## **APPENDIX P2.C**

### **Public Information Centre Sessions**

### P2.C.1 – Public Information Centre #1

- P2.C.1.1 Display Boards and Presentations
- P2.C.1.2 Feedback Form Received
- P2.C.1.3 Public Information Centre Summary

### P2.C.2 – Public Information Centre #2

- P2.C.2.1 Display Boards and Presentations
- P2.C.2.2 Public Information Centre Summary

### P2.C.3 – Public Information Centre #3

- P2.C.3.1 Display Boards and Presentations
- P2.C.3.2 Public Information Centre Summary







# **APPENDIX P2.C.1**

### **Public Information Centre #1**

■ P2.C.1.1 – Display Boards and Presentations









to the

# Webequie Supply Road

### The Purpose of Public Information Centre #1 is to Provide Information on:

- Project updates since the Terms of Reference approval
- Environmental Assessment / Impact Assessment process
- · Studies being conducted
- Ongoing and future consultation and engagement opportunities
- Indigenous Knowledge program
- Evaluation of alternatives (routes, aggregate areas)

Please provide your feedback, comments, concerns, ideas, and questions regarding the Project.

#### **The Proponent**

 Webequie First Nation (WFN) is a remote Ojibway community, with the settlement area located on Eastwood Island in Winisk Lake, part of a larger reserve area covering over 34,000 ha

### **Project Lead**

 Michael Fox, Indigenous & Community Engagement (ICE), WFN Regional Consultation Lead

### **Working Group**

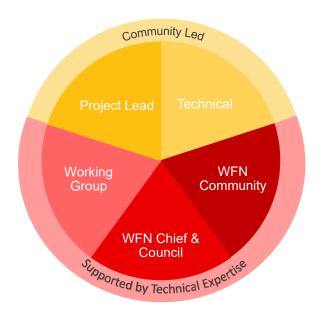
- Roy Spence, WFN Representative
- Gordon Wabasse, WFN Representative

#### **Technical Team**

SNC-Lavalin Inc.

# Consultation and Engagement is an Important Part of the Project

We encourage you to take this opportunity to review the display boards, speak with the Project Team, ask questions, and provide input via discussion and the questionnaire.





# **About the Project**

### **Project Purpose**



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area

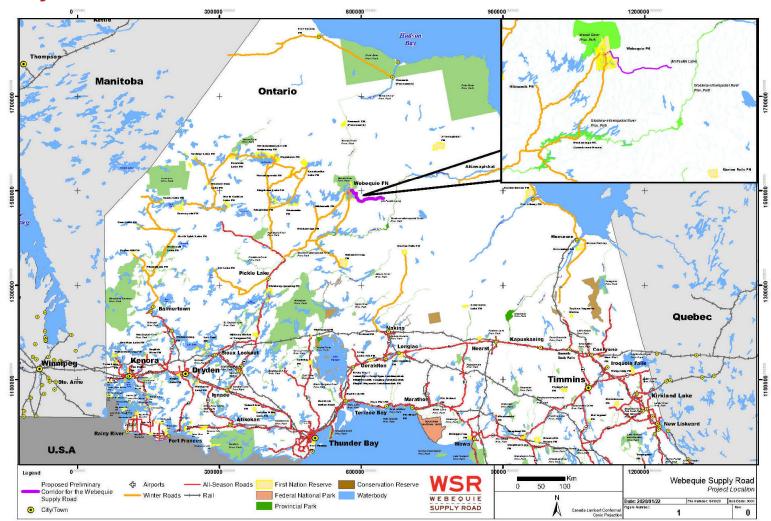


Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/ training opportunities for youth to help encourage the pursuit of additional skills through postsecondary education

### **Project Location**





# **About the Project**

### **Project Description**



**107 km** 

All-season road from WFN Airport to McFaulds Lake



26 waterbody crossings requiring bridges and culverts



17 km

Length of road corridor within WFN Reserve Lands



Includes temporary and permanent aggregate pit / rock quarry areas with equipment for processing, as well as access roads to these areas



2 km

Preliminary corridor width for consideration of Route Alternatives



Construction camps to accommodate construction crews and operation/ maintenance office, including supportive facilities



35 m

Final corridor width (right-of-way) for two lane gravel surface

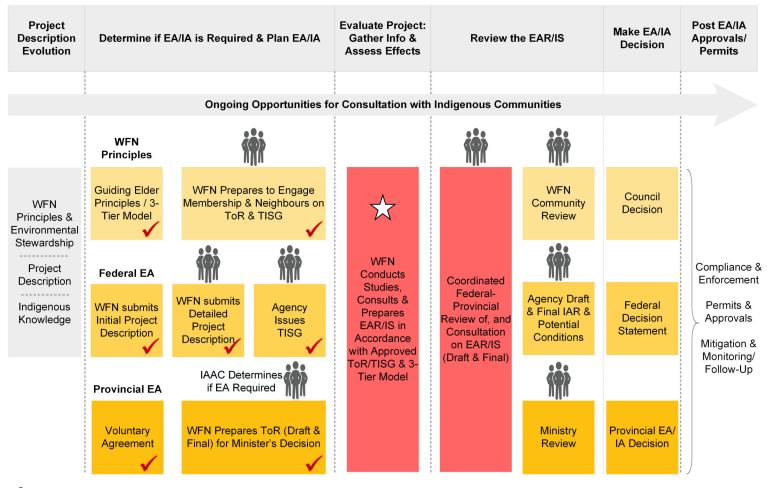


Storage and laydown yards for equipment and materials



# **Environmental/ Impact Assessment**

### **Coordinated Provincial-Federal Assessment Process**





Formal Opportunity for Indigenous Consultation & Public Participation



We are here



Step completed

#### Acronyms:

ToR - Terms of Reference

TISG - Tailored Impact Statement Guidelines

**EAR/IS** – Environmental Assessment Report/ Impact Statement

IAR - Impact Assessment Report



# Gathering Feedback Through the EA & IA

### **Consultation & Engagement Activities for Indigenous Communities**



Chief & Council and/or Community Meetings



Interviews and targeted focus groups with community members (youth, Elders, Band administrative staff)



Open Houses in Thunder Bay for off-reserve community members of WFN



Consultation Progress Reports at 3 key EA/IA milestones to support meaningful input from communities



Ongoing notifications and Project updates in notices, newsletters, social media, and Project website



Review of Draft Environmental Assessment Report/Impact Statement



Live information streaming sessions (Facebook, Youtube)

### Consultation & Engagement Activities for All Stakeholders & Public



Project website www.supplyroad.ca



3 Open Houses in Thunder Bay



Project contact email addresses

Michael Fox | michael.fox@supplyroad.ca

Don Parkinson | don.parkinson@snclavalin.com

Leslie Spence | leslies@webequie.ca

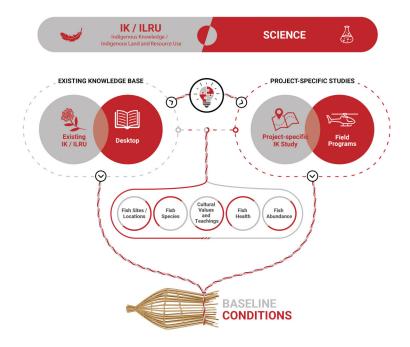
How would you like to be engaged and kept informed during the assessment process?



# Indigenous Knowledge Program

### **Program Purpose**

- Develop understanding of insights and knowledge gained from experience, history and traditions of Indigenous communities on the land and waters, including traditional land use areas, sacred sites, and other culturally important locations in the Study Area for both historic and current uses of lands and resources
- Identify potential effects of the Project, including those on Indigenous rights and interests
- Collaborate and work with Indigenous communities to enhance benefits or to identify measures to avoid/ reduce potential effects on Indigenous rights and interests



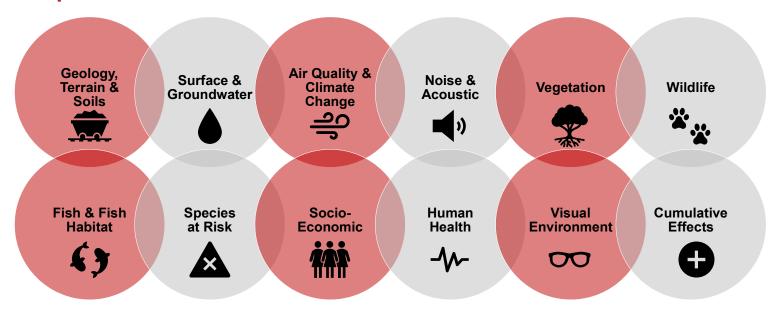
### **How We Will Deliver the Program**

- Take a collaborative approach to ensure that your community's values and learnings directly inform decision-making as part of the Project
- Invite you to share as much Indigenous Knowledge and Land and Resource Use (IKLRU) information as you wish in your preferred format
- Engage with your community to identify interest in and scope of an Indigenous Peoples' Land Use & Interests study and determine the appropriate Study Areas
- Recognize that IKLRU information belongs to your community
- Honour and respect confidentiality principles by establishing an Indigenous Knowledge Sharing Agreement prior to the collection and use of your community's information
- Work together to validate IKLRU information and confirm that we have a firm understanding of it before weaving it into the EAR/IS
- Provide your community the opportunity to review the EAR/IS and provide feedback to confirm all IKLRU information
  has been adequately, appropriately, and respectfully integrated throughout

An Invitation Letter has been sent seeking interest in participating in the IK Program.



### **Scope Areas**



### **Baseline Studies**



### **Natural (Biophysical)**

- Vegetation
- Wildlife
- Fish and Fish Habitat
- Species at Risk
- Air Quality & Climate Change
- Noise and Vibration
- Visual Environment
- Surface Water
- Groundwater
- Geology, Terrain & Soils



#### Socio-Economic

- Profiles of Indigenous Communities
  - Population/Demographics
  - Education//Employment
  - Household Composition
  - Infrastructure & Social Services
- Human Health
- Land and Resource Use
- Indigenous Knowledge and Land and Resource Use



#### Cultural

- Archaeological Resources
- Built Heritage
- Cultural Heritage Landscapes

Value Components (VCs) are the environmental, health, social, economic or additional elements or conditions of the natural and human environment that may be affected by the Project and are of concern or value to the public, Indigenous peoples, federal/provincial authorities and interested parties.

### Valued Components identified to date include:

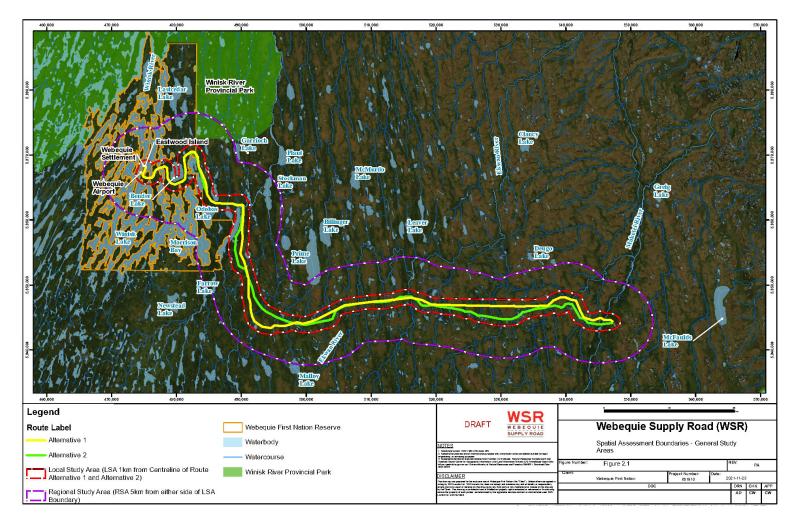
- Geology, Terrain and Soils
- Surface Water
- Groundwater
- Air Quality
- Climate Change
- Noise
- Vegetation and Wetlands
- Fish and Fish Habitat
- Wildlife (including migratory birds)
- Archaeological Resources
- Built Heritage / Cultural Heritage Resources
- Socio-Economic Environment
- Indigenous Land and Resource Use
- Aboriginal and Treaty Rights and Interests
- Visual Environment
- Human Health

### **Indicators**

- Represent the resource, feature, or issue related to a Valued Component that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects to be used to assess and evaluate the alternative routes and the overall effects of the Project



# Study Area Boundaries



### The Project is broken into 3 general study areas:



### 35m Right-of-Way

Project Footprint (Development Area) - the area of direct disturbance for Project construction and operation



### 1km Buffer from Alternatives 1 & 2

Local Study Area (LSA) - the area where largely direct and indirect effects of the Project are likely to occur (1km buffer within the 2 km wide corridor and 500 m from supportive infrastructure)



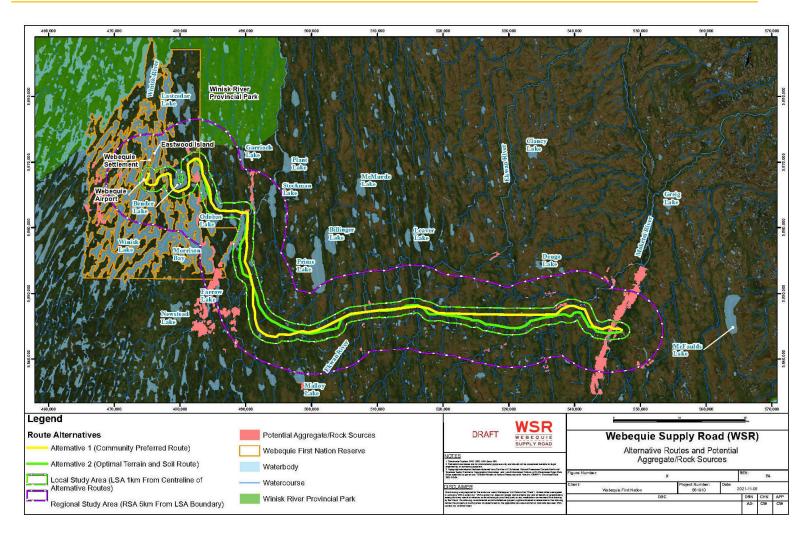
### 5km from either side of LSA

### Regional Study Area (RSA)

 the area where potential, largely indirect and cumulative effects of the Project in the broader, regional context may occur



# Alternative Routes & Rock Sources



### **Alternative Routes**

As part of the Terms of Reference, alternative routes within the preliminary preferred corridor for the WSR were identified by Webequie First Nation for further evaluation in the EA/IA:

- Alternative 1 (community preferred route)
- Alternative 2 (optimal terrain and soil route)

### Alternative Aggregate Sources

Alternative Aggregate/Rock Source Areas to construct and operate the road have been identified from information and studies completed to date.

Preliminary estimate of materials:

- Fill 1,551,000 cubic metres (155,100 dump trucks)
- Gravel 1,297,000 cubic metres (129,700 dump trucks)
- Rock 1,500 cubic metres (150 dump trucks)

### **Evaluation of Alternatives**

An evaluation will be completed to compare Alternative 1 and Alternative 2 and Aggregate/Rock Source Areas against a set of VCs (environmental conditions that may be affected by the Project) and indicators (can be used to measure potential Project effects) within broader factors that include:

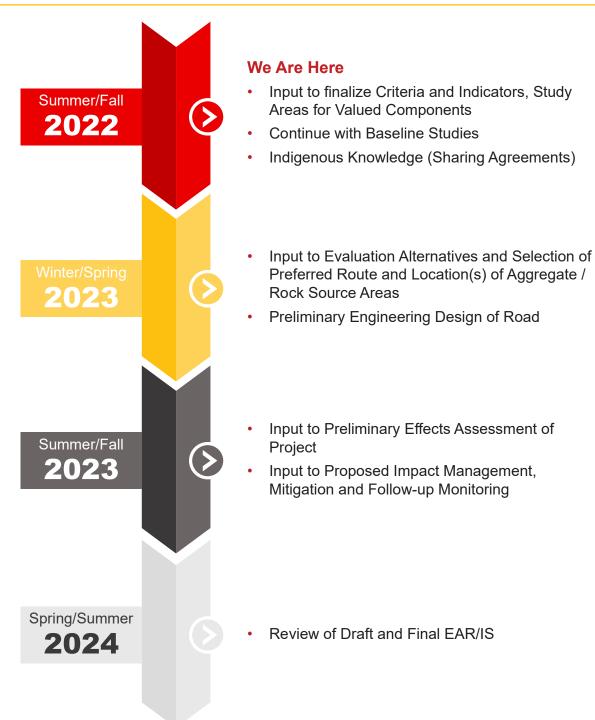
- Natural Environment
- Indigenous Knowledge, Land and Resource Use and Interests
- Socio-economic and Cultural Heritage
- · Technical (Cost, Constructability, Safety, etc.)

