provided to relevant agencies and stakeholders for further consultation and advice at the outset of the EA.	In progress
95.	Appendix G Table G5 ENDM-22	The baseline for socio-economic impact assessment should be more than an inventory of physical assets in the community and economic opportunities. The assessment should include information about kinship, familial relationships between Webequie and other	It is acknowledged that Webequie has familial relationships with neighboring indigenous communities in Section 10.2. Through consultation activities, the WSR Project Team will try to obtain this information from neighboring communities. If information is provided and permission is granted by the	In progress

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		communities, community disruption, stability and cohesion. Even the planning of a project can create impacts in the socio-economic component.	communities, information will be used in the EA. Therefore, further information about kinship, familial relationships between Webequie and other communities, community disruption, stability and cohesion will be discussed in the EA.	
96.	Appendix G Table G5 ENDM-24	"Information collected for the EA may also be used by WFN to obtain other permits, approvals and/or licences that may be required to proceed to construction. May want to state that you will be collecting information for the EA to a level of detail that would be sufficient for future permits."	Duly Noted. To the extent possible, all data collection activities related to the Project will be designed with consideration to capture potential requirements for permits, approvals and/or licences under provincial and federal legislation. Detailed field work plans that outline the approach and methodology for biological surveys will be provided to relevant agencies and stakeholders for further consultation and advice at the outset of the EA.	In progress
97.	Appendix G Table G5 ENDM-27	Information regarding the status and influence of the <i>Far North Act</i> on the Project in the ToR may have to be updated prior to formal submission.	The draft ToR has been revised to add clarifications on the status of the proposal to repeal the <i>Far North Act</i> and address potential authorizations under the Act to address comments provided by MNRF. The Project Team will continue to track these matters with MNRF in order to provide the most current information in the final ToR.	Completed
98.	Appendix G Table G5 ENDM-28	When considering provincial planning policies that may influence the Project, include consideration of any relevant Provincial Policy Statements.	As per the comment received, the text has been revised to the following: "Any PPS that are relevant to this project will be incorporated into the planning and design for this project."	In progress
99.	Appendix G Table G5 ENDM-32	In the identification of potential project impacts, it is noted in the Noise Emissions row that there are no mitigation measures listed. Are there no generic/standard mitigation measures for this potential impact (i.e., maintenance of mufflers, minimize idling, design charge loading and blast patterns to cap peak particle velocity, etc.)?	Section 7 has been revised and Table 7.1 removed from the ToR. Table 7.1 has now been replaced with subsections that describe the preliminary potential environmental effects for each environmental component. This change is intended to address the comment from the MECP (MECP-EA-28) to have consistent format and discussion of potential effects across all environmental components. Mitigation measures will be identified and described as part of the EA.	In progress
100.	Appendix G Table G5 ENDM-37	In Table 8-1: Select Preliminary Criteria and Indicators for Evaluation, consider adding additional criteria to provide better indication of the health of the community, including changes to relationships, community cohesion, stability, etc.	The criteria and indicators in Section 8.2 (now 8.3.1)/Table 8.1 are intended to provide the reader with examples for the evaluation of alternatives and effects of the Project, with more socio-economic criteria and indicators and presented in Appendix B of the ToR. The criteria and indicators listed in Appendix B are a preliminary list based on those identified by the Webequie Project Team from the consultation undertaken to date with Indigenous communities, agencies, the public and stakeholders. Criteria and indicators will be finalized at the outset of the EA through further consultation.	In progress
101.	Appendix G Table G5 ENDM-43	With respect to "the Indigenous communities to be offered the deepest and most frequent engagement/consultation", it may be helpful to provide details on what "frequent" engagement/consultation means.	Webequie intends to conduct engagement with all Indigenous communities, organizations, groups, etc. that are interested in participating in the EA. Due to the factors identified in Section 10.2.1 of the ToR, more intensive consultation/engagement will occur in the form of various mechanisms/techniques, such as: use of focus groups with different community member groups (i.e., elders, land users, knowledge keepers, youth, etc.). Section 10.2.1 of the ToR has been revised to identify communities to be offered the deepest or intensive (vs "frequent") engagement/consultation.	In progress
102.	Appendix G Table G5 ENDM-56	With respect to the socio-economic impact assessment, include the review and reference to current Comprehensive Community Plans/Economic Development Plans for alignment. "Identify opportunities for businesses and current assets that could provide local opportunities, finally a Skills inventory and Training development for opportunities that could present themselves for the community and members."	Comprehensive Community Plans (CCPs) of Indigenous communities will be reviewed as part of the socio-economic baseline study. The EA will identify opportunities for businesses and current assets for local opportunities.	In progress



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