The purpose of evaluating alternative routes and aggregate/rock sources is to identify a preferred route and locations for aggregate/rock for the WSR with:

- Least potential for negative effects
- Greatest opportunity for mitigation of negative effects
- Greatest community benefits

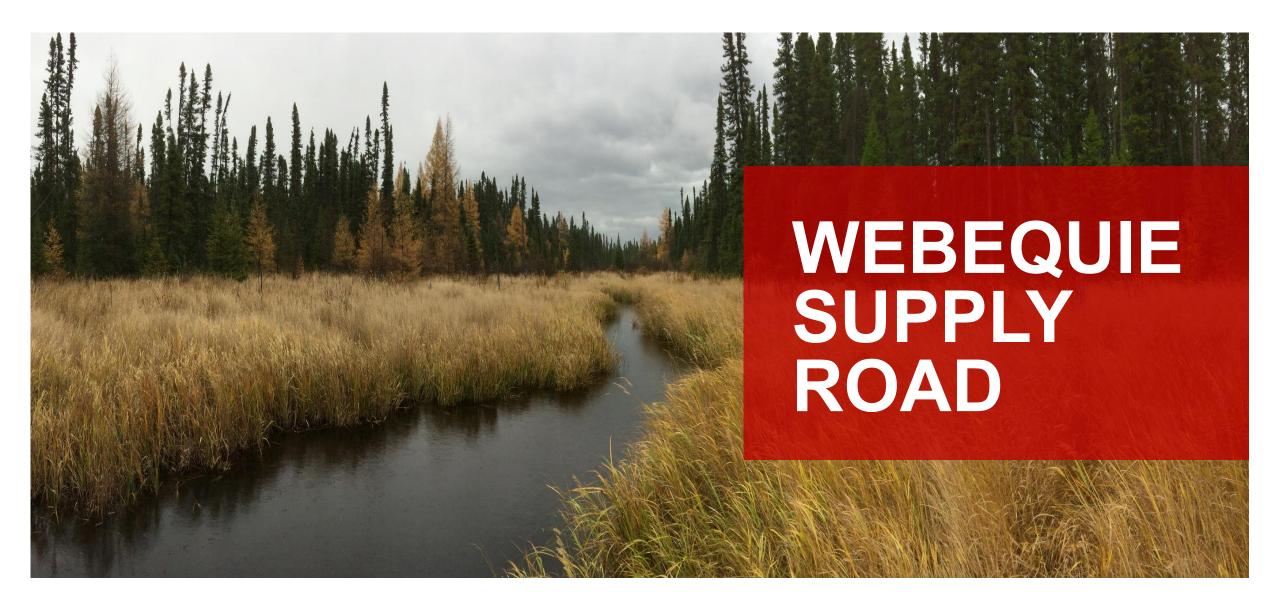


# **Next Steps**



### **Contact Us**

Michael Fox | Regional Consultation Lead | michael.fox@supplyroad.ca Don Parkinson | Consultation Lead | don.parkinson@snclavalin.com Leslie Spence | Local Consultation Lead | leslies@webequie.ca www.supplyroad.ca





Environmental & Impact Assessment August 25, 2022

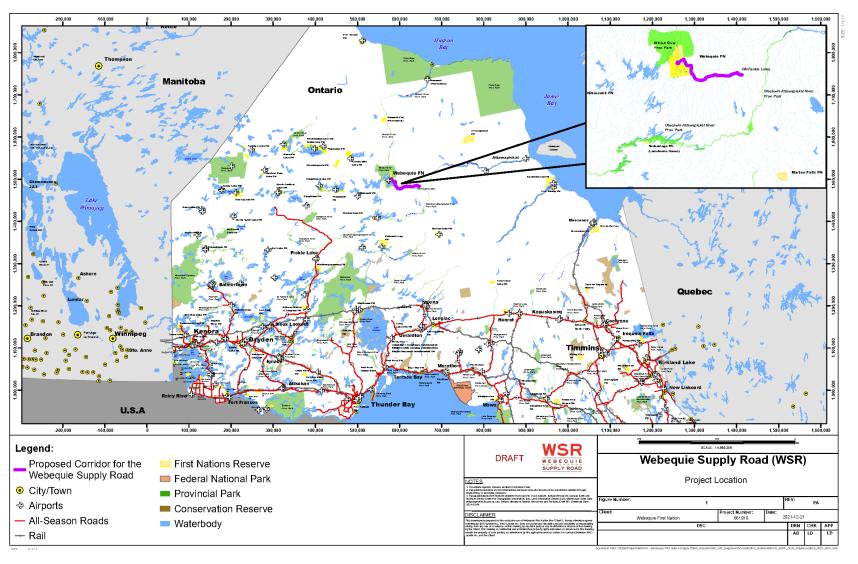
# **TODAY'S TOPICS**



- Project and Environmental Assessment/Impact Assessment process overview
- 2. Engagement and Consultation To Date and What We Have Heard
- 3. Study Plans
- 4. Assessment Approach
- 5. Select Valued Components
- 6. Indigenous Knowledge Program
- Consideration and Evaluation of Alternatives (routes; aggregate areas)
- 8. Consultation Approach and Next Steps



## **PROJECT LOCATION**







# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide employment and economic development opportunities to Webequie while preserving their language and culture



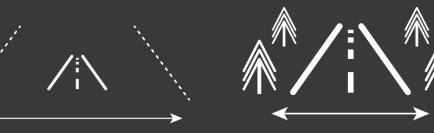
Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education



## PROJECT DESCRIPTION







107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake 17 km

Length of road corridor within WFN Reserve Lands 2 km

Preliminary corridor width for consideration of Route Alternatives

35 m

Final corridor width (rightof-way) for two lane gravel surface



## PROJECT DESCRIPTION









3

Major waterbody crossings (and 23 other waterbody crossings) - requiring bridges and culverts

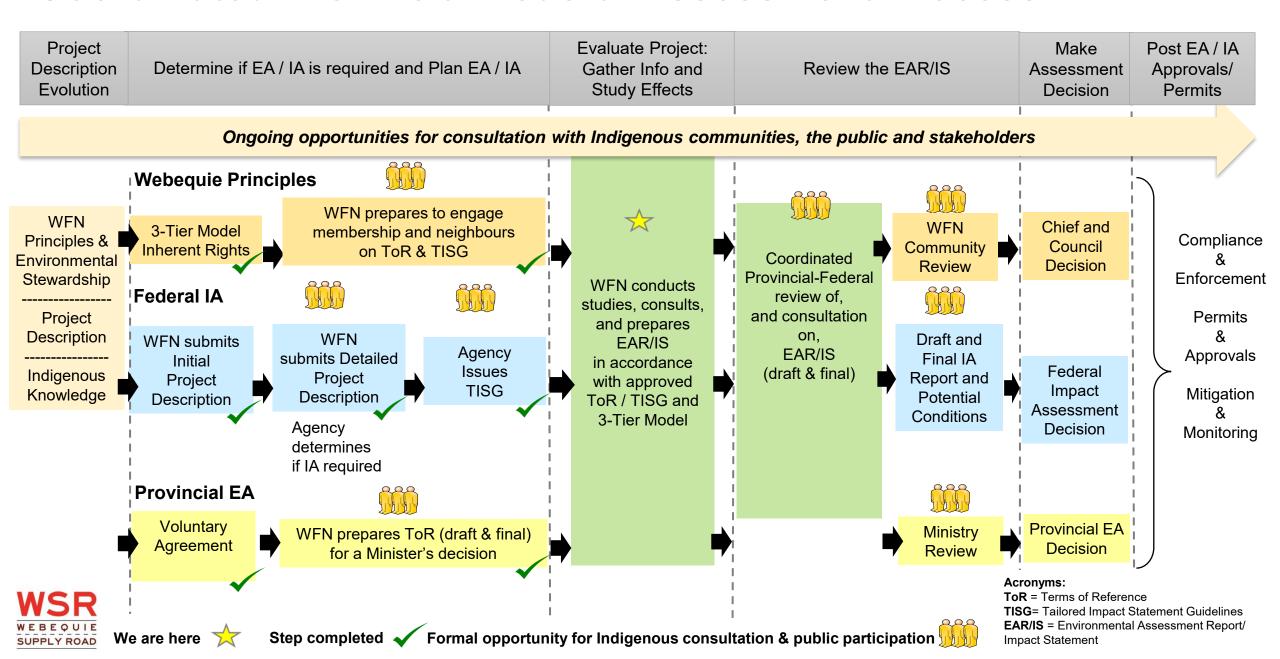
Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas Construction camps (temporary) to accommodate construction crews and operation/maintenance office (permanent) including supportive facilities (wastewater treatment plant, potable water storage) Storage and laydown yards (temporary) for equipment and materials







### **Coordinated Provincial-Federal Assessment Process**





# **COORDINATED PROVINCIAL**& FEDERAL EA PROCESS



- The project is taking a coordinated approach which combines both federal and provincial assessment processes
- One body of documentation will be produced to address requirements of both the ToR and the TISG: an Environmental Assessment Report / Impact Statement (EAR / IS)

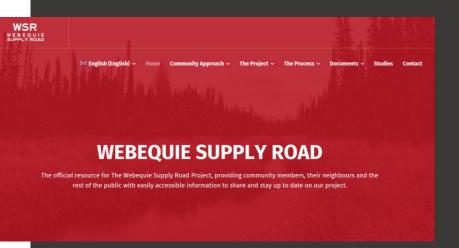






## **ENGAGEMENT & CONSULTATION**

During the Terms of Reference *(ToR)* Phase (2019-2021), the following engagement/consultation activities occurred:





The Project website was created www.supplyroad.ca/



Notices were published and distributed to 22 Indigenous communities as well as all involved parties (municipalities, the Government Review Team, the public, and other stakeholders).



In-person and virtual meetings, open houses, and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders.
Communication materials and follow-ups were distributed.



## WHO WE HEARD FROM

- Aroland First Nation
- Attawapiskat First Nation
- Constance Lake First Nation
- Fort Albany First Nation
- Ginogaming First Nation
- Kasabonika Lake First Nation
- Kingfisher Lake First Nation
- Kitchenuhmaykoosib Inninuwug First Nation
- Long Lake #58 First Nation
- Marten Falls First Nation

- Matawa First Nations Management
- Mushkegowuk Council
- Neskantaga First Nation
- Nibinamik First Nation
- Omushkegowuk Women's Water Council
   & Omushkegowuk Treaty 9 Alliance
- Wawakapewin First Nation
- Webequie First Nation (WFN)
- Weenusk First Nation
- Wunnumin First Nation



# WHAT WE HEARD KEY THEMES

### **Aboriginal and Treaty Rights and Interests**

Concerns about protection and assessment of impacts on rights and interests of Indigenous peoples. Effects to Indigenous land use and loss of way of life (fishing, hunting, gathering)

### **Cumulative Effects and Need for Regional Assessment**

Concerns about need for a comprehensive cumulative effects assessment that captures all future proposed mining and infrastructure developments in the Ring of Fire

### **Protocols / Consultation Process**

Reminder to respect and follow community specific protocols for engagement and consultation

## **Environmental Assessment / Impact Assessment**

Concerns and questions about:

- EA/IA process and Crown's Duty to Consult
- Consideration and evaluation of alternatives (routes)
- Location and effects of supportive infrastructure (aggregate/rock source areas, camps, temporary access roads)
- Potential effects (peatlands, water quality) to downstream Indigenous communities

### **Participation/ Capacity Funding**

Need for capacity funding/resources for Indigenous communities to participate in assessment process (e.g., consultation and engagement, Indigenous Knowledge)



# WHAT WE HEARD KEY THEMES

## Ownership and Maintenance/Operations of Road

Questions/concerns around who will use, own and operate the road

### **Socio-Economic Impacts**

Need to examine potential social and economic impacts (negative and positive) such as business, training and employment opportunities, and how Project may increase economic activity (forestry, mineral exploration)

### **Climate Change and GHG Emissions**

Concerns about climate change and consideration in assessment of project such as peatland/muskeg which are carbon sinks in Northern Ontario

### **Water Quality**

Concerns around potential impacts to water quality and fish from release of contaminants (spills, methylmercury levels)

### Wildlife and Plants

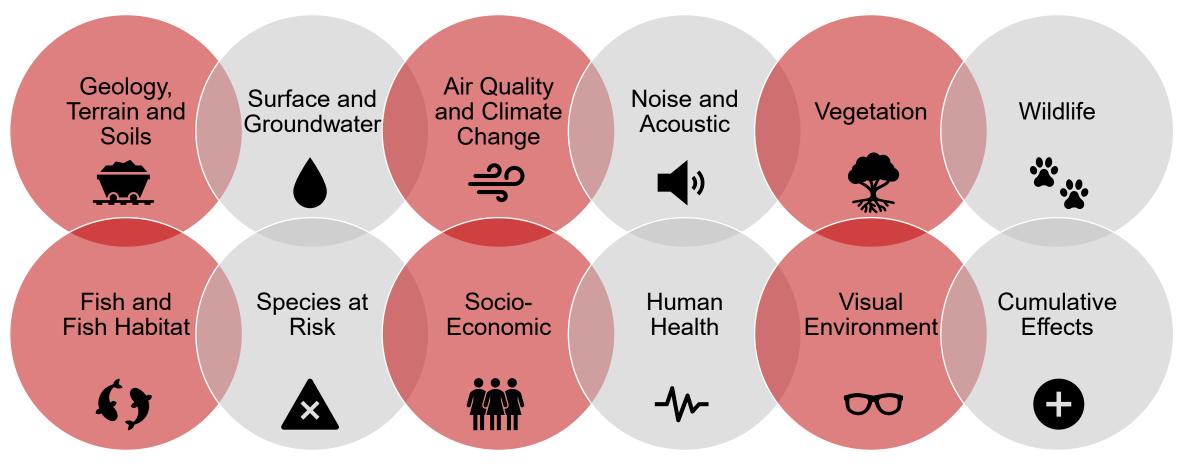
Concerns around potential effects to wildlife and plants (birds, caribou, moose, fish, berries) and how this may impact harvesting, hunting and Indigenous peoples' health and rights







## TECHNICAL STUDY PLANS



Fact Sheets to summarize each study plan are available as a hand-out today and are also posted on the Project website: <a href="www.supplyroad.ca">www.supplyroad.ca</a>







## VALUED COMPONENTS CONSIDERED

Value Components (VCs) are the environmental, health, social, economic or additional elements or conditions of the natural and human environment that may be affected by the Project and are of concern or value to the public, Indigenous peoples, federal/provincial authorities and interested parties.

### VCs identified to date include:

Geology, Terrain and Soils

Surface Water

Groundwater

Air Quality

Climate Change

Noise

Vegetation and Wetlands

Fish and Fish Habitat

Wildlife (including migratory birds)

Archaeological Resources Built Heritage/ Cultural Heritage Resources

Socio-Economic Environment Indigenous Land and Resource Use Aboriginal and Treaty Rights and Interests

Visual Environment Human Health



# INDICATORS

- Represent the resource, feature, or issue related to a VC that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects, to be used to assess and evaluate the alternative routes and the overall effects of the Project



## **ASSESSMENT BOUNDARIES**



**Spatial boundaries** define the geographic extent of potential environmental effects of the Project

- Are used to define the study area for baseline data collection/studies and the effects assessment
- May vary depending on the valued component (wildlife, surface water, socio-economic)
- Have been established to focus on the two route alternatives for the project within the proposed preliminary 2 km wide corridor as identified in the EA ToR and federal Detailed Project Description



## SPATIAL ASSESSMENT BOUNDARIES

The project area has been broken up into 3 general study areas:



Project Footprint (PF) (Development Area) - the area of direct disturbance for Project construction and operation



Alternatives 1 and 2

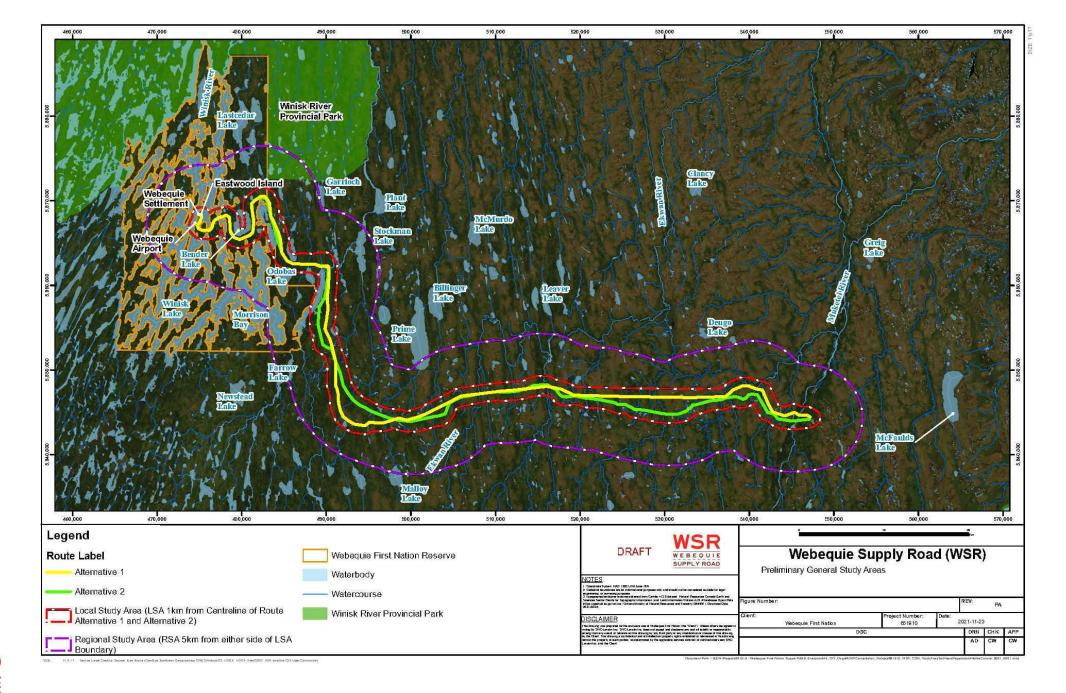
Local Study Area (LSA) the area where largely direct and indirect effects of the Project are likely to occur (1km buffer within the 2 km wide corridor and 500 m from supportive infrastructure)



5km from either side of LSA

Regional Study Area (RSA) - the area where potential, largely indirect and cumulative effects of the Project in the broader, regional context may occur







# STUDY AREAS FOR VALUED COMPONENTS



- To finalize the study areas for VCs, each environmental discipline will consider:
  - Input from Indigenous communities/groups including what we hear today from you
  - The anticipated extent of the potential Project effects
  - Indigenous Knowledge that communities are willing to share
  - Current or traditional land and resource use by Indigenous communities
  - Exercise of Aboriginal and Treaty Rights of Indigenous peoples, including cultural and spiritual practices
  - Physical, ecological, technical, social, health, economic and cultural considerations.



## TEMPORAL ASSESSMENT BOUNDARIES

**Temporal boundaries** define the timelines for consideration of baseline information and potential effects of the Project. The project will occur in 2 main phases:

3 to 6 YEARS

**Construction Phase**: All the activities for development of the road and supportive infrastructure from the start of construction to the start of operation and maintenance of the WSR

75 YEARS

**Operations Phase**: All activities for operation and maintenance of the road and any permanent supportive infrastructure (e.g., maintenance yard, aggregate pit/quarry) that will start after construction

The Project is proposed to be operated for an undefined time period and therefore abandonment/closure of the road will not be considered in the EA / IA



## BASELINE STUDIES OVERVIEW



- Baseline studies establish existing conditions and identify what the condition of the environment is <u>right</u> <u>now</u>
- Why is it important to conduct baseline studies?
  - Serve as reference point to allow for comparison when assessing potential project effects
  - Can help to inform on mitigation measures to avoid or reduce effects during construction and operation
  - Provide a snapshot of current conditions for future environmental monitoring and success of mitigation measures to avoid/reduce effects
- Baseline studies have been conducted through 2019 to 2021, and will continue in 2022 to help us better understand the existing conditions of the environment



## **BASELINE STUDIES**



#### **Natural (Biophysical)**

- Vegetation (Peatlands /Wetlands, Forest)
- Wildlife
- Fish and Fish Habitat
- Species at Risk
- Air Quality & Climate Change
- Noise and Vibration
- Visual Environment
- Surface Water
- Groundwater
- Geology, Terrain & Soils



#### Socio-Economic

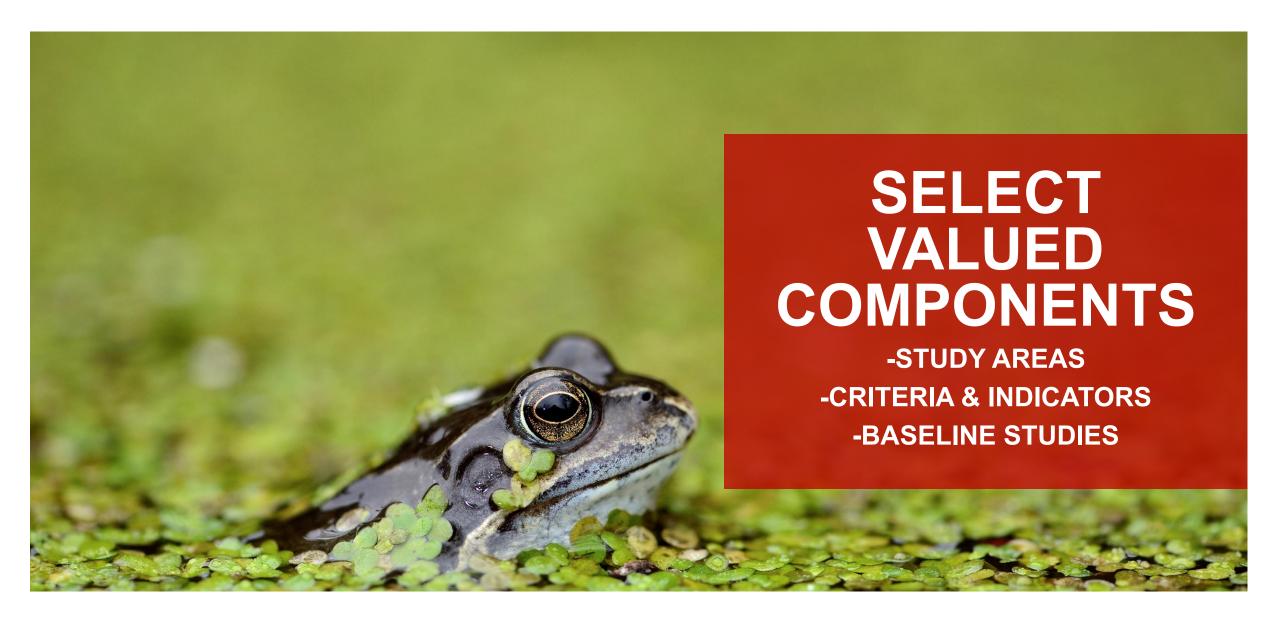
- Profiles of Indigenous Communities
  - Population/Demographics
  - Education//Employment
  - Household Composition
  - Infrastructure & Social Services
- Human Health
- Land and Resource Use
- Indigenous Knowledge and Land and Resource Use



#### Cultural

- Archaeological Resources
- Built Heritage
- Cultural Heritage Landscapes







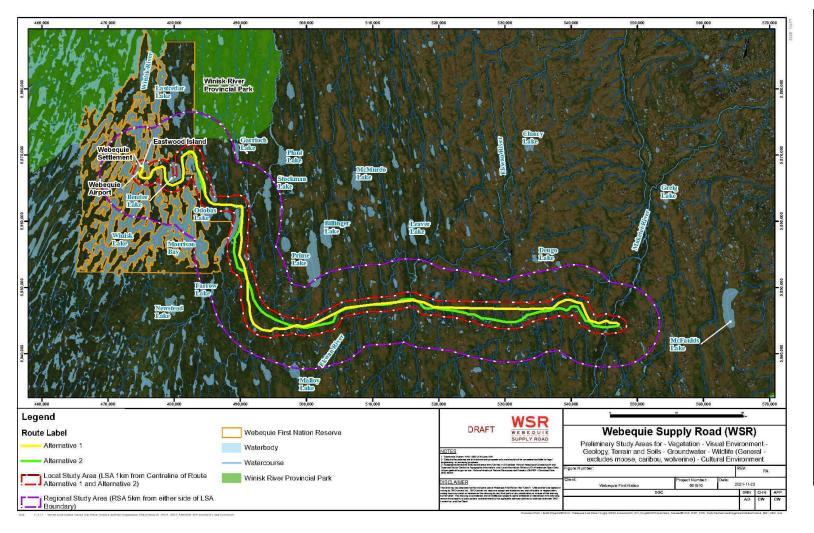
#### **STUDY AREAS**

The wildlife study areas differ by wildlife species, as follows:

	Local Study Area	Regional Study Area
General	1 km buffer from the centreline of Alternative 1 and Alternative 2, 500 m from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Extends 5 km from either side of the LSA boundaries
Moose	10 km buffer from centreline of Alternative 1 and Alternative 2, 500 m from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Extends 50 km from either side of the LSA boundaries
Caribou	11 km buffer from the centreline of Alternative 1 and Alternative 2, and from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Encompasses the entire Missisa and Ozhiski Ranges for the species in Ontario
Wolverine	11 km buffer from the centreline of Alternative 1 and Alternative 2, and from supportive infrastructure (camps, aggregate/rock source areas, access roads)	Extends 50 km from either side of the LSA boundaries

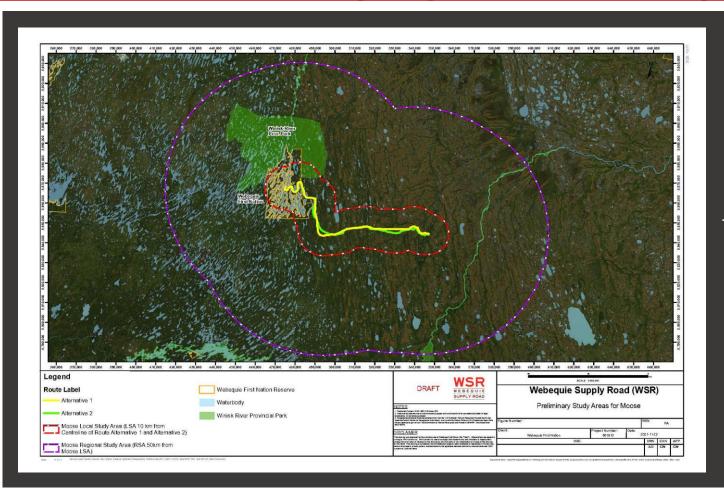


## WILDLIFE STUDY AREAS GENERAL





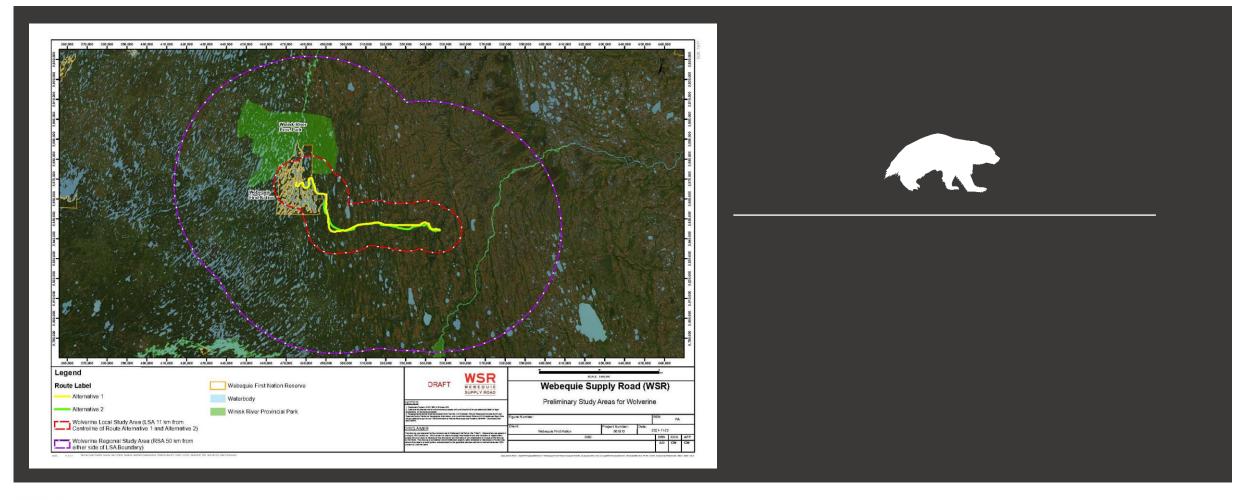
## WILDLIFE STUDY AREAS MOOSE





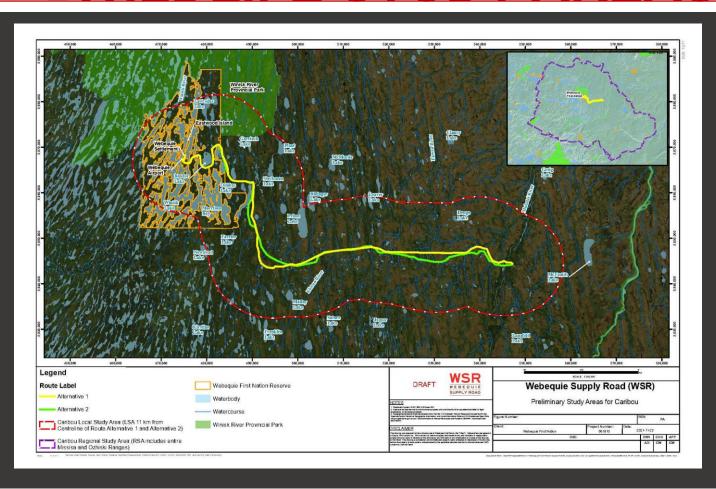


## WILDLIFE STUDY AREAS WOLVERINE





## WILDLIFE STUDY AREAS CARIBOU







#### **CRITERIA AND INDICATORS**

Criteria/ Valued Component (VC)	Indicators			
Forest Birds (including SAR* birds)				
Raptors (including SAR* birds)				
Shorebirds	<ul> <li>Changes to habitat availability (quantity – hectare and quality)</li> <li>Changes to abundance (i.e., population) and distribution (i.e.,</li> </ul>			
Waterfowl	configuration and connectivity) of species and habitat			
Bog/Fen Birds and other Wetland Birds (including SAR* birds)	(number/ha)  Changes to species richness (diversity)			
Bats (including SAR* bats)	> Changes to survival and reproduction			
Fur Bearers	> Changes to predator access, habitat use and population			
Ungulates (e.g., moose), excluding SAR*	<ul> <li>Change in wildlife mortality (due to increase anthropogenic stressors; hunting, trapping, vehicle travel)</li> </ul>			
Amphibians and Reptiles	столого, таптин <b>д</b> , тогшого шого гу			
Pollinating Insects				



#### **CRITERIA AND INDICATORS**

Criteria/ Valued Component (VC)	Indicators
Caribou	<ul> <li>Changes to:</li> <li>Population size/ trend estimates at Range Level</li> <li>Indirect mortality due to increases in prey sources (moose) leading to increased predation (wolves, bears, etc.) and spread of disease</li> <li>Indirect impacts due to sensory disturbances (light, sound)</li> <li>Incidental mortality due to anthropogenic impacts (vehicular collisions, increased hunting pressure)</li> <li>Habitat availability (abundance spatially and temporally)</li> <li>Disturbances at range level</li> <li>Habitat amount and arrangement/distribution at sub-range level:</li> <li>Category 1: High Use Area (number or hectares)</li> <li>Category 2: Seasonal Ranges (hectares)</li> <li>Category 3: Remaining Areas in the Range (hectares)</li> </ul>
Designated Significant Wildlife Habitat	› Area (hectares) of significant wildlife habitat crossed or fragmented



#### **BASELINE STUDIES - BIRDS**

#### Spring and Fall Aerial Waterbird Surveys (2019 and 2020):

- Sampled waterfowl (e.g., ducks, geese, and swans) and shorebird (e.g., sandpipers, plovers) during migration to and from breeding grounds
- Surveyed wetlands and watercourses from helicopter in the Local Study Area for the proposed road corridor

#### **Findings:**

- Large lakes (e.g., Winisk, Bender, Winiskisis Channel) serve as staging areas for waterfowl
- Smaller lakes and rivers are not readily used by migrating waterfowl





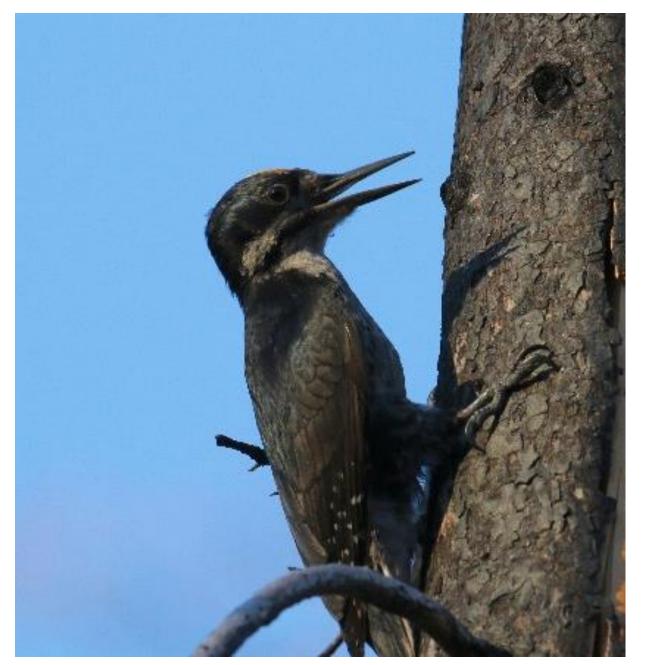




**BASELINE STUDIES – BIRDS** 

#### **Breeding Bird Surveys (2020 and 2021):**

- Consisted of manned point counts as well as use of acoustic recording units (ARUs)
- Listening counts were completed at 263 stations
- ARUs were positioned at 89 locations and recorded throughout the day during all four seasons of the year
- Over 80 species of birds were recorded with these methods







Photos from Breeding Bird Surveys (2020 and 2021)



**BASELINE STUDIES - BATS** 

#### **Acoustic Bat Surveys**

 Sampled bat diversity and presence using ultrasonic recorders.

- Surveyed at 10 total locations in the project study area
- Surveyed both during pup rearing period (June-July) and migration/swarming period (August – October).
- Five species of bats were recorded, including Little Brown Bat (Endangered in Ontario)



#### **BASELINE STUDIES - CARIBOU**

#### **Caribou Aerial Surveys (2018-2019, 2021):**

- Conducted in winter, using helicopter
- Targeted caribou also surveyed many medium and large mammals (e.g., moose, wolves, wolverine, otter, marten and other furbearers)
- 45 and 13 caribou documented in 2018 and 2019 surveys, respectively. Over 500 caribou in 2021 survey.

#### Caribou Calving Study (2020):

 Ground (foot) and helicopter (aerial) surveys to scan for spring/early summer caribou calving and nursery habitat

#### **Caribou Collaring Study (2021):**

- Determining calving areas, wintering areas, and travel corridors by placing GPS/radio collars on 30 female caribou and monitoring movements for 3 years.
- Data to date reveals that most collared caribou are of Eastern Migratory population that winters in wooded areas but calves along Hudson's Bay shoreline.
- This is a "Special Concern" species in Ontario.



**Photos from Caribou Aerial Surveys (2021)** 







#### **Wolverine Occupancy Study (2021):**

- Sampling stations called "run-poles" were constructed at 25 sites within 10 km of the alternative routes for the WSR. Stations included "snag posts" to collect hair from visiting animals and two cameras.
- The stations documented at least 7 individuals which visited 13 stations a total of 29 times.
- This is the first study along the eastern range boundary of this species in Ontario and the first targeted Wolverine baseline study for an environmental assessment in Ontario.

#### **Amphibians (2020 and 2021):**

- Calling frogs were sampled by way of acoustic recording units (ARUs) deployed for breeding bird studies
  - Approach allowed for evening surveys in remote wetland areas that would have been inaccessible otherwise

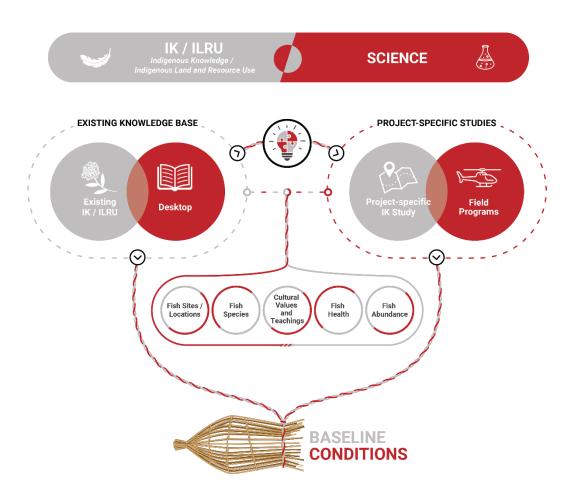




## INDIGENOUS KNOWLEDGE PROGRAM

#### The Purpose of the program is to:

- Develop understanding of insights and knowledge gained from experience, history and traditions of Indigenous communities on the land and waters, including traditional land use areas, sacred sites, and other culturally important locations in the Study Area for both historic and current uses of lands and resources
- Identify potential effects of the Project, including those on Indigenous rights and interests
- Collaborate and work with Indigenous communities to enhance benefits or to identify measures to avoid/reduce potential effects on Indigenous rights and interests

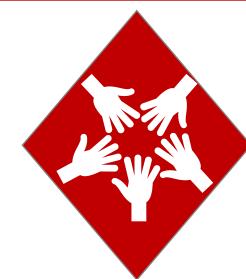




## **INDIGENOUS KNOWLEDGE PROGRAM**

- The IK Program will take a collaborative approach to ensure that your community's values and learnings directly inform decision-making as part of the Project.
- We invite you to share as much IKLU information as you wish in your preferred format.
- We will engage with your community to identify interest in and scope of an Indigenous Peoples' Land Use & Interests study and determine the appropriate Study Areas.
- We recognize that IKLU information belongs to your community. In order to honour and respect **confidentiality principles**, we propose establishing an Indigenous Knowledge Sharing Agreement prior to the collection and use of your community's information.
- As a key component of the program, we will work together to **validate IKLU information** and confirm that we have a firm understanding of it before weaving it into the EAR/IS.
- Your community will have the opportunity to review the EAR/IS and provide feedback to ensure that all IKLU information has been adequately, appropriately, and respectfully integrated throughout.
- An invitation letter has been sent seeking interest in participating in the IK Program









# **EVALUATION OF ALTERNATIVE ROUTES AND AGGREGATE/ROCK SOURCES**



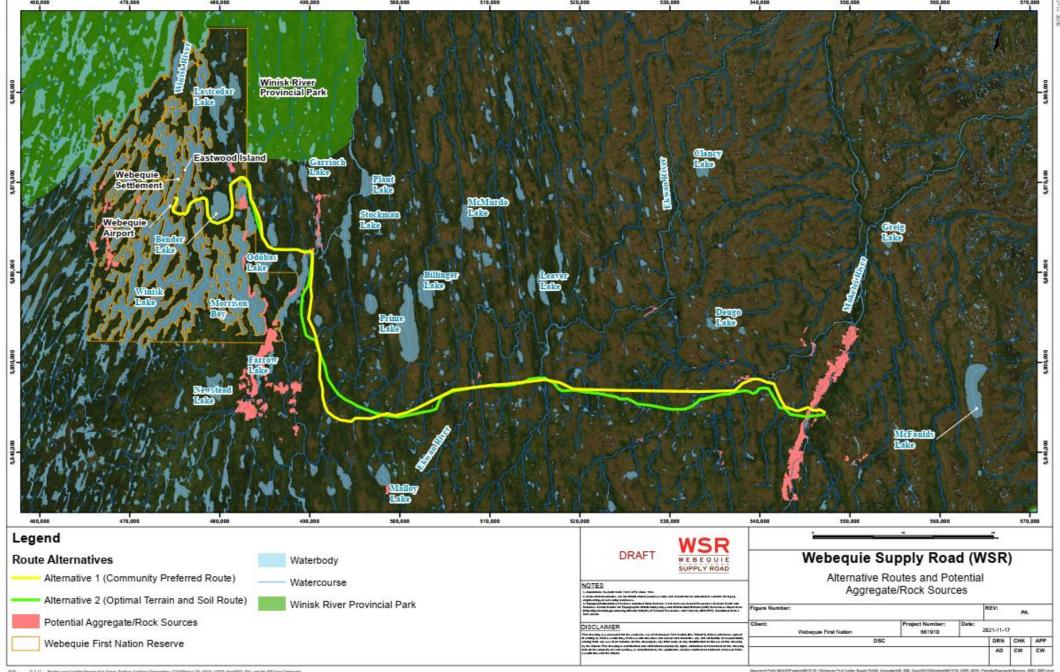
As part of the Terms of Reference alternative routes within the preliminary preferred corridor for the WSR were identified by Webequie First Nation for further evaluation in the EA/IA

- Alternative 1 (community preferred route)
- Alternative 2 (optimal terrain and soil route)

Alternative Aggregate (gravel and fill) / Rock Source Areas to construct and operate the road have also been identified from information and studies completed to date

- Preliminary estimate of materials required to construct are:
- Fill 1,551,000 cubic metres (155,100 dump trucks)
- Gravel 1,297,000 cubic metres (129,700 dump trucks)
- Rock 1,500 cubic metres (150 dump trucks)





# PROPOSED CRITERIA AND INDICATORS FOR EVALUATION OF ALTERNATIVES

An evaluation will be completed to compare Alternative 1 and Alternative 2 and Aggregate/Rock Source Areas against a set of **VCs** (environmental conditions that may be affected by the Project) and **indicators** (can be used to measure potential Project effects) within broader factors that include:

- Natural Environment
- Indigenous Knowledge, Land and Resource Use and Interests
- Socio-economic and Cultural Heritage
- Technical (Cost, Constructability, Safety, etc.)

The purpose of the evaluation of alternative routes and aggregate / rock sources is to identify a preferred route and locations for aggregate/rock for the Webequie Supply Road with

- Least potential for negative effects
- Greatest opportunity for mitigation of negative effects
- Greatest community benefits



## **EVALUATION OF ALTERNATIVES**

The evaluation of alternatives will also consider other supportive infrastructure components and road design elements such as

- Temporary Access roads
- Laydown / storage yards
- Construction camps
- Types of structure options (bridge or culverts) at waterbody crossings for the preferred route







## PROPOSED CONSULTATION FOR EA/IA

#### Three rounds of consultation are proposed for the EA/IA:

### Spring/Summer 2022 – Consultation Round 1



- Overview of EA/IA process
- Consultation to date and what we have heard
- Study Plans for valued components
- Criteria and indicators for evaluation and selecting a preferred route and project effects assessment
- Approach for evaluation of alternatives (routes; aggregate areas)
- Overview and status of baseline studies
- Indigenous Knowledge program
- Consultation approach and next steps

## Fall 2022 – Consultation Round 2



- Summary of input received from consultation round 1
- Identification of alternatives
- Preferred route and aggregate/rock source areas and rationale for selection
- Preliminary engineering design elements of WSR (bridges/culverts)
- Next steps and schedule

## Winter/Spring 2023 – Consultation Round 3

- •Summary of input received from consultation round 2
- Summary of preliminary effects assessment of Project
- Proposed impact management, mitigation and follow-up monitoring program
- Next steps in EA/IA process



## GATHERING FEEDBACK THROUGH THE EA / IA

#### Consultation and Engagement Activities for Indigenous Communities



Chief & Council and/or Community Meetings



Open House Sessions in Thunder Bay for off-reserve community members from Webequie First Nation



Ongoing notifications and project updates in notices, newsletters, social media, and project website



Live information streaming sessions (Facebook, Youtube)



Interviews and targeted focus groups with community members (youth, Elders, Band administrative staff)



Consultation Progress Reports will be prepared at each of the 3 key EA/IA milestones to support meaningful input from communities



Review of Draft Environmental Assessment Report/Impact Statement

### Consultation and Engagement for All Stakeholders and the Public



Ongoing notifications and project updates in notices, newsletters and social media



**Project Website** 



**Project Email Address** 



3 Open Houses in Thunder Bay



Review of Draft Environmental Assessment Report/Impact Statement

How would you like to be engaged and kept informed during the assessment process?



## **NEXT STEPS**

### WE ARE HERE NOW

- Input to finalize Criteria and Indicators, Study Areas for Valued Components
- Continue with Baseline Studies
- Indigenous Knowledge (Sharing Agreements)

## **FALL 2022**

- Input to Evaluation Alternatives and Selection of Preferred Route and Location(s) of Aggregate / Rock Source Areas
- Preliminary
   Engineering
   Design of Road

## **WINTER 2023**

- Input to Preliminary Effects Assessment of Project
- Input to Proposed Impact Management, Mitigation and Follow-up Monitoring

## SUMMER/FALL 2023

 Review of Draft and Final EAR / IS



## **WE WANT TO HEAR FROM YOU!**

- Provide comments through the Project Website (<u>www.supplyroad.ca</u>)
- Speak with the Project Team after the presentation
- Fill out a Feedback Form

#### Contacts for the EA/IA:



#### Michael Fox

Regional Consultation Lead Webequie First Nation 1000 Chippewa Road Thunder Bay, ON

P7J 1B6

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P0T 3A0

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E-mail:

Leslie.spence@supplyroad.ca

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Toronto, ON

M9C 5K1

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Fax: 416-235-5356

E-mail:

don.parkinson@snclavalin.com







## **APPENDIX P2.C.1**

#### **Public Information Centre #1**

■ P2.C.1.2 – Feedback Form Received







	ould like to receive a written response to your comments, please us with the following information. This information will be kept tial.
Name:	
Address:	
Email:	·
	Please check if you wish to be added to the electronic mailing list (with e-mail provided above)
PLEASE I PROJECT	EAVE YOUR COMPLETED FEEDBACK FORM WITH THE WEBEQUIE TEAM.
	Meegwetch! Thank You!
TI	nank you for taking the time to complete this feedback form.



## WEBEQUIE SUPPLY ROAD PROJECT Environmental Assessment Phase Round 1 Public Information Centre Thursday, August 25, 2022- Valhalla Inn Thunder Bay FEEDBACK FORM

Thank you for your participation in this Webequie Supply Road Project Public Information Centre. We value your input and feedback. Comments will become part of the public record, with the exception of your personal information.

	become part of the public record, with the exception of your prmation.				
1)	How did you learn about this Public Information Centre?				
	Notice Word of mouth Radio Website				
2)	What was your main reason for attending this meeting?				
	Have not heard of this Project Interested in the Project Want to ask questions or express my concerns Want to know how this Project will impact me				
3)	What are the good things about the Supply Road?				
	Employment opportunities Business opportunities Training opportunities Accessibility				

4) What are the bad things about the Supply Road?		9) What would help the Webequie Project Team improve these Public Information Centres in the future?		
	Outsider access  Disruption to the communities  Change in traditional land and resources  Potential environmental impacts  Changes to way of life		Additional material (handouts, etc.) One-on-one discussions with the Project Team More time for questions and answers Breakout sessions Provide more information	
5)	Do you have any comments on the route selection?	ADDITION	NAL CORARAENTS	
_		Please provide	NAL COMMENTS  any additional comments that you may have about the oly Road Project.	
6)	Did the Public Information Centre help you with your understanding of the Project?			
	Yes Somewhat No			
7)	Is there any information that you would like to be provided that was not presented at the Public Information Centre?			
	Yes Somewhat No			
8)	Were you given the opportunity to participate in the Public Information Centre – ask questions or express your interest/concern?			
•	Yes Somewhat No			

If you would like to receive a written response to your comments, please provide us with the following information. This information will be kept confidential.

Name	<u> </u>
Addres	
Ema	
Please check if you wish to be ac (with e-mail provided above)	dded to the electronic mailing list
to be a community Clarection makers	l woodel like r Leisen on occor
PLEASE LEAVE YOUR COMPLETED FEEDBA	ACK FORM WITH THE WEBEQUIE
PROJECT TEAM	to fund of
Meegwetch! T	hank You!

Thank you for taking the time to complete this feedback form.



#### WEBEQUIE SUPPLY ROAD PROJECT

**Environmental Assessment Phase Round 1 Public Information Centre** Thursday, August 25, 2022- Valhalla Inn Thunder Bay **FEEDBACK FORM** 

Thank you for your participation in this Webequie Supply Road Project

will		irt of the public record, with the exception of your p	
3)		ou learn about this Public Unformation Centre?	510
		Notice	
	X	Word of mouth	7071
		Radio	X
		Website	<i>≯</i> : 10
2)	What was	s your main reason for attending this meeting?	
		Have not heard of this Project	
	X	Interested in the Project	•
		Want to ask questions or express my concerns	· Carrie
	×	Want to know how this Project will impact me	
3)	What are	the good things about the Supply Road?	
	2	Employment opportunities	
	X	Business opportunities	
	X	Training opportunities	**
		Accessibility	

	19
4) What are the bad things about the Supply Road?	9) What would help the Webequie Project Team improve these Public Information Centres in the future?
Outsider access  Disruption to the communities  Change in traditional land and resources  Potential environmental impacts  Changes to way of life	Additional material (handouts, etc.) One-on-one discussions with the Project Team More time for questions and answers Breakout sessions Provide more information
5) Do you have any comments on the route selection?	P.O. BOX 153, Wilson, wie out
on the propose soute and I would like to See good environmental carefull	Please provide any additional comments that you may have about the Webequie Supply Road Project.
Yes Somewhat	process.
<ul><li>No</li><li>Is there any information that you would like to be provided that not presented at the Public Information Centre?</li></ul>	went to see future generation to benefit from the development projects
Yes Somewhat No	×
8) Were you given the opportunity to participate in the Public Infor	rmation
Centre – ask questions or express your interest/concern?  Yes	×
Somewhat	

## **APPENDIX P2.C.1**

## **Public Information Centre #1**

■ P2.C.1.3 – Public Information Centre Summary











## Webequie Supply Road Environmental Assessment

PUBLIC INFORMATION CENTRE #1

CONSULTATION ROUND #1 OF THE ENVIRONMENTAL

ASSESSMENT PHASE

SUMMARY REPORT

August 25, 2022

Thunder Bay

2:00pm to 5:00pm and 6:00pm to 9:00pm





## Table of Contents

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2.2	Public Information Centre Notifications	
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### 1 Overview

The Webequie Supply Road Project team held a Public Information Centre (PIC) on August 25, 2022 at the Valhalla Hotel and Convention Centre in Thunder Bay, Ontario. The purpose of the PIC was to provide interested parties an opportunity to learn about the ongoing Environmental Assessment/Impact Assessment (EA/IA) study for the Webequie Supply Road (WSR) Project and provide feedback. The PIC consisted of two (2) three-hour long sessions starting at 2:00 p.m. and 6:00 p.m. These sessions consisted of a presentation followed by an opportunity for visitors to review the Project display boards and ask Project Team questions and provide feedback.

### 2 Public Information Centre

The PIC consisted of a Project presentation (see **Appendix B**) followed by a Q&A session. Don Parkinson, Consultation Lead, provided a presentation on the EA/IA process, studies being conducted, approach for evaluation of alternatives, Indigenous Knowledge program, feedback received to-date, and future consultation and engagement opportunities. The PIC was livestreamed and made available on the Project website (<a href="www.supplyroad.ca">www.supplyroad.ca</a>). Display boards with Project information were arranged in sequence around the room (see **Appendix C**). Communication materials provided at the open house included: 30 copies of the July and August Community Newsletters in English and 50 Meeting Feedback forms.





The Project Team encouraged attendees to provide feedback by speaking to the Project Team or by using the Feedback Form. In total, 24 individuals attended the PIC sessions. Members of





the Webequie Project Management Team and Consultant Team were available to answer questions and provide clarification to attendees. The materials presented at the PIC were also made available on the Project website.

Journalists from the Canadian Broadcasting Corporation (CBC), ThunderBaynewswatch, and the Chronicle Journal were present at the venue to report on the PIC. Some of this media coverage can be viewed online:

- TBnewsWatch, Aug. 26, 2022: Webequie supply road (Northwest Newsweek)
   https://www.tbnewswatch.com/video/northwest-newsweek/aug-26-2022-webequie-supply-road-northwest-newsweek-5751669
- TBnewsWatch, Aug 25, 2022: Open house held on Webequie supply road https://www.youtube.com/watch?v=gubkluC9gSY

#### 2.1 Feedback Received during Public Information Centre

Questions and comments received during the sessions are shown in Table 1. Additionally, two feedback forms were received by the Project Team. In total, two comments were received during the sessions and two feedback forms were filled out. The comments dealt with upgrading road from gravel to asphalt, the need for incorporating indigenous ways of communication in the EA process and the critical need for infrastructure in Webequie First Nation community.

The key takeaways from the feedback forms (**Appendix D**) responses:

- The respondents learnt about PIC through word of mouth and radio.
- The respondents are attending PIC because they are interested in the project and want to understand the project's impact on them, ask questions and express concerns.
- The benefits of the supply road identified by the respondents are accessibility, employment, business, and training opportunities.
- The negative impacts identified by the respondents are the changes to traditional land and resources, potential environmental impacts and change to way of life.
- The respondents indicated that the PIC helped them with their understanding off the project.
- One respondent wanted information that was not presented at the PIC whereas the other respondent was satisfied with the information provided.
- One respondent indicated that they were given the opportunity to participate in the PIC whereas the other respondent said they were somewhat provided the opportunity to participate.





 The respondents indicated that one-on-one discussions, more time for questions and answers and breakout sessions would improve the PIC sessions in future.

TABLE 1: FEEDBACK RECEIVED DURING PIC #1

Public Information	Question/ Comment	Responses
Centre (PIC) session 2:00pm to 5:00pm	"Has any consideration been given to	Right now, for all purposes and
	upgrading the road from gravel to asphalt?"	intent of this project, it is a gravel road. In the future, there might be other considerations like ownership and maintenance of the road that might affect what materials are used for the road.
	"Our (Webequie's) priority is to get benefits from the road. Our land use plan was done so we have more things figured out. Premier has described it as a prosperity road. When we hear about regulations, we don't know what it is. We want a very meaningful process as Indigenous peoples we have a different language and communication processes. Therefore, this kind of communication has to be in the process.	Comment acknowledged.
	Indigenous peoples have been suffering from drug and alcohol and we need permanent infrastructure to deal with that. Surrounding communities say that these projects will destroy the environment. Therefore, we should know what we are going to build and what we want.	
	MNRF did not give us resources when we were working before. We have to negotiate benefit sharing structures and how it will be shared. "	
	"On the proposed routes, I would like to see good and careful environmental consideration.	Comment received on feedback form.
	I would like to see a community driven decision-making process and want the future generation to benefit from the development projects"	
6:00pm to 9:00pm	Nil	





#### 2.2 Public Information Centre Notifications

The Notice of PIC was first published on August 17, 2022. The newspaper advertisement provided residents and stakeholders with information on how to actively participate in the study, including venue and time for the PIC.

The notice appeared in the following media outlets on the dates specified (Appendix A):

- Thunder Bay Chronicle Wednesday, August 17
- Timmins Daily Press Thursday, August 18
- Wawatay News Friday, August 19

The Notice of PIC was also posted on the Project website (<a href="http://www.supplyroad.ca">http://www.supplyroad.ca</a>) and is included in **Appendix A**. Further, a letter with the Notice of PIC was sent to Indigenous communities and Indigenous organizations, as listed in Table 2 below:

TABLE 2: LIST OF INDIGENOUS COMMUNITIES AND INDIGENOUS ORGANIZATIONS THAT RECEIVED THE NOTICE OF PIC

Indigenous Communities	Indigenous Organizations
Webequie First Nation	Greenstone Métis Council
Aroland First Nation	Matawa Tribal Council
Constance Lake First Nation	Mushkegowuk Council
Eabametoong First Nation	Shibogama Council
Ginnogaming First Nation	Windigo First Nations Council
Long Lake #58 First Nation	
Marten Falls First Nation	
Neskantaga First Nation	
Nibinamik First Nation	
Attawapiskat First Nation	
Fort Albany First Nation	
Kashechewan First Nation	
Weenusk First Nation	
Kasabonika Lake First Nation	
Kingfisher Lake First Nation	
Wapekeka First Nation	
Wawakapewin First Nation	
Wunnumin Lake First Nation	
North Caribou Lake First Nation	
Kitchenuhmaykoosib Inninuwug (KI)	
Mishkeegogamang First Nation	
Métis Nation of Ontario – Region 2	
Métis Nation of Ontario	

The Notice of PIC was also sent to various public, private and interest groups, in addition to Federal, provincial, and local authorities listed in Table 3 below:





TABLE 3: LIST OF STAKEHOLDERS THAT RECEIVED THE NOTICE OF PIC

Stakeholder Group	Organization			
Provincial Agencies	Ministry of Environment, Conservation and Parks			
	Ministry of Mines			
	Ministry of Natural Resources and Forestry (MNRF)			
	Ministry of Northern Development (MND)			
	Ministry of Community Safety and Correctional Services			
	Ontario Provincial Police			
	Ministry of Economic Development, Job Creation and Trade			
	Ministry of Indigenous Affairs			
	Ministry of Municipal Affairs and Housing			
	Ministry of Tourism, Culture and Sport			
	Ministry of Transportation			
Federal Agencies	Impact Assessment Agency of Canada			
	Environment and Climate Change Canada			
	Department of Fisheries and Oceans			
	Crown-Indigenous Relations and Northern Affairs Canada			
	Indigenous Services Canada			
	Transport Canada			
Municipalities	City of Thunder Bay			
'	Municipality of Greenstone			
	Township of Pickle Lake			
	City of Timmins			
	Municipality of Sioux Lookout			
Provincial and Federal Elected	MP Thunder Bay – Superior North			
Representatives	MPP Thunder Bay – Superior North			
Troprocentatives	MP Thunder Bay – Rainy River			
	MPP Thunder Bay - Atikokan			
	MPP Kenora – Rainy River			
	MPP – Timmins			
Emergency and Medical Services	Thunder Bay Fire Rescue			
Emergency and wiedical dervices	Thunder Bay Police Service			
	Municipality of Greenstone – Fire Services			
	Pickle Lake Fire Department			
	Superior North EMS			
Catholic and Public District School	Lakehead District School Board			
Boards	Superior-Greenstone District School Board			
Doards	Thunder Bay Catholic District School Board			
	Superior North Catholic District School Board			
Crown Land Tenure and Claim	Noront Resources Ltd.			
Holders	Macdonold Mines Exploration Ltd.			
lioideis	Noront Muketei Minerals Ltd.			
	Canada Chrome Corporation			
	Abitibi Royalties Inc.			
	Metalex Ventures Ltd.			
	Aucrest Gold Inc.			
	De Beers Canada Inc.			
	Fancamp Exploration Ltd.			
	Superior Exploration Ltd.			
	Debut Diamonds Inc.			
	Platinex Inc.			





Stakeholder Group	Organization		
	Perry vern English		
	Michael Albert Haveman		
	Clark Exploration and Consulting Inc.		
Interest Groups	Tourism Thunder Bay Thunder Bay International Airport		
	Leuenberger Air Service		
	Nakina Air Service Ltd.		
	Camp Lake St Joseph		
	Osnaburgh Airways Ltd./Pickle Lake Outposts		
	Makoop Lake Lodge		
	Old Post Lodge		
	Oz Lake Lodge & Motel		
	Pickle Lake Hotel		
	White Sands Camp		
	Greenstone Snowmobile Club		
	Thunder Bay Adventure Trails Snowmobile Club		
	North Western Ontario Snowmobile Trails Association		
	Canadian Council of Snowmobile Organizations		
	Federation of Northern Ontario		
	Geraldton Chamber of Commerce		
	Longlac Chamber of Commerce		
	Green Forest Management		
	Greenmantle Forest Inc		
	North of Superior Trapping Association		
	Northwestern Ontario Municipal Association		
	Ontario Parks Association		
	Ontario Recreational Canoeing and Kayaking Association		

#### 2.3 Information Presented

Display boards provided an overview of the Project, including the coordinated EA process and information regarding the EA and studies being conducted.

Display boards are provided in **Appendix C** and they provided information on the following topics:

- Welcome board: Purpose of Public Information Centre #1
- About the Project: Project Purpose and Location
- About the Project: Project Description
- Environmental/Impact Assessment Process
- Gathering Feedback Through the EA & IA
- Indigenous Knowledge Program
- Technical Study Plans
- Valued Components





- Study Area Boundaries
- Alternative Routes & Rock Sources
- Next Steps

### 2.4 Public Information Centre Online Promotion

Here are some of the key online promotion activities undertaken:

Facebook	Promo image impressions (Post 1): 42 Promo video impressions (Post 2): 49 Live stream video views (Post 4): 189
Twitter	Promo image impressions (Post 2): 15 News segment Impressions (Post 3): 9
LinkedIn	Promo image impressions (Post 2): 55 Promo video impressions (Post 2): 65 News segment Impressions (Post 4): 1280
Instagram	Promo image engagement (Post 1): 38 Promo video impressions (Post 2): 92
Eventbrite	Registrations : 19 Ticket page views: 338
Email	Newsletter recipients: 202 Total opens: 187 Clicks: 9

## **APPENDIX P2.C.2**

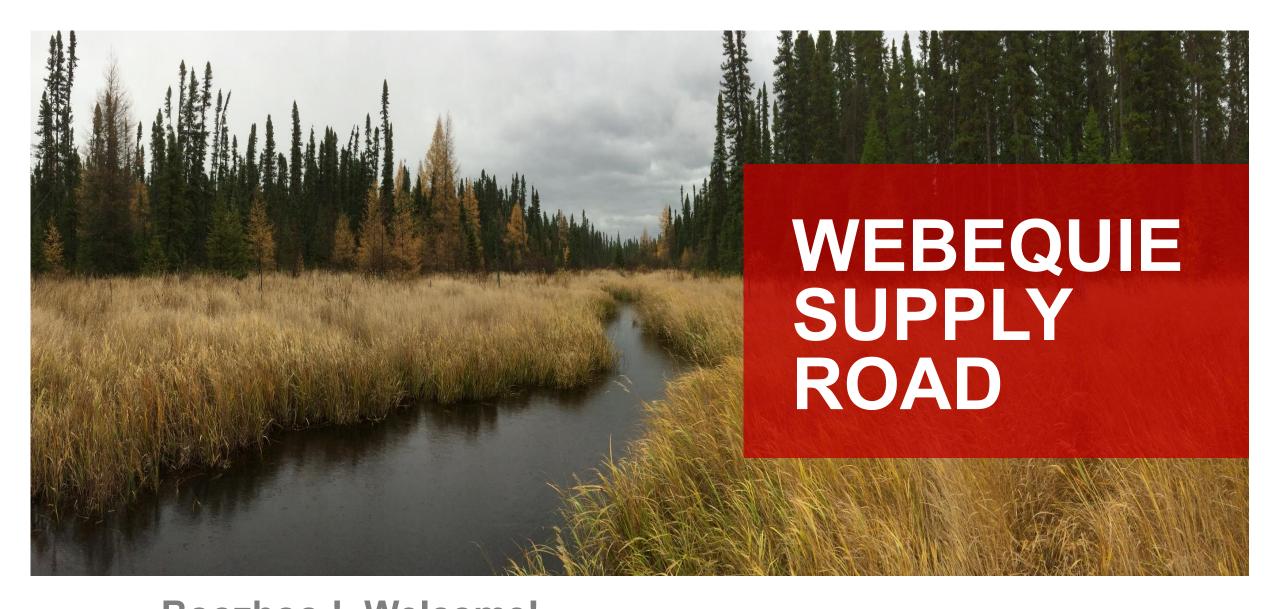
## **Public Information Centre #2**

■ P2.C.2.1 – Display Boards and Presentations





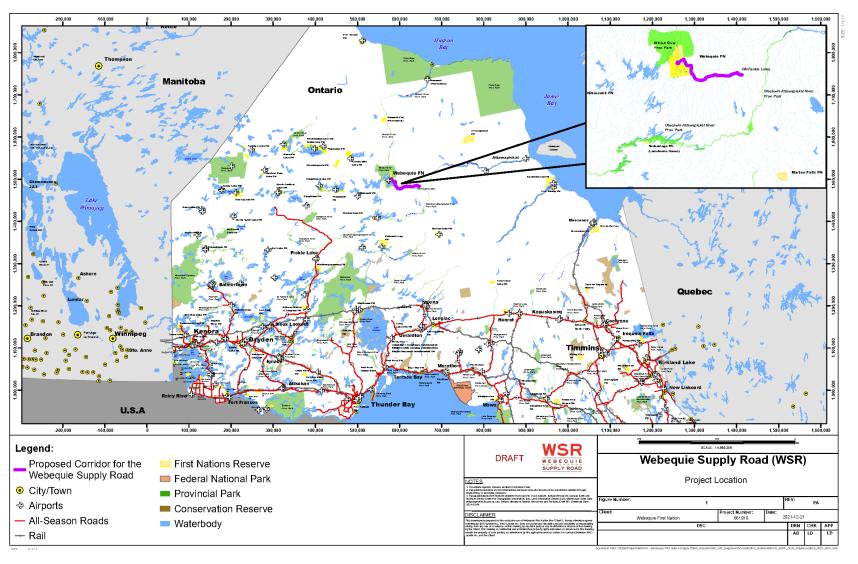






Boozhoo! Welcome! Webequie Supply Road Public Information Centre #2 October 3,4 and 12, 2023

## **PROJECT LOCATION**





## OTHER ROAD PROJECTS IN THE AREA







# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide local employment and economic development opportunities to Webequie.



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education



# Consultation Round 2 (March-October 2023)- Who We Heard From

All 22 Indigenous communities were offered a full suite of engagement options, including in-person community meetings, drop-in sessions, local radio shows and teleconferences.

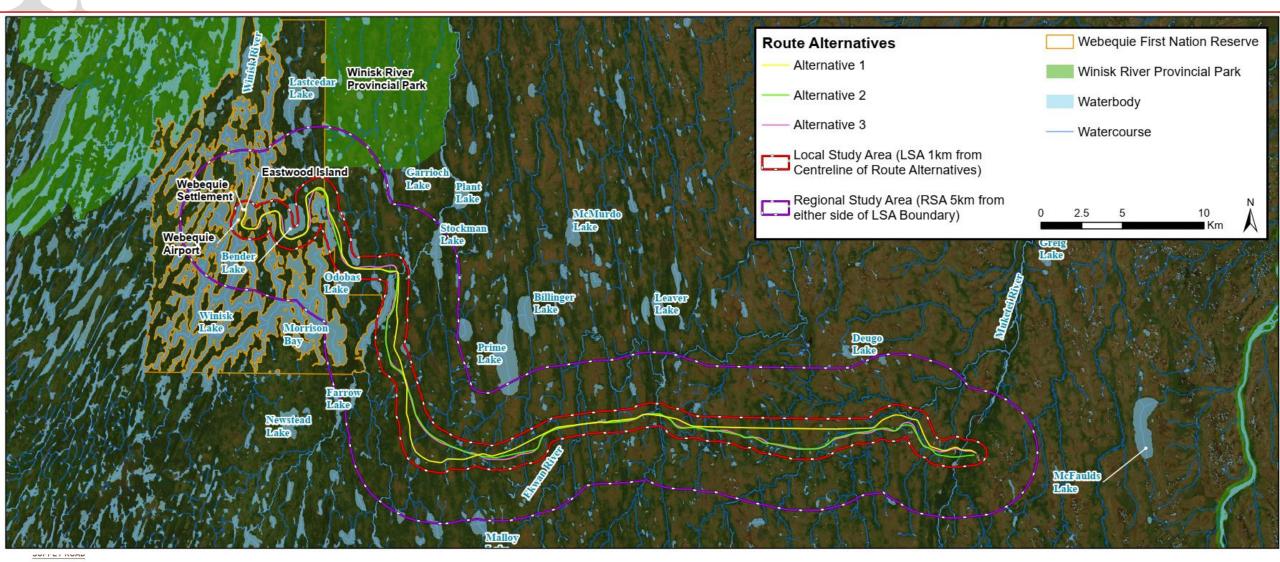
In addition to these offerings, virtual community sessions were scheduled for each community on specific dates. These scheduled virtual community meetings were promoted via social media and were accompanied by invitation emails sent two weeks prior to the event.





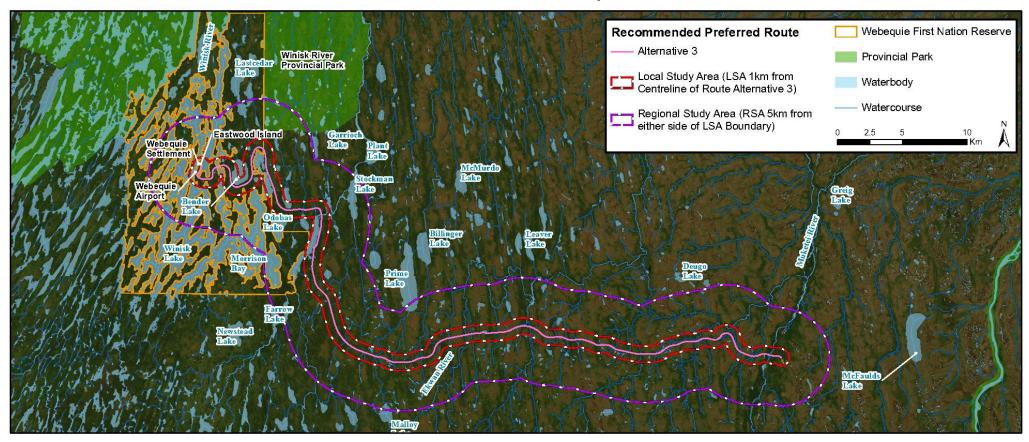


# ALTERNATIVE ROUTES IN THE PREFERRED CORRIDOR



## RECOMMENDED PREFERRED ROUTE

Based on the evaluation of 3 alternatives routes using a multi-factor analysis, Alternative Route 3 is recommended as the preferred alternative for the WSR





# ALTERNATIVES FOR SUPPORTIVE INFRASTRUCTURE

The evaluation of alternative locations for supportive infrastructure includes

- Aggregate/Rock Source Areas (Pits/Quarries)
- Access Roads
- Construction Camps with Storage/Laydown Areas for Equipment & Materials

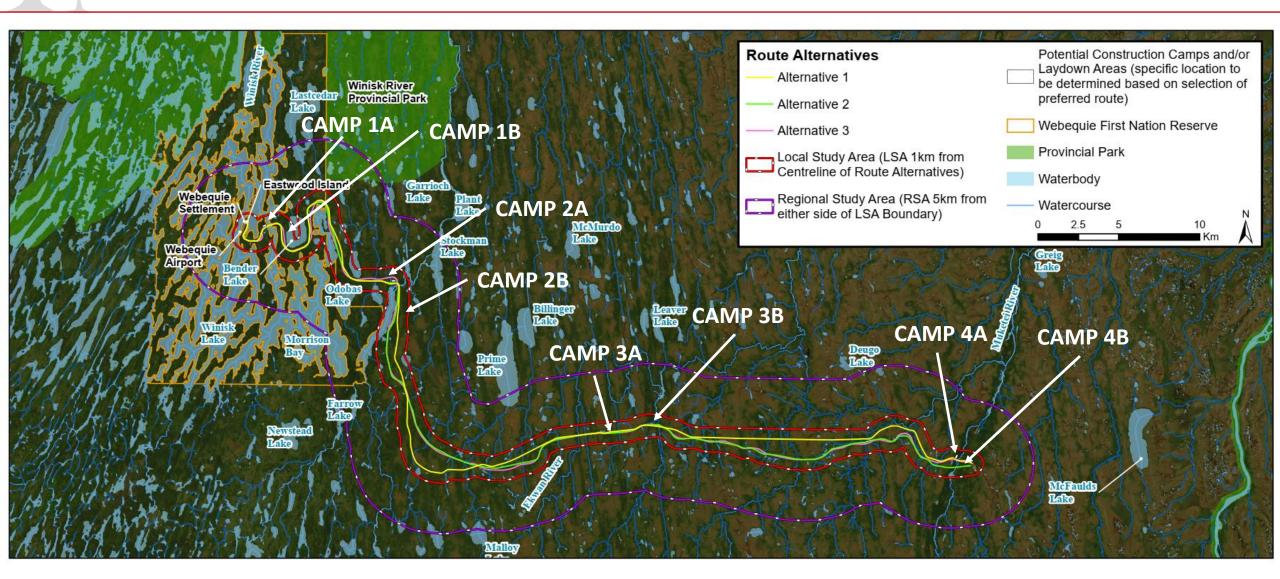




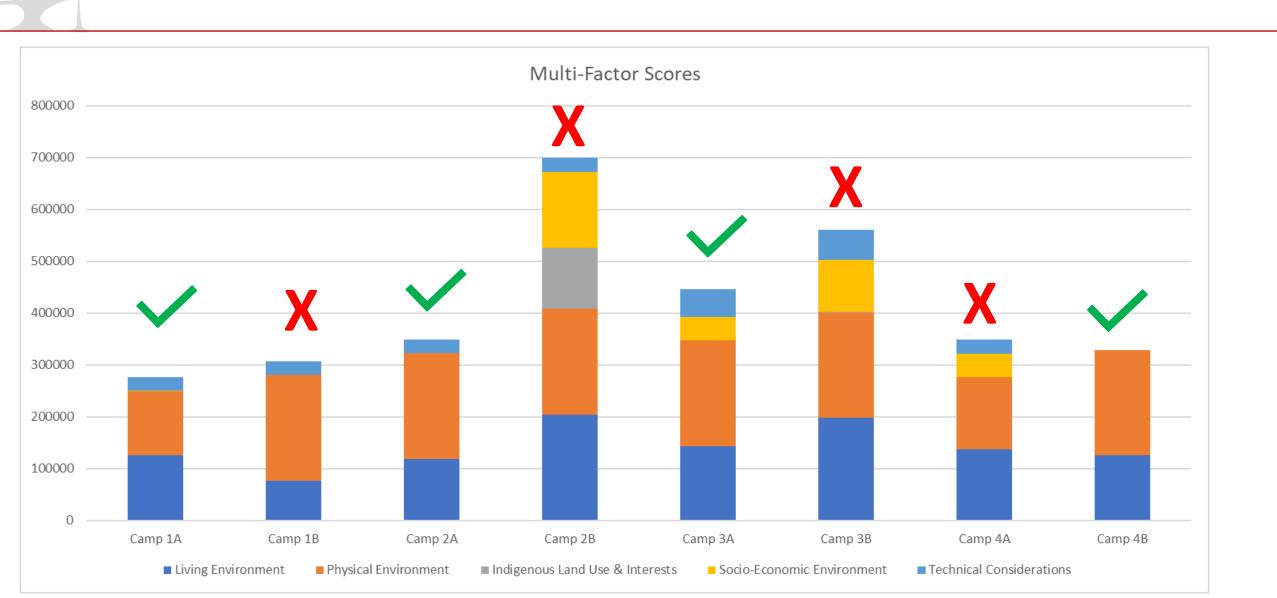




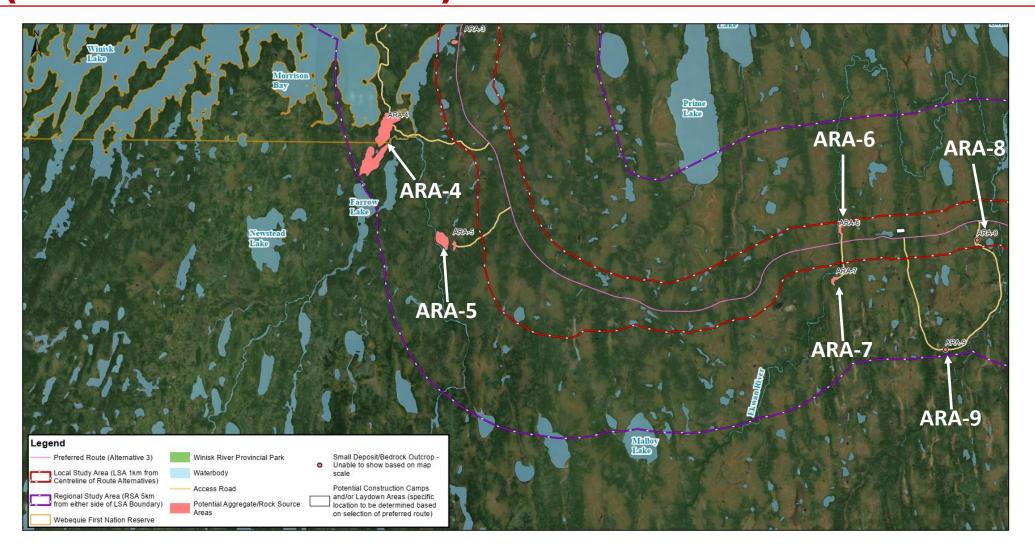
# POTENTIAL CONSTRUCTION CAMP LOCATIONS



## **ALTERNATIVE CAMP AREAS (RESULTS)**



# POTENTIAL AGGREGATE SOURCE AREAS (WEST-CENTRAL)





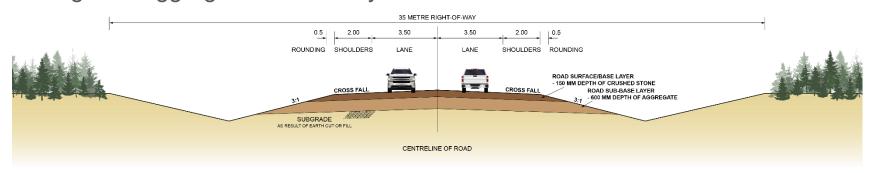
# ALTERNATIVE AGGREGATE SOURCE AREAS (RESULTS)

Option	Meets Quantity	Ability to Access	Proximity to Start of Construction (Webequie)	Long-term Source of Aggregates	Multi-Factor Score Ranking	Overall Rank
Option 1 - ARA-3 and ARA-4	YES	ARA-3 requires minimal access  ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)
Option 2 - ARA-2 and ARA-4	YES	ARA-2 requires minimal access  ARA-4 requires significant access road/bridge	YES - ARA-2	YES - ARA-4	Lower	RANK 1
Option 3 - ARA-2, ARA-3 and ARA-4	YES	ARA-2 and ARA-3 requires minimal access ARA-4 requires significant access road/bridge	YES - ARA-2 and ARA-3	YES - ARA-4	Higher	RANK 2
Option 4 - ARA-4 only	YES	ARA-4 requires significant access road/bridge	NO	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)	SCREENED OUT BECAUSE TOO FAR FROM WEBEQUIE COMMUNITY (CONSTRUCTION START)



## **ROAD FOUNDATION DESIGN**

The road will have a surface layer/base layer and sub-base layer with various size of gravel/aggregate for each layer



## WEBEQUIE SUPPLY ROAD UPLAND AREA (NORTH-SOUTH SECTION)

35 METRE RIGHT-OF-WAY

0.5 | 2.00 | 3.50 | 3.50 | 0.5

ROUNDING SHOULDERS LANE LANE SHOULDERS ROUNDING

ROAD SUBFACE/BASE LAYER
200 MM DEPTH OF CRUSHED STONE
ROAD SUB-BASE LAYER
200 MM DEPTH OF AGGREGATE

CROSS FALL
ROAD SUB-BASE LAYER
2-800 MM DEPTH OF AGGREGATE

CRECKED GEORGE GEOTEXTILE

PEAT—SUB SURFACE MATERIAL
(PEAT WILL COMPRESS)



WEBEQUIE SUPPLY ROAD
LOWLAND AREA (EAST-WEST SECTION)
ALD DIMENSION ARE IN METRES

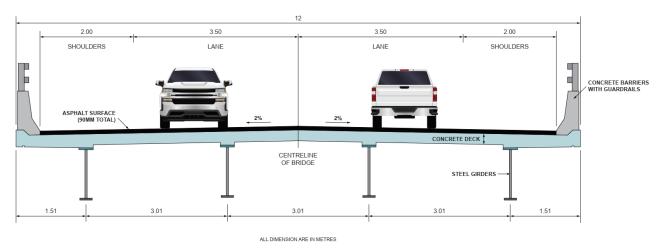
## WATERCOURSE CROSSINGS - BRIDGES

The type of bridge proposed at 5 water crossings is a Composite Steel-Concrete Bridge

• Consists of foundations, abutments and piers that support steel girders, concrete deck and side barrier walls



Typical bridge proposed for WSR



View of Bridge Deck



## WINISK LAKE CROSSING

BEFORE AFTER







## **NEXT STEPS**

# WE ARE HERE NOW

- Consultation Round 2 Receive feedback to finalize evaluation of alternatives and selection of preferred route and location of supportive infrastructure
- Continue efforts to finalize baseline studies
- Continue efforts to receive Indigenous Knowledge and Land and Resource Use Information

## WINTER/SUMMER 2024

Round 3 will focus on the findings of the preliminary effects assessment, including mitigation and follow-up monitoring programs, and will include information such as:

- Results of Rounds 1 and 2– what we heard and how we addressed comments/concerns
- Preliminary effects analyses, including cumulative effects
- Proposed environmental protection measures and mitigations; and recommended follow-up/monitoring programs
- Next steps in EA/IA process

## WINTER 2025/ SPRING 2026

 Review of Draft and Final EAR / IS



## **APPENDIX P2.C.2**

## **Public Information Centre #2**

P2.C.2.2 – Public Information Centre Summary









## WEBEQUIE SUPPLY ROAD Open House

Thunder Bay, Ontario October 3 & 4, 2023

#### **OVERVIEW**

The Webequie Supply Road Project Team hosted an Open House in on October 3<sup>rd</sup> and 4<sup>th</sup> at the Victoria Inn and Convention Centre in Thunder Bay.

The October 3<sup>rd</sup> session welcomed a total of 12 Indigenous participants throughout the day for the two sessions held during the day from 2pm to 4pm and then 6pm to 8pm. The October 4<sup>th</sup> session welcomed four members of the general public from 6pm to 8pm. A team from Wyloo Metals also attended the session and one individual signed in.

Communication materials were provided to attendees who also signed in. Available materials included the WSR Newsletter Issue 26 and a hardcopy of the presentation.

The WSR team provided a project update in the form of a presentation and were available to answer questions. Wyloo Metals team were provided with a tour of the poster boards at the Open House.

#### QUESTIONS AT OPEN HOUSE

There were no questions asked at the Open House

#### **FEEDBACK**

- Placeholder Jason Frechette, Indigenous Liaison Officer, Ring of Fire Operations Unit Ministry of Mines, Indigenous Consultation and Partnerships Branch spoke with a Neskantaga First Nation member and has not yet provided his feedback at the writing of this report.
- Wyloo Metals staff was interested in the timelines of all projects.

### **ISSUES AND CONCERNS**

Placeholder - Jason Frechette, Indigenous Liaison Officer, Ring of Fire Operations Unit Ministry of Mines, Indigenous Consultation and Partnerships Branch spoke with a Neskantaga First Nation member and has not yet provided his feedback at the writing of this report.

### **APPENDICES**

The following appendices are included as part of this document:

Appendix A WSR Newsletter - Issue 26

Appendix B Presentation

Appendix C Notice of Open House



## WEBEQUIE SUPPLY ROAD Open House

Timmins, Ontario October 12, 2023

#### **OVERVIEW**

The Webequie Supply Road Project Team hosted an Open House from 6pm to 8pm in Timmins on October 12<sup>th</sup>. A presentation was held at the Open House to provide an update on the project, which was also livestreamed. The presentation was followed by a question and answer period.

Communication materials were provided to the nine attendees who also signed in. Available materials included WSR Newsletter

#### QUESTIONS FROM ATTENDEES

Following the presentation, attendees asked a variety of questions:

- Related to road design and muskeg.
- Release of carbon from the muskeg should it be excavated.
- Potential design through different types of muskeg.
- Types of aggregate were also inquired about.
- Who ultimately authorizes road construction
- Must certain communities give their blessing?
- Is this process collaborative between FNs and/or with the regulators?
- Cost of the road, along with the cost of this current process plus road construction timeline, road lifespan as well as ownership/jurisdiction and maintenance.
- Differences between the IA and EA.
- Whether or not the proposed mine will be open pit or underground.
- Will this be a toll road.

### **FEEDBACK**

• Timmins Member of Parliament, Minister of Mines George Pirie attended the Open House and spoke to team members about infrastructure benefits for expansion of Transmission and Broadband throughout this development.

#### **ISSUES AND CONCERNS**

Impact on muskeg was the primary concern expressed at the Open House.

### **APPENDICES**

The following appendices are included as part of this document:

Appendix A Sign in Sheets

Appendix B Pictures

Appendix C Notice of Open House

Appendix D Newsletter
Appendix E Presentation

## **APPENDIX P2.C.3**

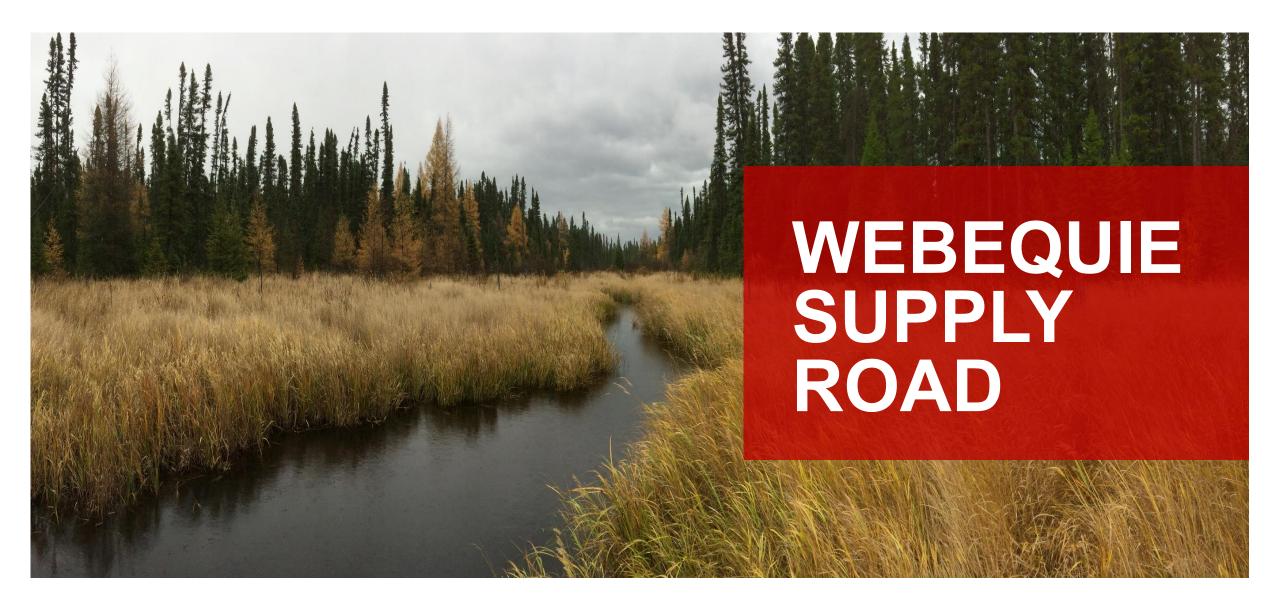
## **Public Information Centre #3**

■ P2.C.3.1 – Display Boards and Presentations





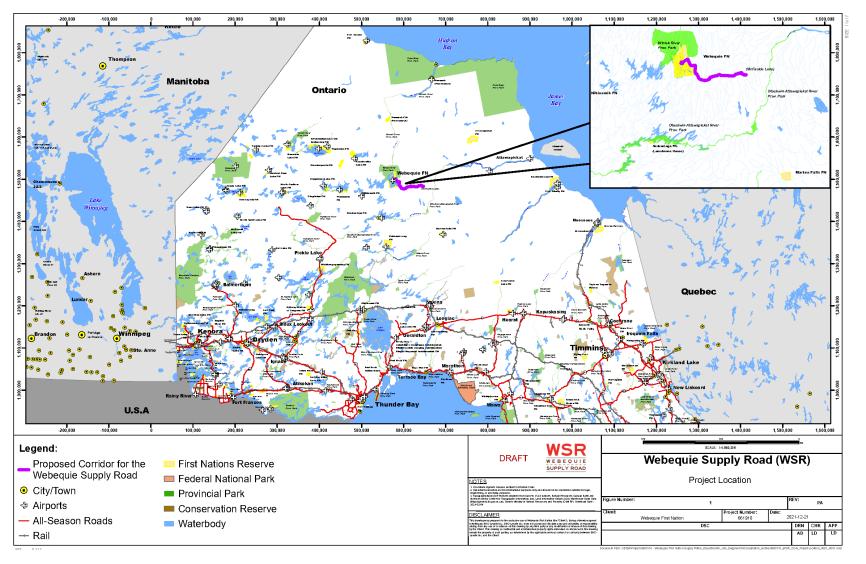






Consultation Round 3: Environmental Assessment / Impact Assessment – Part 2

# **PROJECT LOCATION**







# PURPOSE OF THE WEBEQUIE SUPPLY ROAD



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area



Provide employment and economic development opportunities to Webequie while preserving their language and culture



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post-secondary education



# PROJECT DESCRIPTION



107 km

All-season road from Webequie First Nation (WFN) Airport to McFaulds Lake



17 km

Length of road corridor within WFN Reserve Lands



35 m

Final corridor width (rightof-way) for two lane surface



# PROJECT DESCRIPTION



6

Major waterbody crossings with bridges (and 25 other waterbody crossings) requiring culverts



Includes temporary and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas



4

Construction camps (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/ maintenance facility



Storage and laydown yards (temporary) for equipment and materials







# **ENGAGEMENT & CONSULTATION**

During Consultation Round 1 (2022) and Round 2 (2023), the following engagement/consultation activities occurred:





The Project website was updated with project information www.supplyroad.ca/



Notices were published and distributed to 22 Indigenous communities as well as all involved parties (municipalities, the Government Review Team, the public, and other stakeholders).



In-person and virtual meetings, open houses, community specific information sessions and streaming sessions were facilitated with Indigenous communities, the public, and stakeholders. Communication materials and follow-ups were distributed.





# Consultation Rounds 1 & 2, and Round 3 Part 1 – How We Reached Out

All 22 Indigenous communities were offered a full suite of engagement options, including in-person community meetings, Chief and Council meetings, drop-in sessions, local radio shows and teleconferences.

In addition to these offerings, virtual community (live-streaming) sessions were scheduled for each community on specific dates. These scheduled virtual community meetings were promoted via social media and were accompanied by invitation emails sent two weeks prior to the event.







# WHAT WE HEARD – KEY THEMES

- Post-road construction- who will maintain/police/secure the road?
- Impacts of climate change
- Local and regional employment opportunities associated with road construction and operations
- Commercial opportunities for Webequie to provide construction material (i.e., gravel and rock) to project
- Project impacts on Treaty rights
- Potential downstream impacts to coastal communities
- Social impacts from building a road
- Cumulative effects of development in the Project region





# ENVIRONMENTAL ASSESSMENT / IMPACT ASSESSMENT (EA/IA)







## **SCOPE OF ASSESSMENT**

- Assessment of effects on Valued Components (VCs)
- Assessment of Other Effects
  - Accidents and malfunctions (human error spills)
  - Effects of the Environment on the Project (severe and/or extreme weather conditions/events flooding, ice jams, fire, etc.; Projects sensitivity/resiliency to climate change)
  - Effects of Project in Context of Canada's Environmental Obligations Biodiversity, Recovery Strategies and Action Plan for species at risk (caribou), Conventions on Wetland and Migratory Birds, Achieving net-zero emission by 2050
  - Project's Contribution to Sustainability the ability to protect the environment, contribute to social and economic well-being (in context of Indigenous 7 generation teachings)





### **KEY TERMS**

#### **Valued Components (VCs)**

 Valued Components (VCs) are the environmental, health, social, economic or additional elements or conditions of the natural and human environment that may be affected by the Project and are of concern or value to the public, Indigenous peoples, federal/provincial authorities and interested parties

#### **Indicators**

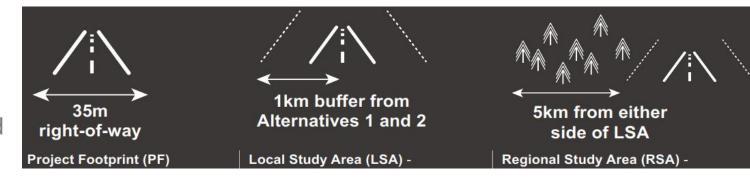
- Represent the resource, feature, or issue related to a VC that, if changed, may demonstrate an effect on the environment
- A measurement of potential effects, to be used to assess and evaluate alternatives and the overall effects of the Project

**Temporal boundaries** define the timelines for consideration of baseline information and potential effects of the Project

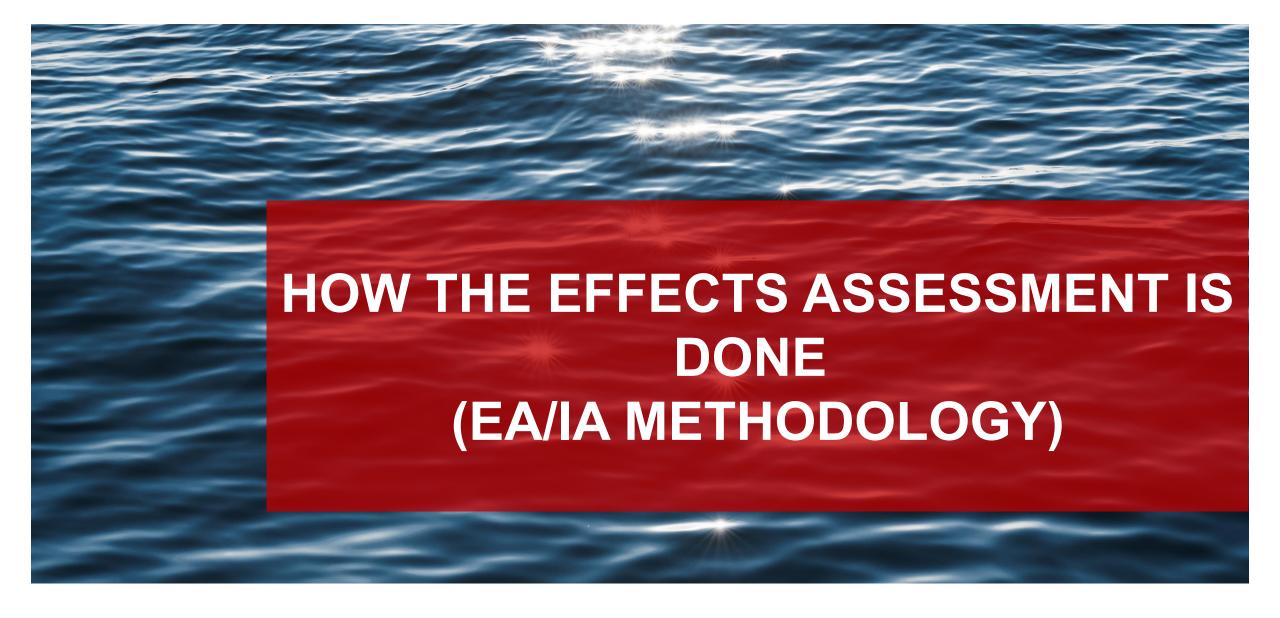
**Construction Phase 5-6 Years** 

**Operations Phase** 75 Years

**Spatial boundaries** define the geographic extent of potential effects of the Project









## **EFFECTS ASSESSMENT STEPS**

Input from Engagement and Consultation /
Integration of Indigenous Knowledge and Land and Resource Use
Information





Describe project setting and what should be studied (VCs)/ how it should be measured

Identify boundaries for studies and describe existing conditions potential effects + Identify mitigation measures

Identify

Are there leftover Effects? Assess their importance

Look at cumulative effects

Identify follow-up /monitoring

Compare advantages/disadvantages of Project vs Do Nothing





# **IKLRU Information We Received To Date (examples)**

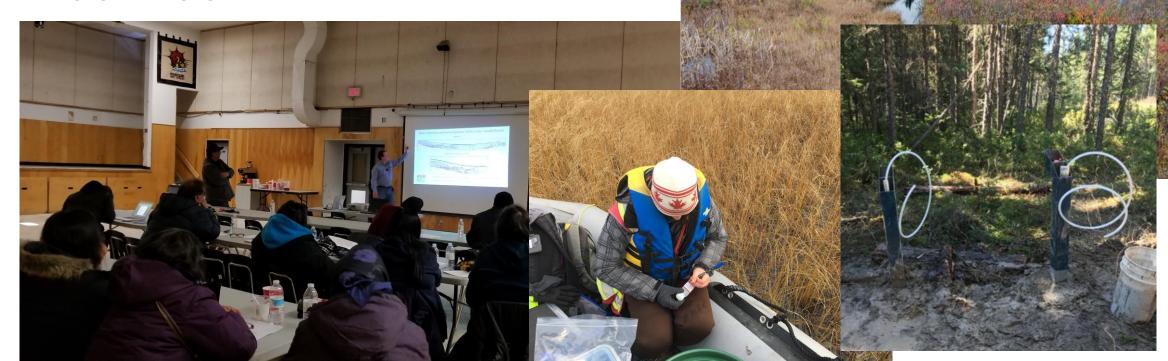
- Traditional ceremonies are used for healing and renewal
  - Ceremonies include sweat-lodges, sun dance/sunrise ceremonies, or fasting lodges
  - Ceremonies are designed to nourish the mind and body as well as strengthen the connection between the person to the land and their ancestors
- At least 50-75% of some of Webequie community members' diets consist of traditional country foods
- Land users are observing changes to the river system and experiencing more frequent and intense floods, and earlier melting of snow
- Winter road forced to close earlier and earlier each year due to the instability of the ice
- By returning to their roots and establishing a connection with the land, community members can find Mino Bimaadiziwin ("the good life")



## **EXISTING CONDITIONS OF VCs**

Existing (baseline) conditions for each VC are established based on data collected from the review of background information and studies (i.e., desktop review), field programs, engagement and consultation activities, and from IKLRU information.

Baseline studies have been completed in support of the Project between 2019 and 2023.







### POTENTIAL EFFECTS

For each VC, potential effects and project effect pathways (direct and/or indirect) are identified. The Project pathways describe how Project activities could result in a potential effect during each project phase (i.e., construction and operations).

#### POTENTIAL EFFECT

**EFFECT PATHWAY** 

**Groundwater VC:** 

Change in groundwater quantity

Site Grading → Hardening of ground surface → Decrease in rate of rain soaking into ground → Lowering of groundwater level

**Surface Water VC:** 

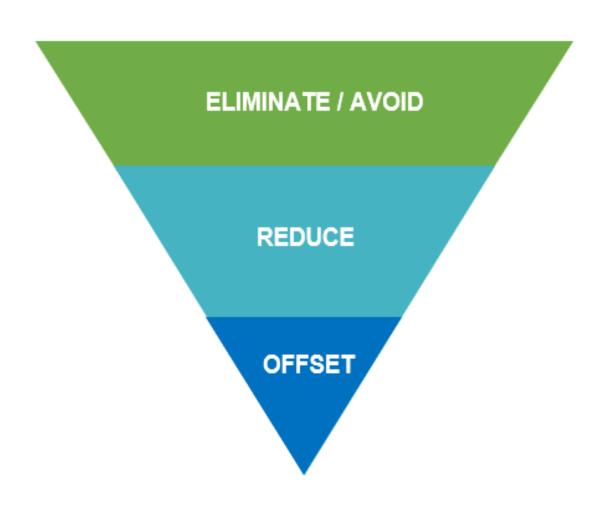
Change in surface water quality

Vegetation clearing and grubbing → Loss of vegetation cover → Increase in runoff, erosion, and sedimentation → Transportation of sediment laden runoff into waterbodies → Increase in turbidity (silty looking water)





# MITIGATION – How to address potential effects





## **CHARACTERIZATION OF NET EFFECTS**

Net (or residual) effects are the effects that remain after application of mitigation measures.

The predicted net effects are characterized using the following criteria

- Direction (positive, neutral or negative changes)
- Magnitude (degree of change low, moderate or high)
- Geographic extent (in Project Footprint, Local Study Area, Regional Study Area)
- Timing (a specific season or time period)
- Duration (short term, medium term, long term, permanent)
- Frequency (how often frequent, infrequent, continuous)
- Social Context (e.g., Indigenous cultural and historical site)
- Input from Indigenous peoples (view of Indigenous communities)
- Reversibility (reversible or irreversible)
- Likelihood of occurrence (unlikely, possible, probable, certain)





## **DETERMINATION OF SIGNIFICANCE OF NET EFFECTS**

The assessment of significance of net effects is applied to each VC for which net effects are predicted, and net adverse effects or positive effects are classified as significant or not significant.

Several methodologies can be used to determine whether an adverse environmental effect is significant:

- Collaboration (interaction among scientific experts and Indigenous groups/knowledge holders)
- Risk assessment (e.g., risk to health from modelling of air contaminants dust)
- Aggregation: qualitative aggregation, quantitative aggregation (applying a scale ranking to effect)
- Reasoned argument (well-reasoned or organized thought affects to habitat quality and quantity for birds)
- **Professional judgement** (one's knowledge and experience with assessing effect e.g. direct loss of or fragmentation of bird habitat due to vegetation clearing and grubbing)

These methodologies are often interrelated and can be used in combination, as appropriate, to determine whether a project is likely to cause significant adverse environmental effects.







# **VEGETATION** (includes WETLANDS/PEATLANDS)

#### What was found

#### Project could potentially

- Change general vegetation community diversity (loss/alteration of wetland, upland, and riparian vegetation)
- Change community/species diversity and composition (removal/species introduction)
- Change wetland function (loss/alteration)
- Change provincially, locally rare plant species and rare vegetation communities or those that have an importance to indigenous communities (loss/alteration).



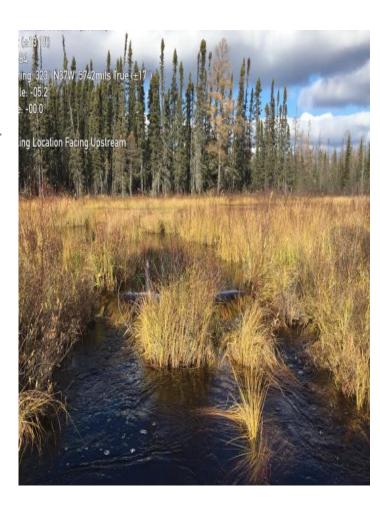


# **VEGETATION** (includes WETLANDS/PEATLANDS)

#### What we plan to do

- Known sensitive ecological features will be clearly marked (e.g., wetlands and significant wildlife habitat) with associated setbacks.
- In the event a rare plant species or a rare vegetation community are suspected or encountered unexpectedly, appropriate avoidance or mitigation measures will be applied.
- Use clearing equipment that minimizes surface disturbance, soil compaction and topsoil loss (e.g., equipment with low ground pressure tracks or tires, blade shores and brush), to the extent practicable.
- Herbicides will not be used during construction and operations of the Project.
- Management plans to reduce potential effects on vegetation and wetlands will be developed and implemented, including, but not limited to:
  - Soil Management Plan
  - Vegetation Management Plan
  - Erosion and Sediment Control Plan
  - ☐ Fuel Storage and Handling Plan
  - ☐ Spill Prevention and Emergency Response Plan
  - ☐ Construction Waste Management Plan
  - ☐ Site Restoration and Monitoring Plan





# WILDLIFE

#### What was found

#### Project could potentially

- Result in wildlife habitat loss/alteration or degradation due to clearing of vegetation, installation of bridges, culverts, aggregate pits/quarries, and development of temporary supportive infrastructure.
- Change wildlife movement due to:
  - Vegetation clearing and the use of fencing to demarcate construction areas creating short-term physical barriers to wildlife movement
  - Temporary sensory disturbance from blasting, clearing, hauling and grading activities during construction and from the road itself and traffic during operations
- Increase mortality due to vehicle collisions





# WILDLIFE

#### What we plan to do

- Identify critical wildlife habitat (e.g., moose, waterfowl) and avoid areas predicted to be of high use by wildlife as part of project design where feasible.
- *Implement timing restriction on activities* such as vegetation clearing to avoid harm to birds, their nests and habitats during the breeding bird season.
- Implement federal and provincial Recovery Strategies and Action Plans for species at risk potentially affected by the Project to help restore habitat and population of species
- Implement a **Wildlife Management Plan** with measures to avoid or reduce potential effects of sensory/noise, collisions with project vehicles and equipment and increased public access (e.g., moose hunting) on wildlife.
- Reclaim and restore temporary disturbed areas immediately after construction to allow for regeneration of vegetation. Implement a Vegetation Management Plan with measures for wetlands/peatlands, sensitive wildlife habitat, control of invasive plants to reduce potential effects on wildlife habitat.







# **SOCIAL ENVIRONMENT**

#### What was found

#### Project could potentially result in:

- Change to population including mix and age of people (women, men, youth) due to in and out migration of workers.
- Increase demand for housing and temporary accommodations due to influx of workers during construction.
- Change to community services due to increased demand for services such as healthcare and recreation.
- Change to education, training and traditional learning that may focus more on skills required for Project and result in reduced interest and level of participation in learning traditional way of life.
- Change to emergency and police services due to increased demand for services.

- Change to community infrastructure due to increased use of community road infrastructure, water/wastewater treatment, electricity.
- Change to transportation due to increased traffic volumes on existing roads and increased demand for air and shipping services.
- Change to community well-being and safety as increased non-resident population may cause reduced community connection, increased risk of substance abuse and crime, reduce feeling of personal safety, increase risk of traffic accidents, and reduce well-being and quality of life (effects of noise and dust, etc.).

#### Positive effects of the Project include:

- Reduced out-migration due to increased employment and training opportunities
- Change in level of education, training and skills development





# **SOCIAL ENVIRONMENT**

#### What we plan to do

- An Environmental and Cultural Awareness and Education Plan targeted at non-local workers will be developed and implemented for the Project.
- Temporary construction camps will be utilized throughout the construction phase to reduce demand for housing and temporary accommodations.
- The Project will offer training programs prior to and during the construction and operation phases for community members who are interested in participating on the Project.
- Temporary construction camps will have first-aid facilities to address minor injuries and reduce use of community emergency services. Helicopters will also be available at camps to provide emergency evacuation to the nearest medical facility.

- Improvements to existing health care facilities and services (e.g., employing more doctors and nurses).
- The Project will include a smaller workforce during the operations phase and include local workers to reduce influx of non-local workers into the community.
- Transportation of some equipment, materials, and personnel will be done by aircraft, which will avoid interfering with community use of road infrastructure.
- Temporary construction camps will separate non-local workers from local community members and limit the number of interactions.



# INDIGENOUS PEOPLES AND THE EXERCISE OF ABORIGINAL AND TREATY RIGHTS

#### What was found

#### Project could potentially result in:

- Changes in Indigenous current and historical use of lands and resources, including:
  - changes in availability of land and resources for traditional activities.
  - changes in plants and animals.
  - changes to harvesting areas.
  - Loss of visual and cultural values of the land.
- Change to culture as Project may change the land and result in:
  - loss or reduced quality and/or quantity of culturally and spiritually important sites/areas, which may decrease opportunities to transfer cultural knowledge/traditions.
  - change in availability and/or access to resources for cultural practices.









# INDIGENOUS PEOPLES AND THE EXERCISE OF ABORIGINAL AND TREATY RIGHTS

#### What we plan to do

- Continue to consult and engage with Indigenous communities to identify measures in planning and design of the Project to minimize or avoid impacts to Indigenous Peoples and Aboriginal and Treaty Rights and interests.
- Incorporate Indigenous Knowledge and land and resource use information in the EA/IA, project development, planning and design.
- Avoid important traditional use areas to the extent possible.
- Reclaim and restore temporary areas of disturbance after construction to allow for regeneration of vegetation.







# **CUMULATIVE EFFECTS ASSESSMENT**

#### What is a cumulative effect?

"Cumulative effects are changes to the environment that are caused by an action in combination with other past, present and future human actions.." Cumulative Effects Assessment Practitioners Guide CEAA (February 1999)

The cumulative effects assessment includes consideration of, but is not limited to, the following valued components, as per the Tailored Impact Statement Guidelines for the Project (Impact Assessment Agency of Canada 2020):

- Cumulative effects to rights of Indigenous peoples and cultures
- Cumulative effects to caribou

#### A cumulative effects assessment:

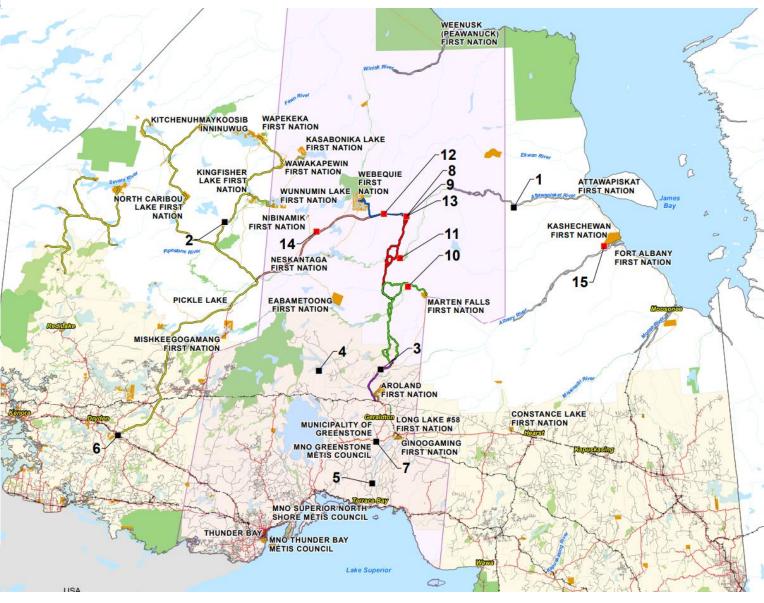
- Looks at net / residual effects (after mitigation)
- Determine time and space boundaries
- Considers how close other projects are to proposed project
- Considers past, present and reasonably foreseeable projects in relation to the proposed project





# Past, Present and Future Physical Activities Considered in the Cumulative Effects Assessment

Number	Project Name	Project Type	Approximate Direct Distance to the WSR				
Other Past and Present Projects and Activities							
1	De Beers Victor Mine	Mining Project	160 km east of WSR				
2	Goldcorp's Musselwhite Mine	Mining Project	210 km west of WSR				
3	Construction of upgrades to the Anaconda and Painter Lake Forestry Access Roads	All-Season Road Project	225 km south of WSR				
4	Ogoki Diversion	Hydroelectric	270 km southwest of WSR				
5	Long Lac Diversion	Hydroelectric	410 km south of WSR				
6	Wataynikaneyap Transmission Project (New Transmission Line to Pickle Lake)	Power Transmission Project	130 km west of WSR				
7	Greenstone Gold's Hardrock Mine	Mining Project	344 km south of WSR				
Other Reasonably Foreseeable Future Projects and Activities							
8	Black Horse Project and Big Daddy Project	Mining Project	Located near eastern terminus of WSR				
9	Eagle's Nest Project	Mining Project	Located near eastern terminus of WSR				
10	Marten Falls Community Access Road Project	All-Season Road Project	100 km south of WSR				
11	Northern Road Link (NRL)	All-Season Road Project	Connects to eastern terminus of WSR				
12	Webequie Supply Road (WSR)	All-Season Road Project	N/A				
13	Black Thor, Blackbird, and Black Label Mining Deposits	Mining Project	Located near eastern terminus of WSR				
14	East-West Road	All-Season Road Project	250 km southwest of WSR				
15	Kashechewan First Nation Road to Site 5 Project	All-Season Road Project	320 km east of WSR				







# **CUMULATIVE EFFECTS ASSESSMENT**

#### Preliminary results of the cumulative effects assessment for select VCs

Valued Component	Project's Net Effects	Cumulative Interactions with other Physical Activities/Projects*	Predicted Cumulative Effects	Will the cumulative effect be significant?
Surface Water Resources	Change to runoff patterns due to changes in land cover	Yes	Cumulative change to runoff patterns	NO
	Changes to flow depth and velocity around constructed water crossings	No	N/A	N/A
	Deposition of sediment into waterbodies from road maintenance activities	Yes	Cumulative deposition of sediment into waterbodies	NO
Fish and Fish Habitat	Change to riparian habitat and instream habitat	Yes	Cumulative increase in riparian and instream disturbance	NO
	Increased risk of fish mortality or injury	Yes	Cumulative increase in risk of fish mortality or injury	NO
	Increased harvest	Yes	Cumulative increase in harvest	NO
	Change to Indigenous current and historical use of lands and resources for traditional purposes	Yes	Cumulative change to Indigenous current and historical use of lands and resources for traditional purposes	NO
	Change to cultural continuity	Yes	Cumulative change to cultural continuity	NO



<sup>\*</sup> Yes = Potential spatial and/or temporal overlap No = No spatial or temporal overlap anticipated



#### **Accidents and malfunctions**

Based on the project components and related activities, the following accidents and malfunctions are considered plausible:

- accidental spills of hazardous materials;
- fires and explosions;
- damage or failure of road and/or structure crossings of waterbodies;
- vehicle or equipment accidents; and
- accidental encroachments on environmentally sensitive habitat and sites such as watercourses or areas of cultural importance

#### What we plan to do

Implement measures and procedures in project-specific plans:

- ☐ Environmental and Cultural Awareness and Education Plan
- ☐ Fuel Storage and Handling Plan
- ☐ Spill Prevention and Emergency Response Plan
- □ Construction Waste Management Plan (including Hazardous, Contaminated and Controlled Materials)
- Erosion and Sediment Control Plan
- ☐ Health and Safety Management Plan
- ☐ Site Restoration and Monitoring Plan





#### **Effects of the Environment on the Project**

#### What was found

The following effects could damage project components and cause delay of construction or close/interrupt operations:

- Extreme weather events (such as heavy rain and snowfall, flooding, blizzards, and extreme winds).
- A wildfire (depending on its severity).
- Changing climate trends (e.g., extreme temperature, increased precipitation).





#### Effects of the Environment on the Project – What we plan to do

- The Project is designed with consideration of existing conditions and external environmental risks including projected climate trends.
- The Project will be designed, constructed and operated according to design codes, standards and guidelines applicable to provincial highway projects.
- Emergency Response Plans for the Project construction and operations will include response procedures for extreme weather events and wildfires.
- Contingency procedures will be coordinated with the administrator or owner of the proposed road and Indigenous communities in communication with the Ontario Provincial Police if roads are closed due to unsafe conditions.







#### **Effects of Project in Context of Canada's Environmental Obligations**

Government of Canada's Environmental Obligations	Where Environmental Obligations Acts/Policy/Guidance Have Been Considered in Draft EAR/IS
Canada's biodiversity commitments:  • Species at Risk Act  • Canada Wildlife Act  • Fisheries Act	EAR/IS Sections with Assessment of Effects on VCs: Fish and Fish Habitat, Vegetation and Wetlands, Terrestrial Habitat and Wildlife, and Species at Risk.
Recovery Strategies and Action Plans developed under the <i>Species at Risk Act</i> (SARA) for all species at risk, with caribou as being of particular importance under SARA for this Project.	EAR/IS Sections with Assessment of Effects on VCs: Species at Risk.
Convention on Wetlands of International Importance as implemented in part through:  • Federal Policy on Wetland Conservation  • North American Waterfowl Management Plan	EAR/IS Sections with Assessment of Effects on VCs: Vegetation and Wetlands, Terrestrial Habitat and Wildlife, and Species at Risk.
Convention for the Protection of Migratory Birds in the United States and Canada, as implemented in part through the <i>Migratory Birds Convention Act</i>	EAR/IS Sections with Assessment of Effects on VCs: Vegetation and Wetlands, Terrestrial Habitat and Wildlife, and Species at Risk.
Government of Canada's commitment to achieve net-zero GHG emissions by 2050 as contained in the <i>Canadian Net-Zero Emissions Accountability Act</i> (2021)	EAR/IS Sections with Assessment of Effects on VCs: Air Quality, Greenhouse Gases and Climate Change Resilience.





#### **Project's Contribution to Sustainability**

- As stated in the Webequie First Nation's Community-Based Land Use Plan (CBLUP), Elders and leaders have a vision for protection and development in the area surrounding the community that originated six or seven generations ago – "Seven Generations Teachings" and "Seven Generation Stewardship"
- The goals and objectives of the proposed WSR align with strategies for sustainability described in the Webequie First Nation's CBLUP and Comprehensive Community Plan (CCP):
  - Providing education and training;
  - Protecting cultural vibrancy and traditional life;
  - Improving housing and infrastructure;
  - □ Protecting environmental quality and respecting relationship with the land;
  - Improving community health and wellness;
  - Strengthening family and social conditions;
  - Supporting economic development; and
  - Preserving community leadership and governance



The Project's planning and development will continue to align with sustainability goals and objectives outlined in Webequie First Nation's CBLUP and CCP by the following actions:

- Continue to consult with the public and engage with Indigenous communities and groups throughout full life-cycle of Project;
- Implement priority initiatives such as addressing climate change by minimizing and/or reducing emissions and building resilience;
- Monitor, evaluate and report on progress; and
- Adjust actions and strategies to respond to new information or incorporate new direction, as necessary.



# **NEXT STEPS**

# WE ARE HERE NOW

- Consultation Round 3 Receive feedback on preliminary effects assessment
- Continue efforts to assess potential effects of the Project, including cumulative effects
- Continue efforts to receive Indigenous Knowledge and Land and Resource Use Information

# WINTER/SUMMER 2024

- Input to preliminary effects assessment of Project
- Input to proposed impact management, mitigation and follow-up monitoring

# FALL 2024/ SUMMER 2025

 Review of Draft and Final Environmental Assessment Report / Impact Statement



# **WE WANT TO HEAR FROM YOU!**

- Provide comments through the Project Website (www.supplyroad.ca)
- Speak with the Project Team after the presentation
- Fill out a Feedback Form

#### Contacts for the EA/IA:



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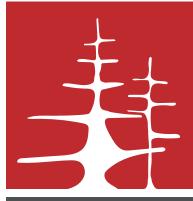
E-mail:

don.parkinson@atkinsrealis.com









**Project Description** 



107 km

All-season road from **Webequie First Nation** (WFN) Airport to McFaulds Lake



17 km

Length of road corridor within WFN Reserve Lands



Final corridor width (right-of-way) for two lane surface



**Major waterbody** crossings with bridges (and 25 other waterbody crossings) requiring culverts



**Includes temporary** and permanent aggregate pit/rock quarry areas with equipment for processing, as well as access roads to these areas



**Construction camps** (temporary) to accommodate construction crews, with 1 site being repurposed to act as permanent operation/ maintenance facility



Storage and laydown yards (temporary) for equipment and materials

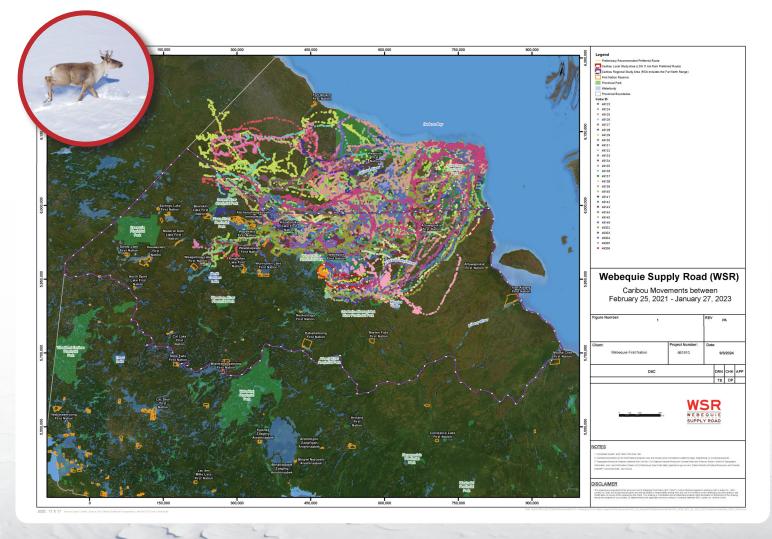








Caribou Map













# **Looking At Project Effects-What Do We Think About?**



































The Effects of All Projects Together (Past, Present and Future)



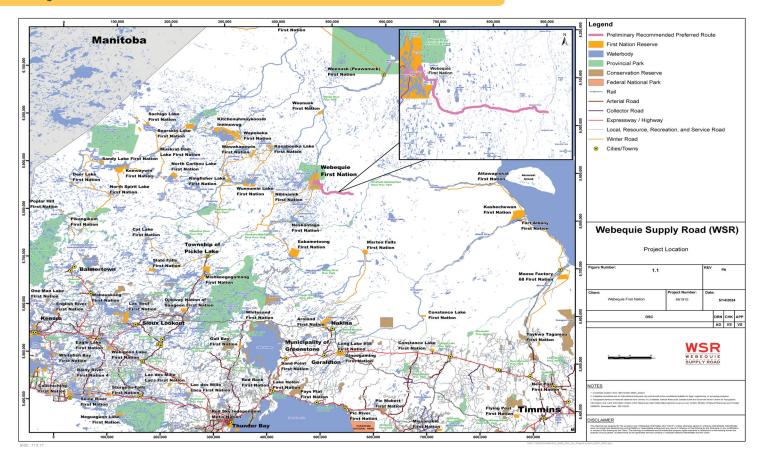






**Location and Purpose Map** 

### **Project Location**



## Purpose of the Webequie Supply Road



Move materials, supplies and people from the Webequie Airport to the McFaulds Lake area.



Provide local employment and economic development opportunities to Webequie.



Provide experience/training opportunities for youth to help encourage the pursuit of additional skills through post secondary education







Where Are We Now in the Environmental Assessment? Doing the Effects Assessment!

- Describe the project and decide what will be studied and how it will be measured
- Identify limits of studies (land and time) and describe how things are now
- Identify possible effects of project and how these can be controlled
- Are there leftover effects?
- Look at the leftover effects from past, present and future projects (the big picture)
- Identify monitoring required
- Compare advantages / disadvantages of project versus doing nothing

**WE ARE HERE** 



## How do we deal with possible effects?

### **Examples**

**ELIMINATE / AVOID** 

Move the road to another location

**REDUCE** 

- Change the way we do things such as different construction methods, or a different road design
- OFFSET Clean up an area somewhere else that has been affected by another project
  - Improve habitat in another location to make up for possible effects





nput from Community Members



# WEBEQUIE SUPPLY ROAD Proposed Watercourse Crossings

#### Winisk Lake Crossing







#### Winiskisis Channel Crossing







#### Muketei River Crossing



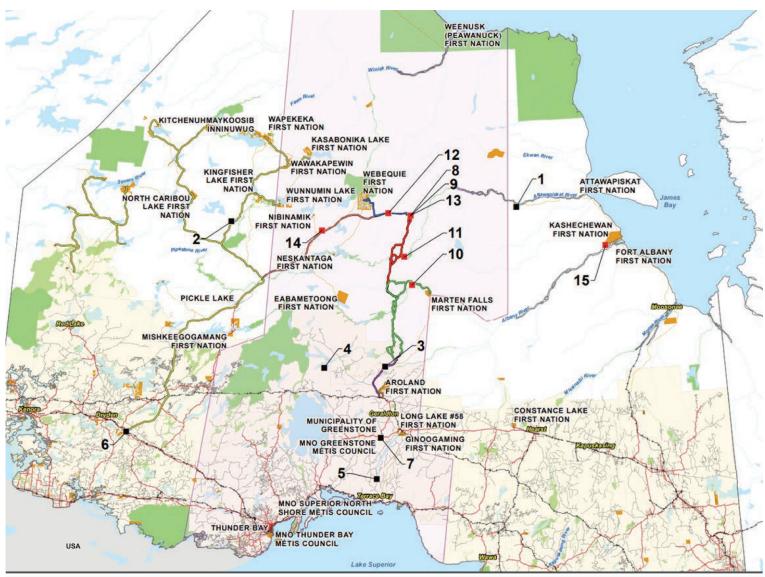








Past, Present And Future Physical Activities Considered in the Cumulative Effects Assessment



- De Beers Victor Mine
- 2 Goldcorp Musselwhite Mine
- Construction of upgrades to the Anaconda and Painter Lake Forestry Access Roads
- 4 Ogoki Diversion
- 5 Long Lac Diversion
- Wataynikaneyap Transmission Project (New Transmission to Pickle Lake)
- Greenstone Gold's Hardrock Mine

- 8 Black Horse Project and Big Daddy Project
- 9 Eagle's Nest Project
- 10 Marten Falls Community Access Road Project
- 11 Northern Road Link Project (NRL)
- 12 Webequie Supply Road (WSR)
- Black Thor, Blackbird, and Black Label Mining Deposits
- 14 East-West Road
- 15 Kashechewan First Nation Road to Site 5 Project





# **APPENDIX P2.C.3**

## **Public Information Centre #3**

P2.C.3.2 – Public Information Centre Summary









# Open House Timmins, Ontario September 10, 2024

### **OVERVIEW**

The Webequie Supply Road (WSR) Project Team hosted an Open House from 2pm to 4pm and 6pm to 8pm in Timmins on September 10, 2024, at the Best Western on Airport Road.

A representative of the WSR Project Team, Chris McKay, gave a presentation for both time slots for the Open House. The presentation included an update on the Project, which was also livestreamed on Facebook. The presentation was followed by a question-and-answer period at the evening session. There were no participants in person or online for the first session of the day.

Communication materials and comment forms were provided to a total of 10 attendees who also signed in. Available materials included the most recent WSR newsletter and a copy of the presentation, and feedback forms. Poster boards were also displayed for the Open House. All presentation and communication materials are included in the appendix.

### **QUESTIONS FROM ATTENDEES**

#### Where can we read the effects assessment?

The Draft report will be released in October. There will be 60 days for communities to review and then an additional 60 days for the public to review. It then comes back with all the comments, the final report won't be released until all reviews and comments are finalized by all parties.

#### How can I provide feedback if I don't have the report?

Methodology and everything that has been done is available on supplyroad.ca, but we still need to finalize the Draft report which will most likely be available next year and we are looking at a decision on the road by 2027.

• Will WSR start the construction phase? How will the materials be delivered for each phase of the road? Will it be a small window of delivering materials through the ice roads to begin construction?

WSR doesn't need a mine to proceed with construction as it is an Economic Development Road for Webequie First Nation as well as Marten Falls Community Access Road (MFCAR), as it is a community access road. All roads have a different purpose.

Will WSR start construction first?

There are aggregate pits identified on reserve that will build the road.

• So the road is being built to McFaulds, and it's an Economic Development Road, which is not tied to the Ring of Fire? I'm trying to understand.

WSR is a remote road. MFCAR is a community access road

And NRL is for the Ring of Fire and will connect the other 2 roads and communities to the provincial highway network.

- What kind of Economic Development opportunities are there aside from mining?
   Webequie had a vision years ago when looking into building roads. This is an extension of their vision, it will provide cheaper gas, so opportunities to open businesses, maintenance to roads, cheaper groceries, etc.
- Is it not the same as building a road say from Pickle Lake to the new community?

  No, projects are project specific and have different purposes, building on reserve is different from crown lands, which these roads have both.
- What is the ending to all the roads to start operations and start using the road? That is the question we are all asking ourselves. All we can give is the best-case scenario, base-case scenario, and worst-case scenario. The regulatory process takes time. It's not the communities, it's the process and we can't skip steps, this is year seven going on year eight now.

Comment: Yes, things do take time, and it's good that they do. It's important, once you do these things to the land its forever, especially in remote communities, it takes time for these things to do it right.

 Are there ongoing studies? We are starting to do water testing and fish testing in Mushkegowuk, will we have the opportunity to submit our findings into these EA's?,

Most likely won't be in the WSR as that is soon., But may submit into NRL as -we are in the beginning stages of that project; socio-economic study is being done right now on NRL.

Is Webequie one of the communities that the Weenusk River pours into?

Yes

Comment: It's useful to know that Webequie First Nation is the proponent of this project.

- How comfortable are you to build 50 km of road on the muskeg?
   It's like a snowshoe, we do need to do more work to get the final design
- Will heavy duty trucks be able to drive on the whole road, even on the muskeg?

  The design needs to be finalized. There are 3 types of roads in Canada and maybe we are going to find the 4<sup>th</sup> kind in the North.
- A floating road isn't a limitation?

Design, maintenance, and surface treatments need to be talked about.

 Seems like there is a lot of ifs on this project. Wyloo, federal government, provincial government in court, with the regional assessment going through, do you see other court cases influencing this road?
 Yes, they will.

### **FEEDBACK**

Three people filled out comment forms:

- 1. How did you hear about this Open House?
  - a. Notice 0
  - b. Word of mouth -3
  - c. Radio 0
  - d. Website 0
- 2. What was your main reason for attending?
  - a. Have not heard of this Project 0
  - b. Interested in the Project 3
  - c. Want to ask questions or express my concerns 0
  - d. Want to know how this Project will impact me 1
- 3. What are the good things about the Supply Road?
  - a. Employment opportunities 3
  - b. Business opportunities 3
  - c. Training opportunities 2
  - d. Accessibility 2
- 4. What are the bad things about the Supply Road?
  - a. Outsider access 1
  - b. Disruption to communities 2

- c. Change in traditional land and resources 2
- d. Potential environmental impacts 2
- e. Changes to way of life 2
- 5. Do you have any comments on the preferred route and the preliminary effects assessment for the Webequie Supply Road or supportive infrastructure?

Obviously, [route] chosen to reduce impacts with fewest culverts and bridges as possible. N.B & Cumulative effects = more than other projects e.g. climate change.

- 6. Did the meeting help with your understanding of the Project?
  - a. Yes 2
  - b. Somewhat 0
  - c. No 0
- 7. Is there any information that you would like to be provided that was not presented at the meeting?
  - a. Yes 0
  - b. Somewhat 1
  - c. No 1
- 8. Were you given the opportunity to participate in the meeting ask questions or express interest/concern?
  - a. Yes 1
  - b. Somewhat 1
  - c. No 0
- 9. What would help the Webequie Project Team improve these community meetings in the future?
  - a. Additional material (handouts, etc) 1
  - b. One-on-one discussions with the Project Team -
  - c. More time for questions and answers 2
  - d. Breakout sessions 1
  - e. Provide more information 1

#### 10. Additional comments

- The material was very succinct and easy to read. Very informative.
- Connect with local development or other Timmins based stakeholders to increase participation!

### **ISSUES AND CONCERNS**

Impact on muskeg was the primary concern expressed at the Open House.

## **ACTION ITEMS**

Follow up with Mushkegowuk Council for an information session.



Public Information Centre

Public & Stakeholders and Indigenous Off-reserve Community Members

Thunder Bay, Ontario

September 12<sup>th</sup> & 13<sup>th</sup>, 2024

### **OVERVIEW**

On September 12<sup>th</sup>, 2024, the Webequie Supply Road Project Team hosted Public Information Centres for both the public and stakeholders from 2pm to 4pm and again from 6pm to 8pm. On September 13<sup>th</sup>, 2024, the same team hosted Public Information Centres for Indigenous off-reserve community members at 10am to 12pm and 1pm to 3pm, both hosted at the Superior Inn in Thunder Bay, Ontario. The information session advertising was handled in-house by community.

Consultation Lead Don Parkinson gave a presentation on the Webequie Supply Road. The presentation was followed by a question-and-answer period and then the participants were able to have one on one discussions with subject matter experts around the room. There was a total of twenty five participants throughout both days.

Copies of the presentations, communication materials and comment forms were provided to attendees. The presentation was also translated into Oji-Cree, and a live presentation from our translator Fred Jacobs, happened in person on September 13<sup>th</sup>. Available materials included the most recent WSR newsletter and a copy of the presentation that was being given along with feedback forms and branded swag. Poster boards were also displayed for the Open House. All presentation and communication materials are included in the appendix.

### **QUESTIONS FROM ATTENDEES**

Thursday, September 12, 2024 – 12:00pm-2:00pm

Question: What is involved with cumulative effects?



Answer: Cumulative effects will be assessed at the end. It is an evolving science to assess the cumulative effects. The cumulative effects assessment will be in the Draft Environmental Assessment when it is released.

### Friday, September 13, 2024 – 1:00pm-3:00pm

Question: When you look at consultation, has the project faced any backlash or reluctance or disagreements from Indigenous communities?

Answer: It has for different reasons as there are different concerns. For example, Attawapiskat First Nation is concerned about downstream effects.

Question: Were any of the municipalities engaged, such as Geraldton or Nakina?

Answer: We have not had comments from them at all. We have had comments on caribou and effects on migration patterns. We've also had comments related to road ownership and security, which is something that is being discussed. For Road Ownership, please discuss with the province. There are concerns that these roads could open the area, like people from south coming and over harvesting in the area.

Question: Another concern I have is that you mentioned a few months ago the Premier announced Ontario is going to develop a transmission line for 5 Matawa communities. Would the transmission like be built along the road?

Answer: It would be the easiest way as there is an established corridor. However, that is still to be determined. It would still have to go through its own review process.

Question: If you drive from here to Dryden, you're driving along the transmission line. Another concern is whether it happens or not, is that Canada is heading towards a green future in 2035. What additional infrastructure would be built along the road like charging stations?

Answer: Assume that the infrastructure will be put in place.

Question: I know we're talking about the WSR; however, if you include NRL and MFCAR, what would the estimated kilometers to get from Webequie to Nakina?

Answer: It would be close to approximately 400km from Webequie to Nakina, if not more.

Comment: With a full charge, that is pushing it for e-vehicles and if it is in the winter, that is a concern.

Question: The presentation mentions job opportunities. Will job opportunities be available to neighboring communities like Neskantaga and Kasabonika Lake?

Answer: It is not an exclusive opportunity to Webequie. We've identified different jobs and when they're required for the project as well. We have a good idea of employment levels at different points in the project.



Comment: Depending on jobs and construction phase, is it on a rotational basis?

Answer: They can work 24/7 or rotations, it depends on the commitment to build it.

Question: Will there be mobile camps?

Answer: There are Four temporary camps along the route, one outside of Webequie and a couple other ones as you move through and towards the eastern end.

Questions: Has H&S been identified?

Answer: As it is released for tender, by law, the contractor will come up with H&S plans. We're doing Environmental Management Plans (EMPs) by the end of the EA as the government needs to review that as well. That serves as a guide for the contractor to conduct activities.

Question: How much baseline studies have been done?

Answer: A massive amount, covering different disciplines. We have 6 years' worth of field world from fish, plants, air quality, noise, visual environment, etc.

Question: Are there any sites identified for Stage 2 AA?

Answer: I don't believe that has been flagged but will double check for you.

#### Side discussions:

 Oshki Wenjack – Have been following the project throughout the years. Interested in working with Webequie to assist with training programs, etc to prepare community members. For a project like this, it requires collaboration between communities and organizations for community readiness.

### FEEDBACK/COMMENTS

We support Webequie in this because the road is in their traditional territory and the watershed doesn't affect us.

Three people filled out comment forms, however, only checked boxes for questions and did not provide feedback.

Questions on comment forms:

1. How did you hear about this Open House?



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- b. Word of mouth -3
- c. Radio 1
- d. Website 0
- 2. What was your main reason for attending?
  - a. Have not heard of this Project 0
  - b. Interested in the Project 2
  - c. Want to ask questions or express my concerns 4
  - d. Want to know how this Project will impact me 0
- 3. What are the good things about the Supply Road?
  - a. Employment opportunities 2
  - b. Business opportunities 1
  - c. Training opportunities 0
  - d. Accessibility 3
- 4. What are the bad things about the Supply Road?
  - a. Outside access 2
  - b. Disruption to communities 0
  - c. Change in traditional land and resources 1
  - d. Potential environmental impacts 1
  - e. Changes to way of life 0
- Do you have any comments on the preferred route and the preliminary effects assessment for the Webequie Supply Road or supportive infrastructure? No comments
- 6. Did the meeting help with your understanding of the Project?
  - a. Yes 4
  - b. Somewhat 1
  - c. No 0
- 7. Is there any information that you would like to be provided that was not presented at the meeting?
  - a. Yes 0
  - b. Somewhat 0
  - c. No 0



- 8. Were you given the opportunity to participate in the meeting ask questions or express interest/concern?
  - a. Yes 3
  - b. Somewhat 0
  - c. No 0
- 9. What would help the Webequie Project Team improve these community meetings in the future?
  - a. Additional material (handouts, etc) 0
  - b. One-on-one discussions with the Project Team 1
  - c. More time for questions and answers 3
  - d. Breakout sessions -
  - e. Provide more information 0
- 10. Additional comments None

### **ISSUES AND CONCERNS**

A middle-aged man highlighted the trajectory of electric vehicles and how gas/diesel powered vehicles are slowly getting pushed out. He expressed concern over the need for electric charging stations throughout these routes to accommodate the growing desire for electric powered vehicles.

### **ACTION ITEMS**

Follow up with answers to community members surrounding whether or not conversations around additional infrastructure like electric charging stations are being had.